

## HOW TO IDENTIFY AN AIRFLOW...

*The problem is easily solved by reviewing this chart. It tells the make, model and manufacturing year.*

		1934	1935	1936	1937	
Group IA	DeSoto	SE	SG	S-2		Airflow Six
Group I	Chrysler	CU	C-1	C-9		Airflow Eight
Group II	Chrysler	CV	C-2	C-10	C-17	Airflow Imperial Eight
Group III	Chrysler	CX	C-3	C-11		Airflow Custom Imperial Eight
Group IV	Chrysler	CW	CW	CW	CW	Airflow Custom Imperial Eight

Use this Quick Reference Guide in conjunction with your specific year **Instruction Book** when you have any question on the performance of your car. (See **Club Store** on the back page and send for your copy).



### EXCEPTIONS:

1. The Canadian built CY is not listed as a DeSoto based model as it is equipped with Chrysler trim parts. It belongs to Group IA.
2. The C-17 of 1937 has everything in common with the Group II cars, but was not given the name Imperial. Chrysler, in the knowledge that they were abandoning the Airflow, wished to apply the Imperial designation to the C-14, so they discontinued the Airflow without dropping the Imperial name.
3. The CW was not listed in sales literature for the last two years of the Airflow Era, yet one car from each year is known to exist. Their serial numbers, however fall within the reported 1936 sequence.

## LUBRICATION

Capacities:	Chrysler	DeSoto
Cooling.....	4-1/4 gallons	4-3/4 gallons
Engine.....	6 quarts	6 quarts
Fuel Tank.....	21 gallons	16 gallons
Rear Axle.....	4 pints	4 pints
Transmission (w. Overdrive).....	6-1/4 pints	4-1/2 pints

### 1,000 Mile Service

- Spring Bolts: 3 fittings, chassis grease.
- Drag Link Ball Joints: 2 fittings, chassis grease.
- Steering Knuckle King Pin Bushings: 4 fittings, chassis grease.
- Tie Rod Ball Joint: 2 fitting, chassis grease.
- Shock Absorber Link Ball Joints: 8 fittings, chassis grease.
- Spring Shackle: 4 fittings, chassis grease.
- Pedals and Linkage: 3 fittings, chassis grease.
- Clutch Release Fork Bearing: 1 fitting, Semi-fluid chassis lubricant.
- Steering Intermediate Link Ball Joints: 2 fittings, chassis grease.
- Battery: Bring water level to 3/8" above plates. Use distilled water

### 2,000 Mile Service

- Hand Brake and Linkage: Engine oil.
- Propeller Shaft Splined Joint: 1 fitting, chassis grease.
- Air Cleaner: Remove thumb nut, cover and filter element from cleaner body. Wash filter in solvent and dry thoroughly. Re-oil with SAE 50 engine oil.
- Engine Oil: Drain and refill with 30 weight engine oil.
- Generator: 2 oil cups. Add 10 drops of light engine oil.
- Water Pump: 1 fitting, **WATER PUMP GREASE ONLY!**

### 2,000 and 6,000 Mile Service

Distributor: Grease cup—turn down one turn every 2,000 miles. Short fibre grease—medium. Every 6,000 miles—clean breaker cam and apply a LITTLE Vaseline; add 1 drops of light engine oil to breaker arm pivot and to 2-3 drops to the wick located beneath rotor.

### 6,000 Mile Service

- Pedal Linkage: Engine oil.
- Power Brake Cylinder: Remove plug at front and vacuum line at rear—insert 1-oz. of hydraulic jack oil.
- Rear Axle: Drain, flush and refill. Fluid gear lubricant—SAE 90 to 160 weight.
- Starting Motor: 1 to 2 drops of Engine oil.
- Front Wheel Bearings: Short fibre wheel bearing grease—medium. Remove hub cap and hub. Clean and repack bearings.
- Battery: Remove battery terminals—clean and coat with coat terminals with anti-seeze and replace.
- Oil Filter: Replace between 6,000 to 8,000 miles.

### 12,000 Mile Service

- Rear Wheel Bearings: Remove plug, insert lubricant fitting, lubricate and replace plug. Short fibre wheel bearing grease—medium.

### Seasonal Change

- Transmission (with overdrive): Keep proper level. SAE 85-140 year round.
- Steering Gear: Fluid gear lubricant. SAE 140 year round.
- Radiator: Flush yearly and refill with distilled water. Add 50% antifreeze for rust prevention.
- U-Joints: Check and add chassis grease if needed.

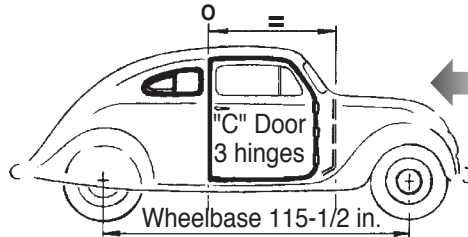
**EXTERNAL DIFFERENCES INDEPENDENT OF MANUFACTURING YEAR:**

# WHEELBASE, DOORS AND REAR QUARTER WINDOWS

Let's cut 'em up by drawing a line through the center post and see what happens from Group to Group. We will begin with the **COUPES**.

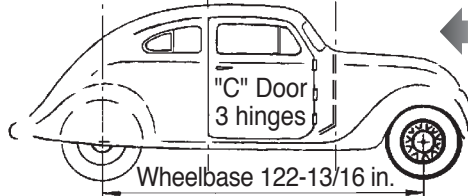
Coupes are only of Group IA, I and II. In dimensions they are all basically the same between the firewall and centerpost.

*This timeless series of drawings, submitted by Ed Fogelmark, first appeared in the ACA newsletters of July, August and November 1981.*

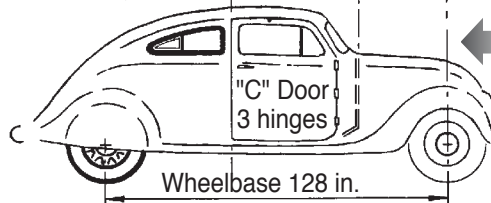


**COUPES**

**Group IA**, 6-cylinders – SE, SG and S-2 – have short wheelbases. Front pane of rear quarter window is almost square. Rear pane swings out and is the same on all Coupes.



**Group I**, 8-cylinders – CU, C-1 and C-9 – have longer wheelbases than the cars of **Group IA**. The difference lies from firewall forward. A few Business Coupes have no division bar in rear quarter windows.



**Group II** – CV, C-2, C-10 and C-17 – are the same as **Group I** cars from centerpost forward – longer from centerpost back. Rear quarter window is longer which is all in the front pane.

**SEDANS**

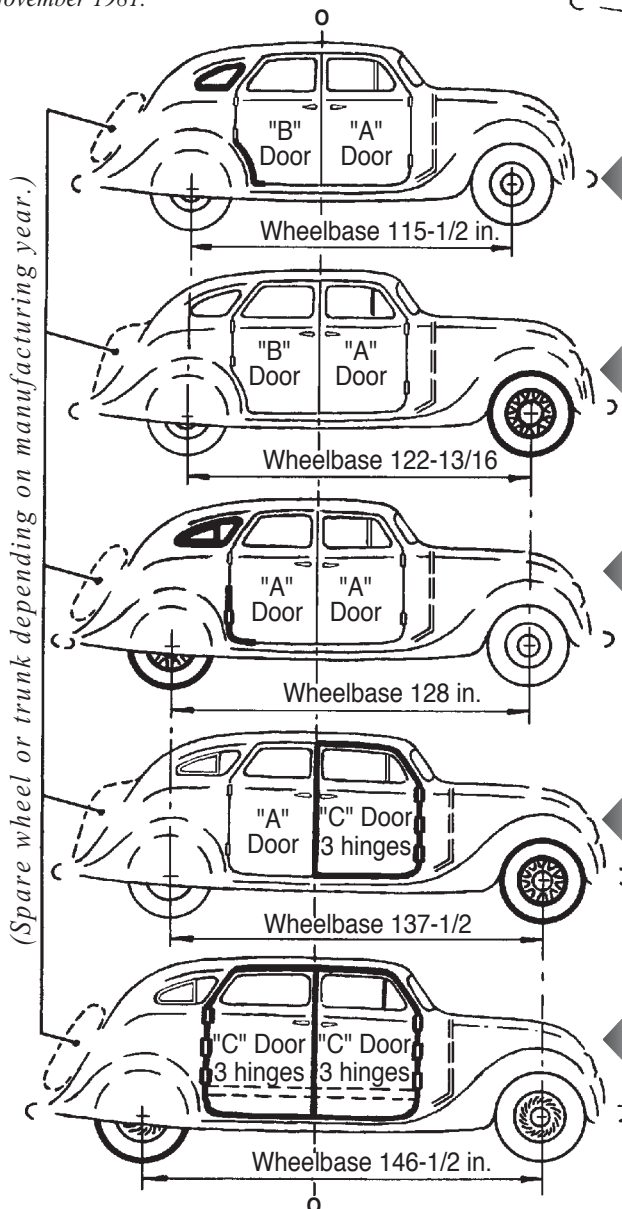
**Group IA** – SE, SG and S-2 – are 6-cylinders with short wheelbase. Note the rear door, curved for fender and the lack of center bar in rear quarter window.

**Group I**, – beginning with the 8-cylinders - CU, C-1 and C-9 – are equal to the cars of **Group IA** from firewall back-longer from firewall forward because of a longer engine

**Group II**, – CV, C-2, C-10 and C-17, are exactly the same as **Group I** cars from center door post forward – just like on the Coupes. Note the rear edge of the rear door is straight. The rear quarter window is longer and has a center bar. Rear pane swings out.

**Group III**, – CX, C-3 and C-11 – are the same as **Group II** cars from centerpost back and firewall forward. The increased wheelbase is all in the front door, which is a Coupe door.

**Group IV**, – the huge CWs – have one piece curved windshield, wheelcovers covering wire spoked wheels, sectioned Coupe doors and are about four inches wider than any other Airflow.

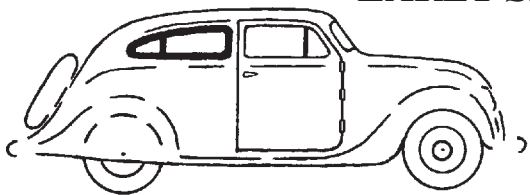


**Hood emblems by year**



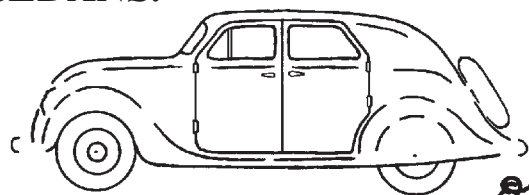
Top: 1934 Chrysler, Second row: 1934 DeSoto, 1935 Chrysler; Third row: 1935 DeSoto, 1936 Chrysler; Fourth row: 1936 DeSoto, 1937 Chrysler

## EARLY SPECIAL BODIED SEDANS.



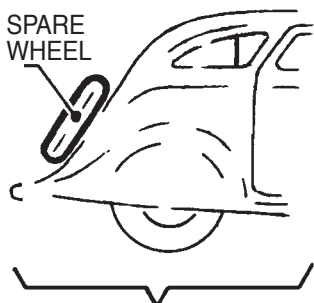
**2-Door Brougham**

The 2-Door Sedan (Brougham) was available only on **Group IA** and **I** cars in 1934 – SE and CU. The doors are Coupe doors and rear quarter window is longer than on the Coupes of **Group II**.

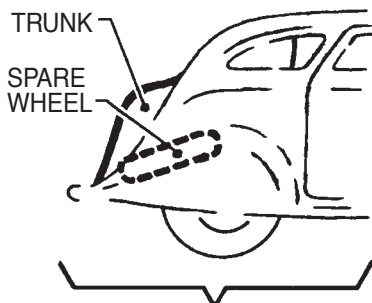


**Town Sedan**

Town Sedan bodied cars appeared on all 1934 models but only on **SG** in 1935. The difference from others is purely the lack of rear quarter windows. Like the Broughams, very few were made.



**1934 – 1935**



**1936 – 1937**

### EXTERNAL DIFFERENCES DEPENDENT ON MANUFACTURING YEAR

**THE MAIN DIFFERENCE** between early and late Sedans was the location of the spare wheel and the presence of an outside access trunk on later models.

No coupes carried spare wheels outside. 1934 and 1935 models had only the tire compartment under the deck lid with luggage space accessible from inside the car, similar to sedans. 1936–1937 models had outside access trunk but no change in contour of body panels.

**COWL LOUVRES** give a quick and easy means of identification – illustrating the differences in diestamping and trim of the model years.

All 1934 Chryslers, except **CY**, have doors manually operated from the outside.

On some SE-based export models, sold abroad as Chryslers, a chrome strip was added above the cowl louvres giving the illusion of 12 louvres instead of 11.

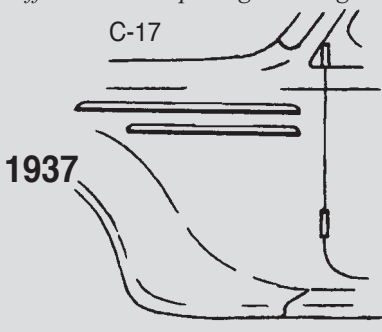
A common belief that some 1935 Chryslers had two "sets" of cowl louvres, and some 1935 DeSotos 3 chrome strips and vents, is entirely incorrect. The ideas were tried in prototype, but never used on production cars.

These illustrations are correct.

In developing the 1936 DeSoto, some prototype cars had three tear-drop louvres. The idea was discarded, however, and production models carried but two. This illustration is correct.

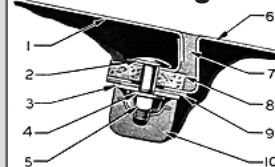
#### NOTE:

The cowl louvres of the 1937 C-17 and the known 1937 CWs are almost identical to the 1935 SG. The main difference is in spacing and length.

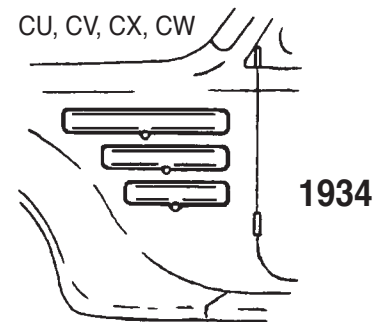


**1937**

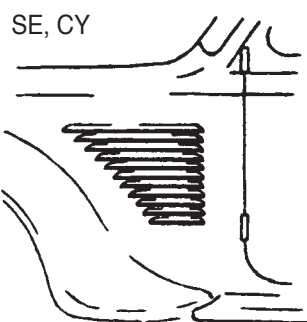
#### 1937 Roof Panel Mounting



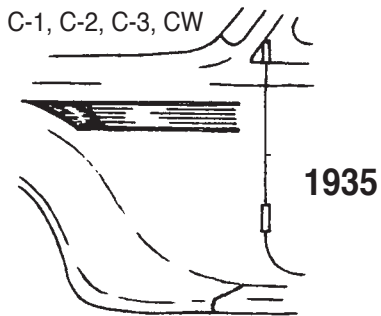
- 1-Roof panel
- 2-Roof panel bolt
- 3-Plain washer
- 4-Lock washer
- 5-Nut
- 6-Body panel
- 7-Roof seal
- 8-Insulating liner
- 9-Insulating washer
- 10-Protector



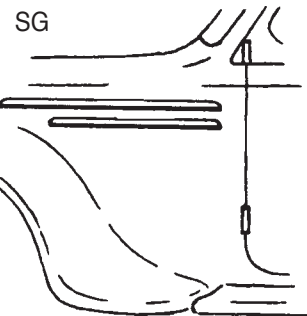
**1934**



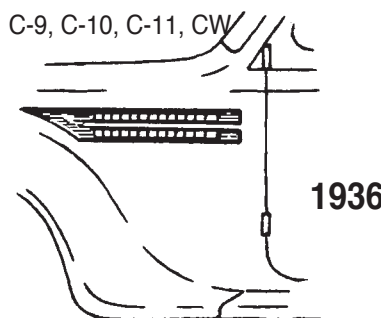
SE, CY



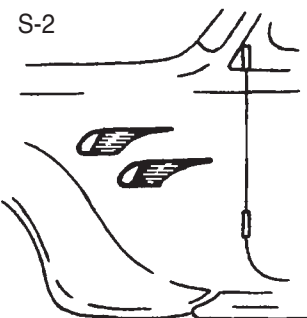
**1935**



SG



**1936**

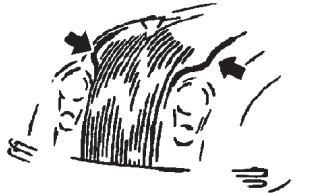


S-2

*GRILLES AND HOODS* differ from year to year; showing the result of the public's reaction, and marking the development from the first "waterfall" style to the later conventional ones. Interchanges ARE possible, and modernizing or repairing the car with wrecking yard parts was something that did happen. So be careful about identifying an Airflow solely on the strength of its hood and grill, differ from year to year; showing the result of the public's reaction, and marking the development from the first "bullnose" style to the later conventional ones. Interchanges ARE possible, and modernizing or repairing the car with wrecking yard parts was something that did happen. So be careful about identifying an Airflow solely on the strength of its hood and grill.

## Chrysler

CU, CV, CX, CW



## 1934

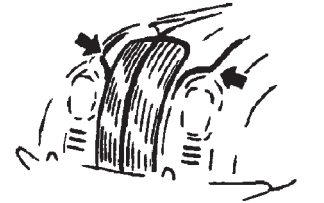
*Note the incut hood line on 1934 models!*

*The "waterfall" or "bullnose" grill on 1934 Chryslers appeared with different numbers of vertical bars.*

*Apart from a few of the very earliest cars produced, early cars have 39 bars and later cars have 21.*

## DeSoto

SE



C-1, C-2, C-3, CW

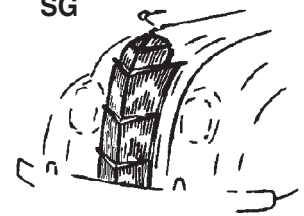


## 1935

*Of all the changes, the greatest was between the '34 and '35 models.*

*The 1935 Chrysler had additional chrome strips paralleling the grille sides. All 1935 Airflow grilles were lightweight stampings, with stainless steel and plated die-cast trim.*

SG



C-9, C-10, C-11, CW



## 1936

*Visually, the changes were less noticeable in 1936, however this year saw the only one piece completely die-cast grilles, which added about 20 lbs. (9kg) weight to the hood.*

S-2



C-17, CW



## 1937

*The last of the Airflows changed hood and grille completely, but retained identical front quarters.*

*The hood opened at the belt line instead of from bumper level, and the grill followed the styling trend of the rest of the 1937 Chrysler line, being again lightweight stampings with stainless steel trim.*

**Airflow  
DeSoto out  
of  
production.**

### CONYERSION KIT



APPLIED TO  
1934 CHRYSLER

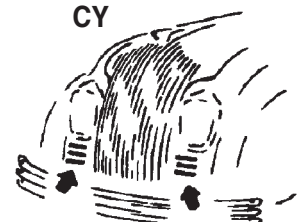
### EXCEPTIONS :

*The conversion kit was supplied for owners who wished to convert 1934 Chryslers to the new and less controversial 1935 style grille. It is easily identified by the incut hood line.*

*The Canadian built 1936 CY was based on a SE body but marketed as a Chrysler: Note the Chrysler grille in combination with DeSoto headlamp doors.*



CY



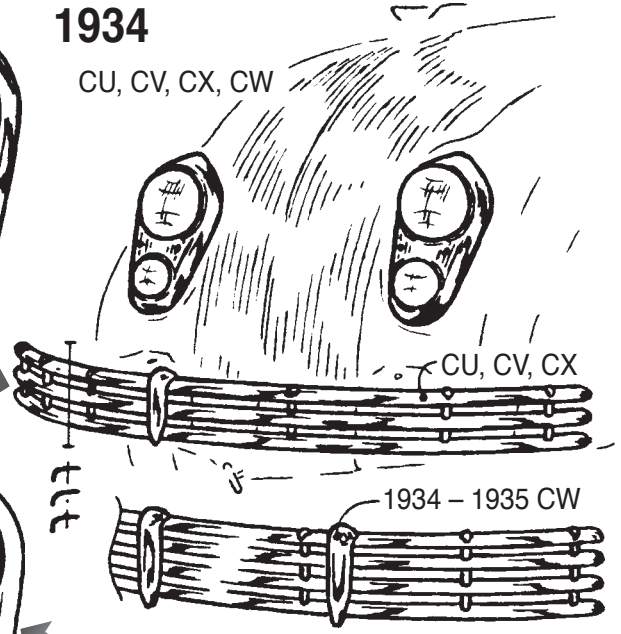
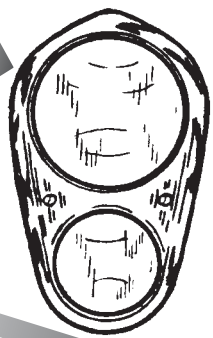
Unlike the DeSoto Airflow headlamp treatment in the **CHRYSLER AIRFLOW** differed from year to year. 1934 models carried a fully chromed door and a large, round parking lamp lens, with no external horn grille.

The 1934 bumper was distinctive and beautiful, but fragile. It was used on some export models as late as 1936.

Note the difference in number of bars and guards on the CW!

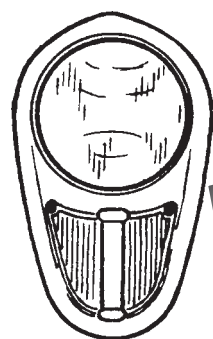
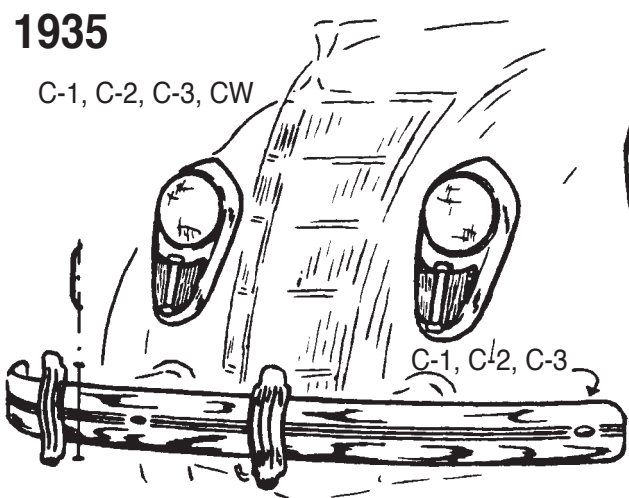
### 1934

CU, CV, CX, CW



### 1935

C-1, C-2, C-3, CW



In 1935 the parking lamp lens became a thin, vertical bar centered in the horn grille. The grille motif was repeated in the tail lamps. The headlamp door was completely painted in body color.

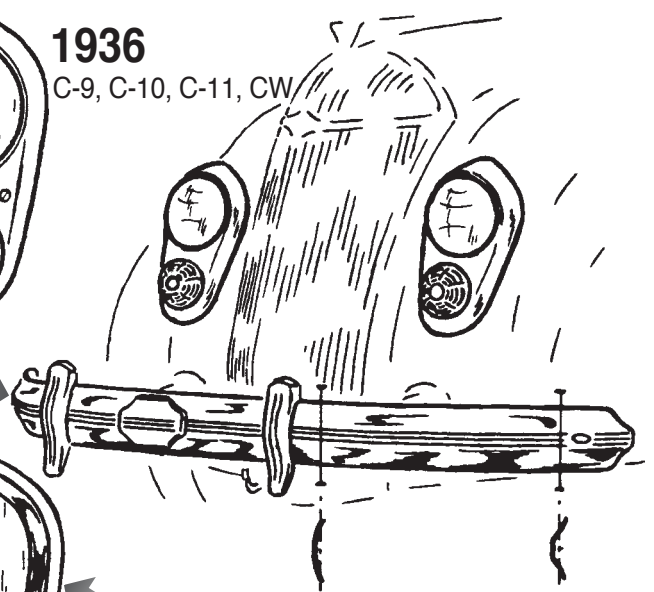
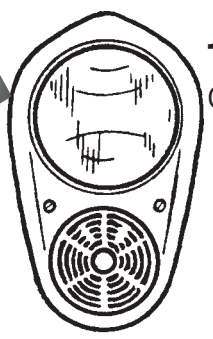
1935 bumpers were sturdier. The three horizontal grooves were enameled. Bumper guards offered more protection than in 1934.

For 1936, the parking lamp lens became a small, round globe, centered in the circular horn grille. The grille motif was repeated in the tail lamps. Headlamp doors again were painted, but the lens was surrounded with a thin stainless steel moulding.

1936 bumpers resembled 1935, but like DeSoto, were of a different cross-section. Unlike DeSoto, Chrysler did not use rubber faced guards. The center medallion repeats the three horizontal grooves.

### 1936

C-9, C-10, C-11, CW

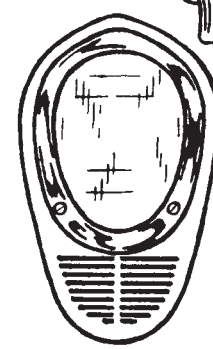
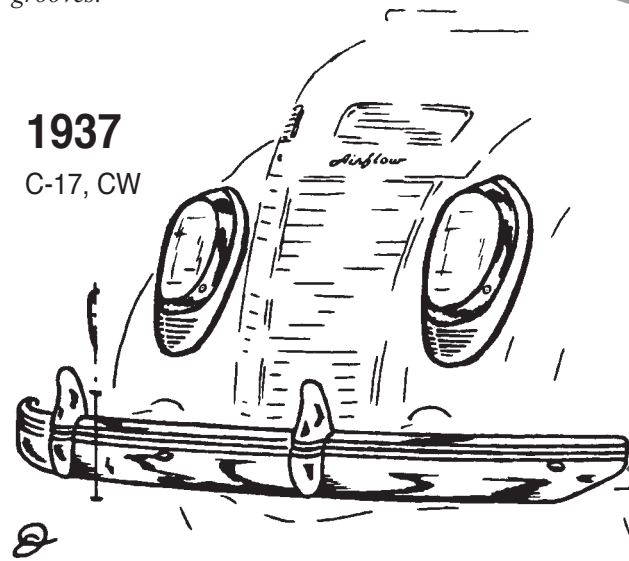


The 1937 headlamp door was painted but revealed a wide chrome band surrounding the lens. The parking lamp was a separate bulb in the main reflector. For the first time, the headlamp lens was not dead round.

1937 bumpers gained in aesthetic value without sacrificing durability. Unlike 1935 and 1936, the buffer plates extended only upwards.

### 1937

C-17, CW

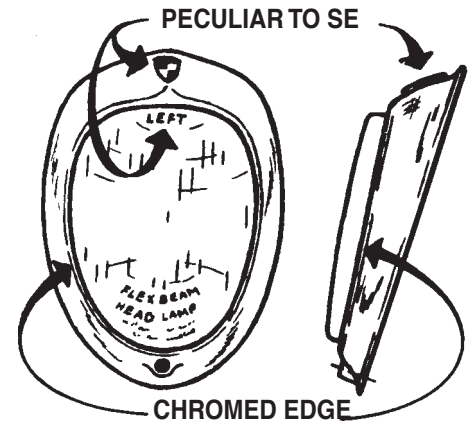


Among the more important trim parts, **HEADLIGHTS** and **BUMPERS** are partially responsible for the "expression" on a car's "face," and therefore, worthy of careful consideration.

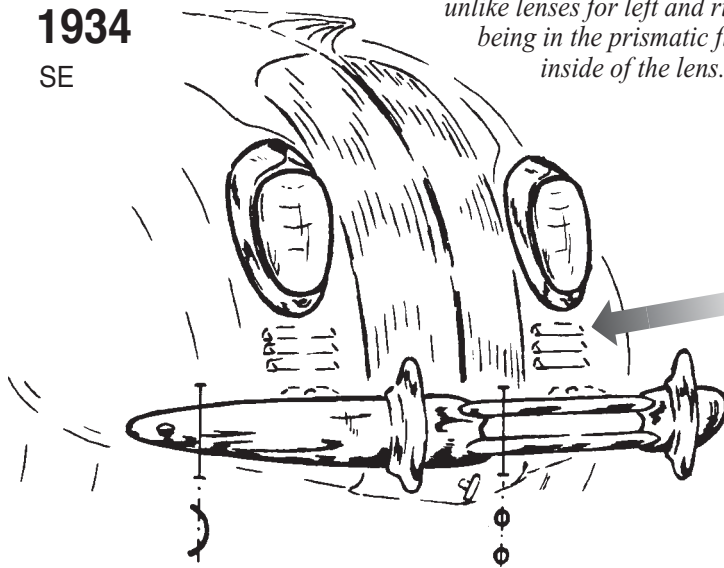
Note how the various grills go with the different bumpers, giving a more complete picture of each model's "personality" and a correct reference as to which trim parts go together.

The headlights of the **DE SOTO AIRFLOW** remained generally unchanged through the three model years.

Exceptions: Only the 1934 SE carried the little DeSoto emblem at the top of the frame or "door," and only the SE utilized unlike lenses for left and right, the difference being in the prismatic fluting on the inside of the lens.



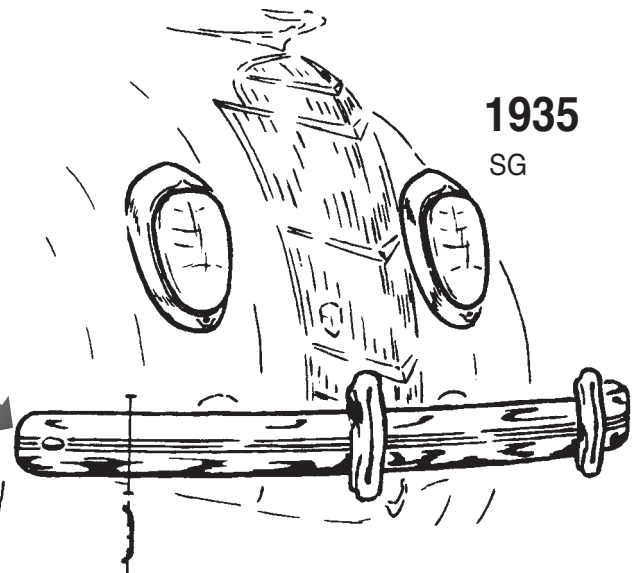
**1934**  
SE



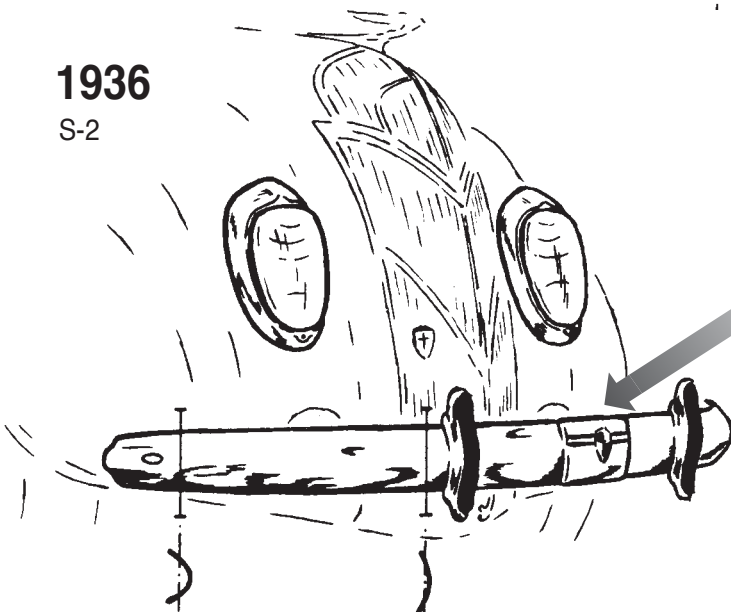
The 1934 SE was the only DeSoto that carried externally visible horn grilles. The three louvres beneath the headlights were discontinued in later production models.

From 1935 and onward the bumpers became more conventional. The SG had three horizontal grooves painted black – typical of the 1935 models. The bumper guards were very similar, but not quite identical, to the 1935 Chrysler.

**1935**  
SG



**1936**  
S-2



For 1936, the bumper cross-section was altered, it's curvature being narrower and deeper at the ends.

A center medallion was added, and the bumper guards, which the Chrysler Corp. always referred to as "buffer plates" were rubber faced.

At the introduction of sealed beam headlamps, various replacement kits appeared for most prior car models.

Those made for the Airflows altered their appearance considerably.

