

TECHNICAL

Tips



cause we all have questions!

More Tech Tips Coming.....after August

Airflow

Don't neglect the maintenance of your car's shock absorbers!! All Airflow shocks are refillable and the Chrysler shocks are also adjustable. Providing that the shock has not been dry for so long that the arm bushing is worn out, there is an excellent chance that by filling the shocks up again, you will get many thou-

sands of additional miles of service from them. It is best to take the shocks off of the car for this job. But it does not take long. Chrysler shocks have a knurled adjusting knob on them also. So, they can be set up for hard or soft ride, as you desire.

ACA Technical CD by Jon Clulow

SHOCK ABSORBERS

DON'T NEGLECT THE MAINTENANCE OF YOUR CAR'S SHOCK ABSORBERS!! ALL AIRFLOW SHOCKS ARE REFILLABLE, AND THE CHRYSLER SHOCKS ARE ALSO ADJUSTABLE. PROVIDING THAT THE SHOCK HASN'T BEEN DRY FOR SO LONG THAT THE ARM BUSHING IS WORN OUT, THERE'S AN EXCELLENT CHANCE THAT BY FILLING THE SHOCKS UP AGAIN, YOU WILL GET MANY THOUSANDS OF ADDITIONAL MILES OF SERVICE FROM THEM. IT IS BEST TO TAKE THE SHOCKS OFF OF THE CAR FOR THIS JOB, BUT IT DOESN'T TAKE LONG. CHRYSLER SHOCKS HAVE A KURLED ADJUSTING KNOB ON THEM ALSO. SO, THEY CAN BE SET UP FOR HARD OR SOFT RIDE, AS YOU DESIRE.

Don Ellwyn

SERVICE TIP

Problem: Transmission extension housing seal leakage and unavailability of a replacement seal.

Vehicle: 1934 DeSoto equipped with 3 speed and free wheeling (others ??)

Solution: The writer understands that this problem is quite common. Quite by accident, I discovered a seal (#670752)* which has the same double seal configuration (leather lip & felt washer) and inside diameter as the original. Only problem was with the outside diameter. It is too small by about 1/16". Problem was resolved by cutting two strips of soft copper sheet (roof flashing) and wrapping these around the outside circumference making two concentric layers. Each strip was cemented individually to the outside of the seal with Epoxy. They can be clamped in place with a ring compressor or suitable hose clamp while the Epoxy cures. Any excess should be carefully filed away to leave a smooth, even circumference. I would suggest installation into the transmission housing using a coating of some type sealer which will harden. Thus far, this job has worked very well in my SE. I would definitely recommend checking the fit of the output shaft support bearings as any wobble in this would promote early seal leakage.

* Application: transm. rear brg seal - Plym, Dodge, DeSoto & Chry six, '40-'53, std. transm. without overdrive.

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All Airflows, both Chrysler and DeSoto call for 28 lb. pressure in front and rear tires with the exception of the Airflow Chrysler CW which uses 40 lb. & 38 lb. front and rear respectively.

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All Chrysler Airflows and DeSoto Airflows take 6 quarts of oil in the engine with the exception of the Model CWs which take 8 quarts.

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Don't neglect the maintenance of your car's shock absorbers! All Airflow shocks are refillable. The Chrysler shocks are also adjustable. Keeping the shocks filled will help preclude premature failure of the arm bushing. If necessary, remove the shocks from the car to fill. The knurled knob on the Chrysler shocks is the adjustment for hard or soft ride depending on your preference and the type of roads you expect to be driving on.