Airflow Restorer's Guide
Volume I: Standards of Correctness

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Airflow Restorer's Guide, 2020 Edition

A message from the Airflow Club of America President

There are many ways to restore a car, and the owner must choose which path to follow. Until the restoration of my 1936 Chrysler C9 coupe was in progress, I thought this process was easy. Taking the car apart was dirty, challenging, but kind of fun. Once apart, the body went to the stripping company and the chassis went to Phil Putnam for rebuilding. All good, right?

Phil asked me if I wanted him to order a set of covers for the 4 leaf springs, as the coupe didn't have them. I asked if the springs needed the covers, and Phil said no they didn't. But they were supposed to have them, and I had to decide if I wanted them on the coupe. This is where my education about authentic Airflow restoration really started.

In the early days of the Airflow Club, the choices for renovations and restorations being done depended on the goals and determination of the owner. Before the Internet, and for a time even after the advent of the web, the owner and/or their hired restorer needed to research what was correct for their car by whatever means was possible.

To foster better and more consistent Airflow restoration work, ACA members Phil Putnam and Bruce Wallin began work on a "Standards of Correctness" book, first published by the Airflow Club in 2011 and then revised in 2014. These books provided guidance on how the cars were built and how they would be judged. Increasing use of the Internet has made available to the world easy access to a vast amount of information that had in many cases been hidden for decades. Period literature, manuals and parts lists, and photos are now accessible as they have never been before. Wading through this information to discover how Airflows were built, and with what variation, has enabled refining, correcting, and augmenting the descriptions previously available. As additional materials surface, they can be expected to correct and improve traditional understanding of Airflow authenticity.

This work corrects a few errors and omissions in the preceding works, and adds a volume on Airflow Club history. It separates the *characteristics* of original Airflow construction from the *policies of judging* that the Club follows. Accordingly, it serves as guide for Airflow restorers.

Club members need to know that restoration choices based on the information in the earlier Standards books will by policy be "grandfathered" when their car is judged at Airflow meets. No authenticity points will be deducted if compliance with the then-applicable Standards of Correctness can be verified. This is a critical assurance that the Club grants to its members. For current work, the *Airflow Restorer's Guide* can be used with confidence.

David Felderstein, Sacramento, California

ACA President

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Editor's Note

The *Airflow Restorer's Guide* presents a collection of information intended to guide the repair, maintenance, and restoration of Airflow automobiles. It is the official successor to preceding editions of the Airflow Club of America's *Standards of Correctness* manual, especially to the latest, 2014, edition. Work began on this revision in summer 2018.

The *Airflow Restorer's Guide* corrects a small number of errors and omissions in the 2014 *Standards of Correctness.* More than that, it separates the standards of the predecessor works into specifications and descriptions of original Airflow configuration (now in *Volume I: Standards of Correctness*) and the policies for judging policies (now in *Volume II: Judging*). In doing so, the new *Airflow Restorer's Guide* supports easy correlation of the requirements and characteristics in Volume I to the example judging sheets in Volume II. This helps ensure that judging is fair (consistent) across models and years of all Airflows, and it guarantees the summaries on the judging sheets in Volume II is consistent with the standards in Volume I.

A clear lesson in preparing the *Restorer's Guide,* along with its predecessors, was that not all Airflows of a given make and year were identically configured. In addition to the collection of factory or dealer-added accessories and options offered, there were some documented changes in mid-year production for some models. Some surviving photos of new Airflows are of preproduction models that show differences in detail from the production cars that followed. Assembly of cars was labor-intensive, and the labor was provided by people, rarely by a single person. Differences in detail (for example, as in the design and precise location of body pinstripes) have been noted in surviving original cars, and they are understandable. These factors combined result in occasional variation among cars of a single make and model.

Despite these realities, it is the goal and purpose of the Airflow Club to encourage restorers to return their Airflows to their original configuration, so far as that is possible and practical. As Editor, I hope that this work makes that task a bit easier.

Many thanks are due to Airflow Club members, current and past Chief Judges, active restorers and owners for their contributions to this work. Jon Clulow, John Spinks, Ron Robbel, John Heimerl, John Heller, Phil Putnam, and Bruce Wallin have all been particularly helpful in sorting out the data, and many more have contributed to reviewing and improving the emerging lists and tables as we went along.

Errors and omissions no doubt remain, and I hope that as they are identified, a future revision of this work will make it even better.

John Boyd

Introduction

A major goal of the Airflow Club of America is to foster the preservation of historically accurate Chrysler and DeSoto automobiles. As these cars continue to age, deterioration affects nearly all of them, and many members of the ACA are, thankfully, involved in preserving and restoring these cars. At many points in the repair, reconstruction, renovation, and finishing processes, restorers need to know how these cars were built. What did they look like when they left the factory and when they were delivered to their first owner?

The Airflow Club has attempted for many years to document certain details about the cars that could help owners retain, or restore, authenticity. A series of booklets presenting the "Standards of Correctness" was created to try to capture details that might have been obvious to forbears that built, maintained, or sold these cars. The present work, the *Airflow Restorer's Guide,* is an update and extension of these efforts. It takes a slightly revised direction, however, separating original characteristics and requirements into this volume, *Volume I: Standards of Correctness,* and judging rules and information into the separate *Volume II: Judging*. It also aligns the described requirements and groups of requirements across models to the maximum extent possible to support fairness in competitive judging: the same things will normally be evaluated across every year and make, using insofar as possible, consistent scoring.

If you are restoring or maintaining an Airflow automobile, the ACA encourages you to make it as authentic as possible and to use the highest standards of workmanship you can. This guide will provide the basics. Additional information can be obtained at annual Airflow Club national meets, where you can talk with other owners, take photographs, observe (or volunteer for) judging of cars, and participate in technical forums held at nearly all of them. Many of these same benefits are available at regional ACA gatherings, and technical tips published in the club newsletter will also prove useful. Keep your membership current to learn of these events! A good deal of expert advice and technical detail is available on the ACA website (www.airflowclub.com) and in the discussion forum at www.airflowcars.groups.io. The comprehensive *Quick Reference Guide* for Airflows, created many years ago but still available from the ACA Store and (for viewing and download) on the website, provides some great introductory details and some very useful tips for restorers and maintainers. Of particular note is the advice on repainting Airflows, including lists of original stock colors and trim and suggested more modern paint equivalents.

About Airflow Club Judging

Many Airflow owners elect to bring their cars to the annual national meets. The Club encourages judging of Airflows on these occasions. The purpose of judged competitions is to

encourage authenticity and high standards of workmanship in the preservation and restoration of Chrysler and DeSoto Airflows. Judging of cars at national meets is intended to be based on the *Airflow Restorer's Guide, Volume I: Standards*. Thus, if you follow these standards of correctness in improving your Airflow, and follow the desired "high standards of workmanship" recommended, your car will be ready and might do very well. Not all owners submit their Airflows for judging, but there are some good reasons to do so. During judging, experts will carefully examine your car and evaluate the degree to which it is consistent with its original configuration, and where it needs improvement. From their evaluation, you will gain invaluable insight into how to further improve your car. And there are awards!

Judged Airflows are accountable for all requirements in Volume I of the *Airflow Restorer's Guide*. Time constraints may not permit careful judging of every requirement on every car, but a serious attempt will be made to check each one.

It's worth noting the difference between *originality* and *authenticity* as used in this guide. Authenticity refers to a car's configuration being equivalent to what was being built when this model was manufactured. Originality means the restored car is configured exactly as this car, with this serial number, was built. For example, some Airflows came with optional distributor-driven tachometers. If a given car that was built without the option is given one in restoration, that addition is authentic, but it is not original. Airflow Club standards and judging emphasize authenticity, without requiring, in general, originality. It is widely accepted that although a given model of Airflow had a standard configuration, some variation occurred. For example, a supplier might have been changed during a model run, resulting in apparent inconsistencies in details. Cars could be, and were, special ordered, and exactly what was special ordered is not well documented. A nonstandard paint color is an example.

It is the goal of the Airflow Club to encourage authentic restoration, while *never* to penalize an unusual feature of a car that was actually original to that specific car. In view of the limited information available, this is a very high standard to achieve, and it may at times require judges to grant the benefit of the doubt to exceptional features. Some examples of traditional problem areas are discussed in Appendix G.

- Most Chrysler Airflow radiators have a braised-on tag showing the Chrysler part number. Some 1937 models have clean tanks, with no evidence of any braising since manufacture. Should tags be required on all radiators? Previous ACA standards said yes, even though it's now clear that most DeSoto tanks have embossed part numbers and no tags. Current decision is no deduction for radiator tags.
- Early photographs of most Chrysler Airflows seem to show body paint on the front bumper supports, retainers, and back bars, and also on the under-hood louvered wheelhouse cover panels. Some C17s still with apparently original paint have black bumper parts and black wheelhouse cover panels. The 1937 parts lists offer these parts in enamel, (body) paint, or primer. Should black be allowed on nonblack cars? (Historically, the club has said yes.)
- Most 1936 DeSoto S2s came with Circassian Walnut Burl woodgrain. Yet a few cars have been identified with apparently original plain paint on the dash, but grained glovebox doors. Historically, the club has allowed this combination.

- Fuel filler rubber grommets: always plain black rubber or were some painted with the body paint? The standard now says black, but since earlier ones said either, policy says no deduction for painted tank grommets.

If you are improving your Airflow, go with the most recent version of the standard. If you complied with an earlier standard, be ready to show that when your car is judged.

What's New?

The passing of time and further research into the history of Airflows have revealed additional details about their construction. Like its predecessors, this *Guide* undoubtedly contains errors and incompleteness. During the 2020 revision, attention was focused on rearranging the information in the previous edition to make future improvements easier, and these errors can now more easily be corrected.

The table below lists some of the most important changes made in this revision. Requirements pertaining to the CW series, all years, which were formerly mixed in with the 1934-1937 Chrysler sections, are now separated out into a new section. Some requirements have been altered from similar requirements in previous editions based, in nearly every case, on further research. In other cases, the requirements were rearranged to make comparison across models easier. Note the new Car Overall group. The changes below affect both *Volume I* and *Volume II* of the *Restorer's Guide.*

Group	Title	Edits and Comments
Overall	Bolts and screws	Collected and limited deductions for incorrect fasteners.
Overall	Modernizations	Collected non-original modifications into a single requirement.
Chassis	Muffler	Split from Exhaust entry.
Chassis	Tires	Separated tires from wheels requirement.
Chassis	Tools	Moved tools to main section from former Appendix H.
Chassis	Transmission / Overdrive / Driveline	Corrected SG. Only S2 has the unit transmission/OD.
Chassis	Wheels	Separated wheels from tire requirements.
Engine	Air cleaner	Updated uncertain paint colors.
Engine	Carburetor	Added original carb model for DeSotos.
Engine	Distributor	Corrected tag color for some models.
Engine	Engine bay	Revised cup washer finish to natural or black all models. Body color is still debated.
Engine	Engine dust pans	Changed name. Added hole discussion for 36/37 Chryslers.
Engine	Fuel supply	Moved electric pump discussion to judging volume.
Engine	Generator	Corrected some tag colors. Debate continues.
Engine	Horns	Added serpentine tube to 36-37 Chryslers and trumpets to S2.
Engine	Hoses / clamps	Separated heater hoses and relaxed clamp requirement in view of dealer (not factory) installation of heaters.

Engine	Manifolds	Deleted paint requirement on exhaust manifold for most models.
Engine	Spark plugs / wires	Added Champion plugs per parts lists.
Engine	Wheelhouse cover	36-37 cars were available with black or body color wheelhouse cover panels.
Exterior	Bumpers / guards / rear fender gravel deflectors	Modified color options per parts lists. Note early photos often show painted bumper bracketry.
Exterior	Doors	Added door weatherstrip requirements.
Exterior	Fenders	Combined fender lining and welt with Fenders.
Exterior	Headlight doors	Added specification for headlight doors.
Exterior	Radiator grille	New entry.
Exterior	Running boards	Moved to main section from former appendix.
Exterior	Wheel shields	Moved fender lining to Fenders.
Interior	Battery box	Added detail; corrected color to allow brown.
Interior	Headliner	Moved into main section from old Appendix F.
Interior	Instruments	Added requirements for SG and S2.
Interior	Pedals / shift lever	Corrected some pedal cover colors to match parts lists.
Interior	Seats (cushion / back)	Added seat requirements for some models.

Volume I Organization

The following eight sections of *Volume I* lay out the requirements and characteristics of each Airflow make and year:
1934 Chrysler CU-CV-CX-CY
1935 Chrysler C1-C2-C3
1936 Chrysler C9-C10-C11
1937 Chrysler C17
1934 DeSoto SE
1935 DeSoto SG
1936 DeSoto S2
Chrysler CW, all years.

List of Appendices – 2020 edition

The 2014 edition of the Standards of Correctness contained several appendices for supplemental information. Unfortunately, some of these were never completed. Others contained material that is now covered in the Groups and Requirements of the various models and are therefore unnecessary for this revision. The table below compares the former, 2014, and present, 2020, appendices.

	2014 Appendix	2014?	2020 Appendix	Remarks
A	Body Colors	No	Paint and Colors	
B	Tops	No	Exterior Trim and Striping	Planned 2014 C and D
C	Striping	No	Accessories	Includes heater, radio, tools

D	Wheel Striping	No	Lighting Assemblies	Planned for 2014 J
E	Tail Light Assembles and Lenses	No	Electrical and Other Components	Formerly K
F	Interior and Exterior Finishes	Yes	Interior and Exterior Finishes	From 2014 edition
G	Heater	No	List of Airflow parts and service suppliers	Included in new C Accessories
H	Tools	No		Included in new C Accessories
I	Fuel and Radiator Caps	No		Included in new C Accessories
J	Lenses: Headlight, Taillight, Parking	No		Included in new D Lighting
K	Operating Equipment Electrical Components Windshield Wipers Shock Absorbers Carburetors	Yes		Included in new E
L	History of Walter P. Chrysler Awards	Yes		Included in Volume III

Airflow Restorer’s Guide: Requirements

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2 ARG Requirements (9-83)

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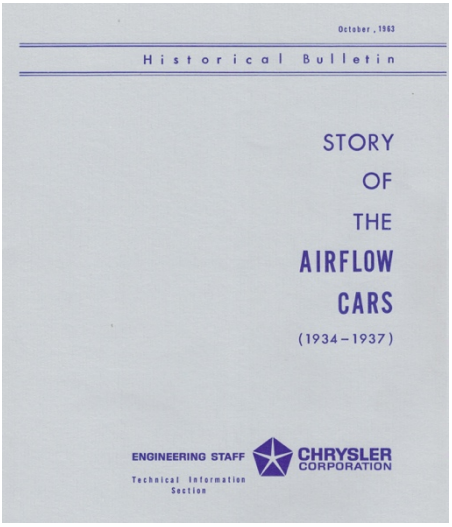
AIRFLOW RESTORER'S GUIDE

VOLUME I APPENDICES

Appendix A: Paint and Colors

Standard Airflow Colors were listed as an appendix in the *Story of the Airflow Cars* booklet, published by the Engineering Staff of Chrysler Corporation in 1963. The booklet contains an interesting and informative description of the Airflow cars developed and sold some 30 years earlier, and it's a testimony to Chrysler Corporation's own view of the significance of the development of these cars. The tables are included here for convenient reference.



The Airflow restorer is advised to consider the following:

- Airflows were usually painted at the factory in one of the standard colors. However, it was possible to order a custom color of your choosing. In the case of a special order, we believe, the paint code on the inner fender (stencil or data plate) would not indicate a standard color, but perhaps be marked special order (S.O.) or be blank.
- Airflow club tradition is to allow repainting an Airflow in any standard color for the model and year without penalty in judging competitions. Sometimes, however, paint matched to body data plate has been used as a tie-breaker, lending a slight preference to using the original color of your car, if you can find it.
- Enamel paint in black was something of a standard in the 30s and before. Airflow parts catalogs offer many body parts in primer, paint, or enamel, meaning (we think) that at the time that you could order parts from the factory with a paint finish to match a car's serial number, or in primer, in case your car was ordered in a nonstandard color or had been repainted, or enamel, in case it was black or you prefer black for this part. In other words, in period literature, enamel can be taken to be black unless clearly stated otherwise.
- LeBaron cars, CX, C3, C11, and CW are known to have been substantially special ordered. Many, perhaps most, list only the order number on the body data plate with no indication of original color. Without some additional indication, like a copy of the special order, it's not possible to determine the original color of the car. Many restored examples are painted black, but other period-appropriate paint colors can be acceptable. Special ordered paint colors were common on the LeBaron cars.
- Metallic paint was available in the early 1930s, and in Airflow paint charts it is referred to as "poly", probably short for polychrome or polychromatic. See Ellis Claar's discussion of metallic paint in the section below. It was considerably less flashy than some metallics available today.
- Two-stage, or base-coat/clear-coat paint, is a relatively modern invention. As used today, it can yield a very high gloss finish that many find striking and attractive. This finish differs considerably from the "poly" paints used in the 1930s, and at times the Airflow club has discouraged this very high gloss appearance. Claar, below, mentions a strategy to reduce it. Ultimately, the level of gloss and metallic content in your car's finish are the choice of the restorer. Excess of either has at times incurred a small penalty in ACA judging.

What's the color going to look like?

In choosing a paint color, the restorer will want to know what the color is and what it will look like on the car. There are some resources:

- Original paint charts for Airflows from various paint companies are sometimes available at auto swap meets or on eBay.com. Use caution in interpreting these as any indication of what the color will look like. Most have faded or darkened over the 80 or more years since they were printed.
- There are on-line paint data bases available, for example, paintref.com. These can be searched for most early colors. For example, searching for 1936 DeSoto Autumn Gold Poly yields paint code IM 1518. It shows a small, onscreen color chip, and indicates that the same mix was used on several other cars, often with a different name. In this case, you learn that Chrysler in 1932 and 33, and Graham in 1934 offered this color naming it Golden Tan; that 1935, 36, and 38 Dodge (as well as 1936 Nash) offered it as Golden Beige, and that 1936-37 Chrysler offered it as Delmonte Biege. Paintref.com also offers equivalent paints from several manufacturers, and can be helpful to finding the actual modern equivalent color.
- In the next section is a discussion of Airflow paint and colors by Ellis Claar. Besides his discussion of appropriate color substitution, he presents modern paint colors he judged (in 1973, updated in about 1990) to be equivalent. These paints can, in most cases, be ordered from an automotive paint supplier.
- Perhaps the best way to visualize how your Airflow will look is to see one painted that color in the last few years. The best place to see such cars is to attend an Airflow Club national meet.
- Most restorers find it worth the expense to get a "paint spray-out" for a few of the colors they are considering. This shows what the paint will look like much better than a color chip.

Here now are the paint codes presented in the 1963 Chrysler "Story of the Airflow Cars." Note that they include fender, stripe, and wheel colors. In some cases, the Chrysler Historical Society vehicle build sheet show some variance from this table. For example, one 1936 DeSoto build sheet shows Casino Red for the stripe instead of the Chinese Red listed in the table. Actual cars built differed in some cases from the color combinations shown.

CHRYSLER AIRFLOW COLOR AND PAINT CHART

1934 - CU, CV, CW, CX

BODY	FENDERS	STRIPE	WHEELS
Fisherman Blue #4 (IM-1444)	Same as Body	None	Blue
Black (LE-30VV)			Black
Sultana Sand #1 (IM-1371)			Sand
Salon Brown Poly (IM-1372)			Brown
Silver Wing Gray (IM-1370)			Gray
Dorset Gray Light Poly (IM-1364)			
Moonglo Deep Poly (IM-1273)			

1935 - C-1, C-2, C-3, CW*

Black (LE-30VV)	Same as Body	Silver-edged Vermillion	Same as Body
Viennese Blue (IM-48)	Black	Blue Bird Blue-Ivory	Black
Parrot Blue #4 (LE-2204)	Same as Body	Parrot Blue #1 edged in Flake White	Same as Body
	Black		Black
Polo Green Poly (IM-1475) (IM-1519 for C-1 after serial #6602827; C-2, 7012687; C-3, 7528560)	Same as Body	Sprig Green-edged Flake White	Same as Body
Bellevue Beige (IM-1478)		Vermillion-edged Gold Bronze	
Columbia Beige Poly (IM-1476)		Vermillion-edged Silver Bronze	
Putty Beige (IM-1524)		Gold Bronze-edged Vermillion	
Envoy Red (IM-1104)		Casino Red-edged Silver Bronze	
	Black		Black

1936 - C-9, C-10, C-11

Black	Same as Body	Black	Black or Straw Color
Meadowbrook Blue (IM-48)	Same as Body, also Black	Blue Bird Blue	Straw Color, Body Color, Black
Sky Tint (IM-1536)	Same as Body		Straw Color, Body Color
Polo Green (IM-1519)		Sprig Green #1	Sprig Green, Body Color
Kiltie Green #4 (IM-1333)	Same as Body, also Black		Sprig Green, Black, Body Color
Del Monte Beige (IM-1518)	Same as Body	English Coach Vermillion	English Coach Vermillion Body Color
Stone Beige #2 (IM-1546)			
Gunmetal Gray (IM-1544)	Same as Body, also Black	Sprig Green #1	Sprig Green
Harvard Maroon (IM-1585)		Casino Red	

1937 - C-17

Black	Same as Body	Silver Bronze (a)	Same as Body
Meadowbrook Blue	Black	Blue Bird Blue	
Sky Tint	Same as Body	Silver Bronze	
Parrot Blue			
Polo Green		Sprig Green	
Brewster Green (IM-1707)		Whirlpool Green	
Del Monte Beige		English Coach Vermillion	
Gunmetal Gray		Casino Red	
Santa Rosa Sand (IM-1708)			
Everglades Red (IM-1763)		Silver Bronze	

(a) Wheel Stripe Only.

DE SOTO AIRFLOW COLOR AND PAINT CHART

1934 SE

BODY	FENDERS	STRIPE	WHEELS
Black (LE-30VV)	Same as Body	None	Black
Star Blue #3 (IM-1252)			Blue
Fisherman Blue #4 (IM-1444)			
Baden Green #4 (IM-1360)			Green
Cedar Bird #4 (IM-1359)			Brown
Dusty Gray Poly (IM-1357)			Gray
Eel Gray Poly (IM-1358)			
Dorset Gray Poly (IM-1355)			
Palm Beach Gray #2 (IM-1356)			
Gunmetal Medium Poly (IM-1260)			
Explorer Blue (IM-1383)			Blue

1935 SG

Black (LE-30VV)	Same as Body	Silver Bronze	Same as Body
Viennese Blue (IM-48)	Black	Blue Bird Blue	
Lupine Blue #3 (IM-1484)	Same as Body	Silver Bronze	
Iceland Green #4 Poly (IM-1266) (Beginning with Serial #5084044: IM-1520)		English Coach Vermillion	
French Beige Poly (IM-1485) (After mid-year: IM-1516)			
Cedar Bird #4 Poly (IM-1359)			
Gargoyle Gray Poly (IM-1480) (After Serial #5082843: IM-1513)			
Envoy Red (IM-1104)	Black	Silver Bronze	
	Same as Body		

1936 - S-2

Black (LE-30VV)	Same as Body	Sprig Green #1	Black, Sprig Green, Straw Color
Blue Danube Blue (IM-48)		Blue Bird Blue	Straw Color, Blue Danube Blue, Black, Blue Bird Blue
Capri Blue (IM-1542)			Straw Color, Capri Blue Blue Bird Blue
Sky Tint (IM-1536)			Straw Color, Sky Tint, Blue Bird Blue
Jade Green (IM-1545)		Seatone #2	Straw Color, Jade Green, Seatone #2
Autumn Gold (IM-1518)		Chinese Red	Straw Color, Autumn Gold, Chinese Red
Vogue Brown (IM-1547)			Chinese Red, Vogue Brown, Copper Bronze
Stone Beige #2 (IM-1546)		English Coach Vermillion	English Coach Vermillion, Stone Beige #2, Straw Color
Platinum Gray (IM-1543)		Sprig Green #1	Straw Color, Platinum Gray, Sprig Green #1
Burgundy Maroon (IM-1585)		Burgundy Maroon	Silver Bronze, Burgundy Maroon, Black, Casino Red
Winchester Gunmetal (IM-1544)		Sprig Green #1	Straw Color, Winchester Gunmetal, Sprig Green #1
Cigarette Cream (IM-1682)		Black	Cream, Black

Ellis Claar's Work

Ellis Claar spent many years researching Chrysler records and available paint, and he documented his work from time to time in the Airflow Newsletter. In his many years as Chief Judge, he saw paint technology evolve, and he sometimes revised his original work. Sadly, Ellis passed in 2018, but his work survives as some of the most detailed and careful research available to Airflow restorers. Airflow Club judges frequently refer to it as they evaluate correctness or authenticity at Airflow Club national meets.

The article below is from the ACA Quick Reference Guide, which can be found on the club website, www.airflowclub.com. In it, Claar presents his recommendations for painting an Airflow, along with his best estimate of "offset colors", colors available for more modern cars that were as close as you could get at the time to the named originals. While in some cases they are now decades old, they are worth considering in painting an Airflow. His article is entitled "Modern Paint Color Substitutions for 1934-1937 Chrysler and DeSoto Airflows."

Modern Paint Color Substitutions for 1934 – 1937 Chrysler and DeSoto Airflows

During the passing years, many older paint dealers have gone out of business and with their passing, have taken older paint mixing formulas with them. Many new paint dealers have come onto the scene, but they often do not have the correct old paint formulas.

My research involved lengthy hours at a **Martin Senour** paint dealer. For simplicity, only **Martin Senour** numbers are listed for the modern substitutes. Obviously, other paint manufacturers have cross-references for these numbers if you choose another brand of modern paint.

Some of these newer colors are called *"Base Coat - Clear Coat"* paints. This means that after you put the *"base color coat"* on the car, you must apply a final *"clear coat"* for shine and durability. When the *"clear coat"* is dry, it will have a *"wet-look"* which has more gloss than the old lacquer paints. You may find it desirable to leave the *"clear coat"* dry for 48 hours and then rub it with fine rubbing compound. This will take some of the shine away and produce an appearance more like the original lacquer finish.

The code numbers in the right column can be taken to any **Martin Senour** paint dealer where the color you desire can be properly mixed without the need of a color chip chart. Your dealer can also tell you if the paint you want to use is available in *"Base Coat - Clear Coat,"* acrylic lacquer, or acrylic enamel.

While it is not necessary to repaint your Airflow the same color it was when it left the factory, it should always be painted a proper color that was available for the model and the year. On pages 14,15,16 original Chrysler and DeSoto Factory Paint Charts are reproduced to assist you in your correct paint restoration. Many times, these charts can still be found at auto swap meets.

Also, remember that if you find the original unrestored finish on your Airflow, the finish has aged and is likely to appear quite dull. It is also important to realize that modern paints have inherently more brilliant pigmentation. The metallic (poly) colors of the past, when compared to modern substitutes, pose additional differences. Modern metallics usually depend on ground aluminum powder for their luminescent appearance. Older *"poly"* metallics may have used bronze powders, ground-up pearls, and even fish scales!

The newest paint color matching system, available from the automotive paint industry, uses computer technology. By placing a photometric *"electric eye"* over an original color sample, a computer creates a matching formula which claims to provide the best color match possible. Larger automotive paint dealers have this equipment. One example is used with PPG's **"Ditzler"** line of auto paint. Their system is named *"PROPHET."* The most difficult problem involved in using such a matching system, is to find a sample of original color in excellent condition. This is not possible for most restorers

Submitted by Ellis Claar .

Engine and Drive Train Paint Specifications:

The engine head for all the Airflow models, Chrysler as well as DeSoto were originally made of aluminum. Later model years used steel heads. To keep the original "look," all Airflow heads should be painted in heat resistant paint - either aluminum paint *(Aervoe Dull Aluminum Metalic Engine Enamel is beautiful)* or a silver colored engine enamel.

The engine block, pan, water pump, generator, starter, distributor housing, tranny, radiator shell, brake exterior parts, other mechanical housings should be painted in black heat resistant paint. The frame, undercarriage and battery housing should also be painted black.

Original Paint Code & Color for Airflow Chrysler and DeSoto	Acceptable Modern Paint Color Match & Mfg. Code #	Martin Senour Code #
1934 Chrysler Airflow		
225; Fisherman Blue #4	1981 Mercedes, Dark Blue, #DB904	32-21051
226;		
227		
408; Sultana Sand #1	1968 Volvo, Gold Yellow, #84	32-25455
409;		
410		
411; Salon Brown Poly	1963 Oldsmobile, Barktone Mist, #934K	30-3328
412;		
413		
526; Silver Wing Gray	1968 Fiat, Pearl Gray, #602	32-25028
527;		
528		
529; Dorset Lt. Gray Poly	1962 Lincoln, Oxford Gray, #C	30-3395
530		
811; Moonglo Deep Poly	1970 Cadillac, Phantom Gray, #18	32-3927
812;		
813		
No stripes on 1934 wheels		
1934 DeSoto Airflow		
223 Star Blue #3	1968 Hillman, Neptune Green, #117	32-21088
224 Fisherman Blue #4	1981 Mercedes, Dark Blue, #DB904	32-21051
308 Baden Green #4	1976 Volkswagen, Spanish Green, #L63Z	32-21849
407 Cedar Bird Poly #4	1986 Chrysler, Mink Brown, #PT6	32-5308
522 Dusty Gray Poly	1969 AMC, Castillian Gray, #P63	32-3894
523 Eel Gray Poly	1981 Mazada, Tornado Silver, #K8	32-22742
524 Dorset Gray Poly	1970 Corvette, Laguna Gray, #992	30-4057
525 Palm Beach Gray #2	1966 Volkswagen, Sea Sand, #L568	30-3764
810 Gunmetal Med. Poly	1975 Mercedes, Dark Gray, #DB172	32-20235
210 Explorer Blue	1977 Fiat, Dark Blue, #456	32-2011
No stripes on 1934 wheels		
SPECIAL NOTE ON THE COLOR BLACK		
Black is correct for all years and all models of Chrysler and DeSoto Airflow vehicles. The following code numbers are all Black and unspecified. Black Code Numbers: 103;104;106;107;108;110;111;119;120;121;122;123		
1935 Chrysler Airflow		
215; Viennese Blue	1981 Volkswagen, Midniqht Blue, #LE5T	30-22920
216/		
Stripe: Blue Bird Blue-Ivory / ***Fender Option:*** Black		
221; Parrot Blue #4	1968 Renault, Blue, #431	32-21102
222		
Stripe: Parrot Blue #1 edged in Flake White / ***Fender Option:*** Black		
304 Polo Green Poly	1974 Datsun, Green Poly, #211	32-21985
Stripe: Sprig Green-edged in Flake White		
404 Bellevue Beige	1973 Toyota, Continental Beige, #1653	32-21417
Stripe: Vermillion-edged in Gold Bronze		
408 Columbia Beige Poly	1974 Toyota, Brown Poly, #421	32-22040
Stripe: Vermillion-edged in Silver Bronze		
416 Putty Beige Poly	1970 Internat'l Platinum Beige, #1557	32-7841
Stripe: Gold Bronze-edged in Vermillion		
610; Envoy Red	1970 Mercedes, Bordeaux Red, #DB573	32-20600
Stripe: Casino Red-edged in Silver Bronze / ***Fender Option:*** Black		
611		
Black		
Stripe: Silver-edged Vermillion		
1935 DeSoto Airflow		
225; Viennese Blue	1981 Volkswagen, Midniqht Blue, #LE5T	30-22920
226		
Stripe: Blue Bird Blue / ***Fender Option:*** Black		
228 Lupine Blue #3	1975 Toyota, Dark Blue, #829	32-22049
Stripe: Silver Bronze		
307 Iceland Green Poly #4	1973 Renault, Green Poly, #947	32-21294
Stripe: Silver Bronze		
411 French Beige Poly	1974 Toyota, Brown Poly, #424	32-22041
Stripe: English Coach Vermillion		
413 Cedar Bird Poly #4	*See 1934 DeSoto, Cedar Bird Poly #4*	
Stripe: English Coach Vermillion		
508 Gargoyle Gray Poly	1971 Volvo, Steel Blue, #102	32-21361
Stripe: English Coach Vermillion		
615; Envoy Red	1970 Mercedes, Bordeaux Red, #DB573	32-20600
616		
Stripe: Silver Bronze		
Black		
Stripe: Silver Bronze		

Original Paint Code & Color for Airflow Chrysler and DeSoto	Acceptable Modern Paint Color Match & Mfg. Code #	Martin Senour Code #
1936 Chrysler Airflow		
224; Meadow Brook Blue	***See 1935 DeSoto, Viennese Blue***	
225;		
226		
Stripe: Blue Bird Blue / *Wheel color options:* Straw, Black, or Body/ ***Fender option:*** Black		
228 Skytint Poly	***See 1936 DeSoto, Skytint Poly***	
Stripe: Blue Bird Blue / *Wheel color options:* Straw or Body		
309 Polo Green Poly	***See 1935 Chrysler, Polo Green Poly***	
Stripe: Sprig Green / *Wheel color options:* Sprig Green or Body		
311; Kiltie Green #4	1963 Mack Truck, Brewster Green, #815	32-7008
312;		
313		
Stripe: Sprig Green / *Wheel color options:* Sprig Green, Black or Body / ***Fender option:*** Black		
402 Del Monte Beige Poly	***See 1936 DeSoto, Autumn Gold Poly***	
Stripe: English Coach Vermillion / *Wheel color options:* English Coach Vermillion, Body		
404 Stone Beige #2	***See 1936 DeSoto, Stone Beige #2***	
Stripe: English Coach Vermillion / *Wheel color options:* English Coach Vermillion, Body		
508; Gunmental Gray Poly	***See 1936 DeSoto, Winchester Gunmetal Poly***	
509		
Stripe: Sprig Green #1 / *Wheel color options:* Sprig Green / ***Fender option:*** Black		
610; Harvard Maroon	***See 1936 DeSoto, Burgundy Maroon***	
611;		
612		
Stripe: Casino Red / *Wheel color options:* Casino Red, Body / ***Fender option:*** Black Black		
Stripe: Black stripe on Straw Color wheel or Black wheel		
1936 DeSoto Airflow		
230; Blue Danube Blue	***See 1935 DeSoto, Viennese Blue***	
231;		
232		
Stripe: Blue Bird Blue / *Wheel color options:* Straw, Black, Body, or Blue Bird Blue		
234 Capri Blue Poly	1971 AMC, Midnight Blue #A6	30-4081
Stripe: Blue Bird Blue / *Wheel color options:* Straw, Black, Body, or Blue Bird Blue		
236 Skytint Poly	1968 Pontiac, Aleutian Blue #L	30-3815
Stripe: Blue Bird Blue / *Wheel color options:* Straw, Black, Body, or Blue Bird Blue		
315 Jade Green	1973 Toyota, Tayga/Jade Green #610	32-21401
Stripe: Seatone #2 / *Wheel color options:* Straw, Body or Blue Bird Blue		
406; Autumn Gold Poly	1977 Datsun, Cocoa Brown, #214	32-21987
417		
Stripe: Chinese Red / *Wheel color options:* Straw, Body or Chinese Red		
408 Vogue Brown	1971 Mercedes, Dark Bronze #DB461	32-20594
Stripe: Chinese Red / *Wheel color options:* Copper Bronze, Body or Chinese Red		
410 Stone Beige #2	1973 Volkswagen, Savannah Beige #L620	30-3765
Stripe: English Coach Vermillion / *Wheel color options:* English Coach Vermillion, Straw or Body		
510 Platinum Gray Poly	1972 Chevrolet, Dusk Gray, #18	30-4192
Stripe: Sprig Green #1 / *Wheel color options:* Sprig Green, Straw or Body		
614; Burgundy Maroon	1989 Saab, Garnet, #213B	32-40867
615;		
616		
Stripe: Casino Red / *Wheel color options:* Casino Red, Silver Bronze Body or Black		
813; Winchester Gunmetal Poly	1990 Ford, Dark Titanium, #YU	32-38637
814		
Stripe: Sprig Green #1 / *Wheel color options:* Sprig Green, Straw or Body		
816 Cigarette Cream	1966 Dodge Tk., Sunset Yellow, #C9159	32-7663
Stripe: Black / *Wheel color options:* Black or Body Black		
Stripe: Sprig Green #1 / *Wheel color options:* Sprig Green, Straw or Black		

Original Paint Code & Color for Airflow Chrysler and DeSoto	Acceptable Modern Paint Color Match & Mfg. Code #	Martin Senour Code #
1937 Chrysler Airflow		
224; Meadow Brook Blue	***See 1935 DeSoto, Viennese Blue***	
225;		
226;		
227		
Stripe: Blue Bird Blue / ***Fender option:*** Black		
229; Skytint Poly	***See 1936 DeSoto, Skytint Poly***	
230		
Stripe: Silver Bronze		
232 Parrot Blue #2	1968 Triumph, Valencia Blue, #66	32-2100
Stripe: Silver Bronze		
301; Polo Green Poly	***See 1935 Chrysler, Polo Green Poly***	
302		
Stripe: Sprig Green		
304; Brewster Green Poly	1970 Lincoln, Dark Green, #C	30-3992
305		
Stripe: Whirlpool Green		
404 Del Monte Beige Poly	***See 1936 DeSoto, Autumn Gold Poly***	
Stripe: English Coach Vermillion		
503; Gunmetal Gray Poly	***See 1936 DeSoto, Winchester Gray Poly***	
504		
Stripe: Casino Red		
810 Santa Rosa Sand Poly	1984 BMW, Bahama Beige, #170	32-2326
Stripe: Casino Red		
608 Everglades Red	1977 Volkswagen, Brocade Red, #L32A	32-22435
Stripe: Silver Bronze Black		
Stripe: Silver Bronze		

RE-CONDITIONING UNIVERSAL JOINTS

Re-conditioning of the universal joints will only be necessary when excessive free movement exists.

To re-condition the universal joints, remove the roller bushing retainers and the roller bushing assemblies. New roller bushing assemblies should be used to replace any which show wear. Any dust seals which show evidence of not being grease tight should also be replaced. It is important that the parts be packed with a. high grade short fibre grease -- medium.

OVERDRIVE REAR OUTPUT SHAFT SEAL

National Seal..... #473455
Chicago Rawhide Seal..... C-R # 18711
Seal Power.....#N-18711

These seals are appropriate for all years and models of Airflows. The National #473455 seal has these dimensions - 1.875 x 2.835 x .375.

Airflow Chrysler Cylinder Heads

Any cylinder head from 1930 to 1950 will fit. *(Except the 150 HP which has the distributor in the head)* But, the easiest head to get is from a 1946 to 1950 Chrysler 8. If you can get a head from 1940 or older it will be the same width as the Airflow head. Some time in '41 or'42 they went to a wider head about 1/4"-- this makes no difference , the head gaskets are 1/4" wider, but all the stud holes are the same. Forget the water holes as they are all the same except two, and they are not needed. If you use the wide cylinder head it is best to use the earlier narrow gasket, McCord no. 6206 or Victor no. 1014.

*The Airflow engine compartments were only made for a special marine engine type that Chrysler made for the Airflow, both 8's and DeSoto 6's!

* *From the May 1995 ACA newsletter*

Appendix B: Exterior Trim and Striping

Airflow exterior trim, including grilles, cowl grilles, bright moldings, hood ornaments, paint stripes and pin stripes, and wheel trim varied between makes and from year to year. This appendix explains the basic differences, which are in many cases illustrated by photographs in Appendix D. The drawings are taken from the Airflow Club's *Quick Reference Guide,* which is available for purchase from the Club Store and can be downloaded from airflowclub.com.

Configuration and Hood Ornament

Figure 1 illustrates the primary differences between Airflow makes and models independent of year. The external spare tire with cover were used on all 1934 and 1935 models. For 1936 and later, the "bustle back" body incorporated an exterior trunk on both makes. As indicated in the figure, DeSotos and regular (CU C1, C9) Chryslers are essentially the same car from the firewall back. The Chryslers are longer ahead of the firewall as they all have 8-cylinder engines, whereas the DeSotos have the shorter 6. Chrysler Imperials of all years have about 5 inches more wheelbase. The extra length is visible at a glance in two places on sedans: the trailing edge of the rear doors is straight, rather than inlet to clear the rear fender on the shorter cars. And the rear quarter window has two panes – a fixed glass in front and an opening vent behind. Coupes lack the rear door, but the extra length can be seen in the longer front glass of the rear quarter window.

Also shown in Figure 1 are the hood ornaments by year and make. The 1937 Chrysler has a fixed grille – it does not raise with the hood as the others do. Rotating the hood ornament counterclockwise unlatches the hood, which is then released by depressing the safety catch under the leading edge.

Cowl Grilles and Louvres

Figure 2 shows differences in cowl grilles for the different models, along with a detail drawing of how the fabric tops are installed. Note that the stainless cowl side moldings for SG and C17 are the same part number. The other model cowl trims are unique.

Radiator Grilles and Conversions

Figure 3 illustrates the evolution of radiator grilles over the 4 years of production. For some models, the hoods and grilles could be interchanged with others of a different year. It's easy to check though, that the cowl trim (Figure 2) is for the same year as the radiator grille in this figure.

Headlights and Bumpers

Figures 4 and 5 illustrate the variation in headlight trim and bumpers over the years of Chrysler and Desoto production, respectively.

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.

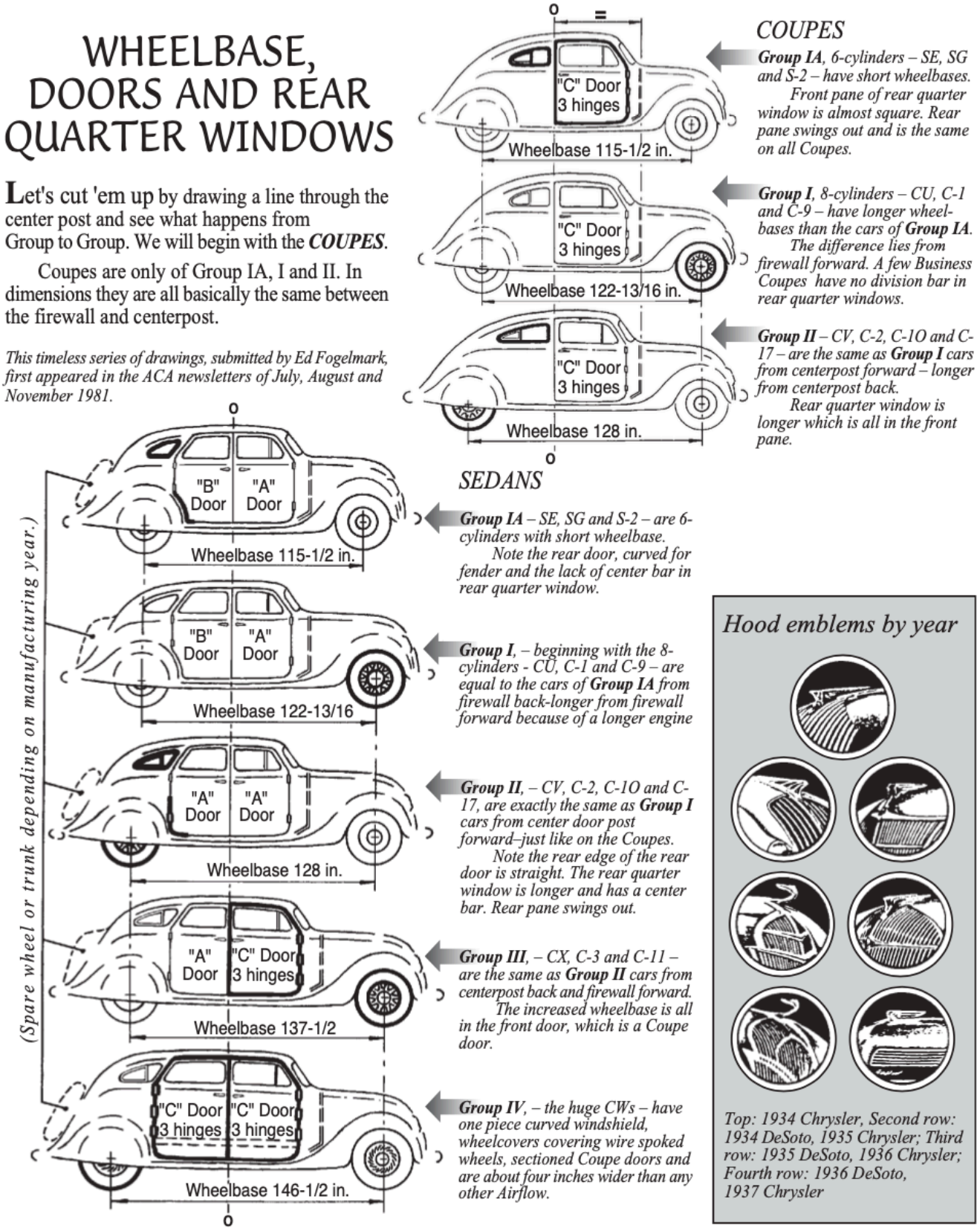
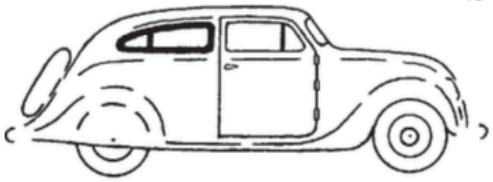


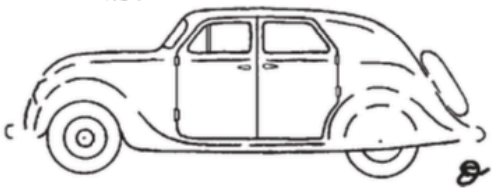
Figure 1: Airflow body differences: how to tell them apart. (Figure continued on next page)

EARLY SPECIAL BODIED SEDANS.



2-Door Brougham

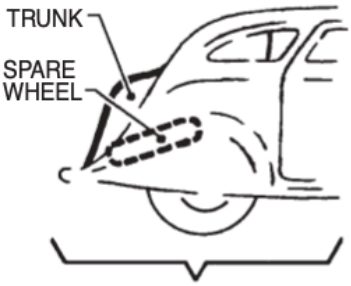
*The 2-Door Sedan (Brougham) was available only on **Group IA** and **I** cars in 1934 – SE and CU. The doors are Coupe doors and rear quarter window is longer than on the Coupes of **Group II**.*



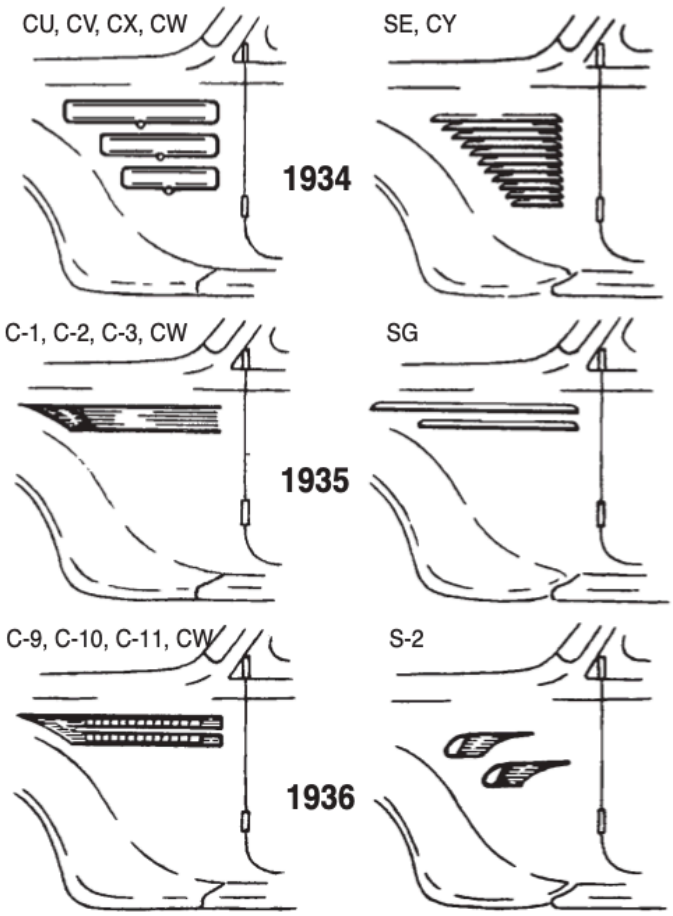
Town Sedan

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.

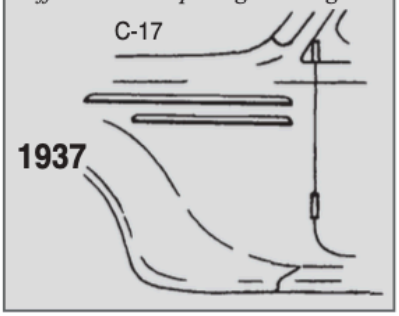
A common belief that some 1935 Chryslers had two "sets" of cowl louvres, and some 1935 DeSotos 3 chrome strips and vents, is entirely incorrect. The ideas were tried in prototype, but never used on production cars.

These illustrations are correct.

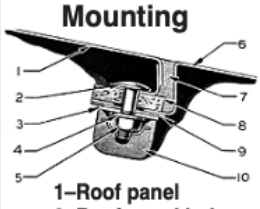
In developing the 1936 DeSoto, some prototype cars had three tear-drop louvres. The idea was discarded, however, and production models carried but two. This illustration is correct.

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 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

Figure 1 continued and Figure 2: Cowl trim differences among Airflow models

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

1934

DeSoto

CU, CV, CX, CW

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.

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

193 7

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 steeI trim.

Airflow DeSoto out of production.

CONYERSION KIT

APPLIED T0 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

Figure 3: Airflow radiator grille variation by year.

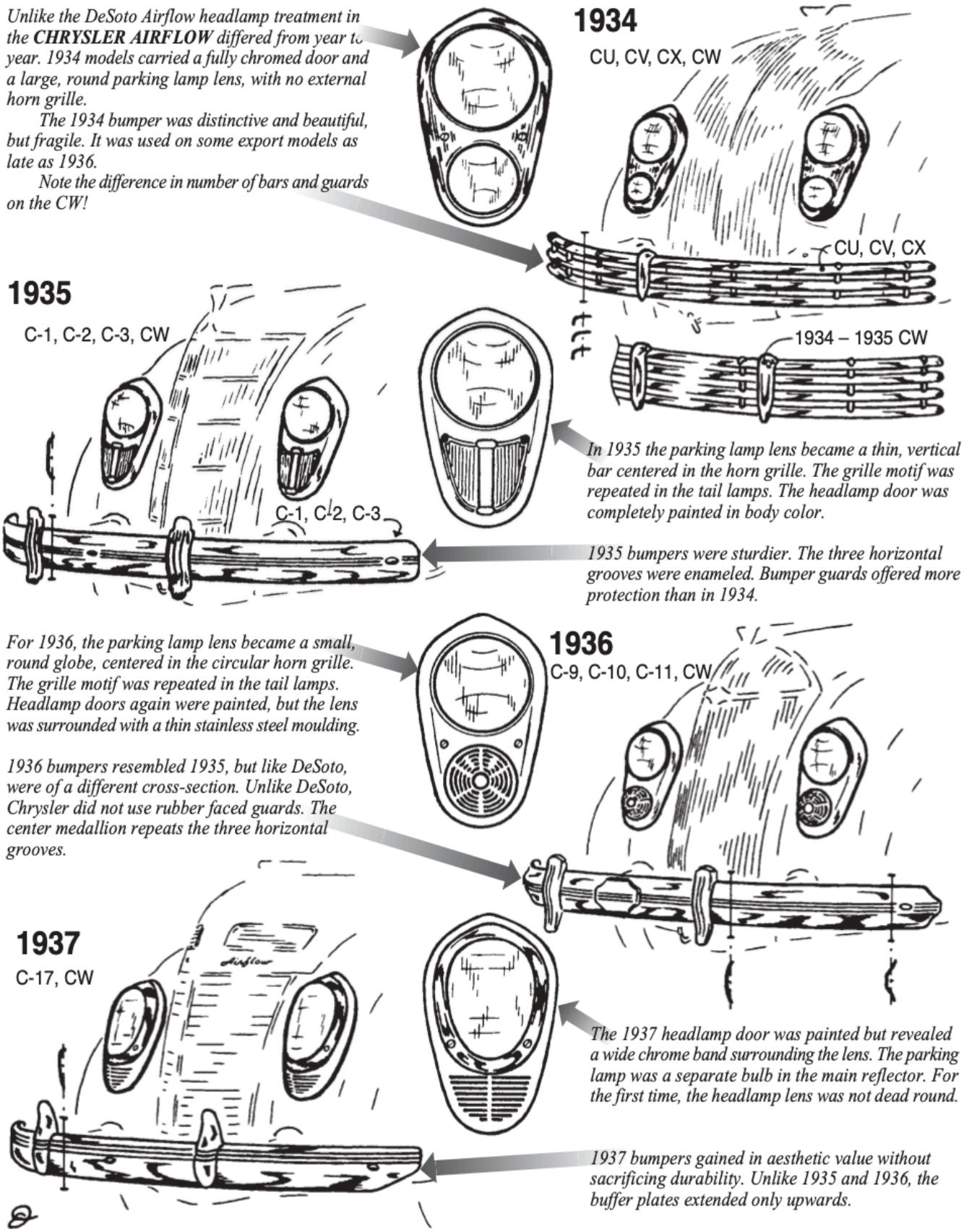


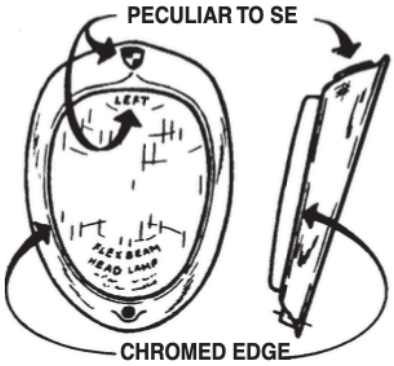
Figure 4: Chrysler headlight door and bumper trim by year

*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.*

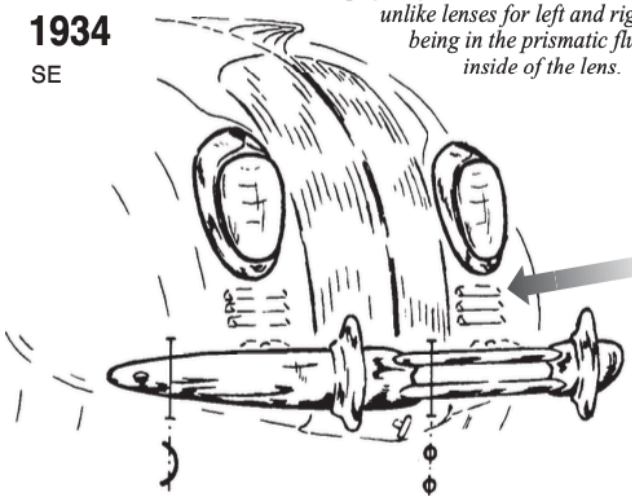
Note how the various grills go with the different bumpers, giving a more complete picture of each model's "personality" and a correct reference as to which trim parts go together.

*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.

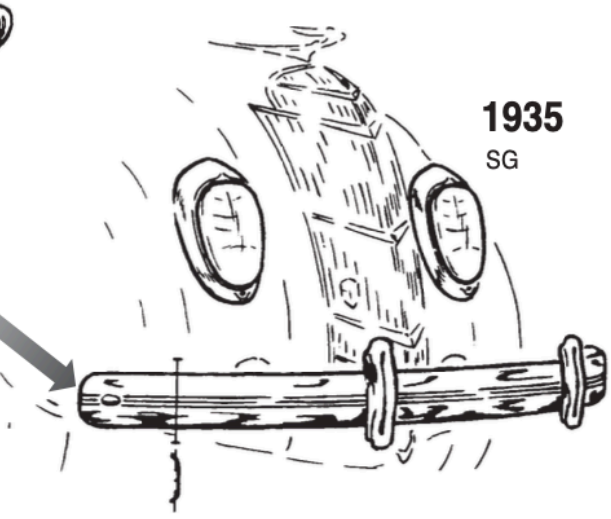


1934
SE



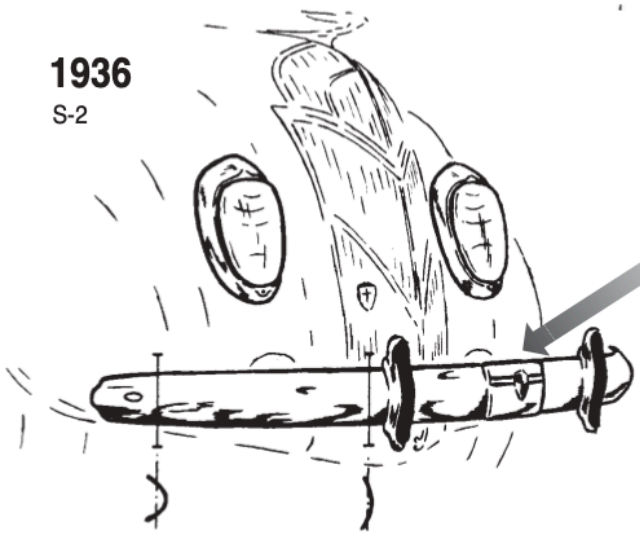
The 1934 SE was the only DeSoto that carried externally visible horn grilles. The three louvres beneath the headlights were discontinued in later production models.

1935
SG



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.

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.

American European

Figure 5: Desoto headlight and bumper trim

Exterior Side Trim

Original equipment stainless and pinstripe trim varied across makes and years, and in a few cases, within model years.

- 1934 Chrysler belt molding was two, slim, stainless strips extending from just forward of the A pillar toward the rear, curving downward to about a third the way to the rear bumper. Cowl grilles each have two stainless trim strips near the horizontal edges.

- Early 1935 Chryslers used the same belt molding as 1934. In spring, dealers were encouraged to steer customers toward a triple 5/16” paint stripe comprising a 1/8″ accent stripe bordered by slightly separated 1/16” stripes above and below, extending the length of the car from front apron to rear. Stainless remained available. Cowl grilles had body color

- 1936 Chryslers had a slim stainless belt molding over a wider, fluted molding. The lower molding had paint in the two fluted grooves. The fluted molding was also used on the running board edge but without paint.

- 1937 Chrysler used a single, simple, wider (about 3/4”) stainless belt molding. Early 1937 Chrysler C17s used the same running board moldings as 1936. Midyear a change was made to a simpler design very similar to the belt molding.

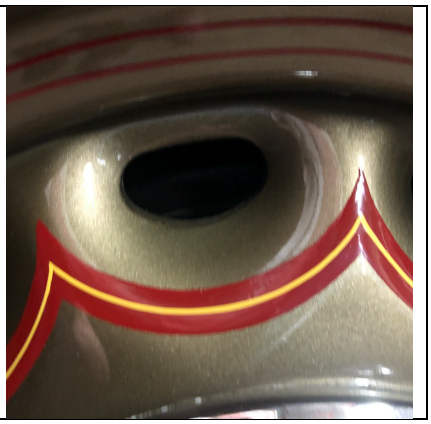
- 1934 DeSoto had a single slim stainless trim molding at the level of the door handles, ending just past the rear quarter window.

- 1935 DeSoto had a bisected paint stripe extending from the front splash pan to the lower edge of the body at back. The stripe measured about 3/16” in width with a contrasting pinstripe running down the center. Stainless belt moldings were not used.

- 1936 DeSoto has bisected paint stripe similar to 1935 DeSoto, measuring about 3/16” in width and bisected by a pin stripe of contrasting accent color. It is placed about 3/4" below the crease in the sheet metal. The fluted stainless belt molding is similar to the 1936 Chrysler’s but with a single depressed flute, painted with the primary accent color.

Wheel Trim

1934 Chrysler	Blue, black, sand, brown, or gray, depending on body color. No pinstripe.	
1935 Chrysler	Same as body, with black optional for red body paint. Paint stripe in accent color 1/4" wide, bisecting the valve stem hole.	
1936 Chrysler	Accent color sunburst with dual pinstripes intersecting valve stem.	
1937 Chrysler	Single pinstripe at valve with single pinstripe surrounding hubcap	
1934 DeSoto	Black, green, blue, brown, or gray, depending on body color. No stripe.	
1935 DeSoto	Accent color stripe 1/4” wide bisecting the valve-stem hole similar to 1935 Chrysler; wheels painted body color	

1936 DeSoto	Bisected, two-color sunburst around hubcap accenting artillery wheel spokes.	

Appendix C: Airflow Accessories

Introduction

Equipping an Airflow with correct, standard and optional accessories can be challenging and judging them even more so. Several related questions have been considered and discussed to define judging standards, but in some cases, still without unanimous agreement. For example:

1. Where or when is the standard for "originality"?
    a. *As the car left the factory?*
    b. *As the first purchaser picked it up from the dealer?*
2. Which accessories are original?
    a. *Only those verified to have been installed on this particular car by the factory?*
    b. *Only those that could have been ordered and installed at the factory?*
    c. *Also those authorized Chrysler and DeSoto accessories installed by the dealer?*
    d. *Also those authorized Chrysler and DeSoto accessories installed by the owner, with or without professional help?*
    e. *Also those commonly installed and used when this car was new, but not necessarily listed in some Chrysler catalog, like outside mirrors and other-than-authorized radios?*
3. Which accessories, admitted to not be original, should be allowed without penalty?
    a. *Safety: outside mirrors, turn signals, auxiliary driving lights, radial tires, 4-way flashers?*
    b. *Period correct comfort and convenience aides: seat ventilators other than genuine Kool Kushions? Window-mounted air coolers? Third party luggage racks and trunks? Spotlights?*
4. Is the highest standard for accessories *originality* or *authenticity?* If the former, judging becomes extremely problematic because even cars for which a factory build sheet has been obtained, lack of detail and illegibility are common liabilities. For cars with lost body data plates, the build sheet is the only reliable evidence, and Fiat Chrysler Automobiles no longer dedicates adequate staff to researching and decoding these. The result has been that authenticity is more commonly the standard because it seems easier to evaluate. It's easier to prove some equipment is period correct, Airflow correct than that it was originally installed on a specific car. Nevertheless, some members of the Airflow club personally value originality higher.

Each owner needs to establish his or her own goals in restoring an Airflow, and achieving maximum points at national Airflow Club judged car shows will not be at the top of the list for many. Some points to keep in mind, however, in fixing up your car.

- The stated purpose of the Airflow Club is spelled out in the club constitution: "*Section 3. The purpose of this club shall be: (l) the preservation, restoration, exhibition and use of Chrysler and DeSoto Airflow cars and Dodge Airflow trucks; (2) the collection, recording and preservation of Airflow historical data; (3) the dissemination to the public of the story of Airflow contributions to the automotive industry; and (4) the promotion of good fellowship and cooperation among its members.*" The purpose of judging is elaborated in the August

2018 revision of the club by-laws: "*Judging of Airflows and the awarding of prizes shall be conducted at National Meets in an effort to encourage owners to restore their cars to high standards of authenticity and workmanship*." In short, the goal of the Airflow club is to encourage members to preserve, restore, exhibit, and use their Airflows using high standards of authenticity and workmanship.

- Judging standards, priorities, and practice vary somewhat over time. They are usually kept in good alignment with the constitution and by-laws statements of the club purpose. Some chief judges may place authenticity at the top while to others, workmanship is more important.
- The rules and standards for Airflow accessories, in particular, have drifted in the past and they are likely to continue to do so. Specifically, for example, will judges penalize third party heaters?
- Judging results will be time-dependent. Not only might the rules be refined or reprioritized, your car will age. The Airflow Club advises members that winning judged competitions is only part of the fun of owning an Airflow.
- Not all that can be known about authentic accessories is necessarily already known and remembered. Airflow restorers are encouraged to do their own research. If you can gather what you believe is evidence that your Airflow is original, or authentic, be ready to offer proof to show judges.

To illustrate the determination of what accessories were available, here is a case study on the 1936 DeSoto Airflow.

1936 DeSoto Accessories Case Study

Dealer and Salesman Hand Book

According to an updatable DeSoto Data Book with pages dated variously from November 1935 to April 1936, Airflow Series S2 DeSoto equipment, options, and prices were as shown below. Statements that certain equipment was standard but carried an additional cost suggest that pricing and standard equipment were changed during the model year, as was the practice for decades afterward. For example, many Airflow owners believe fender skirts (wheel shields) were standard equipment, yet this booklet says they were a $10 option for S2s.

The listing of painted sheet metal as included on the Airflow, together with its listing as a $10 option for Airstream DeSotos, suggests that some DeSotos were ordered in primer, to be painted by the customer or the dealer. On Airflows, however, paint was included. Unless a $30 special paint was ordered, it's safe to assume that most Airflows were painted one of the standard colors for the year.

Item	Description	Remarks	Price
Four-Door Sedan	Standard equipment: bumper group 3, overdrive at extra cost (unless deleted by special order), painted sheet metal, safety glass, spare tire and tube	Overdrive and safety glass were at extra cost; deletable by special order.	1095.00
Coupe	Same		1095.00
Bumper Group 3	Front and rear bumpers, bumper guards, spare tire and tube, electric clock and safety glass	The price quoted *might* have been a credit if deleted.	62.50

Trunk rack		$15 for Airstreams; priced later for Airflow	TBD
Gas Saver Transmission	Automatic overdrive	The price quoted *might* have been a credit if deleted.	37.50
Heavy Duty Air Cleaner	Oil bath air filter with louvered oil fill cap and filtered road draft tube		5.00
Radio	Philco Transitone all-electric radio		55.00
Rear wheel shields	Fender skirts	These might have been standard equipment on most Airflows.	10.00
6-ply tires		Prices as of shipment date	
White side wall tires		Prices as of shipment date	
Chrome wheel disks			11.50
Standard Heater			12.85
De Luxe Heater			16.45
Duo Airstream Heater			19.95
Left glove box lock			1.50
Special steering wheel			7.50
Gravel deflectors		To be priced later	TBD
Tachometer		To be priced later	TBD
Life Guard safety tubes			35.00
Special paint	Except pearlescence	Evidently in the color of your choice	30.00
Upholstery	Standard no charge	Optional Mohair (pile) fabric or leather were available. Price shown is for leather.	20.00

The Approved Accessories for DeSoto Brochure
This period brochure offers owners accessories, some of which may require dealer installation. Many described are for Airstream DeSotos and are either inappropriate for (or standard equipment on) Airflow DeSotos. For example, a $1.75 cigar lighter wouldn't be needed on an Airflow. Below are some that were clearly not standard Airflow equipment and might have been purchased by some owners. Some are listed in the salesman handbook above, but some are not.

Electric fan. Senior and Junior models, $4.50 each

Locking gas cap, $1.50

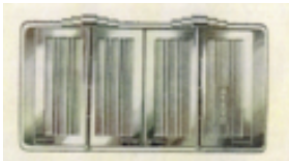
Vanity mirror; clips to visor: $1.00

Heat Wave defroster. Surrounds hot water heater with a bag connected to a flexible hose that can be directed toward foggy or frosted windows. $1.50.

Radio, $59.50 installed

Spotlight, $15.95 plus installation

Four different heaters (Duo-Airstream shown), $19.95



Exhaust extension. $1.00

1936 DeSoto Parts List
Section 1 of the Chrysler and DeSoto parts catalogs list accessories for dealers to order, presumably to repair or replace damaged items, but possibly to be ordered for dealer installation. Each of the accessories listed in the “Approved Accessories” brochure can be ordered from the parts list.

1936 DeSoto Accessories Case Study Implications
Some accessories could be ordered by a dealer on a new car intended either for inventory sale or for an individual customer, and these items would be installed at the factory. Those available for the 1936 DeSoto Airflow were listed in the first table above. Accessories obtained in this way meet the most stringent standard for originality, Category 1a above.

But the dealer could also upsell the customer with his “Approved Accessories” brochure, order (or keep in stock) what he needed, and locally install the upgrades. These accessories would be indistinguishable from the first category decades later unless an order sheet for the particular Airflow were available or standards of workmanship were obviously different (lower) from the factory work. These would meet originality Category 1b above.

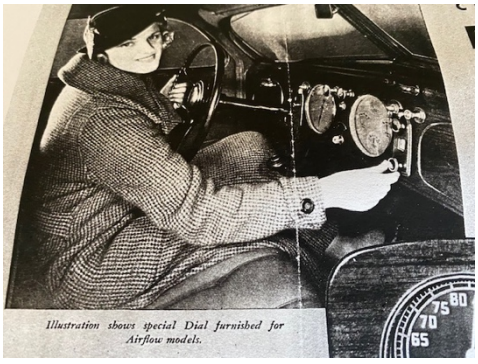
Items offered in the Approved Accessories brochure or in the parts list, but not in the salesman’s data book would also meet Category 1b. These would include spotlights and fans. But there’s no easy way to determine when these items were installed, so originality can’t be practically verified. Authenticity (authorized Chrysler and DeSoto product) possibly can though, if it can be verified that the spotlight or door mirror in question is actually an authorized model. If not, then we are now talking about Category 2e originality.

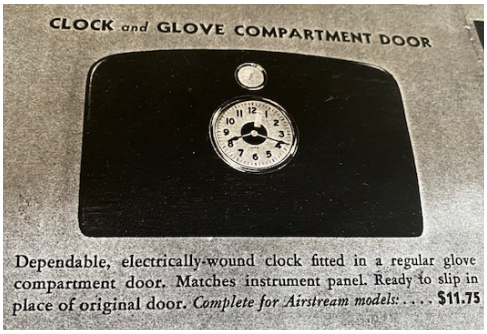
So where are we? The further down the originality and authenticity scales the item is question is, the more likely it is that points might be taken off in a judged Airflow Club car show. To be more precise than this, you will want to look at the planned judging sheets for the next meet you plan to take your Airflow to. Ask the Chief Judge.

More Airflow Accessories

Given the 1936 DeSoto example above, it’s instructive to compare authorized accessories for other Airflow models. Here are offerings for the 1935 Desoto SG.

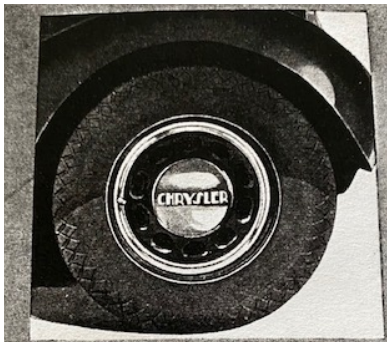
1. *The SG Airflow radio used a different dial from Airstream, and the radio head replaced an ash receiver for 1935.*



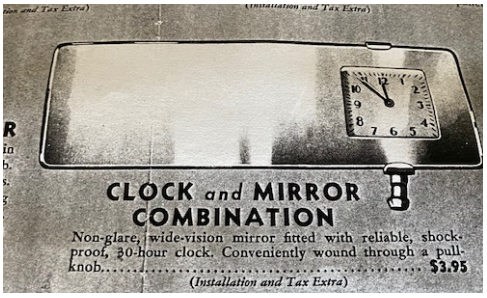


7 Clock and glove box door

8 Decorative license plate frames



6 Wheel moldings added flash to the car's appearance for $1.95 each. (note photo reuse from Chrysler)



10 Clock and mirror combination

9 Vanity mirror

12 Two locking gas caps: top, Airstream only; bottom Airflow or Airstream

11 Heaters

Tools

Tool kits were provided with each Airflow, so far as is known. Researching the parts lists yielded the following summary of standard tools for the models shown. Tool numbers and tools supplied varied during the year; export cars had different (sometimes more) tools than domestic. All were equipped with a tool kit roll, jack handle, and wheel wrench in addition to these tools.

Model	Pliers	Screw Driver	Spark plug wrench	Hammer	Wrench No. 2	Auto wrench	Tire iron	Jack	Other
34 SE changed at 5074648	51827	600472	376944 export	600473	41594	12051	389448	625023	Wrenches 1 and 5, tire pump, brake bleeder kit[1]
35 SG to 5084786	51287	600472	376944	600473	41594	12051	--	641738	Zerk oil gun, wrenches 1 and 5
35 SG after 5084786	51287	600472	376944	600473	--	12051	389448	641737	
36 S2	51287	600472	658606	600473	654932	12051	389448	658907	
34 CU-CV-CX[2]	51287	600472	376943	600473	41594	--	629599	625086	Tappet wrench; wrenches 1 and 5; Zerk oil gun
35 C1-C2-C3[3]	51287	600472	658446	600473	41594	12051	389448	780207	Early had wrenches 1, 3, 5
36 C9-C10	51287	600472	376944	600473	654932	12051	389448	658907	
36 C11[4]	51287	634627 small; 634628 large	376944	634624	634620	634626	389448	658907	Wrenches 1,3,4;
37 C17	51287	600472	658606	600473	654932	12051	389448	658907	Zipper tool case; tool box

A ¾" socket T-handle wrench, fitting acorn nuts on wheel shields and seat rake adjusters, is frequently found in Airflows. It does not appear to be listed in the parts lists however.

[1] Tire pump and brake bleeder kit *appear* to be standard equipment in the 34 SE parts list, but there is room for an alternative reading that they were not.

[2] Tools supplied changed during the production year; early cars had fewer tools. Auto wrench was supplied for export and Lebaron cars, which also had large and small screw drivers.

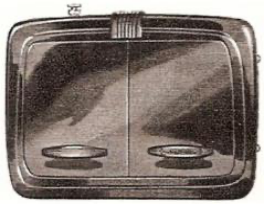
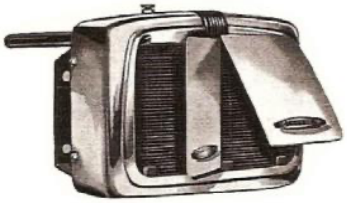
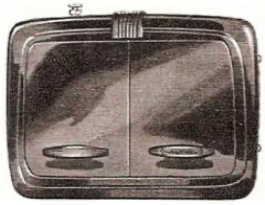
[3] C2-C3 have a distributor synch tool; Auto wrench and wrench complement for all changed during production.

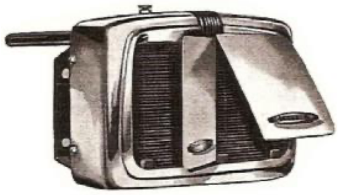
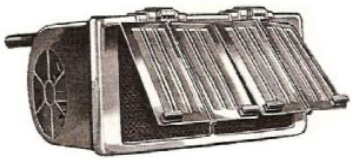
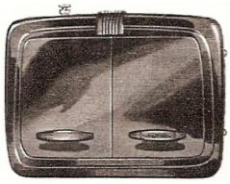
[4] C11 lists two additional tools: wheel balance weight wrench (C11, 619002), and tappet wrench (C11, 12044). It's not clear whether these were included as standard equipment however.

Heaters

Heaters of various types could be ordered with a new Airflow, and Chrysler and DeSoto authorized heaters were available for installation by Airflow dealers. There is no doubt, however, that some dealers may have installed other heaters. Little is known about these "unauthorized" heaters, other than what can be learned from their presence in surviving Airflows. The following table summarizes information about dealer-offered heaters gleaned from dealer accessory brochures and from parts lists for the various models.

De Soto

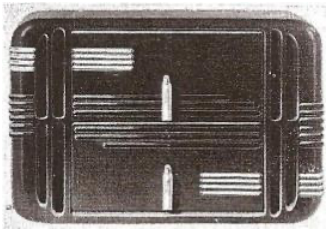
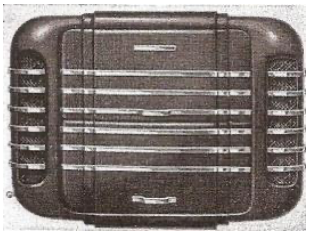
year	model		finish	doors	control	notes	part no.
1934	Junior		Blue-gray case	1	652439		664501
1934	Standard		Steel-blue lacquer finish case, face-plate and deflectors	2	Fan control switch clamps on instrument panel 652439	name plate *628934	664502
1934	De Luxe		Chrome plated case, face-plate and deflectors	2	Fan control switch clamps on instrument panel 652440	name plate *628934	664503
1934	Duo-Airstream (not listed in 1934 De Soto parts book)				Fan control switch clamps on instrument panel 652440	name plate *634974	
1934	Windshield Defroster					8.8 amp 18 5/16" x 7 7/32" overall	*378600
1935	Junior		Blue-gray case	1	628918*		*630884
1935	Standard		Steel-blue lacquer finish case, face-plate and deflectors	2	Fan control switch clamps on instrument panel 628918*		*628913

1935	De Luxe		Chrome plated case, face-plate and deflectors	2	Fan control switch clamps on instrument panel 628924*	Replacement L or R doors available without label.	*628925
1935	Duo-Airstream		Chrome front, black enamel sides	4	Fan control switch clamps on instrument panel	Two fans on dual-shaft motor. Replacement doors available with name plate.	634975
1936	Junior		Exceptionally good looking blue-gray case and deflector.	1	Rheostat switch for wide heat range. 628918*	Available replacement name plate 628934	*630884
1936	Standard		Attractive beige-crackle finish case and deflectors; chrome handles.	2	Illuminated switch signals when on and controls heat range. 628918*	Available replacement name plate 628934	*628913
1936	De Luxe		Beautiful black-gold baked lacquer with chrome 3-way deflector doors. Case is non-rusting.	2	Illuminated switch signals when on and controls heat range. 628924*	Replacement L or R doors available; name plate separate 628934.	*628925
1936	Duo-Airstream		Chrome front, black enamel sides	4	Wide range illuminated switch signals when heater is on.	Two fans on dual-shaft motor. Replacement doors available with name plate. name plate alone 634974	634975

Chrysler

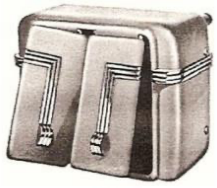
year	model		finish	doors	control	notes	part no.
1934	Junior		Blue-gray case	1	*630964	Deflector revolves CA, CB, CU, CV, CW, CX	*630884
1934	Standard		Beige Crackle lacquer finish	2	*628918	had name plate	*628913

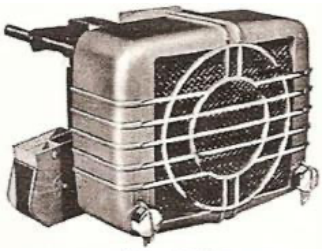
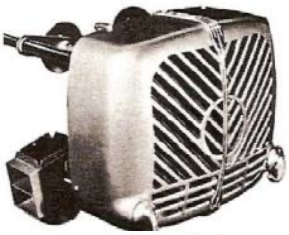
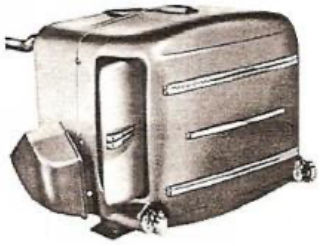
1934	De Luxe		Black-gold lacquer finish	2	*628924		chrome shell per parts book, had name plate	*628925
1934	Duo-Airstream (labeled De Luxe in parts book)		Chrome front, black enamel sides	4			Two fans on dual-shaft motor, had name plate	*634975
1934	Windshield Defroster						6.6 amp 14 1/16" x 5 9/16" overall	*378509
1934	Windshield Defroster						8.8 amp 18 5/16" x 7 7/32" overall	*378600
1935	Junior		Blue-gray case	—			Deflector revolves	
1935	Standard		Beige Crackle lacquer finish	2				
1935	De Luxe		Black-gold lacquer finish	2				
1935	Duo-Airstream		Chrome front, black enamel sides	4			Two fans on dual-shaft motor.	
1936	Junior		Blue-gray case			652439	Deflector revolves	664501

1936	Standard		Beige Crackle lacquer finish	2	With pilot lamp 652439		664502
1936	De Luxe		Black-gold lacquer finish or chrome shell	2	With pilot lamp 652439; chrome 652440	Replacement name plate available 628929	664503
1936	Duo-Airstream		Chrome front, black enamel sides	4	652440	Two fans on single dual-shaft motor. Available replacement name plate 634974 and handles (4) 634984.	
1937	Junior Model 15		Painted	1	Universal illuminated rheostat switch 670645	Deflector revolves. Die-cast case. Optional hose attachment for windshield defrosting	654501
1937	Standard Model 16		Tan crackle finish with chrome trim	2	Universal illuminated rheostat switch 670645		654502
1937	Tri-Airstream Model 17		Brown	2	Universal illuminated rheostat switch 670645		664503
1937	Super Tri-Airstream Model 18		Satin black with chrome embellishments	2	Universal illuminated rheostat switch 670645	Bishop & Babcock	664504

1937	Tri-Airstream Model 19		Universal illuminated rheostat switch 670645	EA Labs	654557
1937	Super-Airstream Model 20		Universal illuminated rheostat switch 670645	EA Labs	654558
1937	Defroster service package (C14,C15,C16 only)			Probably single dash nozzle [photo] 1937 Chrysler Airflow coupe w/factory installed heater, Terry Brinson	664536 and 664586
1937	Defroster service package (Airflow)			Dual outlet, fits Tri- and Super-Airstream heaters. Models 19 and 20 require a heater outlet 676340.	
	Heat-Wave defroster accessory			Available for some 1936 Chrysler makes including at least Dodge and De Soto. Affordable.	

Some Airflows were likely equipped after delivery with dealer-installed heaters later than their year of manufacture. Shown here for example are some 1939 heaters that could have been installed.

1939	Standard Airstream		2		
1939	Duo Airstream				
1939	De Luxe Airstream		Side doors		

1939	Tri Airstream Canadian version		two chrome knobs	No doors,
1939	Tri Airstream		two chrome knobs	No doors
1939	Super Airstream		two chrome knobs	No doors

Additional notes:

* Indicates parts not previously used on De Soto & Chrysler cars

No defroster kits are listed for 1935 or 1936 De Soto or for 1936 Chrysler. Electric defrosters are listed for earlier cars. Heat Wave portable defroster accessory was listed for 1936 De Soto.

For 1937, De Soto S3 Airstream offered Models 15, 16, 17, 18, 19. and 20 with 1937 Chrysler part numbers. Two switches were offered, including the universal 670645 used by C17. Two different defroster service packages were offered: apparently heaters marked "Airstream" (models 17-20) included the outlet adapter. Any of these might have been retrofitted to older Airflows.

For 1938, De Soto offered Junior (15); Standard (16); EA Labs Standard (25); Tri-Airstream B&B (21), Duo-Airstream EA Labs (22); Super-Airstream Burd Piston Ring Co (23); and Tri-Airstream EA Labs (24). Airstream models were offered with defroster kits, and models 21 and 23 had a rear seat heating kit. 1939 Chrysler heaters in the table were additional possible retrofits for older Airflows.

For additional perspective, a Chuck Cochran article on heaters is included below

What Were the Original Airflow Heaters? That's A Hot Topic

by Chuck Cochran

A recent deluge of questions about heaters for Airflows has inspired me to pen this article on what I know and don't know about the subject.

When these Airflows were new, a buyer could place her order with a dealer and include all the accessories she wanted after viewing the accessory brochure.

The order was sent to the factory, probably placed in a card file, and eventually transmitted to the production line. The car so produced was earmarked for that dealer and customer. Otherwise, the dealer ordered cars for his inventory.

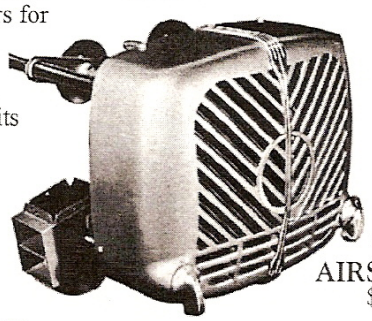
Further, dealers were encouraged by Chrysler Corporation to enhance their profits by selling additional accessories which would be installed by the dealer after the sale. Either way, the car would be equipped with Chrysler accessories.

Just like today, there were many after-market sources which pushed their own products, so there was an abundance of heaters available, and perhaps at a little less cost, an aspect that is always appealing to the consumer.

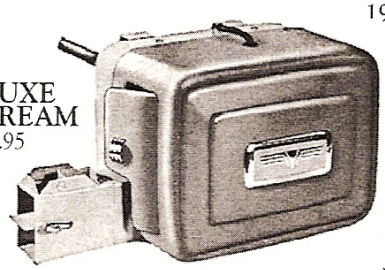
Consider also the life expectancy of a heater core. What is it? 10 years? 15 years? Rust out takes its toll, so it is conceivable that many original heaters, by 1960, had been replaced by aftermarket or junkyard heaters. Thus, what you got when you bought your used Airflow is not necessarily what it was born with.

So, let's take it from the top! If your goal is to stay warm in cold weather, any working heater will do. If you want to stay warm and have a heater that looks right for the 1930's, any brand will do. If your goals are authenticity and correctness, you need an authorized Chrysler Corporation heater that was offered when your Airflow was new - not one that says Hadees, Southwind, Signal, Heatmaster, Delco Deluxe, TropicAire, or Arvin. Otherwise, you will lose points in judging.

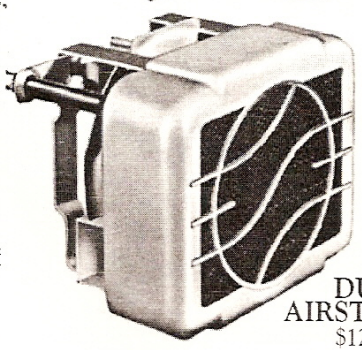
SUPER AIRSTREAM
$19.95



TRI AIRSTREAM
$18.95



DE LUXE AIRSTREAM
$15.95



DUO AIRSTREAM
$12.95

Correct heaters are scarce. A 1937 model recently fetched $515.00 on ebay. An incorrect Hadees, which the seller wrongly indicated was appropriate for Airflows and Zephyrs, also brought $596.00.

The following pictures are reprinted from brochures in my collection and that of member Sandy Sinclair.

Remember, a Chrysler Corp. heater could be ordered for installation in any Plymouth, Dodge, DeSoto or Chrysler.

The 1934 Chrysler brochure shows four styles and the 1935 DeSoto brochure shows three heaters, but two are the same as 1934. I wish I had a 1936 brochure, but I don't. Anyway, the 1936 DeSoto and Chrysler parts books list four heaters available: the Junior, Standard, DeLuxe, and Duo Airstream. The Junior is described as having a single heat deflector, the Standard as having a painted shell with two deflectors, the DeLuxe as having a chrome shell with two deflectors, and the uo Airstream as having four deflectors.

The 1937 parts book again lists the Junior model 15 with one deflector and the Standard model 16 *(now with checked finish)* with two deflectors.

But now there are four additional heaters; the Tri-airstream model 17 with two deflectors, the Super-airstream model 18 in black finish, the Tri-airstream model 19 *(no description)*,

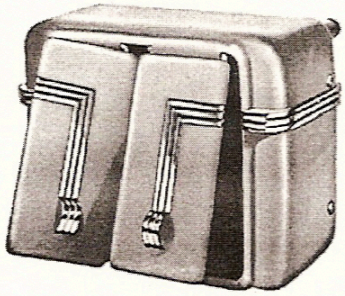
Chrysler Approved Accessories, continued

and the Super-airstream model 20 *(no description)*.

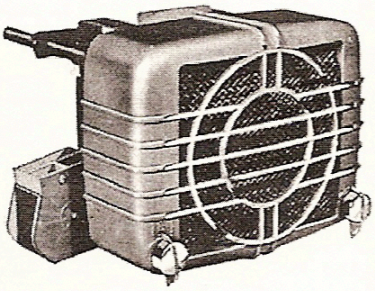
My brochure collection now jumps to 1939. We see heaters with the afore-mentioned names - Tri-airstream and Super-airstream - so one would conclude, I think, that these are the same models introduced in 1937 and carried forward at least three years since it would not be cost effective to design new heaters every year. In fact, I know the Tri-airstream was used through 1941.

So there you have it. These are the correct Chrysler Corp. heaters for Airflows. If you have further information or documentation, we'd like you to share it.

Chuck

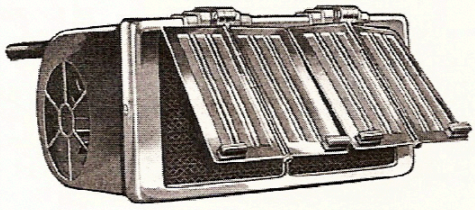


STANDARD AIRSTREAM
$9.95



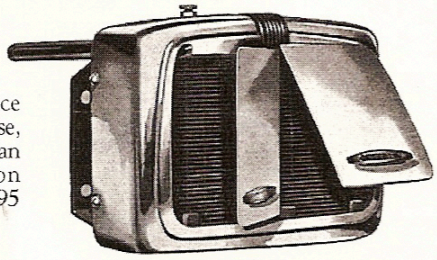
TRI AIRSTREAM
(Canadian Type) $17.45

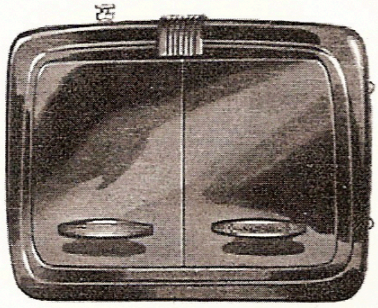
DeSoto Approved Accessories



DUO-AIRSTREAM
The new-principle Heater with 2 centrifugal fans and 4 heat deflectors. Chromium plated face-plate and deflectors. Fan control-switch clamps on Instrument Panel.....$19.95

DE LUXE
An excellent, moderate price Heater. Chromium plated case, face-plate and deflectors. Fan control-switch clamps on Instrument Panel.....$15.95



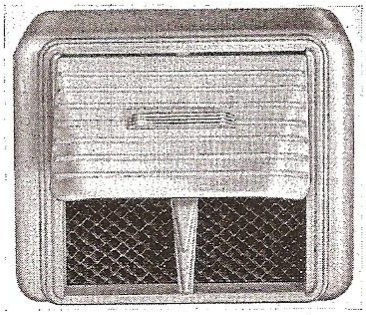


STANDARD
A popular and efficient model. Steel-blue lacquer finished case, face-plate and deflectors. Fan control-switch clamps on Instrument Panel.....$12.95

All items used in this article are from Chuck Cochran's Literature Collection

1937 HOT WATER HEATERS

Custom-built Hot Water Heaters approved by Chrysler engineers and setting new standards of heater performance are available through Chrysler Corporation—Parts Division. These new and better Heaters not only have a greater heat output but they offer new beauty of design and new multi-purpose features. There's a model for every pocketbook.



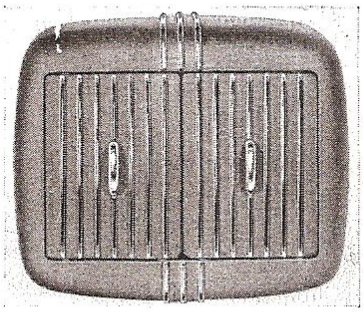
Junior Model

New and attractive in design, this popular model fits all 1934, 1935, 1936 and 1937 Chrysler cars. The case is die-cast and the deflector revolves, directing heat current wherever desired. The core is cellular, cross-flow type. The fan has four blades, six inches in diameter, and the motor is sturdy and reliable. Comes complete with rheostat switch and long-life hose. List Price $8.95.

Defroster Attachment

Junior and Standard Heater Models

An efficient Windshield Defrosting Device at minimum cost. When needed it may be attached in a minute. Fits easily in glove compartment when not in use. List Price $1.25.

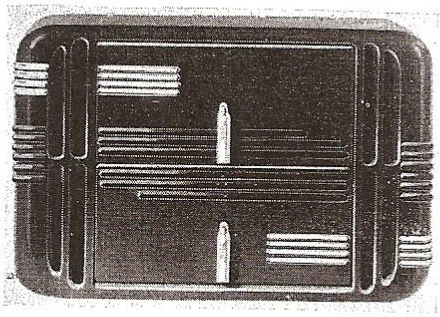


Standard Model

Stunning tan crackle finish, with smart chromium trimmings on case and deflectors, gives this model instant eye appeal. Two 2-way door deflectors provide full control of warm air distribution. Soundly designed with a die-cast case, fin and tube vertical-flow core and motor of improved design. Illuminated rheostat fan control. Fits all 1934-35-36 and 37 Chrysler cars. List Price $12.95.

Printed in U. S. A.

1937 HOT WATER HEATERS

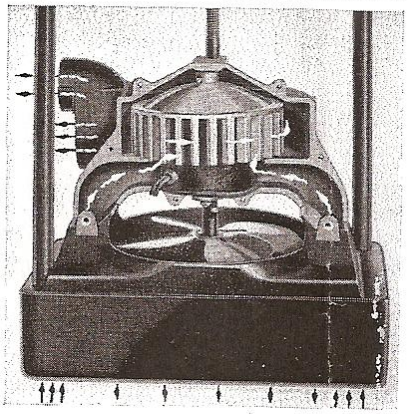


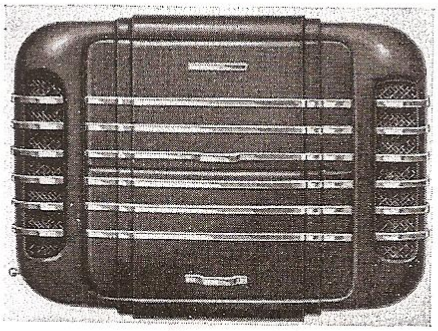
Tri-Airstream Model

Something new and original in Hot Water Heater design. Multi-purpose in usefulness. Besides exceptionally large volume of heat distribution for car passengers, a novel built-in feature throws hot air directly on driver's feet or (through hose attachment sold separately) to windshield for defrosting purposes. Two deflectors on front of heater, fully adjustable. List Price $15.95.

Cross Section View

Conventional type fan forces hot air into car in usual way. Centrifugal blower fan throws hot air through new outlet to driver's feet or through special defrosting attachment to windshield. This outlet controlled by convenient damper.





Super Tri-Airstream Model

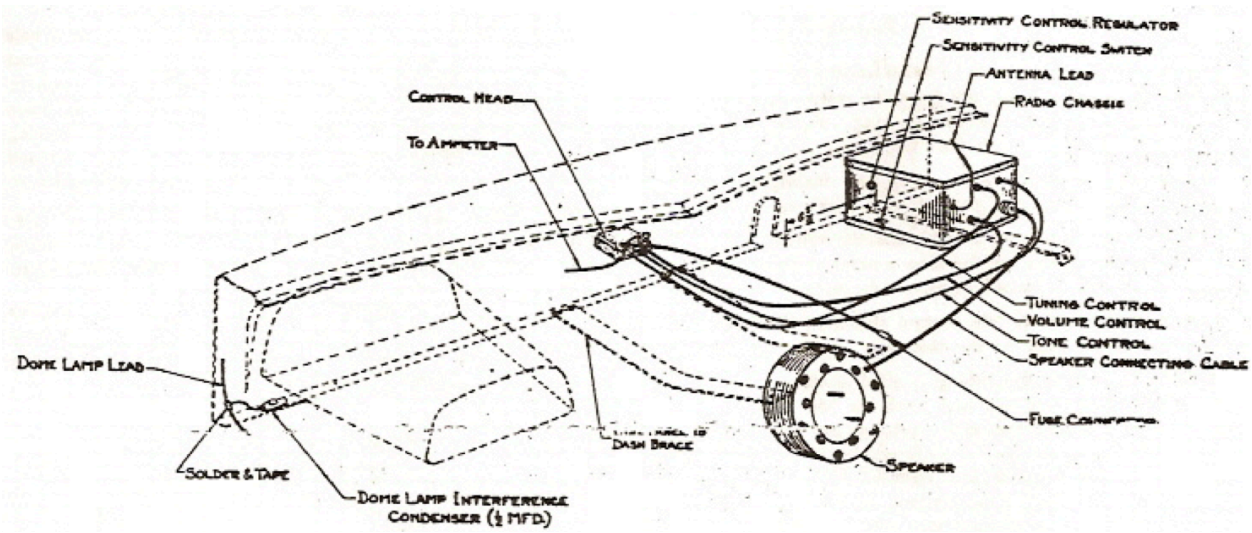
An outstanding heater of exclusive design; beautifully finished in satin black with chrome embellishments. Entirely new in appearance, rich and dignified. Has all the special built-in features of Tri-Airstream plus a larger core and larger propellor fan. Built to meet most exacting demands. List Price $19.95.

Radios

Chrysler was an early offeror of built-in car radios, and they were available for all Airflows. The approved (authorized) radios were of three-box architecture: a radio head with tuning knobs and a dial was positioned somewhere on the dash, with appearance and location varying with make and year. Flexible cables ran from this head to the radio chassis, which housed tubes and other electronics. The chassis location also varied – under the floorboards, under the front seat, or replacing one of the gloveboxes for some models. Airflows had more legroom in front than other cars, and to get better sound, Chrysler and DeSoto were able to use a separate speaker box mounted on the center firewall.

Airflow radios were branded Philco (later owned by Ford), and they used an aerial built into the top of the car, not visible from the outside. Like heaters, built-in radios could be ordered with the car or added by the dealer. There were many aftermarket radios available, but only the Motorola "60" has been identified as custom-built for Airflow Chryslers. The Motorola "60" had a special cathedral head designed to replace the right ashtray and was woodgrained to match the 1935 Chrysler dash. Preference in judging has usually been given to the Philco radios.

The following figure is extracted from the Airflow Club Newsletter archives. It shows the installation plan for 1936 DeSoto S2 and Chrysler C9, C10, and C11. The drawing applies unchanged to 1937 C17 as well. Note that the view is from the front; the radio chassis replaces the driver's side glove box. The instructions include installation of noise-suppression accessories for the dome lamp, grounding the control head, and spark plug resistors. For details, see Article Radios1 in the *Airflow Club Tech Manual*, on the Members Page at www.airflowclub.com.



Radios for 1935 Chryslers and DeSotos were of similar architecture. For 1934, however, the radio receiver was mounted outside the car, under the front passenger's seat. See the diagrams and instructions below. For both 1934 and 1935, custom radio heads replaced the passenger side ash tray. The speaker location also differed: it was mounted above the dashboard-to-firewall braces out of sight.

INSTALLATION INSTRUCTIONS - CHRYSLER MODEL -

in the top of the control head and the tuning control cable (unpainted) in the bottom. Securely tighten the cable housing retaining set screws in the rear of the control head and then tighten the shaft retaining set screws in the control head shafts. Then replace the cowl quarter kick-pad.

5. Figure 5 shows the method of mounting the radio receiver under the right-hand front seat stool mounting bolt with the 1-¾".x 5/16" bolt provided in the radio package. The front bracket is secured to the floorboard using the bolt removed from where the rear bracket is mounted.

Before tightening the receiver in place, be sure that the cover is flush with the floorboard. If the wood shim that is between the floorboard and the frame mounting bracket interferes, the interfering part may be removed by the use of a wood chisel.

6. See Figure 6. Secure the control and speaker cables by means of the clip provided for this purpose.

7. The antenna lead wire from the roof will be found in the under body side rail and should be connected to the antenna lead branch of the speaker cable, as shown in Figure 5. Make a twisted splice, using plenty of tape to insure a water tight joint, grounding the eye terminal on the end of the antenna lead pigtail to the body side rail.

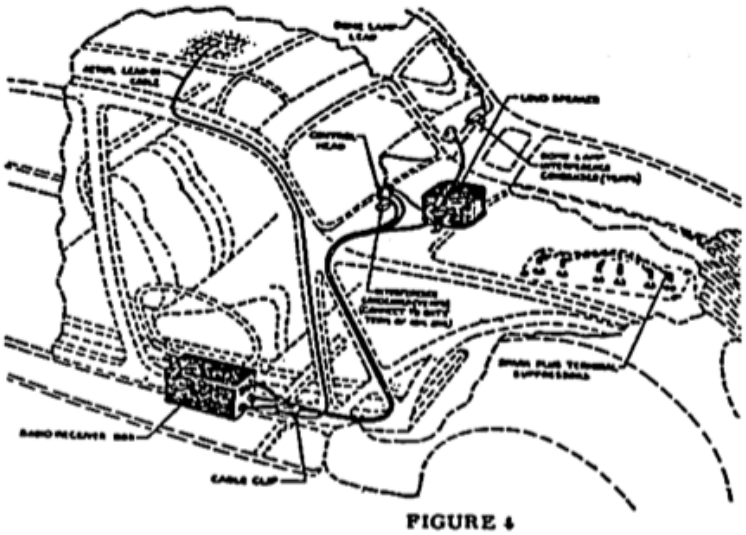


FIGURE 4

Battery Connections

Connect the battery lead to the fuse terminal of the ammeter. Place the fuse and fuse insulator in the metal fuse housing of the battery cable and connect it to the small bayonet fuse connector which branches out of the speaker cable close to the speaker. The three shield terminals must be connected under the grounding screw provided for this purpose near the speaker receptacle.

Adjustment

Turn on the Receiver and tune in a station whose frequency in kilocycles is known. (The numbers on the dial represent channel numbers which with the addition of a cipher become the frequency numbers). Loosen the set screw on the front of the tuning control shaft without detuning the Receiver. Turn the shaft until the indicator points to the correct number on the dial. Tighten the set screw securely and then replace the knobs on the shafts.

Motor Interference Suppression

Cut the elbow terminals from the spark plug cables and screw on the moulded bakelite elbow suppressors. Connect the suppressors to the spark plugs. Cut off the end of the distributor center lead cable and screw the straight molded resistor into the lead. Then plug this into the distributor cap. Install a one microfarad by-pass condenser on the generator. Mount it on the generator frame under the screw that holds the generator relay in place. Connect the condenser lead under the screw that connects the generator battery lead to the relay. (See Figures 7 and 8).

There may be some interference caused by an excessive gap between the distributor rotor and the high tension contacts. This can be overcome by lengthening the contact end of the rotor.

The following procedure should be carefully followed: Remove the distributor cap and chalk the inside faces of the stationary contacts. Remove the rotor and place the contact end on a small anvil or steel block. Peen or hammer the end carefully with a small machinist's hammer. Replace the rotor and the cap, then turn the motor over a few times, using the starter only. After a few revolutions, examine the distributor cap to see if the rotor has scraped or touched any of the stationary contacts in the cap. If so, dress lightly with a fine file. Repeat the above operation until the rotor just clears the contacts.

Occasionally you may find a distributor cap which is out of round or with a short electrode. This condition does not affect the operation of the car, but sometimes makes satisfactory elimination impossible. If such a condition is found, take the defective cap to the nearest United Motors Service Station and exchange it for a new one.

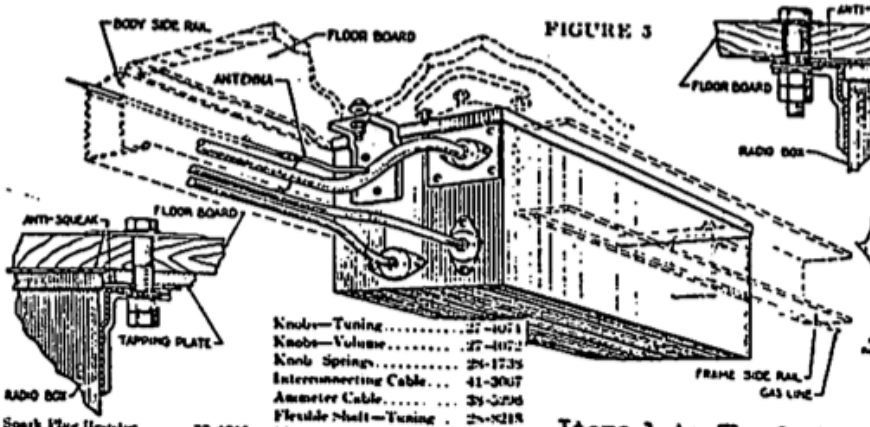


FIGURE 5

Spark Plug Resistor	33-1015
Distributor Resistor	33-1113E
½ mfd. Condenser	30-4017
Front Cover	28-1767
Dial and Drum Assembly	42-5202
Control Assembly	42-5193
Cable Spring	28-5831
Knobs—Tuning	27-1071
Knobs—Volume	27-1072
Knob Springs	28-1735
Interconnecting Cable	41-3007
Ammeter Cable	38-5236
Flexible Shaft—Tuning	28-5218
Flexible Shaft—Volume	28-5219
Fuse	7227
Fuse Insulator	27-7131
Speaker Mounting Bracket	29-1847
Speaker Mounting Bracket	29-1848
Speaker Mounting Bracket	29-1851
"U" Clamp	29-1808

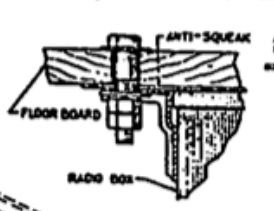


FIGURE 7

FIGURE 8

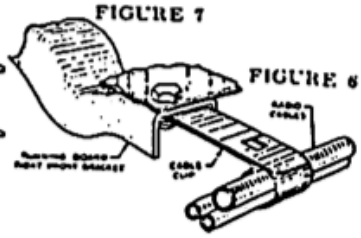


FIGURE 6

Items 1 to 71 of the Parts List shown with the schematic diagram of Model G (Code 122) are identical for Model G (Code 122) Chrysler Code CU and CV. See items at left for additional accessories.

Other Accessories

External rear-view mirrors appear never to have been standard equipment on Airflows. But they were frequently added, even in the mid-1930s. 1934-1937 parts lists do not show them, and the more general *1936-1942 Chrysler Parts List* shows them as “not used” on all 1936-37 Airflows. In modern traffic, external rear-view mirrors are practically essential and, in many states, they are required. The Airflow Club has traditionally allowed these accessories in judged car shows without penalty, as long as they are door or hinge-pin mounted.

Seat belts were not standardized in American cars until the 1960s, but today they are ubiquitous and mandated. Many Airflow owners install them in cars that are to be driven. In recent years, explicit authorization for safety equipment like mirrors and belts has been made in club car judging. In any case, for most Airflows, it’s easy to make the seat belts invisible by tucking them under the seat cushion.

Turn signals and 4-way emergency flashers, like seat belts and external mirrors, were not originally installed on Airflows. Like the other safety equipment, they have usually not been penalized in car judging. Plastic insulated wiring, where visible, however, has been penalized.

Original tires on Airflows were usually Goodyear Airwheel diamond tread, bias-ply, in black or white sidewall. Reproductions are being manufactured for some Airflow-required sizes, and other compatible bias-ply tires are acceptable. Some ACA members who frequently drive their cars, and especially if they plan on long distances, elect to run radial tires. ACA (and many other car clubs) have penalized radial tires at varying levels in the past. Radials and other “modern” tires in use since the 1960s have wider tread than the original Airflow tires in the equivalent size. In addition to changing the look of the car, wide tread tires can make steering harder and sometimes interfere with wheel shields (fender skirts). New old-stock tires can be deteriorated by age even though they have new-looking tread. Use caution in selecting tires for your Airflow.

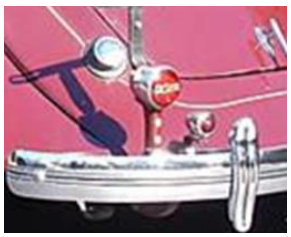
As of 2020, the Airflow Club Board has voted to allow radials of proper appearance and good condition without penalty. Check with the Chief Judge to learn what the current practice in show judging is before you commit to tires or any of this safety equipment.

Appendix D: External Lighting Fixtures

Design and configuration of headlight and tail light fixtures varied with Airflow make and model year, and in some cases with state of original sale. Particularly in 1935, states had differing requirements, which Chrysler accommodated with their DeSoto and Chrysler Airflow offerings.

Chrysler and other manufacturers referred to the surround that retains the headlights and taillight lenses as “doors”. For Chrysler Airflows, headlight doors varied each year. For DeSoto Airflows, the sheet metal was unchanged. Most of the door was painted body color, leaving only a chrome bead around the headlight lens. But for 1934 only, a small DeSoto shield ornament was affixed to the top of each headlight door. Headlight lenses varied each year. See Lights title in the main section for lenses and Appendix B for drawings and descriptions of headlight fittings on all seven Airflow year/make models.

Taillights on both makes varied somewhat with year. The table below describes them.

1934	1935	1936	1937
			
CU, CV, CX, CW Chrome housings and stands; lens with large center and concentric rings.	C1, C2, C3, CW Chrome housings, painted stands; lens has a small center with no rings.	C9, C10, C11, CW Housings and doors painted body color or black; beehive lens with center reflector and basket.	C17, CW Housings and doors painted body color or black; beehive lens with center reflector and basket. Chrome doors for export only.
			
SE: A single, left-side chrome tail light on a chrome stand was standard, optional on right side. DeSoto script on lens.	SG: Left or both side tail lights and stands, black, body, or chrome; lenses varied, oval or round. License bracket black, body, or chrome.	S2: Beehive style lens with center reflector and chrome door/ring.	

Appendix E: Airflow Mechanical Components

Chrysler and DeSoto used various suppliers for engine and accessory components over the Airflow production years. Tables provided below are primarily from period literature as published in the 2014 Standards of Correctness Manual. First, Chrysler:

CHRYSLER CU 1934 8-Cyl.

Electrical Equipment
DELCO-REMY

Generator	935G
Armature	1866789
Field Coil	
Conn. to Third Brush	1854538
Conn. to Regulator	1856150
Brush Set	1857963
Brush, Main (2)	1860344
Third (1)	1850768
Arm, Brush	1850759
Spring, Brush, Main	1850760
Third	1850767
Bearing, D. E.	3203
C. E.	812823
Cranking Motor	727J
Armature	823881
Brush Set	1857960
Brushes (4)	811553
Arm, Brush	810226
Spring, Brush	813521
Bearing, D. E.	1839345
Clutch	1874156
Ignition Distributor	661S
Contact Set	1871869
Arm	1842058
Point	1845785
Cap	1837974
Condenser	1869704
Rotor	1836893
Weight, Advance	825469
Spring, Weight	824668
Ign. Coil (Less Switch)	*1115126
Ignition Switch	432F
Dimmer Switch	465S
Voltage Regulator	5881
Solenoid Motor Switch	1516
Vacuum Starter Switch	1592

*Also order 1871821 Bracket and 1863089 Adaptor, no charge.

Carburetor Equipment
STROMBERG

Carburetor EE-22	A-17862
Float Needle & Seat	P-19867
Metering Jet (.053)	P-17004
By Pass Jet	P-19481
Check Valve	P-16990
Pump	P-17073
Gasket Set	J-4363G

Shock Absorbers
DELCO

Shock Absorbers Complete

Front, Right	1735AX
Left	1735BX
Rear, Right	1733AX
Left	1733BX
Gasket, End Cap	44933
Gasket, Filler Plug	827799
Gasket, Relief Valve Nut	41119

Links—Not Delco

Windshield Wiper Equipment
TRICO

Closed

Motor, L. H. Side	KSB-289
R. H. Side	KSB-290
Arm, L. H. Side	P-75495-1-C
R. H. Side	P-75494-1-C
Blade, 9"	P-778-33-C
Control Knob	75225-C
Motor Renewal Parts Set	Sp. 1068
Paddle Assembly	
L. H. Side	L-75092-2-D
R. H. Side	R-75092-2-D
Shaft Only	75089-2-D
Motor Kicker	2618-17

CHRYSLER CV Imperial 1934 8-Cyl.

Electrical Equipment
DELCO-REMY

Generator	935G
Armature	1866789
Field Coil	
Conn. to Third Brush	1854538
Conn. to Regulator	1856150
Brush Set	1857963
Brush, Main (2)	1860344
Third (1)	1850768
Arm, Brush	1850759
Spring, Brush, Main	1850760
Third	1850767
Bearing, D. E.	3203
C. E.	812823
Cranking Motor	727J
Armature	823881
Brush Set	1857960
Brushes (4)	811553
Arm, Brush	810226
Spring, Brush	813521
Bearing, D. E.	1839345
Clutch	1874156
Ignition Distributor	661T
Contact Set	1871869
Arm	1842058
Point	1845785
Cap	1837974
Condenser	1869704
Rotor	1836893
Weight, Advance	825469
Spring, Weight	820438
Ign. Coil (Less Switch)	*1115126
Ignition Switch	432F
Dimmer Switch	465S
Voltage Regulator	5881
Solenoid Motor Switch	1516
Vacuum Starting Switch	1592

*Also order 1871821 Bracket and 1863089 Adaptor, no charge.

Carburetor Equipment
STROMBERG

Carburetor EE-22	A-17732
Float Needle & Seat	P-19867
Metering Jet (.053)	P-17004
By Pass Jet	P-19481
Check Valve	P-16990
Pump	P-17073
Gasket Set	J-4363G

Shock Absorbers
DELCO

Same as Chrysler CU 1934 8-Cyl.

Windshield Wiper Equipment
TRICO

Same as Chrysler CU 1934 8-Cyl.

CHRYSLER CW Custom Imperial 1934 8-Cyl.

Electrical Equipment
DELCO-REMY

	Part No.
Generator	967P
Armature	1840941
Field Coil	
Conn. to Third Brush	1838577
Conn. to Regulator	1853523
Brush Set	1857963
Brush, Main (2)	1860344
Third (1)	1850768
Arm, Brush	1850759
Spring, Brush, Main	1850760
Third	1850767
Bearing, D. E.	3203
C. E.	812823
Cranking Motor	728W
Armature	818134
Brush Set	1857960
Brushes (4)	811553
Arm, Brush	810226
Spring, Brush	813521
Bearing, D. E.	1839345
Clutch	828941
Ignition Distributor	661Z
Contact Set	1871869
Arm	1842058
Point	1845785
Cap	1838131
Cap Cover	1838133
Condenser	1869704
Rotor	1836893
Weight, Advance	825469
Spring, Weight	824668
Ign. Coil (Less Switch)	*1115126
Solenoid Motor Switch	1519
Voltage Regulator	5879

*Also order 1871821 Bracket and 1863089 Adaptor, no charge.

Carburetor Equipment
STROMBERG

Carburetor EE-3	P-17613
Float Needle & Seat	P-18915
Metering Jet (.058)	P-17004
By Pass Jet (.060)	P-16965
Check Valve	P-16990
Pump	P-17448
Gasket Set	J-4365G

Windshield Wiper Equipment
TRICO

Closed

Motor, L. H. Side	SK-501
R. H. Side	SK-502
Arm, L. H. Side	75635-1-C
R. H. Side	75634-1-C
Blade, 4¾"	R-778-52-C
Double Cable Control Assembly	75560-2-J
Motor Renewal Parts Set	Sp. 1072
Paddle Assembly	
L. H. Side	L-75779-1-J
R. H. Side	R-75779-1-J
Shaft Only	75779-1-J
Motor Kicker	8897-26

CHRYSLER C-1 1935 8-Cyl.

Electrical & Instrument Equipment
AUTO-LITE

Generator	GAR-4608B
Armature	GAR-2116F
Field Coil Set	GAL-1005W
(Service Use)	GAL-1005S
Brush Set	GBM-2012AS
Brush, Main (2)	GBM-1012A
Brush, Third (1)	GBM-1013A
Bearing, D. E.	X-295
C. E.	GBF-79
Starting Motor	MAX-4003
Armature	MAW-2030
Brushes (2 each)	MAW-12
	MAW-13
Bearing, D. E.	MP-41A
Starter Clutch	MAD-3099
Ign. Distributor	IGT-4001-1
	IGT-4001B-1
Breaker Plate	IGT-2004
Sub Plate	IGT-1012
Breaker Point Set	IGP-3028A
Contact Arm	IGP-3028
Contact Screw	IGP-33
Cap	IGP-1003
Condenser	IG-3927
Rotor	IGP-1016
Vacuum Chamber Assembly	IGT-1013AS
Ign. Coil	CE-4605A*
Service Coil	CE-3224S
Bracket	CE-1231S
Starting Switch	SS-4101
Regulator	TC-4301A
Horn Relay	HR-4002
Ammeter	K-7218
Oil Pressure Gauge	G-7217
Gas Gauge	
Dash Unit	NG-7220D
Tank Unit	NG-6876T
Heat Indicator	H-7219
Speedom. Dr. Cable	SPS-2005P
Flexible Core	SPS-1005U
Stop Light Switch	58012

*Lock and Cable serviced by car manufacturer.

Carburetor Equipment
STROMBERG

Carburetor EXV-3	A-18263
Float Needle & Seat	P-20887
Metering Jet (.065)	P-17004
By Pass Jet	P-21076
Check Valve	P-18144
Pump	P-19167
Gasket Set	J-4544
RK Kit	RK-26
Carburetor EX-32	A-17723
Float Needle & Seat	P-20887
Metering Jet (.065)	P-17004
By Pass Jet	P-18149
Check Valve	P-18144
Pump	P-19167
Gasket Set	J-4537G

Shock Absorbers
DELCO

Shock Absorbers Complete	
Front, Right	1735CX
Left	1735DX
Rear, Right	1733CX
Left	1733DX
Gasket, End Cap	44933
Gasket, Filler Plug	827799
Gasket, Relief Valve Nut	41119
Links—Not Delco	

Stabilizer Parts:

Link Rod	
10½"	1075625
Rubber, Link (long)	43815
(short)	43816
Retainer, Rubber	43814
Nut, Link	43812

Windshield Wiper Equipment
TRICO

Same as Chrysler CU 1934 8-Cyl.

CHRYSLER Imperial Airflow C-2 1935 8-Cyl.

Electrical Equipment
DELCO-REMY

Generator	935G
Armature	1866789
Field Coil	
Conn. to Third Brush	1854538
Conn. to Regulator	1856150
Brush Set	1857963
Brush, Main (2)	1860344
Third (1)	1850768
Arm, Brush	1850759
Spring, Brush, Main	1850760
Third	1850767
Bearing, D. E.	3203
C. E.	812823
Cranking Motor	727J
Armature	823881
Brush Set	1857960
Brushes (4)	811553
Arm, Brush	810226
Spring, Brush	813521
Bearing	1839345
Clutch	1874156
Ignition Distributor	665B
Contact Set	1871869
Arm	1842058
Point	1845785
Cap	1837974
Condenser	1869704
Rotor	1836893
Weight, Advance	825469
Spring, Weight	820438
Ign. Coil (Less Switch)	1855557
Ignition Switch	432F
Dimmer Switch	465S
Solenoid Starter Switch	1516
Generator Control Unit	5881

Carburetor Equipment
STROMBERG

Carburetor EE-22	A-17992
Float Needle & Seat	P-20888
Metering Jet (.053)	P-17004
By Pass Jet	P-19481
Check Valve	P-16990
Pump	P-17073
Gasket Set	J-4469G

Shock Absorbers
DELCO

Same as Chrysler C-1 1935 8-Cyl.

Windshield Wiper Equipment
TRICO

Same as Chrysler CU 1934 8-Cyl.

CHRYSLER C-3 1935 8-Cyl.

Electrical & Instrument Equipment
AUTO-LITE

Generator	GAR-4608B
Armature	GAR-2116F
Field Coil Set	GAL-1005W
(Service Use)	GAL-1005S
Brush Set	GBM-2012AS
Brush, Main (2)	GBM-1012A
Brush, Third (1)	GBM-1013A
Bearing, D. E.	X-295
C. E.	GBF-79
Starting Motor	MAX-4003
Armature	MAW-2030
Brushes (2 each)	MAW-12
	MAW-13
Bearing, D. E.	MP-41A
Starter Clutch	MAD-3099
Ign. Distributor	IGT-4001A-1
Breaker Plate	IGT-2004A
Sub Plate	IGT-1012
Breaker Point Set	IGP-3028A
Contact Arm	IGP-3028
Contact Screw	IGP-33
Cap	IGP-1003
Condenser	IG-3927
Rotor	IGP-1016
Vacuum Chamber Assembly	IGT-1023BS
Ign. Coil	CE-4605A*
Service Coil	CE-3224S
Bracket	CE-1231S
Starting Switch	SS-4101
Regulator	TC-4301A
Horn Relay	HR-4002
Ammeter	K-6932
Oil Pressure Gauge	G-6931
Gas Gauge	
Dash Unit	NG-6934D
Tank Unit	NG-6876T
Heat Indicator	H-6933
Stop Light Switch	58012

*Lock and Cable serviced by car manufacturer

Carburetor Equipment
STROMBERG

Carburetor EE-22	A-18002
Float Needle & Seat	P-20888
Metering Jet (.053)	P-17004
By Pass Jet	P-19481
Check Valve	P-16990
Pump	P-17073
Gasket Set	J-4469G

Shock Absorbers
DELCO

Same as Chrysler C-1 1935 8-Cyl.

Windshield Wiper Equipment
TRICO

Same as Chrysler CU 1934 8-Cyl.

CHRYSLER C-9 Airflow 1936 8-Cyl.

Electrical & Instrument Equipment
AUTO-LITE

Generator	GAR-4608B
Armature	GAR-2116F
Field Coil Set	GAL-1005W
(Service Use)	GAL-1005S
Brush Set	GBM-2012AS
Brush, Main (2)	GBM-1012A
Brush, Third (1)	GBM-1013A
Bearing, D. E.	X-295
C. E.	GBF-79
Starting Motor	MAX-4003
Armature	MAW-2030
Brushes (2 each)	MAW-12
	MAW-13
Bearing, D. E.	MP-41A
Starter Clutch	MAD-3099
Ign. Distributor	IGT-4001C-1
	IGT-4001E-1
Breaker Plate	
(If IGT-4001C-1)	IGT-2004B
(If IGT-4001E-1)	IGT-2004
Sub Plate	IGT-1012
Breaker Point Set	IGP-3028A
Contact Arm	IGP-3028
Contact Screw	IGP-33
Cap	IGP-1003
Condenser	IG-3927
Rotor	IGP-1016
Vacuum Chamber Assy.	
(If IGT-4001C-1)	IGT-1023CS
(If IGT-4001E-1)	IGT-1023AS
Ign. Coil	CE-4618
Service Coil	CE-3224S
Lock Assembly	CE-1187CQS
Bracket	CE-1231S
Starting Switch	SS-4101
Regulator	TC-4301A
Horn Relay	HR-4002
Ammeter	K-7806
Oil Pressure Gauge	G-7805
Gas Gauge	
Dash Unit	NG-7808D
Tank Unit	NG-6876T
Heat Indicator	H-7807
Speedometer Drive Cable	SPS-2005P
Flexible Core	SPS-1005U
Stop Light Switch	58012

Carburetor Equipment
STROMBERG

Same as Chrysler C-1 1935 8-Cyl.

Shock Absorbers
DELCO

Shock Absorbers Complete	
Front, Right	1735CX
Left	1735DX
Rear, Right	1733CX
Left	1733DX
Gasket, End Cap	44933
Gasket, Filler Plug	827799
Gasket, Relief Valve Nut	41119

Links—Not Delco

Stabilizer Parts:

Link Rod 10½"	1075625
Rubber, Link (upper)	43815
(lower)	43816
Retainer, Rubber	43814
Nut, Link	43812

Windshield Wiper Equipment
TRICO

	Part No.
Closed	
Motor, L. H. Side	KSB-334-2
R. H. Side	KSB-333-2
Arm, L. H. Side	P-76259-1-C
R. H. Side	P-76261-1-C
Blade, 8"	P-778-29-C
Control Knob	75225-2-A
Motor Renewal Parts Set	Sp. 1065
Paddle Assembly	
L. H. Side	L-75927-10-D
R. H. Side	R-75927-10-D
Shaft & Bushing	75720-10-D
Shaft Body	75081-1
Motor Kicker	8897-7

CHRYSLER Airflow C-10, C-11 1936 8-Cyl.

Electrical & Instrument Equipment
AUTO-LITE

Same as Chrysler Airflow C-9 1936 8-Cyl.

Carburetor Equipment
STROMBERG

Carburetor EE-22	A-18242
	A-18262
Float Needle & Seat	P-20888
Metering Jet (.051) (.053)	P-17004
By Pass Jet	P-19481
Check Valve	P-16990
Pump	P-17073
Gasket Set	J-4469-G
RK-Kit	No. 27

Shock Absorbers
DELCO

Same as Chrysler Airflow C-9 1936 8-Cyl.

Windshield Wiper Equipment
TRICO

Same as Chrysler Airflow C-9 1936 8-Cyl.

CHRYSLER C-17 Airflow 1937 8-Cyl.

Electrical & Instrument Equipment
AUTO-LITE

	Part No.
Generator	GCO-4801B
	GCO-4801C
Armature	GCO-2006F
Field Coil Set	GCO-1005
Brush Set	GBW-2012AS
Brush, Main (2)	GBW-1012A
Bearing, D. E.	X-295
C. E.	GBF-79
Starting Motor	MAX-4003
	MAX-4003A
Armature	MAW-2030
Brushes (2 each)	MAW-12
	MAW-13
Bearing, D. E.	MP-41A
Starter Clutch	MAD-3099
Ign. Distributor	IGT-4001E-1
Breaker Plate	IGT-2004
Sub Plate	IGT-1012
Breaker Point Set	IGP-3028A
Contact Arm	IGP-3028
Contact Screw	IGP-33
Cap	IGP-1003
Condenser	IG-3927
Rotor	IGP-1016
Vacuum Chamber Assembly	IGT-1023AS
Ign. Coil	CE-4618
Service Coil	CE-3224S
Lock Assembly	CE-1187CQS
Bracket	CE-1231S
Starting Switch	
(If MAX-4003)	SS-4101
(If MAX-4003A)	SS-4201
Regulator	VRB-4004B
Horn Relay	HR-4002
Ammeter	K-7806
Oil Pressure Gauge	G-7805
Gas Gauge	
Dash Unit	NG-7808D
Tank Unit	NG-6876T
Heat Indicator	H-7807
Speedometer Drive Cable	SPS-2005P
Flexible Core	SPS-1005U
Stop Light Switch	100315

Carburetor Equipment
STROMBERG

Carburetor EE-22	A-18242
Float Needle & Seat	P-20888
Gasket Set	J-4469-G
By Pass Jet No. 53	P-19481
Check Valve	P-16990
Pump	P-17073
Metering Jet (.053)	P-17004
Idle Tube	P-18264
RK Kit	RK-27

Shock Absorbers
DELCO

Same as Chrysler Airflow C-9 1936 8-C

Windshield Wiper Equipment
TRICO

Closed	
Motor, L. H. Side	KSB-289-2
R. H. Side	KSB-290-2
Arm, L. H. Side	P-75495-1-C
R. H. Side	P-75494-1-C
Blade, 8"	P-778-29-C
Y Coupling	75579-1
Knob	75225-1-G
Motor, Renewal Parts Set	Sp. 1068
Paddle Assembly	
L. H. Side	L-75926-2-D
R. H. Side	R-75926-2-D
Shaft & Bushing	75720-2-D
Shaft Body	75081
Motor Kicker	8897-17

DeSoto

DE SOTO SE 1934 6-Cyl.

Electrical Equipment
DELCO-REMY

Generator	935D
Armature	1866789
Field Coil	
Conn. to Third Brush	1854538
Conn. to Regulator	1856150
Brush Set	1857963
Brush, Main (2)	1860344
Third (1)	1850768
Arm, Brush	1850759
Spring, Brush, Main	1850760
Third	1850767
Bearing, D. E.	3203
C. E.	812823
Cranking Motor	727L
Armature	823881
Brush Set	1857960
Brushes (4)	811553
Arm, Brush	810226
Spring, Brush	813521
Bearing, D. E.	1839345
Clutch	1874156
Ignition Distributor	644W
Contact Set	1857957
Arm	1842058
Point	1848038
Cap	824735
Condenser	1869704
Rotor	820445
Weight, Advance	825469
Spring, Weight	820438
Ign. Coil (Less Switch)	**1115126
Ignition Switch	432E
Voltage Regulator	5879
Dimmer Switch	465S
Solenoid Motor Switch	1516
Starter Control Switch	1387

*Replace with Universal Generator No. 60-U. This is exchange price for No. 60-U when old generator is turned in for exchange.
**Also order 1860296 Bracket and 1863089 Adaptor.

Carburetor Equipment
CARTER

Carburetor	E6B1
Gasket Assortment	112
Idle Orifice Tube & Plug Assembly	123-18S
Main Metering Screw Standard	159-40
Main Vent Tube & Plug Assembly	145-14S
Needle & Seat Assy.	25-50S
Pump Jet	48-44
Pump Piston Needle & Plug Assembly	160-22S
Step-Up Piston Assy.	160-23S
Step-Up Valve Assy.	149-31S
Repair Package	1015A

Shock Absorbers
DELCO

Shock Absorbers Complete	
Front, Right	1437A
Left	1437B
Rear, Right	1437C
Left	1437D
Gasket, Cover	41121
Gasket, Relief Valve Nut	41119
Links—Not Delco	

Windshield Wiper Equipment
TRICO

	Part No.
Closed	
Motor, L. H. Side	KSB-289
R. H. Side	KSB-290
Arm, L. H. Side	P-75495-1-C
R. H. Side	P-75494-1-C
Blade, 9"	P-778-33-C
Control Knob	75225-C
Motor Renewal Parts Set	Sp. 1068
Paddle Assembly	
L. H. Side	L-75092-2-D
R. H. Side	R-75092-2-D
Shaft Only	75089-2-D
Motor Kicker	2618-17

DE SOTO SG 1935 6-Cyl.

Electrical & Instrument Equipment
AUTO-LITE

Generator	GAR-4608
Armature	GAR-2116F
Field Coil Set	GAL-1005W
(Service Use)	GAL-1005S
Brush Set	GBM-2012AS
Brush, Main (2)	GBM-1012A
Brush, Third (1)	GBM-1013A
Bearing, D. E.	X-295
C. E.	GBF-79
Starting Motor	MAX-4003
Armature	MAW-2030
Brushes (2 each)	MAW-12 MAW-13
Bearing, D. E.	MP-41A
Starter Clutch	MAD-3099
Ign. Distributor	IGS-4001-1 IGS-4001A-1
Breaker Plate	IGS-2004A
Sub Plate	IGS-1012
Breaker Point Set	IGP-3028A
Contact Arm	IGP-3028
Contact Screw	IGP-33
Cap	IGC-1107S
Condenser	IG-3927A
Rotor	IGS-1016
Vac. Chamber Assy. (If IGS-4001-1)	IGS-1023S
(If IGS-4001A-1)	IGS-1023AS
Ign. Coil	IG-4614A*
Service Coil	IG-3224S
Bracket	CE-1231S
Starting Switch	SS-4101
Regulator	TC-4301A
Ammeter	K-7277
Oil Pressure Gauge	G-7276
Gas Gauge	
Dash Unit	NG-7279D
Tank Unit	NG-6875T
Heat Indicator	H-7278
Stop Light Switch	58012

*Lock and cable serviced by car manufacturer.

Carburetor Equipment
CARTER

Same as De Soto SF 1935 6-Cyl.

Shock Absorbers
DELCO

Shock Absorbers Complete	
Front, Right	1735AX
Left	1735BX
Rear, Right	1733AX
Left	1733BX
Gasket, End Cap	44933
Gasket, Filler Plug	827799
Gasket, Relief Valve	41119
Link Rod 9¼"	1075624
Rubber, Link (upper)	43815
(lower)	43816
Retainer, Rubber	43814
Nut, Link	43812

Windshield Wiper Equipment
TRICO

Same as De Soto SE 1934 6-Cyl.

DE SOTO S-2 1936 6-Cyl.

Electrical & Instrument Equipment
AUTO-LITE

Generator	GAR-4608A
Armature	GAR-2116F
Field Coil Set	GAL-1005W
(Service Use)	GAL-1005S
Brush Set	GBM-2012AS
Brush, Main (2)	GBM-1012A
Brush, Third (1)	GBM-1013A
Bearing, D. E.	X-295
C. E.	GBF-79
Starting Motor	MAX-4016
Armature	MAW-2030
Brushes (2 each)	MAW-12 MAW-13
Bearing, D. E.	MP-41A
Starter Clutch	MAD-3099
Ign. Distributor	IGS-4006-1 IGS-4006A-1
Breaker Plate	IGS-2004A
Sub Plate	IGS-1012
Breaker Point Set	IGP-3028A
Contact Arm	IGP-3028
Contact Screw	IGP-33
Cap	IGC-1107S
Condenser	IG-3927A
Rotor	IGS-1016
Vac. Chamber Assy.	IGS-1023AS
Ign. Coil	IG-4636
Service Coil	IG-3224S
Lock Assembly	CE-1187CPS
Bracket	CE-1231S
Starting Switch	SS-4104
Regulator	TC-4301A
Ammeter	K-7794
Oil Pressure Gauge	G-7793
Gas Gauge	
Dash Unit	NG-7796D
Tank Unit	NG-6875T
Heat Indicator	H-7795
Speedometer	SPD-4001A SPD-4004
Speed. Drive Cable	SPS-2005M SPS-2005P
Flexible Core	SPS-1005R SPS-1005U
Stop Light Switch	58012

Carburetor Equipment
CARTER

Same as De Soto S-1 1936 6-Cyl.

Shock Absorbers
DELCO

Shock Absorbers Complete	
Front, Right	1735AX
Left	1735BX
Rear, Right	1733AX
Left	1733BX
Gasket, End Cap	44933
Gasket, Filler Plug	827799
Gasket, Relief Valve Nut	41119
Links—Not Delco	

Stabilizer Parts:

Link Rod 9½"	1075624
Rubber, Link (upper)	43815
(lower)	43816
Retainer, Rubber	43814
Nut, Link	43812

Windshield Wiper Equipment
TRICO

Same as De Soto SE 1934 6-Cyl.

Appendix F: Interior and Exterior Finishes

[Replace this page with Appendix F1 Interior and Exterior Finishes (127-142).pdf followed by Appendix F2 (143-147)

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Appendix G: Airflow Mysteries, Variability, and Judging

Given the passage of time since Chrysler and DeSoto Airflows were built, details of their construction and configuration are in some cases uncertain. Uncovering these details is therefore something of an art form. Information in this guide is derived from several sources. Among them are surviving original cars; recollections of owners, dealers, and repair persons; early photos; and published manufacturer parts lists and owner's manuals. Is it possible to establish beyond a doubt that the flooring in a 1934 "survivor" car is original? Is memory sufficiently reliable and authoritative for events and observations 80 years old or older? Do early photos show production cars or prototypes? All the parts lists are known to contain some errors, so how can the detail in them be trusted or verified? And, perhaps most difficult to reconcile is that, as we know, all Airflows of a given model were not built the same. These factors make true authenticity difficult to achieve and even more difficult to judge.

Over the more than 55 years of Airflow Club national meets, a few issues have surfaced repeatedly. We include here a discussion of some of them to assist the careful Airflow restorer, along with several curiosities of interest.

General

Identification. The first Airflows produced in both the Chrysler and DeSoto lines had body trim and color information painted in stencil form on the right-side body well. These stencils are rarely seen today, but owners of early cars have documented and reproduced them and they are accepted with documentation. The decoding of these early numbers is incomplete. Body numbers were stamped on small embossed tags located at the bottom of the radiator on the metal body section holding the hood catch. Airflow serial (VIN) numbers were throughout production located on the right-side A-pillar near the door stay. Not far into the 1934 production year, a body information tag was created for both Chrysler and DeSoto, and was located on the right-side inner fender well in front of the hood prop support, held on by two screws. This tag contained a body number, paint number, trim number, and job number. Many of the paint codes have been decoded and matched; some of the trim codes are now also known. Body and job numbers were evidently for internal record-keeping.

Factory re-paints. The Chrysler Corporation was known to create mid-year promotions involving revised color schemes. When this was announced, in order to stock dealers some cars were two-toned. In a case reviewed by Ellis Claar, cars were pulled from the production line and re-sprayed intentionally as a "Spring Promotion". This resulted in a few cars, especially 1934s, having body color overspray on drums, backing plates, and springs. In another example, the Turner Foundation 1935 DeSoto SG restored by John Spinks was painted French Beige Poly as specified on the data plate. However, under the sill plates and riveted body tags a very light blue was found, proving a factory paint color change. Such changes are accepted as original with paint number and photo documentation.

Export Airflows. For all model years, Chrysler and Desoto offered special configurations for export cars. In some cases, changes were required to meet the laws of the destination country. In others, the cars were changed in subtle ways, nearly always documented in the parts lists.

Tool kits tended to be more complete, higher power engine options were sometimes not available for export, and interior trim was sometimes more utilitarian. Some differences are hard to unerstand: The 1936 DeSoto S2 flying lady hood mascot was different for export. The wings were plain on domestic cars, but faint feathers were engraved on the export version. Chrome wheels and chrome spokes with painted rims were available on 1936 DeSoto and Chrysler export models, but are not listed for domestic cars. (It is likely that these export features could be provided for special order domestic cars however.)

Free-wheeling, overdrives, vacuum clutches, and plain old three-speed transmissions.

In 1934, buyers could purchase a Chrysler or DeSoto Airflows with a three-speed freewheeling transmission or a three-speed overdrive transmission. Chrysler's innovative automatic overdrive was a separate gearbox behind the transmission requiring freewheeling to operate. Thus, freewheeling was included on all overdrive cars. A vacuum clutch could be ordered on both makes. Vacuum clutches could be ordered on both makes. Imperials had the overdrive transmission as standard equipment; vacuum clutches were still an option. In 1935, freewheeling was no longer available without overdrive. The C1 Chrysler and the full DeSoto line came with a plain three-speed manual transmission; overdrive was available as an option. Vacuum clutches were eliminated from production for 1935. 1936 and 1937 Airflow cars were equipped similarly to 1935, with overdrive being optional on the DeSotos and C9 and standard on C10 and C11. For 1937, the C17 came with overdrive as standard equipment.

Coincidental starting. This feature was available on 1934 Chryslers only and allowed the driver to start the car by simply pushing the gas pedal to the floor. Overly complicated and trouble-some, it was dropped by 1935. It was not available on 1934 DeSotos, although the tag on the starter mentioned "Coincidental Starter".

Power-assisted braking. Although never available on DeSoto Airflows, a vacuum-assisted brake system could be ordered as an option on CU, C1, and C9 Chrysler Airflows. All Imperial Airflows were fitted with power-assisted brakes.

Radios. Chryslers and DeSotos could both be equipped with factory-approved Philco radios that were dealer-installed. In 1934, radio heads replaced the right-hand ashtray in Chryslers, and in DeSotos, they were center-mounted in place of a radio blank plate. The receiver was mounted under the floor, and a downward-firing speaker with tone control was placed above the H-frame in the center of the dash. The antenna lead was soldered to the wire mesh in the fabric roof, routed down the A-pillar, under the front seat carpet, and then through the wooden floorboard to the receiver below.

In 1935, receivers were relocated to behind the dash due to a high rate of failure when splashed under the car. Chrysler receivers were located behind the left-hand glove box door, replacing the glove box. A kit was made to fix the door in place, but often it was not installed and the owner would open the glove box door to find a radio receiver. The radio heads were still located in the passenger-side ashtray and were wood-grained to match the dash. DeSoto heads were redesigned for 1935 and were also located in the passenger-side ashtray. In DeSotos, the receiver was relocated to the area behind the left-side gauge cluster.

In 1936 DeSoto and 1936-37 Chrysler, radios were still Philcos with a center-mounted head replacing a radio blank plate. The receiver replaced the left-side glove box, and the speaker was bolted to the firewall in front of the gear lever.

There were many aftermarket radios available but only one aftermarket radio has been identified as custom-built for Airflow Chryslers. The Motorola "60" had a special cathedral head designed to replace the right ashtray and was wood-grained to match the 1935 Chrysler dash. The radio receiver was firewall mounted and had a built-in speaker. Aftermarket radios are not accepted as original unless their control heads are specifically designed to be installed in Airflows only.

1934 window trim. !934 Chryslers and DeSotos had front window frames that were articulated and chrome plated. The vent wings could be separately opened when the window was rolled up. The frames were surrounded by window track molding which had no stainless trim. The rear doors, however, were differently trimmed as a stainless bead was incorporated in the window track trim. By 1935, both the re-designed front windows and rear windows moved in stainless-trimmed track molding.

1935 Ventless front doors. Early 1935 Chrysler and DeSoto Airflows were built without the movable front door vent windows. A single pane of frameless glass replaced the chrome vent window and sliding window frame of the 1934 models. Later in production, both makes got a newly designed vent window that could be opened independently or lowered with the sliding window. This design was continued through the rest of the Airflow production run.

1935 and 1936 tachometer promotions. Certain C1 Chryslers and S2 DeSotos were fitted with tachometers that were cable-driven from a specially equipped distributor. These were factory promotions intended to highlight the advantage of an overdrive transmission. The tachometers were integrated into the speedometer unit as a second, smaller gauge.

The 1935 "Glare Reduction". Chrysler mounted a marketing campaign to reduce glare off dashboard chrome and other brightwork in the driver's line of vision. As explained in their marketing films, this is why front window vent frames and windshield cranks in 1935 models were no longer chromed. Wood-grained dashes even had garnish screws daubed with brown paint to better blend in with the "no glare" approach.

Wipers. In an effort to ensure minimal interference with vision, Airflow wipers were bent 15 degrees about 1-¾" from the wiper drive pivot. They are correctly parked at opposite sides of the windshields. Wiper arms consisted of round chrome or stainless rod, with stainless retainer caps which hook over the drive heads; black retainers, seen on less expensive cars or trucks, were not used. Some early cars were equipped with small wiper-stop posts drilled into the windshield frames, to prevent wipers from being pushed by wind up onto the car body.

Sun visors. 1934 Chrysler Airflows were supplied with dual articulated visors that could be swung all the way to the side window. Some DeSotos also had two visors with a simpler, flip-up only mount. (Some early SEs have been reported to have only a single, driver's side visor.) In 1935 both Chrysler and DeSoto Airflow visors were fixed to the front of the body where the headliner began and were no longer mounted on an articulated arm. Consequently, it was no longer possible to unhook the visors. In 1936, both makes regained the single, articulated

outside mount that permitted both visors to pivot all the way to the side windows. This was continued into 1937 C17s.

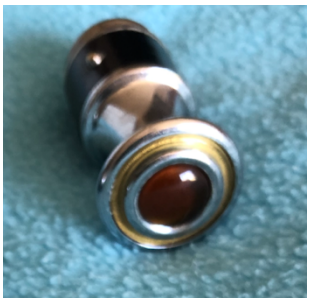
Floor coverings. Early Chryslers were promoted as having "Marbleized Rubber" flooring. A marketing brochure, the Chrysler Body Service Manual, and early owner's manuals show the rubber flooring on CU and SE models. The flooring was shown as extending the full length of the interior. Actual observation in the field, however, has found CU and SE models with remnants of front rubber mats, some clearly ending under the front seat, and some continuing onto the rear seat floor. Imperials appear to have had carpeting as standard.

Delco-Remy versus Autolite. 1934 Chrysler and DeSoto Airflows were built using primarily Delco-Remy electrical equipment. Switches and other small items were contracted out separately to smaller companies such as Clum. In 1934, General Motors absorbed Delco-Remy more tightly into the company, terminating Delco support for other manufacturers, and Chrysler had to find another source for electrical components. Chrysler switched to the Auto-Lite Electric company (soon renamed Autolite) for starters, generators, regulators, coils, and distributors. This changeover was gradual in 1935, with C1 and SG cars equipped with Autolite while C2, C3, and CW models remained Delco-Remy equipped. From 1936, all cars except CWs received Autolite components.

Overdrive differences. Carl Breer writes in his book about Chrysler engineering that Chrysler became interested in an idea for a fourth, add-on gear patented by a West Coast inventor named Rex Keller. The Keller clutch, as they called it, was a clever way to transfer power transmission through or bypassing an auxiliary gear set. Breer proposed the setup, which they named an overdrive, to Walter Chrysler. Tooling costs of $25,000 proved too expensive for W. P. Chrysler, and he directed that Warner be allowed to develop and manufacture the overdrive unit with the Keller clutch. This gave Warner the right to sell the overdrive design to other car manufacturers, resulting in Chrysler's competitive advantage lasting only a short time. At Warner, the Keller clutch became the R-1 overdrive, which was bolted behind the Chrysler-built three-speed transmission. Early versions, primarily used on CV, CX, and CW Chryslers, had cooling fins cast into the overdrive cases. For 1935, many changes were made to the transmission. The fins were eliminated as oiling had been improved. In 1934 through 1936, the Warner overdrive was offered as an option for Chrysler CU, C1, and C9 and all DeSoto Airflows. For 1936, a fully-integrated overdrive was offered in the S2 series DeSoto. By midyear, DeSoto included the overdrive at no extra charge. Across Airflow production, Warner continued to improve overdrive design, revising lock-out arm mountings and internal details. Modern owners wishing to upgrade non-overdrive cars have found that substantial portions of the drivetrain require conversion due to differences in bell housings, rear engine mounts, and bracing, driveshafts, controls, etc. It's worth noting, however, that 1935 Chryslers have been found with 1934 overdrive transmissions, the required 1934 bell housing, and other conversion parts, indicating the overdrive update can indeed be performed.

Lighters – Chrysler, and some DeSoto, cigar lighters generally used deep amber or deep ruby translucent centers which glowed dimly when the element reached temperature. They did not "pop out" as later lighters did. Knobs varied with year, with 1934 and 1935 knobs finished in chrome. Chrysler cigar lighter knobs for 1936 and 1937 had an accent ring to match the other

dash knobs. DeSoto knobs for 1936 lacked the translucent center jewel but had instead labeled faces matching the other dash knobs. See the photos below for some examples: 1936 DeSoto, 1936 Chrysler, 1937 Chrysler, left to right.




Headlight lenses 1934 Chryslers used Flexbeam glass lenses labeled “Left” and “Right” from the C. M. Hall Co. 1935 and 1936 Chryslers had lenses that interchange sides, but each year has different fluting patterns. Similarly, 1934 DeSotos had L and R lenses, whereas 1935 and 1936 do not. The internal beam-shaping ridges for 1935 and 1936 are different.

Radiator tags. In previous editions of the Airflow club standards, it was asserted that all Airflow radiators had a tag on the back of the top tank. While such tags are frequently found on 1935 and later Chryslers, careful inspection of a number of Airflow DeSotos in 2020 disclosed that their top tanks, 1935 and later, were stamped with a DPCD logo and the radiator part number in raised figures. A similar marking was located on the radiator frame for 1934. The absence of these tags does not affect judging scores.

Paint colors. Some car body data tags contain paint numbers not listed in period color samples nor in the work done by Ellis Claar several years ago (refer to Appendix A). In addition, it is believed that dealers or purchasers could order special paint colors if they wished at an extra charge. Special order cars were generally marked S.O. on the body data tag. Claar recommended repainting cars in a color offered during the model year for authenticity. Originality (color actually used on this car) was not required. Cars painted in nonstandard or other-year colors may be penalized in ACA judging unless documentation of originality is presented. Cars painted a standard color for that year, although different from that on the body data tag are not penalized.

Fender welt. Fender welt available during the years of Airflow manufacture was covered with varnished black fabric. Many photos of lighter colored Airflows from ads and period literature, however, show welt in body color, and this has been observed and documented on multiple survivor cars. Typically fenders were painted before hanging them on the car -- the inference is that the welt was painted body color before assembly. The Airflow Club has allowed welt in black or body color, although most agree body color is preferred. The exact diameter of the original welt is difficult to say with certainty. A modern welt of 3/16 to 1/4-inch appears similar to the welt on surviving cars and in photos.

Accessories. Heaters and radios other than those listed in factory accessory brochures and parts lists, even though period-appropriate, have generally been penalized by a point or two. Spotlights have historically been allowed, at least if they look like the factory accessory models.

Exterior rearview mirrors have also been allowed, for the most part, although earlier versions of the ACA standards required that the mirrors be door- or hinge-mounted. Period correct exhaust extensions of the type offered in dealer accessory catalogs are also allowed.

Other Safety equipment. Seat belts, turn signals, auxiliary driving lights, and the like, some of which are required by law in some states, have generally been allowed without penalty in ACA show judging.

Hood trim cup washers and screws. The finish of these under-hood fasteners is historically debated. If the center molding was attached at the factory after the car was painted, it's very likely the fasteners were finished in some standard color, like black or blued. But if the molding was attached in or near the paint shop, it would have been easy to give the underside of the hood one more shot of body paint. Possibly some cars got that paint and some did not. Almost certainly, the fasteners were not zinc plated or other bright metal.

Door sill striker plates. Club opinion as to the original finish of these hard-wear items has varied over the years. Survivor cars show finishes from satin chrome to the more common rust. The current best guess is that a dull chrome, or possibly a cadmium-plated finish was original. Regular chrome has usually been accepted.

Coupes, and "business" coupes. When both the DeSoto and the Chrysler marketing departments asked for a coupe version of the Airflow, little did they know that they were asking for an even more aerodynamic car. They were simply following the industry practice of providing a "smaller two-door version" of the larger sedans, tailored to the individual driver or the traveling route salesman. There were several popular styles of coupes out at the time, and the Chrysler Corporation followed suit. This resulted in varying-design coupes. In 1934, foldable seats to carry two extra passengers were provided. In 1935, an "enclosed rumble seat", capable of carrying (in a squeeze) three extra passengers replaced the folding seats.

In 1934, business coupes were cars added to both makes. Built without the internal mounts for the fold-down extra seat bottoms and an open rear area, these coupes were intended to house sample cases and luggage. The rear area was equipped with ribbed rubber flooring. In 1935, business coupes evolved to a full rear seat, with the bottom cushion set on eight short pedestals and held in place by two slide-in hooks. The seatback was simply hooked on two catches at the top. It had no prop mechanism, as it was designed for easy removal. In these business coupes, the armrests were slid in and out, staked in place, rather than installed with screws. The rear interior sidewall was carpeted to the same level as the doors. The trunk and area under the rear seat were also fully carpeted to protect both the car and the cases.

Chrysler

1934 Chrysler grilles. Early Chryslers were fitted with a 39-bar cast waterfall grille. It featured close-to-one-piece construction, with some front to rear stainless trim fitted over the cast chrome structure. When sales did not meet expectations, somewhere in the first third of production, Walter Chrysler brought in designer Norman Bel Geddes. In hope of generating more sales, Bel Geddes designed a 21-bar stainless-only grill made of 20 individual stainless bars distributed on either side of a center bar which met the hood ornament, Later Raymond

Dietrich was brought in to completely redesign the 1934 nose to a more prow-like style for 1935 on both Chryslers and DeSotos.

Updated 1934 Chrysler hood kits. At the end of the 1934 model year, there were a large number of unsold cars on dealer lots. When the re-designed front end came out for 1935, dealers wanted to update their old inventory with the new look. And some 1934 buyers wanted to do the same! As a result, Chrysler produced an update kit for Chryslers and DeSotos following the Dietrich design. Many were dealer-fitted with various levels of quality because the 1934 hood had to be cut and a new prow grafted on and leaded in. Authenticity points are not deducted for a 1934 car with a 1935 hood update.

Running Board Trim. In 1934, there were several approaches to the continuation of trim from the front fender to the running board to the rear fender. Early cars generally had a continuous piece of trim running the full length of the side of the car, up to the break at the front of the fender skirt. This single trim piece was often struck vertically at the meeting of the rear fender and the running board. The intent was to maintain a contour close to the board and body. Later cars featured three-piece lower side moldings with straight edges where the running board met the fender in order to give the appearance of a single line

1934 Chrysler hood props. Early cars had a hood prop on one-side-only. This was upgraded to a double-side prop within the first one-third of production.

1934 Headliners. Three different configurations of headliners have been observed in 1934 Chrysler and DeSoto Airflows. The earliest is of styled hardboard bisected by brown-painted metal strips. The second is the same except the hardboard is covered with broadcloth which generally matches areas of the interior such as door pillar and door panel material. The third style is simply a cloth or leather headliner material as used in 1935, hung from hidden wires, with no metal strips. When these changes were made or whether certain models were given a specific treatment has not yet been established.

Wheel dress covers. In 1935, Chrysler Airflows added limited wheel dress covers which were held in place by the hubcaps. There were two styles: smooth stainless and fluted stainless. The fluted covers were stylized in the manner of the CW hubcaps. The smooth covers were continued for 1936 and were also available on 1936 DeSotos. During all years, stainless trim rings were available as parts department options. These wheel dressings are permitted in judging.

Gas caps. Most Chrysler Airflows were delivered with special caps embossed with “Use High Compression Gas Only”. These caps were generally chrome, although at least one NOS cap has been observed in Polo Green Poly, which would have been correct on some 1935, 1936, and 1937 Chryslers. C1 and C9 Chryslers are exceptions, as they were equipped with lower compression iron heads. Two different styles of accessory locking gas caps were offered, both chrome. One is streamlined, and one is not. The keys are inserted from the side, rather than from the top.

1934-35 Chrysler stainless body-side moldings. All 1934 Chryslers were fitted with a double run of stainless side belt moldings. These continued into early 1935 production. Early in the calendar year 1935, Chrysler sales announced in a confidential dealer bulletin that the body

side moldings would be phased out in favor of “lively new body paint stripes”; however, buyers could still order stainless moldings if desired, so some later 1935 Chryslers were equipped with 1934-style belt moldings, and this is accepted in judging. On a few occasions, “original” cars have been seen with both.

1935 Chrysler hood ornaments. Two different hood ornaments have been found on C1 and C2 Airflows, amazingly, marked with the same part number! Nicknamed the fat bird and the thin bird, there was no rhyme or reason to their appearance on different cars. Some CWs were even produced with the thin bird, and both have been found on C1s and C2s.

1934 versus 1935 seat bolsters. When first introduced, Airflows had chromed tube railings surrounding the front seatback cushions and on the side of the lower cushions. There was a tribute to this style in the rear armrests, larger in 1934 with a round integrated cushion, and shorter in 1935 with a small tube rising up to a stuffed, leather-topped armrest in 1935. The 1934 seat rail design created an oval-shaped side rail which, while holding the driver or passenger in the seat, also created a situation where it was easy to bump the base of the spine on the tubing. By late 1934, the side tubing had been redesigned to have a dip making it much easier to enter and exit. As a result, some late 1934 and all 1935 DeSotos and Chryslers have revised side rails until they were discontinued entirely in 1936 models.

1934 front seat upholstery variations. Early 1934 Chrysler Airflows were shipped with leather tops on the front and rear seats, which later gave way to leather piping, and then broadcloth only unless leather was special ordered. Rear seat arm-rest bolsters, originally leather, were also eventually piped and then finally migrated to broadcloth-only.

Rear window-shades. In 1934, Airflows were equipped with a roll-up rear window shade which hooked into the top of the rear window garnish molding. Early cars had a full, brown, metal cover. Lower-cost models such as later CUs and SEs had shades with no trim cover. In 1935, again lower-cost cars had the shade with no cover. 1935 Chrysler Imperials received a wood-grained cover to match the window garnishes. The metal covers were omitted from 1936 on.

1935 C1 gauge differences. The C1 Chryslers were produced with slightly different gauges than the C2 Imperials. The 120-mph speedometers with solid needle pointers of 1934 were replaced with 100-mph units in the C1 having fancier, hollow-pointed needles. Otherwise, instrumentation remained the same.

1936 Chrysler wheels. Chrome wheels and chrome spoked wheels with painted rims were available as options on 1936 only export Chryslers.

1**936-37 Chrysler part finishes.** Several replacement parts are listed in the official parts books with finishes of prime, paint, and enamel for C9, C10, and C11. These parts could therefore be had in extra-durable black enamel, or factory painted to match the original body color, or in primer to match any custom color that might have been ordered for a particular car. This may imply some 1936-37 Chryslers were equipped with black components in manufacture. Parts listed as available in enamel, paint, or prime include fenders, rear fender stone deflectors, rear bumper brackets, bumper retainer plates, and for 1937 only, wheelhouse cover panels. Bumper back bars (spring mounts) and brackets were supplied in only one, unspecified, finish -- very

likely enamel. While many cars with body color paint on these components can be found, a black enamel finish on original cars cannot be ruled out.

1936-37 Ammeter changes. C17 Airflows got a new, two-brush, generator for 1937. It had higher maximum output and came with a new full regulator and voltage control. The new device, resembling voltage regulators used on many makes until alternators came into service, was mounted high on the left side inner fender rather than on the generator as previously. A new ammeter with fuse block was introduced, reading 30 amps at maximum deflection rather than 20 as previously. 1936 cars, as well as earlier Chryslers, were subject to customer complaints about generators failing to keep the battery charged, and it is not uncommon to find, today, pre-1937 Airflows with the higher capacity generator, voltage regulator, and even the ammeter of 1937. Often, the regulator mount on converted cars evidences aftermarket tinkering, either by its workmanship or its absence altogether, with the large regulator being attached to the generator. Expect a small point deduction for a pre-1937 Airflow with a 1937 generator, voltage regulator, or ammeter.

1937 Chrysler grilles. Two different radiator grilles were used on C17s. They shared most components, but the later grille has ⅜-inch stainless moldings on each blade and a vertical center molding of the same material. According to the 1937 parts list, the extra moldings were added after C17 serial number 7021387.

1937 Chrysler speedometers. Early C17s were equipped with the same speedometer used in 1936 Chrysler Airflows. According to the parts list, after serial number 7021552 (except for 7022013 to 7022045), a new MPH speedometer with RPM readout was used. For cars ordered with kilometer faces, the old-style speedometer was used up to 7022178, with the RPM readout version after that.

1937 Chrysler running board side moldings. Early C17s, up to serial number 7020422, used the same running board side trim as the C10, a fluted design with shaped ends. After 7020422, a new, simpler, side molding having a profile similar to the cowl vent trim moldings was used.

1937 Chrysler finishes. Several replacement parts are listed with finishes of prime, paint, and enamel for C17. These parts could therefore be ordered in extra-durable black enamel, or factory painted to match the original body color, or in primer to match any custom color that might have been ordered for a particular car. This may imply some C17s were equipped with black components in manufacture; indeed, unexpected black is found on wheelhouse cover panels on some original-finish C17s. Additional parts available in enamel, paint, or prime are fenders, rear fender stone deflectors, and bumper retainer plates. Bumper back bars (springs) and brackets were supplied in only one, unspecified, finish. These components finished in black enamel on production cars cannot be ruled out.

1937 Chrysler exhaust downpipe. For most Chrysler Airflows, the exhaust downpipe is routed through an oblong hole in the right-side engine dustpan. On L.H.D. 1937 models only, a new downpipe having a higher bend and not passing through the dustpan was used for serial

numbers 7019674 to 7019834 except 7019676, and also on 7019856-57 and after 7020078 except 7020090. A matching engine dustpan with no hole was used on most of these, namely all but 7019854-7019856. These 3 cars were evidently built with the new high pipe and the old dustpan with an unused hole.

DeSoto

Early DeSoto features. The earliest 1934 DeSotos were built with solid wheels rather than artillery-style spoked wheels. Dash gauges had two color variations -- gold with white lettering was used on early SEs while gold with black lettering was used on the remainder of SE production. The production split on these items has not been determined, but white lettering is allowed on early cars. Some 1934 DeSotos had a solid bumper center bar; others had a split bar configuration, with an elongated horizontal slot bisecting the center section. Which DeSotos were equipped with which bumpers is not known with certainty.

DeSoto choke wires. The DeSoto choke control was a simple wire from the starter solenoid to the choke. How this wire was routed at the factory isn't precisely known. Some have been observed passing through one of the channels in the steel ignition wire loom and then routed as a single free wire across the cylinder head to the choke. Others are routed from the solenoid around the back of the block and then forward, parallel to the edge of the head, up to the choke. Some run the wire over the head on a direct route, held in place by wire clamps under a head bolt. A few modern replacement wiring harnesses include a choke wire that connects to the solenoid and is routed through the loom to the right-side inner fender cavity, Chrysler style. The wiring loom diagrams in the DeSoto Master Maintenance Manual omit this wire, suggesting it was indeed routed directly from source to destination and not incorporated in any of the factory looms.

1935 and 1936 DeSoto finishes. Certain replacement parts, including bumper retainers, rear bumper bracket and retainer, metal tire cover, front license plate bracket, some tail lamp license brackets, and fenders were available in enamel, prime, or paint. For 1936, this was true of wheelhouse cover panels and tail light shells as well. Black enamel on these components on original cars cannot be ruled out.

1936 DeSoto hubcaps. 1936 DeSotos used a redesigned front hub that was wider than previously, and the hubcaps were necessarily deepened for clearance. Used on the rear wheels, these deeper hubcaps left very little clearance to the inner edge of the fender skirt, and on some cars, the caps became scratched and dented. The 1936 Airstream S1 continued to use the shallower caps, and some Airflow S2 owners use them on the rear wheels to get another half-inch or so of skirt clearance. This has led to some controversy in the Airflow club.

DeSoto gas caps. In addition to the standard, painted, gas cap, DeSotos were produced with three nonlocking accessory caps. Two read "DeSoto" in either large or small block print. The third cap had a stylized "DeS". Paint accents in black or deep red (maroon) have been found on some caps, body-color on others. NOS stainless or chrome caps without paint have also been observed.

1936 DeSoto wheels. Chrome wheels and chrome spoked wheels with painted rims were both available as options on export DeSotos.

1936 DeSoto tail light lenses. Bee-hive style lenses on S2s are of at least two different heights. All have a center reflector, however. The parts list shows only a single part number for the S2 lens. It's possible that the lens was changed to a deeper (or shallower) item during production. It's also possible that so few people knew how to remove the lens to replace a bulb that many lenses got shattered, creating a market for replacements.

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Appendix H: Parts and Service Suppliers List

For several years, Airflow Club national meets have included a discussion of Airflow maintenance, repairs, and restoration has been conducted. Led by varying panels of experts, this technical forum often considers questions beginning with “Where can I get…?” Club store manager and Airflow expert John Librenjak began distributing copies of business cards for businesses of possible interest to members fixing Airflows. The following list grew from John’s work. It has been supplemented by recommendations from many members, and an attempt has been made to account for new (and also, unfortunately, for disappearing) businesses. Businesses listed here are not officially endorsed by the Airflow Club; rather, the list is provided to help owners who need services and parts find a place to start. Good luck!

[Replace this page with Appendix H: Parts and Services List and delete this note]