

The following letter is from Mark Launder, Professor of Engineering.

Dear Paul:

I was surprised and pleased to hear of the Airflow Club in the November Motor Trend.

An Airflow fan since the first teaser ads appeared in the Saturday Evening Post showing only small parts of the car, and predicting a new era in motoring. I am very interested in doing all I can to promote their appreciation of the Airflow.

I agree completely with your editor, Bob Selbrede, that the Airflow has influenced car design more than any other single automotive concept.

To fully appreciate the Airflow it is necessary to be fully familiar with all of the other 1934 cars. Although a year of great change and mechanical innovation no other car made in substantial break with the past except the Airflow.

To emphasize the name, Airflow, and to speak of the streamlining leads one to overlook its greatest contribution. I believe this to be its integrated design.

This was the first, the very first, pure automobile. Up to 1934 and beyond all other cars were still horseless carriages, horse up front, body behind, and all mounted a chassis still reminiscent of the wagon.

Airflow changed all this. In its functional integrated design the passenger compartment became primary. Larger, much wider and cradled between the wheels it was futuristically appointed. The chrome tube framed seats were marvels of comfort and beauty.

The engine and drive train now had to be brought into this integrated passenger shell, no longer in front of and underneath but now inside. In this not even the 65's have caught up with Airflows.

The Airflow body now became such a strong enclosure that no frame was needed. A vestigial frame was retained only for the purpose of mounting the running gear and power train prior to its integration with the body (note 65 peripheral frames).

In the year of knee action Airflow used rigid axles. Yet Airflow had unquestionably the most advanced suspension system of 1934. Weight distribution was radically altered (a 20 year evolutionary jump) and front spring rate was low.

For 30 years I have been disillusioned at the public's lack of acceptance of the Airflow. I had believed that the age of scoffing at Fulton's Folly and believing the earth was flat had ended with the arrival of my generation. Now in retrospect, I feel that I have misjudged my contemporaries. The real reason for the failure of the Airflow was its price. Not that it was higher, it wasn't. But it was the top of the DeSoto & Chrysler line, priced comparably with today's Olds 98 or Chrysler New Yorker. 1934 was the middle of the great depression and many people looked at the Airflow and vowed they would someday own one. The years went by and these people couldn't afford an Airflow.

These years saw the demise of many higher priced cars. The Airflow was not too radical. How could any truly functional concept be too radical. It was simply a fine motor car in the very years when fine motor cars could not be afforded.

I have discussed the possibility of classifying the Airflow as a classic car with the secretary of the Indiana Chapter of the Classic Car Club. He has indicated to me that this might be accomplished if formally requested of them in a paper setting out the merits of Airflow which would qualify it as a true classic.

I would restrict the term classic to the DeSoto Airflow only. The Chrysler was too long to be purely a functional concept and the Airflows of later years compromised the design by attempting to stimulate a conventional radiator grille to make the car more acceptable.

This may offend owners of other than 34 DeSoto Airflows but classics are traditionally only one model and frequently only one body style and may consider their cars as brothers and sisters of the one true classic.

To gain the acceptance of the 34 DeSoto Airflow as a classic we must build a strong case for a new classification of "Engineering Classic." The Airflow is truly one of the very few Engineering Classics for remember, a classic must be without fault.

In passing may I say that the Airflow was designed by a company whose management consisted of Engineers (at the time) and whose styling department was subservient to the Engineers (at the time) and whose styling department was subservient to the engineering department. This frequently resulted in designs lacking to some degree in style and considered ugly by many. The Airflow was no exception. To those to whom function is beauty the Airflow was magnificent.

I am still obsessed with the desire to own an Airflow. It must be a 34 DeSoto. In 1949 I offered a man \$50 for one. He wanted \$75, the car was sold to someone else, has since been wrecked and scrapped. How could I have been so stupid?

I would appreciate help in locating one in any condition.

Sincerely yours,  
MARK LAUNDER

You may print this.

While some of us may disagree with Mark it's a wonderful letter and contains an awful lot of truth. Thanks for the letter Mark. It should stir up some interest in the club.

Wonderful article on Airflows in Antique Automobile Club of America's Nov. Dec. magazine copies may be obtained by writing to Antique Auto Club of America, Hershey Museum, Hershey, Pa. 17033, enclosing \$1.25 for the magazine.



## JOURNEY THROUGH AIRFLOWLAND

Stalwart contributor Bill Deible, of Marion, Ohio, supplies us with a useful list of parts numbers which he has gleaned from a new Chrysler parts book, with a little extrapolation. Many of them are of considerably later origin than the AIRFLOW era, and may be available through your Chrysler dealer. (ed. note- all numbers should interchange throughout the 3 $\frac{1}{4}$ " bore eights.)

Headgasket	952049	Front crankshaft oilseal	
Wrist pin bushing (std.)	945157	in chaincase cover	891441
Wrist pin (std.)	320031	Valve cover gasket set	94/619
Wrist pin .003 over	208483	Oil pan gasket	308309
Wrist pin .008 over	208485	Rod bearing set (std.)	1238563
Chain case cover plate to cyl. block gasket	1115314	Rod bearing set .001 under	1238564
Chain case cover gasket	40844	Rod bearing set .002 under	1238565
		Rod bearing set .010 under	1238566

Bill also sends the following numbers, most of which he says are current:

	<u>Goodyear</u>	Old number 416H--New number	
Fan Belt			28T481
Exhaust pipe to manifold gasket	<u>Mc Cord</u>		869Q
Carburetor to manifold gasket	"		S2617
Manifold to engine block gasket set	"		MS801
Valve cover gasket set	"		CV179
Oil pan gasket	"		CS2202P
Breather pipe to engine block gasket	"		V9018

Wagner Hydraulic Brake Parts numbers:

Front wheel cyl. cup large	FC587	Front wheel cyl. boot large	FC768
" " " " small	FC666	" " " " small	FC3158
Rear " " " large	FC666	Brake shoe return spring	FC592
" " " " small	FC2936	Master Cylinder rebuild kit	F3613

Master cylinder rebuild kit--	Master Parts Company	MC245
Piston Ring set	Hastings	444
Wrist pin (std.)	McQuay-Norris	W9226
Wrist pin bushing (standard)	" "	WB1824
" " " .008 over	" "	WB1989
Main bearing set	" "	MBS59B
Rod bearing set	" "	use four each R122 and R123
Oil pan gasket	Victor	OS30405
Head Gasket	"	1014 or 848
Piston Ring set	J. C. Whitney	37-4785
Valve grind gasket set	" " "	34-976
Oil pan gasket	" " "	34-987

Thanks a lot, Bill!

An interesting card from member Rick Lenz, of San Bernardino, Calif. reads in part as follows: "Tsk, tsk, the Studebaker and Hupmobile weren't the only attempts at marketing a streamlined car in or before 1934-- The 1933 Willys 77 had most of the "changes" that later streamlined cars had; spare partially recessed, sloping hood, headlamps inside the fenders, and etc."



## JOURNEY THROUGH AIRFLOWLAND

After far too long a pause, we continue this month with Jim Hines' AIRFLOW interchange list, the last installment of which was presented in the December 1970 NEWSLETTER. For those who may have joined us since then, Jim has spent considerable time and effort digesting and compiling every scrap of information in the 1940 HOLLANDER'S Interchangeable Parts Manual that applies to CHRYSLER AIRFLOWS. For those who may have missed the first two installments- I'll be happy to mail zerox copies at cost- 50¢ complete, postpaid. Stamps are OK- or check with Editors Herman and June, and see if copies of the Oct. and Dec. '70 NEWSLETTER may still be available.

### Continued

#### Section 4, Transmissions, Parts.

T85-10 Idler Gear: A and B above (see Dec. Installment) and following: Chrysler 1937 C15 o'd. Studebaker President 1936 and '37, 2C and 3C. Chrysler 1938 C18 7 pass., C19, C20, 1939 C23. De Soto 1938 S5 7 Pass. and Taxi, 1939 S6 Taxi. Chrysler 1939 C24. Plymouth 1940 ½ ton truck PT 150, Plymouth 1939 Taxi.

T85-11 Second Gear: A above only (see Dec. installment).

T85-11A Second Gear: B above (Dec. installment) and following: Chrysler 1937 C15 o'd., Studebaker 1936 Pres. 2C (to February).

T85-12 Low and Reverse sliding gear: Same list as T85-8 (Dec. Installment).

T85-15 Clutch Sleeve: A and B above (Dec. Installment) and following: Chrysler 1937 C15 o'd., Studebaker 1936 Pres. 2C (to Feb.)

T85-16 Main Drive Gear: A and B above (Dec. Install.) and following: Chrysler 1937 C15 o'd.

T85-35 Idler Shaft: A and B above (Dec. Install.) and following: Chrysler 1937 C15 o'd., 1938 C20. Studebaker Pres. 1936, '37 2C and 3C.

#### Section 5, Motors, Motor Numbers, Serial Numbers

Motors: All 1934-1937 Chrysler Airflow motors will interchange, tho they vary in some cases in both displacement and rated horsepower. Minor mount changes may be necessary. AIRFLOW CLUB members take note that "incorrect" engines, bearing the wrong numbers for the car model, will lose points in judging.

#### Motor Numbers:

1934 CU: CU1001-CU9459; CV: CV1001-CV3324; CX: CX1001-CX1138; CW: CW1001-1078  
1935 C1: C11001-C16037; C2: C21001-C23632; C3: C31001-C31135; CW: CW1049-1080  
1936 C9: C91001-C92737; C10: C101001-C105535; C11: C111001-C111073; CW: N/A  
1937 C17: C171001-C175618

#### Serial Numbers:

1934 CU: #6,593,001-#6,601,154; CV: #7,010,101-#7,012,291; CX: #7,901,401-7,901,528; CW: #7,803,751-#7,803,798  
1935 C1: #6,601,201-#6,606,115; C2: #7,012,301-#7,014,872; C3: #7,528,551-7,528,657  
1936 C9: #6,606,201-#6,607,879; C10: #7,014,901-#7,019,398; C11: #7,303,851-7,803,925; CW: #7,803,831-#7,803,850 (includes at least one car styled as a 1937 model.)  
1937 C17: #7,019,401-#7,024,000.

ed. note: Again, we point out that both Jim and I have done a lot of double checking, verifying, and in some cases augmenting this information, but we just can't guaranty any of it. There's no such thing as an infallible source.



## Section 6, Generators, Armatures

### Generators:

1. #935G, armature #1854856. 1934 CU, CV; 1935 C2  
11. #967P, armature #1836971. 1934 CW  
111. GAR4068, A, B, C. armature #GAR2116F. Note: Chrysler CZ, C7, C8 use 4608A. C1, C3, C9, C10, C11 use 4608B. On these, watch end plate. Some DeSoto's use 4608A. Chrysler '35 C6, CZ; '36 C7, C8; '35 C1, C3; '36 C9, C10, C11; DeSoto, 1935-'36; Dodge 1935-'36; Dodge Truck 1935-'36 KC, KCL, engine T12, LC; Plymouth 1935-'36 PJ deLuxe, P2.  
Also interchanges with following: GBK4603, armature #GBK2055: Hupp 1935-'36 6-518D, 6-618D, 1936 618G. GAR4620, armature #GAR2116B: Hupp 1935-'36 521, 621-0, 621-N. GAR4611, armature GAR2116: Packard 1935-'36 8-120. GAR4630, GBR4603, armature #GAR2077 & GAR2116: Cord, 1936 810, Cord 1937 all. GBR4602, armature #GAR2214 Nash 1936 6-3620, 8-3680. GBR4601, armature #GAR2216: Packard 1936 120B  
Note: Any 6 volt generator, tho not correct, can be made to work on 1, 11, 111, above, as long as the mounts can be modified to fit, the belt will fit, and the specifications are very closely similar.

Generator Armature Interchange By Number: (note: see generator section above for number. 1 and 11 interchange.)

1. #1854856 (high output) interchanges with: #817221, 817807, 1843126, 1838448 1841027, 1871826, 1853593, 5021597N.E. and 1866789. These are used on the following cars: Buick, 1924-'36 8-40, 1935 60, 80, 90. Chevrolet 1935-'36 Master. Chevrolet 1937 Master and Truck. Chevrolet 1938, 1939 Truck. Chrysler 1933 CO, CT, CQ, (gen. #937J&L) Chrysler 1934 CA, CB, CU, CV, CX. Chrysler 1935 C2. Dodge Truck 1930-'33 UF10 ( $\frac{1}{2}$  ton) (gen. 943R). Dodge Truck 1933-'34 HCL, H20, H30, H31, (gen. 937H), H33, H34, H43, H44, HC. Dodge Truck 1934-'35 KC, KCL (gen 937G or 935D) K30, K31, KF30-34, KH30-33, KHf30-33 ( $1\frac{1}{2}$  ton) (gen 937P or 936H), on US Trucks K22, K35-38, K45-48, K39X4 (gen. 935D or 936H). GMC Trucks 1939 AC100, 150, 250, 300. General Taxi 1936-'37 016, 017. Graham 1934 Std., DeLuxe 8-68. Graham 1935 Spec. 6-73, 8-72, Super 8-75. Graham 1936-'37 90, 95, 110, 116. Graham 1937 120. Graham 1938-'39 96 Std. and Spec. Graham 1940 108. Olds 1934-'36 Six and Eight. Olds 1937 Six and Eight (Gen 936T). Packard 1937 6-115C, 8-120C (Gen 948U). Pontiac 1934-'37 Six and Eight (gen 948S). Pontiac 1937 Taxi. Studebaker Truck 1934-'35 T430, T441, T465, T641, T653, T665, T841, T865, T883. White 1933-'35 701, 702, 707 (gen 937S). Dodge Truck 1932 UG43444, (gen 943R0).  
11. #1836971, same as #1840941, interchanges with #1857866. These are used on following: Chrysler 1930 70 w/269 engine. Chrysler 1931-'32 CG, CH, CL. Chrysler 1933-'34 CL, CX, CW. Dodge Truck 1930-'31 F Series. La Salle 1934-'35-'36. Olds 1934 Six and Eight. Cadillac 1936, 1937 70, 75. 1938 75. Packard 1937 Super Eight 1500-1-2 (gen 961J).  
111. #GAR2116F, used on following: Chrysler 1935-'36 CZ, C1, C3, C6 to C11. DeSoto 1935-'36. Dodge 1935-'36. Dodge Truck 1934-'35 K22, K35 to 38, K45 to 48 (gen GAR4608D), K19, K32 to 34. Dodge Truck 1935 K19V, K35V to 38V, K22V, K45V to 48V, KH16V to 18V, KH21V to 23V, KH31V to 33V, KC, KCL, w/ eng. T12 (gen GAR4608). Dodge Truck 1936 LC, LE15 to 17, LE20 to 22, LE30 to 32, LG40 to 43, LH29 & 30, LH45 to 48, LF28, LF35 to 37. Plymouth 1935-'36 PJ deLuxe, P2.

## Section 7, Starter Motors

1. #727J, armature #823881, drive #1843041: Chrysler 1934 CU, CV. 1935 C2.  
11. #728W, armature #818134, drive #828941: Chrysler 1934 CW. Interchanges with following: 728U, armature 818134, drive 1843058: Cadillac 1934-35; 728T, armature 818134, drive 828941: Chrysler 1933 CL.  
111. MAX4003, armature MAW2030, drive MAD3099: Chrysler 1935-'36 C1, C3, C9 C10, C11; 1937 C15, C17, De Soto 1935 SG.

Continued next month



Following also interchange (some minor changes may be required)

Chrysler 1933 CO, CT, CQ. 1934 CA, CB. 1935 C6, CZ, CI, C3. 1936-'40 all.  
DeSoto 1933-'38 all. Dodge 1933 Eight DO. Dodge 1935-'38 all pass. models.  
Dodge Truck 1934-'35 K22, K35 to 38, K45 to 48, K39X4 (Delco-Remy). Dodge  
Truck 1937-'40 series MC, MD, ME, MF, MH, RC, RD, RG, RH, TD, TE, TF, TG, TH,  
VF, VFA, VH, VHA, VM, VMA. Plymouth 1935 PJ. Plymouth 1937-'38 Comm. cars.  
Plymouth 1936-'37 all, 1938 P6.

#### Starter Armature Interchange:

1. #823881. (#820158 will interchange by machining drive end slightly).  
Used on following: Buick 1931-'25 series 50. Buick 1934-'38 40. Chrysler  
1930-'32 six cylinder. Chrysler 1933 CO (734R), Chrysler 1933 CT, CQ.  
1934 CU, CV, CA. 1935 C2. DeSoto 1930-'32 Six and Eight. DeSoto 1933 SD  
#5189 up. DeSoto 1934 SE. Dodge 1930 Six and Eight. Dodge 1930-'32 Metro.  
Dodge 1931-'32 Six, DH, DL. Dodge 1931 Eight DG. Dodge 1933 Eight DO.  
Dodge 1933-'34 Six DP, DR, DS. Dodge Truck 1932-'33 UG30, 31, UG43, 44, UF10.  
Dodge Truck 1933-'34 H33, 34, H43, 44, HC, HCL, H20, 30, 31, KC, KCL, K30 to 34  
KF30 to 34, KH30 to 34, KH30 to 33. Dodge Truck 1934-'35 K22, K35 to 38,  
K45 to 48, K39X4 (starter 727M). GMC 1934-'35 T16. 1936 T14, T16, T16H.  
GMC 1937-'38 T16, T16H, F16, F16H. 1938 T14, T15, T145, T155. Graham 1931  
Std. & Spec. Six. Graham 1932-'33 6 cyl. Graham 1934-39 std. & DeLuxe, 8-67,  
6-68. Graham 1935 8-72, 75, 6-73. 1935-'37 6-74 80-85. 1936-'40 90, 95,  
97, 107, 108, 110, 116, 120. International 1937-'38 D35, D35B, D40, DS35,  
DS40, D216, DS216T. LaSalle 1934-'36 all. Marquette 1930. Olds 1928-'38  
all. Plymouth 1929-'32 (clutch Drive Starters) Plymouth 1933-'34 all.  
Pontiac 1934-'38 all.  
11. #818134. (interchanges with #818002, #816163, replaces #813555).  
Used on Following cars: Auburn 1927 8-77, 1928 6-77, 8-88, 1929 6-80, 8-90,  
1930 6-85, 8-95, 1931-'32 8-98, 100, 101. Cadillac 1930-'35 8 Cyl.  
Chandler 1927 8-37, 1928 8 cyl., 1928 35A, 135A, Big Six. Chrysler 1929-'30  
70, 70V, 77, 80. Chrysler 1931-'32 CD, CP. 1933 CL, 1934 CW. Cord 1929-'30  
L-29, L-30. Dodge 1931-'32 Eights DG, GK. Franklin 1929 130, 135, 137.  
1931 15, 155, 157. 1932 15B. 1933-'34 Olympic. Gardner 1927-'28 75, 80,  
85, 88. 1929-'30 120, 125, 136, 140. La Salle 1930-'33 all. Pierce-Arrow  
1929 125, 126 1st & 2nd series. 1930 A, B, 3rd series, C 1st series. 1931  
A, B, C, 8. Reo 1927-'28 Flying Cloud. 1929 Flying Cloud Master, 1930-'31  
Flying Cloud. 1931-'34 831 835, N2, 52 Royale. Reo Truck 1929-'30  $\frac{1}{2}$ -1 $\frac{1}{2}$   
ton. 1932 1B 1D S1, 1st 400 (starter #734V, 728M). Studebaker 1928-'31 Pres.  
Windsor 1929 8-82, 92.  
111. MAW2030. Used on following cars: Chrysler 1935 C6, CZ, CI, C3.  
1936-'40, all. De Soto 1935-'40 all. Dodge 1935-'38 all pass. Dodge 1939  
D11. Dodge Truck 1935 KC, KCL, w/eng. T12. 1937 MC, MD, ME, MF, MH, RC, RD,  
RG, RH, TD, TE, TF, TG, TH, VF, VFA, VM, VMA. Plymouth 1935-'37 all.  
Plymouth 1937-'38 Comm. cars. Plymouth 1938 P6. Studebaker 1937 Dictator 6.  
Studebaker Truck 1937 J5-J6.

#### Starter Drive Interchange:

1. #1843041 (interchanges with #1854733, 1874156) Used on following:  
Buick 1932-'33 50. 1932-'38 60, 80, 90. 1934-'38 40. Cadillac 1936-'38  
8 cyl. (#727V). 1938-'39 16 Cyl. Chrysler 1933 CO, CT, CQ. 1934 CA, CB,  
CU, CV, CX. 1935 C2. De Soto 1933 SD, 1934 SE. Dodge 1933 Eight DO,  
1933-'34 DP, DR, DS. Dodge Truck 1933-'35 H33 & 34, H43 & 44, HC, HCL, H20,  
30 & 31, KC, KCL, K30 to 34, KF30 to 34, KH30 to 33. 1934-'35 K22, K35 to 38,  
K39X4, K45 to 48 (starter #727M). GMC 1934-'35 T16. 1936 T14, T16 & 16H.  
1937 T14. 1937-'38 T16, T16H, F16, F16H. Graham 1932 6-58. 1933 6. 1934 8-69  
Std. and Deluxe, 8-67, 6-78. 1935 8-72, 75, 6-73. 1935-'37 6-74, 80, 85.  
1936-'40 90, 95, 96, 97, 100, 107, 108, 116, 120. International 1937-'38  
D35 & 35B, D40, DS35 & 40, D216, DS216T. La Salle 1937-'38 8-50 (starter  
#727V). Olds 1932 Six & Eight. Plymouth 1933-'34. Pontiac 1934 Eight.  
11. #828941. (interchanges with EB31, EB27, EB48, EB49, EB56, EB64, EBA7,  
38299, 16798, 813458, 818305, 826155, 828941, 1850844. Used on following:



# Glad you asked that

The other day, while straightening up some literature in a bookshelf in my office, I discovered an old Motor's magazine of 1943 - a special edition. This was the 20th edition Handbook and something over which I had spent

many hours in my younger days comparing the performance merits of the Duesenbergs to the Pierce and Packard and Cadillac 12s & 16s. And while I'd gleaned much information there, from which I can recall even today, I forgot completely about the large parts interchange section at which I now took a much closer look. You "older" folks will remember how, during the war, many a car was put away in storage because of the unavailability of some minor part. Especially as few replacement parts were being made for cars then. Hence, the value of references such as these.

Anyway, I should like to reproduce a listing of such parts as in the electrical system, engine, transmission and drive line. You will notice that some parts have very limited or no interchange between your Airflow and other cars. Needless to say, these are often the most difficult to find. If any of you readers have information to supplement this, then let us all know. With each passing year, parts in flea markets become more scarce and information such as this will become more valued for very obvious reasons. Also, if errors exist - and there may be some, please let us know. Personally, I would like to see someone compile all this technical data published in our Newsletters over the years, sort it out and consolidate it into one listing which will then be available to Club members. We have got more than a few qualified members out there with the time. The results will forever stand as your monument. How about it???

## Part 1. GENERATORS AND PARTS

(A) Armatures		(B) Generators	
DeSoto SE (1934)		Chrysler 6, CA	'34
Buick 34-40	1934	DeSoto SE	'34
" 40	'35	(C) Regulators	
" 40, 60, 80, 90	'36	same inter as generators	
Chrysler 6, CI	'32	(D) Starting Motor Armatures	
8, CP	'32	Buick mod 50,	'32, '33,
6, CO	'33		'34, '35
Royal 8, CT	'33	Buick Mod 40,	'34, '35, '36
Imp. 8, CQ	'33		'37, '38
6, CA	'34	Chry 6, CI, CO,	'32, '33,
8, CU	'34	CA	'34
Imp. 8, CV	'34	Chry 8, CT, CQ,	'33, '34
Imp. Cust. CX	'34	CU, CV,	
HB-137	'35	CX	
DeSoto SD	'33	DeSoto SE	'34
SE	'34	Dodge 6, DL, DP,	'32, '33
Dodge 6, DL	'32	DR, DS	'34
8, DK	'32	8, DO	'33
6, DP	'33	Graham 6 & 8	'33 - '40
8, DO	'33	(lengthy list - all	
6, DR, DS	'34	apparently interchange)	
Graham	'34 thru '40	LaSalle '34 thru '36	
(Apparently all models)		Olds 6 & 8	'32 thru '38
Olds 6, 8	'34	Plymouth 4	'32
	'35	6	'33, '34
	'36	Pontiac Std &	'34, '35
	'37	DL 6	'36, '37
Packard 6, 115	'37		'38
Plymouth 4, PB	'32	8,	'35, '36
6, PC	'32		'37, '38
6, PD	'33	Starting Motors	
6, PE	'34	DeSoto SE	'34
Pontiac 8, 603	'34		
Std & DL 6, 8	'34		
	'35		
	'36		
	'37		

/s/ Kriszat



# Glad you asked that

A LIST OF PART NUMBERS THAT MAY BE HELPFUL IN RESTORING AND MAINTAINING OUR AIRFLOW CARS. It should be noted that I have a C-10 and therefore, in most cases the numbers are peculiar to Chryslers and in some cases do not apply to Chrysler Airflows of other models.

-- Harry Thomas

Clutch Plate - Borg & Beck	CD 575
Clutch Press Assem - Borg & Beck Model 871	Type 11A6
Universal Joint - Borg Warner '36 & '37	114-352
Brake hoses - Bendix (front)	8282
(rear)	8290
Wagner (front)	4497
(rear)	4000
Master Cylinder - Wagner	F 544
Master Cylinder Kit - Wagner	F 3613
Wheel Cylinder - Wagner (left front)	F 3747
(right front)	F 3748
Tie Rod Ends - Thompson or Moog	ES 49
Fuel Pump - AC	489
Roller bearing on rocker idler arm '36 & '37	-
Torrington	BH-1624
Water Pump Kit - Toledo	W-8038
Delco Shocks (right front)	1735CX
(left front)	1735DX
(right rear)	1733CX
(left rear)	1733DX
Fanbelt - Goodyear or Kelley	#50
Raybestos	563
Miller	V-14
Oil Filter - AC	P.21LS
Overdrive Seal - National	6404

## MOTOR PARTS

Timing Chain - Borg Warner	TC-405
Timing Chain Sprocket (for crankshaft)	Cloyes S-198
Valve Springs - Sealed Power	VS-305
Camshaft Bearings - Sealed Power (set)	1079-M
Rear Main Bearing - Federal Mogul	9973-SB
Front Main Bearing - Federal Mogul	9331-SB
Center Main Bearing - Federal Mogul	9332-SB
No. 2 & No. 4 Main Bearings - Federal Mogul	9333-SB
Rod Bearings - Federal Mogul	8645-SB
Valves, intake - Thompson	V-836
Toledo	V-945
Chrysler	623652
Valves, exhaust - Thompson	S-835
Toledo	S-944
APC -Nu Krome	839
Chrysler	670507
Exhaust Valve Seat Insert (same O.D. as Dodge)	-
Thompson	IS-207
Oil Pan Gasket - Victor	30405
Head Gasket - Victor	848
McCord	6212
Felpro	7282
Pistons - interchange with Dodge flat-head	
top ring groove is different from the original Airflow piston.	

The Club thanks Harry for the above contribution of numbers useful in searching for New Old-Stock parts. Harry says this listing of NOS parts is not intended to be all inclusive to include all other brands etc. But it can be useful to your local parts supplier as well as to you when you hit the flea market.

## FENDER SKIRTS

The March-April issue of the "Action Era Vehicle" has a well written article on fender skirts which are formally referred to as "rear wheel shields" by the Chrysler Corporation. Realizing that all Airflow owners must have these to make their car complete and recognizing the relatively high cost of obtaining same if and when they are located, we thought it appropriate to set the record straight with regard to interchangeability as well as authenticity.

The observations which follow are accurate and correct to the best of your editor's knowledge, however, we will be most happy to print any corrections or additions which the readers feel appropriate. No attempt has been made to include all the variations appearing on the export models or those assembled overseas.

Fender skirts made for the Airstream models of Chrysler and De Soto, although they look the same at first glance, will not fit the Airflow. They can best be identified by the way they fasten to the fender and by the bottom rear tip of the skirt. The Airstream skirt was fastened by two claw-like, spring loaded gripping units located about 1/3 the circumference from the bottom to the top center. These fasteners gripped the inside rolled edge of the fender. No provisions were built into the original fender to aid in the securing of the skirt, therefore, the fender appears normal without the skirt. Contrasted with the Airflow skirt, the bottom trailing edge of the Airstream skirt is tapered to fit the contour of the fender opening while the Airflow skirt is essentially the same shape at the bottom trailing edge as at the leading bottom edge. Ornamentation is interchangeable between the Airstream and Airflow skirts - remember there was no '34 Airstream De Soto.

Although Airflow skirts were listed as "Special Equipment" in some cases, they were essentially a standard item in the same sense that Bumpers, Bumper Guards, Spare Tire Covers and Spare Tire and Tube were also listed as "Special Equipment." Therefore, I would suggest that they were, in fact, considered standard. I have searched in vain for a factory photo or brochure which displays an Airflow without the rear wheel shields.

The basic skirts are not all interchangeable. The wheel opening on the De Sotos and the smallest Chrysler Airflows is the same, i.e. C-U, C-1, and the C-9. While the skirts for these will fit into the opening, there are additional differences other than the emblems. All Airflow skirts have a raised moulding along the bottom edge, but, the 1934 models had about a 7 inch indentation in this moulding to accommodate the bottom portion of the emblem. Stainless steel trim matching that of the running-board and the bottom of the fenders was fastened over the moulding the length of the skirt. This was not used on the subsequent model years. For the record, pictures used for the introduction of the 1934 De Soto Airflow depict an emblem on the skirt which apparently was never put into production. Apparently a prototype which was changed prior to production. The small skirt measures 31 in. along the bottom while the other skirts measure 31½ in.

So far as emblems are concerned, the '34 De Soto had its own and the '35 & '36 De Sotos used the same emblem. The '34 Chrysler had its own and the '35 & '36 used the same emblem, but the '37 had its own which was similar to that used on the other models of Chrysler in 1937. The De Soto emblems for '35 & '36 are not the same as used on Chrysler for '35 & '36. Likewise, the '34 De Soto emblem is not the same as that used on '35 Chryslers.

In 1935 the De Soto skirt was \$10.00 to the buyer and \$6.00 net to Direct Dealers.



OVER-ALL GEAR RATIOS  
CHRYSLER AND DE SOTO AIRFLOWS

CHRYSLER

	Trans- mission Gear Ratios	CW CW*	CU CV CX	CU CV CX Opt.	Early CU	C2 - C3 C10 - C11 C17; C9 C10 Opt.	C1 C9
Rear Axle Ratios		4.42	4.3	4:1	3.875	4.3	4:1
Overdrive	.704	3.11	3.03	2.88	2.72	3.03	--
Direct	1.00	4.42	4.30	4.10	3.87	4.30	4.10
Second	1.50	6.63	6.41	6.10	5.77		
	1.52					6.54	6.23
First	2.67	11.80	11.14	10.61	10.03		
	2.53					10.89	10.38
Reverse	3.20	14.14	13.93	13.59	12.55		
	3.16					13.59	12.96

DE SOTO

	Trans- mission Gear Ratios	SE	SE Opt.	SG	SG Opt.	S-2	S-2 Opt.
Rear Axle Ratios		4.33	4.125	4.1	4.33	4.10	4.33
Overdrive	.704	3.04	2.90	--	3.05		
	.709					--	3.07
Direct	1.00	4.33	4.12	4.10	4.33	4.10	4.33
Second	1.49	6.45	6.14				
	1.52			6.23	6.58		
	1.55					6.35	6.71
First	2.59	11.21	10.68				
	2.53			10.38	10.96		
	2.57					10.54	11.13
Reverse	3.24	14.02	13.40				
	3.16			12.96	13.69		
	3.48					14.27	15.07



## JOURNEY THROUGH AIRFLOWLAND

HESTON AIRFLOW ??? CROYDON AIRFLOW ?????? What breed of bird be these? The mail is full of surprises, the latest of which is an inquiry from abroad regarding these seldom-heard names. Our own knowledge is at best sketchy, and as much conjecture as fact. This much we do know: Both of them were right-hand drive models, destined we presume for export to the British Isles. We are sure that the Heston was an Eight, and believe the Croydon to have been a Six. Beyond this, the woods grow thicker. The names are probably just that; names and no more... something that the ad flaks felt would appeal to the market. We can remember when a four cylinder Chevrolet was just a "Chevy".... nowadays it's a VEGA! The Heston was described in the AIRFLOW NEWSLETTER for October '67. Richmond Case provided a clipping from the January 1935 issue of "The Autocar Magazine" a British publication... which is, to date, this writers only information. If anybody out there in AIRFLOWLAND can contribute further, particularly as regards the CROYDON, please drop a line!

We here in the Los Angeles area now have in our midst at least three 1934 CU's, each bearing a different one of the three styles of radiator grille offered at various stages of production. The earliest of the three was a real beaut.... a fragile, lovely concoction of die-cast white metal, flaring gently outward toward the top, it's delicate verticals scarcely stronger than a flower stem. Unfortunately, it's mortality rate, both in the chrome shop and on the road was just too high. A Kansas grasshopper could destroy it at 70! It was replaced early in the production year by a steel stamping, similiar in appearance, but considerably sturdier. This one too passed soon into oblivion and the remainder of the production year found contentment in wider stronger stainless steel verticals. While not indestructable, they have best withstood the ravages of time and flying objects and have proven in our time to be the least vexing to the restorer.

Our regular contributor Bill Deibel and I had some correspondence on the matter some months back, and Bill, his curiosity aroused, researched the question thoroughly via the parts book. Bill tells the story as follows:

"My Mother, who is now past seventy, drove a 1934 CU 4-door like mine from 1934 to 1939. The other day she saw my car for the first time with all of it's trim on it fresh from the paint shop, and was quick to remark "the one we had had a different looking front!" I immediatly countered that she must be a little fuzzy in the memory department, but she was unmoved and insisted that the car she had was different in some way, although she just couldn't remember how. I didn't give the matter much more thought, and it was quite by accident that in thumbing through some back NEWSLETTERS I came upon the July, 1968 issue and there on the cover, big as life, was a Californian named Johnnie Mc Lean accompanied by a mighty pretty CU 4-door with a "different looking front". Quickly rushing on, I came upon the cover of the August '68 issue, with another Californian (ed. note- movie star Dick Powell, photographed in 1934, yet!) driving a very pretty CU 4-door with a front like mine!

Getting really interested now, I dug out my parts book and started to hunt. First of all, I was amazed at the many, many changes of all kinds made to the body and trim, all within the one model year. Zeroing in on the hood and environs, I found that not two, but three different varieties of grille existed; although the first one was used on only a very few cars. My car, being a relatively early one has the thinner bars. The one my Mother had was obviously a later type".

Bill went on to chart the development of the grille and related parts by car serial number and parts number. His chart is presented herewith.



Car Serial Number	Hood Lock Ass'y	Hood Louver Bars	Grille Ass'y	Hood Ass'y	Hood Top Moulding
CU to body # CU1185				(LHD) Prime 481747	474060
CV to body # CV1007				Paint 481850	
CU from body # CU1185 to Car # 6597846				(LHD) Prime 481748	474060
CV from body # CV1007 to Car # 7010586				Paint 481851	
CU after car #6597846		(set) 485001 to		(LHD) Prime	484138
CV after car #7010586		485019	628315	485493	
CX (all)?		plus 485091		Paint 485494	
CU to car # 6593039		(Ass'y) 623267	628280		
CV to car # 7010123					
CU from #6593039		(Ass'y) 628316	628315		
to # 6597846					
CV from #7010123					
to # 7010586					
CU Coupes to car # 6594758					
CV Coupes to car # 7010205	470578				
All CU Broughams					
CU Coupes after car # 6594758					
CV Coupes after car # 7010205	480413				
All 4-door cars					
All CW Models	480413	486608 to 486627	Prime 633939 Paint 636030		484138

Confusing, isn't it? To continue quoting Bill:

"There are some other subtle ramifications to the varieties shown on the chart. There were three different grilles used, but in the first case, they do not change at the same point as the first louver change, although they do in the second case. Secondly, There are two different hood top mouldings, which change with the second louver change, but which by separation of the ornament (which does not change) would seem to bear no relation to the louvers. Third- The two early model louver set ups have later parts numbers than the later style louvers, which are numbered much lower. This is not the case with the top mouldings, which both have lower numbers, or with the grilles, which have higher numbers. Fourth, the CX cars all used the later version of all items, indicating late production in the model year, or else that they started out looking different from the CU's and CV's. Fifth, and last is the strange fact that the 2-door Broughams used different hood locks from the 4-door models, while the Coupes used first one and then the other variety!"

Incredible!



# MECHANICAL INTERCHANGE LIST FOR CHRYSLER AIRFLOWS

This list is taken from the 1940 Edition of HOLLANDER'S INTERCHANGEABLE PARTS MANUAL. To those not acquainted with interchange manuals, parts listed in the same group are normally identical parts. Those parts listed as interchangeable MAY be identical, but are at least similar, and will interchange either directly, or with minor changes, such as drilling a hole. The necessary changes are usually noted. Where given, parts numbers are Chrysler factory parts numbers.

Jim Hines

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## SECTION 1

**CARRIER ASSEMBLIES:** The following assemblies will interchange:  
Chrysler, 1930-'37; CD, CP, CT, CQ, CU, CV, CX, C1, C2, C3, C9, C10, C11, C17, CM(6) #6540542 & up, CI(6) & CO(6) (7 pass.). DeSoto, CF (8) 1931-'32.  
Dodge, 1930-'32 DH(6) (after April), DD, DE, DF, DI, DL(6). Dodge, 8 cyl. 1930-'33. Dodge Truck, 1937 MD15, 16, 20, 21, ME20, 21, 22, 3/4- 1 Ton.  
Dodge Truck 1938-'39 RD15, 16, 20, 21, TD20, 21, 3/4- 1 Ton.

**RING GEARS AND PINIONS:** The following will interchange:  
Ratios 39, 41, 43-10; 31-8; 43-9. Airflow Chrysler, 1934-'37.  
Also Dodge Truck, 1937 MD15, 16, 20, 21, ME20, 21, 22, 3/4- 1 Ton.  
Dodge Truck 1938-'39 RD15, 16, 20, 21, TD20, 21, 3/4- 1 Ton.

**DIFFERENTIAL PARTS:** Three different cases used. Following parts common to all three cases: (ed. note.- not Chry. numbers) W1085-3A Spider, W1085-4 Side Gear, W1085-5 Spider Pinion.  
Following used W1085 case: Chrysler, CD(8) 1930-'31, CM(6) 1931 #6540542 & up. CP(8) 1932, CI(6) 1932 (7 pass.), CO(6) 1933 (7 Pass.). DeSoto, 1930 CK(6) with CF(8) axle, 1930, 1931 CF(8). Dodge 1930-'31 DD(6), DF(6) Taxi, all 1930-'33 8 cyl. Dodge 1931 DJ(6) Taxi, DH(6) after April, DL(6).  
Following used W1085C case: Chrysler Airflow, 1934 (all) except CW  
Following used W1085D Case: Chrysler 1935-'37 Airflow(all) except CW  
Dodge Truck, 1937-'39, MD15, 16, 20, 21, RD15, 16, 20, 21, TD20, 21, ME20, 21, 22.

**AXLE SHAFTS:** Following used type 1, 10 spline, 32½" long on right, 30½" long on left: Chrysler 1931-'33 CD, CJ, CP, CQ to #7529791, two pass, conv. to #7529992. Following used same axle, 30½" long both sides: Chrysler Airflow 1934-'37 CU, CV, CX, C1, C2, C3, C9, C10, C11, C17.

-continued-



## SECTION 2

PISTONS: Following interchange, but are different types and should be interchanged as sets, except for (a) and (b) which will interchange singly.

- (a) 3-1/4 X 3-7/8, 3 compression and 1 oil ring, for Chrysler CQ, CU, CV, CT, and CO(6)  
(b) 3-1/4 X 3-7/8, 2 compression and 2 oil rings for Chrysler C1, C2, C3, CZ, C8, C9, C10, C11, C17.  
(c) 3-1/4 X 3-11/16, 3 compression and 1 oil ring, for Chrysler CM, CI(6), CD (deLuxe only) CP. DeSoto 1933 SD. Dodge, 1932-'34; DL(6) from #3558208 also car #3558206, DR(6), DS(6). Dodge Truck 1934 KC, KCL from #8029154 to #8036295, and #8202456 up. Dodge Truck 1932-'36 K19-21, K30-34, G20-22, G30, 31, 43, 44, GS50 to motor #8482340, GS55, H22, 33, 34, 43, 44, H34X, LF35, 37.  
(d) 3-1/4 X 3-11/16, 2 compression and 2 oil rings, for Dodge, 1945-'40 six cylinder. Dodge Truck 1934-'36 G22, H22, 33, 34, H34X, H44X, K19-21, K30-34, LF28, 35, 36, 37.

(e) 3-1/4 X 3-7/8, 2 compression and 2 oil rings, for Chrysler 8 cyl., 1937-'40.

(f) Note: These pistons are higher compression.

1. 3-1/4 X 3-13/16, 3 compression rings and 1 oil ring for DeSoto SA(6), 1931.
2. 3-1/4 X 3-3/4, 3 compression and 1 oil ring, for DeSoto SC(6) 1932, Dodge, 1931-'33, DH(6), DL(6) up to #3558205, also car # 3558207, DO(8), DK(8). Dodge Truck 1931-'32 F10, 31, 30 #6107 up.

(g) Note: This piston interchanges by reaming pin hole .047".  
3-1/4 X 3-5/8, 2 compression and 2 oil rings, for Graham, 1936-'37 models 90, 95, 110, 116, 120. Note Piston Pin diameter .860"

CONNECTING RODS: Chrysler #621920

Chrysler 1934-'37 Airflow, Chrysler 1937-'40 8 cyl.

CYLINDER HEADS:

1. #621958 Chrysler 1934 Airflow CU. Does not interchange with following.
2. Following will interchange: #623018, #634676, #622750, #653899 for Airflow Chrysler, 1934 (CV) through 1937.
3. Following have same bolt pattern and will fit, but have minor differences. #637428 (CZ), #653896, #646326 (C8), #672502, #646326 (C14), #666576 (C15) #681994 (C19), #695326, #683459 (C23-26), #695793, #683459 (C20, 24, 27).

TIMING CHAINS: Following interchange. Should be same chain in all.  
Continental Engine, 1930-'34 W8, W10, W11, W20. Corbitt Truck, 1931-'34 1 1/2 ton 8B4. Chrysler, all 8 cyl., 1934-'40, except CW. Durant, 1930-'32 4, 6-10. Durant Truck, 1930-'32 407-4 cyl. Federal Truck, 1930-'36 Continental Engine 10W, 1 1/2 Ton. Fisher Truck, 1930-'33 Std., Jr., BX(W10). GMC Truck, 1934-'36, F16, T16, 1 1/2-2 Ton. Gramm Truck, 1931-'36 AX4, BX4, CX 1 ton. Oldsmobile 1931-'36 6 cyl. Note specifications: 47 tooth, Center Guide, 1/2" pitch, 1 1/2" wide.

CARBURETORS: Note: A & B Interchange.

A. Stromberg EX32. Used on following cars: Auburn, 1933-'36, 8-105, 8-50, all supercharged. Chrysler, 1933-'36, CT, CQ CU, C1, CZ, C8, C9. Graham, 1934-'35, 69, 75 (supercharged). Hupmobile 1934-'35 417W, 421J, 517W, 521J, 518D. Nash, 1934-'38 1220, 3520, 3620, 3720, 3820. Pierce-Arrow, 1934-'36 1240A, 1248A, 1245, 1255, 1602, 1603. Reo, 1933-'34 Flying Cloud "S" models. Note: Chrysler 1935-'36 C1, CZ, C8, C9 also used Stromberg EXV3 on some cars.

Carburetor interchange continued next month.

Ed. Note. Although Jim Hines devoted considerable time to preparing this interchange list, and I have spent considerable time verifying and cross checking against other sources, even tho we believe it to be accurate, we cannot guaranty it to be correct. There is no such thing as an infallible source! -Ross



AIRFLOW CHRYSLER INTERCHANGE LIST as excerpted from HOLLANDERS by JIM HINES.

SECTION 3 Continued. (Note: the heading "SECTION 3" should appear above "CARBURETORS" in previous installment.)

CARBURETORS:

B. Carburetors used on following will interchange with section "A".  
Auburn, 1933-'36, 8-50X, 51, 52 Supercharged, 8-105. Chrysler, 1933-'36, 70, 70V, 77, CD, CP, CA, CB, CO, C6, C7, CQ, CT, CZ, C8. 1937-'39, all Royal (6). DeSoto, 1930-'33 CF (8), 1933-'40 (6). Dodge, 1930-'33 (8), 1939-'40 (6). Graham, 1934 Custom Eight, 1934-'35 Model 69, Supercharged 75, 1936-'40, 110, 120, 116, 107, 108. Huppmobile, 1934-'35, 417W, 421J, 517W, 521J, 518D. Nash, 1934-'38, Series 20, 3640. Plymouth, 1939-'40. Reo, 1933-'35 Flying Cloud, S, 6A. Studebaker, 1934 Commander Six.

C. Stromberg EE22 (note: will not interchange with "A" and "B" without used on follow- changing manifolds)  
ing cars: Buick, 1936, 60, 80, 90. Chrysler, 1934-'37, CU, CV, CX, C2, C3, some C9, all C10, C11, C17, some C14. Huppmobile 1934-'35 models T and O. Lincoln, 1933-'38, V-Twelves. Nash, 1934-'35, 1280, 3580. Oldsmobile, 1933 Eight. Packard, 1933-'34 Eights. Studebaker, 1933-'34 Commander 73, President C, 82, Speedwagon 92.  
(ed. note: Airhorns, throttle bodies, linkage may differ. Hollanders presented this interchange as merely "useable", not identical or correct.)

CLUTCH ASSEMBLIES AND PRESSURE PLATES. "A" and "B" will interchange. "C" will interchange but release lever is slightly different. Those marked with asterisk (\*) use pressure plate baffle.

A. Borg and Beck 11A5. Chrysler, 1934, CU, CV. Dodge Truck, 1934, K22, KS32, K35, K45. Federal Truck, 1934 DMB Milk Wagon. Mack Jr. Truck, 1935, 30M, 90M. Reo Truck, 1934, 2B4, 2D4, 2L4.

B. Borg and Beck 11A6. Available Truck, 1936-'39, W120, 150, 170, WS155, 175, X150, 170. Brockway Truck, 1935-'40, 83, 87, 88, 90B, 90X, 92, 94.  
\*Cadillac, 1940, Early 8-60S, 62, 72, 75. Chrysler, 1932-'33, CL, CH. 1935-'37, C1, C2, C3, C9, C10, C11, C15, C17. \*1938 C20. Day-Elder Truck, 1935, 75, 76, 86, 111. Diamond T Truck, 1935-'40, 220; 221, S; 244, S; 311C, 313; 404C, D, S, SC; 406C, D, S; 507, 509, C, D, S; 611. Dodge, 1939-'40, all Pass. cars. Dodge Truck, 1935-'37, K22, K35 to 38, K45 to 48, K35X, K39X, LH29, LH45 to 48, LG40 to 43, FD6036 to 80, MG40-43, MH29-48, FE6-33 to 77. \*1938-'40, RG, RH, RZ, TH, VH. \*Fargo Truck, 1938-'40, FGZ-6, FH6, FJ6, FG6. Federal Truck, 1935-'40, 18, H; 20, H; 21, 22; 25, D, H; 28D; 80, H; 85, H; 202, 204, 252, 254, 802, 852. \*LaSalle, 1940, early 50, 52. Mack Jr. Truck, 1936, 30M, MT; 31M, MS. 1938-'39, EF, EFU. \*Packard, 1940, early 1803-8. Reo Truck, 1935-'40, 2B4, 2D4, 2L4, 2L4D, 1B4H, 1D4H, 2B7M, 2LM7, 2LM7F, 2J5, 2H5, 2HD5, 20, 21. Stewart Truck, 1935-'39, 42X, 43X, 45X, 41H, 46H, 47H, 48H, 50A, 50H, 47A, 2, 3, 45AL, 60A, 62A. Studebaker Truck, 1937-'40, J20, M, MB; K20, M.

C. Chrysler, 1938-'40, 6 cyl. Taxi, C19, C23. 1940, C25, C26. DeSoto, 1936-'40 Taxi. Dodge, 1936-'40 Taxi. Dodge Truck, 1939-'40, TC; TD15, 20, 21; VC; VD15, 20. Fargo Truck 1939-'40 FH1-16, FH15-20, FH2, FJ1, 2, 15. Plymouth, 1936-'40, Taxi. 1939-'40 Truck, PT81, PT105.

Note: AIRFLOW CHRYSLER CW CUSTOM IMPERIAL used Long Clutch 12CB. Interchanges available on request.

CLUTCH PLATES AND DISCS:

A. Following interchange: Chrysler, 1934-'37, CA, CB, C6, CZ, C7, C8, C14. DeSoto, 1934-'36 SE, SF, SG, S1, S2 (exc. Taxi)

B. Following interchange: Chrysler, 1934-'38, CU, CV, CX, C1, C2, C3, C9, C10, C11, C17, C15, C20.



## SECTION 4

### TRANSMISSION UNITS.

1. T198 transmission, cases same-- #627300 CU, #627145 CV  
Main Drive Gear T198-16 used with following: Chrysler CU and CV Airflow.  
Note: DeSoto 6 & 8, 1930-'31 with case #308741 will work by using Essex 1926 1927 driveshaft with Essex 10 spline flange.
11. T-85 Transmission. Case T85-1 used. T85-16 Main Drive Gear used with following: Chrysler C1, C2, C3, C9, C10, C11, C17, De Soto, SG.  
T85-16F Main Drive Gear used in Studebaker 1936 President 2C.  
T85-16B Main Drive Gear used in Studebaker 1937 President 3C w/out O'drive.
111. T85 Transmission. Case T85-1H used with following:  
T85-16 Main Drive Gear: Chrysler 1937 C15, O'drive  
T85-16D Main Drive Gear: Chrysler 1938 C20, O'drive.

### TRANSMISSION PARTS:

1. Chrysler 1934 Airflow:
  - T198-2 Main Shaft
  - T198-2½ Main Shaft Clutch Gear
  - T198-3A Countershaft
  - T198-8 Cluster Gear
  - T198-10 Idler Gear
  - T198-11 Mainshaft 2nd Gear
  - T198-12 Mainshaft Low and Reverse Gear
  - T198-16A Main Drive Gear
  - T198-15 Mainshaft Sliding Gear
  - T198-35a Idler shaft

Parts except case, countershaft, main drive gear, and idler shaft will interchange with those from the transmissions in the following cars:  
Chrysler, 1933, CT, CQ, CO. Dodge, 1933, DO. De Soto, 1933 SD.

11. Note: Parts for transmission will be listed first. Interchange will follow.

A. Chrysler 1935 C1 to #6604782, C2 to #7014221, C3 to #7528661, 1936 C9 w/out O'drive, De Soto 1935 SG. Note: these are without O'drive.

- |                    |                             |
|--------------------|-----------------------------|
| T85-1 Case         | T85-11 2nd Gear             |
| T85-2 Mainshaft    | T85-12 Low and reverse gear |
| T85-2½ Clutch Gear | T85-15 Clutch sleeve        |
| T85-3 Countershaft | T85-16 Main Drive Gear      |
| T85-8 Cluster Gear | T85-35 Idler shaft          |
| T85-10 Idler       |                             |

B. Chrysler 1935 C1 #6604782 up, C2 #7014221 up, C3 #7528661 1936-'37 C9, C10, C11, C17. Note: these are with O'drive.

- |                    |                        |
|--------------------|------------------------|
| T85-1 Case         | T85-11A 2nd Gear       |
| T85-2A Mainshaft   | T85-12 Low and reverse |
| T85-2½ Clutch Gear | T85-15 Clutch Sleeve   |
| T85-3 Countershaft | T85-16 Main Drive Gear |
| T85-8 Cluster Gear | T85-35 Idler Shaft     |
| T85-10 Idler       |                        |

Interchange of parts in "A" and "B":

- T85-1 case: Both A and B above, also Studebaker 1936 President 2C and '37 President 3C.  
T85-2 Mainshaft: A above only  
T85-2A Mainshaft: B above and Chrysler, 1937, C15 w/o'drive  
T85-2½ Clutch Gear: A and B above, also Chrysler 1937 C15 o'd. and Studebaker 1936 President 2C.  
T85-3 Countershaft: A and B above, also Chrysler 1937 C15 o'd., 1938 C20, Studebaker 1936 President 2C and 1937 President 3C.  
T85-8 Cluster Gear A and B above, also Chrysler 1938 C18 7 pass. w/o'd. C19, C20 w/ O'd. 1939 C23, C24 w/o'd. De Soto, 1935 SG w/out o'd. 1938 S5 7 pass. w/o'd. 1938-'39 Taxi. Plymouth 1939 Taxi. Plymouth Truck, 1940 PT150 ½ ton. Studebaker 1936 President 2C and 1937 President 3C. Chrysler 1937 C15 w/o'drive.

Next Month:

Transmission interchange continued



Chrysler 1930 66, 70. 1930-'32 Eights w/starter #728S. 1932-'33 CL. 1934 CW. Dodge 1931-'32 Eights w/starter #728S. Graham Paige 1929-'30 621, 827, 837. Graham Paige 1930 612. Graham 1930 Custom Six and Eight. Graham 1931 Custom Eight. 1930-'31 Std., Spec., Eight. 1932 Blue Streak Eight. 1933 8-63, 64, 57A.

111. MAD3099. Used on following: Chrysler 1935-'40 all, Dodge 1935-'40 all. De Soto 1935-'40 all Dodge Truck 1937-'40 MC, MD, ME, MF, MH, RC, RD, RG, RH, TD, TE, TF, TG, TH, VF, VFA, VH, VHA, VM, VMA. Plymouth 1935-'40 pass. and comm. all.

#### Section 8, Distributors

1. #661Z Chrysler 1934 CW

11. #661S Chrysler 1934 CU, Dodge 1933 DO Eight. Interchanges with #661D, used on Dodge 1932-'33 Eights.

111. #661T Chrysler 1934 CV, 1933 CQ.

1V. #TGT4001B1 Chrysler 1935 C1. Interchanges with #TGT4001A1 used on 1935 C3.

V. #665B Chrysler 1935 C2.

VI. #TGT4001C1 or 4001E1. Chrysler 1936-'37 C9, C10, C11, C17 interchanges with TGT4001-1 or 4001D-1 used on following: Chrysler 1935 CZ, 1936 C8, 1937 C14 (4001D-1). #TGT4001J1 used on 1937 C14. #TGT4001F-1 used on 1937 C15, 1938 C20. TGS 4010-1 used on following: Chrysler 1937 C16, De Soto 1937 S3, 1938 S5, can be used by installing 8 cyl. cam and cap. #TGS4001-1 or 4001A-1 used on Chrysler 1935 C6, De Soto 1935 SF, SG, can be used by installing 8 cyl. cam and cap.

#### Section 9, Wheels, Spindles, Hubs, Drums

Wheels. Note: Three different wheels are used on Chrysler AIRFLOW models-

1. Steel, 16" X 5", 5 hole, 5½" bolt circle. Used on following: Chrysler 1934-'35-'36 CU, C1, C9. Also used on 1934-'35 T427 & T527 Hupp. See note.

11. Steel, 16" X 5½", 6 hole, 6" bolt circle. Used on following: Chrysler 1934-'35-'36 CV, CX, C2, C3, C10, C11. See note.

111. Steel Disc. 16" X 5½", 6 hole, 6" bolt circle. Used on following: Chrysler 1937 C15, C17. 1938-'39 C20, C21, C24. Stewart Truck 1938-'39 60H.

Note: #11 and #111 will interchange, tho #11 is steel spoke and #111 is steel disc. Appearance is different.

Note: #1 wheel may interchange with following, which are same size: Buick 1936 80. Packard 1937-'38 1500-1-1. 1603-4. 1939 1705. Appearance is different. 1940 Ford wheels also fit, but take smaller tire. Appearance is different. CW Wheel interchange on request.

#### Spindles.

1. Chrysler 1934 CU, CV, CX. No other Interchange.

11 Chrysler 1935-'37 C1, C2, C3, C9, C10, C11, C17. No other interchange.

#### Hubs.

1. Front, 5 bolt, 5½" bolt circle. Chrysler 1934-'36 CU, C1, C9  
Rear, 5 bolt, 5½" bolt circle. Same as above. No other interchange, front or rear.

11. Front, 6 bolt, 6" bolt circle. Chrysler 1934-'37 CV, CX, C2, C3, C10, C11  
C15, C17. No other interchange.  
Rear, 6 bolt, 6" bolt circle. Chrysler 1934-'37 CV, CX, C2, C3, C10, C11  
C17. Interchanges with Chrysler 1933 CQ, w/ wire wheels.

#### Brake Drums.

1. 13" diameter. Front and rear. Chrysler 1934-'36 CU, C1, C9. (see note)

11. 13" diameter. Front and rear. Chrysler 1934-'37 CV, CX, C2, C3, C10, C11, C15, C17. Interchanges with 1934 CQ w/ wire wheels, also Reo Truck 1937-'38 3/4 ton; Stewart Truck 1935-'38 40H, 1938-'39 60H.

Note: Hollanders claims some 1934 CU's had 12" drums. Claims interchange with Auburn 1934-'36 8 cyl., La Salle 1934-'35, La Salle 1936 50 rear only.



Mr. Selbrede,

Perhaps this could help your people, as you decide, etc. Thanks.

AIRFLOW PARTS FOR SALE

2 pair good used	\$10.00 pr.
1 '37 Ply. right, new	5.00
1 '37 MOPAR, right, new	5.00
1 pair, new, '39 Chrysler	10.00 pr.
1 new, '42 Chrysler, right	5.00
1 pair, new, '37 MOPAR	15.00
2 new, diff., Airflow, l., new	5.00 ea.
3 new, diff., Airflow, rt., new	5.00 ea.

Also: New

'36 Ply., rt., boards	
'33 Ply., L.R. fender	
'36 Ply., L.R. fender	10.00 ea.

Also: Used "Tattersfield" aluminum head, manifold, Ply. "6" \$20.00 ea.  
(polished)

P.O. M.O. only. Prices F.O.B. or trade for '36 Ford new "goodies".

Gene Weber  
10116 Washington Avenue  
South Gate, California

Dear Bob,

This is an S.O.S. and I need help. My 1934 Airflow Chrysler is in need of a reverse idler gear and cluster gear. The Chrysler numbers are as follows:

Reverse idler gear - 601353  
Cluster gear - 601346  
Forging number on  
the idler gear - T198-10

The Republic Gear Co., numbers are as follows:

Reverse idler gear - K194-8  
Cluster gear - K194-11

The following cars have the same transmission, I would buy the entire transmission:

Chrysler - 1934, Model CU, GV Airflow, 8-cyl.  
Chrysler - 1933, CO, Royal 8, CT, CQ, and Imperial CO-6  
DeSoto - 1933 SD (6 cyl.)  
Dodge - 1933 - 8 Cyl., Model DO (from Ser. No. 4,527,000 &

I would sincerely appreciate any efforts the Airflow Club members could make in locating these parts. Thank you.

Lewis Goldberg  
3500 Broad Avenue  
Altoona, Penna.

Editor,

A friend gave me your name and address, and told me you were associated with the CHRYSLER AIRFLOW RESTORER'S CLUB, Editor, I believe he said of the Club's magazine. Would you send me any current literature you might have on Airflow parts for sale, as I have a 1936 Airflow Imperial 4-door sedan I hope to start restoring in the near future, and it needs several items I have been unable to locate. I am also picking up a 1934 Airflow in Hart, Michigan next month - on way back to Calif-



Looked like we DeSoto owners weren't represented too well. Wait'll next year.

I think I may have come up with a couple of questions that were Dnadys. Maybe one of the readers can help. Here goes—Got a tail light question concerning my 35 DeSoto S G Sedan. I have two. One has a single oval tail light. The other has two round tail lights. Still further I've seen official photos that show a 35 S G with a single round tail light. All three arrangements looked to be original installations. Any suggestion. Chrysler Corp. couldn't help.

Speaking of Aluminum, I just about discarded my SG Head until someone told me about heliarc welding. It saved a head that was almost eaten in two.

This is for S G owners only. I wrote to Chrysler Corp. regarding material on my car and they returned a dozen 8 x 10 photos of a SG on the 1935 assembly line. In addition they included brochure material. They have been most helpful in many ways.

Paul, I'll bet the Chrysler people could make many things available to us as a club—if we just ask!

Sam Telleson  
1712 Pepperwood Dr.  
El Canjon, Calif.  
92021

Thank you Sam. Ed.

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## CLASSIFIED ADVERTISEMENTS

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PLEASE SUBMIT ADS ON CARDS, i. e., SEPARATE FROM LETTERS.

(If you ad is no longer current, please notify editor)

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- 1934 C V Chrysler Airflow Body in prime, needs rear vents glass, mech, ok Ex. tires Dan. list 45 Christopher St. NY, NY., 10014 \$375 or reas. offer.
- 1934 Chrysler Airflow 4 Dr. Complete. No rust, But rough \$300 and parts car \$175 Leopold E. Garcia Bernalillo, New Mexico.
- 1936 Ford 4 Dr. Deluxe not restored' Green' Near Perfect. Orig. Condition. \$700.

- 1935 Desoto Airflow good cond. Gunnar osterling 1134 W. Cedar, Chrooke, Iowa.
- 1936 DeSoto Airflow Very nice shape. Glenn Peterson. Box 347 216 1/2 N. 4th St., Wahpeton, N. Dakota.
- 1935 Chrysler Airstream 8 coupe. Lech Johnson, Stromsbrug, Nib.
- 1935 CU Airflow C1 4-dr. John Wade, Rt. 1, Hoxie, Kansas.
- 1936 DeSoto S-2 4-dr. Orig. Black Finish and Upholstery. All instruments and hardware complete and working. Perfect grille, spare wheel and skirts, overdrive. John Wade, Rt. 1, Hoxie, Kansas.
- 1936 Chrysler Airflow, original condition. Bruce Watterman, 5666 Lexington Ave., Hollywood, Calif, 90038.
- 1937 C-15 Chrysler 7-pas. Sedan-Sam Musick—Rt. 2, Box 66 A—Tampa 10, Florida.
- 1936 S-2 DeSoto 4-Door—One owner for last 24 years—Garaged daily—Running condition, not restored. Drive Away \$650.00 R. G. Wiegand, 530 High St., Lancaster, Pa. Phone 394-7376.

- 1935 Chrysler Airflow, 4 Dr. Sedan—original condition. Prefer to sell but would take 1937 Roadmaster Buick any style with mounts or a 1953 Cadillac. El'Dorado in trade—Roger L. Zinhe, 5800 N. 33rd St., Milwaukee, Wisc.
- 1935 Chrysler C-2 parts car—Dale Taylor, Milford, Iowa.
- 1935 DeSoto Airflow Sedan, \$275. Wm Krutz, 20632 Santa Ana Canyon R.D., Anaheim, Calif.

### CARS FOR SALE

- 1935 Chrysler C1 Airflow sedan. Engine rebuilt, otherwise original complete \$350, or offer. Norman Frey, 17916 Trenton Dr. Castro Valley, Calif.
- 1940 Ford Std. Cpe, Near Orig. Dark Blue' Owners Manual and Ford Tool Kit \$500. Calvin Lundin' 10536 Woodward Ave., Sunland, Calif. 91040.
- For Sale; 1935 Chrysler Airflow 2-door—Asking \$800—Otis J. Lee, R.1, Sadieville, Ky. Phone 4322, 60 miles from Cincinnati, Ohio.
- 1937 C-17 Chrysler—uses no oil—will sell or trade this car and deliver reasonable Price \$595.00—Edd's Garage — 526 N. E. 34 Ct — Oakland Park, Florida 33308.