

Your Editor has obtained (purchased) for the benefit of Club members a copy of a 1941 (15th edition) of the CHILTON Flat Rate and Service Manual. It came complete with the CHILTON Tune-up and Interchangeable Parts Handbook, also vintage 1941. In these books I find data on DeSotos and Chryslers way back to 1928. Incidentally I, at the same time, obtained a copy of CHILTON'S MOTOR AGE Service Handbook, vintage 1953. This has info about cars as far back as 1940, including interchangeable parts. Therefore, it would appear that I can answer questions of interchangeability of basic components of cars, Airflows or otherwise (within the accuracy of the books.

Let's try it once.

Earlier in the issue Maury Apfel had questions about his axle for his car. I find in these books that the left and right axles are interchangeable. The CHILTON NUMBER (BJ-206) is indicated as applying on, and only on the '35 C-1, C-2, and C-3; the '36 C-9, C-10, and C-11; and the '37 C-17. Also th'34 CU and CV. The axle doesn't fit the DeSoto Airflows or any ~~kind~~ other Chrysler or other make, for that matter. The '34 Dodge axle mentioned by Maury is listed as (BJ-205), close but not the same. It might be interesting to note that the ring gear and pinion number (BI-263) follows the previous list of models except that the '34 models are not included, but the '38 C-20 Cust, Imp, 8 is. The "CHRYSLER" number for (BJ-206) is #619344 and cost \$6.75 (in 1941). The "CHRYSLER" number of (BI-263) is #638477, costing \$19.76 in 1941.

Now lets try Bill Hamlin's Transmission parts:

The CHILTON books indicate that Bill's gears can only be obtained from the 1933 SD DeSoto(6), the 1933 CO Chrysler (6), the 1933 CT Chrysler Royal (8), the 1933 CQ Chrysler Imperial (8), and the Cu & CV Chrysler 1934 models.

An interesting aside from the above is the fact that in 1941 the axle job of Maury's took 3 hours to complete, plus \$9.20 worth of extra parts etc., such as oil, gaskets etc.. Bill's gear problem takes about 6 hrs, per the book.

The C-1 Airflow has 146 teeth in the flywheel. Ditto for the C-17. Let's hope that Paul Criswell has all of his teeth or he will never make it to Detroit. I could say, "Check with Grace Criswell", but I won't.

These books (mentioned above) contain numbers and interchangeability data about Airflows and Airstreams (other makes, too) on the following general subjects, for your convenience:

Contact arms and points, Distributor caps, Rotors, Automatic advance springs, Condensers, Shaft couplings, and Ignition Coils;
Crankshaft main bearings, Pistons, Pins, Pin bushings, Connecting rods, Oil pump gears, and flywheel gears;
Valves, Valve springs, Valve guides, Valve lifters, Tappet adjusting screws, Timing gears, Sprockets, Generator gears, Sprockets, Timing chains;
King pins and bushings, Differential cases, Spiders, Pinion and Side gear
Ring gears and Pinions, and Axle shafts;
Clutch facings, Shaft, Drive and Driven plates, Pressure plates, Transmission shaft and Gears; plus data on bearings.