

They make 70 wt. oil for turbo-charged engines now, cost \$1.80 a quart. I had to buy the case as there isn't that much call for it. Order part #527-7137 as Dave Askey suggested.

OIL FILTERS - Wix WF $\frac{1}{2}$  is a replacement for Fram PB $\frac{1}{2}$  and Purolator PER $\frac{1}{2}$  which fit our cars. Wix STILL MAKES their filter! Call (704) 864-6711 and ask who your local distributor is. Order # 51035, should cost \$13.84 each.

ROOF MATERIALS - The fine short grain pattern that runs the length of the car is available from LeBaron Bonney at \$12.95 the yard. Write them at 6 Chestnut St., Amesbury, MA or call (617) 388-3811.

AUTOMATIC CHOKES had an asbestos and wire gasket under them, if you can find one to put there.

SPOT LIGHTS are an appropriate dealer installed them.

FUEL PUMPS - Several people who drive their cars long distances have a backup electric fuel pump (AC makes a 6 volt pump). It also helps fight vapor lock that these cars are prone to. The preferred location for the pump is on the crossmember near the gas tank. You can get percolation without a pressure regulator (something else these cars are already prone to) but some run them without it.

IMPROVED CARBERATOR: A Stromberg 1938 AAV2 will solve the percolation problems and give you better carburation in general. You will need to make a leveling plate.

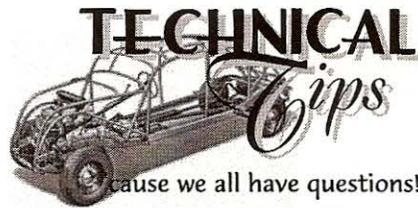
UNIVERSAL JOINTS - are available from NAPA and have a grease fitting. Order Precision #344 or a u-joint that fits a Triumph TR3, 1953-58.

MASTER BRAKE CYLINDERS for a 1936 Chrysler are the same as NAPA #544 for a 1952 Dodge truck.

INSTRUMENT GAGES on the Chrysler C1 are the same as the C6 or CZ (C Zed if you are Canadian!).

AIRFLOW TOYS AVAILABLE; Bricklin toy of a 1934 Airflow Chrysler from Model Expo of Fairfield, N J (800) 526-2598 at \$49.95 + \$5.00 shipping.

Except for the Wix filter I cannot take credit for this information. The rest was collected in conversations with the following people. Any mistakes are probably mine. Thank you Bob Milbrand, Ed Patterson, Ellis Claar, Jack Bryant, Joe Ferrell, Jack Hall, Duke Casaleiz and others.



## Airflow Fuel Gauge Bench Test

by Paymond R. Falle

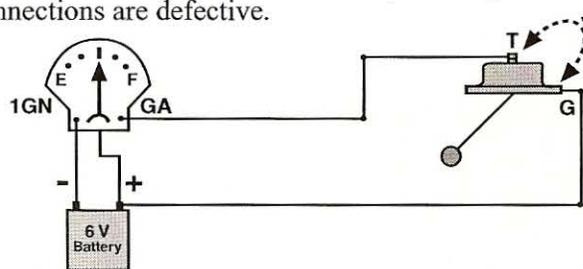
After removing the dash and tank units from the car, connect as shown in the diagram.

On the back terminal side of the dash unit, are inscribed the markings "IGN and GA." "T" is the terminal of the tank unit. "G" is the ground, or metal frames of both units. "J" is a jumper wire that is not used initially.

The 6-volt battery can be your lantern or vehicle battery. Moving the float slowly upward should cause the pointer to move from empty to full. If there is no movement of gauge, touch jumper wire "J" from "T" to "G", momentarily.

The gauge should swing the full scale. If the gauge does not move with jumper, the gauge is defective or you have poor connections. The tank unit has a wirewound resistance of about 120 ohms. An electronics repairman can check it to see if it is erratic or open. Sometimes they can be repaired by drilling out rivets, disassembling, and cleaning movable contact which has become oxidized. Other Chrysler Corporation cars of the same vintage may have a similar tank unit, however, the length of the float rod may have to be changed if it is not the same length. You may experience a slight tingling or shock when connecting or disconnecting the unit during tests. This is normal, it is the inductive effect of the coils in the dash unit.

In the majority of cases, the tank unit will be found to be defective. This will be apparent when the jumper wire "J" is touched across the tank unit and the gauge indicates movement. If the fuel gauge system operates on the bench, but not in the car, chances are the car's wiring and/or connections are defective.



*For the 42nd ACA National Meet...Roger and Cygnei  
time at Eureka Springs, Arkansas, in the Ozark Mount*