



CYLINDER HEAD

Dear Paul:

Here's the information.

Any cylinder head from 1930 to 1950 will fit. But, the easiest head to get is from a 1946 to 1950 Chrysler 8. If you can get a head from a 1940 or older it will be the same width as the Airflow head. Some time in '41 or '42 I'm not sure, they went to a wider head about  $\frac{1}{4}$ "—This makes no difference, the head gaskets are  $\frac{1}{4}$ " wider, but all the Stud holes are the same. Forget about the water holes they are all ok except two of them and they are not needed. If you use the wide cylinder head it is best to use the narrow head gasket. If you use the later gasket it will also work but the head gasket will stick out with the ledge on the head. If you use the regular Airflow gasket the ledge will be hardly noticed.

Now!! let's get to work. If you want to do a real good job, you can have the  $\frac{1}{4}$ " ledge milled off the head, I did not do this. But: What you must do if you do not have the ledge milled off, is to grind and file or mill off  $5\frac{1}{4}$ " from the front surface so you have a flat surface to mount the neck.

I ground it off on a grind stone and then finished it with a file. You must be able to file fairly flat so it does not leak. But you can always use a thick "Velumoid" gasket if the surface is not even. Next, remove the two studs from the old head and measure the exact distance from each other and from the bottom surface of the new and old head. This is important, do not use the front surface of the new or old head as guide marks as the stud holes in the head may or may not be the same in relation to each other. In other words the new head may be a trifle larger than the old head. Use the cylinder head gasket mounting studs as guide points. All clear? After center punching the head for the two studs drill with a  $21/64$  drill and tap with a  $\frac{3}{8}$  STD.TAP—Next install two studs from Old Head. Don't go overboard on the tightening so you don't strip the head. Just so there against is ok. Next, take the water neck that goes on the head first and put it on the studs and scribe a line for the water outlet with a sharp piece of steel. After scribing the outlet shape cen-

ter, punch a series of holes around the line but make sure you allow for the line and stay inside it. You then drill  $3/16$  holes as close as possible. After that take a punch and hammer and break out the piece. If you mark the new head correct and drill it correct the hole will look exactly like the hole in the Old Aluminum head. The cores for these heads were exactly the same, the only difference is the spark plug holes in the new head are located in pairs. The old head had them spaced the same distance apart.

Next, after breaking out the piece, you can file all the rough edges off and then assemble the neck, ok? There are a few differences between the head such as raised portions where the head studs go, but that makes no difference. You must then make a plate for the Old water outlet, this can be made from a piece of  $1/8$  or  $3/16$  flat stock, just drill two holes and install a gasket so it seals. The finished job looks ok and will work ok.

The cylinder head gasket numbers are as follows: MC-CORD No. 6206 — VICTOR No. 1014.

These are the numbers for the Old narrow gaskets that were original equipment, I prefer these to the later gaskets that are  $\frac{1}{4}$ " wider—

Thanks again for your letter and write when you can.

Thanks again,

GUS HECKENBERGER

June 14, 1965

Mr. Paul T. Criswell, Jr.  
215 Leonard Ave.  
North Apollo, Pa.

Dear Paul and Family,

Since writing you last I have been busy but I have had a few moments for fun. One of these has been the buying of two more Airflows. I bought a 1935 SG DeSoto Airflow Four door here in Idaho which I thought would make a good parts car, but I find that it wouldn't take too much to put it in good running order.

The other Airflow I bought is the 1935 SG DeSoto four door that has been advertised in the Newsletter by a Mrs. Mary McCollum who lives at Council Bluffs, Iowa. I wrote to her several times and talked to her by telephone and bought it. And here is where real brotherly Love comes into the picture. After I had decided to buy it my brother who lives here in Nampa said he would like to have it, so I have let him take it. (same price, too—believe it or not). Well, anyway, he left last Thursday for Council Bluffs. He went in his New Yorker, with tools, extra water, oil etc., just in case. I talked to him the first night by phone in Laramie, Wyoming, and skipped the next night but phoned him again on Saturday night and he had left Council Bluffs about 11:00 a. m. Saturday and arrived in Great Bend, Kansas, at 6:00 that evening. Said he was making about 17 miles per gallon at 60 miles per hour. The car is in very good condition and he is going on down into southwestern Kansas then starting for Idaho next week.

I bought one of the new Chrysler Airflow rubber stamps and am very happy with it.

Did you see the white sidewalls by Denman?