



Let's talk mufflers and tailpipes...

Was it ever decided if there is a correct color for the exhaust and tail pipe for the S-2's? At last year's Portland Swap Meet I found a tail pipe with the part number stamped on it that is steel, like the ones today. How about the color of the muffler?

Ron Robbel

The original NOS DPCD-stamped tailpipes have the end of the pipe cut at an angle. Plus we have a couple of factory photos with the ends shown as slice-cut as well.

You are OK with either clean steel or black as it is not only that way on **Doug Conran's** NOS DeSoto tailpipe, as it shows as black on the chassis lube pictures in the Maintenance Manuals.

Painted silver or aluminized is a points deduction. Don't forget the "baloney cut" on the tailpipe shows in several pictures of factory cars.

We have one of those bronze colored mufflers on our SG. I believe they are NORS. I originally left the coating intact. I suppose if we ever show the car again, we'll paint it black, it's kind of getting blackened anyway from driving! Since the clean metal one

My muffler is also unpainted and is NOS and bronze in color. For judging a muffler should either be painted black or be clean metal.

John Heimerl

Fan assemblies...the same for all Airflows except the CW

The fan assembly on the S-2 is the same as that which was used on the SE and SG Airflow DeSoto.

I also can now confirm that the fan off the Chrysler Airflow is the same diameter across the blades at 20" as is the fan on the S-2. Furthermore the hub where the fan bolts on is the same part number on all so this means that the fans on ALL Airflows are interchangeable with each other.

The fan drive plate is vulcanized in rubber to the fan blade assembly (note some decay occurring in the rubber). It is this rubber that decays over time and the fan can come adrift with disastrous results

There are two holes where the fan hub has a location groove stamped into it.

These two holes are at different centreline spacings than the remaining four holes. This means that the fan will ONLY fit onto the crankshaft hub in one spot and if I remember correctly the location groove lines up with top dead centre (TDC) on the impulse neutralizer hub.

John Spinks

After looking at all the pictures and reading the information I could see what I was missing so I thought I would look and see if I could find the other fan I knew I had somewhere so I could see if I could see where the vulcanizing had been. I found it and much to my amazement the two parts were vulcanized together. So I can fix the car and send the other part out to get it repaired. So thank you all for posting so well with such great information.

Douglas Metcalf

Switching to the Airflow Aluminum Cylinder Head

I am replacing a badly corroded cylinder head, which appears to have corrosion due electrolysis or wrong antifreeze. The engine has a copper head gasket. The corrosion appears to be between the copper and the aluminum with no apparent damage to the cast iron block. The block and radiator appear to be totally clean. The antifreeze is of unknown brand, but is the color of *Prestone*. This antifreeze turned to gel in the aluminum head. I have been advised by one source that the copper head gasket should be spray painted with paint prior to installation.

Egge Machine advises use of a steel head gasket. Also, I have been advised to spray the head gasket with copper coat prior to installation. Has anyone experienced this issue? I would like any advice to prevent recurrence after the installation of a new head. Also the type of antifreeze to use.

R. Green

Use the steel gasket ONLY. Do not use copper-coat. Chemical reaction steel to copper to aluminum.... .. Olsen's has the steel gaskets.

John Heimerl