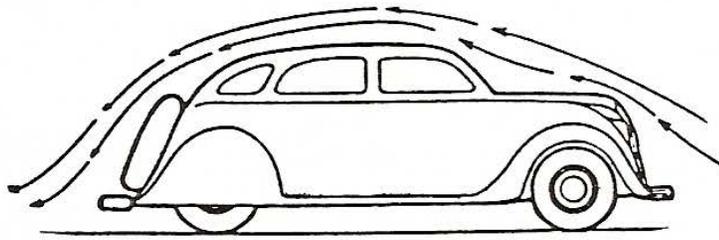


# Tricks & Tips



**A Source of  
Axles Seals  
is found!**

Because of the need to replace the outer axle seals on my 1935 Chrysler CZ Airstream "8", I contacted Larry Chegwiddden in Portland, Oregon who advertised in the "WPC NEWS" that he made seals for 1928-32 Plymouths, Dodges, DeSotos, and 1930-33 Chryslers. Those seals can be ordered for \$35.00 each. He requests that when ordering, you state the year, make and model of car.

Larry agreed to make the seals for my '35 CZ for \$70.00 each if I would send him one of my old seals - I did. The body of the seals are machined from aluminum stock and the seals themselves are metal encased "nitrile".

My 1929-1939 Chrysler Master Parts Book lists this same seal fitting 1934, 1935, 1936, 1937 Chrysler Airflows - CA, CB, CU, CV, CX, C-1, C-2, C-3, C-9, C-10, C-11 and C-17. According to Larry, this same seal also fits 1933 - 1934 - 1935 DeSotos - SD, SE and SG. I believe it would benefit, when ordering, to send Larry one of your old seals. The address is: **LARRY CHEGWIDDEN, 6826 SE Stark St., Portland, Oregon 97215.** You may phone Larry at (503)253-8941 after 7:00 pm. While the cost is twice that of the seals he regularly makes, it appears that Larry is the only one able to supply these seals at this time.

**FROM: BILL ST. CLAIR, P.O. Box 4016, Stockton, CA 95204**

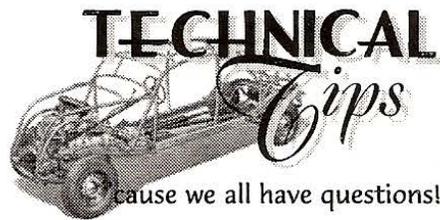
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## **Make Oiling Doors Routine To Avoid Stiffness**

Tired of stiff doors on your collector car when you open them? First, oil the hinges and the door closing mechanism. Be sure no oil gets on any rubber part as oil ruins natural rubber. After parking the car for the night, go to each door (other than the driver's door) and open and close them about the same number of times the driver's door was opened. Do the windows, also.

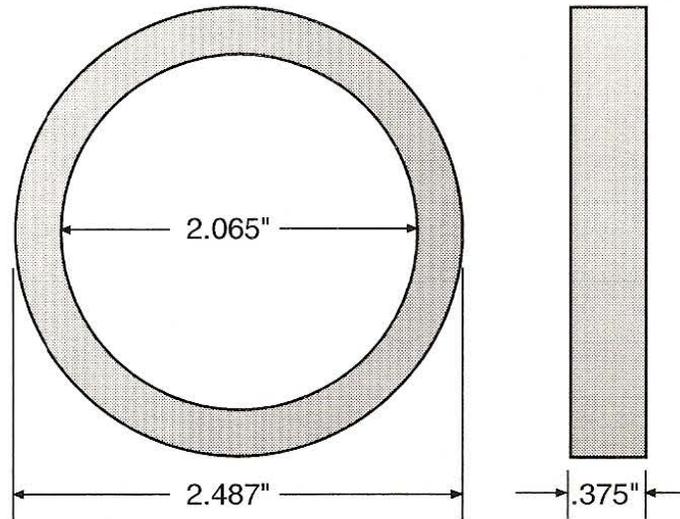
**FROM: O.P. HIGBEE, 332 Ash St., NW, Ardmore, OK 73401**

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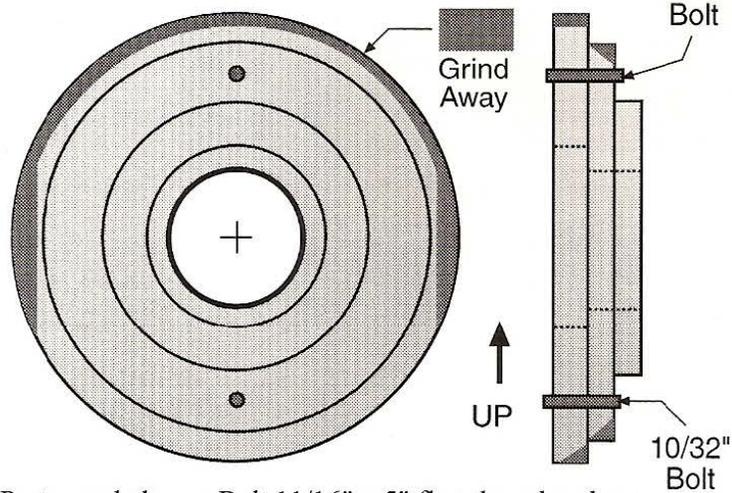


## Do-It-Yourself Cone Puller Allows for A Modern Oil Seal to Be Placed on the Rear Axle

This ring, made of hard aluminum, installed frozen in place of the inside oil seal in the rear axle of a Chrysler Airflow, will allow the use of a modern oil seal...either CR#14218 or NAPA #14214 in place of the unavailable Fel Pro# 2602



Rear Axle Inside Bearing Cone Puller



- Parts needed:
- Bolt 11/16" x 5" fine thread and nut
  - Washer 2-1/2" x 1" x 3/16"
  - Washer 2-3/16" x 3/4" x 1/8"
  - Washer 1-1/2" x 3/4" x 1/8"
  - Steel bar with 11/16" hole

Bolt the big washers together, then grind as necessary to slip through the inside of the cone. Butt the washers against the backside of the cone.

Place the bolt inside the axle with a string attached. Put the washers against the cone and pull the bolt through the hole in the washers and the hole in the steel bar and tighten the nut to pull the bearing cone out.

*Editor's note: This "not truly" anonymous remedy was given to me at the South Carolina National Meet during a quick exchange. The donor did not place his name on this instruction sheet. So, if you are the author, please let me know so that I can credit you in the next newsletter...and my apologies.*

## John W. Smith's Airflow Experiences - Including a Repair Tip for a CV

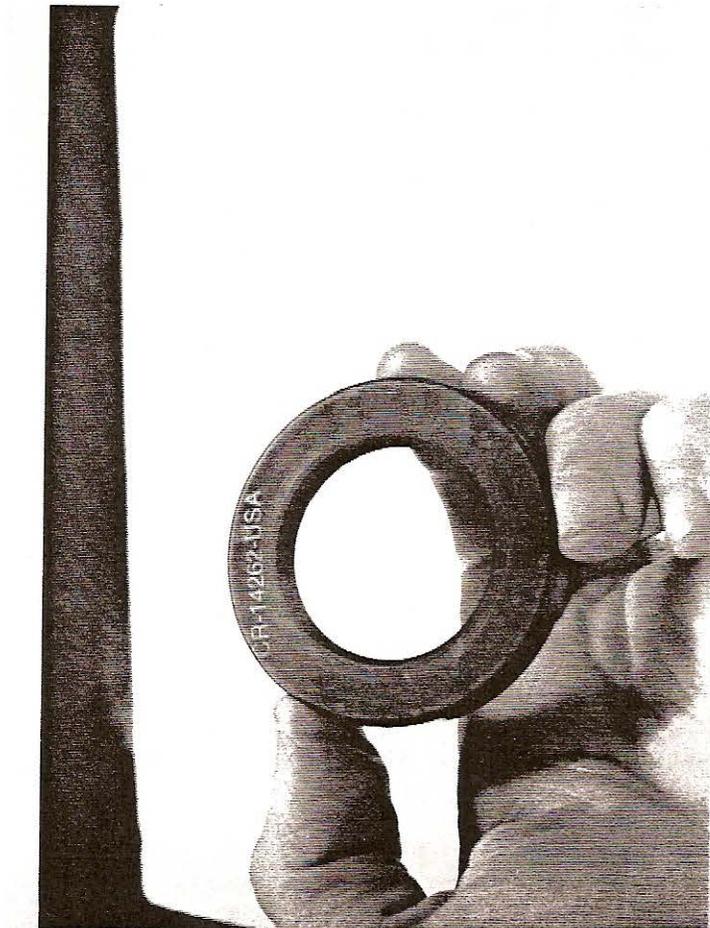
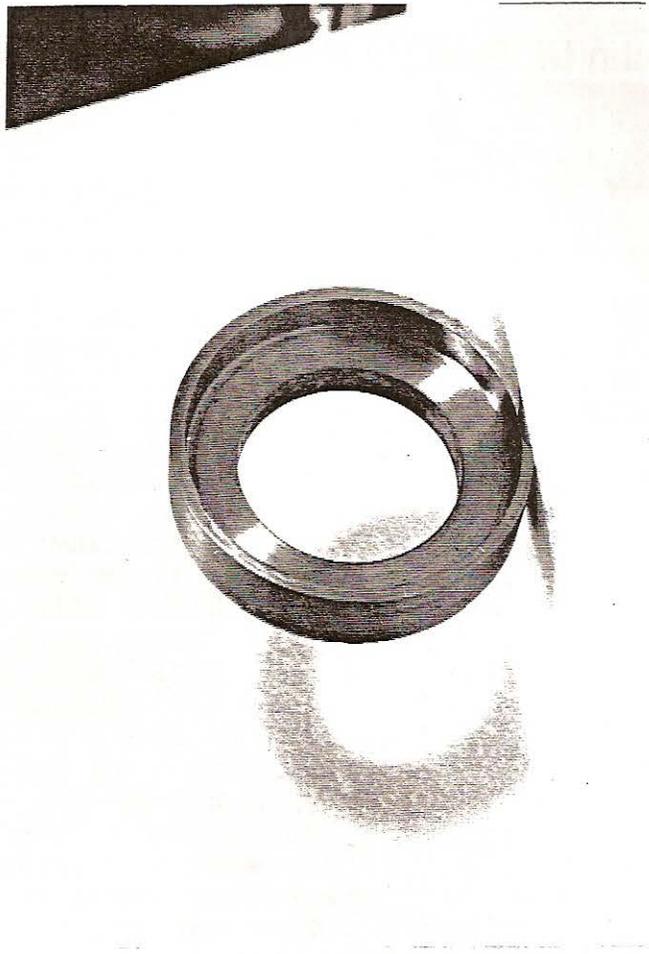
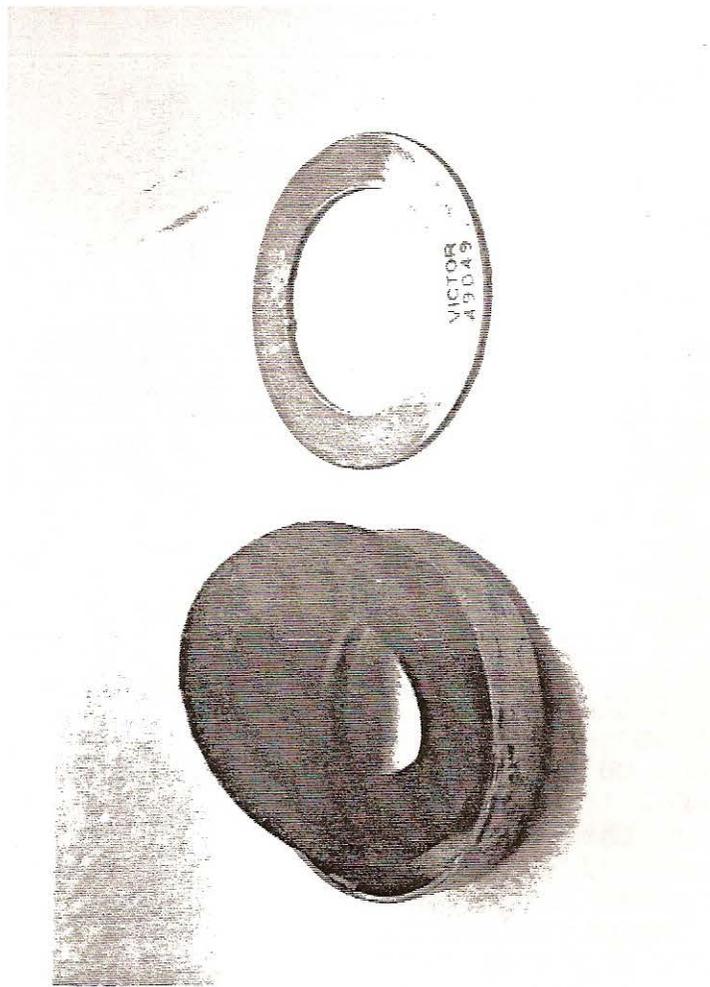
This is my long promised article about my Airflow experiences. It is simply amazing what motivates me to write. A pretty simple formula seems to work around the big Airflow-type projects. Work 'til the money for the project runs out, then look for no cost items to do. In any case, some photos follow which will illustrate some of my experiences.

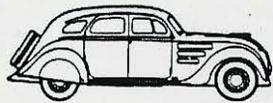
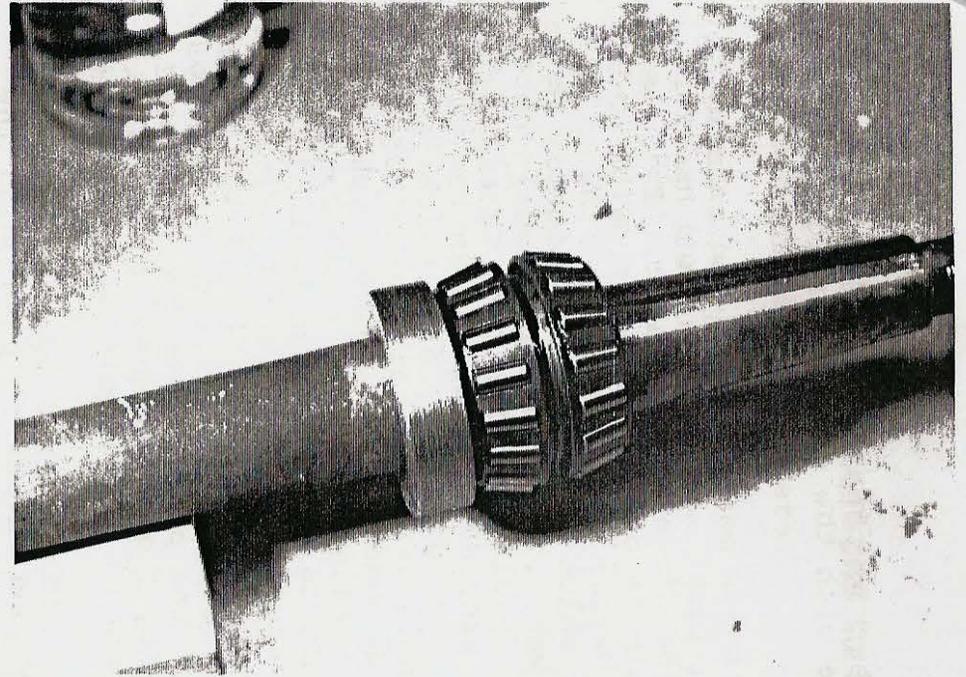
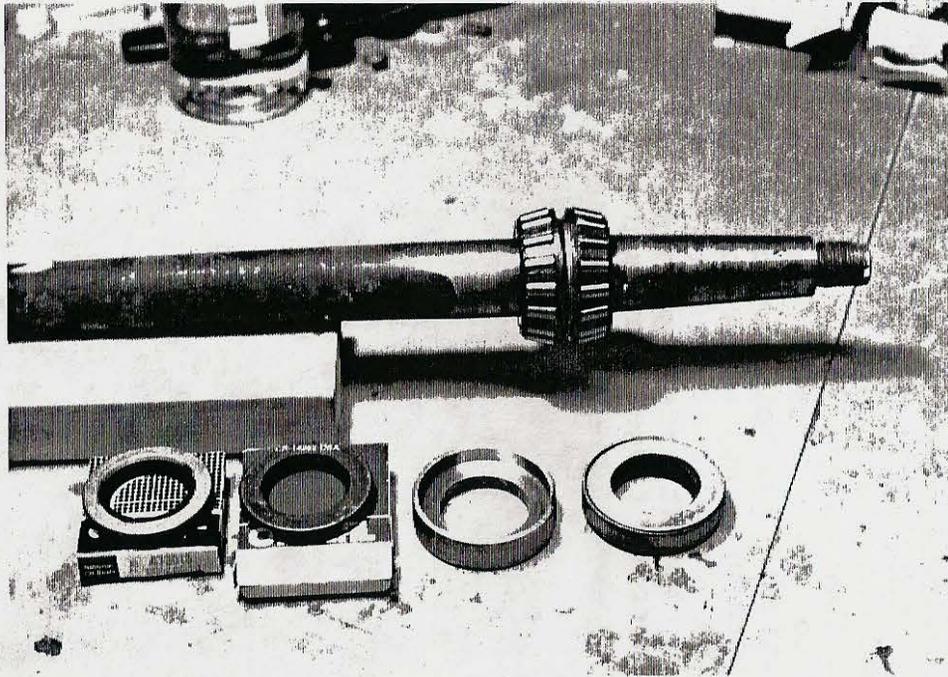
My first Airflow experience was with Dad's CU coupe. It was black and ugly to me. It was pretty average shape for a used car. The brakes were constantly seeping fluid and the exhaust manifold leaked. I remember it was noisy and there was a faint cloud of blue smoke that rose through the floor when we rode in it. I remember going to get ice cream one summer evening and the rough scratchy upholstery on the jump seats in the back. The photo of me hanging off the running board in front of our Star St. duplex in Lincoln, Nebraska was taken in 1953. I loved hanging off of the door handle and hinge in those days! The picture does show a pretty good body, missing running board trim and an original hood ornament. Dad flew for the Navy Reserves those years and for the Federal Aviation Administration at the same time so he had little time for Airflow maintenance. Dad sold the Airflow later that year when we were transferred to Bismarck. In short order the CU was wrecked, destroying the back half of a pickup truck as its useful life ended. Some years later Dad had some friends try to track down that car around the Lincoln area, but they were unsuccessful. The owners of several older wrecking yards really didn't know what an Airflow looked like even though some had pretty old stuff. That story and some of our other Airflow hunting adventures may possibly be covered in future articles.

The cover photo shows my late father and Rich Case, many years ago, consulting with each other about Airflow history and authenticity over two of Rich's parts cars. It seems to me that mutual sharing of knowledge and information is essential to keep the maximum number of Airflows on the road. Those cars have some history and culture of the American automobile to tell. The CU on the left had a small fan mounted on the top of the instrument panel with the "DPCD" logo in the center of the wire frame cover it had and it looked very original. Apparently, long before air conditioned cars and houses were common, someone was interested in being cool! I don't know where it went, but that sure seems to be a rare accessory. That CU's engine compartment was very original compared to our current project and was a treat to behold just to see where everything went and how it was attached. The C-1 sedan contributed an intact power brake booster to our project. The C-1 had later model sealed beam headlight bezels welded in over the original headlight area. It had its original straight eight engine and must have been a real workhorse over the years.

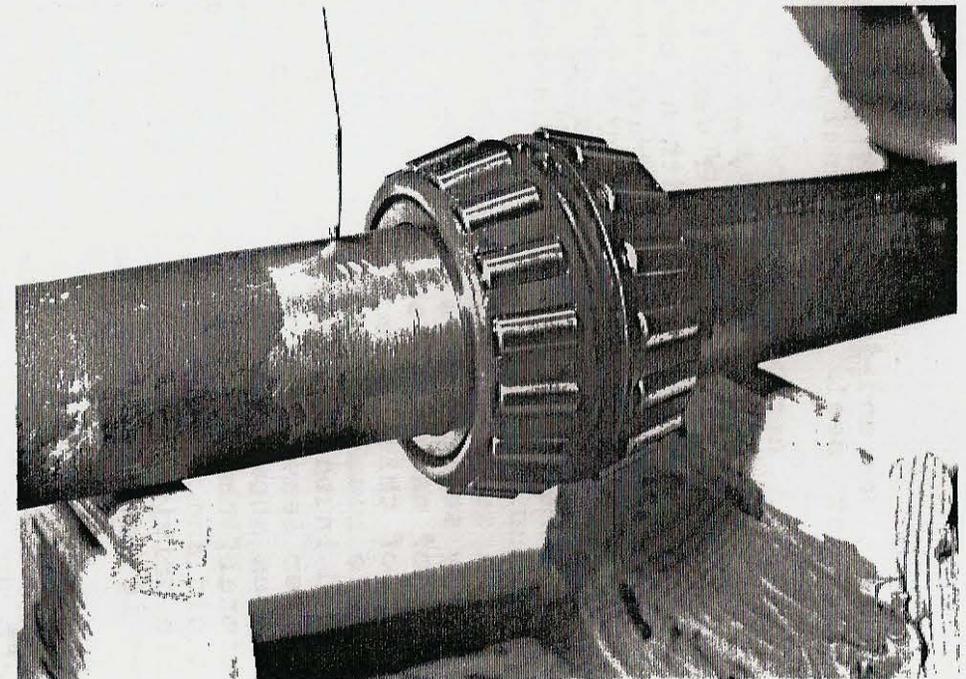
The balance of the photos shown focus on the inner rear axle seal project for our current Airflow - a CV. I made a picture of the original type seal - a Victor #49049 - replacement for the factory item. The Victor item consists of a flat round washer, a felt donut, and a steel cup with crimped tabs to hold everything together. One of my parts books lists a Chrysler part number 602882 "oil washer" as the factory original part.

The modern seal is a CR 14262 specified to seal a 1.438" or 1 7/16" shaft. The seal measures .313" or 5/16" thick with an outside diameter of 2.245". The CR handbook 457010 of 1990, lists this seal for many





THESE SEVEN PHOTOGRAPHS SUPPORT THE TEXT BY  
JOHN W. SMITH ON PAGES 3 and 6 ON HOW TO  
REPLACE REAR AXLE SEALS & BEARINGS ON A CV.



applications and is probably the easiest to obtain, today. Other equivalent seals are National #473016 with the same dimensions as Victor #47255.

I started this project by making precise measurements and came up with a drawing for an adaptor. I went to a local machine shop and had two turned out of mild steel with an outside diameter of 2.485". This is for an interference fit into the axle housing's outer ends. The outer end bores measured 2.480" on my CV. The adaptor was driven into the axle housing with a slight interference fit which would hold it tightly in place. The adaptor's inside diameter was 2.250", as specified in both the CR and National manuals. The outside diameter for both CR and National seals is 2.254" calculated to provide a tight fit in the slightly smaller bore of the adaptor. The adaptor is 5/8" thick to allow plenty of material for the seal - which is 5/16" in thickness. The result of this project is to allow fresh modern seals to be tapped into the axle housing via the adaptor, thus sealing the axle. The hole drilled in the adaptor for the axle shaft to pass through is 1.5" in diameter leaving about 1/32" clearance around the axle shaft. One of the pictures shows the CV axle with the two new seals, one CR and one National, the adaptor, and the ancient Victor 49049. After looking at the old and the new seals and hearing of the problems that can happen while driving old cars in today's traffic, I am convinced the original item is best used in a museum car, but not in a driver!

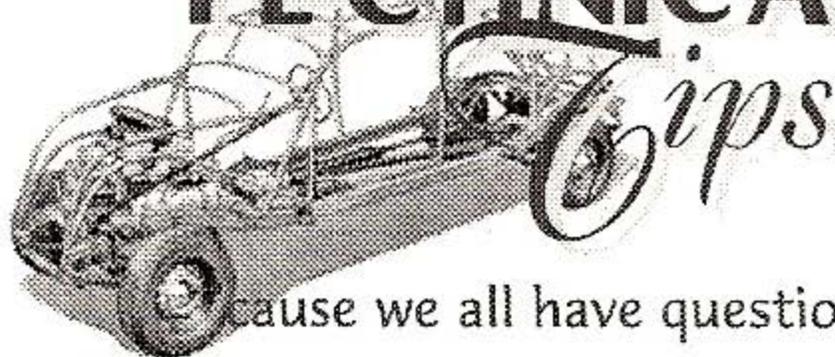
The location for the new type seal to ride is just inside the bearing. The seal company I worked with had some good advice to pass on... The shaft surface where the new seal works must be smooth and free of any burrs or the seal will tear itself apart very quickly. Fortunately, both my axles were really smooth. I looked in the CR catalogue and found something called a "Speedi-Sleeve" listed for the 1.438" Airflow shaft under part #99143. The item is best described as a very thin sleeve which provides a perfect surface for the seal to work. Another photo shows the new bearings installed on the axle which I was told is good insurance against axle breakage. Theoretically, worn bearings allow the axle shaft to move around and put extra stress on the shaft as it is held firmly in the third member. I have not proven this, but it made enough sense to me to install new bearings and cups. I'll keep my fingers crossed on this one.

**JOHN W. SMITH**  
13608 Hampstead Ct.  
Chantilly, VA 22021  
703-435-9285

" I loved hanging off of the  
door handle and hinge ... "  
**JOHN W. SMITH**  
---->



# TECHNICAL



## Help on Certain Replacement Seals for your Chrysler

because we all have questions!

Seal Use	CV	C-2	C-10	C-17
Trunion Shaft	RPL.	RPL.	RPL.CR13537 S.S. none	RPL.CR13537 S.S. none
Timing Case	RPL. S.S. CR99218	RPL. S.S.CR99218	RPL. S.S.CR99218	RPL. S.S.CR99218
Overdrive Shaft	RPL.Cn40x72x12 S.S.CR99156	RPL.CR18972 S.S.CR99156	RPL.CR18972 S.S.CR99156	RPL.CR18972 S.S.CR99156
Differential Pinion	RPL.CR17746 S.S. CR99175	RPL.CR17746 S.S. CR99175	RPL.CR17746 S.S. CR99175	RPL.CR17746 S.S. CR99175
Rear Axle Inner	RPL.CR14383 S.S.CR99143	RPL.CR14383 S.S.CR99143	RPL.CR14383 S.S.CR99143	RPL.CR14383 S.S.CR99143
Rear Axle Outer	OR.Natl.5688 RPL.CR19226	OR.Natl.5688 RPL.CR19226	OR.Natl.5688 RPL.CR19226	OR.Natl.5688 RPL.CR19226
Front Wheel Dust Cover	OR.STD43-221 RPL.CR18899	OR.STD43-221 RPL.CR18899	OR.STD43-221 RPL.CR18899	OR.STD43-221 RPL.CR18899
Steering Gear Box (upper)		RPL.CR 9826		

### Seal Information Code:

OR. - Original Number

RPL. - Replacement Number

S.S. Speedi-sleeve Number

Cn - Consolidated Seal

CR - Chicago Rawhide

*Thanks to Don Seeley for supplying these tips.*

# TECHNICAL Tips



cause we all have questions!

**The Airflow Forum, offers Helpful advice from Doug Conran and John Spinks regarding Axle Seals and Tail Light pins.**

## **Source for Axle Seals.....**

We are looking for a source for new rear inner and outer axle seals, differential pinion seal and transmission rear seals for 1934 Chrysler Airflow CU without OD. We had to tear down our differential after an axle shaft broke and need these seals to get back up and running. We would really like to find NEW rather than NOS as we have not had much luck with many of the NOS items that have rubber on them. Ray Corder, Brookville, OH

Dear Ray

Larry Chegwiddden of Portland, OR may be able to help you. Phone 503-253-8941 after 8 PM Pacific time. Address is; 6826 SE Stark ST. Portland, OR 97215. From ad in WPC Magazine.

Doug Conran, Benton Harbor, MI

## **Bent Pins Question.....**

Does anyone know of a source for the little bent pins that hold the tail light lenses into the tail light housing ring? These are force fit into the lip around the ring and exert force on the lens to hold them in place. I believe each one takes 3 pins? I need of all six, but could get by with 3-4. I can imagine they are pretty scarce, so has anyone ever made them from scratch? Thomas Cave, Santa Maria, CA

Hi Tom,

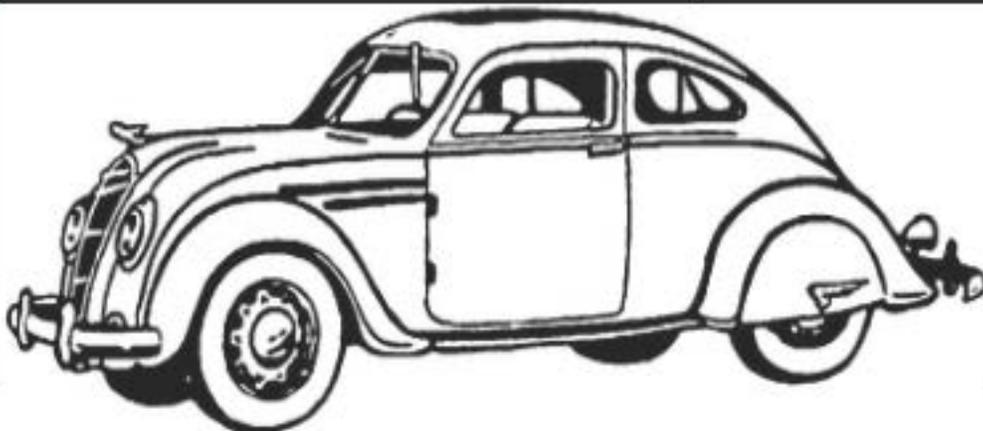
If you draw a blank on this one the small clips can be made

from high tensile wire. If you need a set made please let me know and I will find time; somehow, to make them for you. How much time do I have for this? I will post a photo of the offending pieces under; "When you are desperate for parts" in the Photos Section (Yahoo) so as to confirm that this is what you need.

Cheers, John Spinks, Pakenham, Victoria, Australia

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## **AIRFLOW CLUB INTERNET FORUMS**

The Airflow Club participates in two internet forums, one hosted by the AACA and other hosted by Yahoo. The easiest way to reach the AACA Forum is to go to the Airflow Club Home Page at <<[www.airflowclub.com](http://www.airflowclub.com)>> and at the bottom of the page click on the AACA Forum address. If you want to access the forum directly, their address is <<<http://forums.aaca.org>>>. Then click on Forums. This opens all the forum lists. Click on Register Here and register

as a forum member, then scroll down the list Airflow Club of America in the Chrysler Products group.

Yahoo also host a forum for us. To access their forum go to <<<http://auto.groups.yahoo.com/groups/Airflow>>>.