



## Some Airflow Manuals Are In Error... by John Spinks

This information may save some members from serious damage to certain Airflow models based on incorrect information printed in certain early factory maintenance manuals. Some very expensive damage can occur if the original directions are followed.

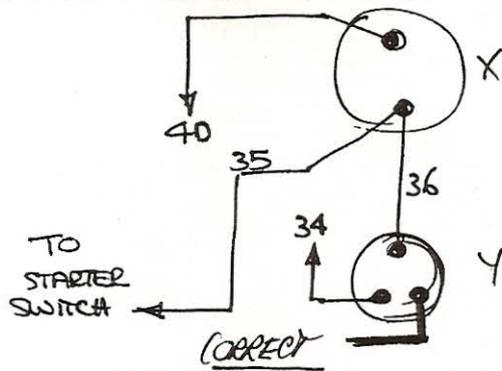
The following corrections note the Airflow Manuals I have encountered that have errors:

**CHRYSLER AIRFLOW MANUAL - 1934 - FIRST EDITION - FEBRUARY 1934.** On page three the text titled "Drive Pinion & Bearings", tells you to remove a thin shim (23) from behind the forward pinion bearing to relieve a tight pinion. This is not correct. The text should read **ADD** a thin shim (23) behind the forward pinion bearing to relieve a tight bearing. Failure to observe this correction can lead to a tight pinion with possible failure caused by overheating.

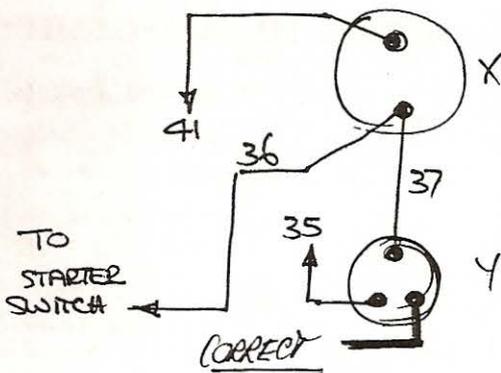
The second error appears in the **CHRYSLER MASTER MAINTENANCE MANUAL** that covers models - CU, CV, CA, CAX, CB, C1, C2, C3, C2, C6, C7, C8, C9, C10, C11.

The service standards for models C9, C10, C11 in "Group 15", page C 3-11, refers to wiring diagram illustration number C9 - 7A26 and C10 - 7A27. Refer to wiring diagram illustration C9 - 7A26 and you find: CC= starter switch; X= fuel gauge panel unit; Y= ignition switch & lock. Wire 35 connects the starter switch to the terminal on the fuel gauge with wire 40. Wire 36 connects the ignition switch to the fuel gauge.

If you wire your Airflow per this configuration a disaster will occur. The moment the starter switch is depressed, the solenoid will draw many amperes through the very sensitive movement of the fuel gauge thereby burning out the gauge immediately! The **REMEDY** is this: Wire 35 should connect to wire 36 at the terminal on the fuel gauge. Only one wire should connect the other terminal - that is #40.



A third error centers on illustration C10 - 7A27. DD= starter switch; X= Fuel gauge panel unit; Y= ignition switch & lock. The diagram is incorrect as printed therein. The **REMEDY** is: Wire 35 should connect to wire 37 at the terminal on the fuel gauge. Only one wire should be connected to the other terminal - that is #41.



I felt very lucky to discover this error prior to installation of a new wiring harness in my C9 coupe. No doubt these printing errors explain why so many Airflows are found with non-working fuel gauges!

## 1989 A.C.A. National Meet - Strasburg

Here's the first information to be held at Strasburg, Pennsylvania BOB MILBRAND, for more information 545-7184. Bob has campground info for

Plan to attend the Airflow Club 20 - 21 - 22. Strasburg, PA is a Lancaster, PA. The Strasburg Inn overlooking the beautiful Pennsylvania. There is plenty to do and see in the stay late! Many Amish people live and buggies add a charming backdrop around the Inn. A nearby auto museum numerous restored old town buildings charming and appealing. Have you ever local bakery can oblige! (Sticky buns)

You may make reservations directly at the Strasburg Inn, Route 896, Historic Strasburg, PA 17579. Outside of the 0201. Within the state phone, 800-411 will receive a discount if you request affiliation. The current rates occupancy - \$56.00. Triple or quadruple Add 6% PA tax. Children under 18 stay the same room. Meet registration for



## 'Flowtoons ... by Joe Geniec

