

The master cylinder for Dodge pickups up to around 54-55 are interchangeable with the Airflow master cylinder. The tailpipe for '59 Dodge all models except convertible with single exhaust makes a good replacement for the Airflow. The front of the pipe has to be trimmed off for the right length, otherwise it works just like new. The "ARVIN" part number is L 2551.

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 carberation 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 Truimph TR3, 1953-58.

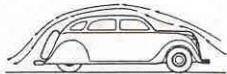
MASTER BRAKE CYLINDERS for a 1936 Chrysler are the same as NAPA #544 for a 1952 Dodge truck.

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.

Tricks & Tips



HEAD GASKETS -

All 8 cylinder Chrysler Airflow engines with cast iron heads can use a modern copper-asbestos head gasket still manufactured by "VICTOR". The catalogue number is 1027-C. This gasket can be ordered through any NAPA dealer or any auto parts house that handles "VICTOR" products. Unfortunately, this gasket is not compatible for use with aluminum heads

because of electrolysis problems. This gasket was intended for use on 1939-1950 Chrysler auto and marine engine applications, but it will work with older engines as long as the head is of cast iron.

MASTER CYLINDERS -

A master brake cylinder of recent manufacture that will fit any DeSoto or Chrysler Airflow, 1934-37, may still be ordered through a NAPA dealer. It is NAPA master cylinder #544. In some dealers' listings it may be listed in a separate section of "soon to be discontinued parts", so

insist the parts man look thoroughly in his catalogue. The same cylinder was also made, until recently, by "EIS". The catalogue number is EIS #544. There very well may be cartons containing this vital restoration item lurking on a dusty shelf still unsold. Check with your "EIS" brake parts dealer or watch the swap meets for this item. Be certain not to ask for this part by its' Airflow application; the item is no longer listed that way. It was used more recently on some 1950's Ford and Dodge trucks as well as a surge brake cylinder on some trailers...

**Glad
you
asked that**

A LIST OF PART NUMBERS THAT MAY BE HELPFUL IN RESTORING AND MAINTAINING OUR AIRFLOW CARS. It should be noted that I have a C-10 and therefore, in most cases the numbers are peculiar to Chryslers and in some cases do not apply to Chrysler Airflows of other models.
-- Harry Thomas

Clutch Plate - Borg & Beck	CD 575
Clutch Press Assem - Borg & Beck Model 871	Type 11A6
Universal Joint - Borg Warner '36 & '37	-- 114-352
Brake hoses - Bendix (front)	8282
(rear)	8290
Wagner (front)	4497
(rear)	4000
Master Cylinder - Wagner	F 544
Master Cylinder Kit - Wagner	F 3613
Wheel Cylinder - Wagner (left front)	F 3747
(right front)	F 3748
Tie Rod Ends - Thompson or Moog	ES 49
Fuel Pump - AC	489
Roller bearing on rocker idler arm '36 & '37	-
Torrington	BH-1624
Water Pump Kit - Toledo	W-8038
Delco Shocks (right front)	1735CX
(left front)	1735DX
(right rear)	1733CX
(left rear)	1733DX
Fanbelt - Goodyear or Kelley	#50
Raybestos	563
Miller	V-14
Oil Filter - AC	P.21S
Overdrive Seal - National	6404

MOTOR PARTS

Timing Chain - Borg Warner	TC-405
Timing Chain Sprocket (for crankshaft)	Cloyes S-198
Valve Springs - Sealed Power	VS-305
Camshaft Bearings - Sealed Power (set)	1079-M
Rear Main Bearing - Federal Mogul	9973-SB
Front Main Bearing - Federal Mogul	9331-SB
Center Main Bearing - Federal Mogul	9332-SB
No. 2 & No. 4 Main Bearings - Federal Mogul	9333-SB
Rod Bearings - Federal Mogul	8645-SB
Valves, intake - Thompson	V-836
Toledo	V-945
Chrysler	623652
Valves, exhaust - Thompson	S-835
Toledo	S-944
APC - Nu Krome	839
Chrysler	670507
Exhaust Valve Seat Insert (same O.D. as Dodge)	-
Thompson	IS-207
Oil Pan Gasket - Victor	30405
Head Gasket - Victor	848
McCord	6212
Felpro	7282
Pistons - interchange with Dodge flat-head top ring groove is different from the original Airflow piston.	

The Club thanks Harry for the above contribution of numbers useful in searching for New Old-Stock parts. Harry says this listing of NOS parts is not intended to be all inclusive to include all other brands etc. But it can be useful to your local parts supplier as well as to you when you hit the flea market.