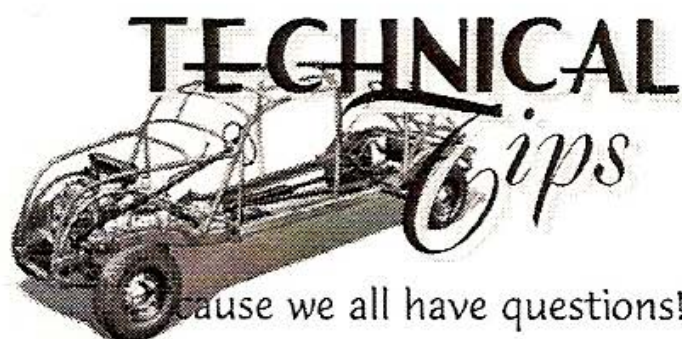


Mechanical Specifications of

Line Number	MAKE AND MODEL	Wheelbase (In.)	Tire Size (In.)	ENGINE																									
				Make and Model	No. of Cylinders Bore and Stroke	Tumble H.P.	Platen Displacement	Weight per Cu. In. Sp. 4 door sedan	H.P. per Cu. In.	Maximum Brake H.P. at Specified R.P.M.	Engine Revolutions per Mile	Weight per H.P. Sp. 4 door sedan	Compression Ratio	Cylinder Head	Valve Arrangement	Camshaft Drive (Make)	Platen Material	Crankshaft Counterbalanced	Vibration Damper	No. Main Bearings	Main Bearings Connecting Rods	Camshaft Wristpins	Timing Drive	Oil Cleaner Make	Crankcase Vent.	Air Cleaner Make	Engine Temperature Control	Carburetor Make	
1	Auburn.....6-52	119	5.50/17	Lyc...WF	6-3 1/2 x 4 1/2	22.5	209.9	...	.41	85-3500	3540	...	6.20	AL	L	Whit	Als	Y	Y	4	Y	Y	Y	N	Pur	Y	...	...	Car
2	Auburn.....6-52	119	6.25/16	Lyc...WF	6-3 1/2 x 4 1/2	22.5	209.9	...	.41	85-3500	3540	...	6.20	AL	L	Whit	Als	Y	Y	4	Y	Y	Y	N	Pur	Y	...	...	Car
3	Auburn.....8-50	126	6.25/16	Lyc...GF	8-3 1/2 x 4 1/2	30.0	279.9	...	.36	100-3400	3360	...	5.30	CI	I	Whit	Als	Y	Y	5	Y	Y	Y	N	Pur	Y	...	...	Str
4	Auburn.....8-50	126	6.25/16	Lyc...GG	8-3 1/2 x 4 1/2	30.0	279.9	...	.41	115-3600	3860	...	6.20	AL	L	Whit	Als	Y	Y	4	Y	Y	Y	N	Pur	Y	...	...	Str
5	Auburn.....12	133	6.50/17	Lyc...BB	12-3 1/2 x 4 1/2	46.8	391.1	...	.41	160-3400	3340	...	5.75	...	H	L-B	Als	Y	Y	4	Y	Y	Y	N	Pur	Y	...	...	Str
6	Austin.....	75	3.75/18	Own.....	4-2.2x3	7.8	45.6	24.8	.28	13-3200	145	5.3	...	L	Spir	Al	N	N	2	N	Y	Y	N	No	Y	No	No	Th	
7	Buick.....34-50	119	7.00/16	Own.....	8-2 1/2 x 4 1/2	28.2	235.3	16.4	.37	88-3200	3360	43.8	5.25	CI	I	GE	CI	Y	Y	5	Y	Y	Y	N	Y	AC	Y	AC	Mar
8	Buick.....34-60	128	7.50/16	Own.....	8-3 1/2 x 4 1/2	30.6	278.1	15.5	.36	100-3200	3190	43.0	5.25	CI	I	GE	CI	Y	Y	5	Y	Y	Y	N	Y	AC	Y	AC	Mar
9	Buick.....34-90	136	7.50/16	Own.....	8-3 1/2 x 5	35.1	344.8	13.6	.34	116-3200	2950	40.5	4.95	CI	I	GE	CI	Y	Y	5	Y	Y	Y	N	Y	AC	Y	AC	Mar
10	Cadillac.....355-D	128-36-46	7.00/17	Own.....355D	8-3 1/2 x 4 1/2	36.4	353	13.8	.33	130-3400	3185	42.5	6.25	CI	L	Mor	Al	Y	Y	4	Y	Y	Y	Y	Y	Y	AC	AC	D.L
11	Cadillac.....378-D	146	7.50/17	Own.....370D	12-3 1/2 x 4	46.9	368	...	.37	150-3600	3220	...	6.00	CI	I	Mor	Al	Y	Y	5	Y	Y	Y	Y	Y	Y	AC	AC	D.L
12	Cadillac.....452-D	154	7.50/17	Own.....452D	16-3x4	57.5	452	...	.40	185-3800	3110	...	6.00	CI	I	Mor	Al	Y	Y	5	Y	Y	Y	Y	Y	Y	AC	AC	D.L
13	Chevrolet...Master	112	5.50/17	Own.....	6-3 1/2 x 4	26.3	206.8	15.4	.39	80-3300	3000	39.9	5.45	CI	I	Gear	CI	Y	Y	3	Y	N	Y	N	Y	No	Y	AC	No
14	Chevrolet...Std.	107	5.25/17	Own.....	6-3 1/2 x 3 1/2	26.3	181.0	14.2	.33	60-3000	3100	43.0	5.35	CI	I	Gear	CI	Y	Y	3	Y	N	Y	N	Y	No	Y	AC	No
15	Chrysler...Six	117-121	6.50/16	Own.....	6-3 1/2 x 4 1/2	27.3	241.5	12.9	.39	93-3400	3050	...	5.40	L	Ch	Al	Y	Y	4	Y	Y	Y	N	Y	Y	Y	AC	Th	B&B
16	Chrysler...Royal 8	123	7.00/16	Own.....	8-3 1/2 x 4 1/2	33.8	298.6	12.6	.41	122-3400	2940	...	6.5	Al	L	Ch	Al	Y	Y	5	Y	Y	Y	N	Y	Y	AC	Th	Str
17	Chrysler...Imp. 8	128	7.50/16	Own.....	8-3 1/2 x 4 1/2	33.8	323.5	...	.40	130-3400	2980	...	6.5	Al	L	Ch	Al	Y	Y	5	Y	Y	Y	N	Y	Y	AC	Th	Str
18	Chrysler...Imp. Cus. 8	146	7.50/17	Own.....	8-3 1/2 x 5	39.2	384.8	...	.39	150-3200	2780	...	6.5	Al	L	Ch	Al	Y	Y	5	Y	Y	Y	N	Y	Y	AC	Th	Str
19	Continental.....41	101 1/2	5.25/17	Own.....	4-3 1/2 x 4	18.2	143.1	14.8	.27	38-2600	3338	54.3	5.05	CI	L	LB	CI	N	N	3	Y	Y	Y	Y	N	Y	Ho	Th	Mar
20	De Soto.....Six	116 1/2	6.50/16	Own.....	6-3 1/2 x 4 1/2	27.3	241.6	...	.41	100-3400	3250	...	6.20	Al*	L	Ch	Als	Y	Y	4	Y	Y	Y	N	Y	Y	Y	Th	B&B
21	Dodge.....Six	117-121	6.25/16	Own.....	6-3 1/2 x 4 1/2	25.3	217.8	13.5	.40	82-3600	3310	...	5.6	CI	L	Ch	Al	Y	Y	4	Y	Y	Y	N	Y	Pur	Y	Th	Str
22	Duesenberg...J	142-153 1/2	7.00/19	Own.....	8-3 1/2 x 4 1/2	45.0	419.7	...	.63	320-4200	2460	...	5.2	CI	J	L-B	Al	Y	Y	5	Y	Y	Y	Y	Y	Pur	Y	AC	Th
23	Ford.....8	112	5.50/17	Own.....	8-3 1/2 x 3 1/2	30.0	221.0	...	.39	90-3800	3165	...	6.3	Al	L	Own	Al	Y	N	3	Y	Y	Y	N	N	No	No	No	Th
24	Franklin...Airman	132	7.00/17	Own.....	6-3 1/2 x 4 1/2	29.4	274.2	16.1	.36	100-3100	3083	44.2	5.12	Al	I	Whit	Als	Y	Y	7	Y	Y	Y	N	Y	Y	Y	AC	Th
25	Franklin...12	144	7.50/17	Own.....	12-3 1/2 x 4	50.7	398.2	14.0	.38	150-3100	2143	37.6	5.12	Al	I	L-B	Als	Y	Y	7	Y	Y	Y	Y	Y	Y	Y	AC	Th
26	Franklin...Olympic	118	6.00/17	Own.....	6-3 1/2 x 4 1/2	29.4	274.2	13.2	.36	100-3100	3091	...	5.12	Al	I	Whit	Als	Y	Y	7	Y	Y	Y	N	Y	Y	Y	AC	Th
27	Graham.....6	116	6.00/16	Own.....	6-3 1/2 x 4 1/2	25.3	224	14.1	.38	85-3400	3076	37.2	6.5	Al	L	L-B	Als	N	Y	7	Y	Y	Y	N	Y	Y	Y	AC	Th
28	Graham...Spec. 8	123	6.50/16	Own.....	8-3 1/2 x 4	31.2	245.4	13.8	.39	95-3400	2971	35.8	6.7	Al	L	L-B	Al	N	Y	5	Y	Y	Y	N	Y	Y	Y	AC	Th
29	Graham...Cus. 8	123	7.00/16	Own (e).....	8-3 1/2 x 4	33.8	265.4	13.5	.51	135-4000	2884	26.7	6.7	Al	L	L-B	Al	N	Y	5	Y	Y	Y	N	Y	Y	Y	AC	Th
30	Hudson.....8	116-123	6.25/16	Own.....	8-3x4 1/2	28.8	254.4	...	.42	108-3800	...	...	5.75	Al	GE	Al*	Y	Y	5	N	N	N	N	Y	...	Y	AC	Th	
31	Hupmobile...417	117	6.00/16	Own.....	6-3 1/2 x 3 1/2	29.4	224	13.5	.36	80-3400	3385	...	5.32	CI	L	Mor	Als	Y	Y	4	Y	Y	Y	Y	Y	Pur	Y	Bur	Th
32	Hupmobile...421J	121	6.50/16	Own.....	6-3 1/2 x 4 1/2	29.4	245.3	12.8	.38	93-3400	3385	...	5.75	CI	L	Mor	Als	Y	Y	4	Y	Y	Y	Y	Y	Pur	Y	Bur	Th
33	Hupmobile...427	127	7.00/16	Own.....	8-3 1/2 x 4 1/2	32.5	303.2	11.3	.38	115-3500	3063	...	5.8	CI	L	Mor	Als	Y	Y	5	Y	Y	Y	Y	Y	...	Y	...	Th
34	LaFayette.....	113	5.50/17	Own.....	6-3 1/2 x 4 1/2	25.3	217.8	...	.35	75-3200	...	...	5.54	CI	I	Own	Al	Y	Y	7	Y	Y	Y	Y	Y	Y	Y	AC	Au
35	LaSalle.....	119	7.00/16	Own.....	8-3x4 1/2	28.8	240.3	...	.36	95-3700	3270	...	6.5	CI	L	Whit	Al	Y	Y	5	Y	Y	Y	Y	Y	...	Y	AC	Th
36	Lincoln...V-12-136	136	7.00/18	Own.....	12-3 1/2 x 4 1/2	46.8	414.0	...	.36	150-3400	3070	...	6.1	Al	L	Mor	Al	Y	Y	4	Y	Y	Y	N	Y	No	N	AC	Th
37	Lincoln...V-12-145	145	7.50/18	Own.....	12-3 1/2 x 4 1/2	46.8	414.0	...	.36	150-3400	2975	...	6.1	Al	L	Mor	Al	Y	Y	4	Y	Y	Y	N	Y	No	N	AC	Th
38	Marmen.....16	145	7.00/18	Own.....	16-3 1/2 x 4	62.5	490.8	10.9	.41	200-3400	2520	26.8	5.75	...	I	Dia	Al	N	Y	5	Y	Y	Y	Y	Y	AC	Y	AC	Au
39	Nash...Big Six	116	5.50/17	Own.....	6-3 1/2 x 4 1/2	27.3	234.8	13.4	.38	88-3200	3275	38.3	5.25	...	I	Dia	Als	Y	Y	7	Y	Y	Y	Y	Y	Y	Y	AC	Th
40	Nash...Adv. 8	121	6.50/16	Own.....	8-3 1/2 x 4 1/2	31.2	260.8	13.6	.38	100-3400	3114	35.4	5.25	...	I	Dia	Als	N	Y	9	Y	Y	Y	Y	Y	Y	Y	AC	Th
41	Nash...Ambas. 8	133-142	7.00/17	Own.....	8-3 1/2 x 4 1/2	36.4	322.0	13.5	.39	125-3600	3048	34.6	5.25	...	I	Dia	Als	N	Y	9	Y	Y	Y	Y	Y	Y	Y	AC	Th
42	Oldsmobile...F-34	114																											



**Tuning up
the engine of
your Airflow
will make her
run smoother**

Periodic engine tune-up is essential in keeping an engine operating at its maximum efficiency. It is also essential that tune-up operations be performed in the proper sequence to obtain the most satisfactory results.

1. Battery and Line Voltage

Clean and tighten battery connections. The voltage unit should trip at 7.4 to 7.8 volts. Excess voltage will cause distributor points to burn. Tighten all wire connections.

2. Cylinder Head and Manifold Studs

Iron heads should be tightened while engine is WARM. Aluminum heads must be tightened while COLD.

3. Vacuum Test

If the engine is OK...reading should be 18" to 21" of vacuum.

4. Valve Clearance (if Vacuum Test Indicates Necessity)

Set the engine up to normal operating temperature. Remove right front wheel, wheel housing panel and valve cover plates. Adjust inlet tappets to .006" – exhaust .010".

5. Compression Test

This determines the conditions of valves, pistons and rings.

6. Spark Plugs

Clean and space gaps to .025". A wide gap reduces speed and power; a closer setting may cause uneven engine idle.

7. Distributor

Dress breaker points evenly using a stone. Adjust to .018".

8. Ignition Timing

Use mark on fan drive pulley or indicator in cylinder head. Breaker points should just start to open when crankshaft is rotated to 5°.

9. Fuel System

Disconnect main fuel line at fuel pump and blow out with compressed air. Clean strainer bowl and screen.

10. Air Cleaner

Remove cover, take out filter element, clean and dip in SAE 50 engine oil, drain and replace.

11. Carburetor

Check float level—5/64" from top of float chamber. Set idle after engine has reached running temperature and adjust throttle stop screw to an idle speed of not less than 6 mph.

THE FOLLOWING ARE SOME ELECTRICAL TUNE UP SPECIFICATIONS WHICH MAY PROVE HELPFUL TO SOME FELLOWS WHO INSIST ON PERFECTION IN THEIR RESTORATIONS.

CHRYSLER

		STARTER	GENERATOR			DISTRIBUTOR			
		Spinning Current	Brush Tension (oz.)	Charging Rate (hot) AMPS	Brush Tension (oz.)	MAIN	CONTROL	Cam Angle (degrees)	Spring Tension (oz.)
						Gap (inches)			
1934	6-CA, CB	65	24-28	20	22-26	16-20	.020	36	17-21
1934	8-CU, CV, CW	65	24-28	20	22-26	16-20	.015	31	19-23
1935	Airstream 6	65	31-42	21	36	36	.020	40	17-19
1935	Airstream 8	65	31-42	21	36	36	.018	29	18-20
1935	Airflow Imp. 8	65	24-28	20	22-26	16-20	.015	31	19-23
1936	Airstream 6	65	42-53	21	36	36	.020	38	16-20
1936	Airstream 8	65	42-53	21	36	36	.017	29	16-20
1936	Airflow 8	65	31-42	21	36	36	.018	27	16-20
1936	Imperial Cust. 8	65	31-42	21	36	36	.018	27	16-20
1937	6	65	42-53	20	23-27	23-27	.020	40	18-20
1937	Imperial 8	65	42-53	28	23-27	23-27	.018	28	18-20
1937	Cust. Imp. AF 8	65	31-42	28	23-27	23-27	.018	28	18-20

DESOTO

1934	SE6	65	24-28	20	22-26	16-20	.020	36	17-21
1935	Airstream 6	65	31-42	21	36	36	.020	40	17-19
1935	Airflow 6	65	31-42	21	36	36	.020	40	17-19
1936	Airstream 6	65	31-42	21	36	36	.020	38	16-20
1936	Airflow 6	65	42-53	21	36	36	.020	40	16-20

AND HERE IS SOME SCOOP CONCERNING THE ENGINE AND ITS ACCESSORIES.

CHRYSLER

CHRISLEN

		ENGINE COMPRESSION AT CRANKING SPEEDS IN POUNDS	SPARK PLUG GAP IN INCHES		INTAKE VALVE CLEARANCES IN INCHES		EXHAUST VALVE CLEARANCES IN INCHES		CARBURETOR FLOAT(or fuel) LEVEL
1934	6-CA, CB	121	.025	.005	.005				5/64 inches
1934	8-CU, CV, CW	125	.025	.005	.007				5/8 inches
1935	Airstream 6	117	.025	.006	.008				5/64 inches
1935	Airstream 8	121	.025	.006	.008				9/16 inches
1935	Airflow Imp. 8	125	.025	.006	.008				5/8 inches
1936	Airstream 6	119	.025	.006	.008				5/64 inches
1936	Airstream 8	124	.025	.006	.008				5/8 inches
1936	Airflow 8	124	.025	.006	.008				5/8 inches
1936	Cust. Imperial 8	132	.025	.006	.008				5/8 inches
1937	6	132	.025	.008	.010				5/64 inches
1937	Imperial 8	138	.025	.006	.010				5/8 inches
1937	Cus. Im. A Fl. 8	132	.025	.006	.010				5/8 inches

DESOTO

1934 6-SE	124	.025	.005	.007	5/64 inches
1935 Air Stream 6	118	.025	.006	.008	5/64 inches
1935 Airflow 6	132	.025	.006	.008	5/64 inches
1936 Airstream 6	119	.025	.006	.008	5/64 inches
1936 Airflow 6	132	.025	.006	.008	5/64 inches

THE FOLLOWING ARE SOME ELECTRICAL TUNE UP SPECIFICATIONS WHICH MAY PROVE HELPFUL TO SOME FELLOWS WHO INSIST ON PERFECTION IN THEIR RESTORATIONS.

CHRYSLER

	STARTER Spins	Current wo/load AMPS	GENERATOR Brush Tension (oz.) Charging Rate (hot) AMPS	DISTRIBUTOR Brush Tension (oz.) MAIN Gap (inches) Cam Angle (degrees) Spring Tension
--	------------------	----------------------	--	--

1934 6-CA, CB	65	24-28	20	22-26	16-20	.020	36	77-21
1934 8-CU, CV, CW	65	24-28	20	22-26	16-20	.015	31	19-23
1935 Airstream 6	65	31-42	21	36	36	.020	40	17-19
1935 Airstream 8	65	31-42	21	36	36	.018	29	18-20
1935 Airflow Imp. 8	65	24-28	20	22-26	16-20	.015	31	19-23
1936 Airstream 6	65	42-53	21	36	36	.020	38	16-20
1936 Airstream 8	65	42-53	21	36	36	.017	29	16-20
1936 Airflow 8	65	31-42	21	36	36	.018	27	16-20
1936 Imperial Cust. 8	65	31-42	21	36	36	.018	27	16-20
1937 6	65	42-53	20	23-27	23-27	.020	40	18-20
1937 Imperial 8	65	42-53	28	23-27	23-27	.018	28	18-20
1937 Cust. Imp. AF 8	65	31-42	28	23-27	23-27	.018	28	18-20

DESOTO

1934 SE6	65	24-28	20	22-26	16-20	.020	36	17-21
1935 Airstream 6	65	31-42	21	36	36	.020	40	17-19
1935 Airflow 6	65	31-42	21	36	36	.020	40	17-19
1936 Airstream 6	65	31-42	21	36	36	.020	38	16-20
1936 Airflow 6	65	42-53	21	36	36	.020	40	16-20

AND HERE IS SOME SCOOP CONCERNING THE ENGINE AND ITS ACCESSORIES.

CHRYSLER

ENGINE COMPRESSION AT CRANKING SPEEDS IN POUNDS

SPARK PLUG GAP IN INCHES

INTAKE VALVE CLEARANCES IN INCHES

EXHAUST VALVE CLEARANCES IN INCHES

CARBURETOR FLOAT(or fuel) LEVEL

1934	6-CA, CB	121	.025	.005	.007	5/64 inches
1934	8-CU, CV, CW	125	.025	.005	.007	5/8 inches
1935	Airstream 6	117	.025	.006	.008	5/64 inches
1935	Airstream 8	121	.025	.006	.008	9/16 inches
1935	Airflow Imp. 8	125	.025	.006	.008	5/8 inches
1936	Airstream 6	119	.025	.006	.008	5/64 inches
1936	Airstream 8	124	.025	.006	.008	5/8 inches
1936	Airflow 8	124	.025	.006	.008	5/8 inches
1936	Cust. Imperial 8	132	.025	.006	.008	5/8 inches
1937	6	132	.025	.008	.010	5/64 inches
1937	Imperial 8	138	.025	.006	.010	5/8 inches
1937	Cus. Im. A Fl. 8	132	.025	.006	.010	5/8 inches

DESOTO

1934	6-SE	124	.025	.005	.007	5/64 inches
1935	Air Stream 6	118	.025	.006	.008	5/64 inches
1935	Airflow 6	132	.025	.006	.008	5/64 inches
1936	Airstream 6	119	.025	.006	.008	5/64 inches
1936	Airflow 6	132	.025	.006	.008	5/64 inches

ACCURATE SETTING OF DISTRIBUTOR POINTS

BY RAY VERSAW

If you own a volt-ohmmeter you can set the points on your AIRFLOW distributor quickly and accurately. A volt-ohmmeter can be purchased for the same price as a dwell meter and will do just as good a job setting dwell, plus hundreds of uses around the auto and home. To use the ohmmeter function of your volt-ohmmeter to set your points proceed thusly:

1. At the ignition coil disconnect the small wire going from one side of the coil to the distributor and connect the ohmmeter from that wire to a good ground point. Use the lowest ohmmeter range. This puts the ohmmeter across the distributor points.
2. Turn the engine over until the points are closed and make sure you read zero ohms across the points. If the points are dirty or burned the meter will not read zero ohms, and the points should be corrected before proceeding further.
3. If new points have just been installed, adjust the points to approximately .020". Eyeball gauging is sufficient.
4. With the first three steps accomplished, have a helper crank the engine with the starter. The needle on the meter will pulsate about at some point on the dial. The better damped the meter movement is, the less the pulsating. For properly adjusted points on the AIRFLOW Eight the meter needle should pulsate at around 60% of full scale. Refer to a linear DC voltage scale and not to the non-linear ohm scale.
5. If your needle centers around a reading of less than 60% the points need to be closed, and if the needle reads over 60% the points need to be opened. This is derived from the fact that the dwell angle on Chrysler AIRFLOW Eights is 27 degrees, which is 60% of the 45 degree cam angle. The needle will read the same percentage of full scale as the percentage of time that the points are closed.
6. For DE SOTO AIRFLOW Sixes the meter should read 63% of full scale. Readings in the range of 60% to 66% of full scale are satisfactory for either the Eights or Sixes, and are still more accurate than setting by gauge.
7. The point dwell can be checked without removing the distributor cap however it will have to be removed to make adjustments. Always disconnect the small wire at the coil to make readings and be sure to re-connect the wire after readings and adjustments are made.

I first learned of using an ohmmeter for the dwell meter function during World War II, when we used ohmmeters to adjust the antenna switching contacts on an early model of airborne radar.

Ray Versaw

Ed. Note. Raymond Falle's monthly electrical page has been delayed in the mail, so we present instead this interesting bit of information. More from Raymond later.

VOLTAGE AND CURRENT REGULATOR TEST SPECIFICATIONS

Two Step, Voltage Controlled, Current Regulators

Make	Model	Points Open	Points Close	Test Connections
Autolite	TC4100 (Entire Series)	8.4 to 8.9 Volts	6.8 to 7.1 Volts	Figure 10, Page 9
Autolite	TC4200 (Entire Series)	8.4 to 8.9 Volts	6.8 to 7.1 Volts	Figure 10, Page 9
Autolite	TC4304	8.0 to 8.5 Volts	6.9 to 7.2 Volts	Figure 10, Page 9
Autolite	TC4304A	8.0 to 8.5 Volts	6.9 to 7.2 Volts	Figure 10, Page 9
Autolite	TC4300 (All Others)	8.4 to 8.9 Volts	7.3 to 7.6 Volts	Figure 10, Page 9
Delco Remy	5539	8.5 to 8.9 Volts	7.0 to 7.5 Volts	Figure 10, Page 9
Delco Remy	5540	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5542	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5544	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5546	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5548	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5549	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5550	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5551	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5552	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5554	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5555	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5556	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5558	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5581	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5582	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5583	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5584	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5585	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5589	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5590	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5593	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5594	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5595	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9
Delco Remy	5800	7.7 to 8.0 Volts	6.7 to 7.1 Volts	Figure 10, Page 9
Delco Remy	5804	8.1 to 8.5 Volts	7.2 to 7.5 Volts	Figure 10, Page 9
Delco Remy	5805	8.3 to 8.6 Volts	7.3 to 7.7 Volts	Figure 10, Page 9

Vibrating Current Control Regulators

Make	Model	Current Setting—No Load	Current Setting—With Load	Test Connections
Delco Remy	5541	13 to 16 Amperes	19 to 22 Amperes with 11 Ampere Lamp Load	Figure 15, Page 12
Delco Remy	5543	7.5 to 8.5 Amperes	11 to 13 Amperes with 7 Ampere Lamp Load	Figure 15, Page 12
Delco Remy	5545	6.5 to 7.5 Amperes	10 to 12 Amperes with 7 Ampere Lamp Load	Figure 15, Page 12

Vibrating Voltage Regulators

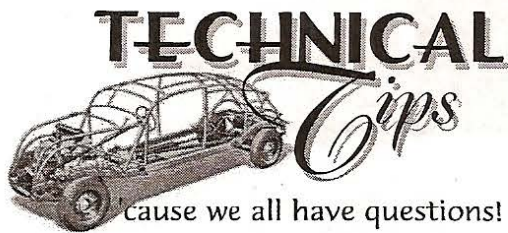
Make	Model	Voltage Setting with Generator Charging at 8 to 10 Amperes	Test Connections
Autolite	VRD-4002A	7.4 to 7.9 Volts	Figure 12, Page 10
Delco Remy	5557	7.5 to 7.8 Volts	Figure 12, Page 10
Delco Remy	5558	7.5 to 7.8 Volts	Figure 12, Page 10
Delco Remy	5591	7.7 to 8.0 Volts	Figure 12, Page 10
Delco Remy	5592	7.7 to 8.0 Volts	Figure 12, Page 10
Delco Remy	5600	7.3 to 7.6 Volts	Figure 12, Page 10
Delco Remy	5803	7.3 to 7.6 Volts	Figure 12, Page 10

Combination Vibrating Voltage and Current Regulators

Make	Model	Voltage Setting with Generator Charging at 8 to 10 Amperes	Current Setting	Test Connections
Autolite	VRB-4004B	7.4 to 7.9 Volts	26 to 28 Amperes	Figure 14, Page 11
Autolite	VRB-4005A	7.4 to 7.9 Volts	20 to 22 Amperes	Figure 14, Page 11
Delco Remy	5559	7.5 to 7.8 Volts	20 to 22 Amperes	Figure 14, Page 11
Delco Remy	5587	7.3 to 7.6 Volts	20 to 22 Amperes	Figure 14, Page 11
Delco Remy	5596	7.3 to 7.6 Volts	20 to 22 Amperes	Figure 14, Page 11
Delco Remy	5597	7.3 to 7.6 Volts	26 to 28 Amperes	Figure 14, Page 11
Delco Remy	5599	7.3 to 7.6 Volts	26 to 28 Amperes	Figure 14, Page 11
Delco Remy	5809	7.3 to 7.6 Volts	24 to 26 Amperes	Figure 14, Page 11
Delco Remy	5810	7.3 to 7.6 Volts	24 to 26 Amperes	Figure 14, Page 11

IMPORTANT NOTE — All of the specifications given above are for a COLD regulator (70 degrees). If the regulator is hot (150 degrees — very warm to the touch) the settings will read about 5% lower than those given herein.

CAR MAKE AND MODEL	No. Cylinders, Bore and Stroke	VALVE TIMING		OPERATING TAPPET CLEARANCE		IGNITION						CAR MAKE AND MODEL	No. Cylinders, Bore and Stroke	VALVE TIMING		OPERATING TAPPET CLEARANCE		IGNITION											
		Intake Valve Opens Before or After T. C.		Inlet Tappet Gap (In.)	Exhaust (In.)	Piston and Rod Assembly Removed From	Spark Plug Gap (In.)	Breaker Point Gap (In.)	Spark Occurs	No. Flywheel Teeth Spark Occurs—TC	Breaker Housing			Intake Valve Opens Before or After T. C.		Inlet Tappet Gap (In.)	Inlet (In.)	Exhaust (In.)	Piston and Rod Assembly Removed From	Spark Plug Gap (In.)	Breaker Point Gap (In.)	Spark Occurs	No. Flywheel Teeth Spark Occurs—TC	Breaker Housing					
		No. of Degrees	No. of Flywheel Teeth											No. of Degrees	No. of Flywheel Teeth														
Chevrolet Std. 1934	6-3 1/2x3 1/2	4B.	134B.	.010	.006 H.	.013 H.	.032	.018	100B.	3 1/2 B.	Adv.	5	10	85.	Hupmobile 527. 1935	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	8	24	70.
Chevrolet Master. 1935	6-3 1/2x4 1/2	4B.	134B.	.006	.006 H.	.013 H.	.032	.021	5B.	2B.	Adv.	5	11	100.	Jordan JE. 1928	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	8	24	70.
Chevrolet Std. 1934	6-3 1/2x4 1/2	4B.	134B.	.006	.006 H.	.013 H.	.032	.021	5B.	2B.	Adv.	5	11	100.	Jordan E. 1929	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	8	24	70.
Chrysler 52. 1928	4-3 1/2x3 1/2	.010 A.	1 1/2 A.	.008	.004 H.	.006 H.	.028	.018	063 B.	4 B.	Adv.	4	14	70.0.	Jordan RE. 1929	8-3 1/2x4 1/2	3A.	1 1/2 A.	.012	.004 H.	.006 H.	.030	.024	15B.	4 1/2 B.	Adv.	6	17	80.0.
Chrysler 62. 1928	6-3 1/2x4 1/2	.014 A.	2A.	.008	.004 H.	.006 H.	.028	.020	030 B.	2 1/2 B.	Adv.	4	14	70.0.	Jordan U, 70, 80. 1930-31	8-2 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 72. 1928	6-3 1/2x4 1/2	.017 A.	2A.	.008	.004 H.	.006 H.	.028	.020	067 B.	4 B.	Adv.	4	14	70.0.	Jordan Z Speedway. 1930	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chry. Imp. 80. 1928-29-30	6-3 1/2x4 1/2	6A.	2A.	.008	.006 H.	.008 H.	.025	.022	035 B.	3 1/2 B.	Adv.	8	19	90.0.	Kiesel 8-95. 1929-30	8-2 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 65. 1929	6-3 1/2x4 1/2	.014 A.	2A.	.011	.004 H.	.006 H.	.025	.018	020 B.	3 B.	Adv.	8	19	90.0.	Kiesel 8-126. 1929-30	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 75. 1929	6-3 1/2x4 1/2	6A.	2A.	.008	.004 H.	.006 H.	.025	.022	067 B.	4 B.	Adv.	6	13	80.0.	LaFayette. 1934	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 66. 1930-31	6-3 1/2x4 1/2	2A.	2A.	.011	.005 H.	.007 H.	.030	.020	020 B.	4 1/2 B.	Adv.	6	13	80.0.	LaSalle 3510. 1935	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 70. 1930-31	6-3 1/2x4 1/2	2A.	2A.	.011	.005 H.	.007 H.	.030	.020	035 B.	3 1/2 B.	Adv.	6	13	80.0.	LaSalle 303. 1927-28	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 77. 1930	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.027	.022	83 B.	3B.	Adv.	6	16	84.0.	LaSalle 328. 1929	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 80. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	068 B.	4B.	Adv.	6	16	84.0.	LaSalle 340. 1930	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 81. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	047 B.	3 1/2 B.	Adv.	8 1/2	109.	76.0.	LaSalle 345. 1931	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 82. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3B.	Adv.	6	19	80.0.	LaSalle 345-B. 1932-33	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 83. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	038 B.	3 1/2 B.	Adv.	8 1/2	109.	76.0.	LaSalle. 1934	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 84. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	LaSalle. 1935	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 85. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Lincoln. 1928 to 1930	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 86. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Lincoln V-8. 1931-32	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 87. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Lincoln V-12. 1931-32	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 88. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Lincoln V-12-136. 1933	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 89. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Lincoln V-12-145. 1933	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 90. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Lincoln V-12. 1934	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 91. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Lincoln V-12. 1935	8-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 92. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Loco. 48-9-10. 1926-27-28	6-4 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 93. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Locomobile 90. 1927-28-29	6-3 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 94. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Locomobile 8-66. 1927	8-2 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 95. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Locomobile 8-70. 1928-29	8-2 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 96. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Locomobile 8-86. 1928	8-2 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 97. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Locomobile 8-90. 1928-29	8-2 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 98. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Locomobile 8-92. 1928-29	8-2 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 99. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Locomobile 8-94. 1928-29	8-2 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 100. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Locomobile 8-96. 1928-29	8-2 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 101. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Locomobile 8-98. 1928-29	8-2 1/2x4 1/2	3A.	1A.	.008	.018	.013	.028	.021	7B.	2 1/2 B.	Adv.	6	17	80.0.
Chrysler 102. 1931	6-3 1/2x4 1/2	6A.	2A.	.011	.005 H.	.007 H.	.022	.020	010 B.	3 1/2 B.	Adv.	6	16	84.0.	Locomobile 8-100. 1928-29	8-2 1/2x4 1/2	3A.												



Taking off the door handles

I've got an S-2 and I need to replace some cracked window glass in the doors. How do I remove the handles? Is it the traditional Mopar slide-in tool or something else? Also, are the inside panels removed just by prying out the spring clips? Any help would be appreciated! Thanks, Craig Miller

Craig, the handles for 34-35 have a small pin, you press in the extrusion plate, locate the pin and use a thin punch or small nail to press it through. Hopefully '36 is the same. The door panels have spring clips, a flat blade with a 1/4-1/2" slot in the center will slide around each one and a gentle pry should pop it out. A few models (our SG) came from the factory with one screw in the upper panel corner. Some spring clips are wire, some flat metal, slightly different prying required...

Hope that helps...John Heimerl

SAE 70 Aircraft Engine Oil for the Overdrive Transmission in S-2 Airflows...more input!

I am an Airflow Club Member here in Phoenix, AZ. I am also a member of Packards of Arizona, a Region of Packards International Auto Club. One of our Packard club members is a Bill Cutter, who runs *Cutter Aviation* here and in Albuquerque, NM. Theirs is a 70-year old family business of selling and servicing private aircraft. Bill has a 1941 Packard that has been in their family since new.

About your question about 70-weight aircraft oil for your overdrive...I have a reprint of the owners manual for the 1934 DeSoto and 1935 Chrysler and so I know exactly what you are looking at.

Bill says that you can get any quantity of Aircraft Quality Motor Oil from any airport service facility. He says that some of the designation descriptions have changed over the years, as has auto oil descriptions, but that you can find 60, 70, or 80 weight AQ oils at any airport.

I hope this will be of assistance, but I do not know how far you are from an airport.

Cordially, Lou Brehmer

Let's Roll Out the Welcome Mat for Our New MEMBERS

Mike and Nadine Cain, Fort Collins Colorado, were referred to the club by **Bob Merit**, **Gary Knight** and **Walter Knight**. (Walter Knight is currently a member). Mike and Nadine own a 1935 DeSoto 4-dr which he repurchased after selling it in 1992. He is restoring it now. They also owns several other vehicles.

From the archival files of Chuck Cochran

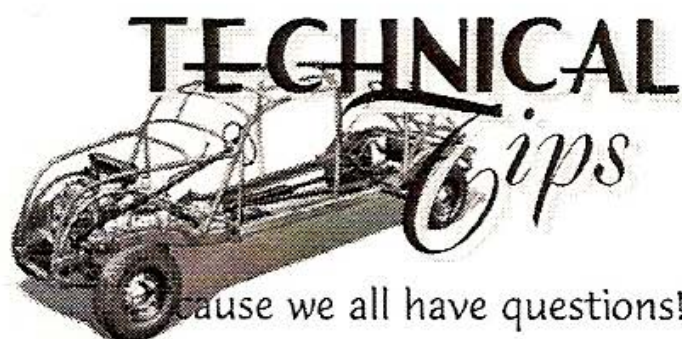
No. 6

Airflow BENCHMARKS

from the workbench of Scott McKibben

A sharing of the collection from staff meeting minutes...to customer complaints and design problems...to the hand written measurements of Scott McKibben, who was employed at Chrysler Motors Co. for about two years in the 1933-1935 era as a "bench engineer."

		CH	CV & CX	CU	SE	Date of last issue:
COIL	Make Model Location	DelcoRemy Body	DelcoRemy Body	DelcoRemy Body	DelcoRemy Body	7-20-34
DISTRIBUTOR	Make Model Type	DelcoRemy 661-Z 8 Lobe Cam	DelcoRemy 665-B 8 Lobe Cam	DelcoRemy 665-B 8 Lobe Cam	DelcoRemy 664-W Lobe Cam	
MAX. AUTO. ADV.) @ Engine R.P.M.)	Alum. C.I.				28° @ 3200	
Breaker Gap		.018	.018	.018	.020	
*SPARK TIMING) in Degrees)	C.I. Alum. High Cam	2° A.T.C.	6° A.T.C.	6° A.T.C.	3° A.T.C.	Engine - Ignition
FIRING ORDER		1-6-2-5- 8-3-7-4	1-6-2-5- 8-3-7-4	1-6-2-5- 8-3-7-4	1-5-3-6- -2-4	
SPARK PLUGS	Make Type: Std.	AC KL-9	AC KL-9	AC KL-9	AC KL-9	
Size		14 mm	14 mm	14 mm	14 mm	
Recommended Gap		.025	.025	.025	.025	520.5
*NOTE: Spark Timing for Standard Engines Underlined			With 661-T Distributor Timing T.D.C.	With 661-S Distributor Timing 50 A.T.C.		



**Tuning up
the engine of
your Airflow
will make her
run smoother**

Periodic engine tune-up is essential in keeping an engine operating at its maximum efficiency. It is also essential that tune-up operations be performed in the proper sequence to obtain the most satisfactory results.

1. Battery and Line Voltage

Clean and tighten battery connections. The voltage unit should trip at 7.4 to 7.8 volts. Excess voltage will cause distributor points to burn. Tighten all wire connections.

2. Cylinder Head and Manifold Studs

Iron heads should be tightened while engine is WARM. Aluminum heads must be tightened while COLD.

3. Vacuum Test

If the engine is OK...reading should be 18" to 21" of vacuum.

4. Valve Clearance (if Vacuum Test Indicates Necessity)

Set the engine up to normal operating temperature. Remove right front wheel, wheel housing panel and valve cover plates. Adjust inlet tappets to .006" – exhaust .010".

5. Compression Test

This determines the conditions of valves, pistons and rings.

6. Spark Plugs

Clean and space gaps to .025". A wide gap reduces speed and power; a closer setting may cause uneven engine idle.

7. Distributor

Dress breaker points evenly using a stone. Adjust to .018".

8. Ignition Timing

Use mark on fan drive pulley or indicator in cylinder head. Breaker points should just start to open when crankshaft is rotated to 5°.

9. Fuel System

Disconnect main fuel line at fuel pump and blow out with compressed air. Clean strainer bowl and screen.

10. Air Cleaner

Remove cover, take out filter element, clean and dip in SAE 50 engine oil, drain and replace.

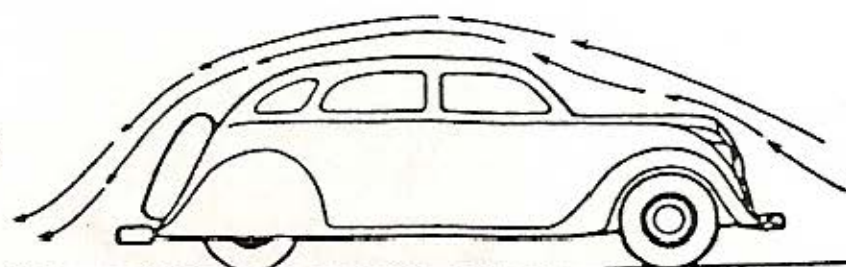
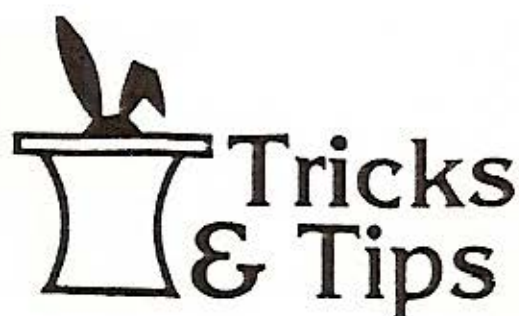
11. Carburetor

Check float level—5/64" from top of float chamber. Set idle after engine has reached running temperature and adjust throttle stop screw to an idle speed of not less than 6 mph.

TUNE-UP SPECIFICATIONS

CAR		STARTER LOAD DRAW				COM- PRES- SION	SPARK PLUGS		BREAKER POINTS		VALVE CLEARANCE		CARBURETOR		
Model	Year	Cranking		Look			Type	Gap	Tension	Gap	Intake	Exhaust	Make	Float Level	
Chart Key															
CHRYSLER -															
6-66	'30	175	4.5	475	3.6	76	10	.027	18	.021	.005	.007	Str.	3/64*	B
6-70	'30	175	4.5	475	3.6	74	10	.027	18	.021	.005	.007	Str.	23/64*	B
6-77	'30	150	4.4	600	3.0	76	10	.027	18	.022	.005	.008	Str.	23/64*	B
6-80	'30	150	4.4	600	3.0	99	2	.027	18	.022	.005	.008			
6-CM	'31	165	4.2	600	3.0	76	G12	.022	19	.020	.005	.007	Str.	9/32*	B
8	'31	150	4.4	600	3.0	76	G9	.022	18	.020	.005	.007	Str.	23/64*	B
8-CD	'31	150	4.4	600	3.0	84	G9	.022	18	.020	.005	.007	Str.	23/64*	B
8-IMP.	'31	150	4.4	600	3.0	76	G12	.022	18	.020	.005	.007	Str.	11/32*	B
6-CI	'32	165	4.2	600	3.0	101	K12	.028	19	.020	.005	.007	B&B.	1/32**	G
8-CP	'32	150	4.4	600	3.0	97	K12	.028	24	.014	.005	.007	Str.	23/64	B
8-IMP.	'32	150	4.4	600	3.0	97	K12	.028	24	.014	.005	.007	Str.	11/32	B
6-CO	'33	165	4.2	475	3.6	101	K10	.025	19	.020	.005	.007	Str.	9/16	H
8-CT	'33	160	4.0	600	3.0	97	K12	.025	21	.016	.005	.007	Str.	9/16	H
8-CQ	'33	160	4.0	600	3.0	97	K12	.025	21	.016	.005	.007	Str.	9/16	H
8-CL	'33	160	4.2	600	3.0	97	K12	.025	21	.016	.005	.007	Str.	9/16	H
6-CA	'34	150	4.2	600	3.0	121	S9	.025	19	.020	.005	.007	Car.	5/64	I
6-CB	'34	150	4.2	600	3.0	121	S9	.025	19	.020	.005	.007	Car.	5/64	I
8-CU	'34	165	4.0	600	3.0	125	SL9	.025	21	.015	.005	.007			
8-CV	'34	165	4.0	600	3.0	125	SL9	.025	21	.015	.005	.007			
ArStrm 6'	'35	200	5.0	640	3.0	117	K9	.025	18	.020	.006	.008	B&B.	5/64	I
ArStrm 8'	'35	200	5.0	640	3.0	121	KL9	.025	18	.018	.006	.008	Str.	9/16*	H
ArFlw 8'	'35	200	5.1	640	3.0	121	KL9	.025	18	.018	.006	.008	Str.	5/8*	H
ArFlImp8'	'35	180	5.1	600	3.0	125	KL9	.025	21	.015	.006	.008	Str.	5/8*	H
ArFlIC8-137						125	KL9	.025	21	.015	.006	.008	Str.	5/8*	H
AFIIC8-146															
CONTINENTAL															
4-40	'33	135	4.5	420	3.0	95	G10	.025	18	.018	.006	.008	Mar.	11/32	D
6-60	'33	135	4.5	420	3.0	97	G10	.025	18	.018	.006	.008	Mar.	1-3/8**	D
6-81	'33	160	4.1	520	3.0	98	G10	.025	18	.018	.006	.008	Mar.	1-3/8**	D
4-41	'34	135	4.5	420	3.0	93	G10	.025	18	.018	.006	.008	Mar.	11/32	D
CORD -															
8-L29	'30	150	4.6	600	3.0	99	10	.025	18	.020	.006	.008	Sch.	25/64**	A
8-L29	'31	150	4.6	600	3.0	99	10	.025	18	.020	.006	.008	Sch.	25/64**	A
8-L29	'32	150	4.6	600	3.0	99	10	.025	18	.020	.006	.008	Sch.	25/64**	A
(GOLD)															
8-V9	'30	245	4.1	475	3.0	93	2	.025	20	.020	.0015	.003			
8-V9	'31	245	4.1	475	3.0	93	2	.025	20	.020	.0015	.003			
8-V9	'32	245	4.1	475	3.0	93	2	.025	20	.020	.0015	.003			
DESOTO-															
6	'30	160	4.2	475	3.6	80	G11	.025	18	.020	.005	.007	Car.	11/16	F
8	'30	160	4.2	475	3.6	80	G11	.028	18	.020	.005	.007	Str.	11/64*	B
6-SA	'31	165	4.2	600	3.0	80	G11	.022	19	.020	.005	.007	Str.	23/64*	B
8-CF	'31	160	4.2	475	3.6	80	G10	.022	18	.020	.005	.007	Car.	11/16	F
6-SC	'32	164	4.2	600	3.0	101	K12	.028	19	.020	.005	.007	Str.	23/64*	B
6-SD	'33	165	4.2	475	3.6	101	K12	.025	19	.020	.005	.007	B&B.	1/32**	G
6-SE	'34	160	4.1	600	3.0	124	SL9	.025	19	.020	.005	.007	Car.	1/16	I
ArStm 6	'35	200	5.0	640	3.0	118	KL9	.025	18	.020	.006	.008	Car.	5/64	I
ArFlw 6	'35	200	5.1	640	3.0	132	KL9	.025	18	.020	.006	.008	B&B.	5/64	I
DODGE -															
6-DD	'30	160	4.2	475	3.6	80	G11	.020	18	.020	.005	.007	Car.	11/16	F
8-DC	'30	160	4.2	475	3.6	80	G10	.022	18	.020	.005	.007	Str.	23/64*	B
6-DH	'31	165	4.2	600	3.0	86	G11	.022	19	.020	.005	.007	Car.	11/16	F
8-DG	'31	150	4.4	600	3.0	86	G10	.022	18	.020	.005	.007	Str.	23/64*	B
6-DL	'32	165	4.2	600	3.0	85	K12	.028	19	.020	.005	.007	B&B.	1/32**	G
8-DK	'32	150	4.4	600	3.0	124	K12	.028	24	.014	.005	.007	Str.	23/64*	B
6-DP	'33	165	4.2	475	3.6	105	K12	.025	19	.020	.005	.007	Str.	5/8	H
8-DO	'33	160	4.0	600	3.0	124	K12	.025	21	.016	.005	.007	Car.	1/16	I
6-DR	'34	165	4.2	475	3.6	105	S9	.025	19	.020	.006	.008			
6-DS	'34	165	4.2	475	3.6	105	S9	.025	19	.020	.006	.008			
6	'35	180	5.0	505	3.0	132	K9	.025	18	.020	.006	.008	Str.	5/8*	P

CAR MAKE AND MODEL	No. Cylinders, Bore and Stroke	VALVE TIMING		OPERATING TAPPET CLEARANCE		IGNITION						CAR MAKE AND MODEL	No. Cylinders, Bore and Stroke	VALVE TIMING		OPERATING TAPPET CLEARANCE		IGNITION							
		Intake Valve Opens Before or After T. C.		Inlet Tappet Gap (In.)		Timing (1000ths of Inch Indicates Piston Travel)								Intake Valve Opens Before or After T. C.		Inlet Tappet Gap (In.)		Timing (1000ths of Inch Indicates Piston Travel)							
		No. of Degrees	No. of Fly-wheel Teeth	Inlet (In.)	Exhaust (In.)	Piston and Rod Assembly Removed From	Spark Plug Gap (In.)	Breaker Point Gap (In.)	Spark Occurs of TC	No. Fly-wheel Teeth Spark Occurs-TC	Breaker Housing			Capacity Crankcase (Qtz.)	Capacity Cooling System (Qtz.)	Compression Pressure, at Cranking Speed	No. of Degrees	No. of Fly-wheel Teeth	Inlet (In.)	Exhaust (In.)	Piston and Rod Assembly Removed From	Spark Plug Gap (In.)	Breaker Point Gap (In.)	Spark Occurs of TC	No. Fly-wheel Teeth Spark Occurs-TC
Chevrolet Std. 1934	6-3 1/2 x 3 1/2	45	125	0.10	0.06	0.13	105	2B	85	Hupmobile 527 1935	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	24	85		
Chevrolet Master 1935	6-3 1/2 x 4	45	125	0.10	0.06	0.13	105	2B	85	Jordan JE 1928	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	17	70		
Chevrolet Std. 1935	6-3 1/2 x 4	45	125	0.10	0.06	0.13	105	2B	85	Jordan E 1928	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	17	70		
Chrysler 52 1928	4-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Jordan RE 1929	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	17	70		
Chrysler 62 1928	6-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Jordan U, 70, 80 1930-31	8-2 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	14	70		
Chrysler 72 1928	6-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Jordan 90 1929-30	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chry. Imp. 80 1928-29	6-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Jordan Z Speedway 1930	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chrysler 65 1929	6-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Kissel 8-95 1929-30	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chrysler 75 1929	6-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Kissel 8-126 1929-30	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chrysler 66 1930-31	6-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	LaFayette 1934	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chrysler 70 1930-31	6-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	LaFayette 3510 1935	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chrysler Six 1930-31	6-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	LaSalle 303 1927-28	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chrysler 77 1930	6-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	LaSalle 328 1929	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chrysler Eight 1931	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	LaSalle 340 1930	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chrysler Imp. 8 1931	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	LaSalle 345 1931	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chrysler Eight 1932	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	LaSalle 345-B 1932-33	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chrysler Imp. 1932	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	LaSalle 1934	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chrysler Six 1932-33	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Lincoln 1935	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chrysler Royal 8 1933	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Lincoln V-8 1928 to 1930	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chrysler Imp. Cus. 8 1933	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Lincoln V-12 1931-32	12-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chry. Six CA & CB 1934	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Lincoln V-12-136 1932	12-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chry. Roy. Eight CU 1934	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Lincoln V-12-145 1933	12-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chrysler Imp. CV 1934	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Lincoln V-12 1934	12-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chry. Six CB 1934	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Lincoln V-12 1935	12-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chry. Air'm & C 1935	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Loco. 48-9-10 1926-27-28	6-4 1/2 x 5 1/2	2B	1B	0.07	0.05	0.07	0.05	0.07	0.05	Adv.	12	34	82		
Chry. Air'm 8-L-2 1935	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Locomobile 90 1927-28-29	8-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chry. Airflow 8-CL 1935	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Locomobile 8-66 1927	8-2 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chry. Air'm I. C-82 1935	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Locomobile 8-70 1927	8-2 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chry. Air'm I. C-83 1935	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Locomobile 8-70 1928	8-2 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Chry. Airflow I. C. 8 1935	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Marmon 6 1925-26	6-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Continental 4 1933	6-3 1/2 x 4	45	125	0.10	0.06	0.13	105	2B	85	Marmon 68 1928	8-2 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Continental C-660 1933	6-3 1/2 x 4	45	125	0.10	0.06	0.13	105	2B	85	Marmon 68 1929	8-2 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Continental Big 6 1933	6-3 1/2 x 4	45	125	0.10	0.06	0.13	105	2B	85	Marmon 78 1928-29	8-2 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Continental 41 1934	6-3 1/2 x 4	45	125	0.10	0.06	0.13	105	2B	85	Marmon 78 1930-31	8-2 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Cord L-29 1930 to 1932	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Marmon 78 1931	8-2 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
Cunningham V-8 1930-31	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Marquette 1929-30	6-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
DeSoto 1929	6-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Marquette 1931	6-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
DeSoto Six 1930	6-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Marquette 1932	6-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
DeSoto Str. 8 1930-31	8-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Marquette 1933	6-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
DeSoto 65A 1931	6-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Marquette 1934	6-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
DeSoto Six 1932	6-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Marquette 1935	6-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
DeSoto Six 1933	6-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Marquette 1936	6-3 1/2 x 4 1/2	3A	1A	0.18	0.18	0.28	0.21	7B	23	Adv.	8	18	70		
DeSoto 6-SE 1934	6-3 1/2 x 4 1/2	45	125	0.10	0.06	0.13	105	2B	85	Marquette 1937	6-3 1/2 x 4 1/2	3A	1A	0.											



Some Cross References from Tony Palmer

The following "NAPA" parts fit my 1934 Chrysler CU. (They may fit several later models, also.)
Condensor #RR-174; rotor #RR-99; distributor cap #RR-100; six volt ignition coil #IC-7; points assembly #CS-779-A; a paper element air filter that is a perfect substitute for the old wire-mesh filter, #2299; a closed, single-use cannister oil filter #1035.

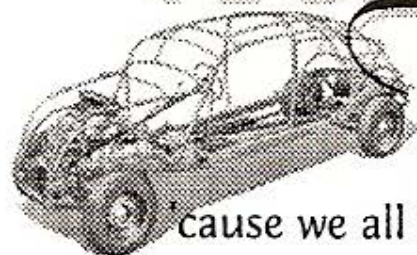
For "Standard Ignition Parts" there are:
condensor #DR-60; rotor #DR-142; points assembly #DR-1823; stop light brake switch #SLS-27.

For NOS bulbs, heater switches, Trippe wiper blades and arms, contact Tom Dunaway, P.O. Box 5074, Anderson, SC 29623.

For six-volt electric fuel pumps, contact Automotive Products Group, Walbro Corporation, Caro, MI 48723. Phone (517)673-7727 or Don McKinsey, P.O. Box 94-H, Wilkinson, IN 46186.

PHONE. (957) 420-9555.

TECHNICAL



Tips

'cause we all have questions!

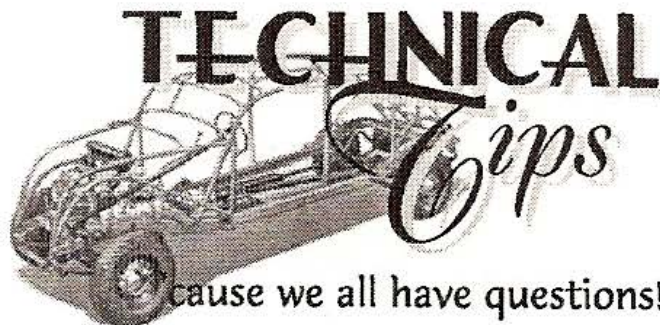
By the
numbers...NAPA
tune-up parts that
fit Airflows

DeSoto Airflow

	Points	Condenser	Distributor Cap	Distributor Rotor
1934	CS763A	RR174	RR95	RR83
1935-36	CS709	AL869	AL63	A62
	Gen. Brush	Rear Bushing	Starter Brushes	Bushing Dr. End
1934	R404	-	R500	4265
1935-37	A409	4278	A505	-

Chrysler Airflow

	Points	Condenser	Distributor Cap	Distributor Rotor
1934	CS779A	RR174	RR100	RR99
1935-37	CS709	AL869	AL66	AL65
(all exc.C-2)				
C-2	CS779A	RR174	AL100	RR99
	Gen. Brush	Rear Bushing	Starter Brushes	Bushing Dr. End
1934	-	-	R500	4265
1935-37	A409	4278	A505	4264
1935	-	-	R500	4264
Imperial				



Airflow Ignition Parts List

Item	CV	C-2	C-10	C-17
Points				
Delco	1871869	1871869		
Autolite			IGP3028A	IGP3028A
Echlin	CS779A	CS779A	CS709	CS709
Condenser				
Autolite			IG3927	IG3927
Delco	1869704	1869704		
Niehoff	DR-30	DR-30	AL-88	AL-88
Echlin	RR-174	RR-174	AL869	AL869
Rotor				
Autolite			IGP1016B	IGP1016B
Delco	1836893	1836893		
Niehoff	DR-45	DR-45	AL-86	AL-86
Echlin	CS779A	CS779A	AL65	AL65
Distributor Cap				
Autolite			IGP1003	IGP1003
Delco	1837974	1837974		
Niehoff	DR-27	DR-27	AL-87	AL-87
Echlin	RR-100	RR-100	AL66	AL66
Coil				
Autolite			CE3224JS	CE3224JS
Delco	1855557	1855557		
Niehoff	Type C	Type C	Type O	Type O
Echlin			IC-85	IC-85
Generator				
Autolite			GAR4608B5	GC04801-C
Delco	935G	935G		
Echlin			U9330 or U9320	9325
Wiper Motor				
Echlin		KSB 334 (Rt)	KSB 334 (Rt)	KSB 289 (Rt)
		KSB 333 (Lt)	KSB 333 (Lt)	KSB 290 (Lt)
Light Bulbs (all)				
Headlights	Mazda	2331		
Parking		55		
Stop & Tail	1158			
Instrument		63		
Reading		87		

This parts list was supplied through the collection of Don Seeley.