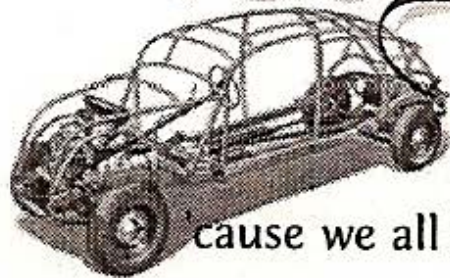


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# TECHNICAL



# Tips

cause we all have questions!

## Spring Re- arcing Gives A Better Ride

Are you sagging? Is your Airflow sagging?

I can't do anything about the former, but as to the latter - I just had our C-17 springs re-arc'd. The car looks better, rides better, and steers better with the geometry closer to original.

Work was done by Rolle at Hollywood Spring and Axle. The cost of \$520.00 covered re-arc'ing all 4 springs, preserving the metal covers, and "r and r" of the rears. The fronts were tough to get on and off and took about 4 hours of labor and cussing from my mechanic friend.

Rolle was pleasant, efficient, and I think knows what he is doing. In fact he has been at this work for 50 years and might decide to retire one of these days, so if you're drooping maybe you should be calling before long????

Let me know if you would like information on Rolle.

*Bob Hepler, (818)981-3565 or E-mail at: <<TheHeplers@sbcglobal.net>>.*

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JOURNEY THROUGH AIRFLOWLAND

HOW ARE YOUR SPRINGS THIS FALL? Winter will soon be upon us, and those who live in less favorable climates than California may undertake major work upon AIRFLOWS. We, here in the heart of Smogville, use our cars pretty much year around, except during the heavy rains. If you tend to get too snowed-in, or salted-down to risk the AIRFLOW out on the highway, you might take a long hard look at your springs.

They do get bad, after decades, and hundreds of thousands of miles of AIRFLOWING. New old stock replacements seem to be almost unheard of, and reconditioning is the only answer. Almost any city (of any fair size) has a spring shop or two, and reconditioning is quite satisfactory if properly done. About all that can stand in the way of a first-class job (providing the shop is a good one) is lack of knowledge of the original, correct "free arch". Without this specification, the shop can only guess, and even the best of them will probably guess wrong. We've found that very, very few modern day spring shops possess the original specs, so it may be useful to present them in these pages.

FRONT CHRYSLER

<u>Model</u>	<u>APPLICATION</u>	<u>Free Arch</u>
CU	RF (LF on RHD cars) to 6595062 (US) 9755388 (Canada)	5-1/8"
CU	" " after " " " "	6-3/8"
CU	LF (RF on RHD cars) to " " " "	4-1/8"
CU	" " after " " " "	5-3/8"
CV	RF (LF on RHD cars) to 7010218 (US) 9850393 (Canada)	5-3/16"
CV	" " after " " " "	6-7/16"
CV	LF (RF on RHD cars) to " " " "	4-1/4"
CV	" " after " " " "	5-1/2"
CW, CX, CY	Available on request	
C1	RF (all) (domestic)	8-5/8"
C1	LF (all) (domestic)	7-1/2"
C1 (Ex)	RF (LF on RHD cars) (Export)	3-1/4"
C1 (Ex)	LF (RF on RHD cars) (Export)	2"
C2	RF to 7013321	8-1/2"
C2	RF after "	7-7/8"
C2	LF to "	7-3/8"
C2	LF after "	7"
C2 (Ex)	RF (LF on RHD cars) (Export)	3-3/4"
C2 (Ex)	LF (RF on RHD cars) (Export)	2-5/8"
C3, CW,	on request	
C9	RF (LF on RHD cars) (domestic and export)	7-7/8"
C9	LF (RF on RHD cars) " "	7"
C10	RF (LF on RHD cars) " "	7-7/8"
C10	LF (RF on RHD cars) " "	7"
C11	on request	
C17	RF (LF on RHD cars) " "	7-7/8"
C17	LF (RF on RHD cars) " "	7"

REAR CHRYSLER

CU	Coupes to 6595958 (both sides)	8-1/8"
CU	Coupes after 6595958 " "	6-1/2"
CU	Town Sedans, Broughams, Four Door Sedans (both sides)	8-7/8"
CV	Coupes to 7010178 (both Sides) " "	8-3/4"
CV	Coupes after 7010178 " "	7-5/8"
CV	Sedans, Town Sedans to 7010178 " "	8-7/8"
CV	" " after " " " "	7-1/4"
CW, CX, CY	om request	

REAR CHRYSLER CONTINUED

Model	Application	Free Arch
C1	Coupes (all) (domestic) (both Sides)	4-7/8"
C1 (Ex)	Coupes (Export) (both Sides)	3-3/8"
C1	Sedans to 6604347	6-3/4"
C1	Sedans after "	6-1/4"
C1 (Ex)	Sedans (Export)	4-3/4"
C2	Coupes (all) (domestic)	4-3/4"
C2	Sedans to 7013404	6-3/8"
C2	Sedans after "	5-7/8"
C2 (Ex)	Coupes (Export)	3"
C2 (Ex)	Sedans (Export)	4-1/8"
C3, CW,	on request	
C9	Coupes	5-1/8"
C9	Sedans	5-7/8"
C10	Coupes	4-5/8"
C10	Sedans	5-3/8"
C11	All types	7-1/8"
C17	Coupes (Right side only)	4-5/8"
	(Left side only)	5"
C17	Sedans (Right side only)	5"
	(Left side only)	5-3/8"

FRONT DE SOTO

SE	RF (LF on RHD cars) to 5072019	(all body types)	3-1/2"
SE	" " after "	"	4"
SE	LF (RF on RHD cars) to 5072019	"	2-3/4"
SE	" " after "	"	3-1/4"
SG	RF (all) (domestic)	"	7-1/2"
SG (Ex)	RF (all) (Export) (LF on RHD cars)	"	2-1/2"
SG	LF (all) (domestic)	"	7-1/2"
SG (Ex)	LF (all) (Export) (RF on RHD cars)	"	2-1/4"
S2	RF (all) (LF on RHD cars)	"	7-5/8"
S2	LF (all) (RF on RHD cars)	"	6-3/4"

REAR DE SOTO

SE	Coupes	(both Sides)	6-1/4"
SE	Town Sedan, Brougham, Four Door Sedan	"	7"
SG	Coupes (domestic)	"	4-1/4"
SG	Sedans (domestic)	"	5-3/4"
SG	Coupes (Canadian)	"	6-1/2"
SG	Sedans (Canadian)	"	7"
SG (Ex)	Coupes (Export)	"	3-1/8"
SG (Ex)	Sedans (Export)	"	4-3/8"
S2	Coupes (domestic)	"	5-1/8"
S2	Sedans (domestic)	"	5-7/8"
S2	Coupes (Canadian)	"	6-1/4"
S2	Sedans (Canadian)	"	7"

There is considerably more information on springs available, if anyone is in the position of having to have new springs made from scratch. If you need it, drop me an SSAE. We hope next month to present an article by one of our members on the fabrication of new spring covers from 26 ga. galvanized sheet metal. He's just done the job, and has some tips to offer.

*Ross*