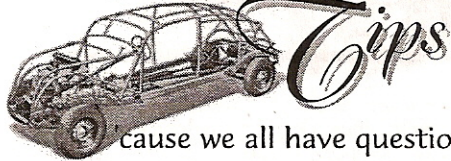


# TECHNICAL



cause we all have questions!

## 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*

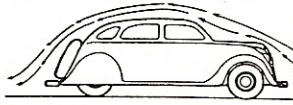
A sharing of the collection from staff meeting minutes...to customer complaints and design problems...to the hand written measurements of Scott McKibben, who was employed at Chrysler Motors Co. for about two years in the 1933-1935 era as a "bench engineer."

No. 6

# Airflow BENCHMARKS

*from the workbench of Scott McKibben*

		CW	CV & CX	CU	SE	Date of last issue:
COIL	Make	DelcoRemy	DelcoRemy	DelcoRemy	DelcoRemy	7-20-34
	Model					
	Location	Body	Body	Body	Body	Engine - Ignition
DISTRIBUTOR	Make	DelcoRemy	DelcoRemy	DelcoRemy	DelcoRemy	
	Model	661-Z	665-B	665-B	664-W	
	Type	8 Lobe Cam	8 Lobe Cam	8 Lobe Cam	8 Lobe Cam	520.5
MAX. AUTO. ADV.)	Alum.				28° @ 3200	
© Engine R.P.M.)	C.I.					
Breaker Gap		.018	.018	.018	.020	
*SPARK TIMING)	C.I.					
in Degrees	Alum.	2° A.T.C.	5° A.T.C.	6° A.T.C.	3° A.T.C.	
	<i>High Comp</i>		3° A.T.C.	3° A.T.C.	7° A.T.C.	
FIRING ORDER		1-6-2-5-	1-6-2-5-	1-6-2-5-	1-5-3-6-	
		8-3-7-4	8-3-7-4	8-3-7-4	-2-4	
			.004"	.004"	.021"	
SPARK PLUGS	Make	AC	AC	AC	AC	
	Type: Std.	KL-9	KL-9	KL-9	KL-9	
	Size	14 mm	14 mm	14 mm	14 mm	
Recommended Gap		.025	.025	.025	.025	
*NOTE: Spark Timing for Standard Engines Underlined			With 661-Z Distributor Timing T.D.C.	With 661-S Distributor Timing 6° A.T.C.		



### Inside Door Handle Repair by William Short

If your inside door handles slip because of stripped splines, you may find this repair a necessity, especially if you cannot obtain replacement parts. This idea actually originated from Gil Hyatt. He suggested it and then performed it on my C-9 Chrysler.

(A) Remove the handle and drill a #10 hole through the center of the handle from the inside. (B) Countersink the outside of the handle with a 1/2" drill - or a proper countersink bit - in order to accommodate a #10-32 Phillips head chrome or stainless steel machine screw. The screw needs to be 3/4" long. (C) Center punch the shank of the door lock shaft and drill it with a #21 drill. (D) Tap the hole with a #10-32 starting tap. (E) Install the escutcheon plate and handle. (F) Firmly tighten the new machine screw.

You may need to remove a small part of the shoulder of the handle to make it fit tightly.

William Short - Santa Ana, California

---