



cause we all have questions!

## TECHNICAL

*John Spink tackles important issues regarding your Airflows*

### **To improve the brilliance of the stop and tail lamps on your Airflow:**

Remove the lens and crunch up kitchen cooking aluminum foil and insert it into the tail lamp body around each globe. The aluminum will reflect the light and with a little luck will improve the intensity of the light output.

### **Fuel Delivery:**

The delivery of gas to the engine in your Airflow is critical for a good performing engine and a quick check for a vacuum leak on the suction side of the pump may solve a lot of problems. Have a look at the gas in the glass fuel bowl on the fuel pump when the engine is idling. If you see any air bubbles appearing in the bowl then you can have a vacuum leak somewhere between the pump and the intake tube inside the tank. Remember that a leak on the suction side of the pump will not necessarily be evident by any seepage of gasoline. The original gas pipe running along the frame was made from steel and can rust out from the inside.

*Shyflow* NEWSLETTER

### **Door Locks:**

If the inside handles on your Airflow Doors do not lock with a resounding spring loaded click then the spring inside the door remote mechanism has broken (very common occurrence). This is also evidenced by the inside handle falling down when lifted up to lock the handle. In some instances even if the door is locked and the outside handle is rattled up and down the inside handle can be rattled open. Solution is to replace the spring on the rear of the remote door operating mechanism - they occasionally come up on eBay.

### **Rear Side Quarter Vent Windows:**

If the rear quarter vent windows have not been opened for a while they may tend to stick to the rubber seals. The opening mechanism is in effect a worm and a wheel and the gearing is extremely powerful. Unfortunately if one was to continue to wind the butterfly handle to open the window a force can be created that is so great that the frame will flex and the glass will break in a Vee shaped splinter emanating from the lower pivot. It is therefore advisable to use your fingers to push on the rear of the frame from the inside whilst using the other hand to turn the regulator. Sometimes a little smear of rubber grease helps to release the frame and to prevent the rubber seal from sticking to the frame