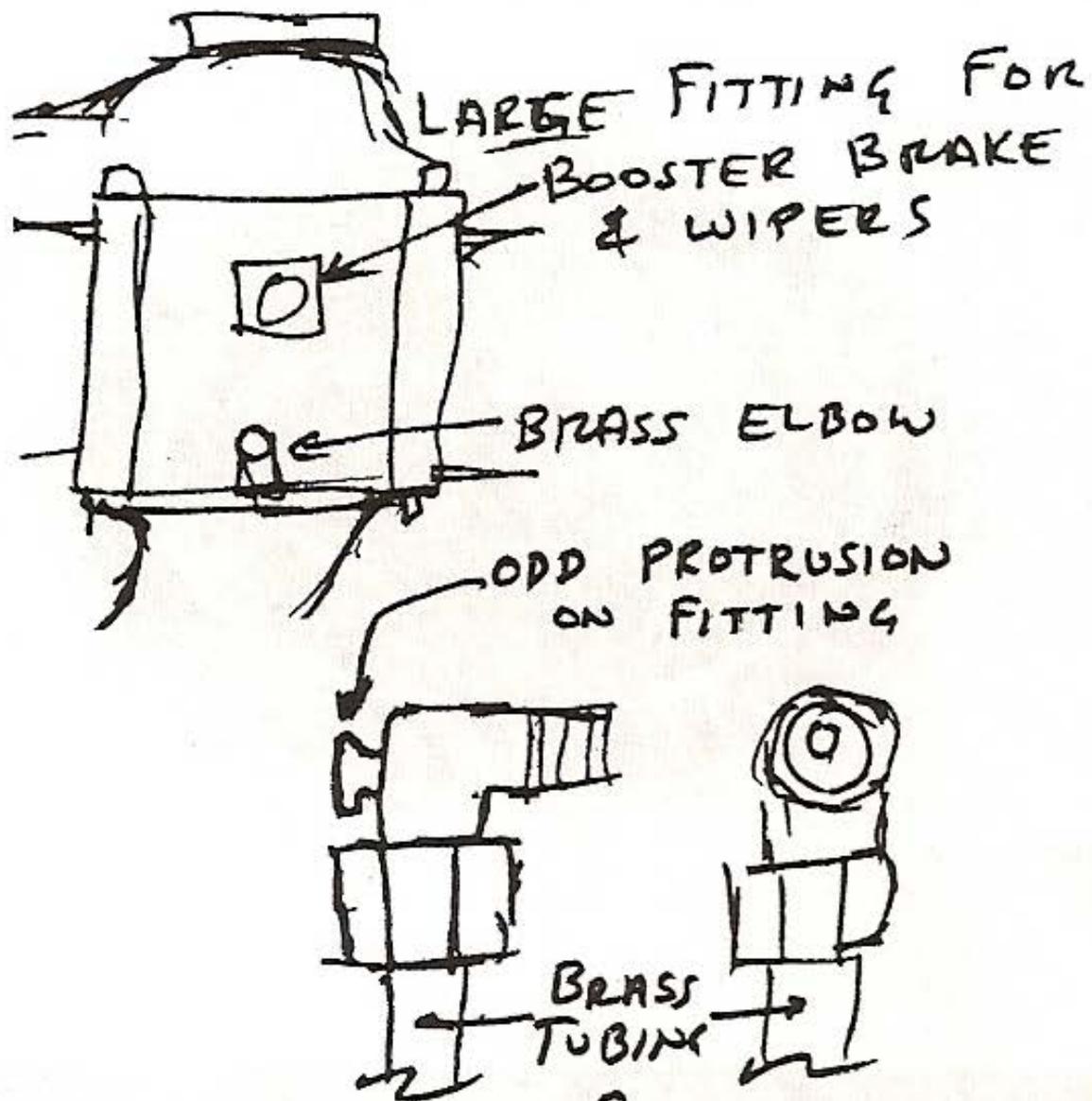


Dear Jim & Paula,

Can anyone tell me about the brass tubing elbow fitting that is installed in the lower part of the intake manifold? The following sketch will explain it better.



From the sketch I tried to show an odd protusion or knob on the fitting. The fitting also has a small ball crimped into the opening where the tube fits into the elbow. I have checked it out and found the fitting on all Airflows. Can you tell me what is its function?

Technical Tips

1-31-83

Dear Jim,

Received the Newsletter today and read it over to cover as usual. I read Glenn Snagel's inquiry on the brass elbow on the manifold and have his answer.

The assembly is a manifold drain. If the carburetor floods and fuel fills the manifold. The fuel will run out through this drain (it really works). However, when the engine is started the manifold vacuum closes the ball check and seals the vacuum "leak". I believe the protrusion is a manufacturing closure, (like a plug on carb. passages).

If you have never cleaned this valve you may want to do so with a good lacquer thinner until ball rattles. After cleaning and reassembly check for no vacuum at the end after starting the engine. There should be a short rubber hose feeding from the end of the tubing through the splash pan. (Watch those California emission laws!)

See you in West Virginia.

Airflowingly,

Bob Milbrand
Harrisburg, Pa.

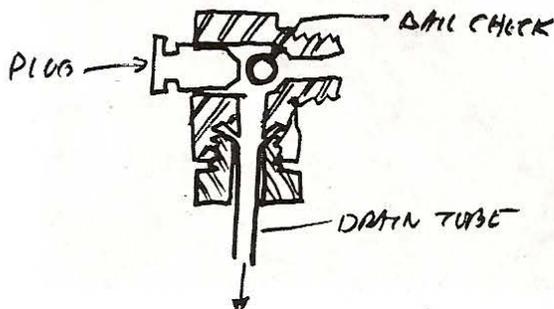
Technical Tips

Dear Jim & Paula,
My congratulations on a really fine newsletter! I always look forward to the next issue. It's truly wonderful to see so much activity amongst Airflowers. It was only 80 bundles of shingles and an open roof that prevented me from going to the national meet in Idaho--it was just down the road (U.S. 95) a piece from the family farm! One of these years I'll make it. Please keep up the good work.

I have been busy rubbing simonize wax into the hide of my C-17, getting it ready to attend our local club's 3rd annual St. Valentine's Day Massacre party. This is a local antique car social event featuring costumes & music of the 20's & 30's, etc. There will be the usual pinstripe suits and carnations. So much for that.

Some time in the past I wrote some questions about Airflows which I hadn't been able to find answers to, such as what is the proper jack, what tools were supplied, etc. Well, these questions remain unanswered, at least to me, and I offer these: What is the proper running board molding for C-10 & C-17? Are they the same? It appears that two different skirt emblems were used in 1937: one, the same as 1936 and the other similar to the hood ornament for 1937--are both correct? Why? And, lastly, I have observed some Airflows with separate roof gutters. Are these after market as dealer add-on's or factory modifications? I have seen these one more than one year, model of Airflow. Don Seeley's C-17 has them, mine does not. I would really like to have answers to these problems.

Now, I read the January issue and I see that Glenn Snagel has a question I can answer, as can many others no doubt. That thing-a-ma-jig can be found on many mopars throughout the flathead era, in fact almost all--it is a manifold drain (gasoline). It's purpose is to help clear a badly flooded condition. The ball inside is a check valve which closes with a



SEE PAGE 8 OF THE FUEL AND EXHAUST SECTION, 1937 CHRYSLER SHOP MANUAL

negative pressure (vacuum) in the manifold as results when the engine is running. The odd protrusion is a plug placed in the end hole needed to machine the seat in which the ball fits. The tube is usually about 12" long and conducts the raw gas down away from the hot exhaust header to prevent fire. This fitting can be removed and a simple brass plug installed without much change in the operation of the engine. The whole reason for the device was due to the advent of the automatic choke and its ability to stick shut. This device can cause trouble by leaking air into the intake manifold causing a lean mixture. A simple test is to see if smoke is drawn into the drain tube when the engine is running, indicating a malfunctioning check valve. Usually a good soak in lacquer thinner and a shot of compressed air will do the trick.

So long for now.

Larry Peterson
Seattle, Wash.

Dear Jim & Paula,

In one of your Newsletters, I read that someone had a problem with brakes. I am enclosing copies I have had made on "Brake" information which I hope will be helpful to him.

Also want to reply to Glenn Snagel's question about the value on the lower portion of the intake manifold. This value is to drain any excess gasoline that gets in while starting the motor. It will drain out until the engine starts; then the valve closes.

Please place an ad for some parts I need in restoring my 1937 C-17 Chrysler Airflow. We do enjoy the newsletter!

Sincerely,

Oscar Hatle
Oceanside, Calif.

CENTRAL REGION

ATTENTION CENTRAL REGION!!

Plans are underway for the central region meet Saturday, April 16th, at Ellis, Kansas. The meet will be held at the Fisher Motel. This motel is located on interstate 70. Please make reservations directly with the motel. The motel number is 913-726-3173.

Saturday afternoon we will tour the Chrysler Museum in Ellis. Dinner Saturday night will be a buffet at the motel restaurant.

Those planning to attend might drop Larry Allen a card or give him a call so he will have an idea as to the number for the tour and dinner.