ALL 1934 through 1937 CHRYSLERS AND 1934 through1936 DESOTOS TAKE 6 QUARTS OF OIL IN THE ENGINE WITH THE EXCEPTION OF THE 1934 & 35 CW's WHICH TAKE 8 QUARTS AND THE 1937 ROYAL WHICH TAKES 5 QUARTS.

THE 1934 CA AND CB MODEL CHRYSLERS TAKE A NUMBER 1116 HEADLAMP BULB. ALL OTHER 1934 and 1935 CHRYSLERS AND DESOTOS TAKE NUMBER 2320(2320). All 1936 and 1937 CHRYSLERS AND DESOTOS TAKE NUMBER 2331 BULB. BOTH BULBS ARE DOUBLE CONTACT, INDEXED, 6 VOLT JOBS. THE 2320 IS A 32/21 CANDLE-POWER AND THE 2331 IS A 32/32 CP. BULB. ANYONE HAVING TROUBLE SECURING 2331's FOR HIS AIRFLOW SHOULD CONTACT THIS WRITER. I HAVE A VERY LIMITED NUMBER.

AND NOW WITH REFERENCE TO THE SPECIFICATIONS SHOWN IN ISSUE#5 FOR HEADLIGHT BULBS FOR AIRFLOWS:

EDITOR

..... The #2320 bulb which was originally specified for cars that used a R.H. and L.H. headlight lens, was obsolete before it even got started. The correct bulb, and usually the only one now available is a #2330. The #2320 gave only 21 CP on low beam, so a person may just as well have used his parking lights!

..... The bulbs, #2320 and #2330 look almost identical to the later types, #2321 and #2331. They aren't though, and cannot be interchanged. The 2320 and 2330 are for cars with unmatched headlight lenses, and these are marked R.H. and L.H.. The bulb can also be noticed as having one filament on top of the other, whereas the later ones used an offset filament. And as a result of this pre-aiming within the bulb, the headlight lenses could be interchanged, left and right. I may add that I have a quantity of each of these types and any member who cannot locate any may write to me, if you run out of your small supply.

Don Ellwyn

Dear Don

..... You mentioned that the 32/21 CP bulbs gave poor lighting on their low beams. Here again is where I probably show some of my ignorance. My 1934 DeSoto SE has 3CP parking lights. Headlights are prescribed as 2320's. I don't know how extensive the method was used, either in Airflows or others for that matter, but my car has what was then known as an "assymetrical lighting system". That is, high beams used both 32 CP filaments. On pressing the foot selector switch, just the left beam goes to the 21 CP filament. On the other hand, both beams convert to 21 CP by means of the switch on the dashboard. Confusing, isn't it? Anyway, it would seem that these features wouldn't function properly if the CP didn't change with the foot switch. Maybe this is just a characteristic of the SE models. After receiving your letter I looked at my bulbs again, and I see what you had mentioned. The 2330 has its filaments one above the other and the 2331 has them one beside the other. Both are prefocused though, or so it says on the bulbs.....

EDITOR

EDITOR

..... All this data you supplied me regarding the headlight "cross wiring" system used on your car is news to me. I never heard of Chrysler using that system, although I do know that Packard, Olds, Cad., and Buick used variations of this system. G.M. nomenclature for the various beams was High Beam, Low Beam and Country Beam. Packard was High, Low and Passing, I believe.

..... Are you sure your car is wired correctly? (ED.- Yes, and the wiring diagram confirms it.) The sequence your lights seem to take is not what I consider as being correct. Have you a wiring diagram for this car which bears out what you have told me? The only way this can work must be that you have a three-position headlight switch, park-low-high, and the dimmer switch changes one filament only. This, I believe is what you describe in your letter. (Ed.- The 1933 models also used the system I mentioned, only they used a #1116 bulb with the same CP/CP, but were of the bayonette type.)

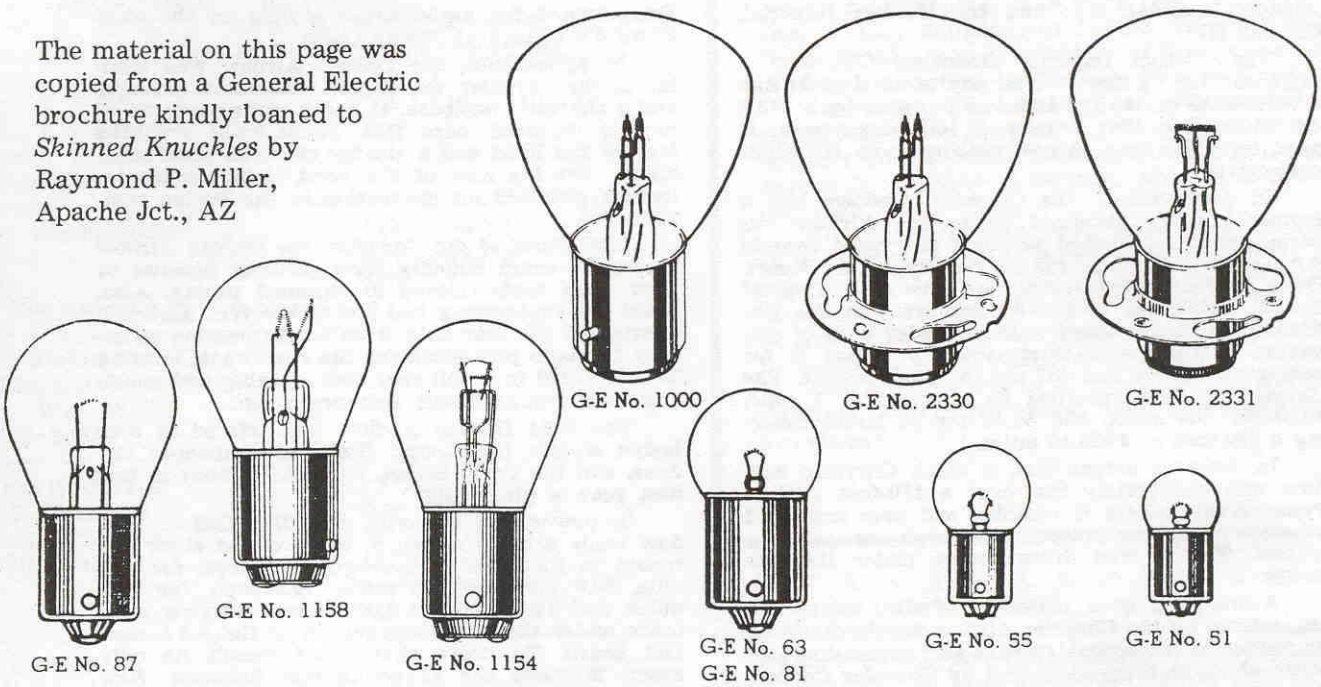
..... In the early Airflows the direction of the be am was controlled by the lens, not the bulb. R.H. and L.H. lenses were used, and they

deflected the rays - to the right on low beam and straight ahead on high. That is why the filaments on your bulbs are "stacked" instead of offset. Then later on they used the offset low beam filament and identical lenses. I never have figured out why this departure from standard headlight aiming in the early '30's. (Ed.- They may have found the effect was more diffusion than deflection.) Many manufacturers took a fling at right and left separate lenses, although right at the advent of double beam lights, around 1927, the offset filament was used, and then again from 1936 or so, right up till now.

Don Ellwyn

GE Miniature Lamps

The material on this page was copied from a General Electric brochure kindly loaned to *Skinned Knuckles* by Raymond P. Miller, Apache Jct., AZ



How To Solve Voltage Problems

Frequent Lamp Burnouts Result from High Voltage

CAUSES OF HIGH VOLTAGE

Loose or corroded electrical connections in the BATTERY CIRCUIT.

Third Brush Generator

Generator charging rate set too high for the individual driver's requirements — battery constantly overcharging — battery needs water.

Voltage Regulated Generator

Voltage regulator out of adjustment.

REMEDIES

All electrical connections in the battery circuit should be kept tight and free from corrosion. Inspect the following connections: Battery to ground, battery terminals, and battery to ammeter, and any other connections which may be in this circuit.

Third Brush Generator

Decrease the generator charging rate sufficiently to prevent excessive overcharging of the battery. This is done by adjusting the third brush. Keep the battery filled with water.

Voltage Regulated Generator

Adjust voltage regulator in accordance with manufacturer's instructions.

Dim Lights Result from Low Voltage

CAUSES OF LOW VOLTAGE

Loose or corroded electrical connections in the LAMP CIRCUITS.

Third Brush Generator

Generator charging rate set too low for the individual driver's requirements — resulting in an under-charged battery.

Voltage Regulated Generator

Voltage regulator out of adjustment.

REMEDIES

All electrical connections in the lamp circuits should be kept tight and free from corrosion. Inspect switch contacts, instrument and junction box connections, fuse clips, lamp sockets and connectors, and the ground connection of each lighting unit.

Third Brush Generator

Increase the generator charging rate sufficiently to keep the battery charged. This is done by adjusting the third brush.

Voltage Regulated Generator

See that all electrical connections are tight and free from corrosion. Adjust voltage regulator in accordance with manufacturer's instructions.

Glad you asked that

New South Wales, Australia 5 June '74 (Editor's note: the following extracted from Bill Walton's letter - some notations not too clear)

In April issue a P.S. asks for bulbs suitable 1934 Airflows. Some of these are still in production. Make & No. also base cap is a P15H type. This is correct base cap for headlight - no doubt this base fits all Airflows. (Ed. note - 1934s are different from '35s '36s & '37s)

Phillips 6902, Condor 6902, Lucas -
Mazda 2330/ 2550/ 2530
Osram - G.E. made in USA 2330/ 2530 Osram 629
Tungram 1092/ 1093 - Tungram Duolux 1790 B (made in Hungary)
Lugan 2330/ 2530/ 2550
Neglin 10633/ 10635
Lectra - USA 2320/ 2530/ 2330/ 2550L/ 2520

The difference in no. each make - difference in candle power (C.P.)

I have recently obtained 6 Lectras original 32-32 CP, 2-1790B Tungram. Phillips 6902 are still made. 2 no no. listed just Super Stanleys Grade (these I believe are being produced in Australia.

I bought 6 Hanza/Trifa globes which should have been correct but ring is approx. 1/8" nearer globe and will not slide over contacts by 3/32" and ring just misses fitting over rim. So would advise against buying these if possible. No doubt could be made to fit by pulling apart lamp holder and fitting lighter springs.which may help. I do not know whether you are having difficulty obtaining any globes, if you are, I may be able to find more up to date information.

/s/ Bill Walton - Cheers

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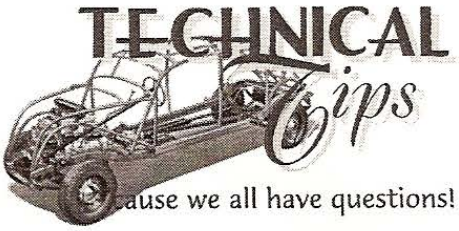
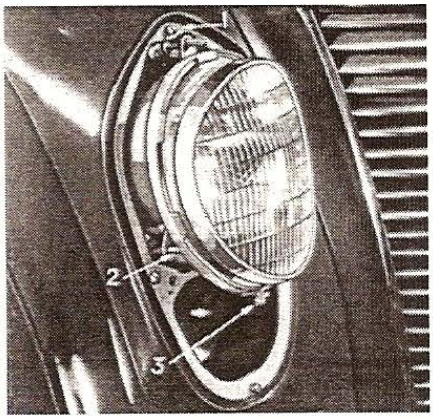


Adjusting Headlights on the C-17 and Changing Burnt Out Bulbs



Headlamp C-17

1. Headlamp body retaining screw
2. Beam adjusting screw (side)
3. Lens retainer clamping screw

The vehicle should be placed without load on a level surface, with the headlamps located 25 feet from a light-colored wall.

A horizontal line should be drawn on this surface below lamp centers.

The distance below lamp centers for the C-17 is 2"

The center point should be located on this line by sighting through the center of the rear window of the vehicle and in line with the radiator ornament. Equidistant from this center point, two vertical lines should be drawn at a distance from each other equal to the distance between the centers of the headlamps. These two lines will be immediately ahead of and in line with the respective headlamps.

With the headlights turned on and the headlamp beam control switch on the floorboard depressed so the upper beams of light are connected, one lamp should be adjusted *(with lens in place)* while the other is covered. The beam of a correctly adjusted headlamp is shown in the accompanying illustration.

NOTE: To change the bulb, use both hands to keep lens from falling.

CAUTION: If the lens tends to stick in the lamp body, it should be held with one hand while the upper portion of the lamp body is given a sharp rap with the palm of the other hand. This will loosen the lens and permit its removal.

To Insert:

1. Enter lens at bottom.
   NOTE: Line up locator with locating notch in lamp body.
2. Slide lens toward bottom of lamp body until top of lens clears the body opening.
3. Press inwardly at top of lens.
4. Hold lens in place and tighten lock screw.

The light beam may be adjusted in both vertical and horizontal directions. When one lamp has been properly adjusted, it should be covered and the other lamp uncovered, then the necessary adjustment made to the latter. The lower beams of light will not require further adjustment.

To aim the headlamp beam on the Airflow C-17, the lamp door should first be removed by removing the screws which hold it to the fender.

Around the outside of the lamp body are three long screws. One of these is above the lens and slotted for a screw

Tricks & Tips

BRIGHTER DRIVING LIGHTS

By Jack Hall

I would like to offer a lighting suggestion to all Airflow owners. In the September 1987 issue of the NEWSLETTER, Tony Geniec wrote of a long and dark trip during one of the worst summer storms of 1987 here in Ohio.

This will help. If you search the vendors at your local swap meets, you will find some head light bulbs that were illegal in the 1930's. Today, they are just what are needed for Airflow safety at night! The regular G.E. bulb is a #32-23. The "bright" bulb you need to locate is a G.E. #50-23.

Occasionally I drive my 1935 C-1 Chrysler at night. Drivers coming toward my Airflow remind me that my brights are on! Also, I use an 8 volt battery which certainly helps. All that is needed is to "set up" the third brush on the generator if you decide to convert to the 8 volt system. Of course, the standard 6 volt system will make the #50-23 bulbs work better than the originals. State highway patrol officers often made motorists remove these "illegal" bulbs in the 1930's. Today, they very well might praise you! Look for a pair at your next swap meet visit.