

Heckenberger Garage  
Catasauqua, Pa.  
April 22, 9 p.m.  
Dear Paul,

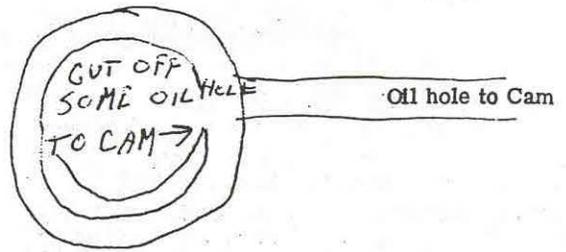
Just a few lines to let you know I am going nuts waiting for June and the Airflow Meet in Ohio. I have been using up all my spare time in getting the car ready. I think that most of the fellows that own Airflows in the Club are having some trouble with the most important part of the car. The engine oil pressure — the Airflow was like most Chrysler products of the 30's and 40's. They had enough oil pressure but not too much. They had enough when they were new but after about 50,000 mi. it dropped off slowly. The best way to correct this is with an engine overhaul, but it is costly. The most important thing is the camshaft bushings. There is where most of the pressure is lost. If you have the engine overhauled, you should have the crankshaft reground and new undersize bearings installed also you must replace the camshaft bushings also, but here is where the trick comes in. The camshaft bushings have a  $\frac{1}{4}$  inch hole in them to supply oil to the camshaft. The hole in the block is also about  $\frac{1}{4}$  of an inch. When replacing the bushings do not line up these two holes exactly. Install the camshaft bushings so they cut off about half the oil hole. Do you

understand what I mean? I will send a drawing along. This will greatly increase the oil pressure also if the oil pump is worn it will not supply enough pressure. You can't fix a worn pump. New pumps are available for these straight eight Chrysler engines, and the engines are still used in some commercial off the road machines and construction cranes, etc. Also a word about oil. Stay away from the 10W30 — and such. This is not suitable for these engines. Use a No. 30 or even No. 40 in the summer and not less than a No. 20 in the winter, use only an oil marked MS — even an MM or ML will be OK because these engines do not have hydraulic valve lifters. I would recommend No. 30 or 40 for all around summer use. Try to use a Pennsylvania oil if possible because they have a better base and better lubricating quality than Texas or Oklahoma oils. I would recommend the oils on the following pages as best for this type of engine. You can install camshaft metering plugs if you want to, but if the crankshaft and bearings and oil pump are not in good shape it won't help. Metering jets are available for all engines from Thompson products. The trouble with most of these cars is that they all have over 100,000 miles on them and the only way to do a good job is to regrind the crankshaft and install all new bearings.

The oils I would recommend are:

	Summer	Winter
QUAKER STATE	30 & 40	20
PENZOIL — H	30 & 40	20
OILZUM — H	30 or 40	20
KENDAL — H	30 or 40	20
VALVOLINE — H	30 or 40	20
AMALIE	30 or 40	20

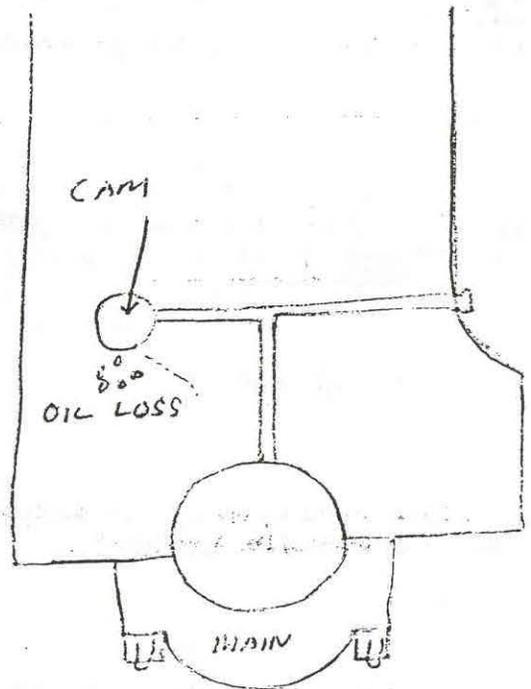
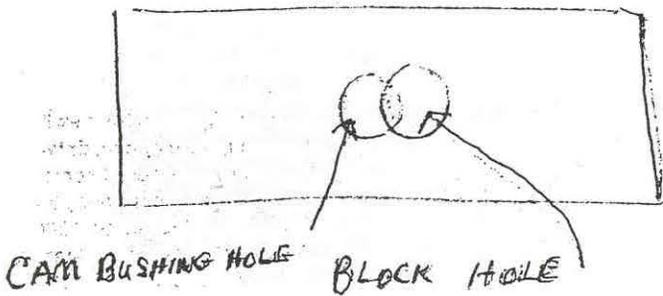
I would not recommend less than No. 20 in winter because when it gets hot it gets too thin. NO 10W30 IN ANY CASE.



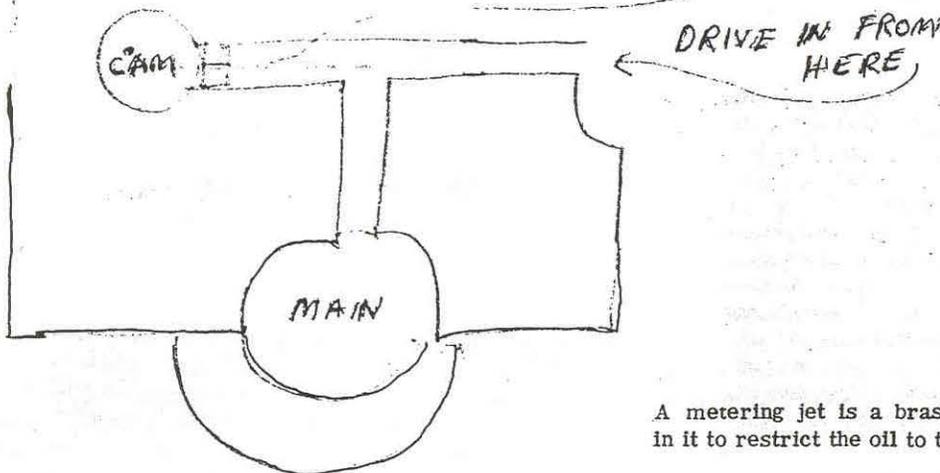
Cut off some cam oil by rotating bushing about half of a hole off — OK?

Do not leave more than a 3-2 oil to Cam. This will give the Cam plenty.

TOP VIEW



MEETERING JETS HERE,



A metering jet is a brass device with a small hole in it to restrict the oil to the camshaft.