

Appendix C: Airflow Accessories

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Introduction

Equipping an Airflow with correct, standard and optional accessories can be challenging and judging them even more so. Several related questions have been considered and discussed to define judging standards, but in some cases, still without unanimous agreement. For example:

1. Where or when is the standard for “originality”?
 - a. *As the car left the factory?*
 - b. *As the first purchaser picked it up from the dealer?*
2. Which accessories are original?
 - a. *Only those verified to have been installed on this particular car by the factory?*
 - b. *Only those that could have been ordered and installed at the factory?*
 - c. *Also those authorized Chrysler and DeSoto accessories installed by the dealer?*
 - d. *Also those authorized Chrysler and DeSoto accessories installed by the owner, with or without professional help?*
 - e. *Also those commonly installed and used when this car was new, but not necessarily listed in some Chrysler catalog, like outside mirrors and other-than-authorized radios?*
3. Which accessories, admitted to not be original, should be allowed without penalty?
 - a. *Safety: outside mirrors, turn signals, auxiliary driving lights, radial tires, 4-way flashers?*
 - b. *Period correct comfort and convenience aides: seat ventilators other than genuine Kool Cushions? Window-mounted air coolers? Third party luggage racks and trunks? Spotlights?*
4. Is the highest standard for accessories *originality* or *authenticity*? If the former, judging becomes extremely problematic because even cars for which a factory build sheet has been obtained, lack of detail and illegibility are common liabilities. For cars with lost body data plates, the build sheet is the only reliable evidence, and Fiat Chrysler Automobiles no longer dedicates adequate staff to researching and decoding these. The result has been that authenticity is more commonly the standard because it seems easier to evaluate. It's easier to prove some equipment is period correct, Airflow correct than that it was originally installed on a specific car. Nevertheless, some members of the Airflow club personally value originality higher.

Each owner needs to establish his or her own goals in restoring an Airflow, and achieving maximum points at national Airflow Club judged car shows will not be at the top of the list for many. Some points to keep in mind, however, in fixing up your car.

- The stated purpose of the Airflow Club is spelled out in the club constitution: “*Section 3. The purpose of this club shall be: (1) the preservation, restoration, exhibition and use of Chrysler and DeSoto Airflow cars and Dodge Airflow trucks; (2) the collection, recording and preservation of Airflow historical data; (3) the dissemination to the public of the story of Airflow contributions to the automotive industry; and (4) the promotion of good fellowship and cooperation among its members.*” The purpose of judging is elaborated in the August 2018 revision of the club by-laws: “*Judging of Airflows and the awarding of prizes shall be conducted at National Meets in an effort to encourage owners to restore their cars to high standards of authenticity and workmanship.*” In short, the goal of the Airflow club is to

encourage members to preserve, restore, exhibit, and use their Airflows using high standards of authenticity and workmanship.

- Judging standards, priorities, and practice vary somewhat over time. They are usually kept in good alignment with the constitution and by-laws statements of the club purpose. Some chief judges may place authenticity at the top while to others, workmanship is more important.
- The rules and standards for Airflow accessories, in particular, have drifted in the past and they are likely to continue to do so. Specifically, for example, will judges penalize third party heaters?
- Judging results will be time-dependent. Not only might the rules be refined or reprioritized, your car will age. The Airflow Club advises members that winning judged competitions is only part of the fun of owning an Airflow.
- Not all that can be known about authentic accessories is necessarily already known and remembered. Airflow restorers are encouraged to do their own research. If you can gather what you believe is evidence that your Airflow is original, or authentic, be ready to offer proof to show judges.

To illustrate the determination of what accessories were available, here is a case study on the 1936 DeSoto Airflow.

1936 DeSoto Accessories Case Study

Dealer and Salesman Hand Book

According to an updatable DeSoto Data Book with pages dated variously from November 1935 to April 1936, Airflow Series S2 DeSoto equipment, options, and prices were as shown below. Statements that certain equipment was standard but carried an additional cost suggest that pricing and standard equipment were changed during the model year, as was the practice for decades afterward. For example, many Airflow owners believe fender skirts (wheel shields) were standard equipment, yet this booklet says they were a \$10 option for S2s.

The listing of painted sheet metal as included on the Airflow, together with its listing as a \$10 option for Airstream DeSotos, suggests that some DeSotos were ordered in primer, to be painted by the customer or the dealer. On Airflows, however, paint was included. Unless a \$30 special paint was ordered, it's safe to assume that most Airflows were painted one of the standard colors for the year.

Item	Description	Remarks	Price
Four-Door Sedan	Standard equipment: bumper group 3, overdrive at extra cost (unless deleted by special order), painted sheet metal, safety glass, spare tire and tube	Overdrive and safety glass were at extra cost; deletable by special order.	1095.00
Coupe	Same		1095.00
Bumper Group 3	Front and rear bumpers, bumper guards, spare tire and tube, electric clock and safety glass	The price quoted <i>might</i> have been a credit if deleted.	62.50
Trunk rack		\$15 for Airstreams; priced later for Airflow	TBD

Gas Saver Transmission	Automatic overdrive	The price quoted <i>might</i> have been a credit if deleted.	37.50
Heavy Duty Air Cleaner	Oil bath air filter with louvered oil fill cap and filtered road draft tube		5.00
Radio	Philco Transitone all-electric radio		55.00
Rear wheel shields	Fender skirts	These might have been standard equipment on most Airflows.	10.00
6-ply tires		Prices as of shipment date	
White side wall tires		Prices as of shipment date	
Chrome wheel disks			11.50
Standard Heater			12.85
De Luxe Heater			16.45
Duo Airstream Heater			19.95
Left glove box lock			1.50
Special steering wheel			7.50
Gravel deflectors		To be priced later	TBD
Tachometer		To be priced later	TBD
Life Guard safety tubes			35.00
Special paint	Except pearlescence	Evidently in the color of your choice	30.00
Upholstery	Standard no charge	Optional Mohair (pile) fabric or leather were available. Price shown is for leather.	20.00

[The Approved Accessories for DeSoto Brochure](#)

This period brochure offers owners accessories, some of which may require dealer installation. Many described are for Airstream DeSotos and are either inappropriate for (or standard equipment on) Airflow DeSotos. For example, a \$1.75 cigar lighter wouldn't be needed on an Airflow. Below are some that were clearly not standard Airflow equipment and might have been purchased by some owners. Some are listed in the salesman handbook above, but some are not.



Electric fan. Senior and Junior models, \$4.50 each



Locking gas cap, \$1.50



Vanity mirror; clips to visor: \$1.00



Heat Wave defroster. Surrounds hot water heater with a bag connected to a flexible hose that can be directed toward foggy or frosted windows. \$1.50.



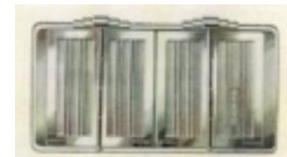
Radio, \$59.50 installed



Spotlight, \$15.95 plus installation



Four different heaters (Duo-Airstream shown), \$19.95



Exhaust extension. \$1.00



1936 DeSoto Parts List

Section 1 of the Chrysler and DeSoto parts catalogs list accessories for dealers to order, presumably to repair or replace damaged items, but possibly to be ordered for dealer installation. Each of the accessories listed in the "Approved Accessories" brochure can be ordered from the parts list.

1936 DeSoto Accessories Case Study Implications

Some accessories could be ordered by a dealer on a new car intended either for inventory sale or for an individual customer, and these items would be installed at the factory. Those available for the 1936 DeSoto Airflow were listed in the first table above. Accessories obtained in this way meet the most stringent standard for originality, Category 1a above.

But the dealer could also upsell the customer with his “Approved Accessories” brochure, order (or keep in stock) what he needed, and locally install the upgrades. These accessories would be indistinguishable from the first category decades later unless an order sheet for the particular Airflow were available or standards of workmanship were obviously different (lower) from the factory work. These would meet originality Category 1b above.

Items offered in the Approved Accessories brochure or in the parts list, but not in the salesman’s data book would also meet Category 1b. These would include spotlights and fans. But there’s no easy way to determine when these items were installed, so originality can’t be practically verified. Authenticity (authorized Chrysler and DeSoto product) possibly can though, if it can be verified that the spotlight or door mirror in question is actually an authorized model. If not, then we are now talking about Category 2e originality.

So where are we? The further down the originality and authenticity scales the item is question is, the more likely it is that points might be taken off in a judged Airflow Club car show. To be more precise than this, you will want to look at the planned judging sheets for the next meet you plan to take your Airflow to. Ask the Chief Judge.

More Airflow Accessories

Given the 1936 DeSoto example above, it’s instructive to compare authorized accessories for other Airflow models.

1935 Desoto SG

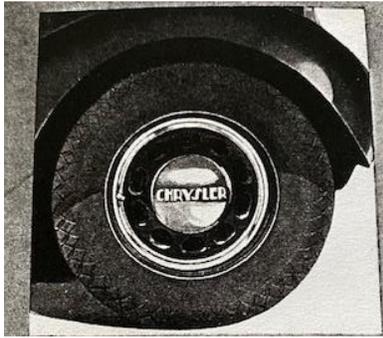
The SG Airflow radio used a different dial from Airstream, and the radio head replaced an ash receiver for 1935.



1 Clock and glove box door



2 Decorative license plate frames

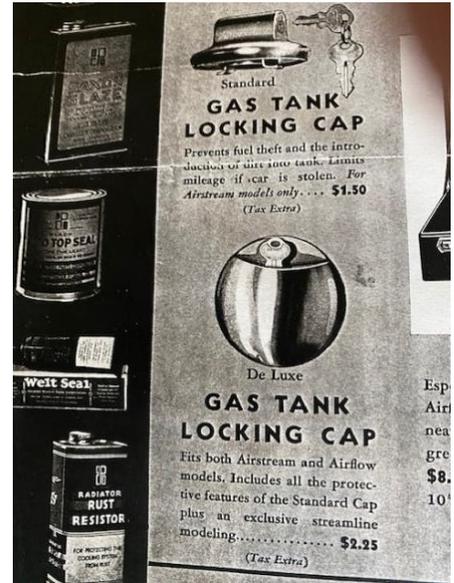


7 Wheel moldings added flash to the car's appearance for \$1.95 each. (note photo reuse from Chrysler)



VANITY (Sun Visor) MIRROR
 Unbreakable, mirror-polished chromium finished steel that gives true reflections. Clamps on Sun Visor. Appeals to ladies. Each.....\$1.00
 (Tax Extra)

6 Vanity mirror



Standard
GAS TANK LOCKING CAP

Prevents fuel theft and the introduction of dirt into tank. Limits mileage if car is stolen. For Airstream models only. ... \$1.50
 (Tax Extra)

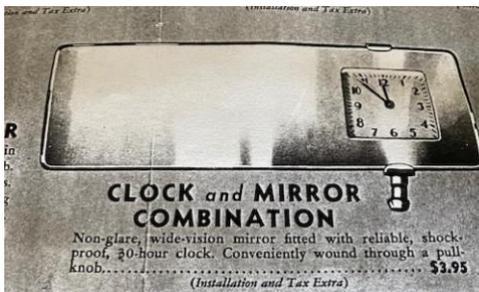


De Luxe

GAS TANK LOCKING CAP

Fits both Airstream and Airflow models. Includes all the protective features of the Standard Cap plus an exclusive streamline modeling.....\$2.25
 (Tax Extra)

5 Two locking gas caps: top, Airstream only; bottom Airflow or Airstream



CLOCK and MIRROR COMBINATION

Non-glare, wide-vision mirror fitted with reliable, shock-proof, 30-hour clock. Conveniently wound through a pull-knob.....\$3.95
 (Installation and Tax Extra)

4 Clock and mirror combination



DUO-AIRSTREAM

The new-principle heater with 2 centrifugal fans and 4 heat deflectors. Chromium plated face-plate and deflectors. Fan control-switch clamps on instrument panel.....\$19.95
 (Installation and Tax Extra)



DE LUXE

An excellent, moderate price heater. Chromium plated case, face-plate and deflectors. Fan control-switch clamps on instrument panel.....\$15.95
 (Installation and Tax Extra)

STANDARD

A popular and efficient model. Steel-blue lacquer finish on case, face-plate and deflectors. Fan control-switch clamps on instrument panel.....\$12.95
 (Installation and Tax Extra)

3 Heaters

Tools

Tool kits were provided with each Airflow, so far as is known. Researching the parts lists yielded the following summary of standard tools for the models shown. Tool numbers and tools supplied varied during the year; export cars had different (sometimes more) tools than domestic. All were equipped with a tool kit roll, jack handle, and wheel wrench in addition to these tools.

Model	Pliers	Screw Driver	Spark plug wrench	Hammer	Wrench No. 2	Auto wrench	Tire iron	Jack	Other
34 SE changed at 5074648	51827	600472	376944 export	600473	41594	12051	389448	625023	Wrenches 1 and 5, tire pump, brake bleeder kit ¹
35 SG to 5084786	51287	600472	376944	600473	41594	12051	--	641738	Zerk oil gun, wrenches 1 and 5
35 SG after 5084786	51287	600472	376944	600473	--	12051	389448	641737	
36 S2	51287	600472	658606	600473	654932	12051	389448	658907	
34 CU-CV-CX²	51827	600472	376943	600473	41594	--	629599	625086	Tappet wrench; wrenches 1 and 5; Zerk oil gun
35 C1-C2-C3³	51287	600472	658446	600473	41594	12051	389448	780207	Early had wrenches 1, 3, 5
36 C9-C10	51287	600472	376944	600473	654932	12051	389448	658907	
36 C11⁴	51287	634627 small; 634628 large	376944	634624	634620	634626	389448	658907	Wrenches 1,3,4;
37 C17	51287	600472	658606	600473	654932	12051	389448	658907	Zipper tool case; tool box

A ¾" socket T-handle wrench, fitting acorn nuts on wheel shields and seat rake adjusters, is frequently found in Airflows. It does not appear to be listed in the parts lists however.

¹ Tire pump and brake bleeder kit *appear* to be standard equipment in the 34 SE parts list, but there is room for an alternative reading that they were not.

² Tools supplied changed during the production year; early cars had fewer tools. Auto wrench was supplied for export and Lebaron cars, which also had large and small screw drivers.

³ C2-C3 have a distributor synch tool; Auto wrench and wrench complement for all changed during production.

⁴ C11 lists two additional tools: wheel balance weight wrench (C11, 619002), and tappet wrench (C11, 12044). It's not clear whether these were included as standard equipment however.

Heaters

Heaters of various types could be ordered with a new Airflow, and Chrysler and DeSoto authorized heaters were available for installation by Airflow dealers. There is no doubt, however, that some dealers may have installed other heaters. Little is known about these “unauthorized” heaters, other than what can be learned from their presence in surviving Airflows. Some literature exists for the authorized heaters from the various years and models, and some examples are shown below. Some Airflows are equipped with top-of-dash defroster vents, generally in a very neat installation. Where and how these were added is not known with certainty; however, they are observed in cars with the heaters shown. The Club has accepted other heaters as period-correct accessories, but preference is given to authorized heaters.

What Were the Original Airflow Heaters? That's A Hot Topic

by Chuck Cochran

A recent deluge of questions about heaters for Airflows has inspired me to pen this article on what I know and don't know about the subject.

When these Airflows were new, a buyer could place her order with a dealer and include all the accessories she wanted after viewing the accessory brochure.

The order was sent to the factory, probably placed in a card file, and eventually transmitted to the production line. The car so produced was earmarked for that dealer and customer. Otherwise, the dealer ordered cars for his inventory.

Further, dealers were encouraged by Chrysler Corporation to enhance their profits by selling additional accessories which would be installed by the dealer after the sale. Either way, the car would be equipped with Chrysler accessories.

Just like today, there were many after-market sources which pushed their own products, so there was an abundance of heaters available, and perhaps at a little less cost, an aspect that is always appealing to the consumer.

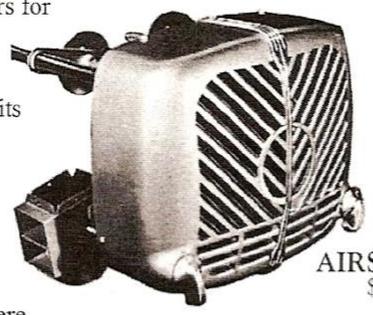
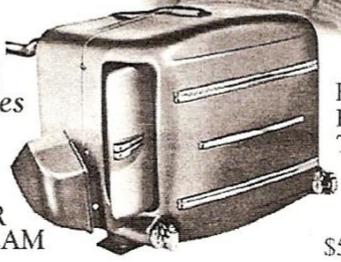
Consider also the life expectancy of a heater core. What is it? 10 years? 15 years? Rust out takes its toll, so it is conceivable that many original heaters, by 1960, had been replaced by aftermarket or junkyard heaters. Thus, what you got when you bought your used Airflow is not necessarily what it was born with.

So, let's take it from the top! If your goal is to stay warm in cold weather, any working heater will do. If you want to stay warm and have a heater that looks right for the 1930's, any brand will do. If your goals are authenticity and correctness, you need an authorized Chrysler Corporation heater that was offered when your Airflow was new - not one that says



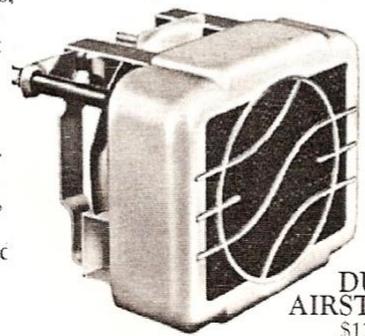
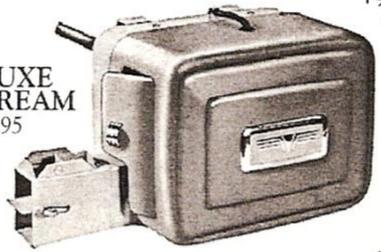
Chrysler Approved Accessories

SUPER AIRSTREAM \$19.95



TRI AIRSTREAM \$18.95

DE LUXE AIRSTREAM \$15.95



DUO AIRSTREAM \$12.95

Hadees, Southwind, Signal, Heatmaster, Delco Deluxe, TropicAire, or Arvin. Otherwise, you will lose points in judging.

Correct heaters are scarce. A 1937 model recently fetched \$515.00 on ebay. An incorrect Hadees, which the seller wrongly indicated was appropriate for Airflows and Zephyrs, also brought \$596.00.

The following pictures are reprinted from brochures in my collection and that of member Sandy Sinclair.

Remember, a Chrysler Corp. heater could be ordered for installation in any Plymouth, Dodge, DeSoto or Chrysler.

The 1934 Chrysler brochure shows four styles and the 1935 DeSoto brochure shows three heaters, but two are the same as 1934. I wish I had a 1936 brochure, but I don't. Anyway, the 1936 DeSoto and Chrysler parts books list four heaters available: the Junior, Standard, DeLuxe, and Duo Airstream. The Junior is described as having a single heat deflector, the Standard as having a painted shell with two deflectors, the DeLuxe as having a chrome shell with two deflectors, and the Duo Airstream as having four deflectors.

The 1937 parts book again lists the Junior model 15 with one deflector and the Standard model 16 (now with checked finish) with two deflectors.

But now there are four additional heaters; the Tri-airstream model 17 with two deflectors, the Super-airstream model 18 in black finish, the Tri-airstream model 19 (no description),

Airflow NEWSLETTER

Chrysler Approved Accessories, continued

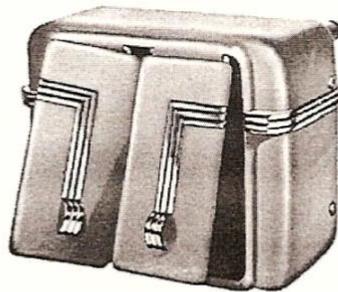
and the Super-airstream model 20 (no description).

My brochure collection now jumps to 1939. We see heaters with the afore-mentioned names - Tri-airstream and Super-airstream - so one would conclude, I think, that these are the same models introduced in 1937 and carried forward at least three years since it would not be cost effective to design new heaters every year. In fact, I know the Tri-airstream was used through 1941.

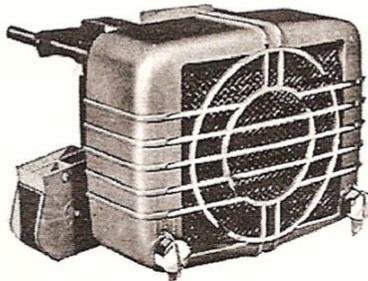
So there you have it. These are the correct Chrysler Corp. heaters for Airflows. If you have further information or documentation, we'd like you to share it.

Chuck

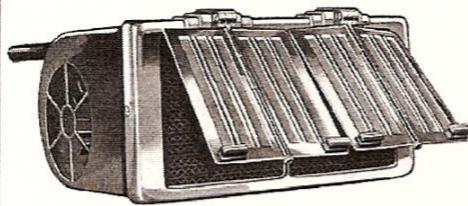
TRI AIRSTREAM
(Canadian Type) \$17.45



STANDARD AIRSTREAM
\$9.95

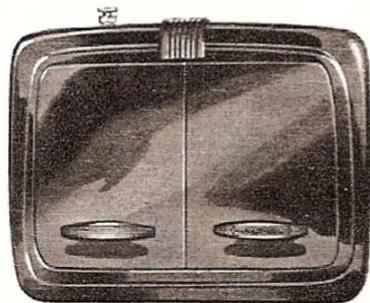
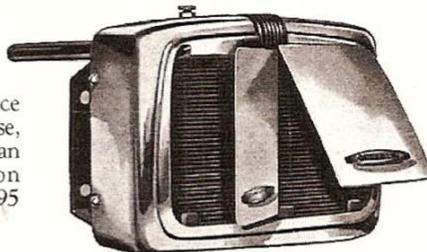


DeSoto Approved Accessories



DUO-AIRSTREAM
The new-principle Heater with 2 centrifugal fans and 4 heat deflectors. Chromium plated face-plate and deflectors. Fan control-switch clamps on Instrument Panel.....\$19.95

DE LUXE
An excellent, moderate price Heater. Chromium plated case, face-plate and deflectors. Fan control-switch clamps on Instrument Panel.....\$15.95



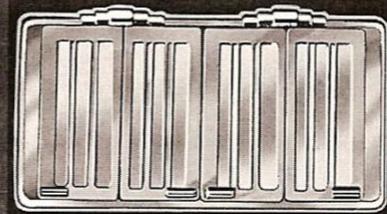
STANDARD
A popular and efficient model. Steel-blue lacquer finished case, face-plate and deflectors. Fan control-switch clamps on Instrument Panel.....\$12.95

Airflow NEWSLETTER

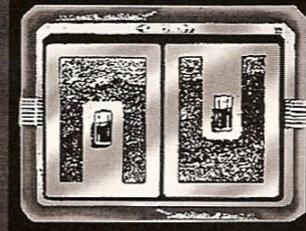
All items used in this article are from
Chuck Cochran's Literature Collection

Custom-built
HOT WATER HEATERS

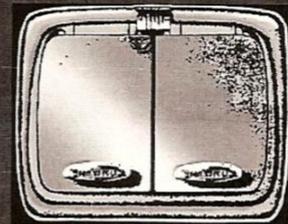
These beautiful, Custom Built Hot Water Heaters—Especially made to fit and operate most efficiently in your car—assure you of dependable warmth...Enjoy the Best...Although moderate in price, these Custom Built Heaters naturally surpass ordinary ones in the same price class...They fit all models, leaving plenty of leg room...By all means, see them first...Your car dealer has them.



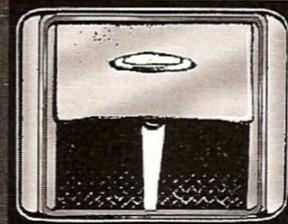
DUO-AIRSTREAM MODEL
Distinctive Chrome and Black enamel....\$19.95



DE LUXE MODEL
Beautiful black-gold baked lacquer finish....\$16.45



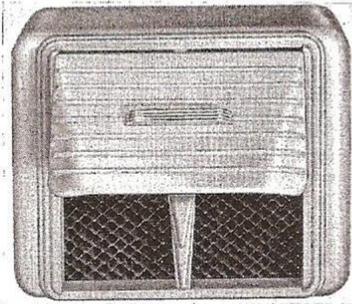
STANDARD MODEL
Attractive, Beige-Crackle lacquer finish....\$12.95



JUNIOR MODEL
Good looking blue-gray Case.....\$8.95

1937 HOT WATER HEATERS

Custom-built Hot Water Heaters approved by Chrysler engineers and setting new standards of heater performance are available through Chrysler Corporation—Parts Division. These new and better Heaters not only have a greater heat output but they offer new beauty of design and new multi-purpose features. There's a model for every pocketbook.

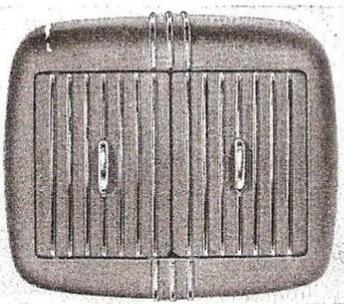


Junior Model

New and attractive in design, this popular model fits all 1934, 1935, 1936 and 1937 Chrysler cars. The case is die-cast and the deflector revolves, directing heat current wherever desired. The core is cellular, cross-flow type. The fan has four blades, six inches in diameter, and the motor is sturdy and reliable. Comes complete with rheostat switch and long-life hose. List Price \$8.95.

Defroster Attachment Junior and Standard Heater Models

An efficient Windshield Defrosting Device at minimum cost. When needed it may be attached in a minute. Fits easily in glove compartment when not in use. List Price \$1.25.



Standard Model

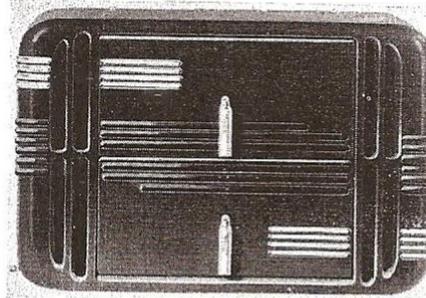
Stunning tan crackle finish, with smart chromium trimmings on case and deflectors, gives this model instant eye appeal. Two 2-way door deflectors provide full control of warm air distribution. Soundly designed with a die-cast case, fin and tube vertical-flow core and motor of improved design. Illuminated rheostat fan control. Fits all 1934-35-36 and 37 Chrysler cars. List Price \$12.95.

proved design. Illuminated rheostat fan control. Fits all 1934-35-36 and 37 Chrysler cars. List Price \$12.95.

10—Chrysler General Information

Printed in U. S. A.

1937 HOT WATER HEATERS



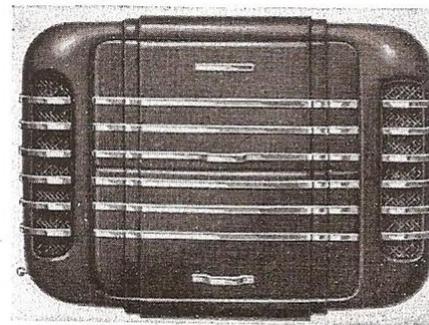
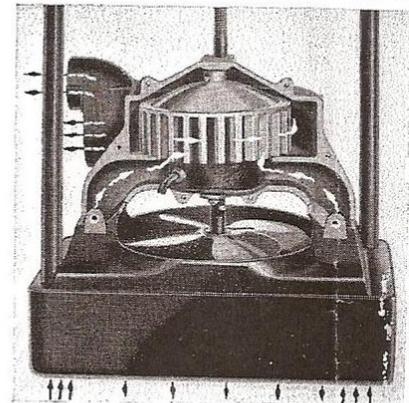
Tri-Airstream Model

Something new and original in Hot Water Heater design. Multi-purpose in usefulness. Besides exceptionally large volume of heat distribution for car passengers, a novel built-in feature throws hot air directly on driver's feet or (through hose attachment sold separately) to windshield for defrosting purposes. Two deflectors on front of

heater, fully adjustable. List Price \$15.95.

Cross Section View

Conventional type fan forces hot air into car in usual way. Centrifugal blower fan throws hot air through new outlet to driver's feet or through special defrosting attachment to windshield. This outlet controlled by convenient damper.



Super Tri-Airstream Model

An outstanding heater of exclusive design; beautifully finished in satin black with chrome embellishments. Entirely new in appearance, rich and dignified. Has all the special built-

in features of Tri-Airstream plus a larger core and larger propellor fan. Built to meet most exacting demands. List Price \$19.95.

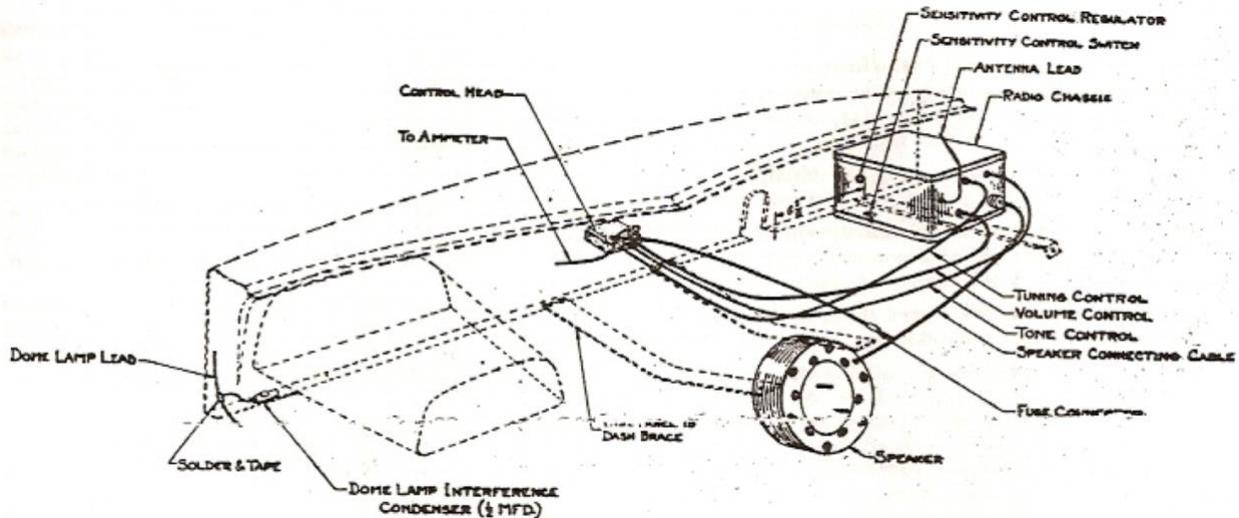
Nov. 1936—Chrysler General Information—11

Radios

Chrysler was an early offeror of built-in car radios, and they were available for all Airflows. The approved (authorized) radios were of three-box architecture: a radio head with tuning knobs and a dial was positioned somewhere on the dash, with appearance and location varying with make and year. Flexible cables ran from this head to the radio chassis, which housed tubes and other electronics. The chassis location also varied – under the floorboards, under the front seat, or replacing one of the gloveboxes for some models. Airflows had more legroom in front than other cars, and to get better sound, Chrysler and DeSoto were able to use a separate speaker box mounted on the center firewall.

Airflow radios were branded Philco (later owned by Ford), and they used an aerial built into the top of the car, not visible from the outside. Like heaters, built-in radios could be ordered with the car or added by the dealer. Also as with heaters, there were many other manufacturers producing radios at the time, including Motorola, Marconi, Sparton, General Electric, Crosley, Arvin, and many more. In the past, the Airflow Club has accepted other radios as correct period options. Preference in judging has usually been given to the Philco radios however.

The following figure is extracted from the Airflow Club Newsletter archives. It shows the installation plan for 1936 DeSoto S2 and Chrysler C9, C10, and C11. The drawing applies unchanged to 1937 C17 as well. Note that the view is from the front; the radio chassis replaces the driver's side glove box. The instructions include installation of noise-suppression accessories for the dome lamp, grounding the control head, and spark plug resistors. For details, see Article Radios1 in the *Airflow Club Tech Manual*, on the Members Page at www.airflowclub.com.



Radios for 1935 Chryslers and DeSotos were of similar architecture. For 1934, however, the radio receiver was mounted outside the car, under the front passenger's seat. See the diagrams and instructions below. For both 1934 and 1935, custom radio heads replaced the passenger side ash tray. The speaker location also differed: it was mounted above the dashboard-to-firewall braces out of sight.

INSTALLATION INSTRUCTIONS - CHRYSLER MODEL -

In the top of the control head and the tuning control cable (unpainted) in the bottom. Securely tighten the cable housing retaining set screws in the rear of the control head and then tighten the shaft retaining set screws in the control head shafts. Then replace the cowl quarter kick-pad.

5. Figure 5 shows the method of mounting the radio receiver under the right-hand front seat ston mounting bolt with the 1-1/4" x 5/16" bolt provided in the radio package. The front bracket is secured to the floorboard using the bolt removed from where the rear bracket is mounted.

Before tightening the receiver in place, be sure that the cover is flush with the floorboard. If the wood shin that is between the floorboard and the frame mounting bracket interferes, the interfering part may be removed by the use of a wood chisel.

6. See Figure 6. Secure the control and speaker cables by means of the clip provided for this purpose.

7. The antenna lead wire from the roof will be found in the under body side rail and should be connected to the antenna lead branch of the speaker cable, as shown in Figure 5. Make a twisted splice, using plenty of tape to insure a water tight joint, grounding the eye terminal on the end of the antenna lead pigtail to the body side rail.

Battery Connections

Connect the battery lead to the fuse terminal of the ammeter. Place the fuse and fuse insulator in the metal fuse housing of the battery cable and connect it to the small bayonet fuse connector which branches out of the speaker cable close to the speaker. The three shield terminals must be connected under the grounding screw provided for this purpose near the speaker receptacle.

Adjustment

Turn on the Receiver and tune in a station whose frequency in kilocycles is known. (The numbers on the dial represent channel numbers which with the addition of a cipher become the frequency numbers). Loosen the set screw on the front of the tuning control shaft without detuning the Receiver. Turn the shaft until the indicator points to the correct number on the dial. Tighten the set screw securely and then replace the knobs on the shafts.

Motor Interference Suppression

Cut the elbow terminals from the spark plug cables and screw on the moulded bakelite elbow suppressors. Connect the suppressors to the spark plugs. Cut off the end of the distributor center lead cable and screw the straight molded

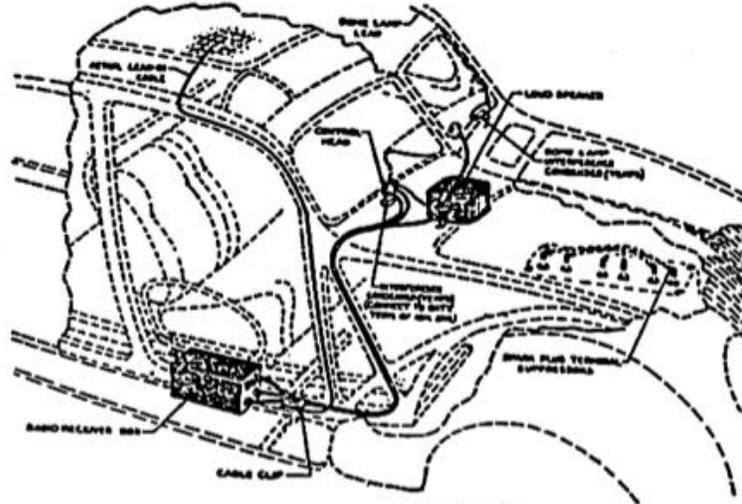


FIGURE 4

resistor into the lead. Then plug this into the distributor cap. Install a one microfarad by-pass condenser on the generator. Mount it on the generator frame under the screw that holds the generator relay in place. Connect the condenser lead under the screw that connects the generator battery lead to the relay. (See Figures 7 and 8).

There may be some interference caused by an excessive gap between the distributor rotor and the high tension contacts. This can be overcome by lengthening the contact end of the rotor.

The following procedure should be carefully followed: Remove the distributor cap and chalk the inside faces of the stationary contacts. Remove the rotor and place the contact end on a small anvil or steel block. Peen or hammer the end carefully with a small machinist's hammer. Replace the rotor and the cap, then turn the motor over a few times, using the starter only. After a few revolutions, examine the distributor cap to see if the rotor has scraped or touched any of the stationary contacts in the cap. If so, dress lightly with a fine file. Repeat the above operation until the rotor just clears the contacts.

Occasionally you may find a distributor cap which is out of round or with a short electrode. This condition does not affect the operation of the car, but sometimes makes satisfactory elimination impossible. If such a condition is found, take the defective cap to the nearest United Motors Service Station and exchange it for a new one.

FIGURE 3

FIGURE 5

FIGURE 6

FIGURE 7

FIGURE 8

Knobs—Tuning	27-4071
Knobs—Volume	27-4072
Knob Springs	26-1735
Interconnecting Cable	41-3007
Ammeter Cable	35-3706
Flexible Shaft—Tuning	25-8218
Flexible Shaft—Volume	25-8219
Fuse	7275
Fuse Insulator	27-7131
Speaker Mounting Bracket	29-1847
Speaker Mounting Bracket	29-1848
Speaker Mounting Bracket	29-1851
"I" Clips	29-1858

Items 1 to 71 of the Parts List shown with the schematic diagram of Model G (Code 122) are identical for Model G (Code 122) Chrysler Code CU and CV. See items at left for additional accessories.

Other Accessories

External rear-view mirrors appear never to have been standard equipment on Airflows. But they were frequently added, even in the mid-1930s. 1934-1937 parts lists do not show them, and the more general *1936-1942 Chrysler Parts List* shows them as “not used” on all 1936-37 Airflows. In modern traffic, external rear-view mirrors are practically essential and, in many states, they are required. The Airflow Club has traditionally allowed these accessories in judged car shows without penalty, as long as they are door or hinge-pin mounted.

Seat belts were not standardized in American cars until the 1960s, but today they are ubiquitous and mandated. Many Airflow owners install them in cars that are to be driven. In recent years, explicit authorization for safety equipment like mirrors and belts has been made in club car judging. In any case, for most Airflows, it’s easy to make the seat belts invisible by tucking them under the seat cushion.

Turn signals and 4-way emergency flashers, like seat belts and external mirrors, were not originally installed on Airflows. Like the other safety equipment, they have usually not been penalized in car judging. Plastic insulated wiring, where visible, however, has been penalized.

Original tires on Airflows were usually Goodyear Airwheel diamond tread, bias-ply, in black or white sidewall. Reproductions are being manufactured for some Airflow-required sizes, and other compatible bias-ply tires are acceptable. Some ACA members who frequently drive their cars, and especially if they plan on long distances, elect to run radial tires. ACA (and many other car clubs) have penalized radial tires at varying levels in the past. Radials and other “modern” tires in use since the 1960s have wider tread than the original Airflow tires in the equivalent size. In addition to changing the look of the car, wide tread tires can make steering harder and sometimes interfere with wheel shields (fender skirts). New old-stock tires can be deteriorated by age even though they have new-looking tread. Use caution in selecting tires for your Airflow. Check with the Chief Judge to learn what the current practice in show judging is before you commit to tires or any of this safety equipment.