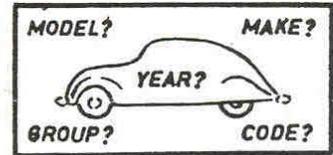


# HOW TO IDENTIFY AN AIRFLOW.

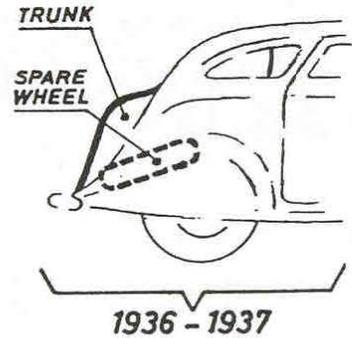
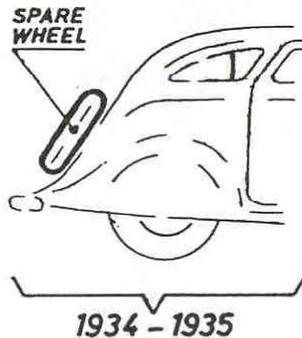
The first installment of this article, published in the April 1974 issue of the Airflow Newsletter, concerned itself with the **EXTERNAL DIFFERENCES INDEPENDENT OF MANUFACTURING YEAR**. New members will easily become familiar with the different varieties by looking at the model chart, published in that issue. With it - you're in. Without it - you're lost.



Let's continue with the **EXTERNAL DIFFERENCES DEPENDENT ON MANUFACTURING YEAR**.

**THE MAIN DIFFERENCE** between early and late Sedans is the location of the spare wheel and the presence of an outside access trunk on later models.

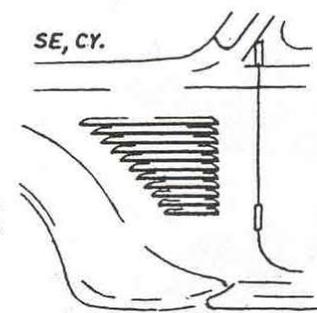
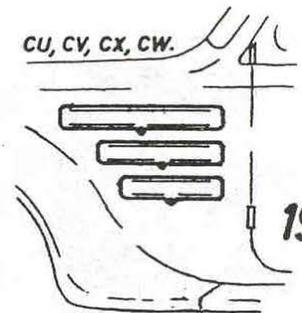
No coupes carried spare wheel outside. 1934 and 1935 models had only the tire compartment under the deck lid with luggage space accessible from inside the car, similar to sedans. 1936-1937 models had outside access trunk but no change in contour of body panels.



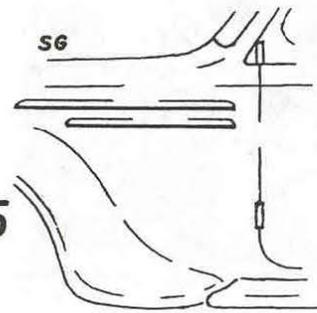
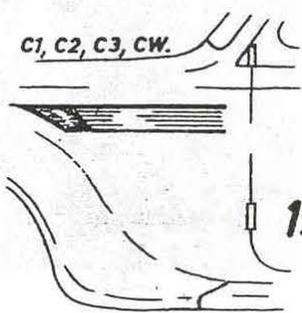
**COWL LOUVRES** give a quick and easy means of identification - illustrating the differences in die-stamping and trim of the model years.

All 1934 Chryslers, except CY, have doors manually operated from the outside.

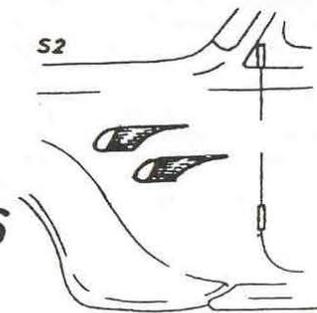
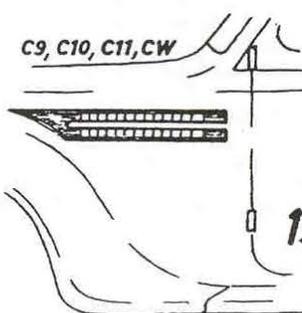
On some SE-based export models, sold abroad as Chryslers, a chrome strip was added above the cowl louvres giving the illusion of 12 louvres instead of 11.



A common belief that some 1935 Chryslers had two "sets" of cowl louvres, and some 1935 DeSotos 3 chrome strips and vents, is entirely incorrect. The ideas were tried in prototype, but never used on production cars. These illustrations are correct.



In developing the 1936 DeSoto, some prototype cars had three tear-drop louvres. The idea was discarded, however, and production models carried but two. This illustration is correct.

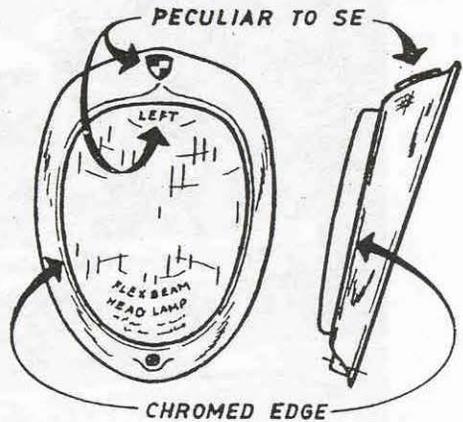


**NOTE!**  
The cowl louvres of the 1937 C17 and the one known 1937 CW are almost identical to the 1935 SG. The main difference is in the spacing.  
Page 12-8

# HOW TO IDENTIFY AN AIRFLOW.

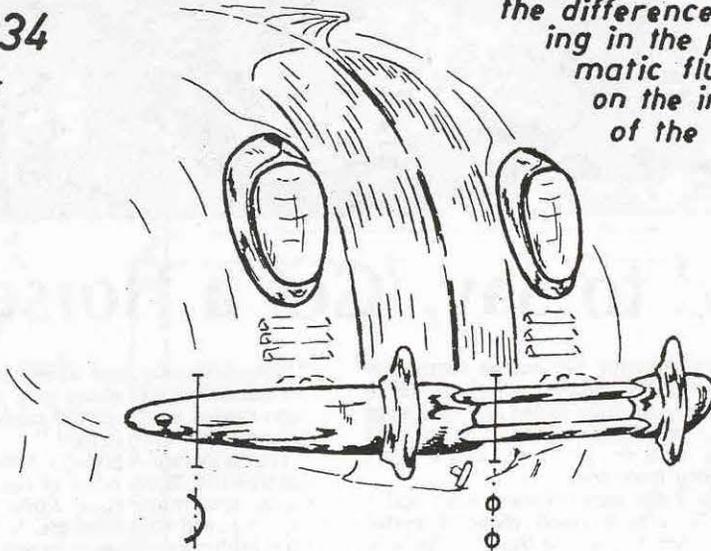
Among the more important trim parts, HEADLIGHTS and BUMPERS are partially responsible for the "expression" on a car's "face," and therefore worthy of careful consideration. Note how the various grilles go with the different bumpers, giving a more complete picture of each model's "personality," and a correct reference as to which trim parts go together.

The headlights of the DE SOTO AIRFLOW remained generally unchanged through the three model years. Exceptions: Only the 1934 SE carried the little De Soto emblem at the top of the frame or "door," and only the SE utilized unlike lenses for left and right, the difference being in the prismatic fluting on the inside of the lens.



1934

SE

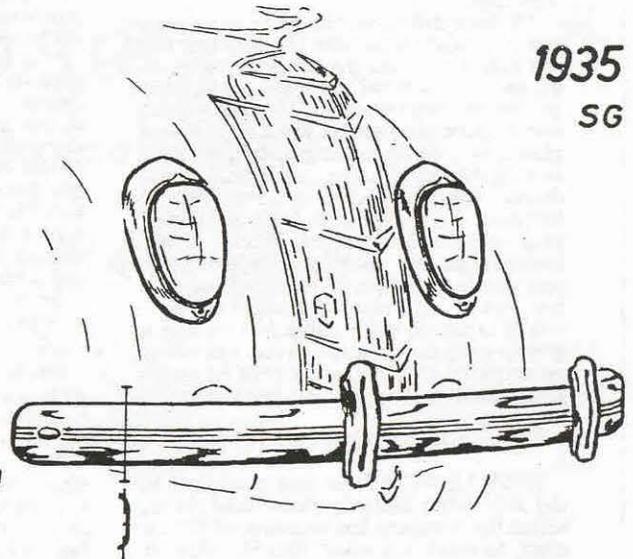


The 1934 SE was the only De Soto that carried externally visible horn grilles. The three louvres beneath the headlights were discontinued in later production models.

From 1935 and on the bumpers became more conventional. The SG had three horizontal grooves painted black - typical of the 1935 models. The bumper guards are very similar, but not quite identical, to the 1935 Chrysler.

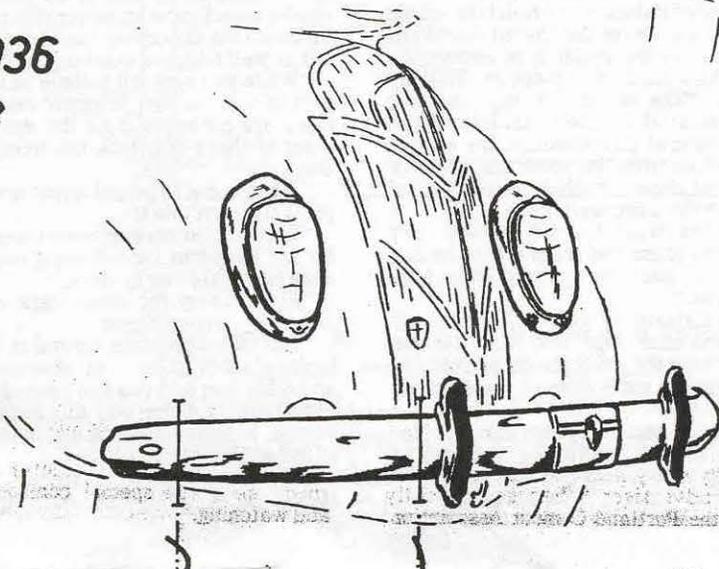
1935

SG



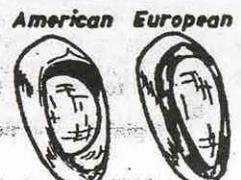
1936

S2



For 1936, the bumper cross-section was altered, it's curvature being narrower and deeper at the ends. A center medallion was added, and the bumper guards, which the Chrysler Corp. always referred to as "buffer plates," were rubber faced.

At the introduction of sealed beam headlamps, various replacement kits appeared for most prior car models. Those made for the Airflows altered their appearance considerably.



# HOW TO IDENTIFY AN AIRFLOW ?

....is a question that keeps coming up periodically, put to us mostly by new members. The problem is easily solved, once you have got hang of the chart. It tells what make, model and manufacturing year.

	1934	1935	1936	1937		
Group IA	De Soto	SE	SG	S-2	Airflow Six.	
Group I	Chrysler	CU	C-1	C-9	Airflow Eight.	
Group II	Chrysler	CV	C-2	C-10	C-17	Airflow Imperial Eight.
Group III	Chrysler	CX	C-3	C-11		Airflow Custom Imperial Eight.
Group IV	Chrysler	CW	CW	(CW)	(CW)	Airflow Custom Imperial Eight.

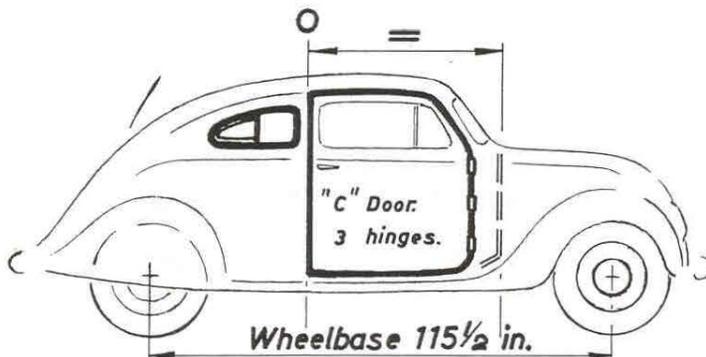
- EXCEPTIONS:**
1. The Canadian built CY is not listed being a De Soto based model equipped with Chrysler trim parts. It belongs to Group IA.
  2. The C-17 of 1937 has everything in common with the Group II cars, but was not given the name Imperial. Chrysler, in the knowledge they were abandoning the Airflow, wished to apply the Imperial designation to a non-Airflow car, so they could drop the Airflow without dropping the Imperial name.
  3. CW was not listed in sales literature of the last two years of the Airflow Era, yet one car from each year is known to exist. Both serial numbers, however, fall within the reported 1936 sequence.

## EXTERNAL DIFFERENCES INDEPENDENT OF MANUFACTURING YEAR:

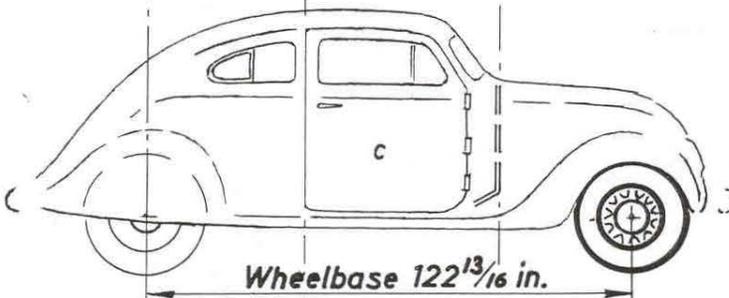
### WHEELBASE, DOORS AND REAR QUARTER WINDOWS.

Let's cut'em up by drawing a line through the center post and see what happens from Group to Group. Let's begin with the **COUPES**.

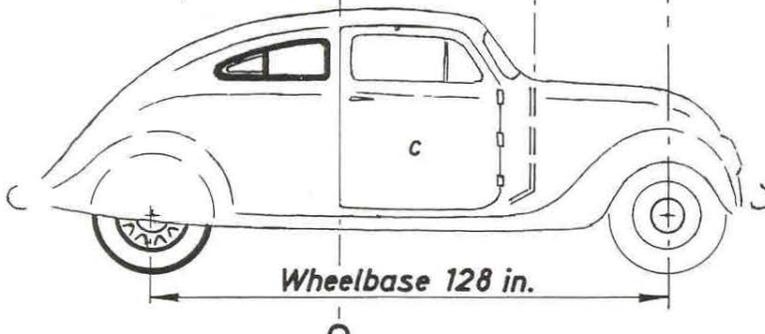
Coupes are only of Group IA, I and II. In dimensions they are all basically the same between firewall and centerpost.



Group IA, 6-cylinders - SE, SG and S2 - have short wheelbase. Front pane of rear quarter window is almost square. Rear pane swings out and is the same on all Coupes.



Group I, 8-cylinders - CU, C1 and C9 - have longer wheelbase than the cars of Group IA. The difference lies from firewall forward. A few Business Coupes have no division bar in rear quarter window.



Group II cars - CV, C2, C10 and C17 - are the same as Group I cars from centerpost forward - longer from centerpost back. Rear quarter window is longer, which all is in the front pane.

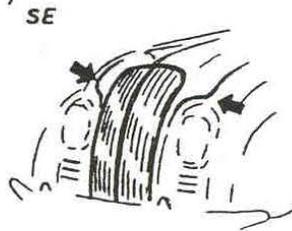
**GRILLES AND HOODS** differ from year to year, showing the result of the public's reaction, and marking the development from the first "bullnose" style to the later more conventional ones. Interchanges **ARE** possible, and modernizing or repairing the car with wrecking yard parts was something that did happen, so be careful about identifying an Airflow solely on the strength of it's hood and grille.

Note the incut hood line on 1934 models!

The "waterfall" or "bullnose" grille on 1934 Chryslers appeared with different numbers of vertical bars. Apart from a few of the very earliest, early cars have 39 bars and late cars 21.

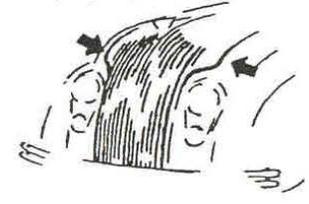
1934

De Soto



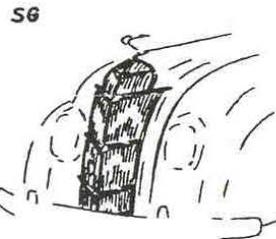
Chrysler

CU, CV, CX, CW.

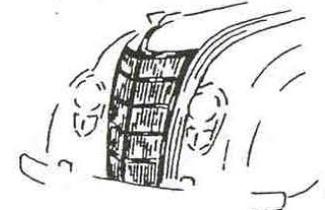


Of all the changes, the greatest was between '34 and '35 models. The 1935 Chrysler had additional chrome strips paralleling the grille sides. All 1935 Airflow grilles were light weight stampings, with stainless steel and plated die-cast trim.

1935



C1, C2, C3, CW.



Visually, the changes were less noticable in 1936, however this year saw the only one-piece, completely die-cast grilles, which added about 20 lbs. (9 kg) weight to the hood.

1936



C9, C10, C11, CW.

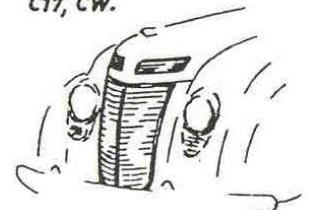


The last of the Airflows changed hood and grille completely, but retained identical front quarters. The hood opens at the belt line instead of from bumper level, and the grille follows the styling trend of the rest of the 1937 Chrysler line, being again light weight stampings with stainless steel trim.

1937

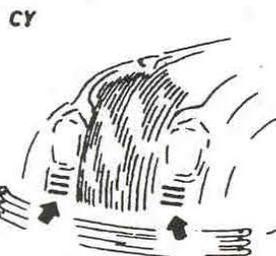
Airflow De Soto out of production.

C17, CW.



**EXCEPTIONS:**

The Canadian built 1934 CY was based on a SE body but marketed as a Chrysler. Note the Chrysler grille in combination with DeSoto headlamp doors!



CONVERSION KIT



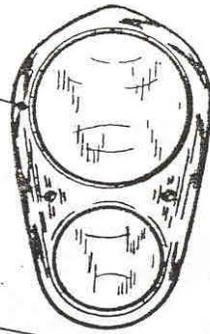
APPLIED TO 1934 CHRYSLER.

The conversion kit was supplied for owners who wished to convert 1934 Chryslers to the new and less controversial 1935 style grille. It became slightly popular - was available for any 1934 Chrysler model - and is easily identified: If the car does not have the waterfall, but has the incut hood line - it is a conversion kit on a 1934 body. Various export models - mainly RHD - were delivered with conversion kits in 1935.

Unlike the De Soto Airflow, headlamp treatment in the **CHRYSLER AIRFLOW** differed from year to year. 1934 models carried a fully chromed door and a large, round parking lamp lens, with no external horn grille.

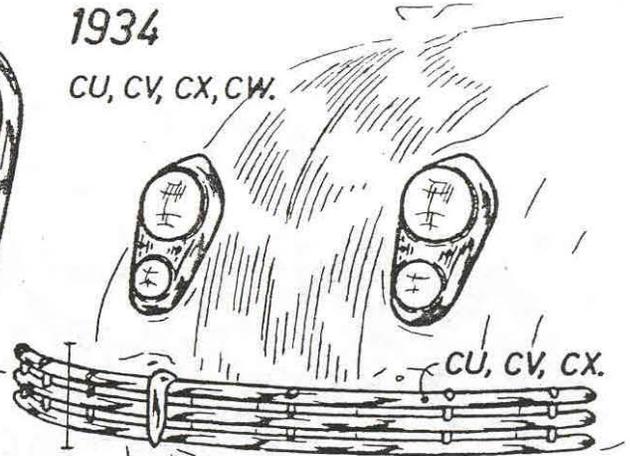
The 1934 bumper was distinctive and beautiful, but fragile. It was used on some export models as late as 1936.

Note the difference in number of bars and guards on CW!



1934

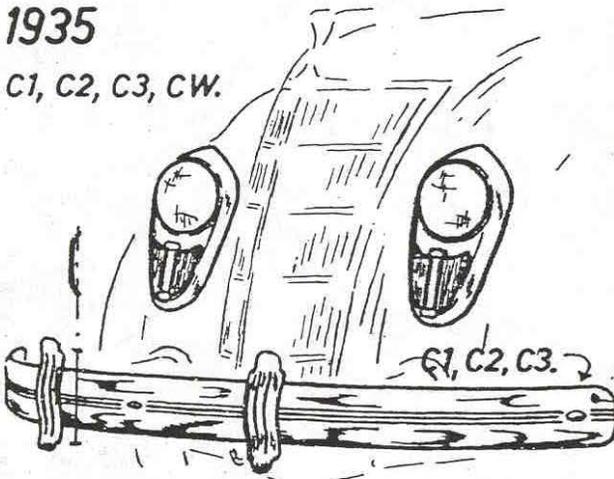
CU, CV, CX, CW.



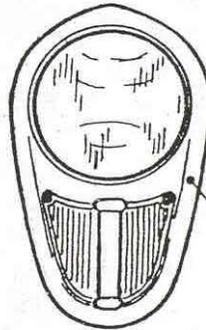
CU, CV, CX.

1935

C1, C2, C3, CW.

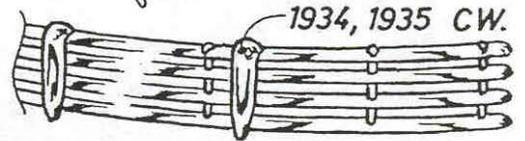


C1, C2, C3.



In 1935 the parking lamp lens became a thin, vertical bar centered within the horn grille. The headlamp door was completely painted in body color.

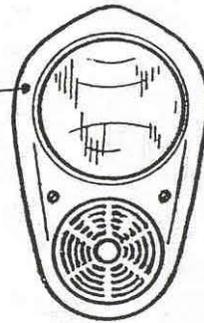
1935 bumpers were sturdier. The three horizontal grooves were enameled. Bumper guards offered more protection.



1934, 1935 CW.

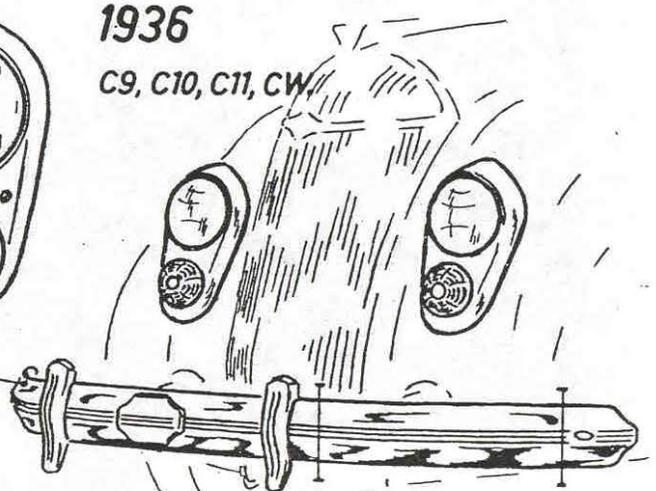
For 1936, the parking lamp lens became a small, round globe, centered in the circular horn grille. The grille motif was repeated in the tail lamps. Headlamp doors again were painted, but the lens was surrounded with a thin chrome moulding.

1936 bumpers resemble 1935, but like DeSoto, are of a different cross-section. Unlike DeSoto, Chrysler did not use rubber faced guards. The center medallion repeats the three horizontal grooves.



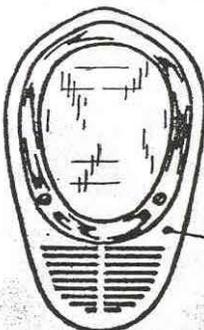
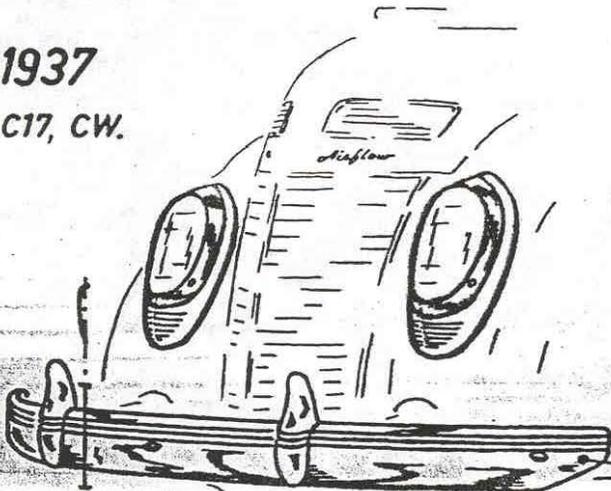
1936

C9, C10, C11, CW.



1937

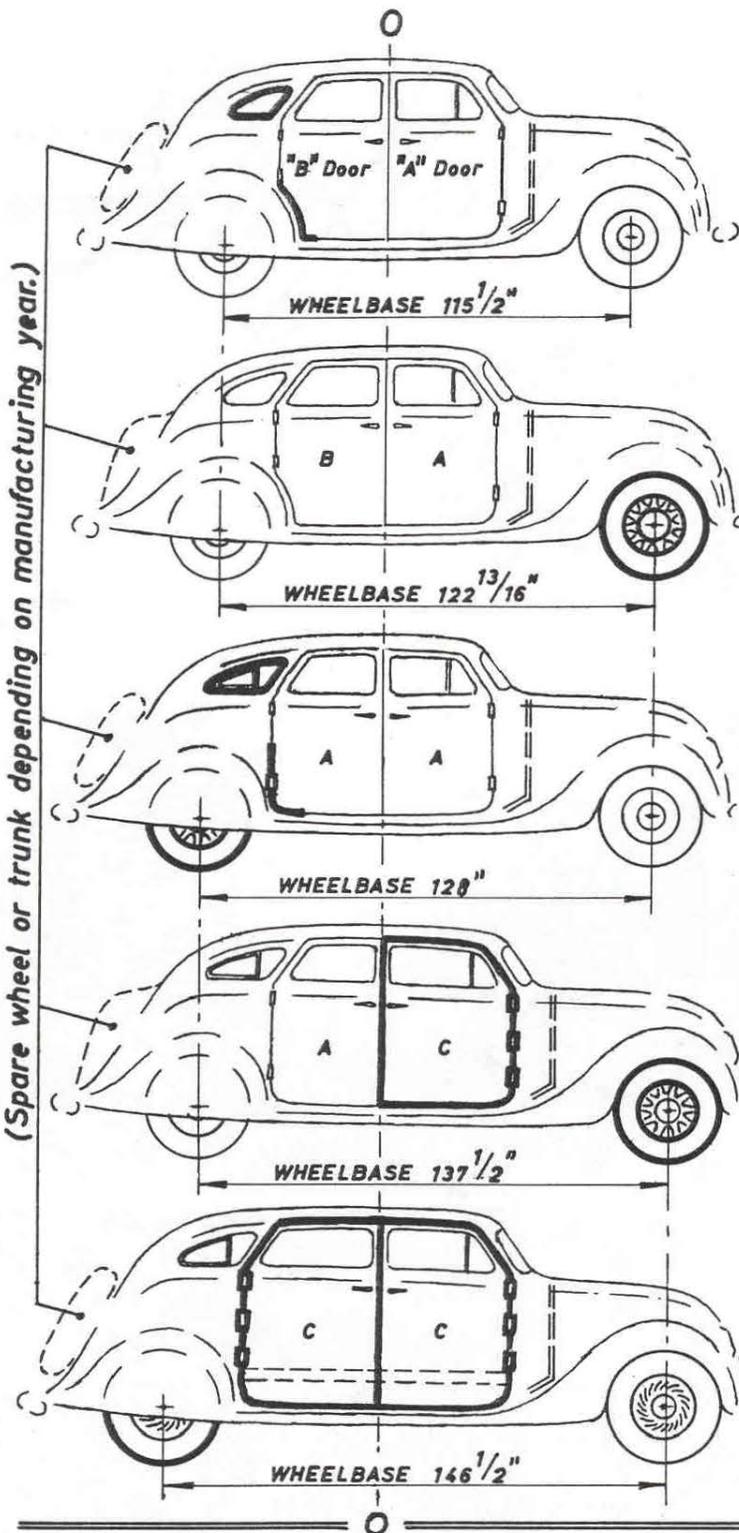
C17, CW.



The 1937 headlamp door was painted, but revealed a wide chrome band surrounding the lens. The parking lamp was a separate bulb in the main reflector. For the first time, the headlamp lens was not dead round.

1937 bumpers gained in aesthetic value without sacrificing durability. Unlike 1935 and 1936, the buf-

# SEDANS.



Group IA cars - SE SG and S2 - are 6-cylinders with short wheelbase. Note the rear door, curved for fender, and the lack of center bar in rear quarter window.

Group I, beginning with the 8-cylinders - CU, C1 and C9 - are equal to the cars of Group IA from firewall back - longer from firewall to forward because of a longer engine.

Group II cars, CV, C2, C10 and C17, are exactly the same as Group I cars from center door post forward - just like on the Coupes. Note the rear edge of the rear door is straight. The rear quarter window is longer and has a center bar. Rear pane swings out.

Group III cars - CX, C3 and C11 - are the same as Group II cars from center post back and firewall forward. The increased wheelbase is all in the front door, which is a Coupe door.

Group IV cars - the huge CWs - have one piece curved windshield, wheel-covers covering wire spoke wheels, sectioned Coupe doors, and is about 4 in. wider than any other Airflow. When and if you see one, we have doubts you will look at doors and windows.

## EARLY SPECIAL BODIED SEDANS.

The 2-Door Sedan (Brougham) was available only on Group IA and I cars in 1934 - SE and CU. The doors are Coupe doors and rear quarter window is longer than on the Coupes of Group II.

Town Sedan bodied cars appeared on all 1934 models but only on SG in 1935. The difference from others is purely the lack of rear quarter windows. Like the Broughams, very few were made.

