

Car overall	Title	Requirement
Car overall	Bolts and screws	Most bolts used on the body had DPCD or Dodge DB logo. Some had other markings or none. Hardness markings were not available during Airflow production. No Phillips heads.
Car overall	Modifications	6v electrical, no AC, no PS, no sealed beam headlights, no undercoating. no visible antenna



Chassis	Title	Requirement
Chassis	Axles	Painted black
Chassis	Brakes	Backing plates painted black; steel brake lines. Rubber hoses at front wheels and rear axle. Booster on Imperials;
Chassis	Exhaust system	Mufflers and pipes were natural metal or painted black. No stainless steel, aluminized or aluminum-painted components were used.
Chassis	Frame and floor	Painted black
Chassis	Fuel tank and straps	Painted black; insulating strips separated straps from tank
Chassis	Hub caps	Chrome; black painted DeSoto script in block letters

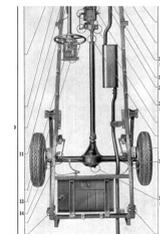


Chassis Leaf springs and covers Visible ends painted black. Some leaves are divided into two half-leaves and are not necessarily broken. Covers black.

Chassis Lubrication fittings Unpainted Alemite-type zerk fittings were provided on all lube points.



Chassis Muffler Surviving NOS mufflers are about 5" by 8" oval and 2 feet long.



Chassis Oil pan Painted black

Chassis Shock absorbers Four lever-action type; Painted black

Chassis Steering assembly Painted black

Chassis Tires Standard original tires were 5 Goodyear Airwheel 6.50-16 blackwall diamond tread, whitewalls optional. Valve stem caps were metal.



Chassis Tools Domestic model tool box contained wheel wrench, auto jack, jack handle and tool roll, which contained pliers, screwdriver, spark plug wrench, hammer, tire iron, auto wrench, wrench No. 2



Chassis Transmission / All components painted black. Transmission and overdrive were housed in a single casting, 1936 only.

Chassis Wheels 5, 12-spoke artillery type. Sunburst decoration with 3/8" wide scallop pattern bisected with accent color to match body stripe. Chrome and chrome wire spoke wheels available export only.



Engine **Title** **Requirement**
 Engine Air cleaner Dry type or optional oil-bath type with service decal. Breather pipe filter cap and filtered road draft tube were provided with oil-bath air cleaner for dusty areas. Painted black, some dry type silver. (Dry type in photo.)



Engine Belt, fan Fan and belt were black. Some oldtimers said original had no notches.

Engine Carburetor Original Carter E6G1; superseded by Carter 592S and 692S. Automatic Sisson choke fitted.



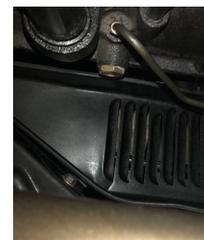
Engine Cylinder block Block and timing cover were painted black

Engine Cylinder head All were aluminum; export and high compression options. Thermostat housing and spacer exit side of head; painted black or silver. Head bolts and nuts natural.

Engine Distributor Autolite painted black. Black cap, red ID tag.

Engine Engine bay Painted body color; firewall tag black; under hood bolts and cup washers natural or painted black. Wheelhouse cover panels black or body color.

Engine Engine dust pans Painted black.



Engine Fuel supply Mechanical pump mounted on cylinder block, natural metal color with heat shield painted black; rubber flex hose from frame to fuel pump with crimped hose ends (no hose clamps).

Engine Generator Painted black; tag red.

Engine Horns Correct Auto-Lite with short extended trumpets, painted black.



Engine Hoses / clamps Straight-style hoses only (no flex hoses); water hoses black; double-wire clamps on all radiator hoses; period-correct clamps on heater hoses.



Engine Ignition coil Painted black. Ignition switch to coil cable was armored and connected to coil base.



Engine Manifolds Intake manifold painted black. Exhaust natural or black; brass nuts



Engine	Mfr data plate	Installed on right side inner fender.
Engine	Oil filter	Horizontal disposable Purolator type. Originals had inlet and outlet at front and were painted black with a decal.
Engine	Radiator	Correct cathedral tank over honey-comb core, painted black; the factory applied an ID tag to the firewall side of the upper tank.
Engine	Radiator cap	Stant R-2, four-cornered, natural metal, no thermostatic valve -- radiator was internally vented and not pressurized.
Engine	Spark plugs / wires	Original AC or Champion with black base; wires black, cloth-covered or lacquer-coated; no rubber coated wires, rubber boots, or covers were used.
Engine	Starting motor	Autolite
Engine	Steering tube	Painted brown
Engine	Tubing	Steel fuel, distributor, vacuum, and oil filter lines; steel oil line from engine to short flexible hose connecting to oil pressure gauge line. Wiper vacuum tube: rubber or rubberized fabric connects to copper tube.



Engine	Voltage cutout /	Two-stage Autolite cutout, fused, black, mounted on generator.
Engine	Water pump	Painted black
Engine	Wiring	Original was cloth-covered only

Exterior	Title	Requirement
Exterior	Bumpers / guards / rear	Chrome bumpers and guards with rubber pad (wide end up); F back bars and cast brackets were of common finish, (black?), retainers black or body color. R brackets black or body color. No bumper end caps. Rear fender gravel deflectors (if so equipped) body color or black and weatherstripped.
Exterior	Doors	Adjusted to hang and space evenly without binding or rubbing. Insulated for anti-rattle and firm sound. U-weatherstrip at the top; sill scuff plate with weatherstrip all doors; Upper and lower wedges and strikers on all doors.
Exterior	Fenders	Undersides painted same color as outside. Black fender lining pads under all four fenders. Welting was installed between fenders and body and painted.



Exterior	Fuel tank cap /	Painted body color. Locking chrome accessory cap was available. Rubber grommet on filler neck. Originals painted black or body color.
Exterior	Handles	Special S2 door handles with decorative loops on lower side. Originals had rubber pads under door escutcheons. Hood handle and trunk simpler design.



Exterior Headlight doors Painted body color except for raised bead around headlight lens, which is chrome. Single slotted screw attachment at bottom.



Exterior Hood Hood supports and springs latched in hold-up position without manual assistance. Bright metal hood guides mounted on bumper body brackets; hood lace was woven fabric with center valley for drive studs.

Exterior Lights Head: Oval CM Hall "Bi-ray". Parking lamps were inside headlight (Appendix J). Taillights and license bracket black or body color; lenses: beehive style with chrome doors, center reflector.



Exterior Paint See Appendix A. Special order paint was documented, e.g., on build card or body data tag.

Exterior Pin stripe Bisected stripe, usually in colors to match wheel sunburst but about 3/16" width, ran just below the belt molding extending from front pan to rear pan.



Exterior Radiator grille Die cast metal with vertical blades and curved, stylized trim, topped with flying lady mascot. Chrome plated with accent color paint in curved elements. DeSoto cloisonne ornament.



Exterior Radio antenna Concealed in roof panel; no external antenna was used.

Exterior Running boards Molded rubber mats in distinctive pattern. Spring-steel side trim secured with unique oval-head bolts with standoff spacers. Stainless trim on both ends of board. No body-to-running board welt is listed in 1936 Parts List.



Exterior	Top	Metal insert
Exterior	Trim	Two accent-color bisected pinstripe; correct S2 DeSoto emblem on trunk lid; sculpted belt molding with accent color pinstripe in center. Two wing type cowl grilles each side (chrome with body color caps)
Exterior	Trunk Access	Sedan trunk lid has two handles at lower corners. Coupe has a single handle lower edge.



Exterior	Wheel shields/skirts	Skirts were standard with correct ornaments. Rubberized grommets at fender mounting points; alignment brackets on fender front and rear. Welt riveted to skirt edge. Skirts painted body color.
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Exterior	Window frames	Windshield: inside painted black or brown; outside painted black with narrow stainless molding and corner clips. Inner and outer weatherstrip. Front vent divider and rear quarter window frame were chrome.
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Exterior	Windshield wipers	Slim, wire arm type, bent to enhance parked position.
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Interior Title Requirement

Interior	Battery box	Most had top painted brown, with box and top insert painted black; rubber seal under removable panel for corrosion protection, liner under cover.
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Interior	Clock	Accessory clock installed in passenger glove box door. Installed on nearly all S2s.
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Interior Dashboard
 Circassian walnut burl ash tray, radio blanking plate (if present), and glovebox doors; the latter trimmed with gold and black vertical stripes and light gold horizontal stripes with a different grain pattern in the horizontal field. Most dashboards burl; some painted metallic beige/brown. Windshield cranks grey bronze.



Interior Door panels
 Door panels had diamond relief pattern, stitched or glued over backing board with real and embossed buttons. Carpet (except export and leather) on lower door panel. Leather upholstery available.



Interior Door sills
 Natural aluminum sill plates inscribed DeSoto Airflow over sills painted body color and bright metal striker plates. Slotted chrome or stainless screws, no cup washers. Chrome molding on inside edge held rubber weatherstrip and covered windlace at both ends.



Interior Floor cover (mat)
 Brown/taupe hogs hair



Interior Garnish moldings
 Walnut burl to match glovebox doors; slotted screws, chrome or stainless, with cup washers on window garnishes; same woodgrain on upholstery trim strips and robe rail.

Interior Glass
 Non-tinted safety glass; originally Duplate. Anti-rattle rubber cushions on both sides of side glass all doors.



Interior Handles / knobs /
 Escutcheons bright with mottled butterscotch-colored plastic disks. Door handles and side window cranks nickel plated, cranks with "root-beer-barrel" knobs in same plastic; switch knobs labeled inside amber lenses with nickel or brass trim.



Interior Headliner
 Headlining came in cloth and in leather (export).



Interior Hot water heater Optional equipment. Dealer installed heater options were Junior, Standard, and Deluxe. The latter was also available as the Duo-Airstream. Some cars were equipped with defrosting vents and pipes.

Interior Instruments Speedometer and instrument cluster faces were amber colored with radial moiré effect. Optional speedometer (not shown) had a second gauge below speedometer gauge for tachometer.



Interior Mirror Interior mirror was glass with narrow beveled edge, secured by clamp and mounted to windshield divider molding.



Interior Panels, rails, straps, Visors coordinated with headliner; robe rail and panel trim strips woodgrained; rear window shade and package shelf tan or brown; grab straps to suit upholstery and headliner were mounted with both ends secured to door posts. Kick panel covers have a surrounding bead about 2 inches inside the outside edge.



Interior Pedals / shift lever Pedals brown, pads, shift boot, heel pad brown; shift lever same brown as steering column, shift knob brown with two nickel plated plain rings



Interior Radio DeSoto offered Philco radios with in-dash head as an accessory.



Interior Seats (cushion / back) Code 343 broadcloth; codes 600 and 602: pile, similar to mohair; codes 425-429: leather. Broadcloth was taupe fabric similar to wide-wale corduroy. Original was pleated with buttons and piping as illustrated.



Interior Serial tag Right front door jamb near cowl; original was stenciled with black paint on silver-colored metal with stamped numerals.



Interior Steering wheel / post Post painted brown. 17" or 18" wheel of three-spoke brown or woodgrain; optional (banjo) stainless steel spoke design with correct horn button. Button had wood veneer center stripe with outside quadrants painted brown.



Interior Trunk interior Trunk lined with thin, rigid, black composite bender board; lid lined with similar material; ribbed black rubber mat on deck and package shelf. Lift out panel covering tool compartment at rear. Coupes: spare tire compartment with lid (lined with the same material and bound with stitched piping of the same fabric, held in place with black upholstery buttons; rubber seal with metal ring



Interior Trunk: spare tire Sedans: Stored in trunk under luggage shelf; removable clamp. Shelf has a hole for access to spare valve stem.

