

1935

DE SOTO

Presents the

New Airstream and

the New Airflow De Soto

NEW *Airstream* DE SOTO

*THE CAR THAT MAKES YOU
SMART... KEEPS YOU THRIFTY*

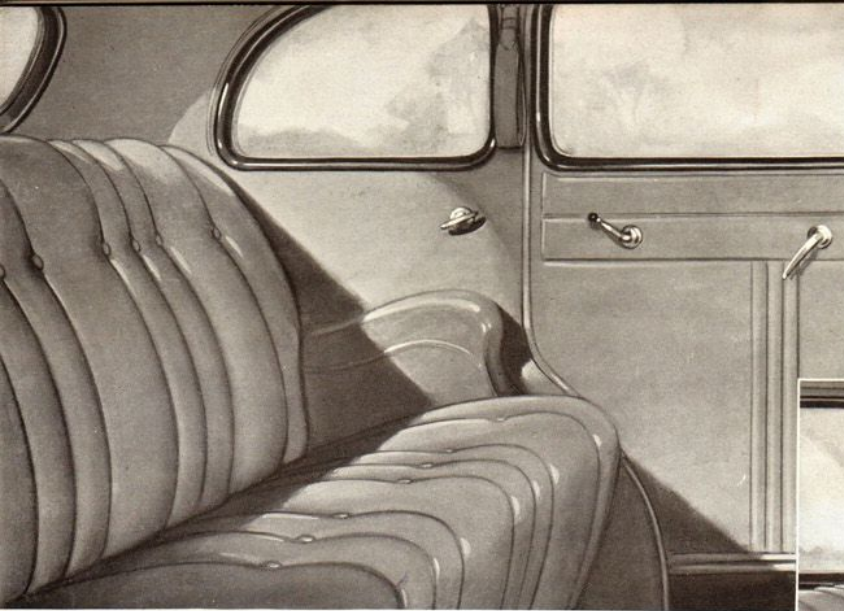


■ De Soto engineers score another triumph . . . the Airstream De Soto. Into this new Airstream has gone all the experience gained in building 25,000 Airflow cars. It's a car only De Soto engineers could build.

Under the hood is a miracle-working engine of 93 horsepower . . . with a cruising speed of 85 miles an hour . . . yet an amazing new gas and oil economy.

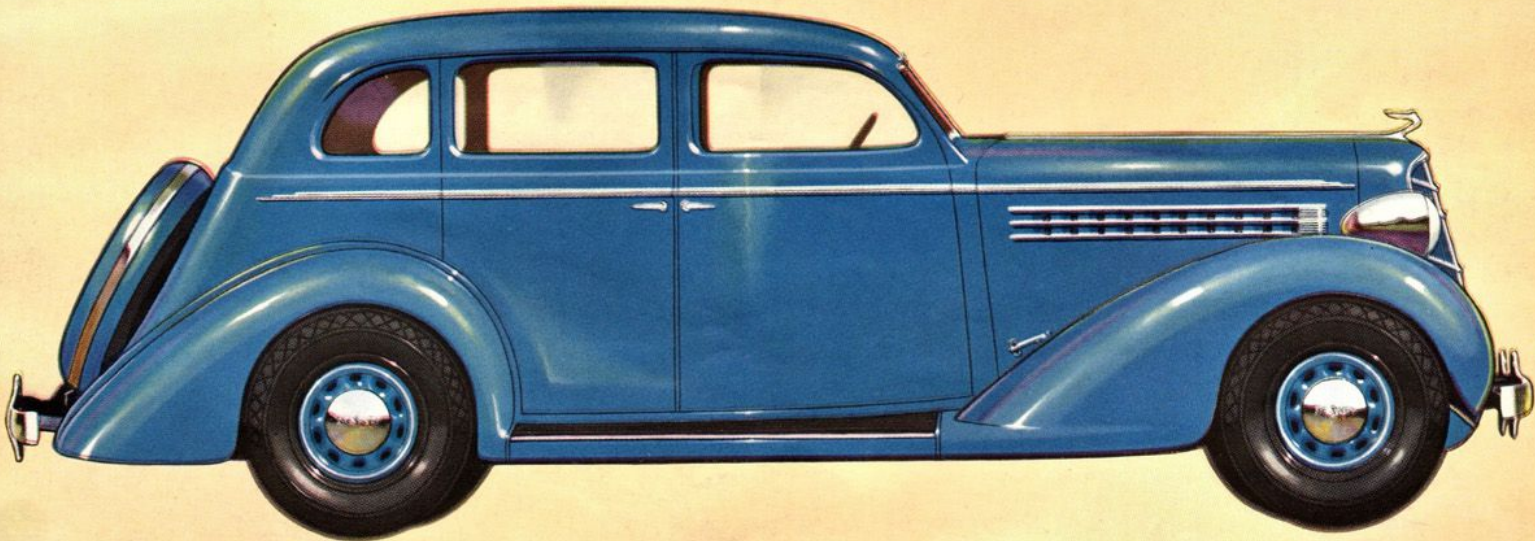
The new all-steel body is roomier . . . floors $3\frac{1}{4}$ inches lower . . . seats wider and deeper. Independent front wheel suspension, new tapered leaf rear springs and a redistribution of weight give a ride never before possible.

New Syncro-Silent Transmission, Anodic Aluminum Pistons and other new features combined with such recognized superiorities as Hydraulic Brakes and Floating Power engine mountings make the Airstream De Soto a worthy companion to the famous Airflow.

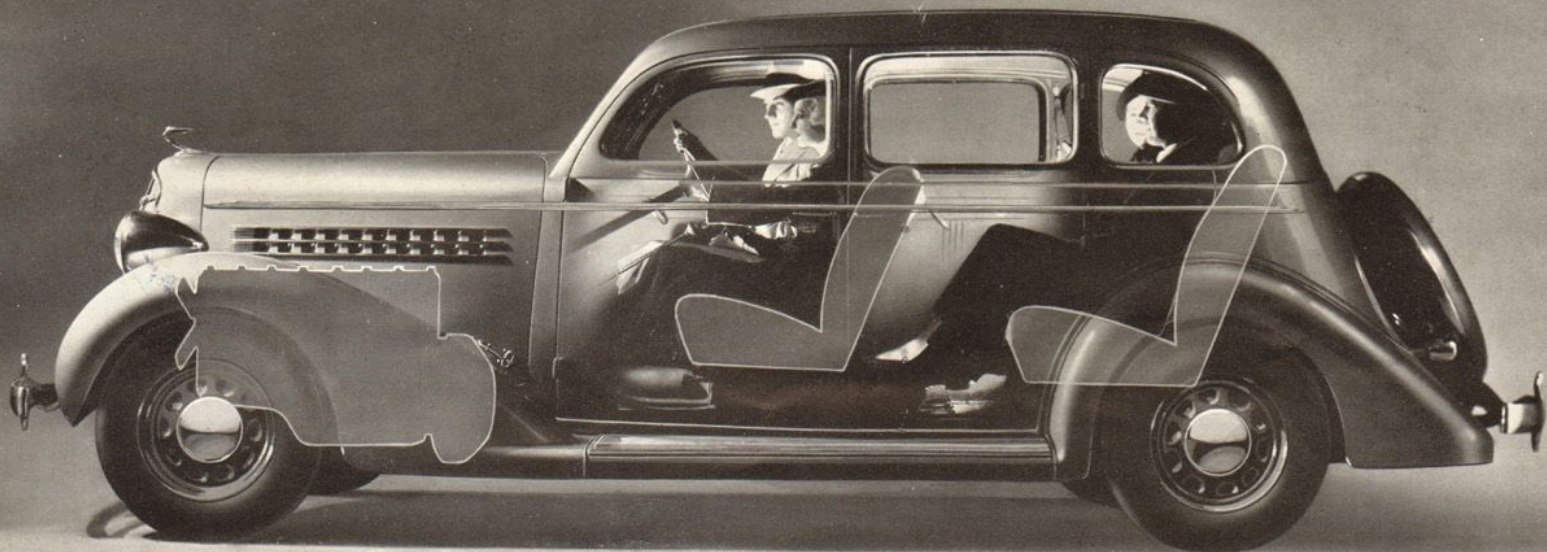


■ Comfort is improved because of the roomy proportions . . . the floor is 3½ inches lower than usual, permitting a more comfortable sitting position. Doors are wide and open at the center post, allowing easy entrance and exit.

■ No other car at so low a price as the new Airstream De Soto has such a luxurious interior . . . it is more spacious . . . seats are three inches wider . . . upholstery is rich and soft . . . fittings are attractive.

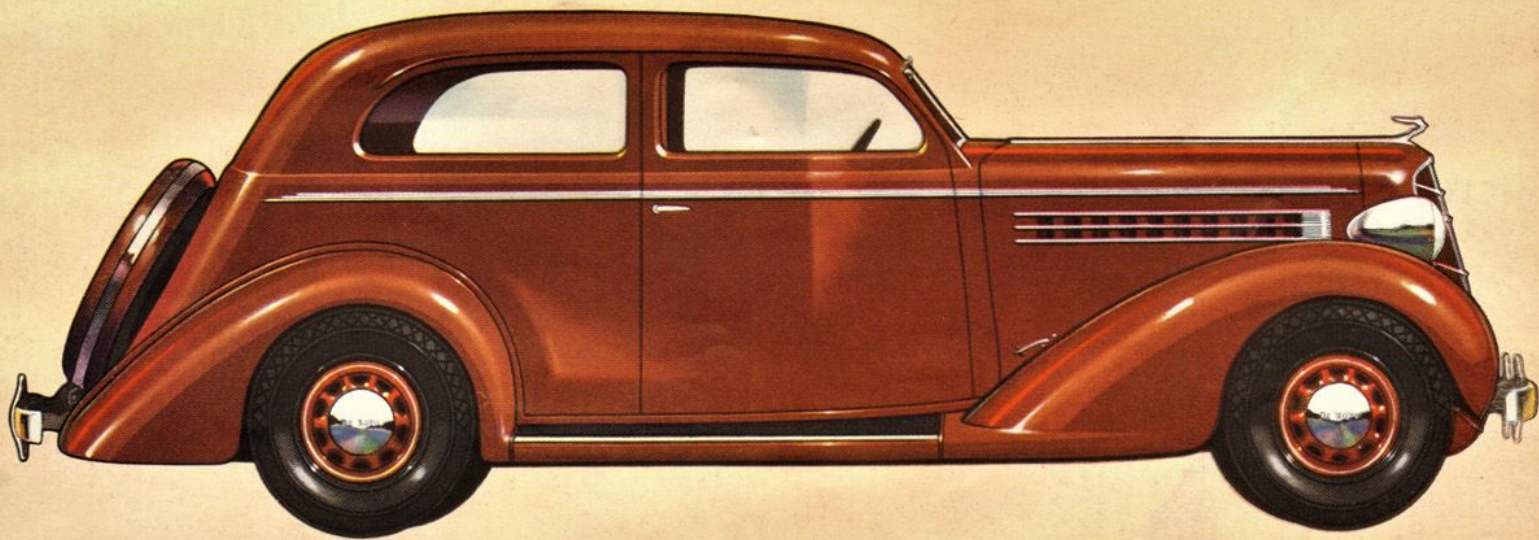


The 4-door Sedan

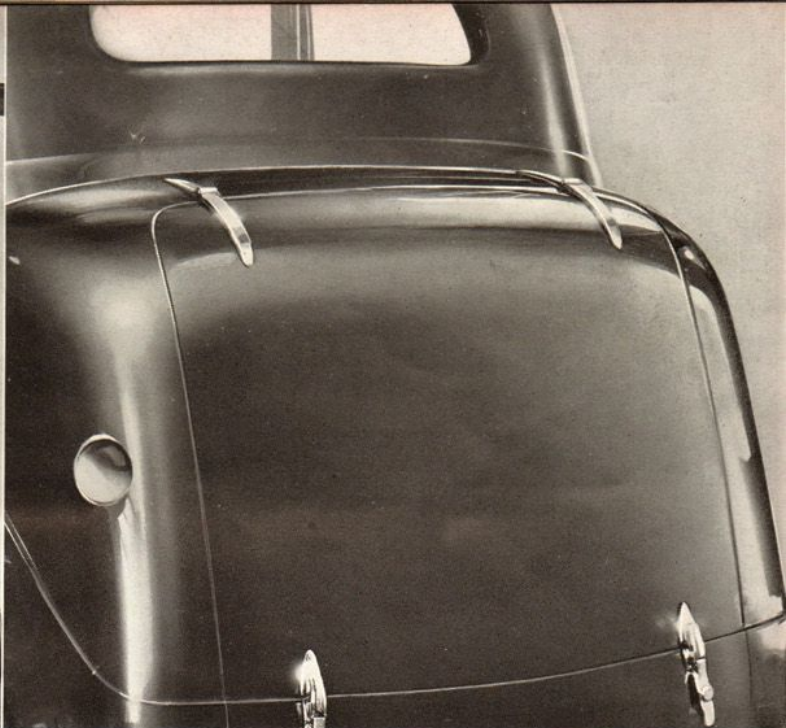
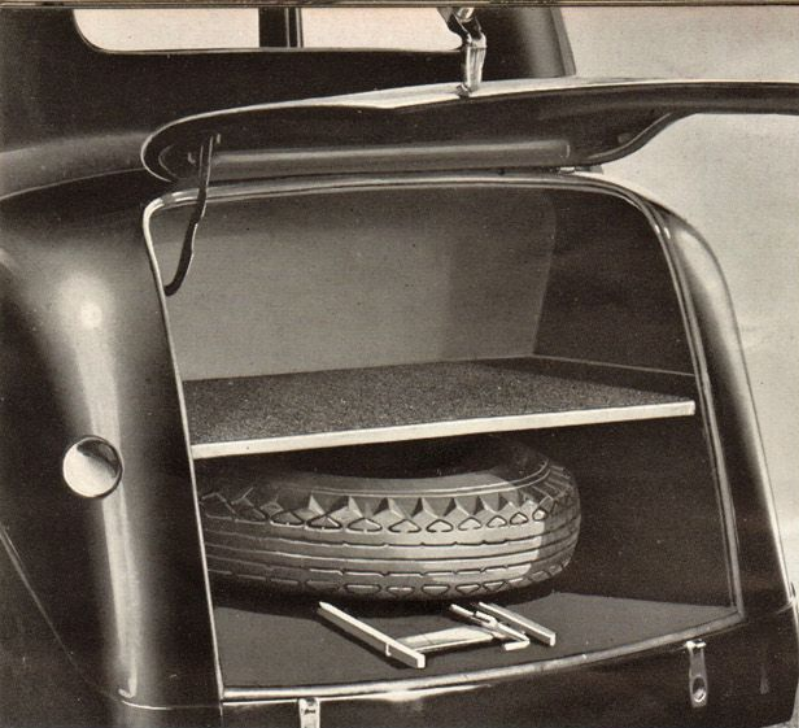


■ One of the most sensational features of the Airstream De Soto is the famous "Floating Ride". The application of the Airflow principle of weight distribution, pantograph type of independent

front wheel suspension, an amazing new type of tapered leaf rear spring, hydraulic shock absorbers and Airwheel tires make possible a ride only equalled by the Airflow De Soto itself.

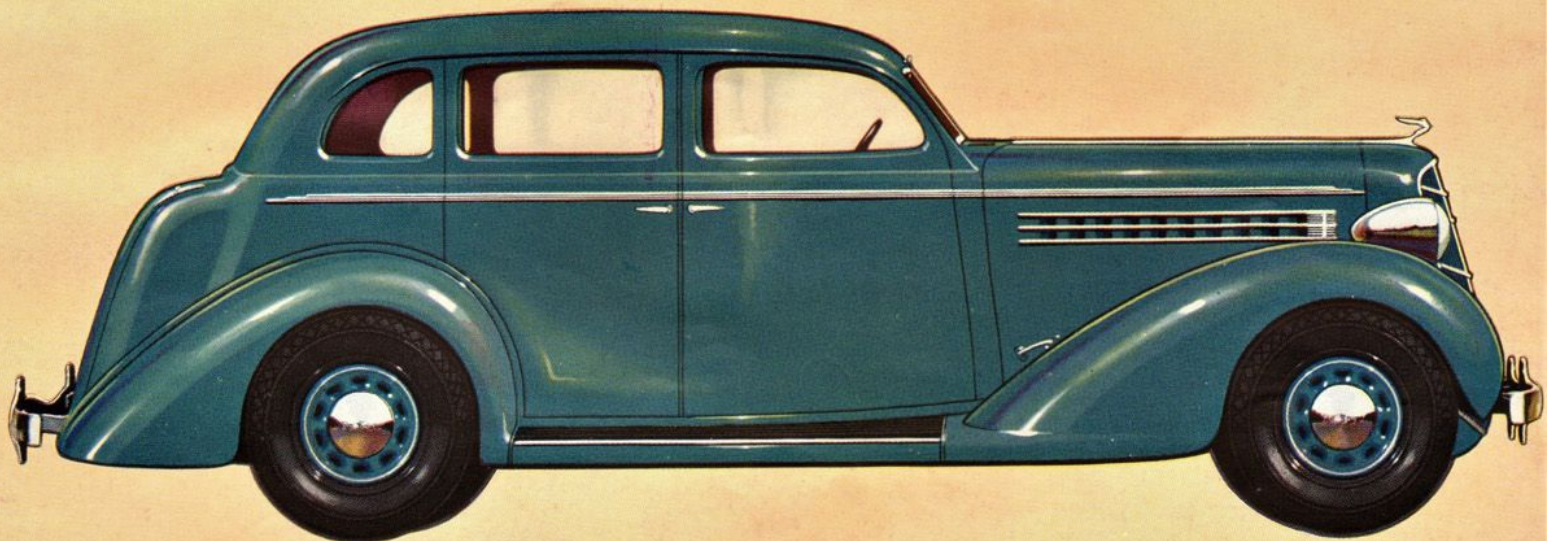


The 2-door Sedan

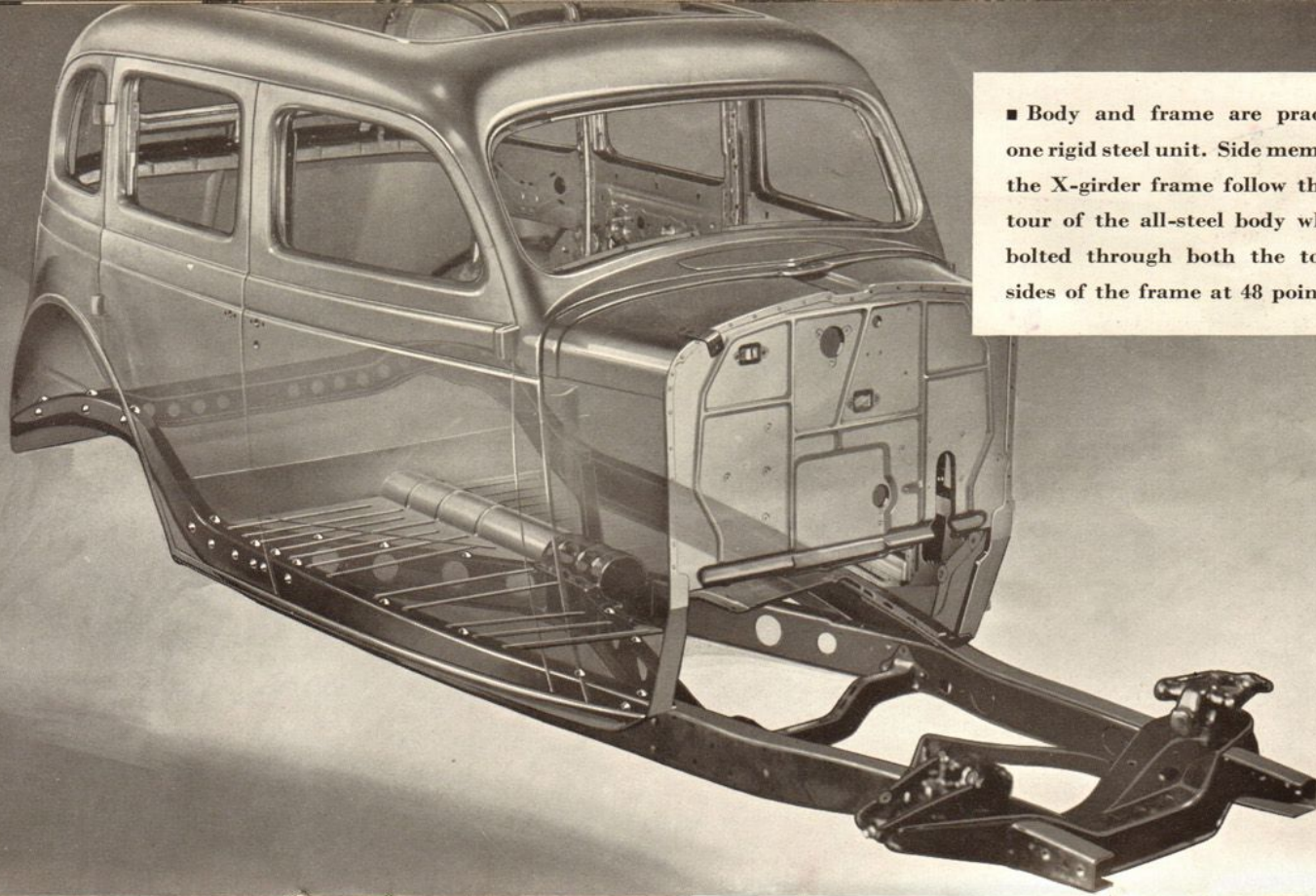


■ An unusually large built-in, weatherproof, luggage compartment is a special feature of the Airstream two-door and four-door touring sedans. The spare tire, located in the lower com-

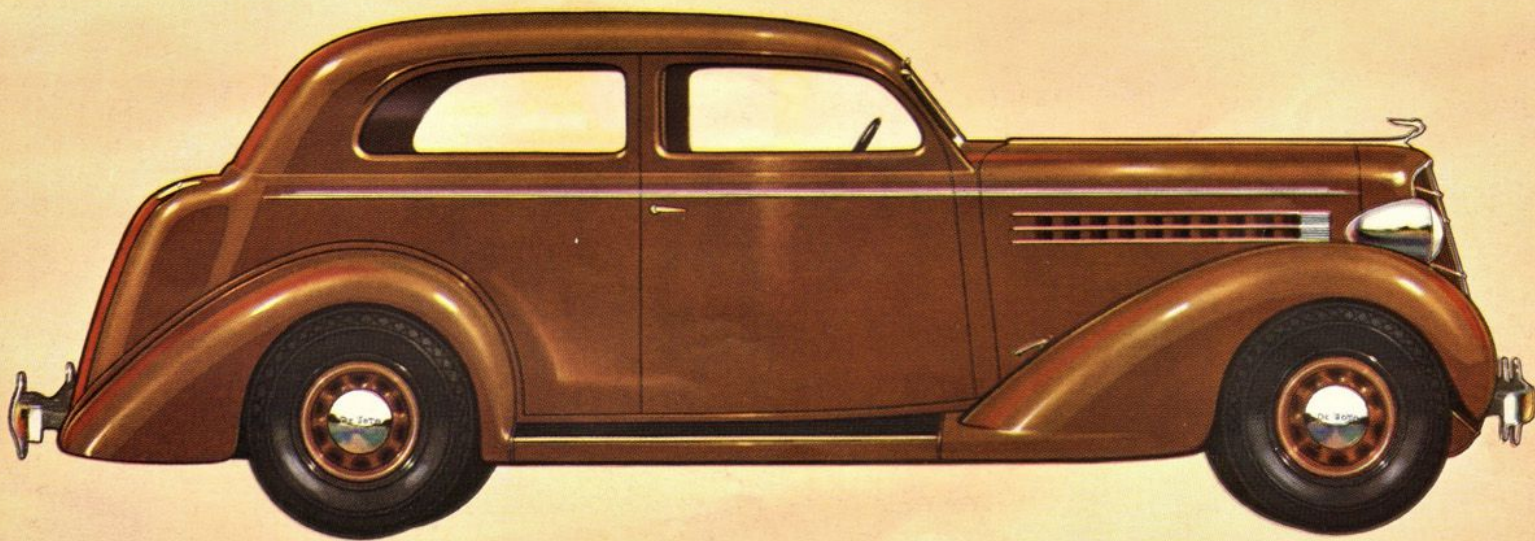
partment of the trunk, is mounted on a track, making it easily removable. When spare tires are mounted in fender wells the space in the trunk, occupied by the tire, is available for baggage.



The 4-door Touring Sedan



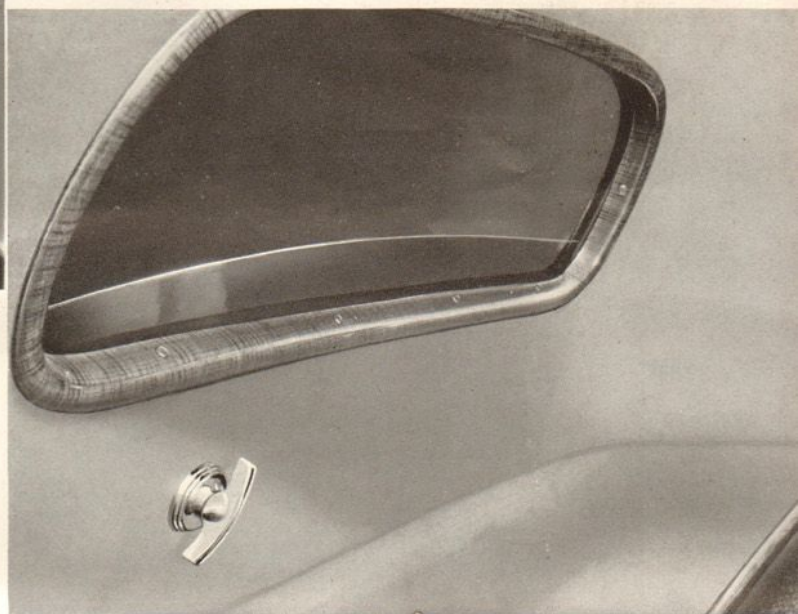
■ Body and frame are practically one rigid steel unit. Side members of the X-girder frame follow the contour of the all-steel body which is bolted through both the top and sides of the frame at 48 points.



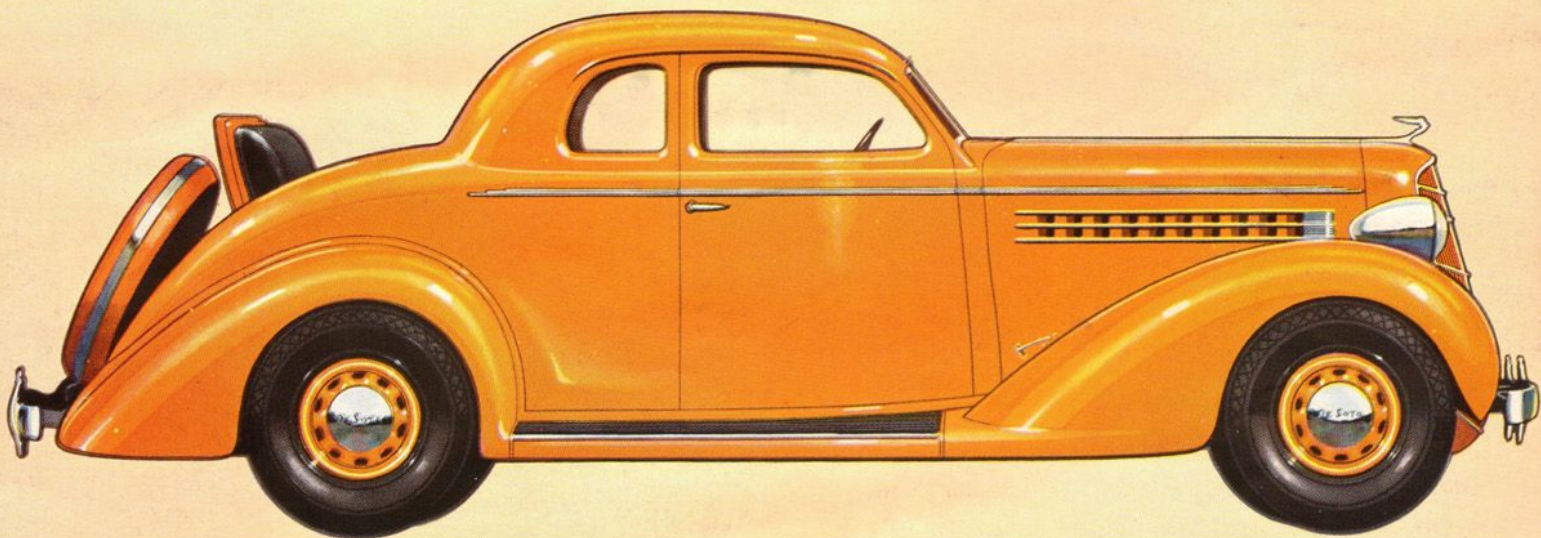
The 2-door Touring Sedan



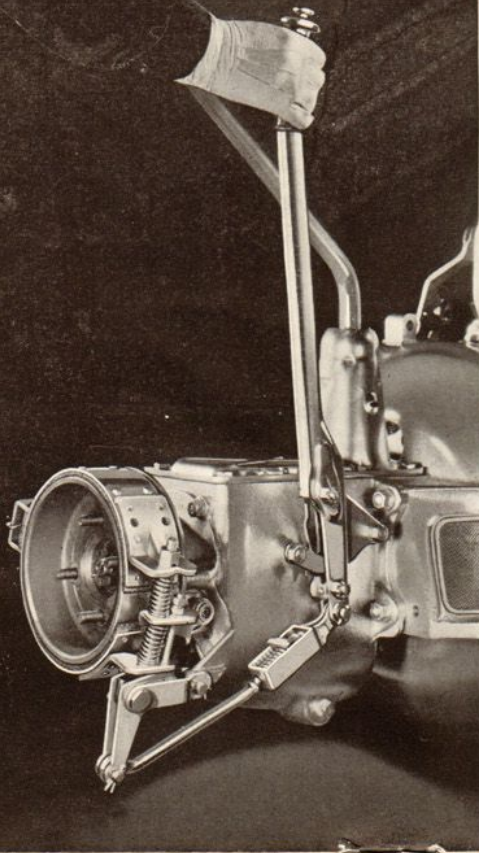
■ A new Syncro-Silent Transmission, quiet in all speeds, including reverse, banishes all effort and noise when shifting gears. You can shift gears easily at any speed. Both gear shift lever and parking brake control are conveniently located.



■ A spacious shelf for carrying packages, etc., is located directly behind the seat in both coupes. The rear window of the Rumble Seat Coupe can be easily lowered, permitting conversation with rumble seat passengers.

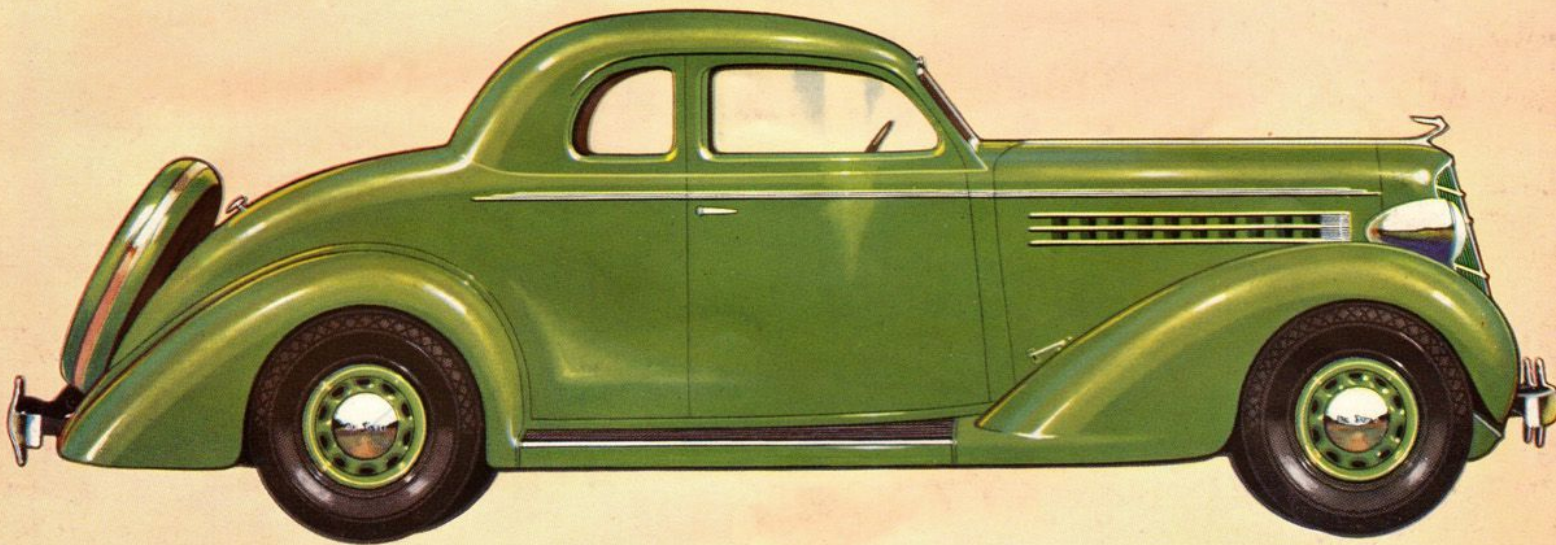
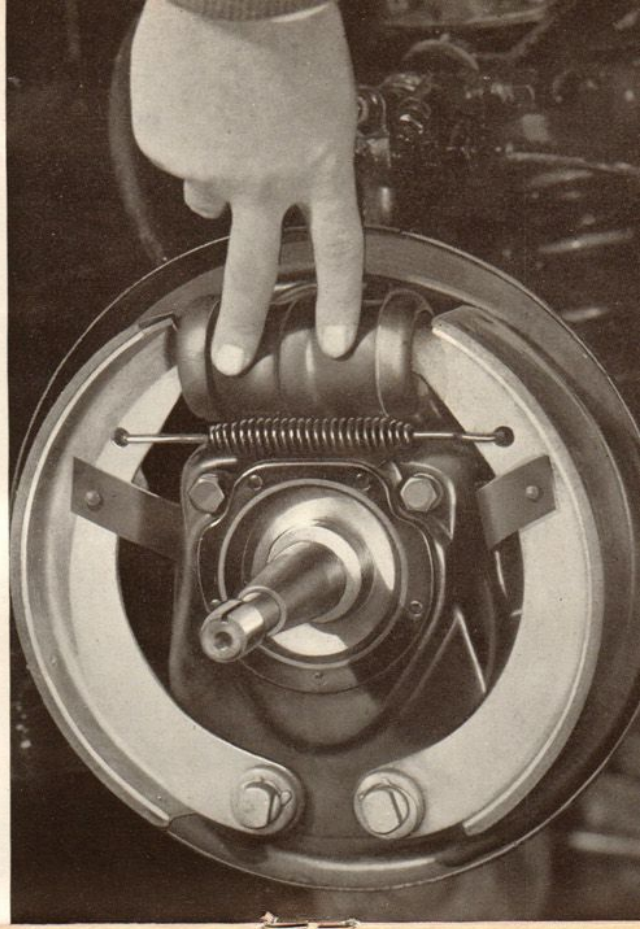


The Rumble Seat Coupe

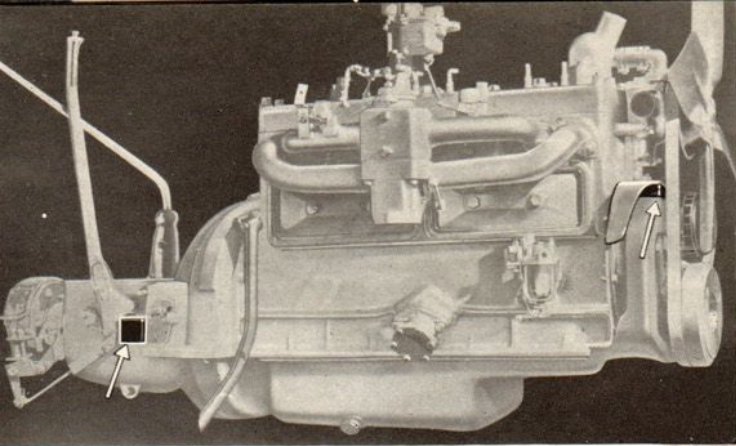


■ Hydraulic brakes — the safest, surest braking system ever devised—are used on the Airstream De Soto. Brakes are always equalized . . . always dependable . . . double pistons for safer control . . . step wheel cylinders and centrifuse drums for longer lining life.

■ There are two entirely independent braking systems on the Airstream De Soto . . . an added safety feature. The parking brake (left) operates independently of the hydraulic service brakes and acts on a drum located on the propeller shaft.

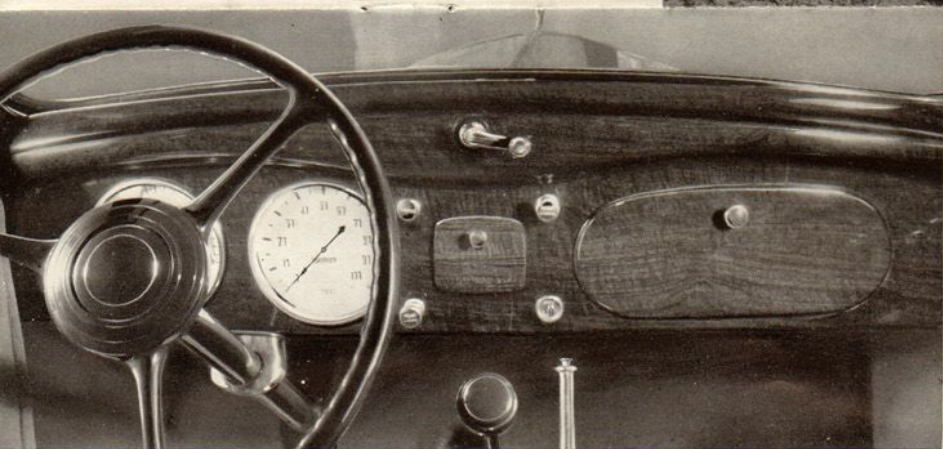


The Business Coupe



■ The Airstream De Soto is powered by a 93 horsepower engine. Cushioned in famous patented Floating Power rubber engine mountings . . . motor vibration is completely banished.

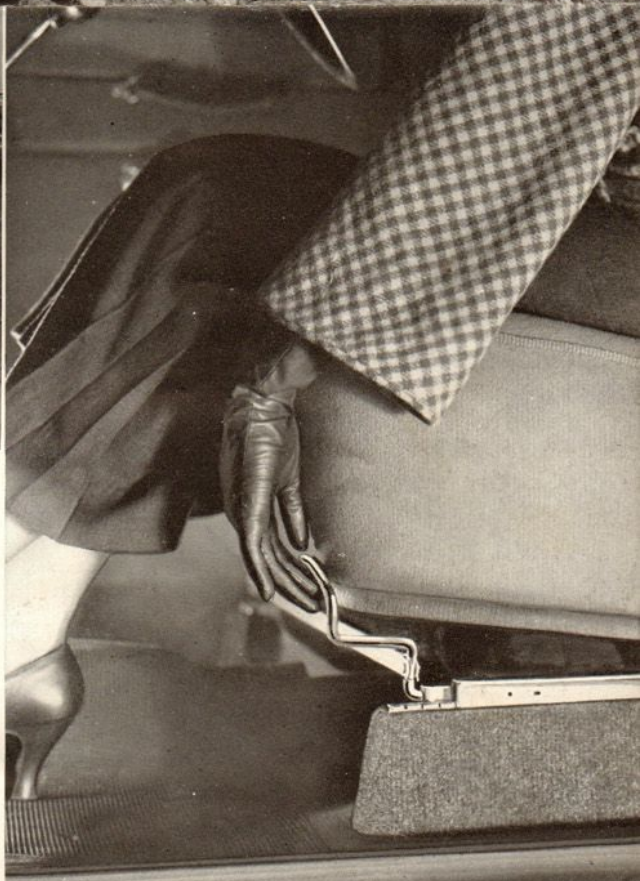
■ Independent Front Wheel Springing smoothes out the roughest roads. The slow, easy action of the front coil springs is in harmony with that of the new tapered leaf rear springs.



■ The instrument panel is new and smartly styled. All instruments are large, properly lighted and easily visible. An ash tray is within easy reach for the driver. Packages, gloves, etc., may be carried, out of the way, in a large compartment.

■ ■ ■

■ An important feature for driving comfort is the adjustable front seat. It may be moved easily, backward or forward, from the driver's position. Its simple operation permits changing seat position while driving . . . two fingers on a small lever do the trick . . . makes possible long hours of driving without fatigue.



NEW *Airflow* DE SOTO

*THE LAST WORD IN AERO-
DYNAMIC CAR DESIGN*



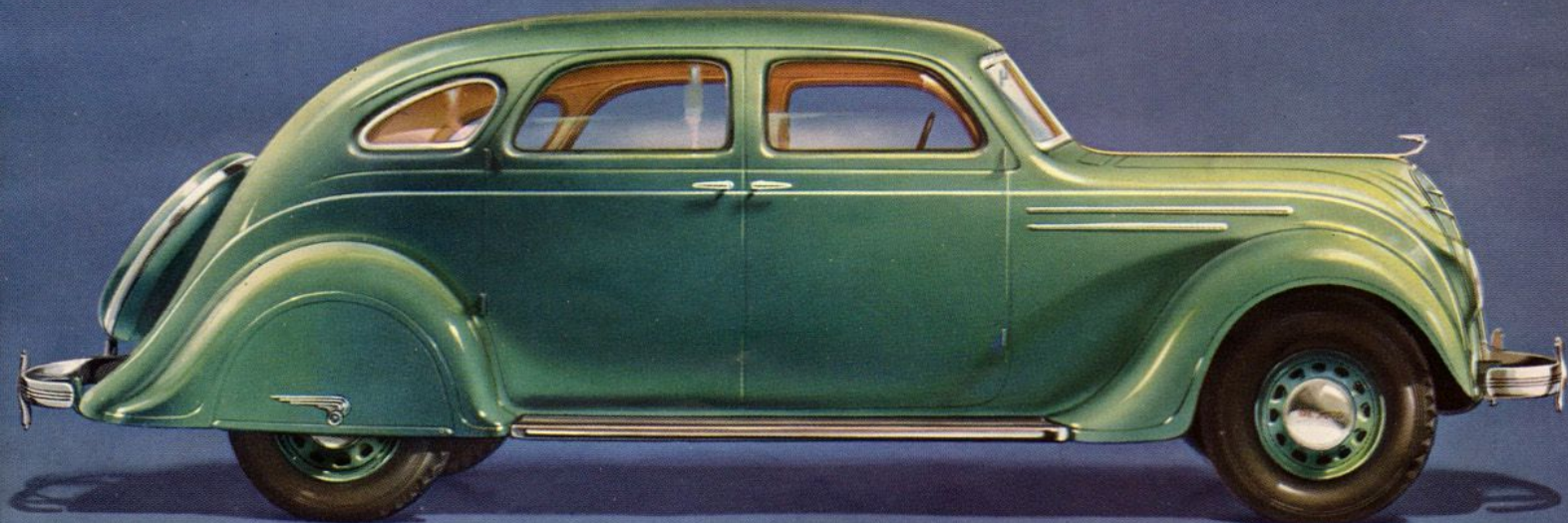
■ **H**onors came thick and fast to the Airflow last year. A Grand Prix at Monte Carlo for beauty . . . 29 A.A.A. Contest Board records for speed . . . the New York to San Francisco record for economy. But meantime De Soto engineers were hard at work improving what others had hailed as the year's greatest car. Here is the result . . . A New Airflow De Soto, brilliantly restyled. The front end has been beautifully improved . . . without in any way changing its streamline efficiency. Interiors more sparkling than ever . . . with handsome new fabrics and a beautiful instrument panel.

Under the hood there have been other notable improvements. With its 100-horsepower engine . . . its sensational performance . . . its marvelous ride . . . Airflow now offers a thrilling experience to anyone who drives it or rides in it.

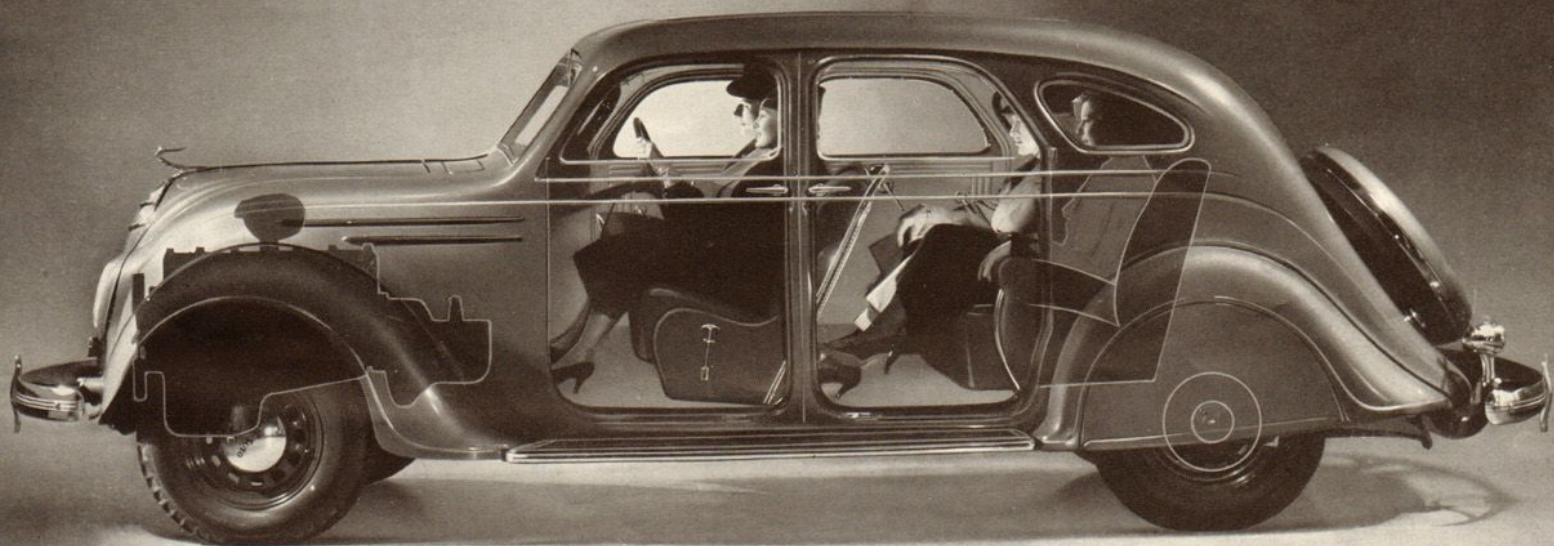


■ Here's an adjustable driver's seat which moves back and forth with a minimum of effort. Beautiful instruments, ash tray and spacious package compartment are part of the modern instrument panel. Gear shift lever and parking brake control are within easy reach.

■ What a surprise when you step into the Airflow De Soto. Deep, wide seats . . . plenty of room for three, front or rear. Handsome new fabrics . . . chromium finished seat frames . . . and smartly styled fittings make the Airflow interior more sparkling than ever.

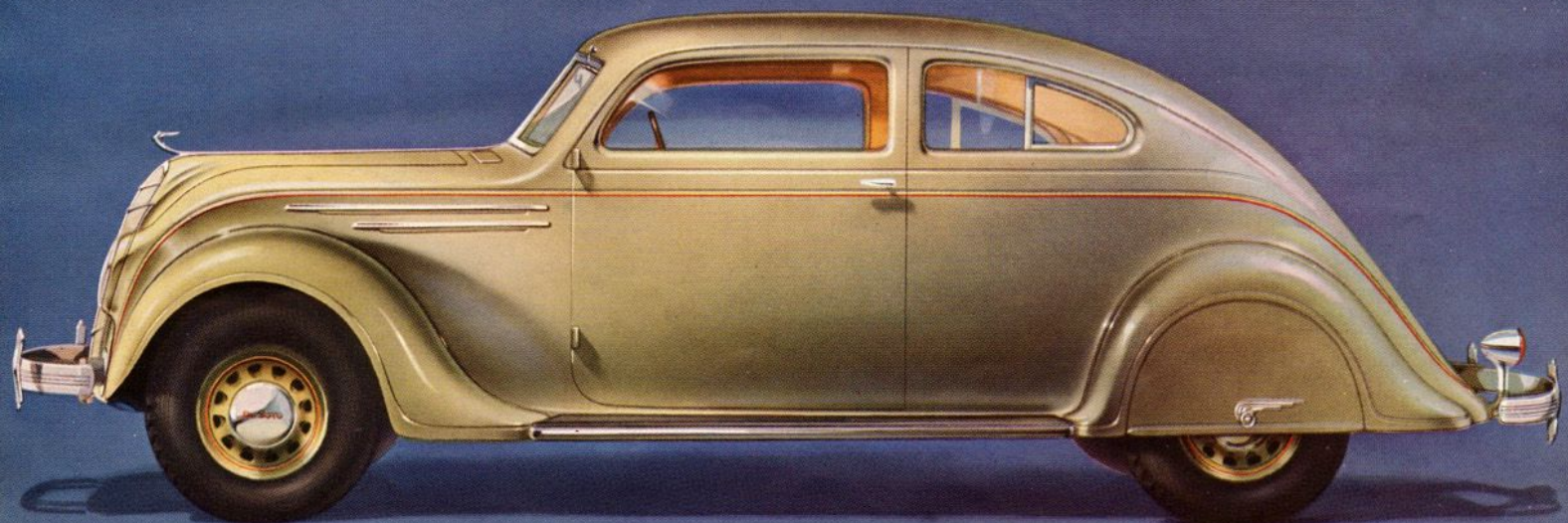


The 4-door Six-Passenger Sedan

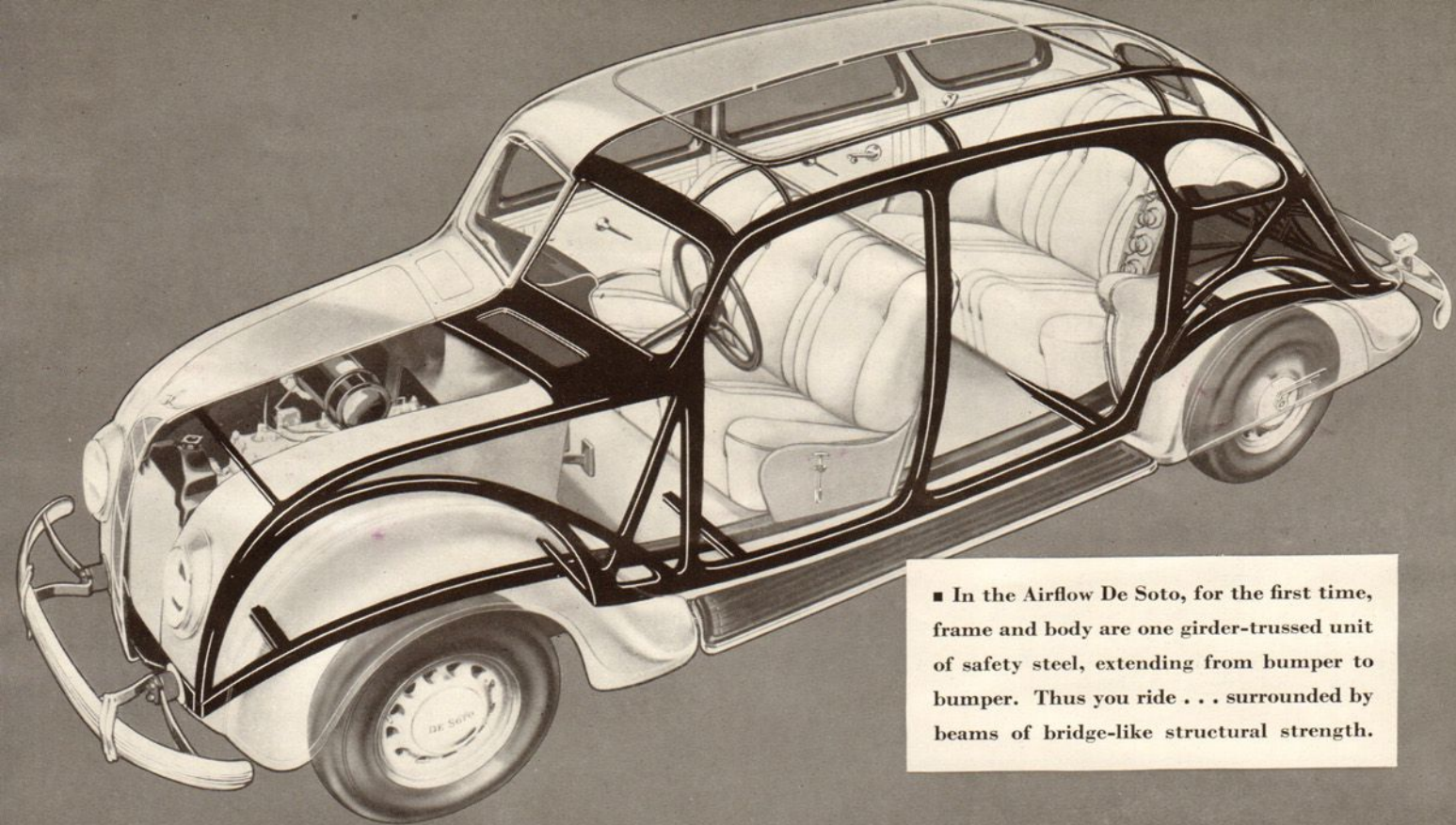


■ The Airflow De Soto is like a modern plane . . . the real thrill comes when you ride in it. The engine is moved forward, giving a new distribution of weight never before employed in

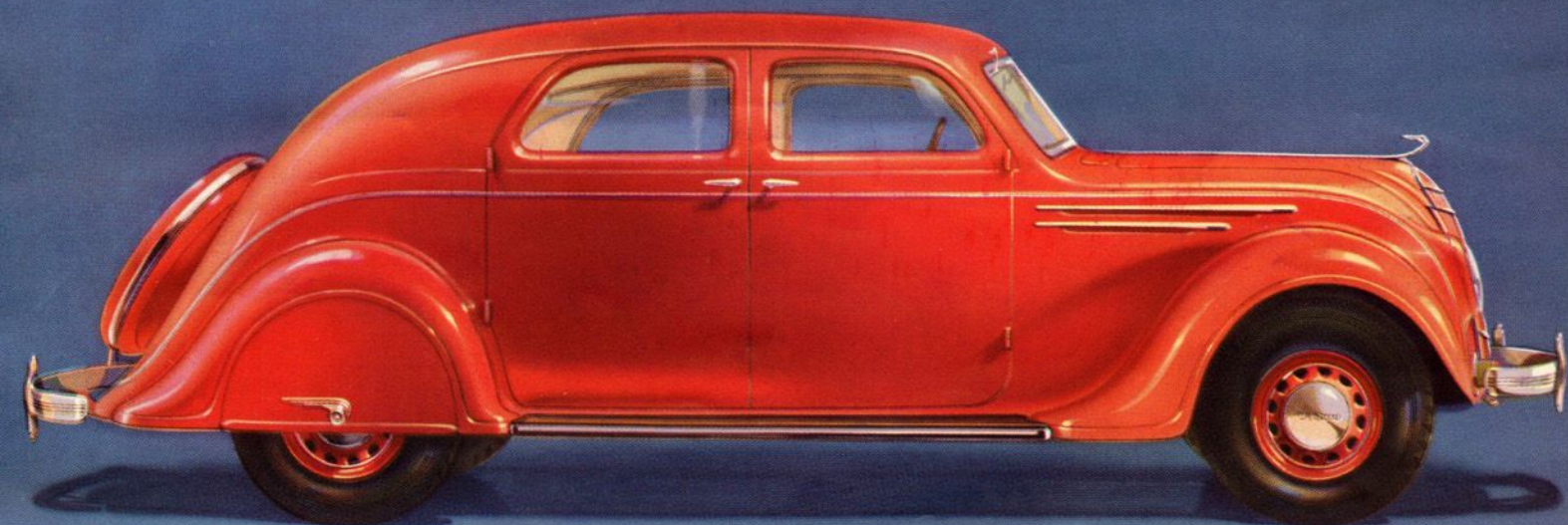
an automobile. The seats are moved forward so that all passengers, front and rear, ride comfortably, seated "amidships" . . . all the bumping, bouncing and pitching are ended.



The Coupe with enclosed Rumble Seat

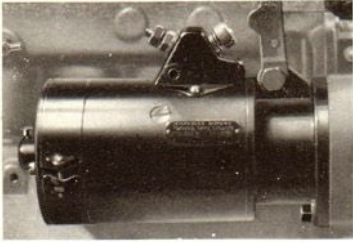


■ In the Airflow De Soto, for the first time, frame and body are one girder-trussed unit of safety steel, extending from bumper to bumper. Thus you ride . . . surrounded by beams of bridge-like structural strength.

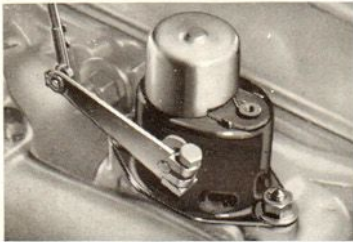


The Town Sedan for 6 Passengers

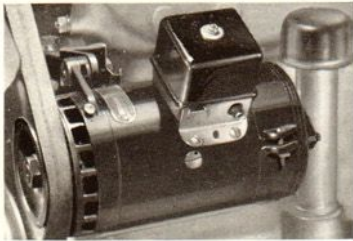
FEATURES ON BOTH CARS



■ **Positive-shift type Starter.** Starter pinion and ring gear are engaged before current is applied . . . preventing sticking and chipping of gears.



■ **An Automatic Choke** prevents under-choking or over-choking. Makes possible a perfect start every time, regardless of temperature.



■ **A new Air-cooled Generator** with increased capacity keeps the battery charged for operating electrical accessories . . . radio, heater, etc.

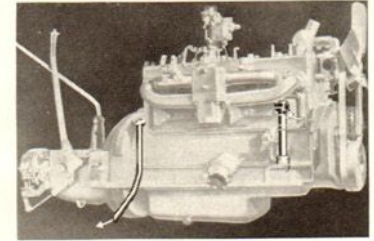
■ **Automatic Spark Advance** with Vacuum Control permits high compression without knock . . . better performance and economy.



■ **A new Ventilated Clutch** gives facings much longer life. Thirty per cent reduction in pedal pressure makes clutch operation effortless.

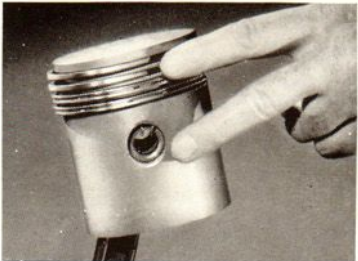


■ **Crankcase Ventilation** eliminates harmful gases from the crankcase which cause oil dilution and corrosion of fine bearing surfaces.



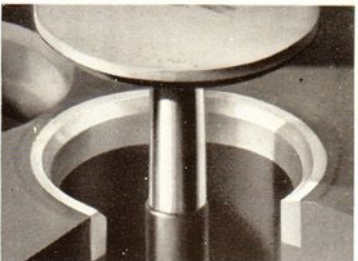
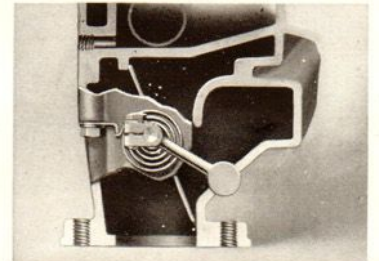
■ **Centrifuse Brake Drums** of steel shell with cast iron braking surface give smooth, even and positive braking action. Drums do not score . . . linings last longer.

■ **Extra large number of Anti-friction Bearings** (34 in the Airstream, 36 in the Airflow) give De Soto cars superior performance, longer life and greater economy.



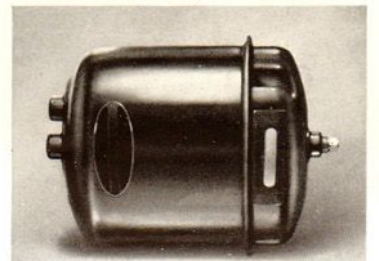
■ **Electro-processed aluminum T-slot pistons** are practically immune to wear. Anodic coating eliminates scuffing and scoring, assuring long piston life.

■ **Automatic Manifold Heat Control** insures proper heating of the incoming fuel mixture. Prevents spitting and misfiring so common in an ordinary cold engine.



■ **Steel exhaust valve seat inserts** eliminate frequent valve grinding and adjustment . . . owners report driving 30,000 miles or more without valve grinding.

■ **Special Oil Filter** removes any source of oil contamination. Insures longer engine life . . . smoother operation . . . permits driving more miles between oil changes.



AIRSTREAM DE SOTO SPECIFICATIONS

SUSPENSION—Front—Individually sprung wheels with coil springs. Two adjustable tapered roller bearings in each wheel.

AXLE—Rear—Semi-floating type, pressed steel housing. Drive gear and pinion spiral bevel type, nickel alloy steel. Eight adjustable tapered roller bearings with two at each wheel.

BODY—All-steel construction, rustproofed. Insulated against noise, heat and cold. Mounted directly to frame at 48 points. Duplate safety plate standard equipment in the windshield. Optional throughout at slight extra cost.

BRAKES—Service—De Soto 4-wheel hydraulic, internal expanding, with centrifuge brake drums. Stepped wheel cylinders to give equalized braking action in front and rear brake shoes.

BRAKE—Parking—Operates on driveshaft. Cast iron drum.

CAMSHAFT—Supported in four bearings and driven by a silent chain.

CLUTCH—Ventilated single dry plate type. Torsion springs in clutch disc cushion flow of power when car is started. Ball bearing release.

COOLING SYSTEM—Water circulated by centrifugal pump. By-pass type thermostatic control of water circulation. Heat indicator on instrument panel. Four blade 18" stagger-spaced fan driven by V belt. Cooling system capacity, 3 $\frac{3}{4}$ gallons.

CRANKSHAFT—Supported on four babbitt-lined steel main bearings. Balanced and counterweighted. Impulse neutralizer on front end.

ENGINE—Six cylinder L-head type with patented Floating Power engine mountings. Bore, 3 $\frac{3}{8}$ ";

stroke, 4 $\frac{1}{2}$ "; N.A.C.C. horsepower, 27.34; piston displacement, 241.5 cubic inches; maximum brake horsepower, 93 at 3400 r.p.m.; compression ratio, 6.0 to 1. Special alloy exhaust valve seat inserts. Cast iron cylinder head.

ENGINE LUBRICATION—Full pressure to all crankshaft, connecting rod and camshaft bearings. All other working parts lubricated by positive spray under pressure from small metered hole in upper half of each connecting rod bearing; also from crankshaft and camshaft. Timing chain lubricated by direct oil leads. Oil pump located on right side of crankcase. Oil pressure gauge on instrument panel. Oil filter and crankcase ventilator. Oil capacity, 6 quarts.

ELECTRICAL SYSTEM—Air-cooled generator with voltage limit control. Distributor automatic advance with vacuum control. Starter, six-volt manual shift type. Battery, six-volt, 119-ampere-hour capacity.

FRAME—Double-drop X-girder type with box section channels, side channels follow contour of body.

FUEL SYSTEM—Carburetor, plain tube downdraft type equipped with accelerator pump, air cleaner and intake silencer. Automatic choke, automatic idling control and automatic manifold heat control. Fuel pump, driven from camshaft, equipped with visible sediment trap. Gas tank capacity, 15 gallons. Electric gasoline gauge on instrument panel.

PISTONS—Anodic coated aluminum alloy T-slot type. Four rings per piston, two oil control and two compression.

SHOCK ABSORBERS—Hydraulic, double action front and single action rear.

SPRINGS—Front, coil. Rear, tapered leaf semi-elliptic, 5 $\frac{3}{8}$ "; width 1 $\frac{3}{4}$ "; 10 leaves. Rubber-cored shackles on the front ends of the rear springs and silent threaded "U" type on the rear ends. Metal covers on rear springs.

STEERING—Shockless, cross, center controlled steering. Worm and roller steering gear with ratio of 18.2 to 1.

TIRES—6.25/16 Airwheel, nonskid tread on steel spoke wheels.

TRANSMISSION—Synchro-Silent type with quiet helical gears throughout.

VENTILATION—Clear vision ventilating system with ventilating windshield and forward opening screened cowl ventilator.

WHEELBASE—116 inches. Over-all length, 194 inches.

STANDARD EQUIPMENT—Automatic windshield wiper; horn; adjustable interior sun visor; glove compartment in instrument panel; Duplate Safety plate glass in the windshield; domelight; stop light; complete set of tools; Bedford Cord or Mohair upholstery.

SPECIAL EQUIPMENT—Bumpers, front and rear. Special colors, upholsteries and special equipment items and accessories are available on a special order basis.

NOTE—The manufacturer reserves the right to revise, change or modify the construction of De Soto motor vehicles or any part thereof as he may see fit, without incurring any obligation to make like changes on vehicles previously sold.

AIRFLOW DE SOTO SPECIFICATIONS

AXLE—Front—Reverse Elliott seamless tubular. Two adjustable tapered roller bearings in each wheel. Ride stabilizer.

AXLE—Rear—Semi-floating type with Hypoid gears. Eight adjustable tapered roller bearings with two at each wheel.

BODY—All-Steel. Body frame and sill are welded into one unit; fused girder bridge type construction; body panels and cross members are electrically welded; trussed and braced with steel at all points of stress.

BRAKES—Service—Hydraulic, 4-wheel internal expanding. Centrifuge brake drums. Stepped wheel cylinders to give equalized braking action on front and rear brake shoes.

BRAKE—Parking—External contracting on cast iron drum located at rear of transmission, hand controlled, individually operated.

CAMSHAFT—Supported on four bearings and driven by a silent chain.

CLUTCH—Ventilated single dry-plate type. Torsion springs in clutch disc cushion flow of power when car is started. Ball bearing release. Two roller bearings on release shaft.

COOLING SYSTEM—Water circulated by centrifugal pump. Water flow controlled by thermostat by-pass. Fin and tube radiator. Water capacity 4 $\frac{1}{2}$ gallons. Silent four-blade fan with impulse neutralizer mounted at end of crankshaft. Fan blades 19 $\frac{1}{2}$ ", stagger-spaced to eliminate noises. "V" type belt with adjustment provided.

CRANKSHAFT—Statically and dynamically balanced. Seven counterweights forged integral with crankshaft. Supported on four steel backed bearings. Bearing diameter 2 $\frac{1}{2}$ ".

CARBURETOR—Downdraft, air cleaner integral with intake silencer. Automatic choke and manifold heat control.

ENGINE—Six cylinder L-head type with patented Floating Power engine mountings. Bore, 3 $\frac{3}{8}$ "; stroke, 4 $\frac{1}{2}$ "; N.A.C.C. horsepower, 27.34; piston displacement, 241.5 cubic inches; maximum brake horsepower, 100 at 3400 r.p.m. with standard compression ratio of 6.5 to 1; 105 at 3400 r.p.m. with 7.0 to 1 compression ratio which is optional at extra cost. Aluminum cylinder head standard equipment. Special alloy exhaust valve seat inserts.

ENGINE LUBRICATION—Full pressure to all crankshaft, connecting rod and camshaft bearings. All other working parts lubricated by positive spray under pressure from small metered hole in upper half of each connecting rod bearing; also from crankshaft and camshaft. Timing chain lubricated by direct oil leads. Oil pump located on right side of crankcase. Oil pressure gauge on instrument panel. Oil filter and crankcase ventilator. Oil capacity, 6 quarts.

ELECTRICAL SYSTEM—Air-cooled generator, third brush and voltage limit control six-volt type. Starter: six-volt manual shift type; starter button on instrument panel. Battery: six-volt, 119-ampere-hour capacity. Distributor: automatic spark advance with vacuum control.

FENDERS—Heavy one piece sheet metal; rust-proofed before finishing.

FUEL SYSTEM—Downdraft carburetor, plain tube type, with idle speed adjustment and fixed jets. Positive fuel pump, adjustable accelerating pump, automatic choke and idle control, intake silencer, air cleaner and automatic manifold heat control. Fuel feed pump driven from camshaft. Fuel tank 16 gallons.

PISTONS—Anodic coated aluminum alloy, T-slot type; two compression and two oil rings per piston.

PISTON PIN—Chrome nickel steel, floating type; bearing in piston and rod.

PROPELLER SHAFT—Tubular, roller bearing type universal joints.

SPRINGS—Tapered leaf semi-elliptic; front length 43 $\frac{3}{8}$ ", width 2", 13 leaves; rear length 55", width 2", 10 leaves. Silent U shackles; threaded. Rubber bushings on front end of rear springs.

STEERING GEAR—Mounted forward of left front axle. Worm and roller type; adjustable for wear. Steering arm drop forging heat treated; adjustable steering column. Road shock eliminator at front end of left front spring.

TIRES—Airwheel, nonskid tread all wheels; size 6.50 x 16".

TRANSMISSION—Synchro-Silent type with quiet helical gears throughout.

STANDARD EQUIPMENT—All body styles; double acting hydraulic shock absorbers; two automatic windshield wipers; nonglare rear view mirror; combination stop and tail light; dual horns mounted under hood; dome light operated by door switches; two inside adjustable sun visors; Duplate Safety Glass in all windshields and rear quarter ventilating wings; wheel equipment, five steel spoke with spare mounted at rear.

SPECIAL EQUIPMENT—Overdrive Transmission; bumpers front and rear; special colors and upholsteries, also special equipment items and accessories available at nominal extra charge or on special order basis.

OVER-ALL LENGTH—Bumper to bumper 196 $\frac{3}{8}$ ". Tread: front, 57"; rear, 56 $\frac{1}{2}$ ".

Note: The manufacturer reserves the right to revise, change or modify the construction of De Soto motor vehicles or any part thereof as he may see fit without incurring any obligation to install same on motor vehicles previously purchased.