Studebaker

SERVICE BULLETIN

MAY NO. 275 STUDEBAKER 1953

ANTI-RATTLER FOR DOOR LOCK CONTROL PUSH ROD - 14G, 4H

Effective with 1953 Passenger Car Serial Nos. 8300534 (4H) and G-1212797 (14G), a door lock remote control push rod anti-rattler, Part No. 304771, entered production.

Should it become desirable to install the anti-rattler in service, proceed as outlined below:

INSTALLATION PROCEDURE - K MODEL

1. Remove control rod knob.
2. Coat rubber Anti-Rattler, Part No. 304771, with liquid soap.
3. Place anti-rattler over control rod and push down through control rod hole in garnish panel, using a piece of 3/8" O.D. tubing approximately 8" long to perform this operation. Locate the anti-rattler just below the control rod hole.
4. Reinstall control rod knob.

INSTALLATION PROCEDURE - C, W, F & Y MODELS

1. Remove control rod knob.
2. Loosen corner of trim panel from door at control rod location and open so that inner end of control rod and inner door panel are visible.
3. Coat rubber Anti-Rattler, Part No. 304771, with liquid soap.
4. Place anti-rattler over control rod and push down through control rod hole in garnish panel, using a piece of 3/8" O.D. tubing approximately 8" long.
5. Using a piece of 1/4" O.D. tubing approximately 8" long, continue pushing the anti-rattler rubber down through the second control rod hole located in the recessed part of the inner door panel. Locate the anti-rattler just below this hole.
6. Snap cover of trim panel back in place.
7. Reinstall control rod knob.

In this issue

REAR BUMPER - 14G, 4H

Rear bumpers on all 1953 passenger car models, when properly installed, allow 5/8" minimum and 3/4" maximum clearance between the upper part of the bumper face bar and the bottom of the taillight body. To correct clearances in excess of 3/4", remove the rear bumper assembly from the frame and elongate the bumper support bar rear mounting holes (in the frame side rails) upward until the proper clearance is obtained. A rotary file and a 1/4" drill can be used to good advantage to elongate the holes.

In some cases you may also need to further elongate the rear holes in the frame gas tank shield to allow moving the bumper support bars upward.

In the above operation it may be well to note that the amount of elongation in the rear mounting holes will be approximately doubled in face bar movement.

CARBURETOR CHANGES - 1953 CHAMPION MODELS

Please record this article on the Service Bulletin Reference page at the end of the Gasoline System section of your 1953 Passenger Car Shop Manual and on p. 126 of your 2R Series Trucks Shop Manual.

There have been two changes made to the Champion carburetor since the start of 1953 production. The first change revised the carburetor metering rod from .046 D. to .050 D. in order to obtain uniform flow characteristics. The carburetors with new parts were built starting February 3, 1953, at the vendor's plant, and can be identified by the building date stamped on the brass tag attached to the carburetor. This code date reads "B3" for the first day of production on the new parts, "B4" for the second day, etc.

The second change revised the pump operating lever spring from Part No. 533458 - 12 coils to Part No. 519686 - 9 coils, and changed the pump plunger spring from Part No. 518820 copper plated to Part No. 908863 cadmium plated. The carburetors marked WE-989SA on the brass tag have these changes incorporated.

A momentary hesitation or stumble has been encountered in some production 14G cars under a part-throttle acceleration or tip-in condition. This has been found to be due to a slight delay in effective action of the partial pump stroke required to smoothly accomplish this step up in car speed. The hesitation is generally most apparent when accelerating lightly from road load speeds of 20-25 mph.

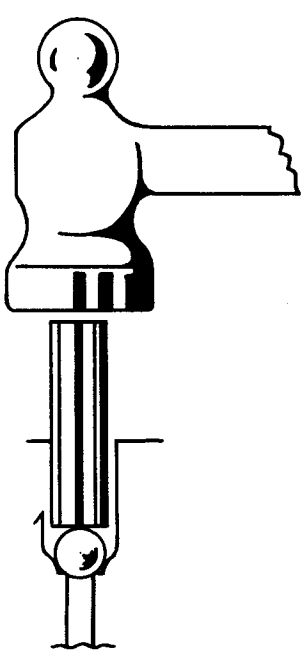


FIG. 2

The above described condition can be eliminated for all practical purposes by making the following changes in the accelerating pump mechanism:

(a) Change the pump operating lever spring from Part No. 533458 (Carter No. 61-228) to Part No. 519686 (Carter No. 61-252). This latter spring was used in the 715S carburetor for 12G models. See Fig. 1.

(b) Change pump plunger spring from Part No. 518820 (Carter No.61-143) to Part No. 908863 (Carter No. 61-157). The latter spring is used in the current 2R Series Truck Carburetor. See Fig. 1.

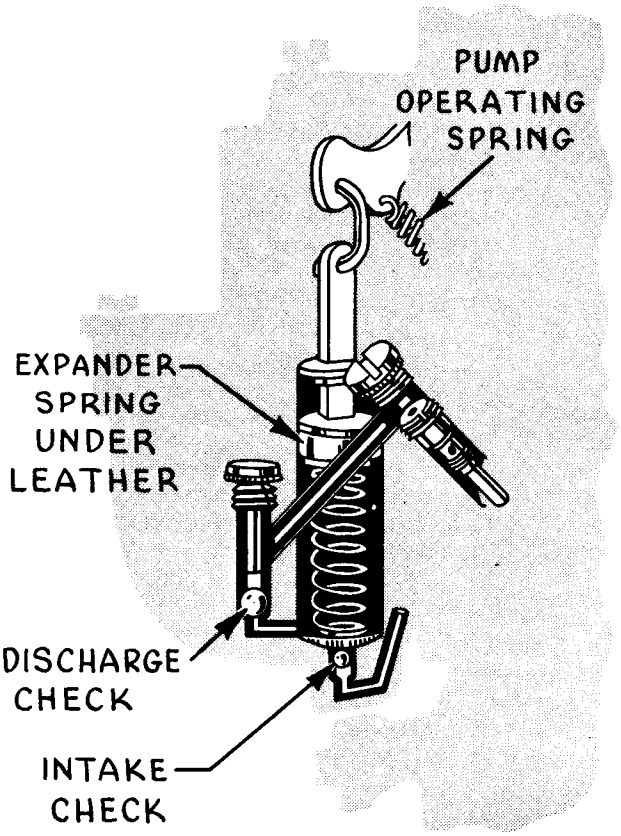


FIG. 1

In most cases it has been found that item (a) revision will correct the hesitancy approximately 90%. Where a carburetor is modified as explained the carburetor should be marked with the letter A following the marking 989-S.

In service, when investigating a condition of this type, also inspect the pump inlet and outlet ball checks for leakage and correct such condition, if evident. (See Fig. 2).

MORTITE SEALER (DUM-DUM) STOCKED BY PARTS DEPOTS

Studebaker Parts Depots throughout the country in the very near future will carry Mortite sealer (often referred to as "Dum-Dum") in their materials and supplies stocks.

This sealer is identified as N-0960 Mortite Sealer 34B-XKY. It is packed in 5-lb. containers only. Dealer net price is $1.25 per 5-lb. container.

Mortite sealer is useful in all places where

water or dust leaks might occur, such as in sheet metal seams, metal-to-metal joints, and between welds and the like in various parts of the body and sheet metal.

Because of the widespread use of this type of sealer, it is suggested that dealers determine their requirements and order supplies from their parts depots.

STROMBERG CARBURETOR TYPE 6-112B 1953 COMMANDER MODELS

Please record this article on the Service Bulletin Reference page at the end of the Gasoline System section of your 1953 Passenger Car Shop Manual.

Type 6-112B Stromberg carburetor is now used in production on 1953 Commander models.

This carburetor differs from the Type 6-112 and 6-112A in that the entrance of the fuel bowl vent tube exposed to the air stream is cut square instead of at an angle and the power bypass jet is a No. 60 instead of No. 65.

The changes are made in order to maintain more uniform fuel flow characteristics at the higher engine speeds and loads. The square cut vent tube accomplishes this better uniformity but tends to reduce fuel flow as air flow increases. In order, therefore, to retain proper full-load and maximum-power operation the larger, No. 60 power bypass jet is required.

In cases where considerable operation at higher car speeds is encountered and fuel economy appears lower than normal, Types 6-112 or 6-112A carburetors may be modified as follows:

1. Cut the exposed end of the fuel bowl vent tube square. In doing so leave the tube as long as possible.

2. Remove the No. 65 power bypass jet and install a No. 60 jet (Part No. 531497).

3. Stamp or scribe the letter "B" after the type designation carried on the top of the fuel bowl cover to indicate, in the future, that the carburetor has been altered to the new specification.

NOTE.--*In Canadian plant production, a Type 6-112B carburetor was installed on Serial No. 8955813; Type 6-112B entered production regularly with Serial No. 8955822.*

TRUCK SERVICE Information

AUXILIARY STEP - 2R16A, 2R17A

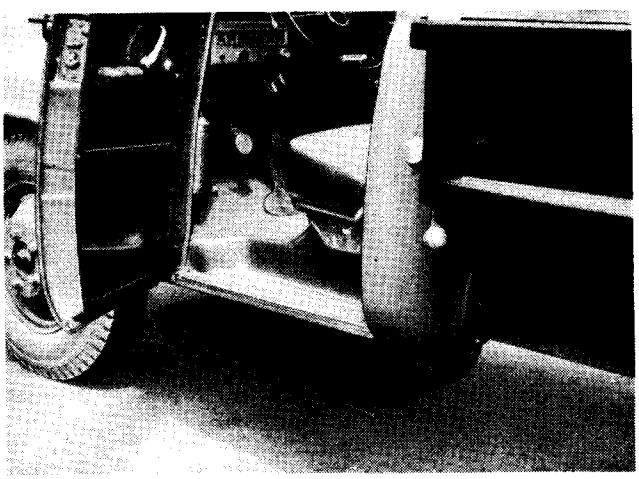
Please record this article on page 37 of your 2R Series Trucks Shop Manual.

In certain types of operation such as dump work, trash collection, etc., an auxiliary cab step can be used to advantage. A line drawing and photograph featuring such an installation are shown. In the line drawing, dimensions for laying out the position of the mounting holes, drill sizes, and the point from which all measurements are taken, is given. The pilot hole is in all frames and is located on the frame side rail under and approximately 3-3/4" to the rear of the cab front hold-down bracket.

The holes can be readily drilled without any disassembly if a right angle drill is used. When installing an auxiliary running board on the left side it will be necessary to remove the gasoline tank in order to install the lock washers and nuts on the rear running board bracket-to-frame bolts.

Be sure to re-check dimensions before drilling holes to prevent any possibility of interference with the crossmember located at the rear of the cab.

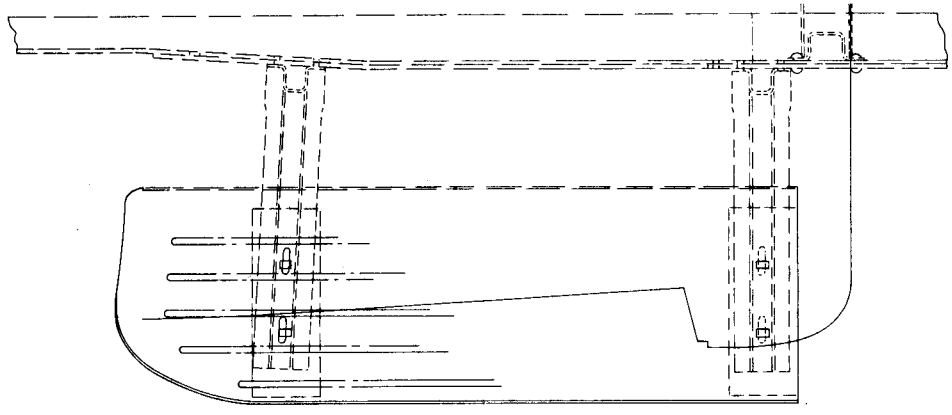
(CONTINUED ON NEXT PAGE)

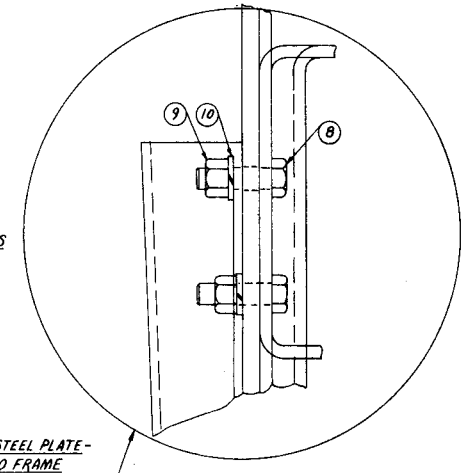


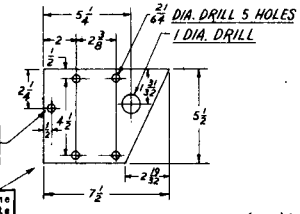
VIEW OF AUXILIARY STEP AFTER INSTALLATION AS OUTLINED ABOVE AND IN DRAWING ON P.4

The parts required are as follows and, with the exception of the running board bracket-to-frame extension plate, can be secured through your regular parts depot.

Drawing No.	Part No.		Quantity
1	648728	Running Board Assembly, Right	1
	648729	Running Board Assembly, Left	1
2	663861	Running Board Bracket	2 ea. side
3	18X69	Running Board-to-Bracket Bolt	8 ea. side
4	20X83	Nut	8 ea. side
5	41X505	Plain Washer	8 ea. side
6	381-06G	Lock Washer	8 ea. side
7		Bracket-to-Frame (See note on drawing) Extension Plate	
8	13X515	Bolt	18 (2R16A) 16 (2R17A)
9	20X82	Nut	18 (2R16A) 16 (2R17A)
10	381-05G	Lock Washer	18 (2R16A) 16 (2R17A)





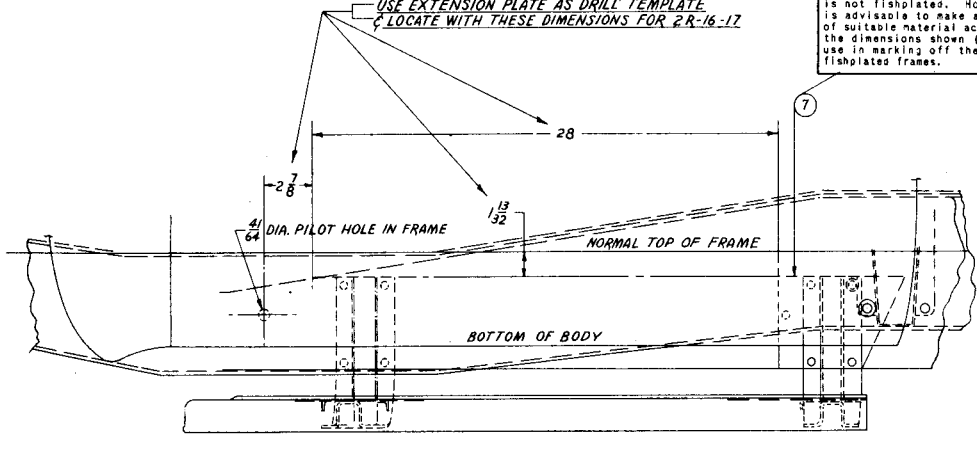


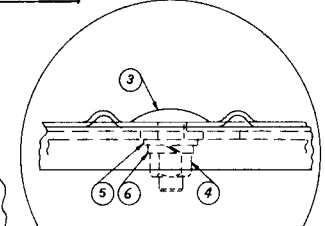
WHEN EXTENSION PLATE IS USED AS DRILL TEMPLATE - THIS HOLE TO BE DRILLED IN REAR POSITION ON R-16 ONLY

FRONT OF DASH

NOTE.--The running board frame bracket to frame extension plate is required only when the frame is not fishplated. However, it is advisable to make a template of suitable material according to the dimensions shown (No.7) for use in marking off the holes on fishplated frames.

No. 3 U.S.S. GA.(.250) STEEL PLATE - RUNNING BOARD FRAME BRACKET TO FRAME EXTENSION TO BE FURNISHED BY DEALER





RADIOS - 2R SERIES TRUCKS

Please record this article on page 73 of your 2R Series Trucks Shop Manual.

We have been advised by the Parts and Accessories Division that the 1953 passenger car automatic tuning and manual tuning radios will be used for truck installation. These radios will fit sll 2R Series model trucks by using an adaptor.

The AC kit numbers for installing either the AC-2300 Stratoliner Automatic Tuning Set or AC-2301 Starline Manual Tuning Set are as follows:

AC-2437 Adapter Kit
AC-1428 Truck Antenna

Complete instructions for installing are contained in the kits.

SEAT SPRING ASSEMBLY AND CAB TRIM - 2R SERIES TRUCKS

Please record this article on page 37 of your 2R Series Trucks Shop Manual.

An improved seat spring assembly, Part No. 653284, entered production with the following serial numbers:

R5-106383	R11-9068	R16A-42329
R6-10556	R14-1256	R17A-34213
R10-36558	R15-13734	

The seat spring assembly is composed of two integrated parts. The top part is the usual coil spring and the bottom part has a "jack" spring arrangement. This arrangement acts as a shock absorber and dampens out spring rebound.

A new color cab trim entered production with serial numbers:

R5-106791	R11-9235	R16A-42405
R6-10747	R14-1261	R17A-34370
R10-36628	R15-13739	

The trim identification plates were not changed from T-6041 to T-6043 for approximately a week. Therefore, trucks having serial numbers between those listed for the seat spring assembly (at beginning of this article) and the new cab trim serial numbers will not have the correct trim identification plates.

GAS GAGE ASSEMBLY - 2R SERIES TRUCKS

Please record this article on page 126 of your 2R Series Trucks Shop Manual.

A new gas gage having a small brass weight on the indicator has entered production. The brass weight dampens out vibration and assures a more accurate reading on the gage.

The Part No. 680165 has not been changed. A red spot of paint placed on the mounting plate will identify the latest gage.

The new gas gage entered production with the following serial numbers:

R5-107317	R11-9397	R16A-42489
R6-10980	R14-1274	R17A-34493
R10-36723	R15-13750	

1953 PAINT FORMULAS - 2R SERIES TRUCKS

Please record this article on p. 30 of your 2R Series Trucks Shop Manual.

Following are the paint formulas of the two new colors used on 1953 2R Series Trucks not published in a previous Service Bulletin.

#8617 NORMANDY GREEN BAKING ENAMEL - W-XV - O'BRIEN'S #S-1133

% Pigment Composition		% Vehicle Composition	
Rutile Titanium Dioxide	6.34	Alkyd Resin (50% solids)	59.64
Chromium Oxide	5.76	Melamine Resin (50% solids)	5.46
Phthalocyanine Blue	.15	Aromatic Solvents	11.62
Chrome Yellow	.15	Alaphatic Solvents	8.89
Red Oxide	.15	Butanol	1.84
		Total	100.00%

#8620 ALAMO TAN BAKING ENAMEL - SYMBOL W-XW - O'BRIEN'S #S-1131

% Pigment Composition		% Vehicle Composition	
Carbon Black	0.1	Alkyd (50% solids)	59.5
Chrome Yellow	1.1	Melamine (50% solids)	6.7
Iron Oxide	.7	Aromatic Solvents	13.2
Rutile Titanium Dioxide	8.5	Alaphatic Solvents	9.0
		Butanol	1.2
		Total	100.00%

The formulas for Maui Blue (page 2), Cherokee Red, Clover Green, Harbor Green, Chrome Yellow and Midnight Blue (pages 6 and 7) are given in Service Bulletin No. 260.

The formula for Tacoma Gray is given in Service Bulletin No. 273, page 2.

GENERATOR DRIVE PULLEY 2R5, 2R10, 2R15 MODEL TRUCKS

Please record this article on page 73 of your 2R Series Trucks Shop Manual.

Effective with Truck Serial Nos. R5-102350, R10-35692, and R15-13667, a 3-1/4" diameter generator pulley, Part No. 533436, entered production of 2R5, 2R10, and 2R15 model trucks.

This pulley has a ratio of 1.77-1 as compared to the ratio of 1.6-1 of the pulley previously used. The generator cut-in speed with the new pulley is at 565 engine rpm; previously the generator cut in at 625 engine rpm. Top generator output occurs with the new pulley at 1398 rpm compared with top output at 1547 rpm using the former pulley.

The 3-1/4" pulley, Part No. 533436, is interchangeable with the production generator pulley previously used.

LONGER HOOD PROP ROD - 2R SERIES TRUCKS

Please record this article on page 37 of your 2R Series Trucks Shop Manual.

To open the hood wider and give more working room in the engine compartment, a longer hood prop is now provided. The hood prop is 5" longer and the hinge end is located 5-1/4" toward the outside of the hood from its former location (see Fig. 1). The same retaining clip which held the shorter hood prop in the folded position will also accommodate the longer hood prop.

The longer hood prop entered U.S. production with these Serial Nos: R5-107836, R6-11233, R10-36832, R11-9547, R14-1284, R15-13757, R16A-42613, and R17A-34639.

Service Installation

To install the longer hood prop on trucks not now so equipped, drill a 3/8" hole 5-1/4" to the right of the original prop hinge hole in the hood reinforcing bracket (see Fig. 1). When installing the prop, use the following parts:

Part No.	Part Name
653213	Hood Prop
292143	Clip (see Fig. 2)

Trucks bearing Serial Nos. R5-101205, R6-8622, R10-35390, R11-7308, R14-1144, R15-13637, R16A-41324, R17A-32570 and after will have the hole drilled in the new location.

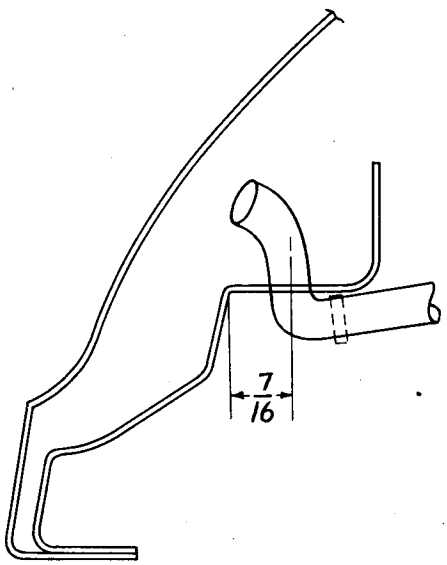


FIG. 2 (ABOVE)

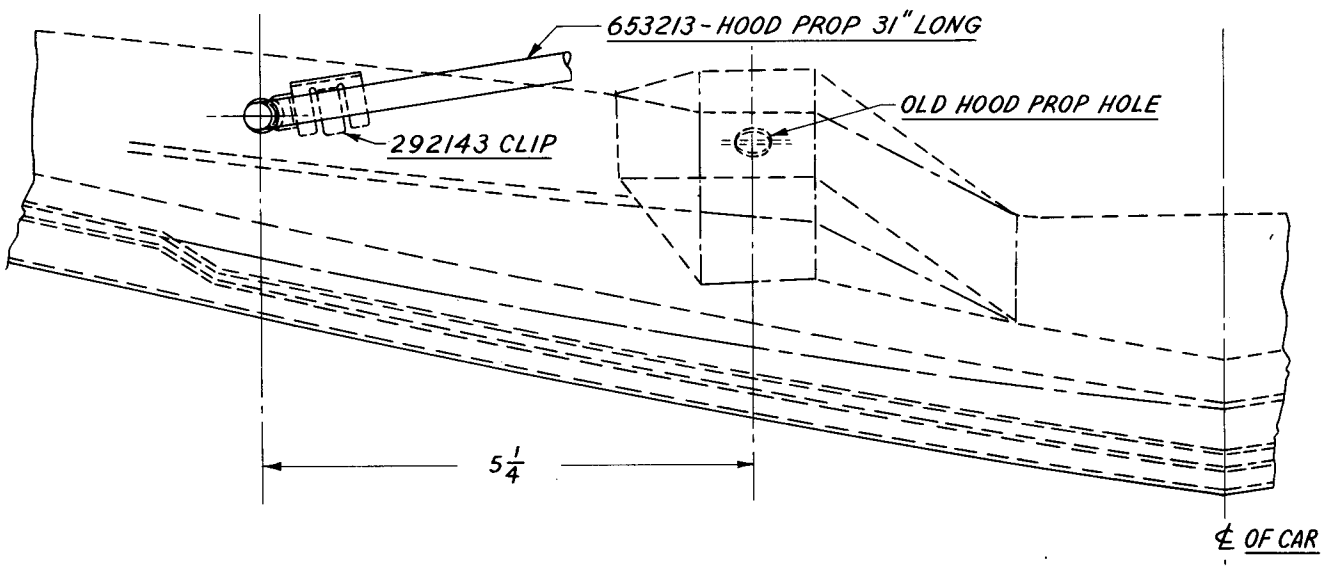


FIG. 1 (BELOW)