

Studebaker

SERVICE BULLETIN

MAY

NO. 276



1953

FRAM OIL FILTER KIT - 4H MODELS

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

The Part No. AC-2310 Fram Oil Filter Kit is designed for use on all 1953 Commander model engines.

The mounting bracket for the oil filter housing has two sets of mounting holes. Only the lower set of holes is to be used when installing the AC-2310 filter kit on 1953 models. This is important, especially on 1953 5-passenger coupe and Hard-Top models, because use of the upper set of holes would locate the filter housing too high where it might interfere with the hood.

AC-2133 FRAM OIL FILTER KIT (PREVIOUS V-8 MODELS)

The Part No. AC-2133 Fram Oil Filter Kit was used on previous Commander V-8 models and can be used on 1953 Commander 2-door and 4-door sedans and Land Cruiser models. AC-2133 is not to be used in any case on 1953 Commander 5-passenger coupe or Hard-Top models, nor should the mounting bracket be drilled or any other adaptations attempted to make such an installation. Even if the housing were sufficiently lowered for adequate hood clearance, the strap welded to the AC-2133 housing holds the housing too far away from the fuel pump support. In the lowered position, the housing then would interfere against the right bank cylinder head.

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ROTARY IMPACT TOOL

A booklet describing several uses of the rotary impact tool in service department work accompanies this issue of the Service Bulletin. This booklet is published by Ingersoll-Rand, makers of Impactool, and is entitled "Automotive Service Guide." It purports to show the advantages of using the impact type electric - or air-driven wrench over hand tools for various service operations.

Impact wrenches have several interesting features. The impact wrench drives a nut, for example, until it bottoms. The impact wrench

then "overruns" until it is removed from the nut or the motor is turned off. Also the impact wrench is reversible and will turn with equal efficiency either clockwise or counterclockwise.

Beside the use of the impact tool as a wrench, accessories are available to convert it into many types of screw driver, drill, augur, tap, hole saw, etc.

Impacttool is available in many sizes and in two types of drive: electric or compressed air.

This tool is sold through jobbers.

NOTE.--Export dealers may order from The Studebaker Corporation, Export Division.

DOOR OPENING WEATHER STRIPPING AND ROTARY DOOR LOCK

EARLY 1953 SEDANS AND 5-PASSENGER COUPE MODELS

On some early 1953 passenger car sedans and 5-passenger coupe models it may be necessary to replace the door opening weather stripping and the door sill weather stripping to provide easier door closing.

PART NO.
299972
ORIGINAL



PART NO.
299346
NEW



FIG. 1

Newly-designed weather stripping with different cross-section shape (Fig. 1) and a "spongier" compression action entered production approximately March 25, 1953. These new seals give the desired ease of closing the door and allow the rubber to seat firmly against the flanges of the door without distorting the seal. It is necessary to remove the door in order to install weather stripping in hinge post channels.

When correcting this condition on customers' cars, use the parts listed in the next column:

Part No.	Part Name	Model Application
299346	Door Weather Stripping	1953 - W, F, Y, C
298583X1	Weather Stripping, Front Door, Lower	4-Door Sedan, Land Cruiser
298583X2	Weather Stripping, Rear Door, Lower	4-Door Sedan Only
298583X3	Weather Stripping, Rear Door, Lower	Land Cruiser Only
298583X4	Weather Stripping, Door, Lower	2-Door Sedan
298583X5	Weather Stripping, Door, Lower	5-Pass. Coupe

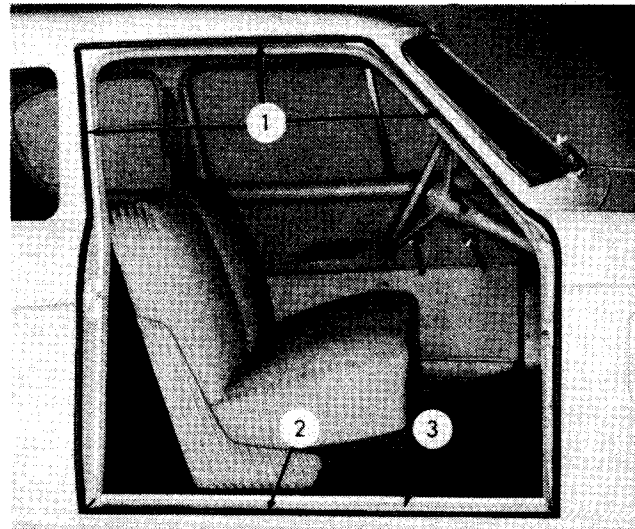


FIG. 2

1. SIDE AND UPPER WEATHERSTRIP
2. LOWER WEATHERSTRIP
3. SILL PLATE

DOOR WEATHER STRIP REPLACEMENT - W-F-Y-C MODELS

1. File off the peened end of the door check link rivet and drive out the rivet. Cover the painted surface around the hinge post with masking tape to protect the finish. Remove the door hinge-to-hinge post screws and remove the door. On the W and Y models when removing the rear door, remove the door hinge-to-post screws at the lower hinge and the door hinge-to-door panel screws at the upper hinge. Removal of the door is necessary to permit proper installation of the weather strip in the hinge post channel.
2. Pull the door opening upper and side weather strip (1, Fig. 2) out of the channel and pull the lower weather strip (2) out from the door sill plate (3).

3. Clean out the channel thoroughly using a solvent to remove old cement and bits of the weather strip adhering to the channel.
4. Apply cement to the lower weather strip channel and new weather strip. Allow it to dry until it is tacky. Start the new weather strip into the channel making sure that the lip (Fig. 3) points upward. Fit the end of the weather strip against the end of the channel. Install the weather strip, being careful not to stretch it. Then, cut the end of the weather strip, if necessary, so that it will fit snugly against the other end of the channel.

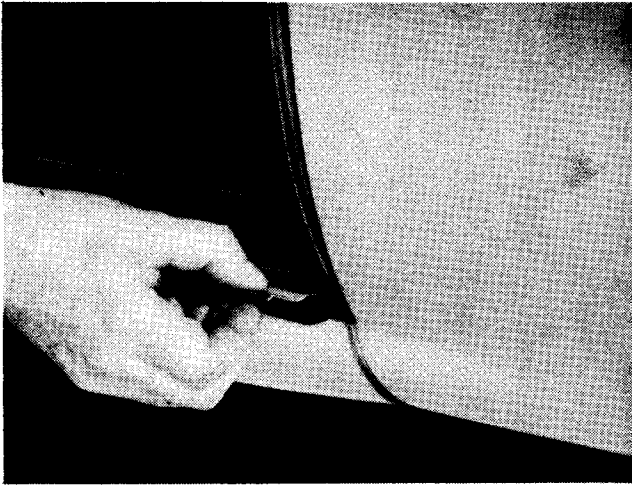


FIG. 3

5. Remove a portion of the flange of both the side and top channels as indicated in Fig. 4. This can be done with a pair of pliers by tearing the metal as shown in Fig. 5, then breaking the piece off by bending it back and forth. Apply weather strip cement to the upper and side channel and the weather strip. Allow it to dry until it is tacky. Then starting at either side place the end of the weather strip in the channel (see Fig. 6) against the lower weather strip. Place the side of the weather strip having the lip (6) in the channel first. Then press the weather strip into the channel.

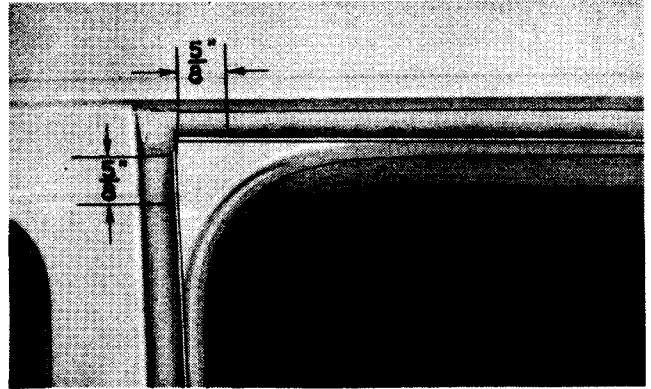


FIG. 4



FIG. 5



FIG. 6

CANADIAN PRODUCTION

TRUCK HOOD PROP ROD

The longer hood prop rod (Part No. 653213) described in Service Bulletin No. 275 entered Canadian production with Truck Serial No. HR5-6390.



FIG. 7

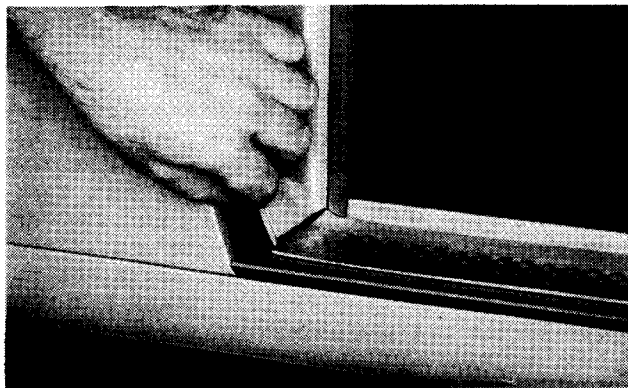


FIG. 8

Be careful not to stretch the weather strip while installing it in the channel. Install the weather strip at the corner where the channel flange has been cut so that a smooth curve is formed (see Fig. 7). Cut the end of the weather strip flush with the lower weather strip (see Fig. 8) at the other side. In places where the weather strip lip has a tendency to turn outward, apply masking tape to hold it in position (see Fig. 9) until the cement has dried thoroughly.

6. Allow the weather strip cement to dry thoroughly before installing the door, so that the weather strip is not disturbed and pulled out of position.
7. Install the door and install a new check link rivet.

Time Required

Suggested time for door weatherstrip replacement is as follows:

- One 4-door sedan front door, or one 5-pass. or 2-door sedan door.1.1 hrs.
- One 4-door sedan rear door.0.9 hrs.

ROTARY LOCK "KICKBACK"

Where "kickback" of the door lock mechanism

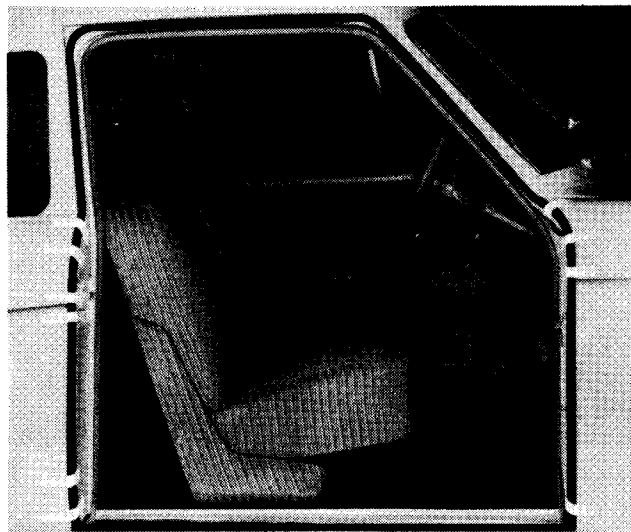


FIG. 9

is found, it is necessary to install a new door lock, Part Nos. 297890-1 (Front: W, F, Y), 297892-3 (Rear: W, Y), and 303636-7 (C and K). This lock has a wave washer behind the lock rotor. The washer supplies adequate tension to keep the rotor from free wheeling as the door is closed into the striker. The lock with the wave washer entered production approximately March 25, 1953. Locks in parts depot stocks have this washer in them.