

Studebaker

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1953

BE SURE TO USE CORRECT TANK UNIT IN GAS GAGE SYSTEM - 14G, 4H

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.

Because of the difference in shape of the gasoline tanks used on 1953 sedans (W, F, and Y bodies) and those used in 1953 coupes (C and K bodies), the gasoline gage tank units are different. This difference is in the shape of the float and the actuating lever arm to which the float is attached.

The correct tank units are:

Part No.	Part Name	For Body Style
532261	Gasoline Gage Tank Unit	C (5-passenger coupe) K (Hard-Top)
525548	Gasoline Gage Tank Unit	W (4-door sedan) F (2-door sedan) Y (Land Cruiser)

Installation of the wrong tank unit in a car will cause inaccurate readings on the instrument panel gasoline gage as follows:

The Part No. 532261 tank unit (C, K bodies) in a sedan will show "Empty" when there is still about 6 gallons of fuel remaining in the gasoline tank.

The Part No. 525548 tank unit (W, F, Y bodies) in a C or K body will show about "1/4 full" when the tank is actually empty.

FAN SHROUD EXTENSION - 14G, 4H

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

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An extension plate on the fan shroud recently entered production of 1953 passenger cars to provide protection against accidental hand contact with the fan blades. This extension plate is spot-welded in place.

Service Installation

For service installation, an extension plate is available with five holes drilled in the leading edge. Use the plate as a template to drill matching holes of 3/32" diameter in the shroud. The plate is then secured to the shroud by five Part No. 638-#6-6G screws.

The parts required are:

Part No.	Part Name	No. Per Car
534336	Fan Shroud Extension	1
638-#6-6G	Screw	5

REAR QUARTER WINDOW 1953 5-PASSENGER COUPE MODELS

This article describes the procedure for replacing glass in the rear quarter window of 1953 5-passenger coupe models.

To Remove Glass

1. Remove the rear quarter window assembly from the car.
2. Place the hinge across the open jaws of a vise and drive out the rivets. Be careful not to distort the hinges. Pull the window from the frame as shown in Fig. 1.
3. Remove the two Phillips head screws in hinged side of glass frame.
4. Carefully raise bottom section of the frame with screw driver (Fig. 2). Insert a stiff-bladed putty knife between the frame and the glass. Pry up gently on the frame and slide the putty knife toward the bottom corner as you carefully remove the frame from the glass (Fig. 3).

To Install Glass

1. Thoroughly clean the inside channel of the glass frame.
2. Install new glass cushion (rubber), Part No. 304063, on the glass.
3. Liberally coat the inside channel of the glass frame and the glass cushion with hydraulic brake fluid.
4. Start the glass in the frame channel (Fig. 4) and seat the glass in the channel (Fig. 3).
5. Carefully work the remainder of the frame on

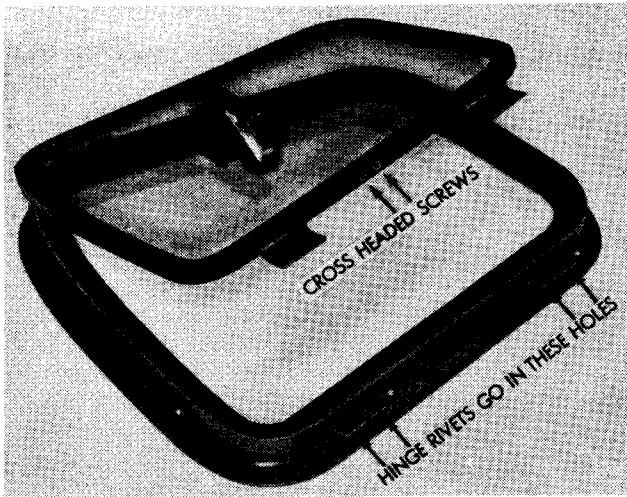


FIG. 1

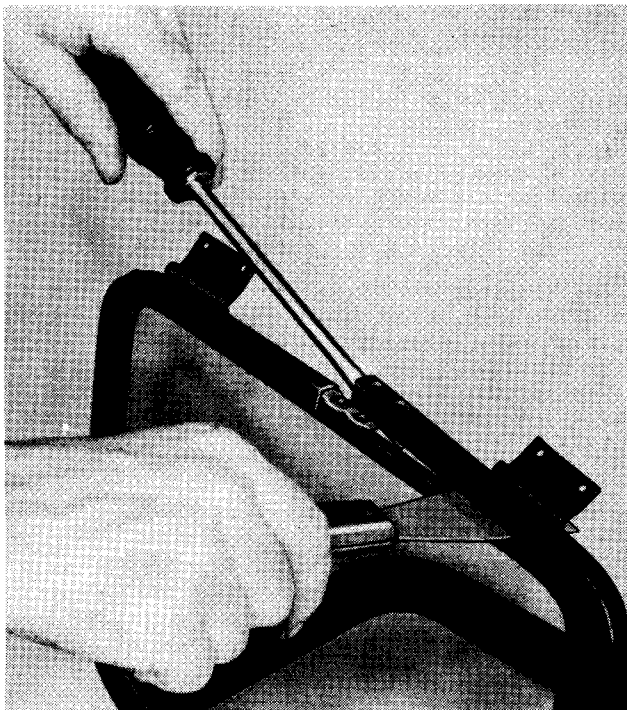


FIG. 2

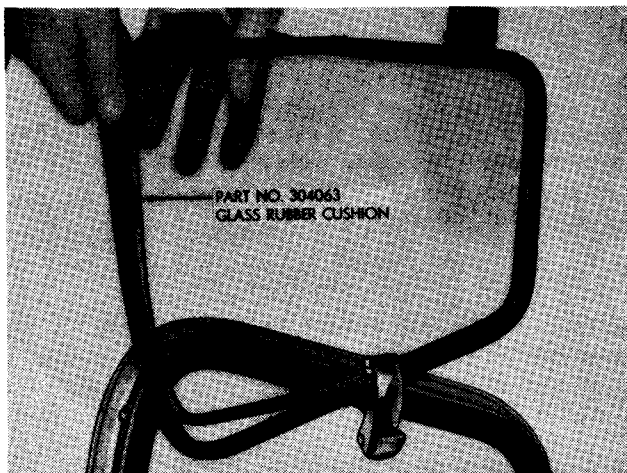


FIG. 3

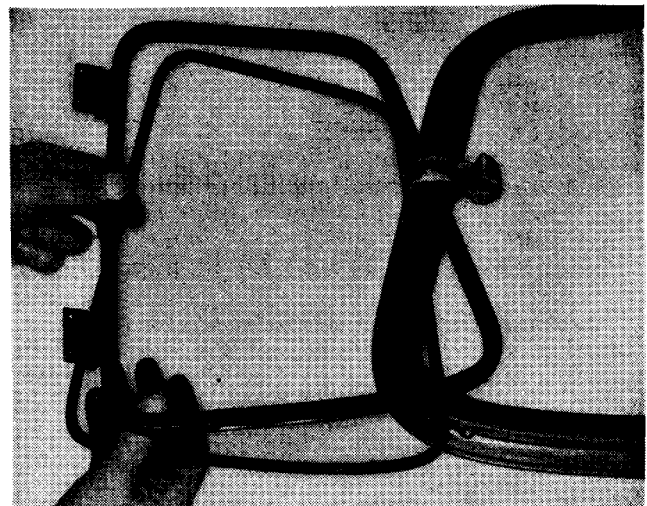


FIG. 4

to the glass using the putty knife and screw driver. Be sure the glass cushion is evenly spaced on the glass and in the frame channel.

6. Press the frame together and install the two Phillips head screws.
7. Apply a small amount of hydraulic brake fluid in the hinge pockets of the window weather seal.
8. Slide the hinges on the glass frame through the opening in the window weather seal.
9. Align the two sections of the hinges and install new rivets. (Any 1/8" x 5/32" tubular rivet will do.)
10. Install rear quarter window assembly in car.

ROSS STEERING GEAR LUBRICANT SPECIFICATION

Please record this article on the Service Bulletin Reference page at the end of the Lubrication section of your 1953 Passenger Car Shop Manual and also on page 135 of your 2R Series Trucks Shop Manual.

As a result of changes in production methods, it has been possible to broaden the specification for steering gear housing lubricant used in Ross steering gears. The new recommendation is as follows:

Any S.A.E. 140 (mineral oil) Gear Oil made and sold by reputable companies.

This revision in specification lifts the choice of steering gear lubricants from among those on the enclosed restricted list published by Ross and now includes all the lubricants on that list as well as any other S.A.E. 140 (mineral oil) gear oil made and sold by reputable companies.

DISTRIBUTOR CAM ANGLE - 1951, 1952 COMMANDER MODELS

Please turn to page 1 of the Electrical System section of your 1951 Passenger Car Shop Manual. In the Specifications, on the line under the heading "Ignition" reading "Cam Angle" in the Commander column, mark out the specification 22° - 29° and substitute for these figures, 28° - 34°.

This same change should also be made on page 22 of the Electrical System section on the last line of the third paragraph.

ELIMINATING RADIO INTERFERENCE - 1953 PASSENGER CAR MODELS

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

Properly installed and using prescribed suppression equipment, 1953 Passenger car radios should be entirely free from objectionable interference due to the car's electrical system or from so-called "man-made static." Where objectionable interference is found, check the installation as follows:

1. **SURROUNDINGS:** Do not check radio sets for interference inside a closed and shielded building; test under conditions like those in which radio is used. Check for interference only when the set is tuned to a weak station; there is usually some interference between stations.
2. **ANTENNA PADDER:** Tune in a weak station around 1400 kc. and adjust the antenna padder as shown on the radio instruction sheet.
3. **CONDENSER ON IGNITION COIL:** Be sure it is attached to the ignition switch side of the coil.
4. **DISTRIBUTOR -- COMMANDER ONLY:** While the distributor rotor on 1952 and 1953 Commander passenger car models appear to be alike, the electrical resistance is different. The resistance of the 1952 rotor is 10,000 ohms and in the 1953 rotor the resistance is 20,000 ohms.

If the 1952 rotor is used in a 1953 model distributor, interference noise in the radio reception may result. When checking interference in the radio set, install a Part No. 533942 Rotor for 1953 Commander models. This rotor has a narrow white identifying band around the resistor unit.

5. **COURTESY LIGHT WIRE:** This wire in the left front pillar post leading to the door-operated switch may be too close to the body or rod of the antenna. Run engine and turn on radio. Open left front door. If noise stops, install a .5 mfd. condenser on the battery side of the voltage regulator.
6. **GROUND ON THE RADIO CHASSIS:** Some early 1953 sets may not have good ground where set is mounted in the instrument panel. Install star lock washers to assure proper ground.

7. **CLIMATIZER WATER HOSES-TO-HEATER CORE:** These must not hang below bottom of the car frame. Keep them up as far as possible.
8. **HOOD HINGE GROUND:** In exceptional cases where other measures fail to eliminate interference, it may be necessary to ground the hood left rear hinge to the car body with a small braided copper strap.
9. **FLEXIBLE OIL GAGE GROUND:** With a braided copper strap, ground the oil pressure gage pipe to the dash next to the grommet. Wrap ground strap to flexible pipe and attach to dash with a metal screw. Scrape away enough paint to ensure clear contact. Also, bend pipe so that it stays next to fire wall and away from spark plug cables.

SPRING DISENGAGES IN FLIPPER SEAL HINGE HARD-TOP BODIES - 14G, 4H

It is possible on some 1953 Hard-Top models equipped with the flipper-type door opening upper weather seal that the forward end of the forward hinge spring may disengage from the clip on the hinge.

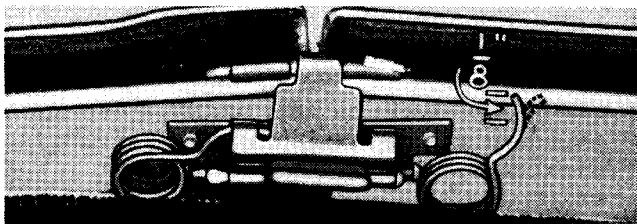


FIG. 5

To correct this condition on the car, bend a hook (see dotted line in Fig. 5) at the end of the disengaged spring as follows:

With a pair of needle-nosed pliers, grip the loose part of the spring about 1/8" from the end. Next take a pair of standard pliers and bend the end of the spring about 1/8" in a direction opposite to its normal direction. This forms the hook. Use the needle-nosed pliers to insert the spring hook so that it extends through the hinge and prevents recurrence of the condition.

HEAVY-DUTY BRAKE FLUID NOW SPECIFIED -- ALL MODELS

Please record this article, a summary of Passenger Car Service Letter No. 894, on the Service Bulletin Reference page at the end of the Brake section of your 1953 Passenger Car

Shop Manual and on page 30 of your 2R Series Trucks Shop Manual.

We are using heavy-duty hydraulic brake fluid in the hydraulic systems of all Studebaker passenger cars and trucks. The specific recommendation of this fluid is Lockheed 21-B. This became effective in production with the following serial numbers: SOUTH BEND G-122235 (14G), 8307214 (4H), R5-108985 (2R5), R6-11777 (2R6), R10-37017 (2R10), R11-9892 (2R11), R14-1322 (2R14), R15-13791 (2R15), R16-42897 (2R16A), and R17-34952 (2R17A); LOS ANGELES PRODUCTION G-923612 (14G) and 8831829 (4H).

We also recommend use of heavy-duty hydraulic brake fluid (Lockheed 21-B) for adding to or replenishing the hydraulic system of any prior model of Studebaker passenger car or truck. This fluid is entirely compatible with moderate-duty hydraulic brake fluid (Lockheed 21) formerly specified for Studebaker cars and trucks. It is not necessary to drain away the moderate-duty fluid already in the hydraulic system when adding heavy-duty brake fluid to fill the master cylinder to the proper level.

Characteristics

The heavy-duty Lockheed 21-B hydraulic brake fluid has a considerably higher vaporization point (the temperature at which the liquid begins to vaporize or "gas"). The benefit of this higher vaporization point is that under extreme braking usages, as in unusual mountain driving or if the car were driven with the parking brake partially applied, the heat build up in the brakes near the wheel cylinders is not likely to cause vaporization of Lockheed 21-B fluid.

Availability

Lockheed 21-B Heavy-Duty Brake Fluid is available at all Studebaker parts depots under the following part numbers and container sizes:

Part No.	Part Name	Container
AC-2402	Hydraulic Brake Fluid	12 ounces
AC-2403	Hydraulic Brake Fluid	1 quart
AC-2404	Hydraulic Brake Fluid	1 gallon
AC-2405	Hydraulic Brake Fluid	5 gallons

OIL LEVEL GAGE AND GUIDE TUBE -- 1953 COMMANDER HARD-TOP (K) AND 5-PASSENGER (C) COUPE MODELS

Please record this article, a reprint of

Passenger Car Service Letter No. 895, on the Service Bulletin Reference page at the end of the Lubrication section of your 1953 Passenger Car Shop Manual.

On some 1953 Commander Hard-Top and 5-passenger coupe models you may experience difficulty in removing the oil level gage. This is more likely to occur on cars equipped with oil bath-type air cleaners than on those with the Fram replaceable element ("dry") type.



FIG. 6

To correct the condition, remove the oil level gage. With finger pressure at the top of the oil level gage guide tube, bend the tube until it contacts the center port of the exhaust manifold. Release the tube and it will spring back to the proper position. Install the oil level gage always with the curved handle toward the front of the car. The illustration shows the tube in its original position and by dotted lines shows the corrected position. Note also that the gage handle is to the front of the engine.

With the tube thus positioned and the gage installed with the handle to the front of the car, there should be no difficulty in removing or installing the gage, whether the car is equipped with Fram replaceable element ("dry") type or oil bath-type air cleaner.

In production the tube is now being placed in the position described above on Commander engines in 5-passenger coupe and Hard-Top models. A change in the angle of entry of the guide tube into the oil pan will enter production. The new angle will then make it unnecessary to bend the guide tube.

FOR LOOSE ACCELERATOR ACTION USE NEW ACTUATING SPRING - 4H

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.

To assure proper "feel" and control of the accelerator pedal accelerator cross shaft-to-carburetor actuating spring on 1953 Commander models equipped with Studebaker Automatic Drive, a stronger spring, Part No. 534230, is available for use in the place of Part No. 533633. The new spring (534230) has a load of 9 to 11 pounds at 9" length as com-

pared to the 7 to 8-1/2 pound load at 9" of the former spring (533633).

If the accelerator pedal action is too loose, that is, engages "kickdown" unintentionally or without the driver's being able to feel the detent, install the new and stiffer accelerator cross shaft-to-carburetor actuating spring.

The Part No. 533633 spring will be used on 1953 Commander models equipped with standard or overdrive transmission until stocks of this spring are used up. The new spring, Part No. 534230, is now in production of 1953 Commander models with Studebaker Automatic Drive.

During the time that both springs will be used in production, or delivered by parts depots, the new spring (534230) will be painted green. After stocks of the original-type spring (533633) are depleted in production and parts depots, the new spring, Part No. 534230 (9-11 pounds load at 9") will be the only one furnished and it will then be painted black.

T TRUCK SERVICE Information



UNIVERSAL JOINT CROSS AND
BEARINGS 2R14, 2R15, 2R16A,
AND 2R17A TRUCKS

Please record this article on page 146 of your 2R Series Trucks Shop Manual.

An improved universal joint cross and bearing assembly entered production with Serial Nos. R16A-42652 and R17A-34667.

The new cross does not have the pressure relief valve; also, the bearing rollers are smaller but more numerous. The new assembly can be substituted for the old but the component parts are not interchangeable.

The new parts are: Cross and Bearing Kit, Part No. 682027. The components of the kit are not supplied separately.

STANDARD THREE-SPEED TRANSMISSION ASSEMBLY - M5

Please record this article on the Service Bulletin Reference page at the end of the Transmission section of your M Series Truck Shop Manual.

Our supply of Part No. 664949, Transmission Assembly, is exhausted. The manufacturer, Warner Gear Division, is no longer able to supply this item. They can, however, supply us for use in M5 model trucks a transmission that is 1/2" longer than Part No. 664949.

Therefore, when a dealer orders a Part No. 664949 Transmission Assembly, the following substitution will be made: Part No. 682029, Transmission Assembly, plus Part No. 674248X2, Propeller Shaft.

FOUR-SPEED SYNCHROMESH TRANSMISSION - ALL 2R SERIES TRUCKS

Please record this article on page 221 of your 2R Series Trucks Shop Manual.

Effective with the following serial numbers, the four-speed synchromesh transmission entered production of 2R Series Trucks: 2R5-109169, 2R6-11788, 2R10-37052, 2R11-9886, 2R14-1329, 2R15-13792, 2R16A-42858, and 2R17A-34892.

To provide sufficient clearance between the cab floor pan and the new transmission, the floor pan and transmission cover plate were changed. The new-type floor pan cover plate, Part No. 653240 for the 4-speed transmission, 653229 for the 3-speed transmission, can be installed in any 2R series truck cab. New-type cover plates and floor pans entered production with these serial numbers: 2R5-108167, 2R6-

11371, 2R10-36870, 2R11-9657, 2R14-1295, 2R15-13762, 2R16A-42683, and 2R17A-34731.

As indicated on the accompanying drawing, there are five holes in the new-type floor pan that do not align with the holes in the truck cab (before above serial numbers). We believe that the remaining eight screw locations are sufficient to make a good installation of the pan cover plate; if, however, it is desired, install sheet metal screws at the points indicated by X on the drawing. Only the new-type floor pan cover plates, Part No. 653240 and 653229, will be furnished for service installation.

The clutch housing bore for the new transmissions is 1/8" larger. The new clutch housings with bushings for use with above transmissions are:

Part No.	Part Name	Model Application
681347	Clutch housing with bushing	2R5, 2R10, 2R15
681213	Clutch housing with bushing	2R6, 2R11, 2R14, 2R16A, 2R17A

Four-speed synchromesh transmission will be furnished through parts depots as follows:

Part No.	Part Name	Model Application
681162	Transmission Ass'y with Band Brake	2R5, 2R10, 2R15
681163	Transmission Ass'y with Band Brake	2R6, 2R11, 2R14, 2R16A, 2R17A
681573	Transmission Ass'y with Disc Brake	2R16A, 2R17A
681343	Transmission Ass'y less Disc Brake	2R16A, 2R17A

