

Studebaker

SERVICE BULLETIN

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NO. 272



1953

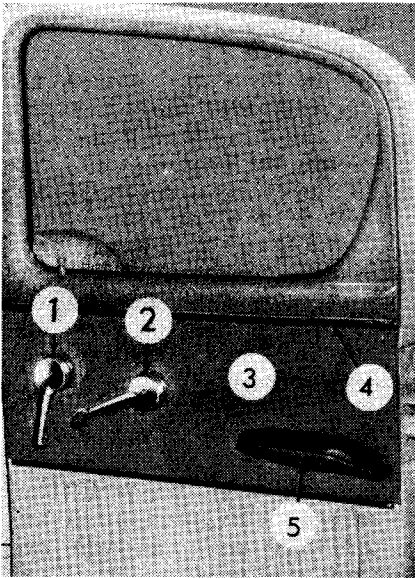


FIG. 1

- 1. DOOR HANDLE
- 2. WINDOW CONTROL
- 3. TRIM PANEL
- 4. TRIM STRIP
- 5. ARM REST

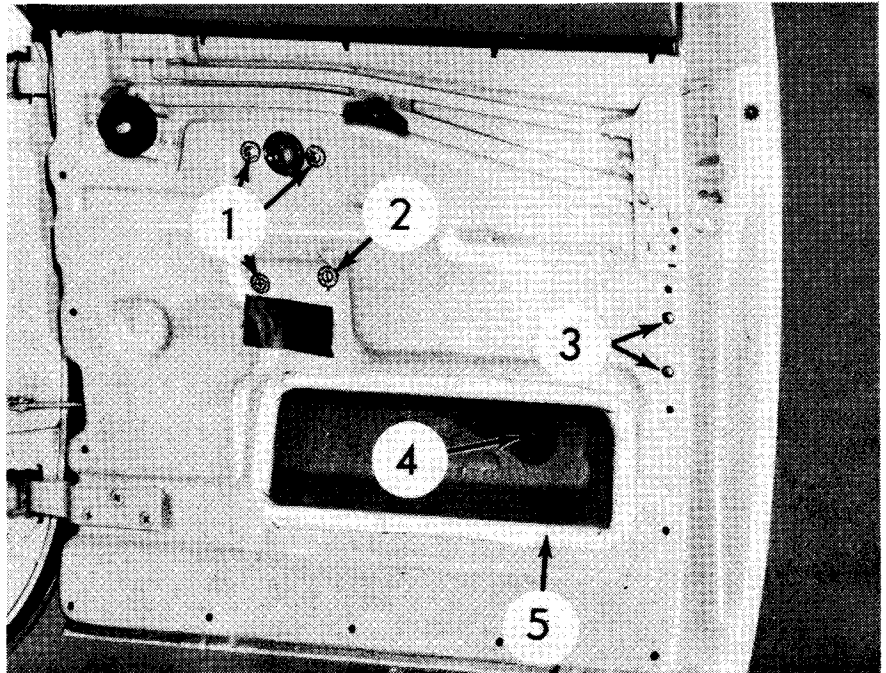


FIG. 2

- 1. WINDOW REGULATOR ATTACHING SCREWS (PHILLIPS HEAD)
- 2. WINDOW STOP SCREW (SLOTTED HEAD)
- 3. WINDOW RUN EXTENSION SCREWS
- 4. WINDOW REGULATOR
- 5. TAPE AROUND EDGES OF LARGE INSPECTION OPENING

REAR DOOR GLASS REMOVAL AND INSTALLATION 1953 MODEL 4-DOOR SEDANS

Removal

1. Remove the door lock remote control handle (1, Fig. 1), window regulator handle (2), and arm rest (5).
2. Pry the fasteners from the holes in the door inner panel and remove the trim panel (3) by sliding it down from beneath the trim strip (4). Do not remove the trim strip.
3. Tape the four edges of the large inspection hole (5, Fig. 2). This is to protect you from sharp, irregular, unfinished parts of the recessed flanges.
4. Lower the window all the way down.

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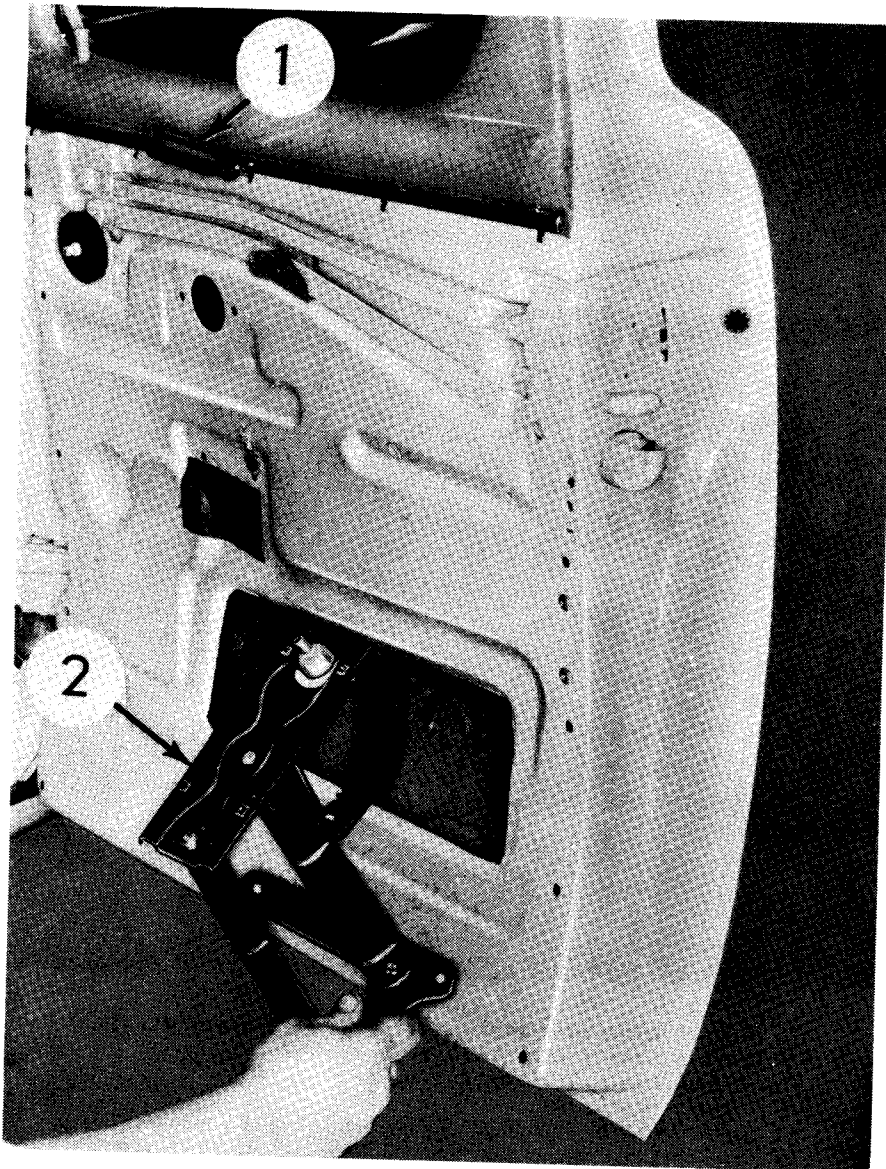


FIG. 3

1. SCREW DRIVER HOLDING GLASS IN UP POSITION. 2. WINDOW REGULATOR.

5. Remove the clips (3, Fig. 8) and washers (2) from the two studs on the window regulator.
6. Disengage the window glass lift channel from the studs.
7. Lift the glass all the way up manually. Hold it in this position by inserting a small screw driver (1, Fig. 3) or punch through one of the upper trim panel clip holes.
8. Remove the rubber gasket from the regulator shaft. Remove the four window regulator screws and lock washers. The three Phillips head screws (1, Fig. 2) are the same length. The fourth screw (2) is a longer, slotted-head screw. It also acts as the window stop screw, keeping the glass approximately 3 1/2" above the lower edge of the opening. In early production, the stop screw was a #12 screw. It should be replaced with a 1/4" screw as outlined under installation.
9. Thread the regulator (2, Fig. 3) out through the large inspection hole.
10. If the car is equipped with a window run extension, remove the screws (3, Fig. 2) and remove the window run extension from inside the door (see Fig. 4).
11. Remove the screw driver or punch and carefully lower the glass to the bottom of the door. The glass will slip out of the window runs.
12. Pry the door window weather-

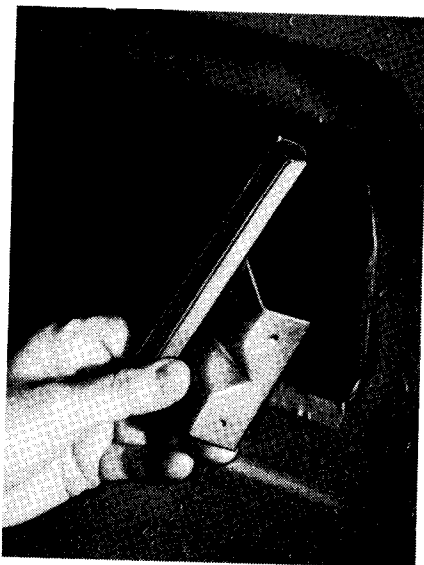


FIG. 4

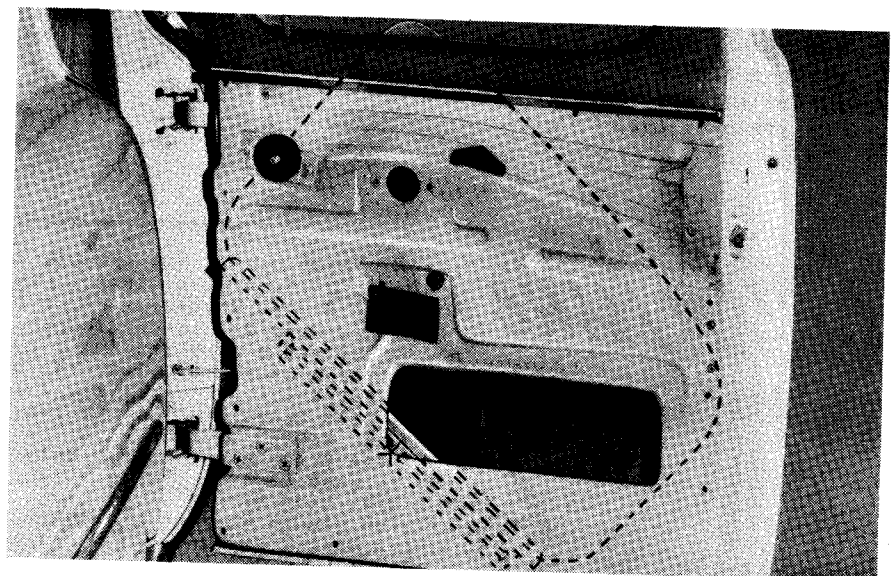


FIG. 5

seal fasteners from the door flanges and remove both weatherseals (1, Fig. 6).

13. Wipe as much Lubriplate as possible from the lift channel to make it easier to handle the glass while it is inside the door.
14. Position the glass so that one edge is between the door check and the door outer panel and the other edge is between the window run and the door inner panel.
15. Lift the end of the glass at the door check, keeping the other end as low as possible (see Fig. 5). As you lift and turn the glass, be sure that it is free at all times. Tip the top corner of the glass toward the door inner panel to align it with the opening, then continue to turn and lift until the glass is vertical in the opening.
16. Raise the glass through the opening (see Fig. 7) and remove it from the door.

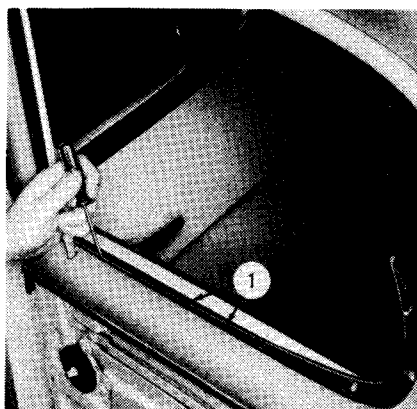


FIG. 6
1. DOOR WINDOW WEATHERSEALS

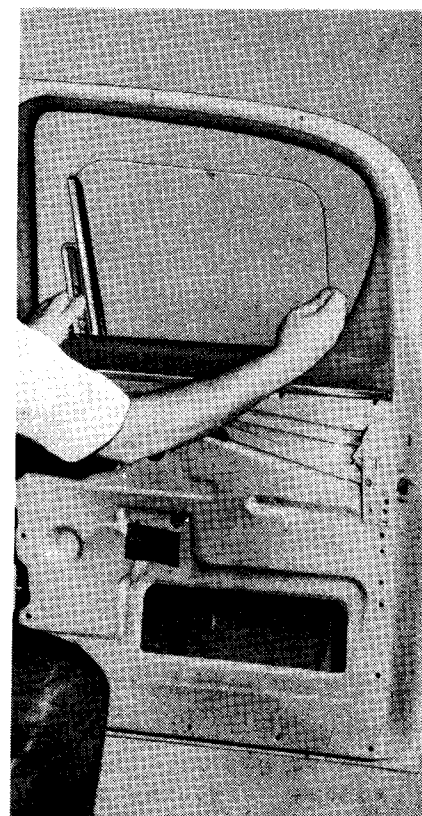


FIG. 7

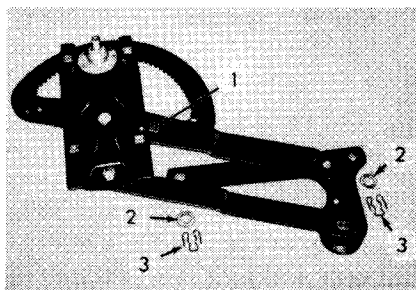


FIG. 8
1. WINDOW STOP TAB 2. WASHER
3. HAIRPIN CLIP

Installation

1. When you enter the glass into the door, the lift channel must be vertical and toward the hinge side of the door, while the rubber sealing lip must be to the outer side of the door.
2. Lower the glass and turn it as you lower it so that the lift channel is to the bottom of the door.
3. While the glass is at the bottom of the door, install the two window glass weatherseals.
4. Enter the glass into the window runs and raise it all the way to the top. Support the glass with a screw driver or punch.
5. put the regulator in position and install the Phillips head screws (1, Fig. 2). If the stop screw (2) is a #12 screw, drill and tap the stop screw hole in the regulator for a 1/4 - 20 thread and install a 1/4 - 20 x 1/2 screw and star lock washer. Do not attempt to adjust this window for

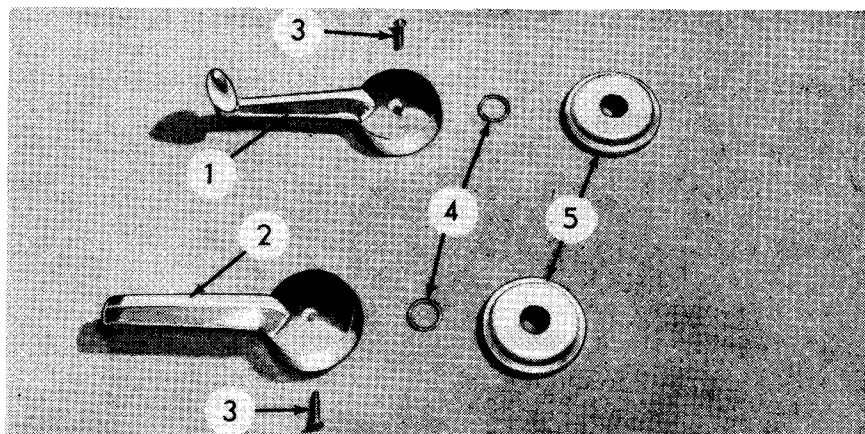


FIG. 9
1. WINDOW CONTROL 2. DOOR HANDLE 3. HANDLE SCREWS
4. WASHERS 5. ESCUTCHEONS

6. If the car is so equipped, install the window run extension.
7. Lower the glass and apply Lubriplate or its equivalent to lift channel. Place the lift channel over the two studs on the regulator. Install washers and clips on the studs.
8. Tighten the regulator at-

9. Install the rubber gasket over the window regulator shaft.
10. Install the trim panel, arm rest, door lock remote control handle, and window regulator handle. If the handles and escutcheons have become separated, be sure to install one small washer (4, Fig. 9) between each handle and its escutcheon.

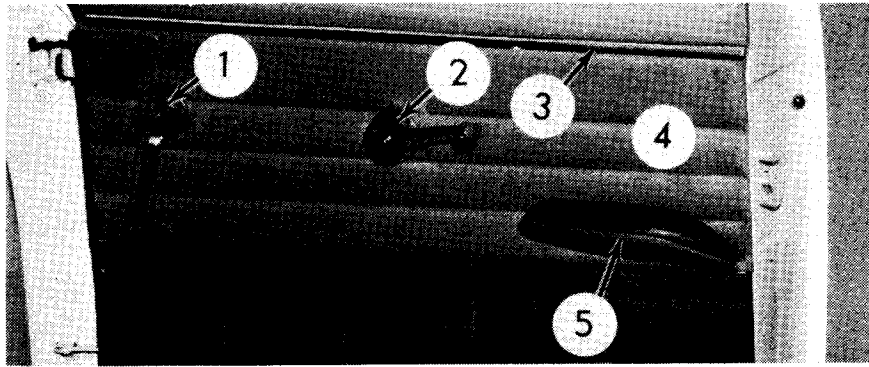


FIG. 10

- 1. DOOR HANDLE
- 2. WINDOW CONTROL
- 3. TRIM STRIP
- 4. TRIM PANEL
- 5. ARM REST

**REAR DOOR GLASS
REMOVAL AND
INSTALLATION
1953 MODEL LAND
CRUISER**
Removal

1. Remove the door lock remote control handle (1, Fig. 10), window regulator handle (2), and arm rest (5).
2. Pry the fasteners from the holes in the door inner panel and remove the trim panel (4) by sliding it down from beneath the trim strip (3). Do not remove the trim strip.
3. Tape the edges of the large inspection holes (5, Fig. 11). This is to protect you from sharp, irregular, unfinished parts of the four recessed flanges.
4. Lower the window all the way down.
5. Remove the clips (3, Fig. 8) and washers (2) from the two studs on the window regulator.
6. Disengage the window glass lift channel from the studs.
7. Lift the glass all the way up manually. Hold it in this position by inserting a small screw driver (1, Fig. 12) or punch through one of the upper trim panel clip holes.
8. Remove four window regula-

tor screws and lock washers. The three Phillips-head screws (3, Fig. 11) are the same length. The fourth screw (2) is a large, slotted-head screw. It also acts as the window stop screw. Remove rubber gasket from regulator shaft.

9. Thread the regulator (2, Fig. 12) out through the large inspection hole.

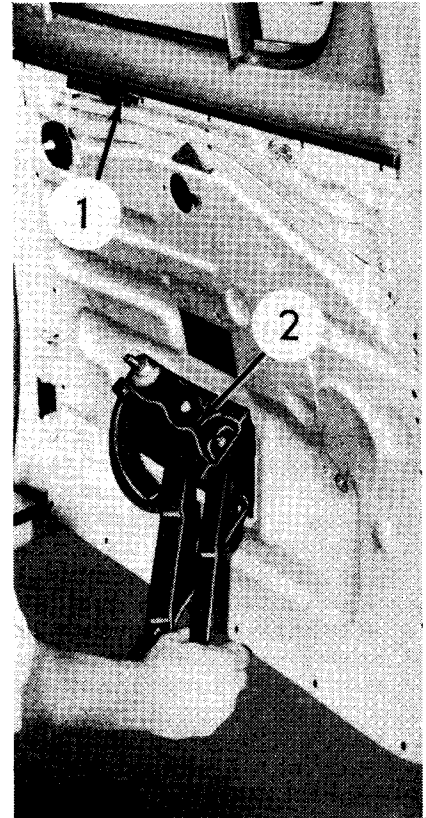


FIG. 12

- 1. SCREW DRIVER HOLDING WINDOW GLASS IN UP POSITION.
- 2. THREADING REGULATOR OUT OF LARGE INSPECTION HOLE.

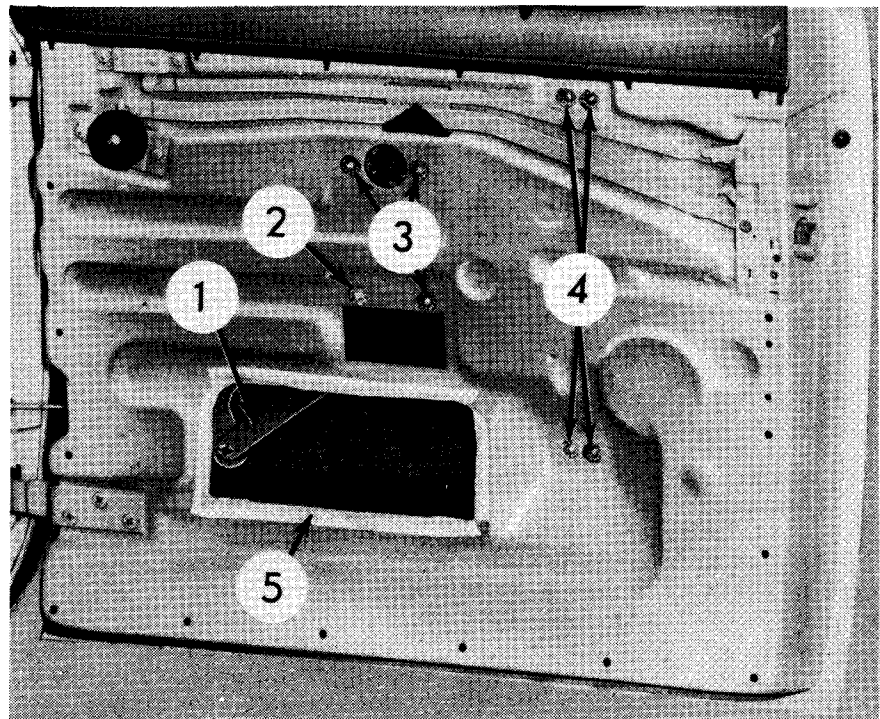


FIG. 11

- 1. WINDOW REGULATOR
- 2. WINDOW STOP SCREW
- 3. REGULATOR ATTACHING SCREWS
- 4. VENT FRAME RUN SCREWS
- 5. TAPE

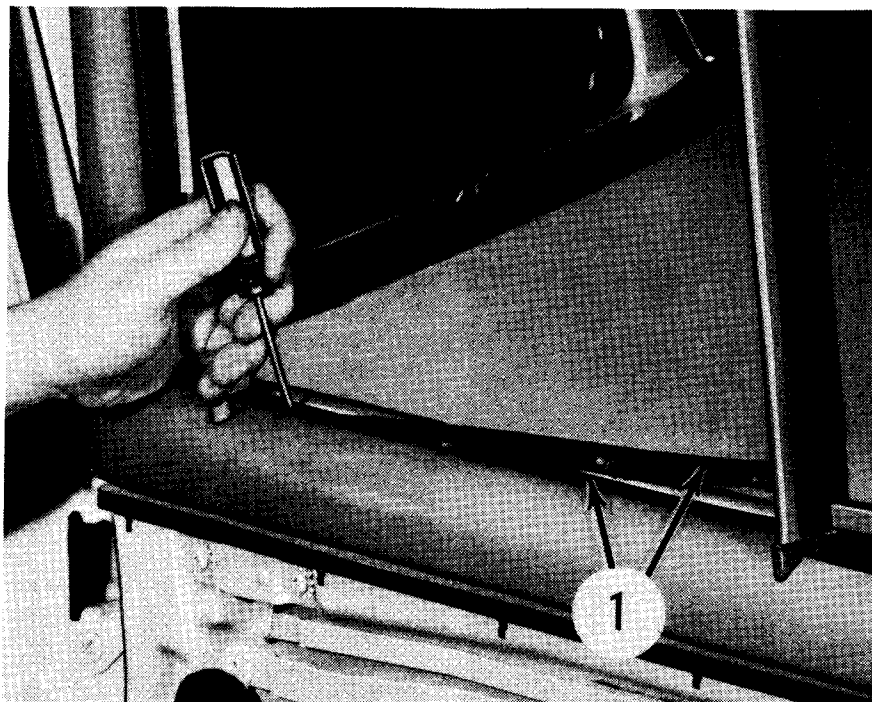
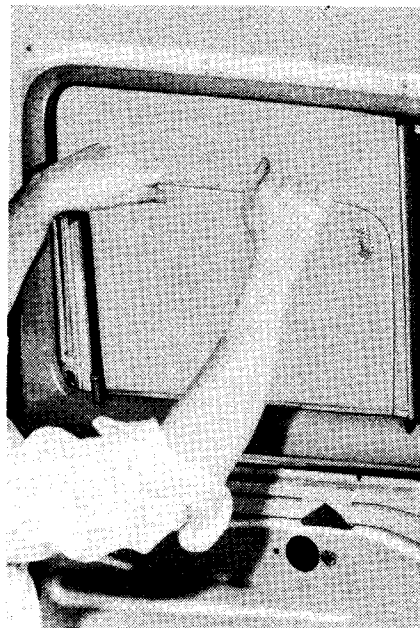


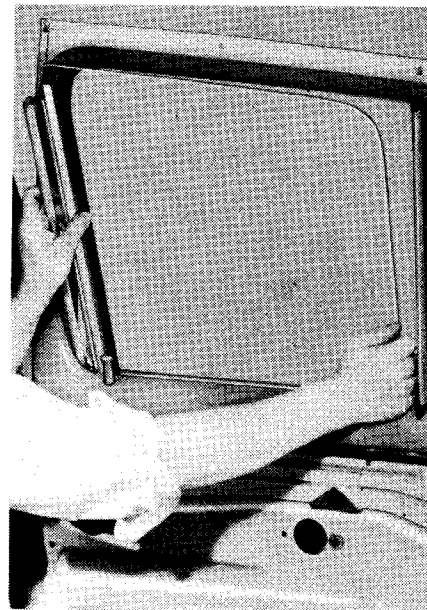
FIG. 13 - 1. DOOR WINDOW WEATHERSEALS

FIG. 14
LIFT CHANNEL IS IN THE WINDOW RUN

10. Remove the punch or screw driver and lower the glass to the bottom of the door.
11. Pry the fasteners from the door and remove the door window weatherseals (1, Fig.13).
12. Remove the four vent window run bracket screws (4, Fig. 11).
13. Push the vent window run just far enough away from the glass to allow the edge of the window to come out of the run. Slip the other edge of the glass out of the other run.
14. Keep the window glass between the window runs and the door outer panel. Turn the glass 90° so that the lift channel is to the hinge side of the door.
15. Put the lift channel in the door window run and slide the window up (see Fig.14). Disengage the lift channel from the run and remove the glass from the door (see Fig.15).

Installation

1. Slip the glass into the door opening. Place the lift channel in the door window run and slide the glass down into the door.
2. Slip the glass out of the run, turn 90° and let it down to the bottom of the door.
3. Put the edge of the glass into the door window run and place the vent assembly run over the other edge of the glass.
4. Holding the glass in position, align the vent window frame run and install the retaining screws (do not tighten).
5. Install the door window weatherseals.
6. Lift the glass to the top of the window opening and hold it there with a screw driver or punch.
7. Install the window regulator, lock washers and screws. Be sure to install the slotted-head screw in the hole from which it came. Lower the glass.
8. Install the lift channel on the regulator studs; install washers and clips.
9. Hold the vent window run snug against the door glass and tighten the vent window run bracket screws.
10. Put the rubber gasket over the window regulator shaft.

FIG. 15
LIFT CHANNEL OUT OF RUN

11. Install the trim panel, door lock remote control handle, window regulator handle and arm rest. If the handles and escutcheons have become separated, be sure to install one small washer (4, Fig. 9) between each handle and its escutcheon.

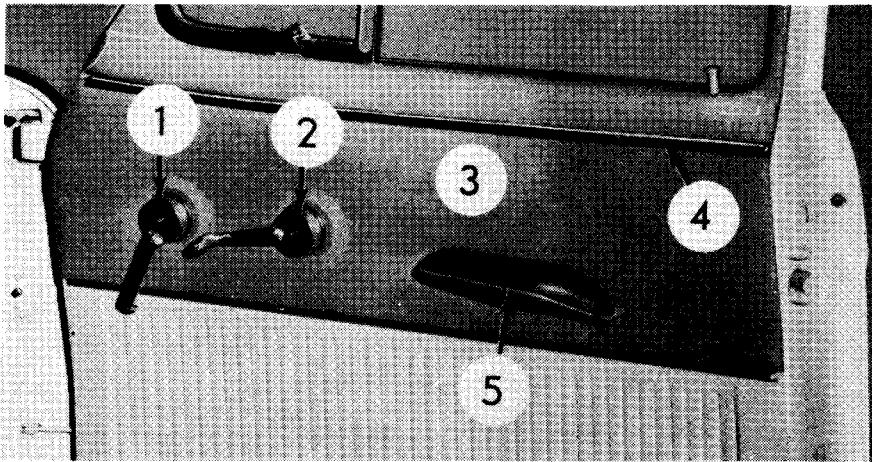


FIG. 16

1. DOOR HANDLE 2. WINDOW CONTROL 3. TRIM PANEL
4. TRIM STRIP 5. ARM REST

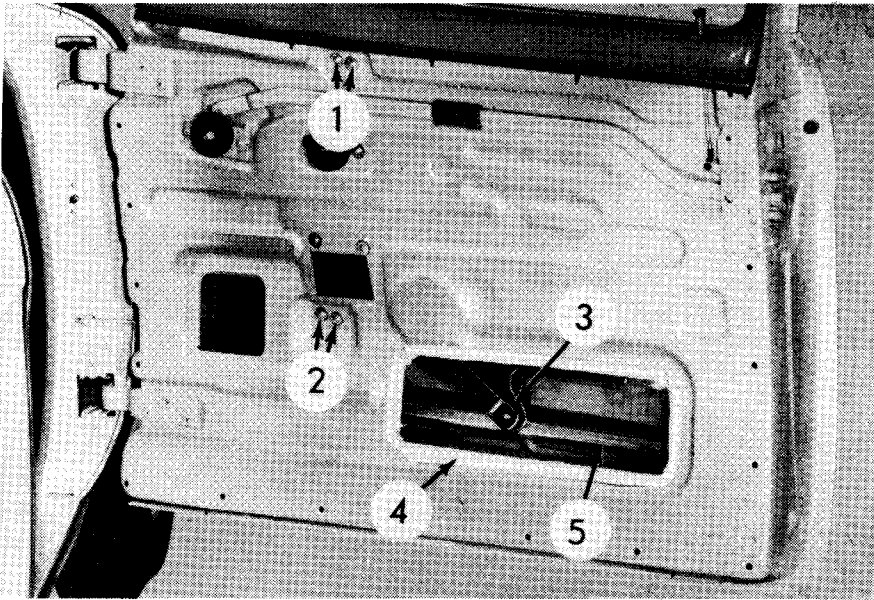


FIG. 17

1. VENT FRAME RUN UPPER SCREWS 2. VENT FRAME RUN LOWER SCREWS
3. WINDOW REGULATOR 4. TAPE 5. GLASS LOWERED

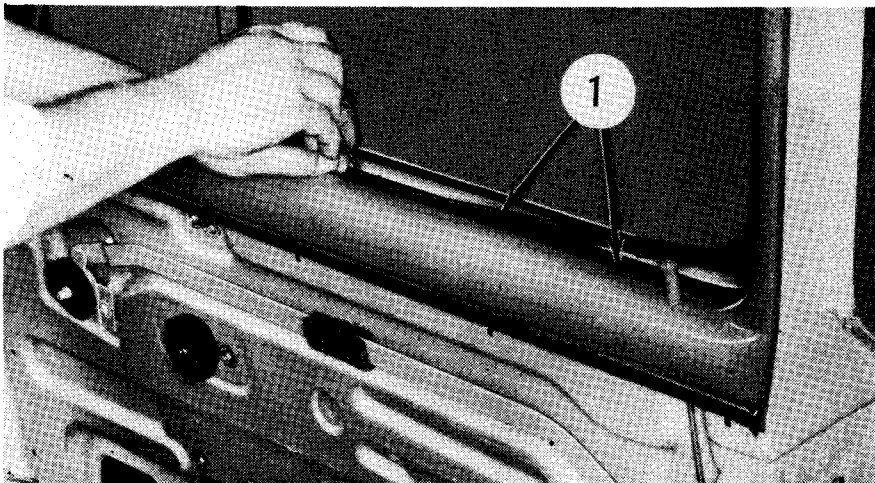


FIG. 18 - 1. DOOR WINDOW WEATHERSEALS

FRONT DOOR GLASS REMOVAL AND INSTALLATION 1953 MODEL 4-DOOR SEDANS, LAND CRUISER, AND 2-DOOR SEDANS

Removal

1. Remove the door lock remote control handle (1, Fig.16), window regulator handle (2), and arm rest (5).
2. Pry the fasteners from the holes in the door inner panel and remove the trim panel (3) by sliding it down from beneath the trim strip (4). Do not remove the trim strip.
3. Tape the edges of the large inspection hole (4, Fig.17). This is to protect you from the sharp, irregular unfinished parts of the recessed flanges.
4. Lower the window all the way down.
5. Remove the clips (3, Fig. 8) and washers (2) from the two studs on the window regulator.
6. Disengage the window glass lift channel from the studs.
7. Lower the glass (5, Fig.17) as far as possible without forcing.
8. Pry the door glass weather-seal fasteners from the door flanges and remove both weatherseals (1, Fig. 18).
9. Remove the three vent window frame retaining screws (1, Fig.19).
10. Remove the two upper and two lower vent window run bracket screws (1 and 2, Fig.17).
11. Shift the vent window assembly straight downward so that the upper corner clears the window run.
12. Tip the door vent window assembly rearward to the position as shown in Fig.20. Slip the glass from the window run and lower the glass to bottom of door.
13. Lift the vent window assembly out of the door (see Fig.21).

14. Turn the window 90° and remove it from the door (see Fig. 22).

Installation

1. When you enter the glass into the door, the lift channel must be vertical and to the hinge side of the door and the rubber sealing lip must be to the outside of the door.
2. Turn the glass and lower it to the bottom of the door.
3. Put the vent window assembly in the door, but do not fasten it.
4. Slip the door glass in the door window run.
5. Position the vent window assembly run on the other edge of door glass. Hold the glass, while positioning the vent window assembly in the door and install the screws loosely in run brackets.
6. Install loosely the three vent window assembly frame retaining screws.
7. Install the door window weatherseals.
8. Install the window lift channel on regulator studs, install the washers and clips.
9. Hold the vent window assembly run snug against the door glass and tighten the run bracket screws.
10. Roll the window all the way up and tighten the three vent frame retaining screws.
11. Install the trim panel, door lock remote control handle, and window regulator handle and arm rest. If the handles and escutcheons have become separated, be sure to install a small washer (4, Fig. 9) between each handle and its escutcheon.

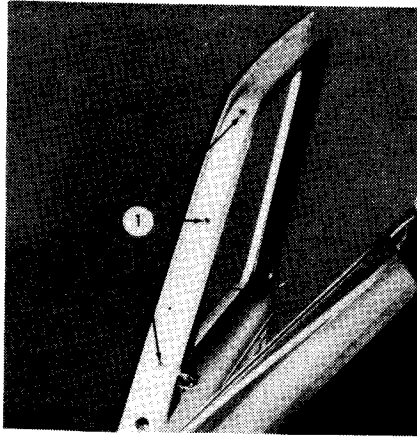


FIG. 19
VENT WINDOW FRAME
RETAINING SCREWS

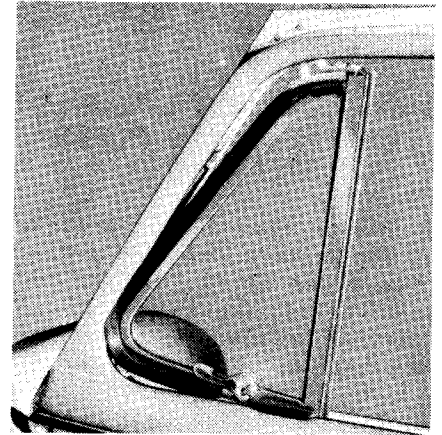


FIG. 20
TIP VENT FRAME ASSEMBLY
TO LET DOOR GLASS CLEAR RUN

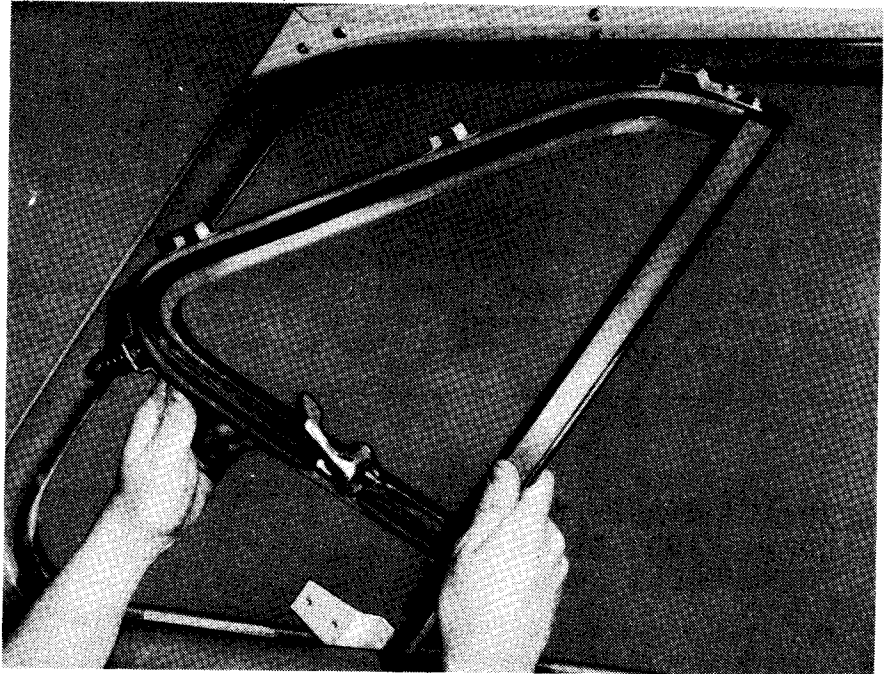


FIG. 21

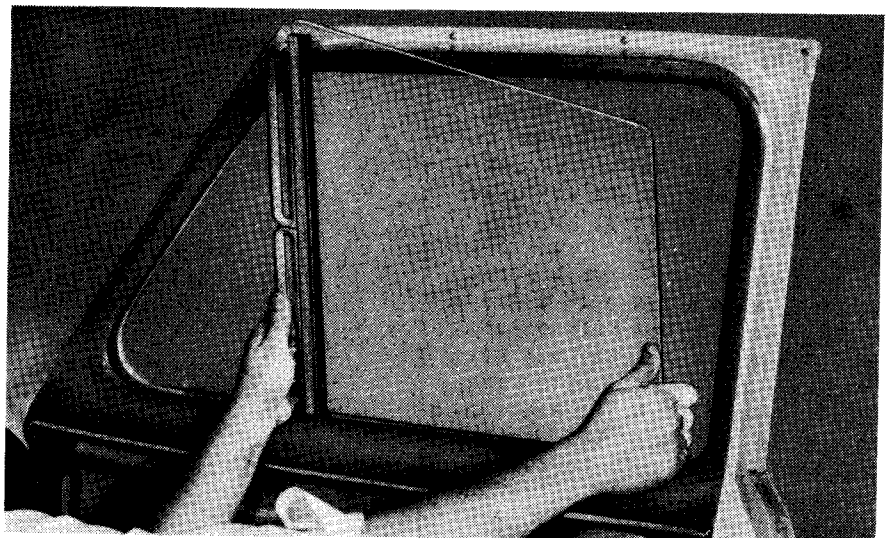


FIG. 22

TRANSMISSION REMOTE CONTROL LEVER LUBRICANT FITTING - 1953 COMMANDER MODELS EQUIPPED WITH POWER STEERING

Please record this article on the Service Bulletin Reference pages at the end of the Lubrication, Transmission, and Steering sections of your 1953 Passenger Car Shop Manual.

On 1953 Commander models equipped with Studebaker Power Steering, the transmission shift lever or control lever lubrication fitting is reached from inside the driver's compartment.

This is necessary because the levers do not project far enough through the firewall into the engine compartment to permit putting the lubrication nozzle on the fitting.

To lubricate the transmission remote control levers on these cars, turn down the

boot on the steering jacket Duffy plate to expose the lubrication fitting. Apply lubricant sparingly to avoid forcing any of it up into the jacket.

HOOD PROP ROD INTERFERENCE-1953 COMMANDER SEDANS & LAND CRUISER

The hood prop rod, resting in the clip on the fender apron, may in some cases interfere with the generator adjusting arm and the wet type air cleaner. When vibration causes this type of interference, a sound similar to tappet noise is heard. Therefore, before diagnosing such a noise as tappet noise, check the position of the hood prop rod in its clip and make the correction as described in the next paragraph, if indicated.

Carefully bend the clip bracket to provide necessary clearance between the prop rod and the generator adjusting arm

and wet type air cleaner. Test by tapping the prop rod to see if the rod contacts either of those parts.

The pivot end of the prop rod may contact the radiator core support. To correct, reform the prop rod. Be sure that the retainer clip is in the correct position.

RADIATOR INLET HOSE INTERFERENCE-1953 CHAMPION MODELS

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.

On a few early production 1953 Champion models, the edge of the fuel pump cooling duct (a part of the fender apron) rubs against the lower part of the radiator inlet hose.

To correct, bend the edge of the duct as required to provide clearance.

REAR DOOR WINDOW STOP SCREW - 1953 SEDAN MODELS

The stop screw holds the rear door window glass approximately 3 1/2" above the sill in the open window position.

Forcing the regulator against the stop screw may result in breaking or bending the screw. This allows the regulator to lower the glass beyond the established limit, which may lead to the glass breaking.

In such a case, replace the original stop screw with a 1/4" screw. Remove the trim panel. Roll the glass all the way up. Remove the original screw (slotted-head). Drill and tap the stop screw hole in the regulator for a 1/4-20 thread screw. Then install a 1/4-20 x 1/2" screw and new star lock washer.

SUPPLEMENTAL SERVICE OPERATIONS

Operation N-300-S Install Rear Engine Support Flat Washers, Model 14G Champion, labor allowance 0.3 hours.

Operation H-200-S Install Clutch Operating Shaft Insulator Washer and Lubricate Shaft Bearing, Model 14G Champion, labor allowance 0.6 hours.

Operation H-201-S Install Clutch Pedal Pullback Spring Anchor Stud, Model 14G Champion, labor allowance 0.3 hours.

"Approved by OPS February 10, 1953 by Special Order No. 25 issued under Section 5 of SR3 to CPR 34."