

Studebaker

SERVICE BULLETIN

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1953

ANTIFREEZE IN NEW CARS

Effective March 20, the amount of antifreeze injected into the cooling system of cars and trucks shipped from South Bend is reduced to an amount which will provide protection for temperatures down to 5° above zero Fahrenheit. All cars and trucks so protected with this lesser amount of antifreeze will be billed accordingly.

After approximately April 27, 1953, we will discontinue injecting antifreeze for this season.

FUEL PUMP ROCKER ARM PIN AND SEAL KIT

Please record this article on page 126 of your 2R Series Trucks Shop Manual and on the Service Bulletin Reference pages at the end of the Gasoline System sections of your 1951 and 1953 Passenger Car Shop Manuals.

To eliminate oil leakage at the fuel pump rocker arm shaft, a new repair kit including a shorter rocker arm pin, two plugs, two plug expander tools and an instruction sheet is now available through your parts depots. This kit is Part No. 532462, Fuel Pump Rocker Arm Pin and Seal Kit.

The kit can be used on all fuel pumps of Studebaker cars and trucks since 1947 models except those of the vacuum booster type.

The parts included in this kit are also included in the "Master" repair kit, Part No. 532461, which is used for complete fuel pump overhaul.

CORRECTION TO SHOP MANUAL

Please make the following correction in your 1953 Passenger Car Shop Manual on page 17 of the Front Suspension and Steering System section, under the heading "Operation," fifth and sixth paragraphs:

In the last sentence of the fifth paragraph, mark out the words "lower multiple disc clutch assembly" and write in their place: "steering gear."

In the last sentence of the sixth paragraph, mark out the words "upper multiple disc clutch

In this issue

	PAGE
ANTIFREEZE IN NEW CARS.	1
ASH RECEIVER ALIGNMENT - 14G, 4H.	3
CONNECTING ROD AND CAP BOLT CHANGES - CHAMPION ENGINES.	2
CORRECTION TO SHOP MANUAL	1
DOOR BOTTOM WEATHER SEAL - 2R SERIES TRUCKS.	4
EXTENSION CASE ASSEMBLY FOR 1953 COMMANDER MODELS.	3
FUEL PUMP ROCKER ARM PIN AND SEAL KIT	1
INSTALLATION OF AC 2351 DIRECTIONAL SIGNAL KIT 1953 PASSENGER CAR MODELS.	4
LUGGAGE COMPARTMENT LID CLOSING OR LATCHING IMPROPERLY - 14G, 4H.	3
OVERDRIVE AND CONVENTIONAL TRANSMISSION REMOTE CONTROLS - 14G AND 4H.	1
SERVO BAND ADJUSTMENT - 14G AND 4H MODELS EQUIPPED WITH AUTOMATIC DRIVE AND CLIMATIZER.	2
STEERING REACH ROD LUBRICATION FITTING COMMANDER 4H, C AND K MODELS ONLY	4
THROTTLE LINKAGE TOO TIGHT LEADS TO ENGINE RACE WHEN BRAKES ARE APPLIED - 4H.	4

assembly" and write in their place: "steering gear."

OVERDRIVE AND CONVENTIONAL TRANSMISSION REMOTE CONTROLS - 14G AND 4H

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

Bind or stickiness in the conventional or overdrive transmission remote control assemblies, especially at the neutral or crossover point, may be caused by one or more factors.

The major cause is usually a bind in the lower control levers resulting from the transmission shift rods not being free in the lever eye. Other points of bind or interference are

(1) at the roll pin or pivot for the upper hand-control lever; (2) at the hand-control lever ball seat insert interfering with the upper end of the steering gear shaft, and (3) at the two lower control lever key inserts interfering with the lower end of the steering gear shaft on the Ross steering gear.

To eliminate bind or stickiness in the conventional or overdrive transmission remote controls, proceed as follows:

1. Disconnect the transmission shift rods from the lower levers. If this eliminates the bind, reform the offending rod or bend the eye end of the forged lever so that the hooked end of the shift rod enters the eye at right angles. Use a 6" crescent wrench over the lever eye to bend the lever.
2. If the bind remains after removing the transmission control rods, check the rolled pin or pivot pin for the upper hand-control lever. This pin may be too tight as a result of the swaging operation during assembly. Free the pin or install a new one to eliminate the bind at this point.
3. If the bind or interference continues after performing Steps 1 and 2, remove the gear-shift control as outlined on page 18 of the Transmission section in the 1953 Passenger Car Shop Manual.
 - (a) Check for interference between the hand-control lever ball seat insert (welded to the shift tube) and the steering gear shaft. If there is interference, file the insert with a half-round file. File only enough to give necessary clearance. Too much filing may weaken the insert.
 - (b) On cars equipped with the Ross steering gear, examine the lower end of the shift tube for a similar interference between the two lower control lever key inserts (spotwelded to the shift tube) and the lower end of the steering shaft. To provide clearance, file the key inserts slightly.

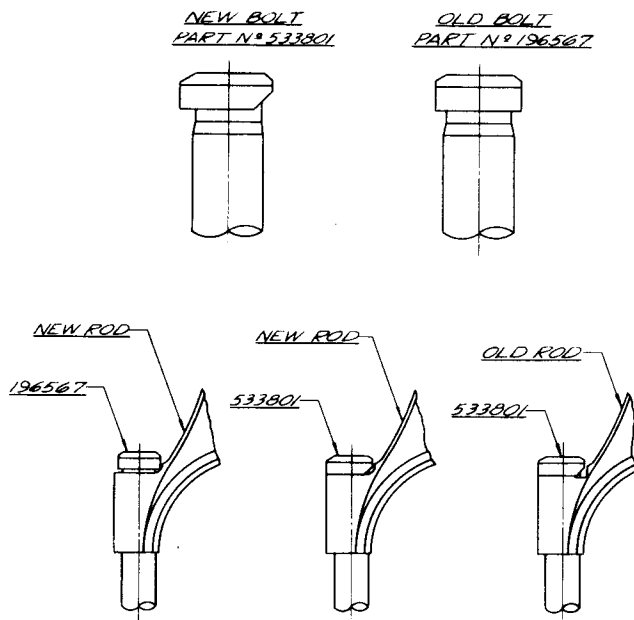
SERVO BAND ADJUSTMENT - 14G AND 4H MODELS EQUIPPED WITH AUTOMATIC DRIVE AND CLIMATIZER

Please record this article on page 50 of your Automatic Transmission Preliminary Shop Manual.

In some cases there is not enough clearance between the low servo piston of the automatic transmission and the Climatizer air base to make a band adjustment with the band adjusting tool (J-4285). When this condition occurs, adjust the servo bands as follows:

Loosen and back off the band adjusting lock-up screw lock nut. Using a small wrench, approximately 5" long, turn the band adjusting screw in until it is snug. Then back off the screw four complete turns. Tighten the band

adjusting screw lock nut securely, being sure that the adjusting screw does not turn.



CONNECTING ROD AND CAP BOLT CHANGES - CHAMPION ENGINES

Please record this article on the Service Bulletin Reference page at the end of the Engine section of your 1953 Passenger Car Shop Manual and on page 107 of your 2R Series Trucks Shop Manual.

The machining of the inner edge of the connecting rod head seat in the upper half of the rod used in Champion-type engines is now changed to a form similar to that used in the Commander V-8 engines. The undercut along the inner edge of the seat is being abandoned in favor of a generous radius at this point. See the drawings. The use of this radius requires a corresponding change in the connecting rod cap bolt head to prevent interference.

This change on the connecting rod does not affect its interchangeability. The new-type rod can be used for replacement in any Champion-type engine without requiring replacement of the other rods in the engine. For this reason, the part number of the rod assembly is not changed.

IMPORTANT! IMPORTANT!

But the new-type rod *must* use the new-type connecting rod cap bolt, Part No. 533801. This bolt can also be used with the original-type connecting rod. On the other hand, do not use the original-type connecting rod cap bolt (Part No. 196567) on the new-type connecting rod. Such use will cause interference between the bolt head and the rod radius, leading to rapid fatigue and possible breakage of the rod.

NOTE.--Export dealers refer to their Service Letter No. F-634, dated March 20, 1953.

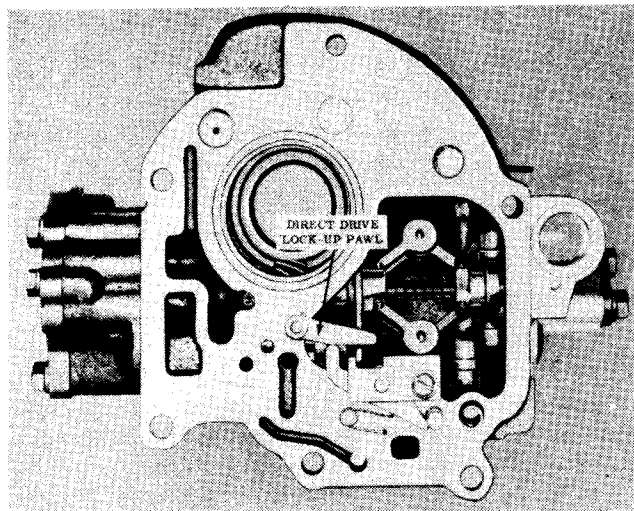


FIG. 1 - EXTENSION CASE ASSEMBLY, PART NO. 529984 FOR 1951, 1952, AND 1953 COMMANDER MODELS WITH STUDEBAKER AUTOMATIC DRIVE.

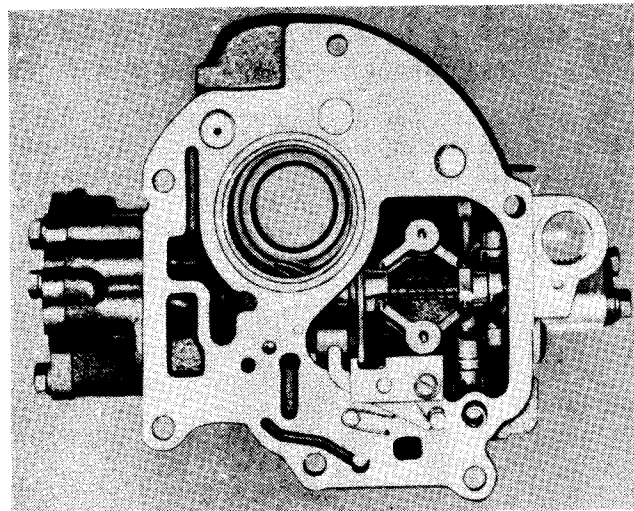


FIG. 2 - SAME CASE WITH DIRECT DRIVE LOCK-UP PAWL REMOVED BEFORE INSTALLING IN 1953 COMMANDER MODELS WITH STUDEBAKER AUTOMATIC DRIVE.

EXTENSION CASE ASSEMBLY FOR 1953 COMMANDER MODELS

Please record this article on page 50 of your Automatic Transmission Preliminary Shop Manual.

To clear up any confusion about the installation of the extension case assembly on 1951, 1952, or 1953 Commander models equipped with Studebaker Automatic Drive, the following is published with reference to the article "Automatic Drive Service Transmission and Extension Case Assemblies - H, 3H, 4H" printed on page 1 of Service Bulletin No. 271.

EXTENSION CASE ASSEMBLY FOR SERVICE - H, 3H, 4H

Only one extension case assembly, Part No. 529984 (see Fig. 1), will be furnished by parts depots for replacement purposes in 1951, 1952, and 1953 Commander models equipped with Studebaker Automatic Drive. The assembly is installed in 1953 Commander models after first removing the direct drive pawl (see Fig. 2).

ASH RECEIVER ALIGNMENT - 14G, 4H

If you find instrument panel ash receivers that fail to close completely, the cause is probably misalignment of the receiver tray in its retainer.

To correct this condition, remove the ash receiver tray from its retainer. Loosen the three retainer-to-panel screws and reposition the retainer. The screw holes in the retainer are elongated to provide adjustment and alignment.

In 1951 and 1952 Commander models, it may be installed in either of the two ways outlined below, according as the owner prefers or does not want the part-throttle downshift feature.

TO PREVENT PART-THROTTLE DOWNSHIFT - H, 3H

If the owner *does not want* the part-throttle downshift, install the Part No. 529984 Extension Case Assembly exactly as you received it from your parts depot (see Fig. 1). This assembly has the direct drive lockup pawl in place and, to prevent part-throttle downshift, it should be retained.

TO OBTAIN PART-THROTTLE DOWNSHIFT - H, 3H

If the owner wants the part-throttle downshift (operation like 1953 Commander and all Champion models with Automatic Drive), it is necessary only to remove the direct drive lockup pawl before you install the Part No. 529984 Extension Case Assembly. Thus modified, it will appear as shown in Fig. 2. The other related direct drive lockup parts need not be removed from the extension case assembly.

LUGGAGE COMPARTMENT LID CLOSING OR LATCHING IMPROPERLY - 14G, 4H

Improper closing or latching of the luggage compartment lid on 1953 passenger car models may be caused by high spots of the metal flange at the lid opening sill plate.

To correct this condition, tap these high spots down sufficiently to provide proper latching of the luggage compartment lock mechanism.

INSTALLATION OF AC 2351 DIRECTIONAL SIGNAL KIT 1953 PASSENGER CAR MODELS

We have found that installation of the front cables of directional signal kits through the conduits leading to the parking lamp housings can be made much easier by moving the conduits to the front of the grille and using powdered soap stone or tire talc as described below. This operation becomes part of Paragraph No. 3 in the installation instructions that accompany the AC-2351 directional kits.

Front Directional Lamps (Paragraph 3 of original instruction sheet). Disconnect the parking light cable from the junction block. Remove on each side of the car the parking light cable and conduit from the air deflector grommet and the clip behind the grille brace so as to allow the cable and conduit to be brought out to the front of the grille. Remove original parking bulb cable from the conduit through parking light housing end. It will make installation of directional bulb cable easier if you attach a "fish" wire to the free end of the parking light cable. The "fish" wire will then be used to pull directional light cable back through the conduit.

Apply plenty of powdered soap stone or tire talc on the directional cable and blow a quantity of the powder inside the conduit before pulling the cable through the conduit working from the parking light housing end. This lubrication is essential in getting the cables through the conduit.

Feed each cable and conduit through grommet on air deflector and connect cable at proper station on junction block. Secure each conduit in clip behind grille brace.

Front Cable Assembly (Part No. 533230). In some cases this cable assembly will not be long enough and it is necessary to solder approximately 11" of additional cable to the one in the kit, taping the joint to prevent short circuit. Kits with the longer cable will be marked "new stock." A ready-made part, Part No. 534174, Front Directional Signal Cable Assembly, will be furnished by the parts depot no charge on request.

The suggested time for installing per the above revised procedure is 1.4 hrs.

STEERING REACH ROD LUBRICATION FITTING COMMANDER 4H, C AND K MODELS ONLY

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

Some early production 1953 Commander 5-passenger coupe and hard-top models were equipped with a straight lubrication fitting on the steering reach rod. To make it easier to lubricate, replace the straight fitting with a 90° fitting.

Production is now using 90° fittings on all coupe and hard-top models. Occasionally, you may find interference between a 90° fitting and the frame side rail flange. If so, install a straight fitting in place of the interfering 90° fitting. Where you change the 90° fitting to a straight fitting because of interference with the frame, there will be no difficulty in lubrication since the straight fitting will be below the frame side rail.

THROTTLE LINKAGE TOO TIGHT LEADS TO ENGINE RACE WHEN BRAKES ARE APPLIED - 4H

Turn to page 17 of the Gasoline System section of your 1953 Passenger Car Shop Manual and make a marginal reference note to this article beside the first paragraph of the section titled "Throttle Linkage - Adjustment - Commander." Also make a record of this article on the Service Bulletin Reference page at the end of the Gasoline System section.

If the accelerator linkage of 1953 Commander models is too tight, the throttle valve will move open as the engine shifts slightly forward when the brakes are applied. This in turn brings on momentary engine race.

To eliminate future occurrence, loosen the upper lock nut (2, Fig. 41, Gasoline System section) and tighten the lower lock nut (2) on the threaded rod (3) of the carburetor throttle body to allow 1/8" to 3/16" sag in the throttle actuating spring (5).

DOOR BOTTOM WEATHER SEAL - 2R SERIES TRUCKS

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

A double-lipped weather seal, Part No. 652993, put in place along the bottom of 2R Series trucks cab doors will overcome any tendency of the door to "freeze" to the seal.

To correct conditions of freezing of door bottom to seal, remove the original seal and install the double-lipped seal, Part No. 652993 available from your parts depot. This is the seal listed in the 1950 and subsequent editions of the 2R Series Trucks Parts Catalog, page 262.

IMPORTANT

Always show Body No. on

B865 Claims Form for

quick handling of claim.