

Service Bulletin

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REAR QUARTER BELT MOULDING, REMOVAL AND REPLACEMENT-LARK HARDTOP MODELS

The procedure to remove and replace the Rear Quarter Window Belt Moulding on the Lark Hardtop Models is as follows:

1. Remove the rear seat cushion and seat back. Remove the rear quarter trim retainer and the rear quarter trim panel.

2. Lower the rear quarter window glass to the full down position. Through the hole in the body panel for the lower front channel retaining screw, loosen the screw and turn the eccentric to permit the glass to move to its lower position. In some cases, it may be necessary to remove the retaining screw.

3. Remove the outer weatherseal. Remove the headlining at the rear or the window opening. Start at the lower end of the headlining and open it up along the window opening, far enough to permit bending back the cardboard behind the lining, sufficiently to permit removal of quarter belt moulding retaining nut through opening in the body panel. Remove the retaining nut.

Remove the retaining screws for the belt moulding along lower window opening. Loosen the end retainers for the rear deck opening upper panel moulding to permit the removal of the rear quarter window belt moulding.

4. Reverse the procedure to install the belt moulding.

REAR QUARTER WINDOW FRONT WEATHERSTRIP - LARK HARDTOP MODELS

A new rear quarter window front weatherstrip has been released for the Lark Hardtop models. This new weatherstrip provides a better seal between the rear quarter window and the front door glass. Also, it reduces the amount of interference between the rear quarter window and the front door glass, particularly when the

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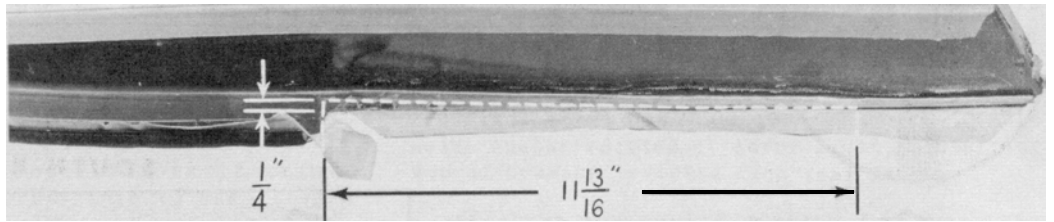
rear quarter window is rolled down and then returned to the closed position without opening the door.

Effective immediately, the Parts Depots will substitute the new weatherstrip, Part No. 1331520-1 for WEATHERSTRIP Part No. 1332346-T

REAR QUARTER WINDOW RATTLE IN FULL DOWN POSITION - LARK HARDTOP MODELS

There have been reports of rattles caused by excessive side movement of the rear quarter windows on Lark Hardtop models when the window is in the full down or open position.

FIG. 1



To correct the condition, it is necessary to bring the inner and outer window weather seals closer together to stabilize the quarter glass assembly when it is fully lowered. The following steps will effect a suitable improvement.

1. Remove the rear seat cushion and seat back. **Remove** the rear quarter trim retainer and peel back the vinyl trim. Measure in $1/4$ " from the offset in the retainer and mark, then toward the rear of the retainer from the $1/4$ " mark, measure $11-13/16$ " and place a mark at edge of the metal. Scribe lines to the marks, see Fig. 1.

with a hack saw, cut on the lines scribed on the metal and remove the marked section.

Place the trim back over the edges of the retainer, being careful so the trim will not be torn or damaged, and cement the trim in place. This will permit a closer fit of the assembly at the rear of the window opening in the body, when the retainer is in place.

2. At the forward end of the trim retainer, bend the end metal piece slightly forward and release the first clip of the window seal, then, move the seal away from the panel sufficiently to clear the vinyl trim, permitting only one layer of vinyl to remain between the window seal and the panel, see Fig. 2.

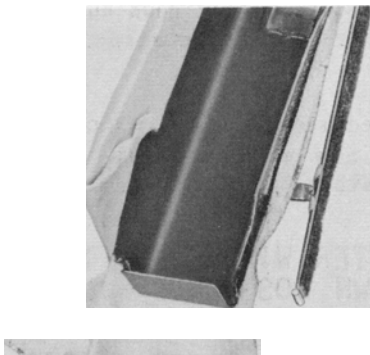


FIG. 2

3. Fold the vinyl trim around and back of the forward end metal piece on the retainer, cementing it in place, and bend the end piece back to its original position. Note: Only one layer of vinyl now remains between the seal and retainer. Press the seal clip through the hole in the trim retainer, Fig. 3. In Fig. 4, "A" is the top view showing the original method of folding the trim on the panel and "B" the new suggested method.

4. While holding the rear quarter glass assembly tightly against the outside of the

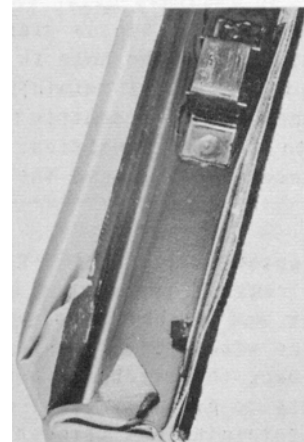


Fig. 3

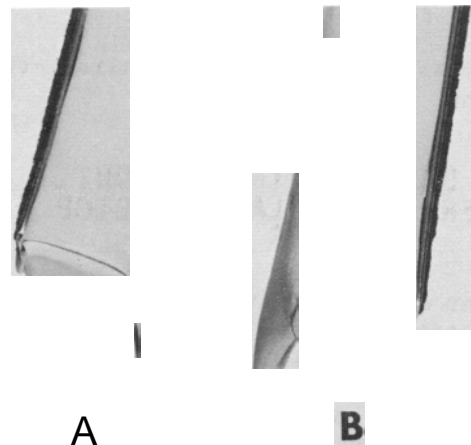


Fig 4



FIG. 5

body, bump the inner panel toward the outside, using a rubber or wood mallet, see Fig. 5. In most cases only two or three sharp blows will be required.

CAUTION: If the inner panel is moved in too far, the trim panel when installed will cause a binding of the rear quarter glass when the glass is raised to a full closed position.

5. Install the rear quarter trim retainer, making sure the forward end is pulled up to the metal panel by pulling in the retainer by hand, when tightening the screw. Work the trim retainer over to the body panel along the opening in the body by squeezing with hands, along the top of the body and the retainer panel.

Check the quarter window assembly for full closing and opening operation. If no corrective work is required, install the rear seat back and cushion.

CLIMATIZER HEAT DISTRIBUTION LARK MODELS

To direct more warm air to the driver's feet, a change has been made in the Climatizer air distribution duct.

The air distribution duct can be modified on cars in service by the following procedure:

1. Remove the attaching screws, disconnect the valve control cable and disconnect the defroster noses from the top of the air duct.

2. Pull the air distribution duct away from the blower and remove the air duct from the dash.

3. Scribe the bottom surface of the duct, as shown by the dotted lines on Figure 6.

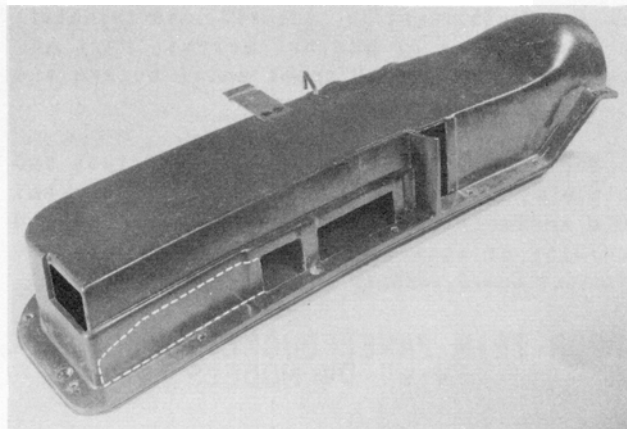


FIG. 6

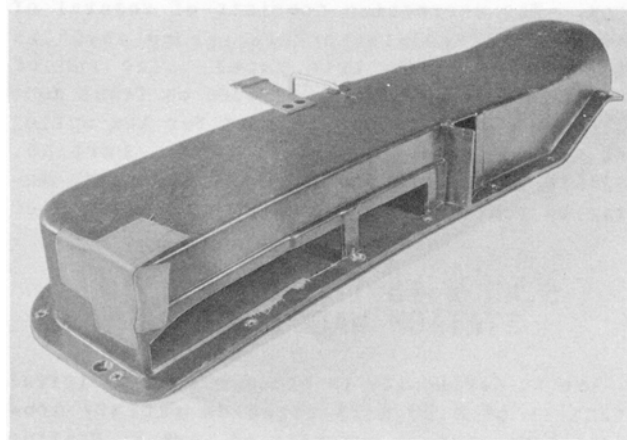


FIG. 7

4. Cut the duct to revise the air outlet by extending the opening to the left (see Figure 7).

5. Use a piece of cloth adhesive tape and seal the opening at the extreme left end of the duct as shown in Figure 7.

6. Reinstall the duct and connect the defroster noses and the valve control cable.

INSTRUMENT BOARD AND WINDSHIELD MULDING SQUEAKS - LARK MODELS

Squeaks in the area of the instrument board and windshield mouldings can usually be eliminated through the following procedure:

1. Remove the four instrument board-to-body (cowl) screws and replace these screws with four #10 sheet metal screws, Part No. 161895, and tighten the screws securely.

2. Remove the ten upper-to-lower instrument board screws and retaining speednuts. Use ten

new speednuts, part No. 1542x47, and reinstall the ten screws or use new screws, part No. G-456766, #10 x 4/8" sheet metal screws, and tighten these screws securely.

The original factory installed screws and retaining speednuts, in some instances do not hold securely and movement of the board and moulding or between the upper and lower instrument board results in squeaks.

DOOR TRIM PANEL BUCKLING, LARK F4- V4- D4 MODELS

When a condition of front door trim panel bulging or buckling at the upper part of the panel is encountered on Lark deluxe models, a correction can readily be made in the dealer's Shop. The correction consists of removal of the Window regulator handle spring which is located under the trim panel. The rubber washer, Part No. 310844, as used on front door of regal models is substituted for the spring and the plastic escutcheon plate, Part No. 1333574, also used on the regal models is installed beneath the window regulator handle.

6.40 x 15 TIRES-LARK VI STATION WAGON MODELS

Due to difficulty in procuring a sufficient quantity of 5.90 x 15 tires to satisfy production demands, a quantity of Lark VI Station Wagons have been built with 6.40 x 15 tires as standard equipment. The recommended tire pressure for this application is 26 pounds, front and rear. This is the same tire pressure now recommended for this model when equipped with 5.90 x 15 tires.

Question may arise as to why the Lark VI station Wagon requires 26 pounds tire pressure, front and rear, with a 6.40 x 15 tire, whereas we recommend only 24 pounds pressure for a 6.40 x 15 tire on the Lark VIII Station Wagon model. One of the things that must be considered is the difference in steering gears. The slightly increased tire pressure on the Lark VI Station Wagon model tends to keep the steering gear effort at a desirable level.

It is important to note that the speedometer pinions used with the 6.40 tires are not the same as those used with the 5.90 tires. The pinion part numbers for Lark VI equipped with the 6.40 tires are:

Part No. 1547613---22 teeth - for cars equipped with the standard and overdrive transmission and 4.27 rear axle ratio.

Part No. 1544763---21 teeth - for cars equipped with the automatic transmission and 3.54 rear axle ratio.

GOODYEAR TIRES - ALL MODELS

In order to provide an additional source of supply, some "Goodyear" 5.90x15 tires are now installed in production on 59S Model passenger cars. Additional "Goodyear" tires may be used on other 1959 models in later production. Recommended tire inflation pressures are the same as for other make tires used on 1959 model passenger cars.

REAR WHEEL AND HUB RUNOUT OR WOBBLE - ALL MODELS

There have been a number of reports of bent rear axle shafts on 1959 model passenger cars. Inspection of axle shafts returned to our Claims Division indicated that a majority of these shafts were not bent and did not require replacement. The inspection did reveal that the axle shaft key had been misaligned and improperly installed in production so that the wheel hub was not properly centered or seated on the shaft. Such misalignment obviously would result in wobble or runout of the tire, wheel and hub assembly.

When excessive tire and wheel runout occurs the following checks will determine the cause.

1. Remove the hub cover and **check the** rear axle shaft runout with a dial indicator at the machined center in the end of the shaft. If the runout exceeds .003" replace the shaft.
2. If the shaft runout is less than .003" remove the wheel and place a dial indicator on the smooth edge of the hub and check the hub runout. If this exceeds .012" remove the hub from the axle shaft.
3. Examine the axle shaft key and be sure that the key edges are smooth.
4. Inspect the keyway in the hub and in the axle shaft; use a file to remove any burrs or rough spots. Install the hub on the axle shaft, carefully aligning the key. Drive the key into position and tighten the hub with the axle shaft nut.
5. Check **the hub lateral runout** using a dial indicator on the smooth surface just **outside of** the wheel stud circle. If the runout exceeds .012" replace the hub.
6. Install the wheel and tire assembly and

check for runout at the wheel rim. The lateral runout should not exceed .072". If the runout exceeds .072", reposition the wheel on the hub or replace the wheel as necessary.

7. check the tire runout with a dual indicator against the sidewall of the tire. If the runout exceeds .100", reposition the tire on the wheel.

REAR AXLE PINION BEARING OIL SEAL LEAKS - ALL MODELS

Leakage at the rear axle pinion oil seal will usually be eliminated by replacement of the oil seal.

Only the seal identified as Part No. 199374x4 (Trostel) will be carried in Parts Depot stock. When leakage is encountered, only this seal (Part No. 199379x4) should be installed as a replacement.

CARBURETOR-TO-TRANSMISSION THROTTLE VALVE LINKAGE ADJUSTMENT - LARK VI MODELS WITH FLIGHTOMATIC TRANSMISSION

In order to obtain proper throttle valve linkage relationship in a Lark VI Model equipped with a Flightomatic transmission, the throttle valve linkage adjustment procedure in the 1959 shop Manual, Group IV, Page 39, should be supplemented with the following information:

As step 1 for performing the carburetor-to-transmission throttle valve linkage adjustment, the throttle control Dellcrank-to-carburetor rod assembly (see Fig. 8) should be checked and adjusted to provide 11-1/16" between the centerline of the ball stud and centerline of the cotter pin hole. After adjusting the carburetor rod assembly to this length, it should not be altered during any subsequent adjustment operation.

The remainder of the throttle valve adjustment procedure now shown in the 1959 Shop Manual should be followed.

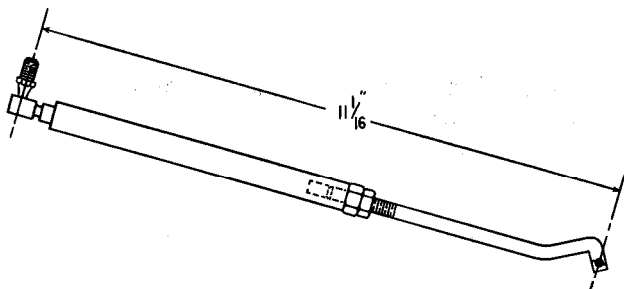


FIG. 8

OVERDRIVE TRANSMISSION - LOCKED IN OVERDRIVE - NO REVERSE ALL MODELS

There have been a few reports on cars with overdrive transmission of inability to shift into reverse or of the transmission remaining in overdrive gear at low car speed.

GEAR SHIFT LEVER CANNOT BE MOVED TO ENGAGE IN REVERSE GEAR.

1. with the shift lever in neutral, push the car forward, or if this is not practical, raise the rear wheels so they are free. Then, rotate the propeller shaft in a forward direction. This should release the overdrive solenoid pawl so that the shift lever can now be moved to the reverse position.

2. Check the overdrive ruse, replace if necessary.

3. check the governor cover assembly. While holding the contact points apart, ground the cover by touching it against the transmission case. If there is a click, this indicates a short circuit in the governor cover and the cover assembly must be replaced. If there is no click, reinstall the cover assembly and replace the solenoid.

4. Recheck the transmission for proper shifting and test for overdrive operation.

FLIGHTOMATIC TRANSMISSION BELL CRANK-TO-CARBURETOR OPERATING ROD ASSEMBLY - 59S MODELS

It has come to our attention that there have been a few instances where a 59S Right Hand Control model bell crank-to-carburetor operating rod assembly has been installed on a 59S Left Hand Control model.

Where this installation has been made on cars equipped with the Flightomatic transmission the carburetor-to-transmission throttle valve relationship is affected. The control pressure can not be correctly maintained in the transmission and the transmission operates improperly.

The correct assembly can be determined by the use of spring scale to check the amount of pull required to start the rod to move to an over travel position. The correct assembly for Left Hand Control models (Part No. 1539612) requires 8 to 10 lbs. pull to start the rod into the overtravel position, whereas the Right Hand Control model rod (Part No. 1548700) requires 4 to 6 lbs. pull.

SUFFIX A AUTOMATIC TRANSMISSION FLUID

The new Suffix A automatic transmission fluid is now used in production in all models.

Suffix A fluid may be used for a complete refill in previous model automatic transmissions and it is permissible to use it when adding to the present Type A fluid.

The new Suffix A fluid has several advantages:

- a) It has increased resistance to oxidation, which reduces the formation of gum and varnish.
- b) It reduces formation of cold sludge.
- c) The pour point is lower, which beneficially effects cold weather starts and operation.

PROPELLER SHAFT YOKE PHASING - 1959 PASSENGER

There have been some inquiries regarding the phasing differences between the propeller shaft yokes (universal Joints) on 1958 and 1959 model passenger cars.

All 1958 passenger cars have the propeller shaft yokes 15° out of plane. The 1959 cars equipped with Model 23 rear axle have the propeller shaft yokes in plane (0° phasing). 1959 cars equipped with Model 44 rear axle have the propeller shaft yokes 12° out of plane. (Axle model number located at lower right reinforcing web of housing - viewed from rear of car)

Although the specifications for some 1959 propeller shafts used with a Model 23 rear axle may be similar to those of the shafts used with the Model 44 rear axle, the phasing is not the same. Therefore, it is important that the propeller shaft yoke phasing agree with the model rear axle with which the car is equipped. Propeller shaft yoke phasing has an effect on propeller shaft disturbances.

CORRECTION TO 1955-59 SERVICE OPERATION TIME GUIDE-PASS. CAR SECTION (WHITE)

Under operation N-250 - "VALVES AND SEATS RECONDITION AND CLEAN CARBON" the time for "All except 56J, with 4-Barrel or supercharger" should read:

6 Cyl.	8 Cyl.
9.9 Hrs.	11.7 Hrs.



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