

Service Bulletin

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In this issue

REAR BUMPER GUARD INSTALLATION - Lark Models W, F, J and Y Body Types

Changes in rear bumper installation procedures in production necessitate a change in the procedure required to install the Rear Bumper Guards, Part No. AC-2941, on the Lark models.

We suggest the following installation procedure:

1. Remove the bumper face bar, inner bars and rear gravel shield as an assembly by removing the 4 inner bar-to-frame bolts, nuts and washers.

2. Install the two bumper guards on the bumper and shield assembly.

3. Reinstall the entire assembly on the car with the 4 inner bar-to-frame bolts, nuts and washers.

REAR QUARTER WINDOW RATTLE - Lark Hardtop Models

This will supplement information in Service Bulletin Number 345, dated March, 1959.

Excess clearance between the rear quarter window weatherseals and the glass frame will cause quarter window rattles.

If excess clearance exists at this area, it may be caused by the rear quarter trim retainer flange not being hooked over the rear quarter inner panel.

If excess clearance still exists with the rear quarter trim retainer properly positioned, the clearance should be reduced by following the procedures outlined in Step 4, Page 2 of Service Bulletin Number 345.

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ROOF PANEL REINFORCING BRACE - Lark Station Wagon Models

In some instances a rattle or drumming type of noise may occur in the area of the roof panel on Station Wagon Models. Investigation shows that this noise is a result of clearance between one or more of the three roof panel reinforcing braces and the roof panel permitting the braces to vibrate and strike the panel.

The braces can easily be located by feeling along the headlining. The reinforcing braces are equally spaced between the rear of the door opening and the rear tail gate opening.

A sheet metal screw at the end of each brace is used to attach the brace to a bracket that is welded to the roof line area just above the outer edge of the headlining. Extra holes are provided in the ends of each brace and in the welded-on bracket. When you encounter the condition described above, it can be corrected by the following procedure:

1. Remove one of the side window garnish mouldings in the brace area and pull down the headlining to expose the brace and bracket.
2. Remove the sheet metal screw, and with an awl inserted through the brace and bracket holes, pry up the brace tightly against the roof panel.
3. Insert the metal screw through a set of holes that will hold the brace tightly up against the roof panel.
4. Reinstall the headlining side section and the side window garnish moulding.

RECLINING SEAT OPERATING MECHANISM - 59s-59V Models

Effective with car Serial No. 59S-80684 and 59V-30483 a bolted-on type reclining seat operating mechanism is used on cars equipped with reclining seats. The bolted-on type mechanism replaces the welded-on type used from the start of production.

The welded-on and the bolted-on type mechanisms or the individual parts of each mechanism are not interchangeable except as shown.

When ordering replacement parts for service the order must "specify the type of reclining seat mechanism - "Welded Type" - "Bolted Type".

in the event of failure of the internal gear housing of the welded-on type, it **will** be necessary to replace the seat back assembly which includes the mechanism. Following is a list of service parts available:

WELDED MECHANISM

- 1333074 Backing Plate & Pin (Right)
- 1333075 Backing Plate & Pin (Left)

BOLTED MECHANISM

- 1333990 Backing Plate & Pin (Right)
- 1333991 Backing Plate & Pin (Left)
- 1333984 Backing Plate shoulder Bolt (2 required)
- 1333985 Backing Plate Shoulder Bolt (1 required)
- 1333980 Internal Gear Housing (Right)
- 1333981 Internal Gear Housing (Left)

PARTS USED WITH WELDED OR BOLTED TYPE MECHANISM.

- 1333150 Seat Back Frame and Operating Mechanism (Right).
- 1333151 Seat Back Frame and Operating Mechanism (Left).
- 1333166 Operating Handle
- 1333196 Handle Screw
- 1333194 Handle Washer
- 1333198 Handle Torsion Spring (Right)
- 1333199 Handle Torsion Spring (Left)
- 1333084 Shuttle Gear (Right)
- 1333085 Shuttle Gear (Left)
- 1463X25 Spring Washer
- G103340 Plain Washer
- 6103362 Cotter Pin

• The seat back frame and mechanism assemblies, Part Nos. 1333150 and 1333151 include the bolted-on type mechanism.

EXPORT DEALERS-SEE EXPORT SERVICE LETTER F-750

FRONT SEAT CUSHION OR SEAT BACK REINFORCING ELEMENT KIT

Some seat cushion and seat back sagging has occurred on 1959 cars; especially on taxicab and severe service vehicles. To correct this sagging condition a Front Seat Cushion or Back Heavy Duty Kit AC-2986 (Part No. 1333999) has been released for service. This kit consists of Reinforcing Elements, Part No. 13331396, Clips, Part No. 1333553, and instructions for installing the elements in the seat cushion and seat back. See Fig. 1

One AC-2986 Kit will service one front seat divided back or 1/2 of a solid seat back. In order to service both sides of a solid seat back, or both divided front seat backs it will be necessary to order two AC-2986 kits.

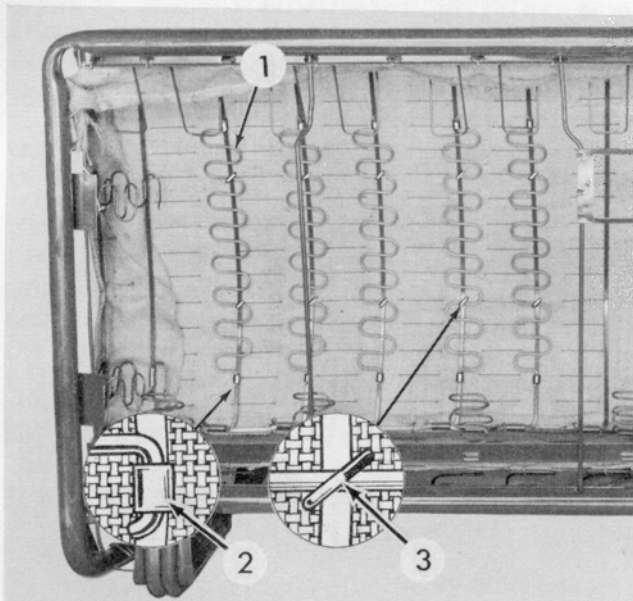


FIG. 1

1. REINFORCING ELEMENTS
2. CLIPS
3. HOG RINGS

Kit No. AC-2986 can also be used as a substitute for Front Seat Cushion Auxiliary Spring Kit AC-2965.

IMPROVED DRY TYPE AIR CLEANER ADAPTER ASSEMBLY - 59S and 59V Models

New carburetor air cleaner adapter assemblies have been released for the dry type air cleaners. The new adapter assemblies have a 1/4" . 20 threaded stud.

The increased diameter of the new adapter stud reduces the possibility of stud breakage. The new adapters when used as a service replacement require that the hole in the air cleaner cover be enlarged with a punch to 1/4" in diameter.

The new and old part numbers affected are:

1549362	Adapter replaces	1547565
1549361	Adapter replaces	1547708
G148312	Wing nut replaces	G148310

GASOLINE TANK FILLING - 1959 Models - Body Types W,F,J and Y

This will supplement the information given on Page 1 of Service Bulletin No. 347, dated May 1959.

A gasoline tank change entered production on the 1959 Lark models with Serial Numbers 593-94294 and 59V-35661

The change consisted of a new gasoline tank upper stamping (upper half of tank) which locates the filler pipe at the highest point under any reasonable level conditions.

Gas tank spacers mentioned in the article in Service Bulletin No. 347 are not used with the new tank after the above serial numbers and should not be used in service on cars after these numbers.

CLUTCH OPERATING SHAFT BRACKET - Lark Left Hand Control W,F,J and D Models

There have been isolated reports of the clutch operating shaft on the 59S Lark models jumping out of the shaft retaining bracket socket.

Inspection of the replaced assembly revealed that the spring or wobble plate was soft and consequent distortion and permanent set which had taken place could have reduced the amount of socket engagement considerably.

Where a condition of socket disengagement is encountered, check the plate for distortion. If distortion is found replace the assembly. The assembly part number is 1547737. When installing the new assembly, be sure that it is positioned to obtain maximum socket engagement,

WATER TEMPERATURE INDICATOR, ENGINE UNIT - 59S Models

To provide a more satisfactory temperature reading a recalibrated engine sending unit entered production with Engine Serial No. S-94083. This unit is part number 1549452 and carries an identification '362-AR' stamped on one face of the hex head.

The new engine unit should be used as a service replacement on all 59S models.

BENDIX POWER STEERING - 59V HAWK LHC Models

59V Hawk LHC models ordered with power steering after Serial Number 59V-34592 are equipped with Bendix Power Steering.

Servicing procedures for the Bendix Power Steering on the V8 Hawk Models are the same as the procedures outlined in the 1959 Shop Manual for the 1959 Lark Models.

SELF-LOCKING STEERING WHEEL NUT - All 1959 Models

A newly designed self-locking steering wheel-to-post nut was used on late production 1959 models.

The following procedure should be used when installing the steering wheel:

1. Check to make certain the steering post jacket is properly positioned on the steering gear housing top cover to prevent possible interference between the steering post jacket and the steering wheel hub.
2. Align the mark on the top of the steering wheel with the mark on the end of the steering post and install the wheel on the splines.
3. Install the self-locking nut and tighten the nut to 25 to 27 foot lbs torque. It is very important that the nut be tightened to these specifications. The recommended torque must not be exceeded.

SHORTER FRONT COIL SPRING - 59S W, F, J and D Models

A new shorter front coil spring, Part No. 1547373 entered production with Serial Number 593-73947.

The new spring carries the front of the car approximately $\frac{1}{2}$ " lower than the previous spring. The new spring has an approximate free length of 17-5/32" and is identified by a daub of green paint on the coils.

Because of the difference in carrying height, both the spring used before the above serial number and the new spring will be carried in stock. The shorter springs are interchangeable with the longer springs but must be replaced in pairs.

CORRECT POSITIONING OF POWER STEERING HOSES - 1959 Lark V8 Models with Bendix Power Steering

We have received reports of power steering hoses coming in contact with the exhaust manifold and steering gear. Investigation reveals that in most cases the hoses were improperly positioned, twisted and not properly secured.

The following information and illustrations establish the correct positioning and securing of the power steering hoses.

Figure 2, an underneath view of the left-hand side of the car, illustrates the position of the power steering control valve-to-cylinder hoses and their retaining clamp. Note that the retaining clamp should be approximately at a right angle to the center line of the car, also that the hoses parallel one another as well as the frame.

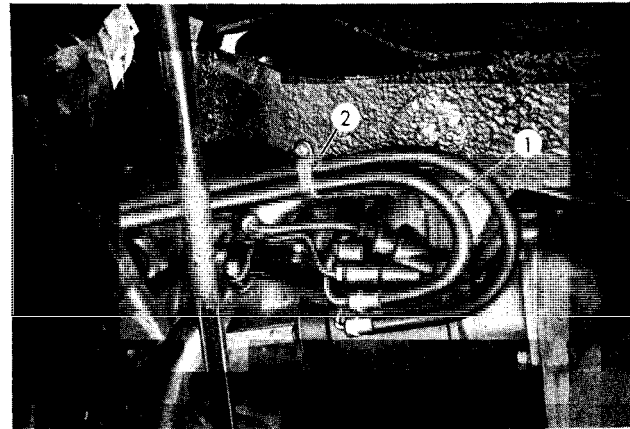


FIG. 2

1. VALVE-TO-CYLINDER HOSES
2. HOSE RETAINING CLAMP

The relative position of the power steering pump, control valve assembly, pitman arm and reach rod, and the power steering cylinder are shown in Fig. 3. This illustration reproduces, as closely as possible, the relative positioning of these units and hose assemblies in their installed positions. The protective grommet on the power steering pump-to-control valve hoses should be located approximately 7" from the lower end of the hoses. This is necessary to prevent any scuffing of the hoses by the steering gear housing. The spring wire and sleeve assembly must be wrapped around the two pump-to-control valve hoses approximately 3" above the protective grommet, with both ends of the spring secured to the retainer clip

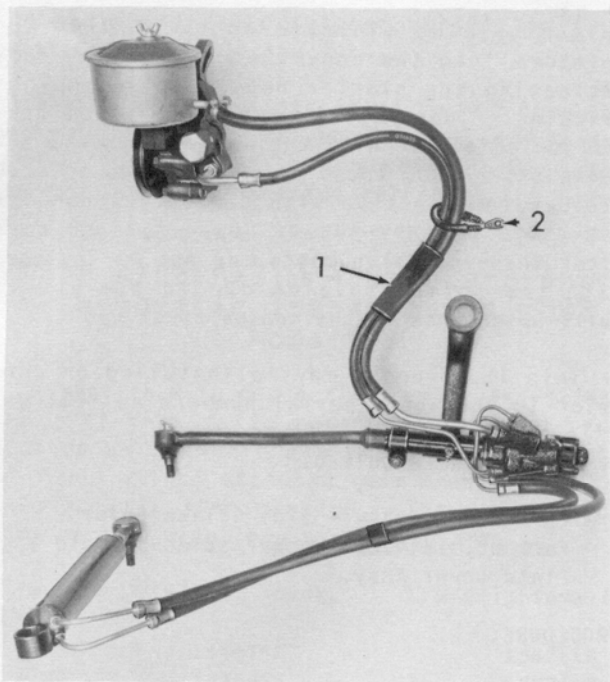


FIG. 3

1. PROTECTIVE GROMMET
2. SPRING WIRE AND SLEEVE ASSY

located under the steering gear top cover upper outer capscrew.

A close-up side view of the control valve assembly, (see Fig. 4), shows the correct positioning of the hose and tube assemblies. Note that the control valve-to-power steering cylinder hoses are parallel and should be secured by the frame clip (see Fig. 2) so that the hoses do not droop downward at the looped portion of the hoses.

The top view shown in Fig. 5, illustrates the correct position of the power steering

pump-to-
and the c
assembly

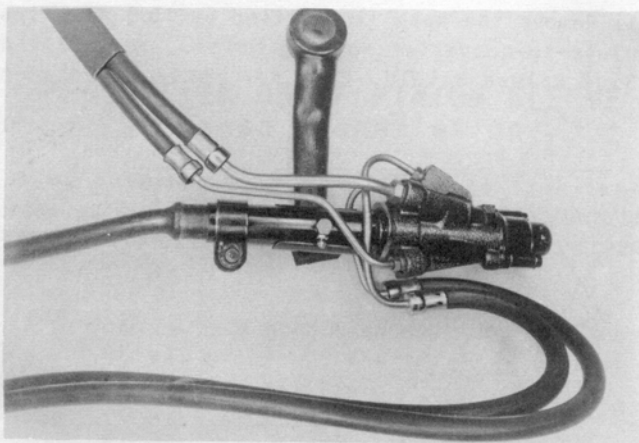


FIG. 4

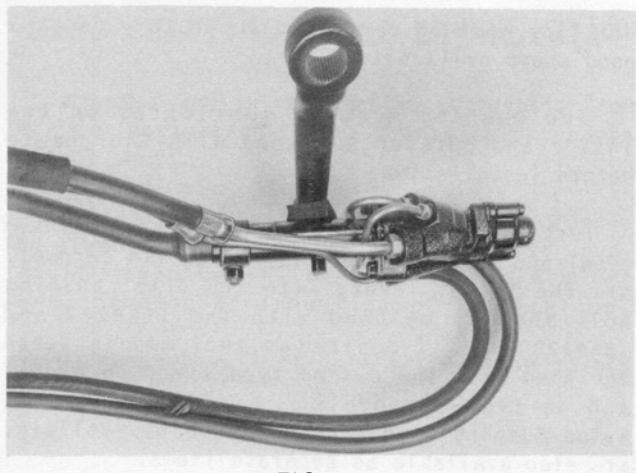


FIG. 5

IMPROVED TRANSMISSION REMOTE CONTROL SELECTOR LEVER AND HOUSING - 1953-59 Models

An improved remote control selector lever and housing entered production with the following car serial numbers:

	Std. & O.O. Trans.	Auto. Trans.
Lark Models	59S-90813	59S-93708
	59V-34226	59V-35398
Hawk Models		598-92777
		59V-34966

This improvement consists of the following changes:

1. The selector lever rollpin has been increased in diameter and is a Press fit into the housing.
2. A nylon sleeve bushing forms a floating bearing between the selector lever and the rollpin.
3. The rollpin is now stationary in the housing and all movement takes place between the selector lever, bushing, and rollpin.

The Parts Department has released Service Kits for field installations which include a new housing, new pin, and a nylon bushing. These kits cover the following models:

- 1953-59 Models - Kit #1549227 - with Standard and O. D. Transmission.
- 1956-59 Models - Kit #1549228 - with Automatic Transmission.

When the above kits are installed for the first time, it will be necessary to enlarge the hole in the gear shift lever to 5/16". The

drilling must be performed accurately using a good sharp drill bit.

The bushing must be lubricated on the inside and outside surfaces with Lubriplate before installation.

Part No. 1549146, Gear Shift Lever, (painted type) and Part No. 1549147, Lever (in chrome), are the latest levers with the 5/16" bushing hole and may be used with the 1549227 and 1549228 kits if desired on 1957 models (when equipped with the dished type steering wheel) and on 1958-59 models. Part No. 1549152, Nylon Bushing, and Part No. 1548855, Rollpin are also available as separate items.

CORRECTION TO SERVICE BULLETIN No. 348 - Differential Side Bearing Removal Type 23 Rear Axle

The article in Service Bulletin No. 348 dated June 1959, covering reworking of Pinion Rear Bearing Remover J-5365 to make it adaptable for removal of the differential side bearings of the Type 23 rear axle stated the holes in the tool should be tapped for a 1/2 X 18 cap screw. The thread size is incorrect. The holes should be tapped for a 1/2 x .13 cap screw.

Please make a note of this in your copy of the Service Bulletin.

TORQUE CONVERTER HOUSING SPLASH SHIELDS - To Prevent Starter Motor Drive Sticking on 59S-59V Models

Two new splash shields have been added to cars equipped with an automatic transmission. The combination of the new, lower splash shield assembly and the new side splash shield protects the converter air cooling system opening in the housing and also the torque converter drain hole in the converter housing. These

splash shields minimize entry of dirt and moisture into the Converter housing thereby protecting the starter Bendix Drive against sticking. These splash shields entered production effective with Engine Nos. S-89465 and V-448068. Also, these splash shields entered production effective with car serial numbers 59S-81022 and 59V-30608; however, some cars after these serial numbers may not be equipped with the splash shields due to previously built-up engines in the engine stock bank.

This improvement may be installed on cars prior to the above serial numbers as follows:

59s - MATERIAL REQUIRED:

- 1 - Part No. 1549244 - Side Splash Shield
- 1 - Part No. 1549282 - Lower splash Shield & Plate Cover Assy.

PROCEDURE:

1) Remove the two bottom engine rear plate-to-converter housing cap screws (identified by "A" in Fig. 6). Remove the engine rear plate cover and clip assembly and discard.

2) Remove the two engine rear plate-to-converter housing screws identified by "B" in Fig. 6. Install Part No. 1549244, Side Splash Shield, and reinstall the cap screws. This shield should be installed between the exhaust pipe support bracket and the engine rear plate.

3) Install the Lower Splash Shield and Plate Cover Assembly, Part No. 1549282 and secure with the cap screw identified by "A"

59v - MATERIAL REQUIRED

- 1 - Part No. 1549244 - Side Splash Shield
- 1 - Part No. 1549243 - Lower Splash Shield

PROCEDURE:

1) Remove the nuts (identified by "D") from the plate-to-converter housing bolts. Install the Side Splash Shield, Part No. 1549244, between

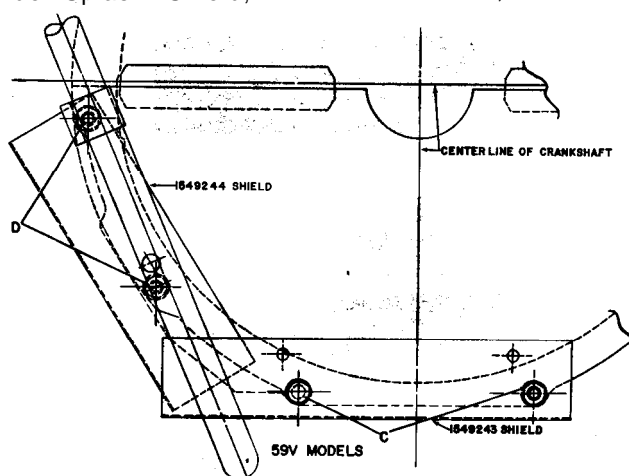
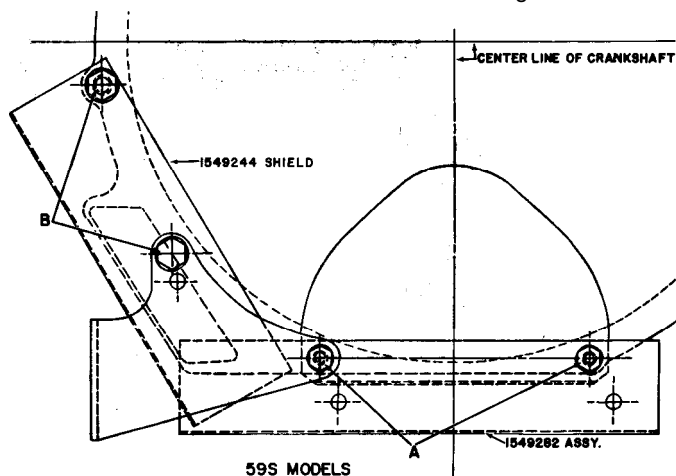


FIG. 6

the plate and the crankcase ventilator tube bracket. Reinstall the nuts.

2) Remove the nuts identified by "C" from the bottom torque converter housing-to-plate bolts. Install the Lower Splash Shield, Part No. 1549243, on the bolts and reinstall the nuts.

REAR AXLE RATIO - Standard and Flightomatic Transmission, 59S Models

Effective with car serial number 59S-82788, the **3.73 to 1** ratio rear axle entered production as standard equipment on 59S models equipped with a standard gear transmission or Flightomatic transmission. The speedometer pinions used with this gear ratio are:

Tire Size	w/std. Trans.	w/Flightomatic
5.90	1544762	1547614
6.40	1544762	1547613

TRUCKS

CORRECTION TO SERVICE BULLETIN NO. 348 - Countershaft Center Bearing, T90B Truck Transmission

On Page 8 of the Service Bulletin No. 348, dated June 1959, the part numbers of the transmission assemblies having a Center bearing on the countershaft were given incorrectly. Please change the numbers as follows:

1691711 should be 1691709

1681708 should be 1691706

SPEEDOMETER DRIVE PINION SLEEVE 5 Speed Transmission

We have had some complaints of lubricant leaking into the speedometer cable adjacent to the speedometer drive pinion sleeve on 5-speed transmissions.

To correct this condition an improved sleeve with a spiral groove in the bore has been released as Part No. 1691815.

HARD SHIFTING - 59s-59V Models

Hard shifting in some instances results from lack of lubrication in the transmission remote control parts.

In handling conditions of this type, remove the steering wheel and the selector lever housing and examine all the bearing points for wear, binding or insufficient lubrication.

On reassembly, lubricate all bearing points with 'Lubriplate'.

ENGINE OIL PAN - 4E1 and 4E5 Model Trucks

Engine Oil Pan Assembly, Part No. 1690795 is used on engines equipped with Auto-Lit; starters. Oil Pan Assembly, Part No. 1691560, is used on engines equipped with Delco-Remy starters. The only difference in these two Oil Pan assemblies is a depression in Part No. 1691560 to accommodate the slightly larger Delco-Remy starter.

To simplify service stock only Part No. 1691560 will be supplied when the present stock of Part No. 1690795 is exhausted.

FILTER ELEMENT - OIL BATH AIR CLEANER - 4E40 Model

Originally, Part No. 1691086 was released as a service filter element assembly for Part No. 684121, Oil Bath Air Cleaner and Silencer, one-quart capacity.

Investigation shows this part number is incorrect. Part No. 536774, Filter Element, is the correct service part.

GASOLINE TANK - 4-Wheel Drive Trucks

It has come to our attention that when a stake or platform body is installed on a 4-wheel drive truck after production some difficulty may be experienced in filling the gasoline tank.

This difficulty can be corrected by modifying the gasoline tank filler neck as shown in Fig. 7.

Complete details for the modification are shown in Fig. 8. All parts listed are available through your Parts Depot.

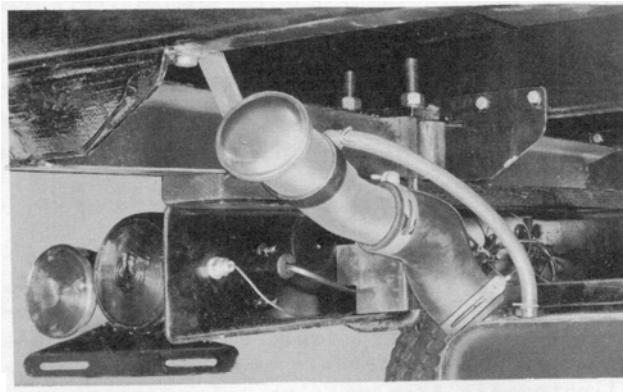


FIG. 7

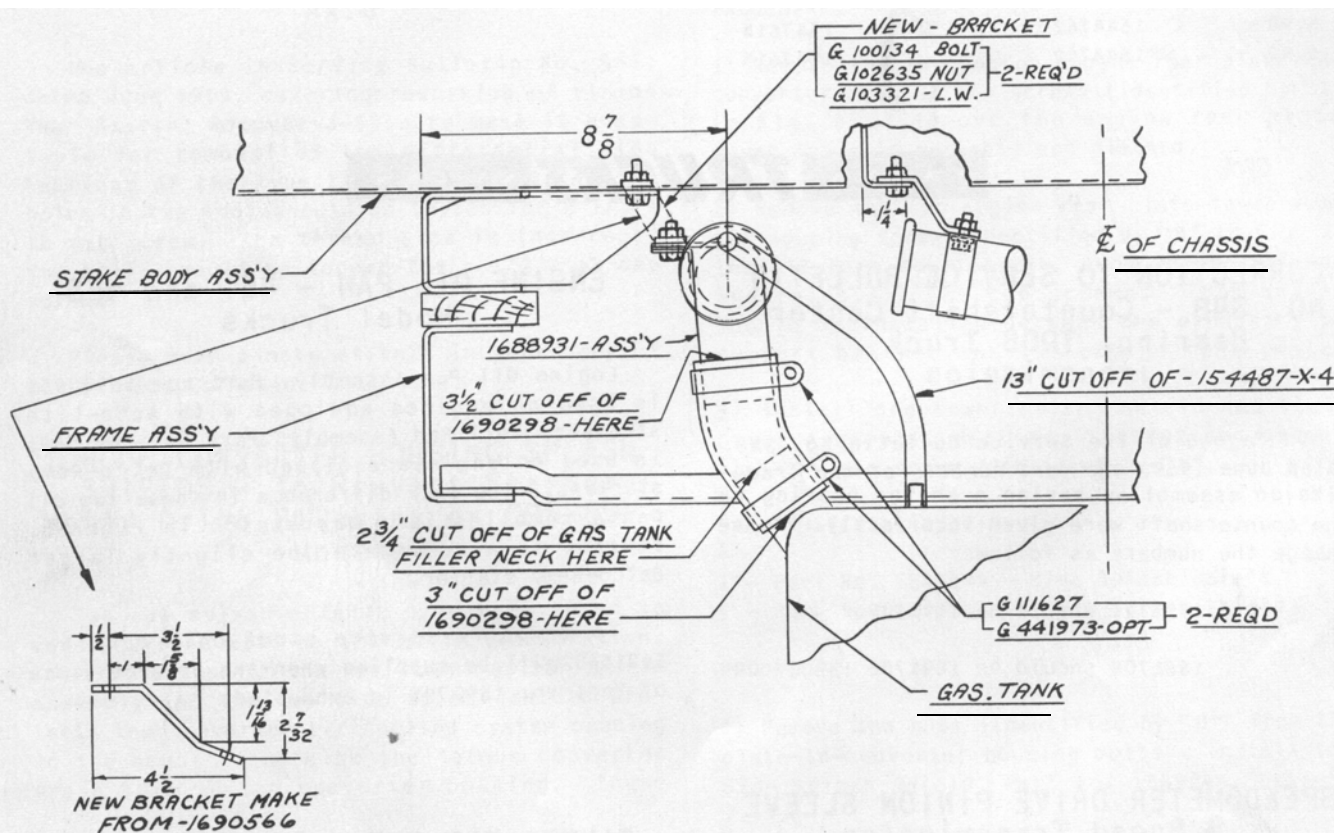


FIG. 8

STUDEBAKER-PACKARD CORPORATION

SOUTH BEND 27, INDIANA