

# Service Bulletin

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## SERVICE CORRECTIONS - 1960 MODELS

The Service Product Reports that you send to us are a very valuable source of information about the quality of Studebaker Passenger Cars and Trucks. This information enables us to make improvements in the Product and in service procedures.

This bulletin covers some changes that have been incorporated in our products since the start of production. A number of these changes involving both product and servicing procedures

are the result of Product Reports you have sent us.

Use the Product Report you will find in the glove compartment of each vehicle to report any condition you find in the vehicle which does not seem to you to measure up to the high standard of quality you and your customers have come to expect from Studebaker — the leader in quality.

### REAR DOOR TRIM PANEL BUCKLING - 4-Door Deluxe Models

Dealer Service Letter Number S-982, dated November 5, 1959, (Export Service Letter F-760, dated Nov. 12, 1959) stated that starting with Serial Numbers 60S-18120 and 60V-11479 the regal-type escutcheons were used under the rear door window regulator handles on all deluxe 4-door models and that the regal window regulator escutcheons could readily be installed on earlier production deluxe models.

In cases where the trim panel is badly buckled, it may be desirable to install the regal-type escutcheons under the inner door lock operating handle as well as under the window regulator handle.

Parts required and procedures for installing the regal-type escutcheon under the inner door handle are the same as for the installation of the escutcheon under the window regulator handle.

### UPPER TAIL GATE STRIKERS - 1960 Model Station Wagons

Beginning with car serial 603-46652 and 60V-37494, improved upper tail gate strikers entered production. The new strikers are designed to reduce the noise resulting from side movement of the tail gate.

When you encounter a condition of tail gate noise in the area of the upper tail gate strikers on models prior to the above serial numbers, you should replace the strikers with

### INDEX

	PAGE
ACCELERATOR PEDAL PUSH ROD -	
V8 LARK MODELS WITH FLIGHTOMATIC TRANS.	5
EDDY WATER LEAKS.	
1960 STATION WAGON MODELS . . . . .	3
CASTER SPECIFICATIONS -	
ALL 1959-1960 MODELS. . . . .	5
DOME LAMP INSTALLATION -	
LARK DELUXE MODELS. . . . .	4
FRONT DOOR WEATHERSTRIP -	
LARK MODELS. . . . .	2
HARD SHIFTING .	
STANDARD AND OVERDRIVE TRANSMISSIONS .	5
HOOD PROP ROD -	
LARK MODELS. . . . .	5
MAINSHAFT REAR BEARING SMALL SNAP RING -	
6 Cyl. LARK MODEL STANDARD TRANS. . . . .	5
PAINT - 1960 MODEL	
SPRING COLORS. . . . .	4
REAR DOOR TRIM PANEL BUCKLING-	
4- DOOR DELUXE MODEL . . . . .	1
RECLINING SEAT MECHANISM - . . . . .	3
SILL PANEL FLANGE EXTENSION -	
1960 CONVERTIBLE. . . . .	2
STAINLESS STEEL OVERLAY MOULDINGS-	
1960 REGAL STATION WAGON UPPER TAILGATE	4
UPPER TAIL GATE STRIKERS -	
1960 STATION WAGON. . . . .	1

the new improved type striker, Part No. 1337319 (2 required per car).

The new upper gate strikers, available at Your Parts Depot, replace strikers, Part No. 1336616.

## FRONT DOOR WEATHERSTRIP - Lark Models

Beginning with car Serial Numbers 60S-45128 and 60V-35742, a new and improved front door center weatherstrip entered production. This weatherstrip is located on the front horizontal face of each front door at the belt line area. The reduced over-all height of the weatherstrip minimizes scuffing and interference between the weatherstrip and the body post.

### When

or loose front door weatherstrip on cars built prior to the above serial numbers, replace the weatherstrips with the new and improved type weatherstrip, Part No. 1337344 (right side) and 1337345 (left side).

The new weatherstrips, available at your Parts Depot, replace Weatherstrips, Part No. 311242 (R) and 311243 (L).

## SILL PANEL FLANGE EXTENSION - 1960 Convertible Models

Beginning with passenger car Serial Numbers, 60S-45256 and 60V-36305 Sill panel flange extensions are used on 1960 Model convertible cars (See Fig. 1). These sill extensions improve the appearance of the convertible models, by covering the welds along the lower edge of the body sills.

The sill panel flange extensions (2 required per car) may readily be installed on models prior to the above serial numbers. The following parts, available from your Parts Depot, are

required to install the sill extensions:

- 2 Part No. 1337324 Sill Panel Flange Extension
- 12 Part No. G-161857 Attaching screw

Installation of the sill panel flange extension is made as follows:

1. Prime and paint the new sill panel flange extensions to match the body color.
2. Place the flange extensions next to the body sill lower flange with the attaching holes upward (see Fig. 2) and with the rear of the extension flush with the rear of the sill panel flange (see Fig. 1).
3. Starting from the front, drill the sill panel at the 1st, 2nd, 4th, 6th, 9th, and 10th holes in the extensions. Use a 1/32 or 7/64" drill and secure the extensions to the sill panels with Part No. S-161857. sheet metal screws.

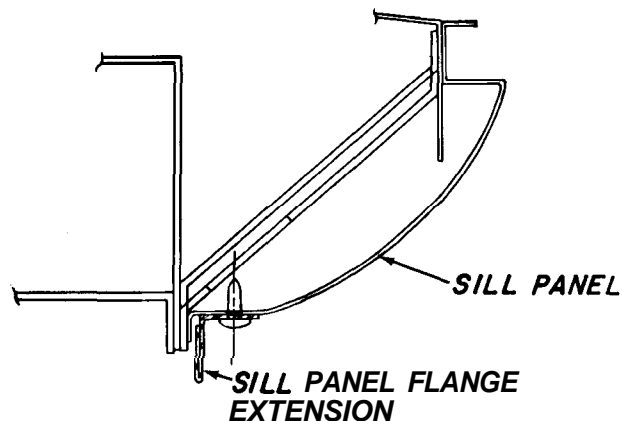


FIG. 2

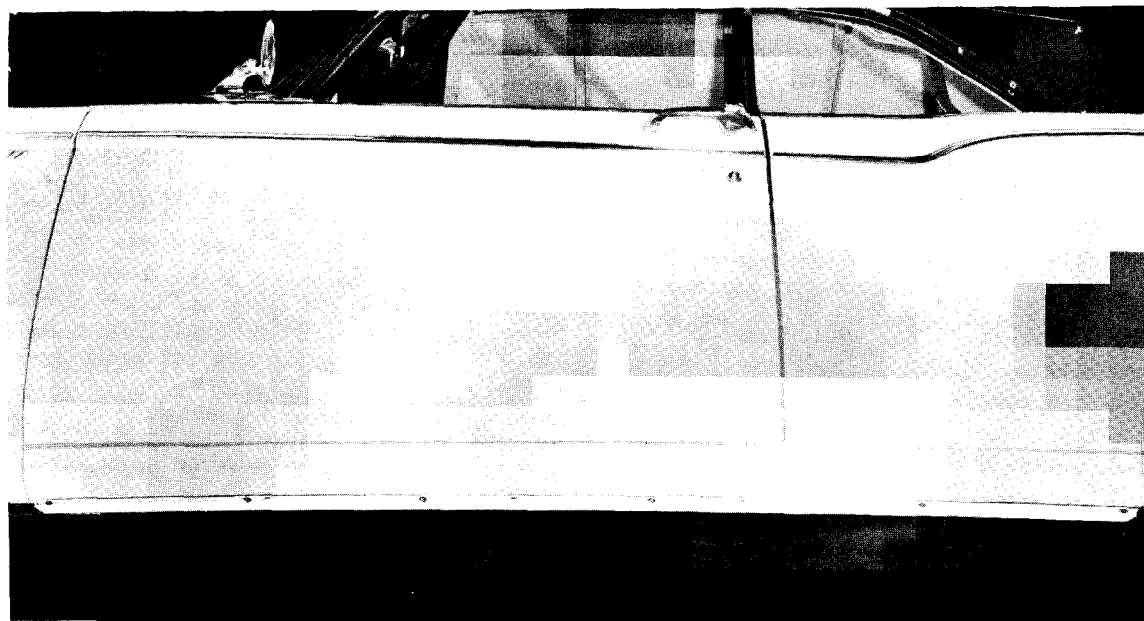
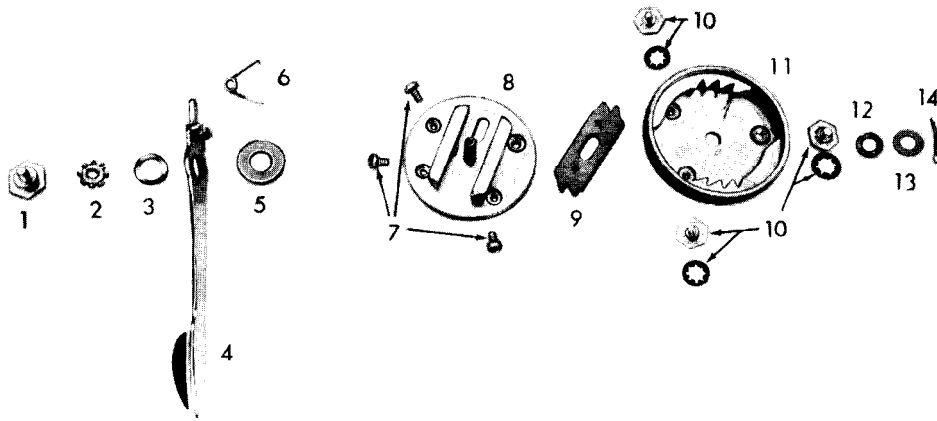


FIG. 1

FIG. 3

1. Lever screw
2. Lockwasher
3. Wave Washer
4. Lever
5. Teflon Washer
6. Lever Spring
7. Plate-to-seat Bracket
8. Backing Plate and P in Assembly
9. Shuttle Gear
10. Shoulder Bolts
11. Internal Gear Housing
12. Wave washer
13. Plain Washer
14. Cotter Key



## RECLINING SEAT MECHANISM

Improper functioning of the reclining seat mechanism generally will fall in one of the categories listed below. The Service correction is noted for each category.

### Condition

Erratic operation resulting in excessive wear of the internal gear teeth can be caused by the backing plate and internal ring gear housing separating sufficiently to allow only partial engagement of the gear teeth.

### Corrections

1. The upper and lower seat frame brackets for the reclining seat mechanism must be exactly parallel. Carefully bend brackets as required to make them parallel.
2. Remove any accumulated paint from the external surfaces of the ring gear housing and the backing plate so that the ring gear housing seats properly.
3. A few early production seat mechanisms were assembled with a **11/32"** flat washer located on the backing plate pin next to the cotter key. In some instances this washer will allow the retaining cotter key to pull part way through the washer.
4. Install new ring gear housing and related parts as required, being sure to use **5/8"** backing plate pin retaining washer, Part No. G-120386, and a new **3/32" x 1"** cotter key.

### Condition

Operating lever working loose allowing the lever to override the operating pin on the Shuttle gear making the mechanism inoperative.

### Correction

Remove lever and reinstall using an external tooth lock washer, Part No. G-121753, rather than an internal tooth type lock washer.

Complete reclining seat mechanism service information will be found on Page 8, Body Section, Group V, of the current Passenger Car shop Manual.

## BODY WATER LEAKS - 1960 Station Wagon Models

A new and improved lower tail gate-to-upper tail gate rubber weatherstrip entered production with Serial Numbers 60S-41000 and 60V-31000. The ends of the new weatherstrip conform more closely with the weatherstrip located on the body posts. This provides an effective seal against water entering the body in the area of the end latches.

Water leaks at this location in 1960 Station Wagon Models, prior to the above serial numbers, can be corrected by the careful installation of the new lower tail gate-to-upper tail gate Weatherstrip, Part No. 1337350.

Installation of the new weatherstrip, available at your Parts Depot, is made as follows:

1. Remove the old rubber weatherstrip from the top channel of the lower tail gate.
2. Remove all rubber and rubber cement from the channel and clean the channel with a rubber cement solvent.
3. Apply sealer to the edges of the sheet metal which has been wrapped around the flange at each upper inner corner of the tail gate to form a smooth base for the end of the weatherstrip. Apply new Synthetic rubber cement to the channel surfaces and to the new weatherstrip.

4. Install the new weatherstrip when the cement is tacky, being very certain the end sections of the rubber are properly located and securely cemented to the channel and to the end surfaces of the tail gate.
5. If the end contour of the newly installed lower-to-upper tail gate weatherstrip does not fit the weatherstrip located along the sides of the body, a new tail gate opening upper and sides weatherstrip, Part No. 1336160, should be installed.

Complete and detailed information relative to correcting water leaks on 1960 Station Wagon Models is covered on page 2, of Dealer Service Letter Number S-982, dated November 5, 1959. (Export Service Letter F-760 dated November 12, 1959). Diligent application of these corrections plus the installation of the new lower-to-upper tail gate weatherstrip, Part No. 1337350, where required, will prevent water from entering the station wagon models.

### **STAINLESS STEEL OVERLAY MULDINGS - 1960 Regal Model Station Wagon Upper Tail Gate**

Beginning with car Serial Numbers 60S-43350 and 60V-33762 stainless steel overlay type mouldings are used on regal model station wagon upper tail gates. The new overlay mouldings are installed over the painted type tail gate frame and replace the chrome plated tail gate frame previously used on the 1960 models.

The stainless steel overlay mouldings must be removed from the frame assembly whenever a new rear glass is installed.

#### **REMOVAL PROCEDURE**

1. Straighten out the crimped lower ends of the side mouldings and the ends of the top moulding.
2. Place a thin wood block on the glass next to the upper moulding and, using a wide blade putty knife, pry the moulding from the top section of the frame.
3. Pry off the two side mouldings and the lower moulding as outlined in step Number 2.

#### **INSTALLATION PROCEDURE**

Note: Mouldings must be in good condition before they can be installed on the tail gate frame. Replace damaged mouldings with new mouldings. Fit and trim new mouldings to the frame as required before installing them.

1. Place the lower moulding over the outer

edge of the frame and snap the moulding in place along the inner edge. Use a rubber hammer for this operation if required.

2. Install the two side mouldings next and then the upper moulding as outlined in step Number 1.
3. Crimp the lower end of the side mouldings and the ends of the top moulding to securely fasten the mouldings to the frame assembly. Use a block of hard wood and a hammer to perform this operation. New overlay mouldings may be ordered from your Parts Dept under the following part numbers:

1	1337340	-	Right Side Moulding
1	1337341	-	Left Side Moulding
1	1337342	-	Top Moulding
1	1337343	-	Lower Moulding

### **PAINT FORMULAS 1960 MODEL SPRING COLORS**

O'Brien's #1123 Pacific Blue Baking Enamel Sym.  
BEV (Their S-18161)

Vehicle - Alkyd Melamine

#### **Pigmentation**

Non-Chalking Titanium Dioxide	99.0%
Phthalocyanine Blue	.6%
Lamp Black	.3%
Iron Oxide Yellow	<u>.1%</u>
	100.0%

Cook's #1124 Sudan Beige Baking Enamel - Sym.  
BEW (Their #832-N-600)

Rutile TiO <sub>2</sub>	96.37%
Ferrite Yellow	2.23%
Burnt Sienna	1.40%
	<u>100.00%</u>

### **DOME LAMP INSTALLATION - LARK DELUXE MODELS**

A manually operated dome lamp may be installed on the Lark deluxe models. The parts required to make the installation are:

1	1332712	Lamp Complete
4	G-161373	Screws (No. 6 x 1/2")

The dome lamp is installed in the following manner:

1. Locate the factory-installed dome light mounting bracket by pressing against headlining over the left door.
2. Hold the headlining against the bracket and, with a sharp knife or

razor blade, cut the headlining just enough to permit the installation of lamp assembly in the bracket.

3. Lift the end of the factory-installed lead wire (located next to the bracket) out through the opening just made and hook it to the dome lamp lead wire.
4. With the lens removed, place the lamp in position in the opening and install the four retaining screws.
5. Install the lens and check the operation.

### HOOD PROP ROD - Lark Models

Beginning with Serial Numbers 60S-37603 and 60V-20463, a redesigned hood prop rod entered production. The new, shorter hood prop can be raised and lowered without swinging it inward or outward, thereby reducing the possibility of the hood prop retaining clip working loose. The prop rod hole has been relocated for the new type rod. It is located in the diagonal hood support brace rather than in the front cross bar.

Modification of the hood rod on cars built prior to the above serial numbers can be made in the following manner:

1. Cut off approximately 1" from the hood support ing end of the hood prop. Round off the sharp edge with a file.
2. Locate a point 1-5/8" from the outside of the hood flange along the diagonal brace. Drill a 13/32" diameter hole through the lower wall of the diagonal brace at this point. ~~Do not~~ drill through the upper wall of the diagonal brace. This hole should be in line with the hood prop in its supporting position.
3. Insert button type Plug, Part No. G-432540, into the \*old\* hood prop hole. This must be done to prevent someone from using the old hole with the new hood prop which could damage the hood panel.

### ACCELERATOR PEDAL PUSH ROD-V8 Lark Models With Flightomatic Transmission

Beginning with 1960 V8 Lark Models, Serial Number 60V-37548 a new improved accelerator push rod assembly is used on cars equipped with Flightomatic transmission.

The new accelerator push rod assembly improves throttle operation by using a swivel between the accelerator pedal push rod and the bell crank lever.

when installing the new push rod and swivel assembly, install a wave washer and flat washer (same as used on old type push rod) on the swivel pivot. Then, install a new 3/32" x 3/4" cotter key.

The New Accelerator Push Rod and Swivel Assembly, Part No. 1550804, may be ordered from, your Parts Depot.

### MAINSHAFT REAR BEARING SMALL SNAP RING-Standard Transmission 6 Cylinder Lark Models

An improved mainshaft rear bearing small snap ring entered production in the Type T96 standard transmissions on approximately January 1, 1960. These transmissions are used in the 6 Cyl. Lark Models.

If you encounter a condition of the rear bearing small snap ring coming out of the main shaft groove and/or the snap ring breaking, you should install the new improved Snap Ring, Part No. 1550544.

Before installing the snap ring inspect the snap ring groove in the mainshaft to make certain it is not damaged or worn.

**IMPORTANT** - Do not over-expand the snap ring during installation; the snap ring should be expanded just sufficiently to pass over the mainshaft.

The new snap ring, available at your Parts Depot, replaces Snap Ring Part No. 197239 on 1958-60 six cylinder model T96 standard transmissions. You should continue to use Part No. 197239 on 1957 and prior model transmissions.

### CASTER SPECIFICATIONS - 1959-1960 Lark And Hawk Models

The steering system caster specification for all 1959 and 1960 Model Larks and Hawks has been revised. The new specification is -1-1/2° to -3°. There should not be more than 3/4° variation between wheels.

### HARD SHIFTING - Standard And Overdrive Transmission - Left Hand Control Models

Hard shifting complaints may be caused by improper linkage adjustments. In many cases, the shifting linkage is misadjusted in such a manner as to make shifting from low to second very difficult.

The following procedure should be followed to obtain proper adjustment of the shift linkage:

1. Disconnect both gearshift rods at the transmission end. Place transmission shift levers in neutral.
2. Index the hand lever support by placing a pencil mark above the hand lever support socket.
3. Locate the center of travel of the gearshift hand lever by moving the lever to the extreme left and pencil-mark the steering jacket upper bracket opposite the index mark on the hand lever Support. Move the lever to the extreme right and repeat the above procedure in this position. Place the hand lever index mark at the mid-position between the two marks on the upper bracket and mark this position on the upper bracket to indicate neutral.
4. With the second and high shift lever engaged (hand lever in neutral away from the steering wheel), adjust the second and high gearshift rod so the neutral

marks on the hand lever support and upper bracket line up. Do not hold the hand lever when making this adjustment. Move shift lever to second, to high and then back to neutral and re-check adjustment. The neutral marks should line up with the hand lever at rest and the transmission in neutral.

5. With an assistant holding the hand lever in neutral, and the low and reverse shift lever engaged (hand lever up towards steering wheel), adjust the low and reverse gearshift rod, so that the "neutral" index marks on the hand lever support and the upper bracket line up. Adjust the rod so there is no free play in the rod, and the clevis pin enters the shift lever with a slight drag on the forward side of the hole.
6. Secure all clevis pins and tighten clevis lock nuts.
7. Road-test car. If resistance is still encountered at the crossover point from low to second, the low and reverse rod should be shortened an additional one to four turns as required.