



Studebaker

AUTOMOTIVE SALES CORPORATION
SOUTH BEND 27, INDIANA

Service Letter

PARTS AND SERVICE

RECEIVED
JUN 20 1963
STUDEBAKER-PACKARD
DENVER

SUBJECT CHANGES TO IMPROVE BRAKE OPERATION
1963 LARK AND CRUISER MODELS WITH
STANDARD BRAKES

NUMBER D-1963-6

FROM C. R. MCINTOSH, Manager
Passenger Car Technical Service

DATE June 17, 1963

NOTE: Applies only to cars equipped with standard type brake - without power.

Where you receive complaints of excessive brake pedal travel and/or high pedal effort, the operation of the brake can be improved by removal of the external return spring from the brake pedal and installation of a new longer brake pedal-to-master cylinder push rod.

The external return spring on the brake pedal was discontinued on 1963 Lark and Cruiser models equipped with standard brakes, less power, during production in March, 1963. The longer brake pedal-to-master cylinder push rod started in production with car serials 63S-34067 and 63V-33581.

To correct complaints of excessive brake pedal travel and/or high pedal effort, perform the following steps:

1. If inspection shows that there is a pedal return spring on the brake pedal shaft, remove and discard the spring.
2. Remove the brake pedal-to-master cylinder push rod. Discard the old push rod and install a new Push Rod, Part No. 1561592.
3. Adjust the brake pedal stop screw to provide 1/4 inch to 3/8 inch pedal clearance from the pedal at released position.

Whenever you receive a complaint of a "spongy" brake pedal, the brake hydraulic system should be bled to expel all the air from the system. Bleeding of the system is accomplished as follows:

PRESSURE BLEEDING - SPLIT SYSTEM TYPE

Bleed the system with a conventional pressure bleeder in conjunction with the special Brake Bleeder Adapter Plate, Tool No. J-21262.

MANUAL BLEEDING - SPLIT SYSTEM TYPE

Manual Bleeding of the Split-Type Brake System should be performed only when pressure bleeding equipment and the special adapter plate are not available.

If bleeding must be performed manually, it can be done in the conventional manner; however, the bleeding stroke with the split-type brake system is limited and the pedal cannot be depressed to the floor. Therefore, it will require more bleeding strokes to expel all air from the system.

CRM/et

Mr. G. L. Mitsch
Studebaker Automotive Sales Corp.
150 Rio Grande Blvd.
Denver 23, Colorado