

Ladies & Gentlemen:

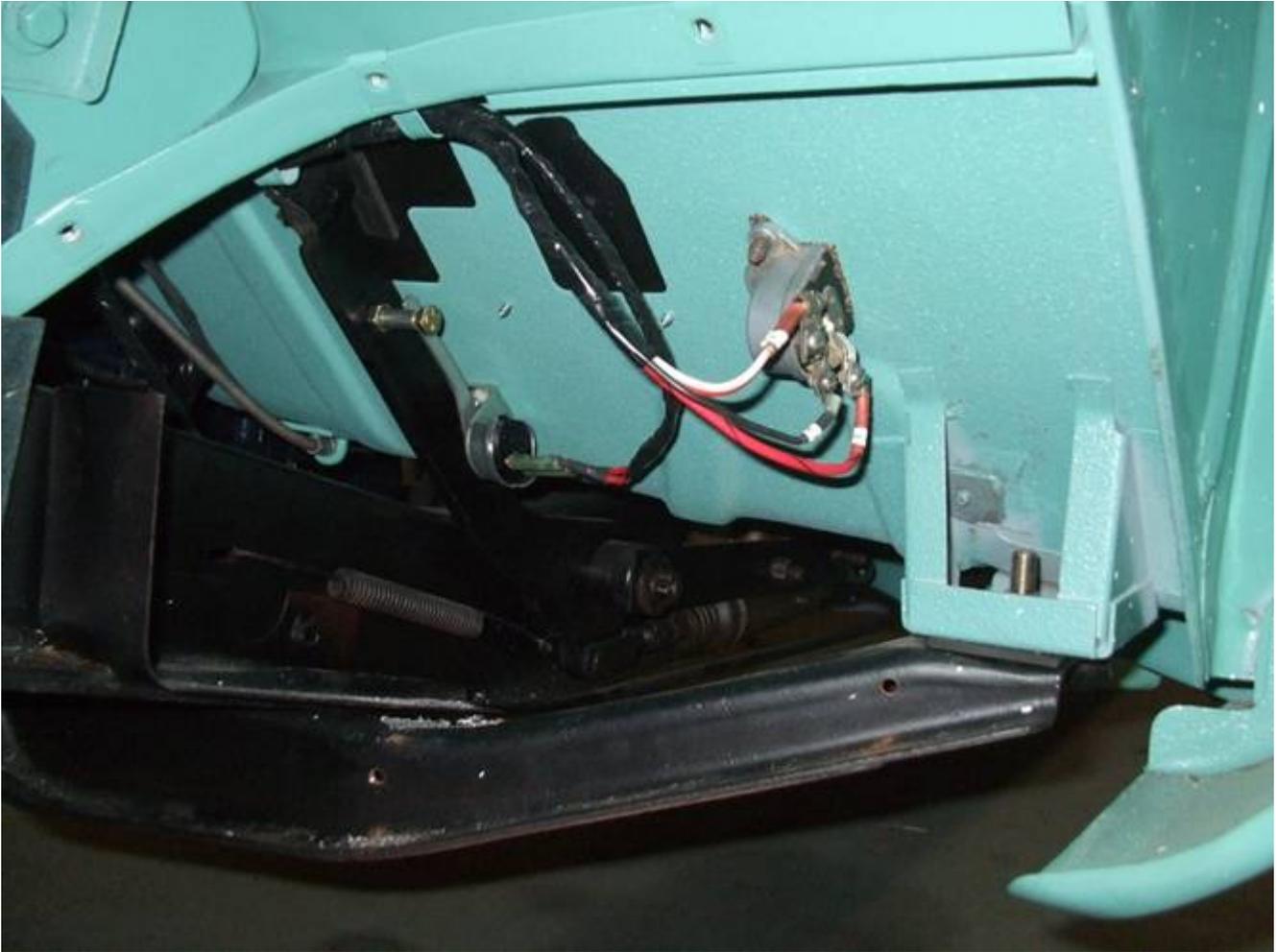
Today's date is 6/6/17 but this update covers items completed as of 3/11/17. I had stopped doing updates because of how hard I was pushing myself to get the car ready for the South Central Zone Meet here in Tulsa in May. Since I failed to accomplish that goal I shifted all my time and energy to working on the house and more recently, my grandson's house.. Pat had told me to concentrate on the Studebaker first and work on the needed repairs to the house later.

I had a cataract surgery on my left eye yesterday and the eye doctor wants me to go pretty easy for at least a week. I am not supposed to lift over 10 pounds nor bend over, which could put a strain on the eye. Factor in the hot and humid days and I thought this would be an excellent time to do a few updates to bring you up to date on the car. I went for a follow-up visit on the eye this morning and I have 20/20 at a distance (from about 32 inches on out). I was apprehensive about the operation and being the wimp I am, was concerned about pain. They used the laser and there was absolutely zero pain involved. The best I can describe it was when they brought the machine down over my eye it was sort of like looking in a bright Kaleidoscope. I could see dark pieces flying across the circle which I guess was the old lens being broken up and removed and then I saw the new lens fly into place. It seemed like just a few seconds later they said it was all done. I was on an IV with what they said was a mild sedative. Maybe they upped the dosage a little for me?

### **Manual Brake Switch:**

When I got the rear lights installed the directions signals worked but the brakes did not. I had decided a long time ago to switch to dot 5 brake fluid. Having read quite a few threads on the SDC forum I knew I did not want to fight with the old brake switch so a mechanical brake switch was installed.





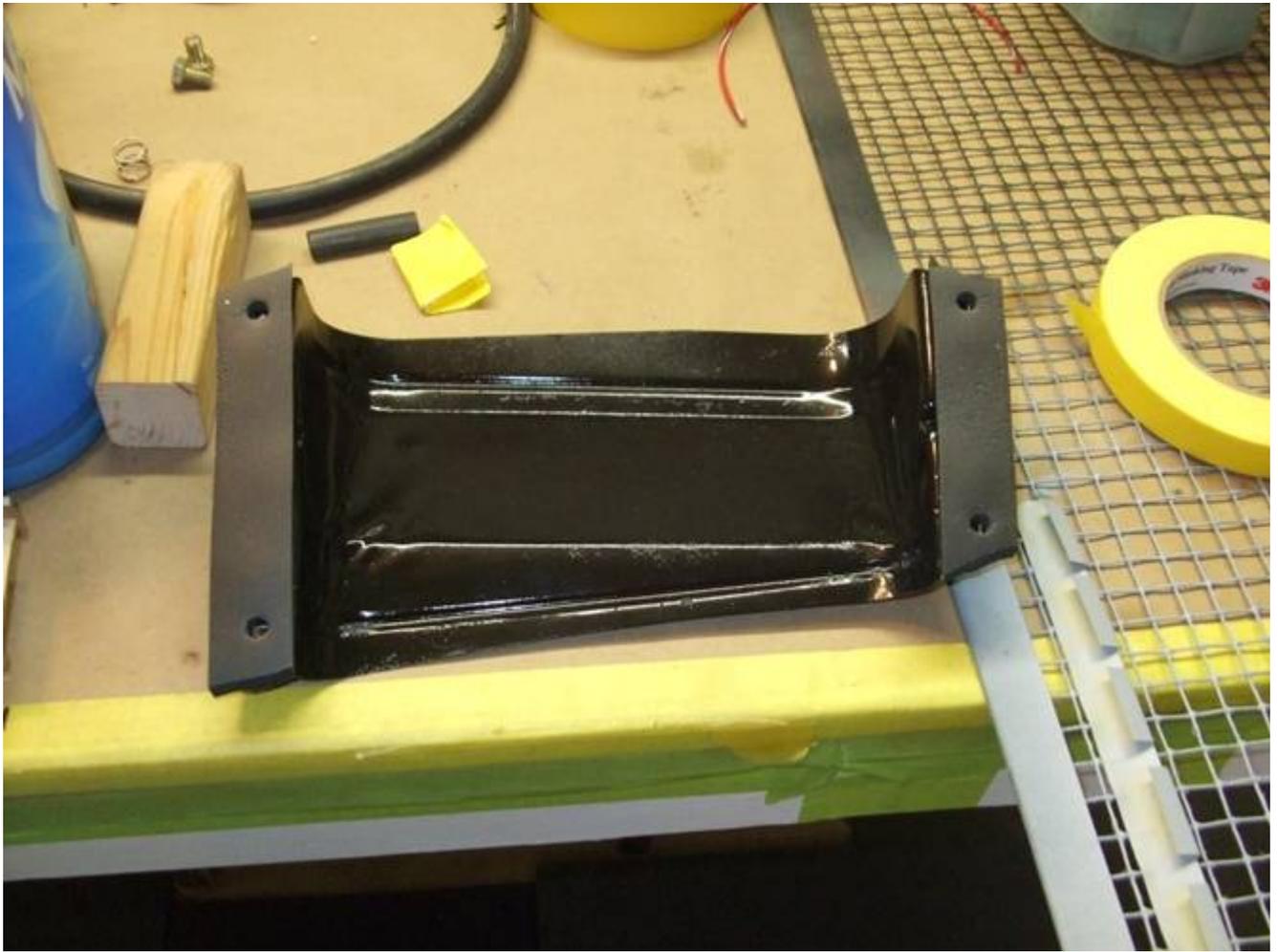
I ordered the Echlin SL-128 switch from NAPA for I think about \$25. It was mounted on the floorboard. A bolt, couple of nuts and a sleeve were installed on the brake pedal linkage and it works like champ.



I may have already covered this but a 1" shrink tubing over the rear light socket should go a long way to waterproofing the wiring.

**Climatizer:**

This turned out to be a pretty extensive list of items to get heat to the interior of the car.





# SPONGE WINDOW SEAL

EX-LARGE GAPS

5 YEAR GUARANTEE

## AIR - SEALING TAPE

- Durable weathertight seal
- Shock absorption
- PVC sponge
- Self-adhesive

CONTAINS (1) - 10' STRIP

4354

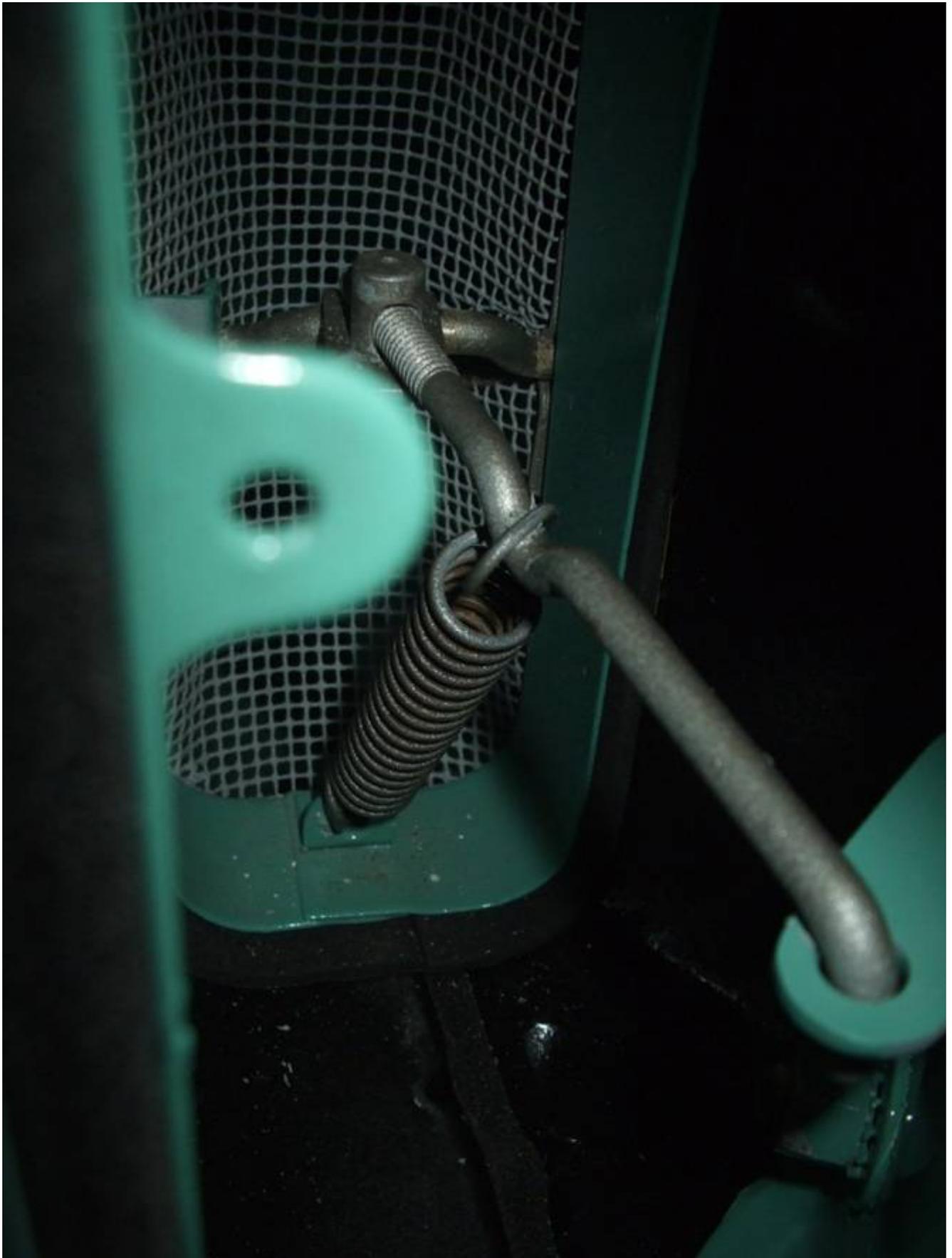


I went to Home Depot and got two different sizes of foam to use for the seals for the vent tunnels.













The vents were installed. I had get help from the forum as to how the springs were installed. One problem is that I had misplaced the passenger side spring so did not know what it looked like. I ordered one from SI and installed it. I few weeks later I found the original which turned out to be not as large in diameter or as strong as the new one.



# 3M Strip-Calk

PART NO. 051135. -08578 (Black)

20 yds. (60 feet) 1 foot lengths.

**CAUTION: MAY CAUSE EYE AND SKIN IRRITATION.**  
Follow the precautions on the side/back panel.





I used the 3M strip-calk to seal the climatizer body in the floor.



I had saved the old hoses out of the car. The shop manual gives the lengths of all the hoses and their diameters.





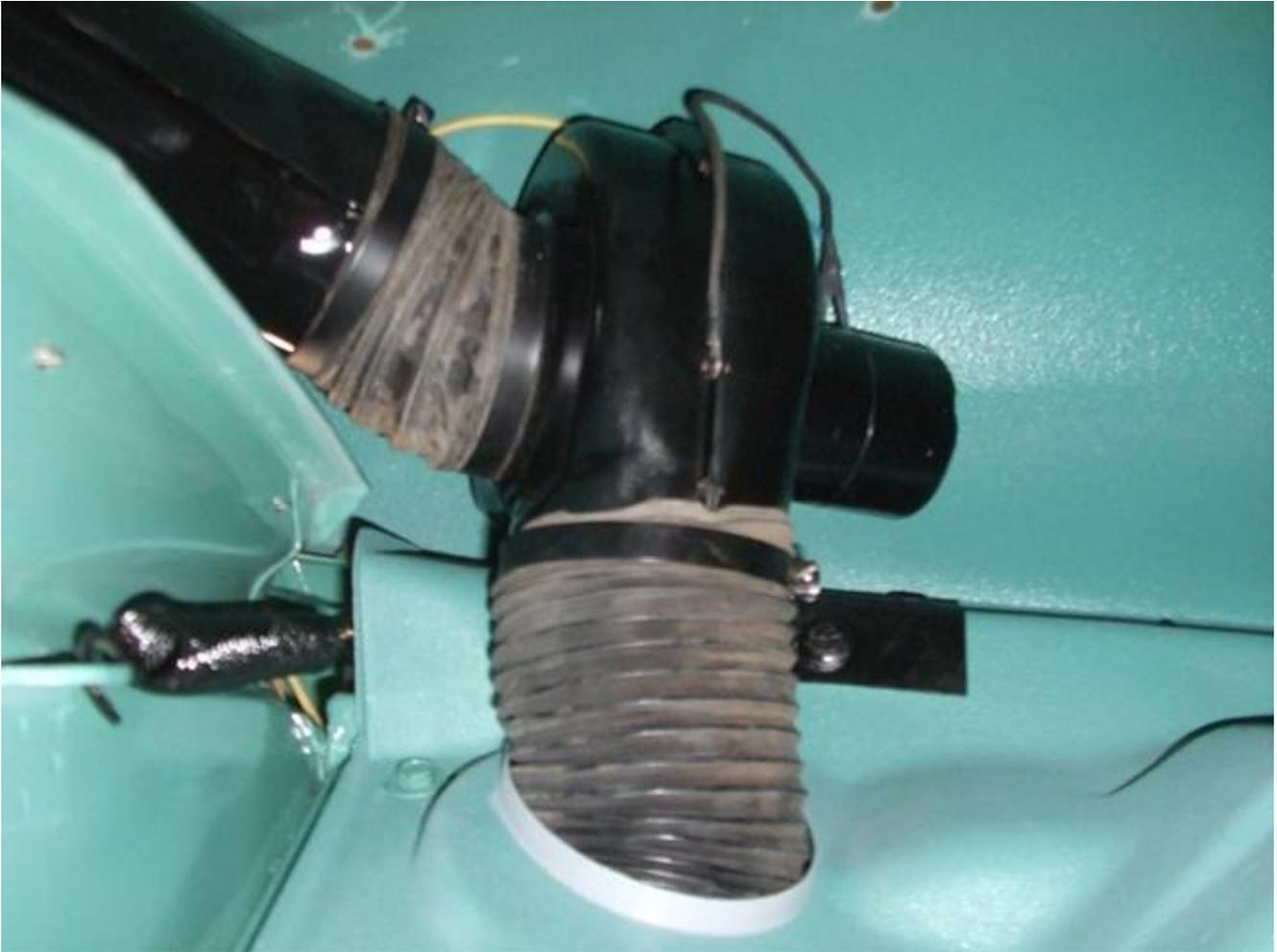


I have tried to keep the car pretty original in looks. Trying to use the old spring clips was one area that just did not work out for me. I had read on the forum that the old hoses were larger in diameter than the newer ones but being from Missouri I have a little "show me" left in me. I installed the old clips and when I started up the car it looked like a fountain of youth. I had puddles all over.

I researched and actually measured the old hose which was in fact larger in outside diameter than the new hose I had bought. I ordered new, smaller diameter hose clips from McMaster-Carr and installed them. I only had a couple of leaks then. I later ordered some mini-hose clamps and installed both the newer hose clips **and** the mini hose clamps on the fittings and there has been no more leaking.







The blower motor and the old hoses were installed. When all that was done the climatizer was tested and it will flat-out blow some hot air. I may not want to drive the car without AC in the summer but staying warm in the winter will not be a problem

**Antenna:**







**Saginaw Power Steering hose leak:**





I have tried very hard to eliminate leaks from the car. The engine went well and I have never had a leak from it. The transmission was a much tougher challenge but except for drain back from the torque converter if it sits for a long time, there is none from it. The Saginaw power steering has been a challenge. The body of the unit was finally fixed to stop the leaks but the one leak that has persisted is where the bottom hose attaches to the pump.

The battery has to be removed to get to the fittings and there is an O-ring that is supposed to seal the fittings. I took the old one to two different hydraulic places and two different auto parts stores. I had 3-4 just given to me to try. I used the one closest in size to the one that came out. The fittings were tightened and for 3-4 days no leaks. As soon as I started up the car and turned the steering wheel a few times the leak was back. I am going to redo the same thing and this time I am thinking about putting a flat washer in front of or behind the o-ring to try to get a better squeeze and seal out of it.

This brings you partially up to date on the project. I will start in on another update very soon as some pretty neat bridges have been crossed since March 11<sup>th</sup>.

Charlie D.

