

Heater Core

How To Remove & Reinstall a N.O.S.
Heater Core and/or Heater Blower Motor

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If you have a Studebaker Avanti, before serial number 4892 with the fresh air vent screen (part # 1347545) you can skip this first step, above.



If you have a Studebaker Avanti after serial number 4892 or a 1965-1985 Avanti, remove the 3 Phillips screws that secure the fresh air vent grill, Part number 1358874 from the right kick panel. If you break this plastic fresh air grill (part #1358874 black or 1358874c chrome) I have both of them in stock and their N.O.S.



Remove the bolt from the right kick panel that holds the heater housing to the right kick panel. Note if this bolts spins, and won't come out, you will have to grind off the head to remove the heater assembly as it is threaded into a well nut part number WN-L6 which I have in stock if you need one.

Tools Needed:

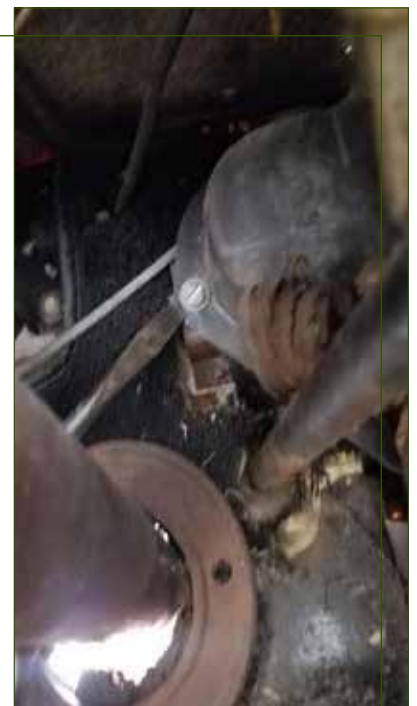
- Set of sockets 1/4' or 3/8' drive american
- Set open boxed end wrenches
- Phillips Screw driver
- Large screw driver or pry bar
- Felt Tip Marker
- Pliers
- Set of Allen wrenches
- Knife
- Towels
- Plastic/trash bags
- Drain Pan
- WD-40 or equivalent

Remove the bolt or screw that holds the heater air distributor duct to the fire wall above the accelerator pedal. Slide the air duct to the left about 3/8"- 1/2 inch. this will detach it from the heater housing.

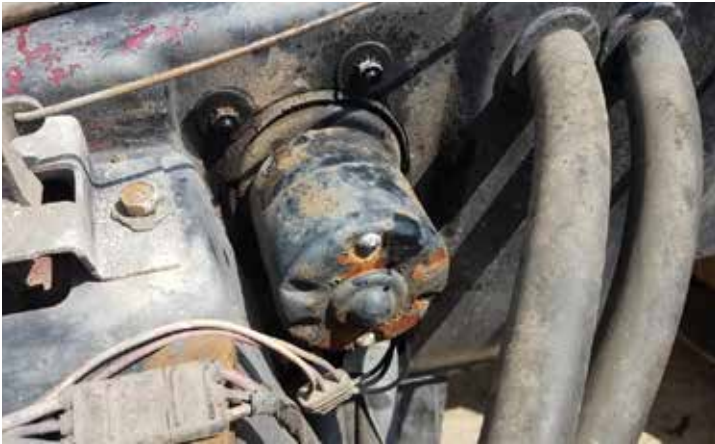
Put down a trash bag or just a piece of plastic on the top of the carpet, that will cover the passenger side front floor.

Place a heavy towel on top of the plastic, then a piece of plastic on top of the towel. Place a drain pan on the floor and loosen the clamps that hold the heater hoses to the heater core.

Slice the hoses and peel them off so they will drain into the pan.



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Spray WD-40 , or equivalent on the 4 studs that hold the heater housing to the fire wall under the hood. unplug the electrical wire connector and remove the 4 nuts and flash washers for those 4 studs.

From under the hood, clamp off the 2 heater hoses before they go through the fire wall, this keeps the 2 hoses from dripping all over the floor after you have removed the drain pan. Note: it is not necessary to drain the radiator as the heater core is higher than the radiator.



The heater assembly is now ready to remove. Rotate the assembly down and back away from the firewall. It will not come completely out as it will hit against the right lower dash support. Just simply take a large screw driver or small pry bar, insert it from the bottom up between the heater box and lower dash support, prying down so it will pass by the lower dash support.

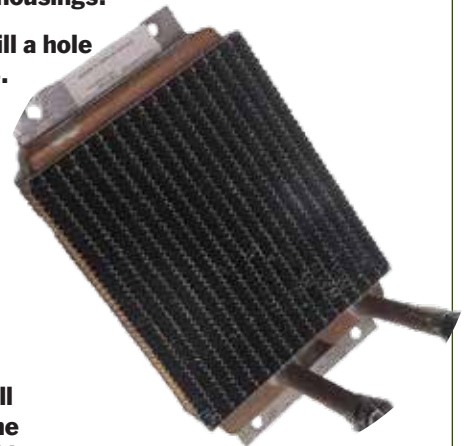
Take your felt tip marker and mark the heater duct fresh air valve cable and conduit in relationship to the retainer clip that holds the conduit. This step can save you a lot of time as the adjustment will be the same as

before you started. Remove the screw and clip that hold the cable conduit. The heater assembly is now read to remove.



Remove the 4 bolts that hold the inner and outer housings together. Remove the old heater core. Wash the inside and outside of the housings.

You must drill a hole in the N.O.S. 1556925 heater core mounting flange for the cable and conduit. It has a paper label showing where to drill the hole. The



old heater core will have this hole and also both halves of the housing for the size and exact location, I have the N.O.S. heater core # 1556925 in stock



If your heater blower motor has been squealing, or runs slow, now is the time to sent it to me for a rebuild. I don't have any N.O.S. Motors left and absolutely will not sell or install a reproduction motor (like being sold by others using the original part number) when parts are not manufactured from

the original Avanti blue prints (which I own), quality, fit and longevity could be questionable. I have in stock new original stock blowers (squirrel cage) part #532871.

This is a part that was original factory balanced before it was installed. If the squirrel cage is out of balance and/or bent, it will rub against the housing or worse, take out the bearings in the blower motor. If you are going to send me the blower motor, for rebuild, you will have to remove

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the allen set screw that holds the squirrel cage to the motor shaft. Pay special attention to distance from the back of the squirrel cage and the housing. If you have it too close, it will rub, if you have it to far away, it will rub against the other half of the housing.

If the allen set screw rounds out, breaks or the allen wrench rounds off, don't worry, I have N.O.S. squirrel cages in stock Part #532817 cut the cage away from the squirrel cage collar that holds the set screw. You can try to drill out the set screw, but I prefer to split the collar with a cut off grinding wheel. After the squirrel cage has been removed. Simply unbolt the motor, you will have to remove the blower motor anyway, to install the new rubber gasket (which is included in the gasket kit Part# 1556923K) This new gasket will insulate and help quiet down the motor as the old rubber gasket is probably slightly compressed and just plain harder than was when new.

I plug the motor into the harness after I tighten up the set screw and install the other half of the housing to make sure it's not rubbing Sometimes you may have to use glue on the gasket P#1556923K between the two housing halves as it might not want to stay in place especially on the later Avantis as you are trying to assemble it.

Since I work by myself most of the time, I tape a paint stick to the electrical wires so when I am reinstall the assembly back up through the fire wall this keeps the wires from getting lodged down between the housing and inside of the fire wall. I have also used a long piece of string, tied to the electrical wires then I can pull it from inside the car. The trickiest part is making sure your cable and conduit don't get pinched between the blower motor housing and inside of the fire wall. You can use string and/or tape to keep the cable and conduit in place.

Place the 2 lower housing studs in their proper holes as you roll it up and in you will most likely have to pry the housing forward to clear that pesky dash support mounting bracket.

I put dum dum on the back side of the flat washer that holds the housing to the fire wall before tightening down the 4 nuts, Install the bolt in the kick panel, slide the heater distribution duct back in place and install the bolt or screw back in the bracket that holds the duct to the fire wall. Install your fresh grill if you have one.

Install your new heater hoses and clamps, fill your radiator and you are finished.



If you have a 1963-1964 Studebaker Avanti, your Original factory heater hoses had a blue strip and some raised lines on them I have N.O.S. part #1548497x18 blue stripe hoses with the raised lines, in stock. You will need 2 of them, you will shorten one of them which make the 3 required.



Reassemble and install all the new gaskets. After it is totally assembled I plug the motor into the harness and slightly shake the assembly to make sure the squirrel cage is not hitting.

Reattach the cable and conduit using your felt tip marks as a guide and make sure the door is opening and closing properly and that original adjustment was correct.

This is actually a very easy job. The Avanti Motors Warranty time was 1 hour for a new car. It will take more time if all the bolts and etc don't come out like they should in a new car.

Dan Booth has over 45 years of exclusive, hands on Avanti sales, service, collision and parts, not Studebaker cars or trucks, just 1963-1985 Avantis.