

RESTORERS HINTS

The following hints are to help restore your car to original condition

Engine Bay

Electrical Parts

Four manufactures were used to supply electrical parts in production, they were Guide, Delco Remy, Bosch and Lucas. They were used in the following way;

Delco Remy

48 Series up to Engine No. 104994

50 Series up to Engine No. 89597

Starter Motor ←
Distributor ←
Generator ←
Coil ←
Wiring Harness warped in **Black Tape**

Headlamps used - **Guide**
Lucas

Bosch

From Engine No. 104995 (May 1953)

From Engine No. 89598 (Dec. 1952)

FJ series all models

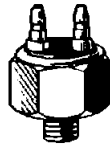
Starter Motor ←
Distributor ←
Generator ←
Coil ←
Wiring Harness warped in **Dark Orange Tape**

Headlamps used - **Lucas**
Bosch

Stop Light Switch

Two different Stop Light Switches were used. The **1st. Type** was used on the 48/215, 48/217, 50/2106 and FJ up to approx. May 1954. The **2nd. Type** was used from then on, see below for break points;

1st Type



Part No. 1997725

1st Type

48/215, 48/217, 50/2106;

All.

FJ; SA up to Ser. No. 3950A

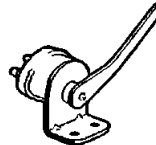
Qld up to Ser. No. 5379B

Vic up to Ser. No. 9465M

WA up to Ser. No. 3138 P

NSW up to Ser. No. 4-10864S

2nd Type



Part No. 1997913

2nd Type

FJ; SA from Ser. No. 3951A

Qld from Ser. No. 5398B

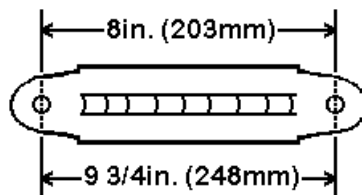
Vic from Ser. No. 9466M

WA from Ser. No. 3139P

NSW from Ser. No. 4-10865S

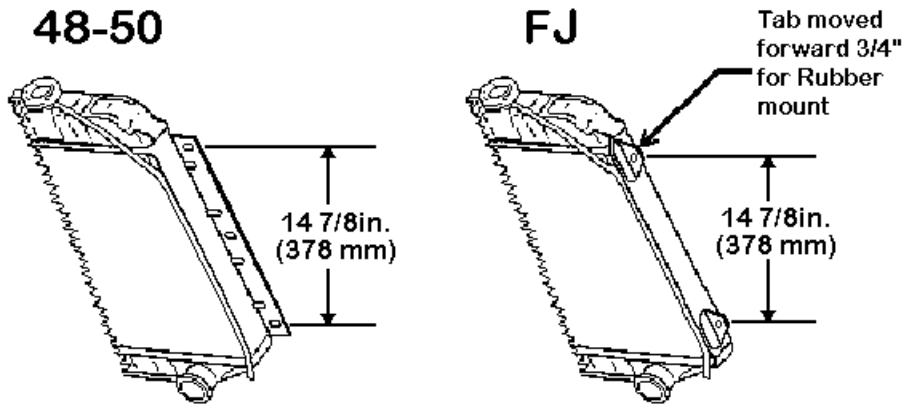
Battery Plate

Two different Battery holding plates were used, the 8in. plate was on all models except Business Sedan and Government Models with the Heavy Duty Battery which had the 9 3/4in. plate, as shown below;



Radiator

The different 48-50 & FJ Radiators as shown below;



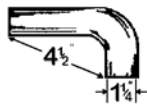
Radiator

Support mounting for FJ's

Hose size

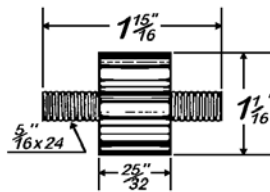
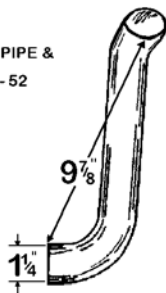
1948 - 56 ALL

TOP HOSE



BOTTOM HOSE

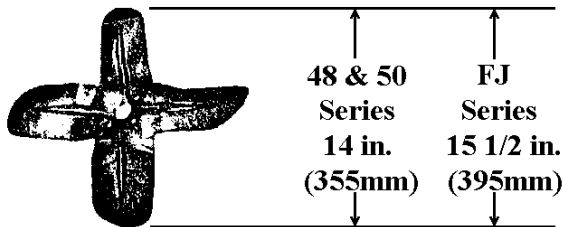
REPLACES CURVED PIPE &
STR. HOSE ON 1948 - 52



TO SUIT HOLDEN " FJ " 1953 - 56

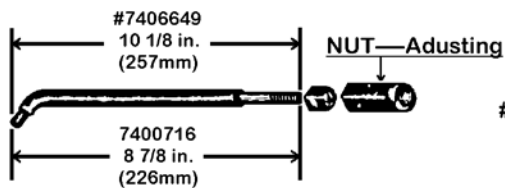
Fan

Two different size fans were used as shown below;



Clutch Countershaft Rod

Two different length rods were used as shown below:



To enable clutch adjustment on vehicles with worn linkage

ROD, LINK-Clutch countershaft & operating

ROD-countershaft to Yoke 48, 50, FJ 7400716
 ROD-countershaft to Yoke 48, 50, FJ #7406649

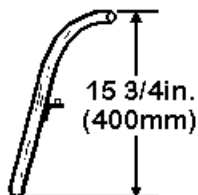
Rocker Cover Nuts

The rocker cover nuts on the FX-FJ series motors are larger than the one's on later model grey motors. See diagram below;



Engine Breather Tube

The correct Engine Breather Tube is shown below;



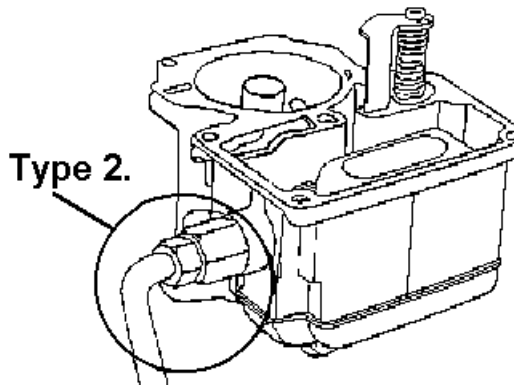
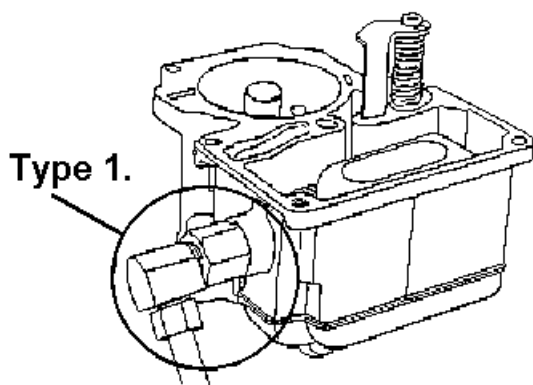
Fuel Line Connection To Needle & Seat

Type No.1: 48,50 & FJ Series up to June 1956.

Needle & Seat.....	7405155
Fuel Line.....	7402819
Elbow (90).....	137422

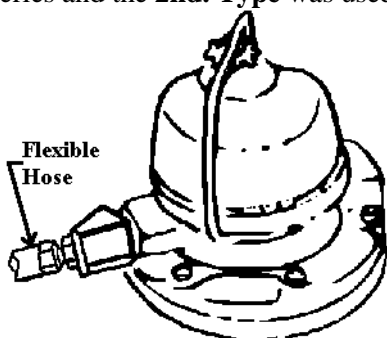
Type No.2: FJ Series after June 1956

Needle & Seat.....	7406701
Fuel Line.....	7409943

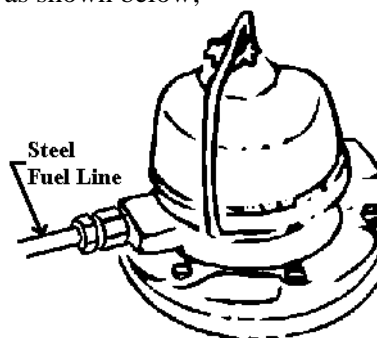


Fuel Pipe Connection To Fuel Pump

Two Types of fuel line connections to the Fuel Pump were used. The **1st. Type** was used from 48 and 50 series to the 1954 FJ series and the **2nd. Type** was used from then on, as shown below;



1st. Type



2nd. Type

1st. Type

- 48/215,48/217,50/2106;
- All.
- FJ/215,FJ/217,FJ/225;
- SA up to Ser. No. 2251A
- Qld up to Ser. No. B2740
- Vic up to Ser. No. 6778M
- WA up to Ser. No. 2192P
- NSW up to Ser. No. 4/4567S
- FJ/2106,FJ/2104;
- SA up to Ser. No. 2210A
- Qld up to Ser. No. B2534
- Vic up to Ser. No. 4253M
- WA up to Ser. No. 1868P
- NSW up to Ser. No. 4/4547S

2nd. Type

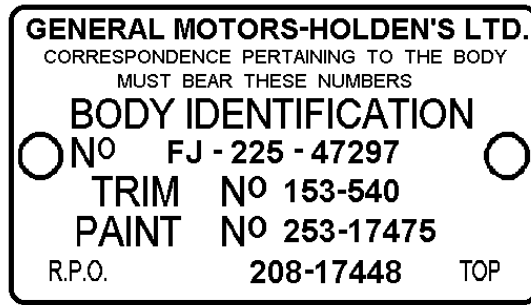
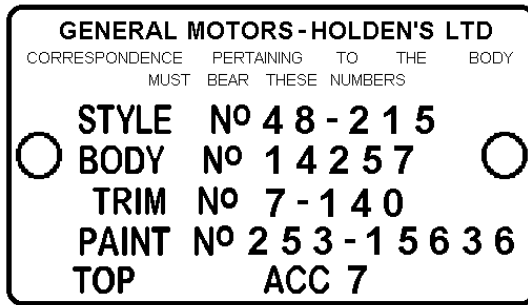
- FJ/215,FJ/217,FJ/225;
- SA from Ser. No. 2252A
- Qld from Ser. No. B2741
- Vic from Ser. No. 6779M
- WA from Ser. No. 2193P
- NSW from Ser. No. 4/4568S
- FJ/2106,FJ/2104;
- SA from Ser. No. 2211A
- Qld from Ser. No. B2535
- Vic from Ser. No. 4254M
- WA from Ser. No. 1869P
- NSW from Ser. No. 4/4548S

Firewall Body Plate

Understanding the Firewall Body Plate, as shown below;

Used from 1948 to early 1956.

Used from early 1956 onwards.



Style No 48-215 or No FJ-225 =

The type of body Shell. e.g. 48-215, FJ-215 = Standard Sedan & FJ-225 = Special, etc.

Body No 14257 or No- 47297 =

The sequential number for the type of Body Shell. e.g. 48-215 started from No.1, 50-2106 started from No. 1 & FJ-215 started from No. 1, etc.

Note: *S* in front of the number means the shell was built at the Sydney Plant instead of Adelaide Plant and the Body number started from No.1 (from Late 1952) for each body type. Also *A* (Adelaide) was added after the number and *S* moved to after the number from September 1956.

Trim No 7-140 or No 153-540 =

The first number is the shorthand code for the Paint colour. e.g. 7 = Nankeen Cream & 153 = Shannon & Brookmere Green.

The second number is the Trim number. e.g. 140 = Grey Cloth & 540 = Foral & Bantry Green Vinyl.

Paint No 253-15636 or No 253-17475, 208 17448 =

The first number is type of paint. e.g. 253 = Lacquer & 208 = Metallic Lacquer.

The second number is the Paint Colour Code if you delete the first "1" in the number. e.g. 5636 = Nankeen Cream.

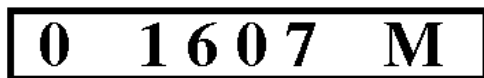
Note: FJ Special Two-Tone will have a second Paint number for the top colour. e.g. 208-17448 = 7448 = Brookmere Green = Top colour.

ACC 7 =

The month the shell was built. e.g. 7 = July.

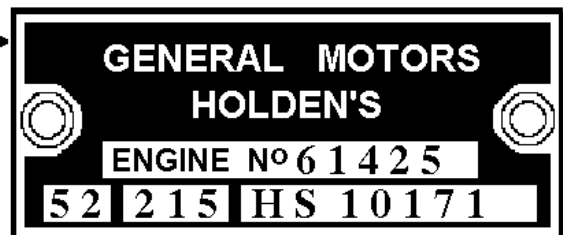
Vehicle (Chassis) Serial Plate

Understanding the Vehicle Serial Plate, as shown below



Serial Plate
 48 - 50 Series - On front of the R.H. subframe rail.
 Used from 1948 to Nov. 1950 & Jul. 1953 to the end.
 FJ Series - On middle of the R.H. subframe rail.
 Used on All Models.

Serial Plate
 48 - 50 Series -
 On the Upper
 L.H. front door
 pillar.
 Used from
 Dec. 1950 to
 Jul. 1953.



0 or 52 = The year the car was built.

M or HS = The plant the car was built. e.g. *M* = Melbourne Plant and *S* = Sydney Plant.

1607 or 10171 = The sequential Serial Number that started from 1000. Each Plant started from 1000 for each model on the 48-215, 48-217 & 50-2106 series until the end of each model run, except Sydney Plant which started with 1000 for every new year on every model. The FJ Series was changed to each Plant starting from 1000 and running the sequential number irrespective of model, except Sydney Plant who started from 1000 for each new year except '53 which continued on to the end of '54.

Ute and Van Weight Plate

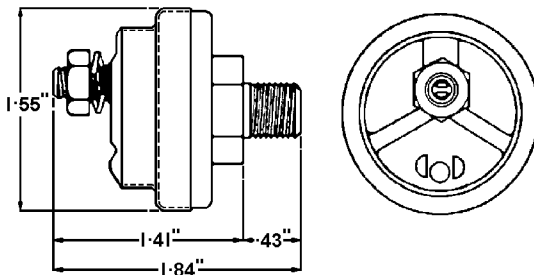
Two types of plates were used. The **1st Type** was used on the 50/2106 series and some 1953 FJ series. The **2nd Type** was used on the FJ series Utes and Vans as shown below;



Oil Pressure Switch

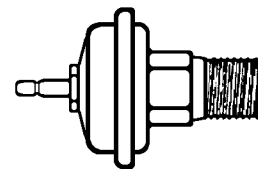
Two Types of Oil Pressure Switches were used. The *1st. Type* was used on the 48, 50 & FJ series up to Engine No. 173092. The *2nd. Type* was used from Engine No. 173093. See below;

1st Type



Part No. 1504807

2nd Type



Part No. 7407528

Holden Engine Grey Paint Formula

The Holden Engine Grey paint colour No. is *393 - 10367* (DULUX Enamel). The correct formula is shown below:

USING DULUX DRTS E. TINTING SYSTEM.

Scale used for 500ml paint can.

<u>Tinter</u>	<u>Setting</u>	<u>Colour of Tinter</u>
00441	52.0	
01018	238.6	Blue Black
01012	313.9	White
01019	357.0	Reduced Black
00301	379.9	Reduced Oxide
01034	490.4	Yellow Ochre

Interior

Speedo

Two different speedos were used,

48 & 50 to approx. July 1952 had tripmeter with **BLACK** Numbers on a **WHITE** background and a **GREEN** Dial face. **Late 48 & 50 and FJ** had tripmeter with **WHITE** Numbers on a **BLACK** background and a **BLUE** Dial face. The Fuel and Tell Tale Gauges face colour was matched to the speedo face colour e.g. Green or Blue.

Handles and Knobs

The Handbrake handle, Window Winder handle knob, Gearlever knob, Light Switch knob and Choke Cable knob were all **BONE** in colour except for the **FJ SPECIAL** which used **BLACK** instead.

For discoloured **BONE** parts rub a little **LEMON JUICE** on them, then wash and leave to dry in the sun.

Door Lock buttons

Two types of Door Lock Buttons were used as shown below:

Type 1.



Type 1. Used in 48,50 & some FJ Series.
Type 2. Used in FJ Series only.

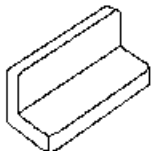
Type 2.



Seat Trim Design

Shown below is the various Seat Trim Designs. B/cloth means Bodycloth and Vinyl is also called Fabric or P.V.C.

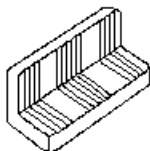
48-50



215

Bodycloth
only

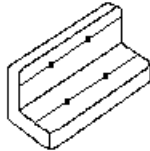
48-50



215,
2106

Leather
&/or Vinyl

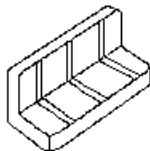
48-53



215

Button
B/cloth &
Leather

50-52

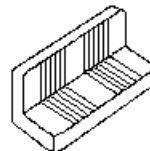


215, 217
Design B

Vinyl

52-53

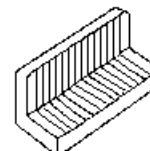
FJ



215, 217,
2106, 2104

Vinyl

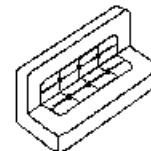
53-56



225

Leather

53-56



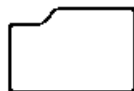
225

Button
Vinyl

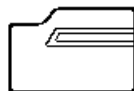
55-56

Door Trim Design

Shown below is the various Door Trim Designs.

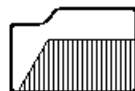


All Models
except 225
48-56



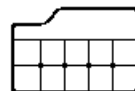
225

53-54



225

54-56

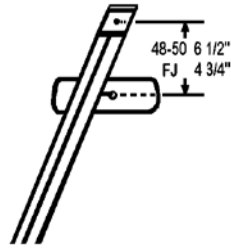


225

55-56

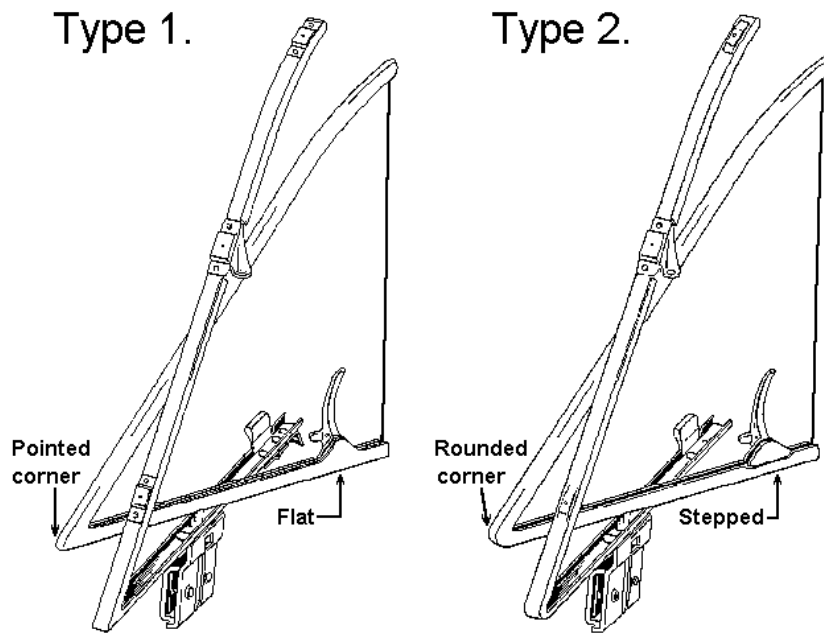
Windscreen Centre Bar

The front Windscreen Centre Bar to suit the 48 & FJ have the Rear Vision Mirror mounted in a different position. Measure from the Centre Bar top locating hole to the Rear Vision Mirror locating hole as shown;



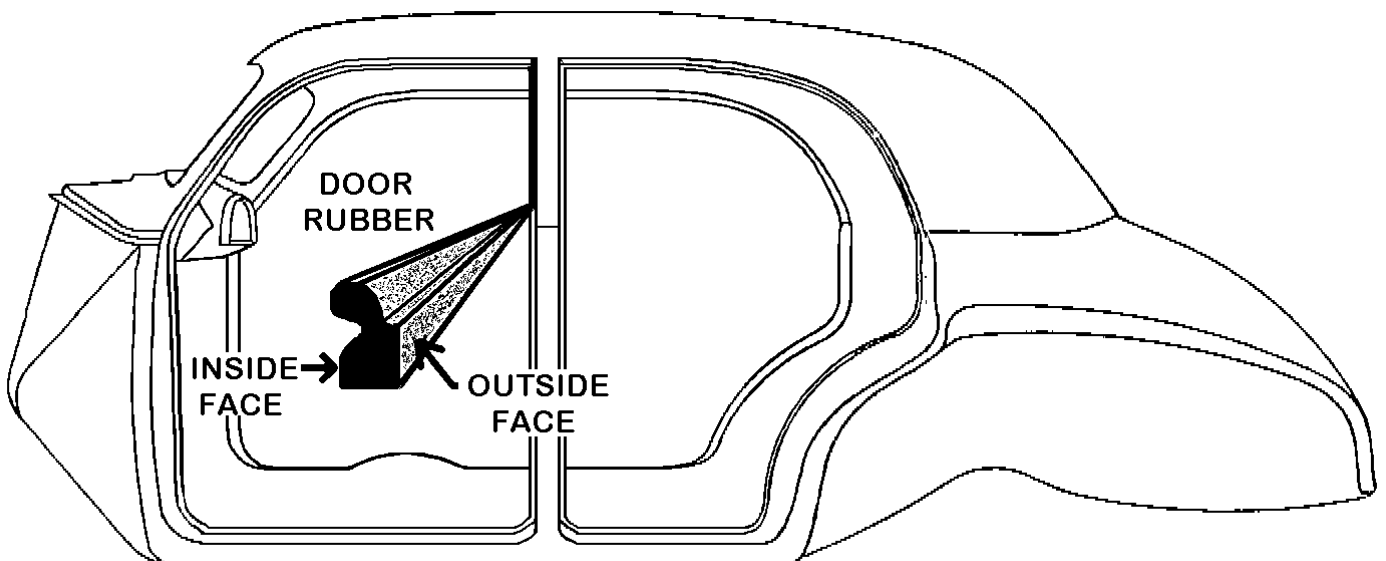
Vent Windows

Two different types of Vent Windows were used. The **1st Type** was used on the 48/215 up to SA Body No. 73283 (Dec. 52), NSW Body No. S756 (Feb. 53) and on the 50/2106 up to SA Body No. 12535 (Dec. 52). The **2nd. Type** was used from then on. See picture below for the differences;



Door and Boot Rubbers

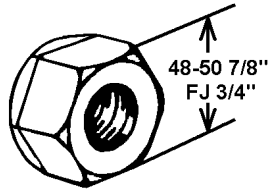
The correct way to fit the Door and Boot rubbers is to make sure the outside face is always touching the shell of the car, as shown below;



Exterior

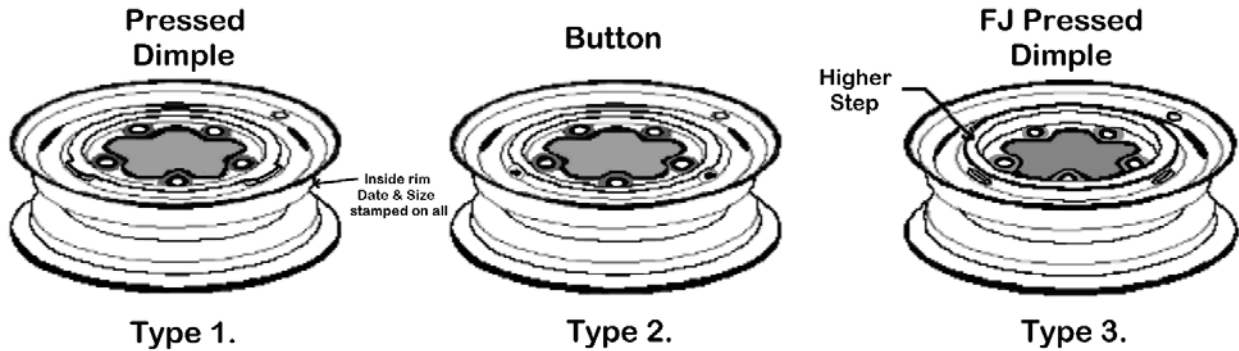
Wheel Nuts

The 48-50 series used 7/8" and the FJ series used 3/4" (measured across the flats) 1/2" UNF Wheel Nuts as shown;



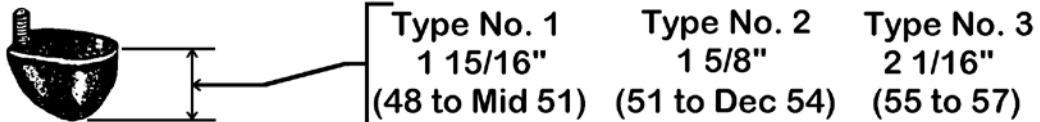
Wheel Rim

Four different Wheel Rims were used. **Type 1:** 3.5" x 15" rim on all 48-50 Series up to approx. March 1952. **Type 2:** 4" x 15" rim on 48-50 Series from March 1952 to approx. April 1953. **Type 1:** 4" x 15" rim on 48-50 Series from April 1953 to finish of model. **Type 3:** 4" x 15" rim on all FJ Series. (Note: Tubeless Tyres were introduced in January 1956.) As shown below;



Front End Bumper Rubbers

Three different Types of Bumper Rubbers were used of various lengths as shown;

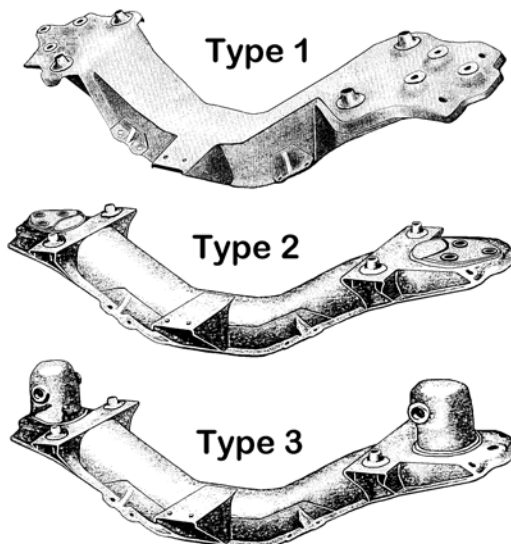


Type No. 1: has a thumb print recess in the metal plate opposite the locating bolt.

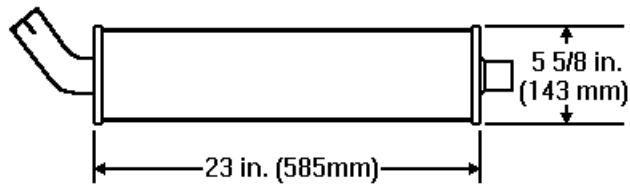
Type No. 2 & 3: has a locating metal peg opposite the locating bolt.

Front Cross-Member

Three types of Front Cross-Members were used. **Type 1 (Square)** was used on 48/215 and 50/2106 from November 1948 to about February 1951. **Type 2** was used from March 1951 to February 1953. **Type 3** was used from February 1953, on all models with Tubular Shockers. See diagram below;

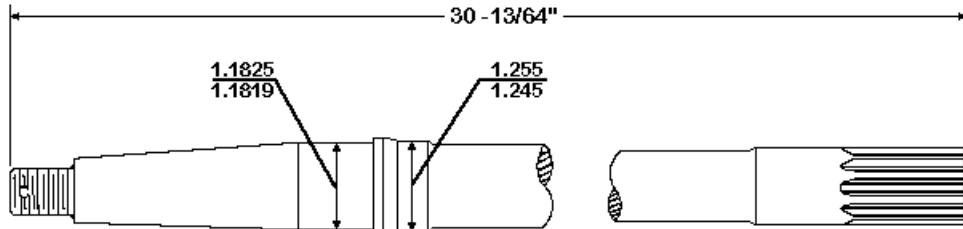


Muffler

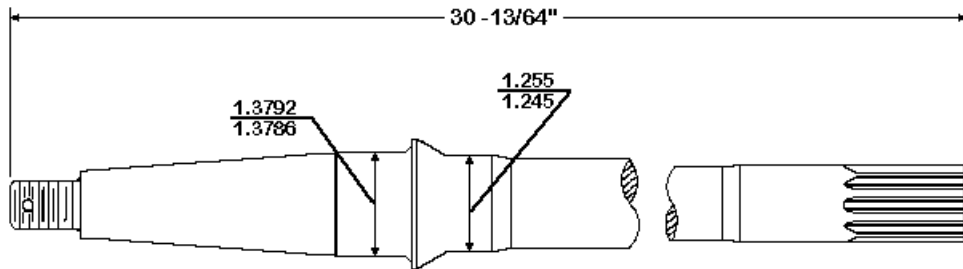


Rear Axle Shaft

Two different Rear Axle Shafts were used. The **1st. Type** was used on the 48/215, 48/217, 50/2106 and FJ up to Eng. No. 136884 (Feb. 54), with Axle Bearing Part No. N954185. The **2nd. Type** was used the FJ from Eng. No. 136885, with Axle Bearing Part No. N954555 (also fits FE and FC). See diagram below;



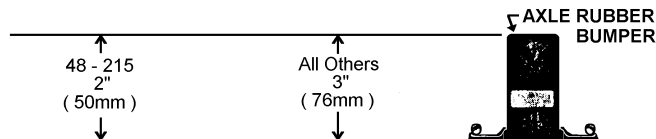
(1st. Type) AXLE SHAFT



(2nd. Type) AXLE SHAFT

Rear Axle Bumper Rubbers

Two different Rubbers were used as shown below;



Tail Lamp (Ute & Van)

On the Ute and Van, Two different Tail and Stop Lamp assemblies were used. The First was **LUCAS** and the other was **STOKES**. See chart below for model break-up;



LUCAS



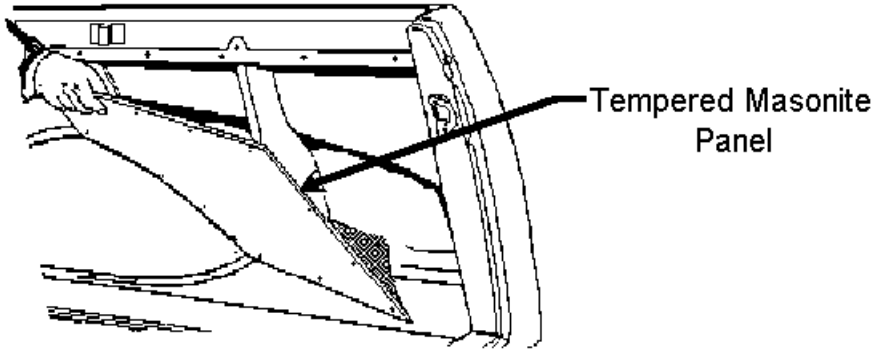
STOKES

50	ALL.	
FJ / 2104	S.A.	from Ser. No. 14639A
	Vic.	from Ser. No. 34663M
	W.A.	from Ser. No. 10117P
FJ / 2106	S.A.	exc. Ser. No. 1806A to 14638A
	Qld.	up to Ser. No. 1768B
	Vic.	exc. Ser. No. 1031M to 34662M
	W.A.	exc. Ser. No. 1206P to 10116P
	NSW.	up to Ser. No. 3/3688S

FJ / 2104	S.A.	up to Ser. No. 14638A
	Qld.	
	Vic.	up to Ser. No. 34662M
	W.A.	up to Ser. No. 10116P
	NSW.	
FJ / 2106	S.A.	Ser. No. 1806A to 14638A
	Qld.	from Ser. No. 1769B
	Vic.	Ser. No. 1031M to 34662M
	W.A.	Ser. No. 1206P to 10116P
	NSW.	from Ser. No. 3/3689S

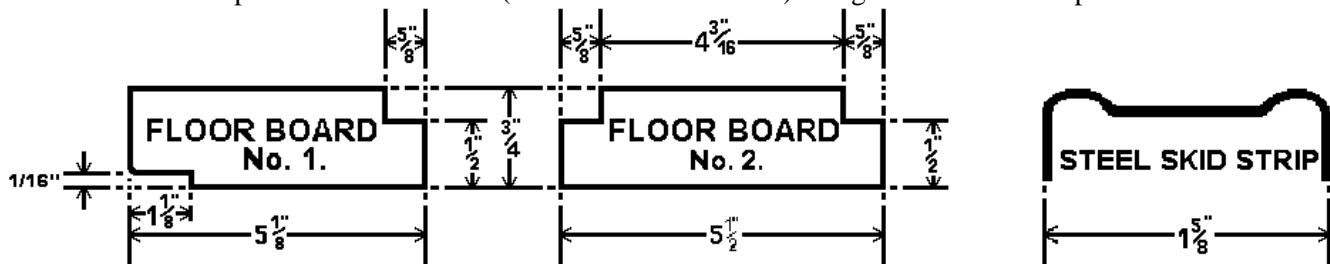
Utility And Van Side Panels

The Side Panels were made of Tempered Masonite and were held on by flat slotted panel screws. The side panels and screws were painted body colour.



Utility And Van Floor Boards

Shown below are the correct measurements for the floor boards and steel strips. The boards were made of hardwood and were painted Mundi Brown (DULUX No. 393-8163) along with the steel strips.



Tools

Two tool sets were used, first was the *Roll Up Type* (48 & 50 to approx. March 1953) and the second was the *Envelope Type* (48 & 50 and all FJ) as shown below;



TOOLS

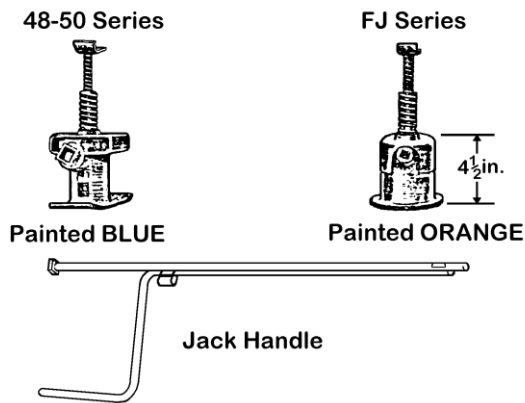
BAG ASSEMBLY - Roll Up Type.....	*	7403401	1
BAG ASSEMBLY - Envelope Type	**	7407255	1
HAMMER - 8 oz. Ball Pien	*	7403164	1
WRENCH - 9 1/4" Adjustable	*	7403165	1
WRENCH - 1/2" - 9/16" Open End	*	7403168	1
PLIERS - 8" Combination	ALL	7407596	1
SCREWDRIVER - 4"	ALL	7403166	1
WRENCH - Wheel Nut & Spark Plug	48/215, 48/217, 50/2106.....	7400974	1
WRENCH - Wheel Nut & Spark Plug	FJ	7407646	1
HANDLE - Wheel Nut Wrench	ALL	7403163	1

* S.A. 48/215 up to Ser. No. 9312A
50/2106 up to Ser. No. 2317A
QLD. 48/215 up to Ser. No. B11708
50/2106 up to Ser. No. B3472
VIC. 48/215 up to Ser. No. M28994
50/2106 up to Ser. No. M5585
W.A. 48/215 up to Ser. No. P6664
50/2106 up to Ser. No. P2104
NSW. 48/215 up to Ser. No. 53/S2693
50/2106 up to Ser. No. 53/S1593

** S.A. 48/215 from Ser. No. 9313A
50/2106 from Ser. No. 2318A
48/217, FJ.
QLD. 48/215 from Ser. No. B11709
50/2106 from Ser. No. B3473
48/217, FJ.
VIC. 48/215 from Ser. No. M28995
50/2106 from Ser. No. M5586
48/217, FJ.
W.A. 48/215 from Ser. No. P6665
50/2106 from Ser. No. P2105
48/217, FJ.
NSW. 48/215 from Ser. No. 53/S2694
50/2106 from Ser. No. 53/S1594
48/217, FJ.

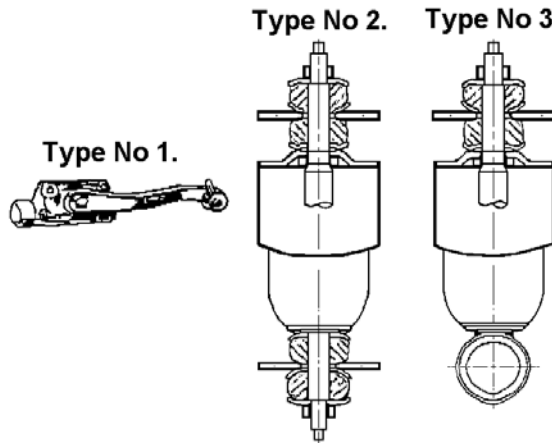
Jacks

Two types of Jacks were used, as shown below;



Rear Shock Absorber Assembly

Three Types of Rear Shock Absorber Assemblies were used, as shown below:



Type No1.

48/215	SA up to Ser. 9073A Qld up to Ser. B11660 Vic up to Ser. M28225 WA up to Ser. P6568 NSW up to Ser. 53/S2223
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50/2106	SA up to Ser. 2317A Qld up to Ser. B3448 Vic up to Ser. M5392 WA up to Ser. P2104 NSW up to Ser. 53/S1396
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Type No2.

48/215	SA from Ser. 9074A Qld from Ser. B11661 Vic from Ser. M28226 WA from Ser. P6569 NSW from Ser. 53/S2224
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50/2106	SA from Ser. 2318A Qld from Ser. B3449 Vic from Ser. M5393 WA from Ser. P2105 NSW from Ser. 53/S1397
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48/217

FJ	SA up to Ser. 8532A Qld up to Ser. B11824 Vic up to Ser. M22115 WA up to Ser. P6473 NSW up to Ser. 5/S2386
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Type No3.

FJ	SA from Ser. 8533A Qld from Ser. B11825 Vic from Ser. M22116 WA from Ser. P6474 NSW from Ser. 5/S2387
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Sedan Tail Lamp Socket

Two different Sedan Tail Lamp Sockets were used as shown below;

48 Series

FJ Series

