

Studebaker

SERVICE BULLETIN

MARCH

NO. 218



1949

OVERDRIVE HOUSING AND MAIN SHAFT - 7G, 8G; 15A, 16A

Please record on page 178 of your 1947 Shop Manual.

Effective with 15A and 7G Transmission Serial No. L108-2 the overdrive housing was changed so that there is a machined bearing surface in the housing to support the overdrive ring gear. In making this change, the inner ball bearing at the rear of the housing has been removed.

The transmission serial number is stamped into a machined pad at the rear cover of the transmission housing cover plate on the left for Champions and on the right for Commanders.

After present stocks are exhausted, parts depots will carry only the latest type housing since all of the overdrive parts will fit into this housing. Likewise, only the latest ring gear will be carried in parts stocks since it will fit within either the former or present housings.

Two main shafts, however, must be carried since the removal of the inner ball bearing eliminated the need of a grinding operation on the shaft and the old style main shaft and new style main shaft are not interchangeable for use in either housing. It is necessary, therefore, to service the overdrive by transmission serial number, so that the correct main shaft will be used with the overdrive housing in the car.

Parts Required

Part No.	No. per Car	Part Name	Model
525479	1	Transmission Assembly (OD)	6G, 7G, 8G
525500	1	Transmission Assembly (OD)	14A, 15A, 16A
525676	1	Overdrive unit housing assembly	All
525673	1	Overdrive unit ring gear	All
525675*	1	Overdrive unit main shaft assembly	7G, 8G; 15A, 16A

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Part No.	No. per Car	Part Name	Model
521445**	1	Overdrive unit main shaft assembly	6G, 7G; 14A, 15A
197275	1	Overdrive unit main shaft bearing assembly	All

* After 7G-15A transmission Serial No. L-108-2
 ** Before 7G-15A transmission Serial No. L-108-2

PAINT FORMULAS - 8G, 16A

Please record this article on p. 18 of your 1947 Shop Manual.

Following are the paint formulas for the colors used on the 1949 8G and 16A models:

COOK'S #8263 BAHAMA MIST METALLIC BAKING ENAMEL, SYMBOL W-UF	
Monastrol Blue	42.15%
Indanthrene Blue	13.68
Lamp Black	7.14
Non-Leafig Aluminum	37.03

(Continued on p.2)

COOK'S #8266 HIGHLAND MIST METALLIC BAKING ENAMEL, SYMBOL W-UG

Monastrol Green	30.89%
Monastrol Blue	6.04
Carbon Black	5.25
Colloidal Iron Hydrate	33.51
Non-Leafing Aluminum	24.31

COOK'S #8283 PLAZA GRAY BAKING ENAMEL, SYMBOL W-UL

Non-chalking Routhite-Titanium Dioxide	85.24%
Lamp Black	6.28
Chrome Oxide	5.00
Burnt Umber	3.48

COOK'S #8288 WILLOW GREEN BAKING ENAMEL, SYMBOL W-UM

Chrome Oxide	68.85%
Non-chalking Titanium Dioxide	28.87
Lamp Black	2.28

COOK'S #8278 SONORA TAN BAKING ENAMEL, SYMBOL W-UK

Non-chalking Titanium Dioxide	86.54%
Burnt Sienna	13.46

GLIDDEN'S #8275 SILVER MIST METALLIC BAKING ENAMEL, SYMBOL W-UJ

Formula Number - GL-56534-C

DUPONT'S #8318 COPPER MIST #2 METALLIC BAKING ENAMEL, SYMBOL W-UT

Special Tinting	15.6 oz.
246-0376M Maroon	2.2
246-020 Black	.4
208-081 Aluminum	13.8
	<u>32.0 oz.</u>

DUPONT'S #8298 GLACIER GREEN BAKING ENAMEL, SYMBOL W-UO

246-0751G Chrome Oxide Green	30.0 oz.
246-0097 White	1.5
246-059 Ramapo Blue	.5
	<u>32.0 oz.</u>

JONES-DABNEY #8293 CONCORD BLUE BAKING ENAMEL, SYMBOL W-UN

<u>Pigment Composition</u>	<u>Vehicle Composition</u>
Titanium Dioxide	Alkyd Resin &
Iron Blue	Melamine
Red Iron Oxide	
Organic Maroon	Total Non-Volatile - 44%

JONES-DABNEY #8203 MIDNIGHT BLUE BAKING ENAMEL, SYMBOL W-UP

<u>Pigment Composition</u>	<u>Vehicle Composition</u>
Iron Blue	Alkyd Resin &
Carbon Black	Melamine
Titanium Dioxide	Total Non-Volatile - 44%

JONES-DABNEY #8307 BERMUDA GREEN BAKING ENAMEL, SYMBOL W-UR

<u>Pigment Composition</u>	<u>Vehicle Composition</u>
Zinc Yellow	Alkyd Resin &
Chrome Yellow	Melamine
Iron Blue	
Organic Blue	Total Non-Volatile - 44%

1948 Colors Retained

The formulations of the following enamels are given in the Service Bulletin as shown:

<u>Mfr's. No.</u>	<u>Color Designation</u>	<u>Symbol</u>	<u>No.</u>	<u>Page</u>
Cook's #7973	Alleghany Gray Light	W-RG	177	3
Cook's #8043	Holiday Red Baking Enamel	W-SE	177	3
Jones-Dabney #8097	Tulip Cream #2 Baking Enamel	W-SS	197	3
Jones-Dabney #7696	Velvet Black Baking Enamel	W-ND	197	3
Dupont's #8182	Varsity Maroon Metallic Baking Enamel	W-TU	203	2

BORG CLOCK SERVICE STATION LIST REVISED

Please record this article on p. 80 of your 1947 Shop Manual.

Below is the latest revision of the Borg Products Division Authorized Service Station list. This list supersedes the Borg list in Service Bulletin No. 207, page 6.

Eastern States

Automotive Clock Repair Co.
1355 West Farms Road
Bronx 59, N. Y.

Buffalo Auto Clock Service
179 Kingsley St.
Buffalo 8, N. Y.

Boston Speedometer Service Co.
116-120 Brighton Ave.
Boston 34, Mass.

Instrument Service Co.
Room 55, 1110 F St., N. W.
Washington 4, D. C.

Philadelphia Instrument Service Co.
705 N. 18th St.
Philadelphia 30, Pa.

Stewart's Auto Clock Service
5628 Penn. Ave.
Pittsburgh, Pa.

Southern States

Electric Clock Service
3039 N. W. 7th Ave.
Miami 37, Fla.

World Radio Technicians
1313 South Rendon St.
New Orleans 15, La.

Speedometer Service Co.
960 Spring St., N. W.
Atlanta, Ga.

Tolbert Auto Clock & Instrument Service
1673 Evelyn St.
Memphis, Tenn.

Charlotte Instrument Service Co.
724 Seigle St.
Charlotte 4, N. C.

Southwestern States

Fred Jones, Inc.
200 South Harvey
Oklahoma City, Okla.

Sweeney Radio & Clock Co.
630 S. St. Marys St.
San Antonio 4, Texas

Speedometer Service Co.
810 Macon St.
Fort Worth, Texas

Middle Western States

The Geo. W. Borg. Corporation
Factory Service Dept.
469 E. Ohio St.
Chicago, Illinois

Empire Clock Co.
93 E. Fifth Street
St. Paul 1, Minnesota

Empire Clock Co.
1016 Marquette Ave.
Minneapolis, Minnesota

Clevel-Hio Instrument Service Co.
7400 Euclid Ave.
Cleveland 3, Ohio

Clark Bros. Instrument Co.
10300 Whittier Ave. & Somerset
Detroit 24, Michigan

Schreiber Auto Clock Service
1610-12 W. Center St.
Milwaukee 6, Wisconsin

Jack Harrison's Speedometer Service
3126 Locust St.
St. Louis 3, Mo.

Western States

Deluxe Speedometer & Radio Service
1410-12 Speer Blvd.
Denver 4, Colo.

Graf's Automobile Clock Service
328 N. Lake Ave.
Pasadena 4, Calif.

Graf's Automobile Clock Service
533 E. 12th St.
Oakland 6, Calif.

Graf's Automobile Clock Service
4921 Santa Monica Blvd.
Los Angeles 27, Calif.

Sturgill-Wright Instrument Co.
701 S. E. Grand Ave. at Alder
Portland, Oregon

Donovan's Auto Clock Service
6811 Melrose Ave.
Hollywood 38, Calif.

Smith's Clock Shop
1512 N. 7th Ave.
Phoenix, Arizona

Time & Instrument Co.
57 Richards St.
Salt Lake City 1, Utah

Foreign

Auto Electric, Ltd.
3249 Park Avenue
Montreal, Quebec, Canada

Boulton, Ltd.
1025 Howe St.
Vancouver, British Columbia, Canada

Beattie Auto Electric, Ltd.
176 Fort Street
Winnipeg St.
Winnipeg, Manitoba, Canada

Auto Electric Service Co., Ltd.
1009-1027 Bay St.
Toronto 5, Ontario, Canada

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RADIATOR SURGE TANK - 6G, 7G, 8G; 2R SERIES

Qty. Req. per Vehicle
6G, 7G, and 2R
Series Trucks

Please record this article on page 46 of your 1947 Passenger Car Shop Manual and page 58 of the 2R Series Trucks Shop Manual.

Below is a reprint of Passenger Car Service Letter No. 791 which may now be discarded from your files.

A new radiator surge tank kit, Part No. 524866 is now available at your Studebaker Parts Depot. The surge tank is easily installed and requires little or no service after installation.

Briefly, the surge tank retains any coolant forced out the overflow pipe and subsequently restores the coolant to the radiator. Since installation of the surge tank creates, in effect, a closed system, flow to and from this reservoir is controlled primarily by expansion and contraction of the air volume in the system. For instance, in dropping to idle after a hard run, the normal temperature build up and resultant air expansion might force some coolant out the radiator overflow to the surge tank. Resumption of speed, however, and return to normal temperatures results in air contraction sufficient to draw the expelled liquid back into the radiator.

Owners of cars and trucks who must frequently add water to the cooling system will welcome the installation of the surge tank kit. Service salesmen should be on the lookout for such owners. Let them know that Studebaker has designed a surge tank set-up especially adapted to their vehicles. The cost is low and will add appreciably to their motoring pleasure and economy. It reduces the possibility of overheating and of anti-freeze loss, especially alcohol base compounds.

Parts Required

The surge tank kit is available on order through your Studebaker parts depots. Below is a list of the component parts of the kit for your use in ordering, should replacement of individual parts become necessary.

Part No.	Part Name	Qty. Req. per Vehicle 6G, 7G, and 2R Series Trucks
524866	Surge Tank Kit -- composed of the following:	1
525559	Surge Tank	1
525518	Bracket Assembly	2
618X11		
(614-#14-8)	Attaching Screw	4
959-X-15	Tank Overflow Hose	1

Part No.	Part Name	Qty. Req. per Vehicle 6G, 7G, and 2R Series Trucks
1258-X-M-48	Tank to Radiator Overflow Hose	1
186123	Hose Clips	2
*199952	Filler Cap	1

- * - This filler cap must be used to seal the cooling system from atmospheric pressure. Under no circumstances should a pressure cap be used.

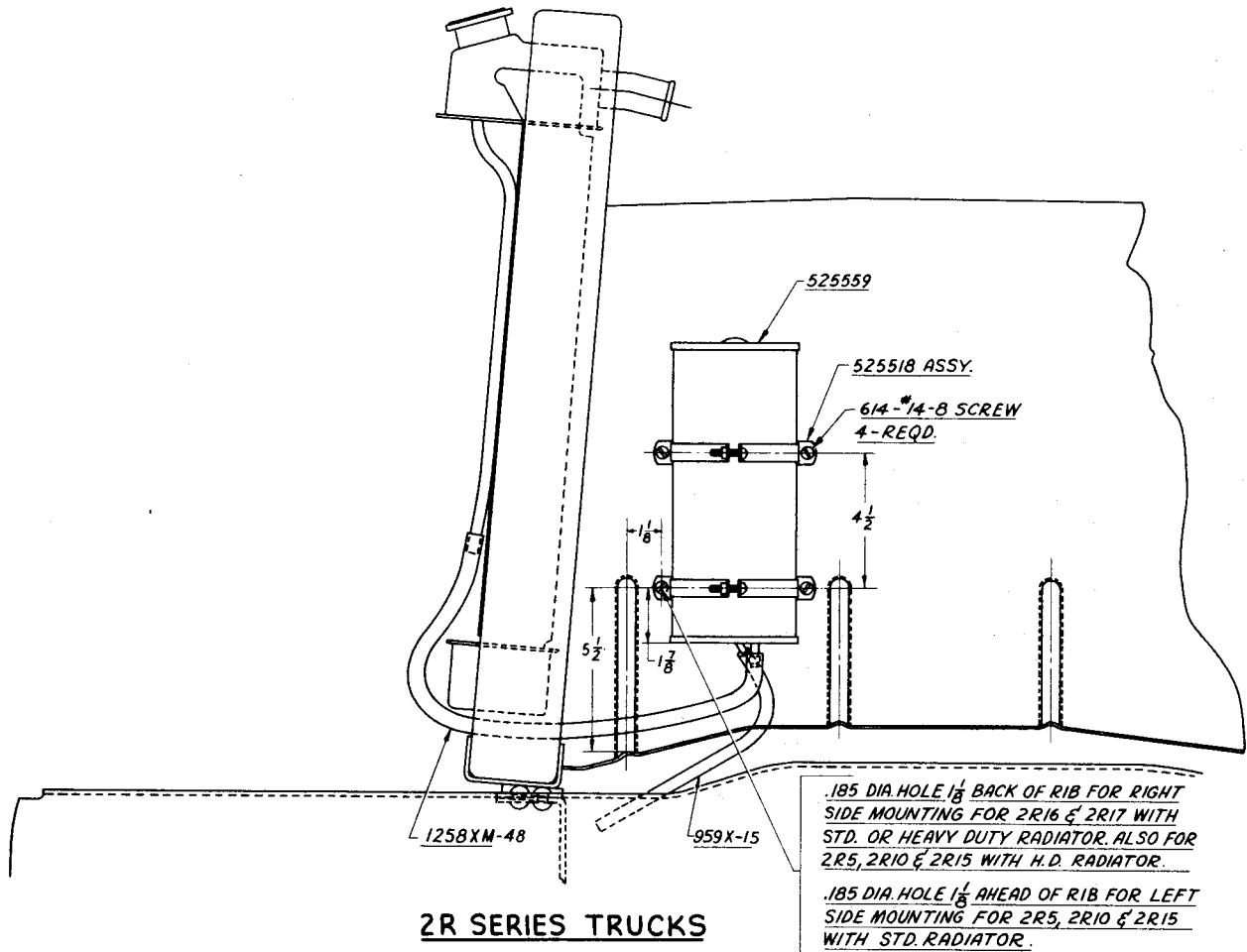
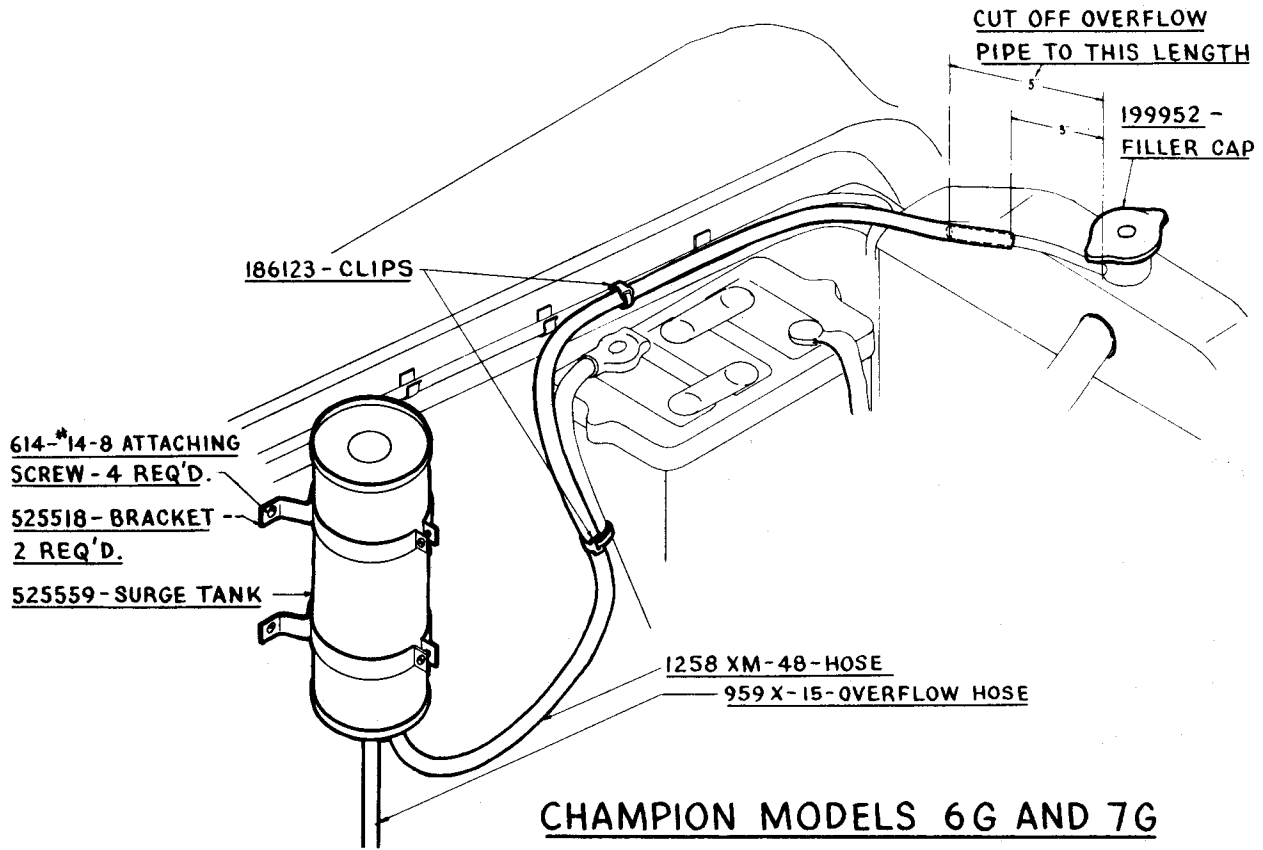
Installation on 6G, 7G and 8G Passenger Cars

1. The surge tank can be mounted at any convenient place on the left fender apron. Install the brackets on the tank, position the unit on the fender apron, center punch the mounting screw hole locations, and drill the four holes using a No. 13 drill.
2. Position the brackets at the holes and install the four attaching screws. Tighten the surge tank clamp bolts securely.
3. Cut the radiator overflow pipe as shown in the drawing at 5 inches from the filler pipe. Connect the hose to the overflow pipe and surge tank, and install the retaining clips. The location of the tank will determine the length of hose; therefore, cut the hose as required being sure it is not too short or kinks may occur in the hose and there may not be enough overlap at the connections.
4. Install the overflow hose on the center nipple of the surge tank.
5. Install new filler cap furnished with kit and be sure a good seal is obtained.

Installation on 2R Series Trucks

1. Lay out the mounting screw hole locations as shown in the drawing, then drill four holes using a No. 13 drill. On the 2R5, 2R10 and 2R15 models with standard radiator, the installation is made on the left side.
2. Position the brackets at the holes and install the four attaching screws. Install the tank and tighten the clamp bolts securely.
3. Cut the hose to be used from the radiator to the tank to the required length. On the 2R5, 2R10, and 2R15 models with standard radiator, the hose should be 12" long. On the 2R5, 2R10, and 2R15 models with heavy duty radiator and on all other models, the hose is 22" long.
4. Connect the hose to the radiator overflow pipe and the surge tank.
5. Install the surge tank overflow hose to

(continued on p. 6)



(continued from p. 4)

- the center nipple of the surge tank.
- 6. Install new filler cap furnished with kit and be sure a good seal is obtained.

After installing a surge tank on either a passenger car or truck, make sure the hose is free of kinks, and the radiator cap is tight and seating properly. It should be impossible to draw air through the tank overflow hose. Air here would indicate that the filler cap is not sealing the system or that the hoses are not tight at connections.



REMOVE CLIMATIZER MOTOR OR CORE FOR CLAIMS RETURNS - 2R SERIES

Please record this article on page 58 of the 2R Series Trucks Shop Manual.

When it is necessary to return a Climatizer motor or core to the factory for claims consideration, remove the motor or core from the Climatizer housing. Do not send the entire Climatizer assembly to the factory.

The procedure to be followed for removal of the Climatizer motor or core is outlined in the following paragraphs. Parts returned for claims consideration should be properly tagged with the B866 Claim Parts Tag and accompanied by the completely filled out B865 Claims Form.

Motor Removal Procedure

1. Drain the cooling system and remove the Climatizer from the cab. This is necessary because the Climatizer motor is mounted in the rear Climatizer cover plate which is next to the instrument board.
2. Remove 5 metal screws that fasten cover to housing.
3. Remove 2 screws, one at each end of air outlet door, and 1 screw next to defroster outlet. These screws hold the die cast blower housing in place.

4. The cover, motor, and die cast blower housing can then be removed. Loosen the Allen screw that holds the fan to the motor shaft and remove the fan.
5. Remove 3 screws that fasten the die cast blower housing to cover and remove the blower housing.
6. Remove the 2 motor mounting nuts, lock-washers, plain washers and rubber insulators and remove the motor.

Core Removal Procedure

The core can be removed without removing the Climatizer assembly.

1. Drain cooling system.
2. Remove Climatizer hoses.
3. Remove 7 cover screws and remove cover.
4. Remove 4 screws that hold the core retaining brackets in place and remove core.

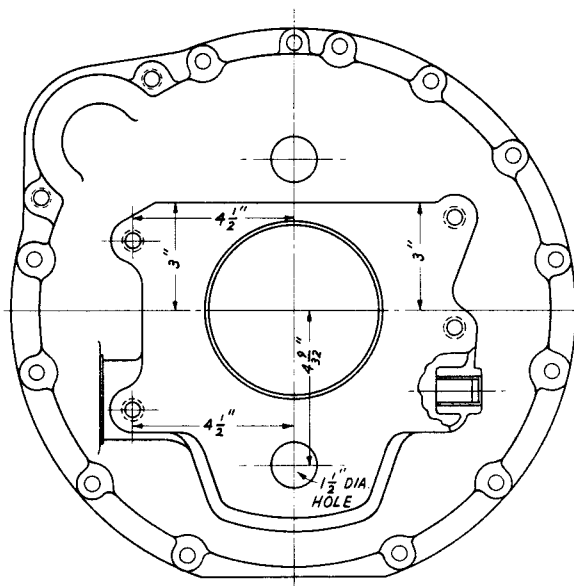
When reinstalling the core, be sure that the gaskets between the brackets and the core are in place. These gaskets are used as a pad between the core tanks and the brackets.

NOTE.--Export dealers may claim in the usual manner.

CLUTCH HOUSING - 2R SERIES

Please record this article on p. 49 of your 2R Series Trucks Shop Manual.

If a dealer should have a clutch housing, Part No. 675239, in stock that he wishes to use and that does not have the 1-1/2" clearance hole in the back face for the T97 (2R17A) transmission, it will be necessary to drill this hole to clear the transmission countershaft as shown in the drawing below.



ADJUSTO-AIR SEAT CUSHION - 2R SERIES TRUCKS

Please record on page 37 of your 2R Series Trucks Shop Manual.

Effective with Truck Serial Nos. 2R5-17369, 2R10-7907, 2R15-6636, 2R16A-13201 and 2R17A-7201, a new type seat cushion assembly entered production. This assembly is designed to trap varying quantities of air in the cushion; the quantity of air trapped being regulated by the driver to suit his comfort. A vent is provided at the lower front center of the cushion which can be opened to release air, making the cushion softer, or closed before sitting on the seat to permit more air to enter the cushion and make the seat firmer.

The seat cushion assembly (as a whole), Part No. 650300, can be used in trucks produced prior to the above serials. The cushion cover assembly, Part No. 650301, can be used to recover earlier production seats, but the air-controlled feature would not in those cases be available. The back facing of the new seat cushion cover assembly is about one inch longer than that on earlier production trucks and it will be necessary to fold or trim off this one inch length of the back facing when installing the cover on earlier style cushions.

TAIL LAMP SUPPORT BRACKET - 2R SERIES WITHOUT PICK-UP BOXES

Please record this article on page 73 of your 2R Series Trucks Shop Manual.

The position of the tail lamp and bracket assembly of 2R Series trucks without pick-up

boxes has been changed to place the tail lamp glass ahead of the end of the frame so that it will not be damaged when backing up to loading docks.

The bracket is being moved forward on the frame side rail approximately four inches. The bracket is longer to accommodate different length license plates.

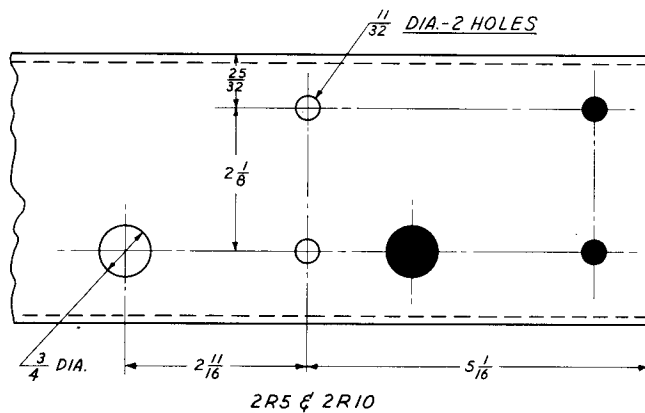
The drawing at the bottom of this page shows the dimensions and location of the mounting holes for the new Tail Lamp and License Plate Support Bracket, Part No. 678780. The location of the holes formerly used are shown in solid black on the sketch. Use them for locating the correct position of the new bracket when making installation on earlier production trucks.

GEARSHIFT LEVER CAP GASKET 4-SPEED TRANSMISSION - 2R SERIES

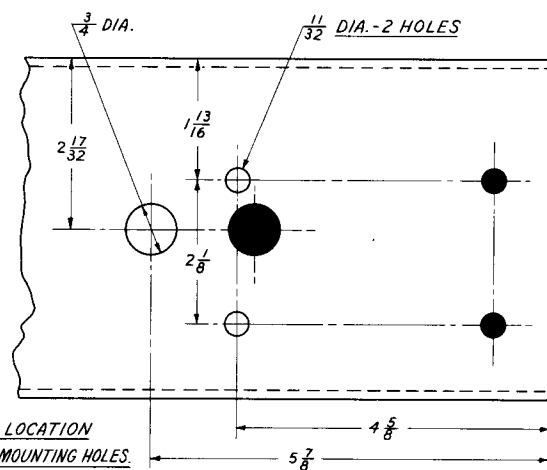
Please record this article on page 221 of your 2R Series Trucks Shop Manual.

Effective in production with Engine Nos. 1R-17259 (2R5-12614), 2R-4675, and 3R-17198, a gasket has been placed between the shift tower and the threaded gearshift lever cap on all 4-speed transmissions to prevent the possibility of grease leaks.

When installing this gasket, Part No. 678849, on 2R Series trucks before the above serial numbers or M Series trucks equipped with Warner T9 transmission, it will be necessary to polish the lower face of the cap on a piece of emery cloth to remove all high spots.



2R5 & 2R10



2R15, 2R16 & 2R17

● = SOLID CIRCLES SHOW LOCATION OF PRESENT SUPPORT MOUNTING HOLES.

LOCATION OF HOLES FOR 678780 TAIL LAMP SUPPORT

SEALING DUST AND AIR LEAKS - 2R SERIES

Please record this article on page 37 of your 2R Series Trucks Shop Manual.

In order to get the maximum heat benefit from the truck Climatizer in winter it is necessary to eliminate as much as possible all openings which admit outside air into the cab excepting, of course, the Climatizer air ducts which channel the air over the Climatizer heater core.

Eliminating these leaks will also be beneficial in warm weather in keeping out road dust.

The location of these hidden openings and the method of sealing them against the entry of air or dust is given below.

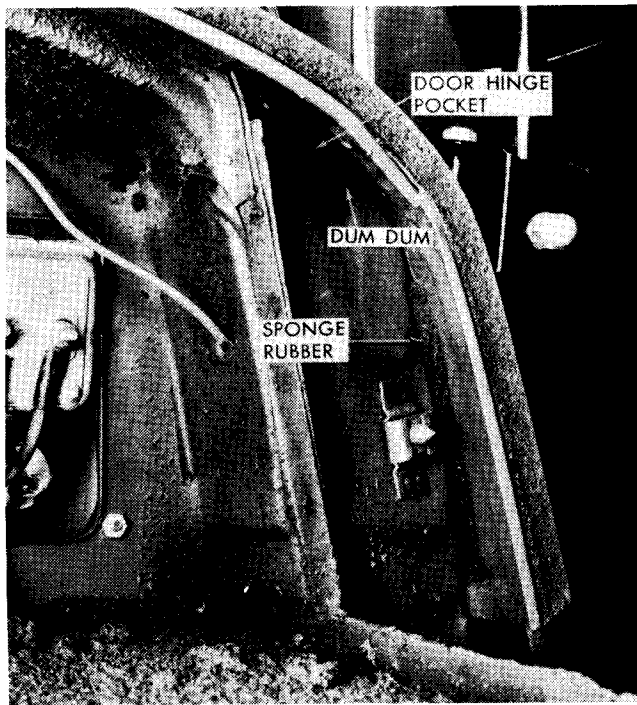


FIG. 1

DOOR HINGE POCKET (Fig. 1) Air may leak into the upper door hinge pocket on both sides of the truck, in which case the air enters along the joint of the cowl with the door front pillar post and also through a hole underneath the cowl and at the top of door upper hinge pocket above the hood hinge assembly. This hole can be seen when the hood is raised by opening the truck door and looking into the hinge pocket. **CORRECTION:** Seal the cowl-to-door pillar post joint by wedging sponge rubber into the joint. Seal the hole at the top of the hinge pocket with dum-dum or similar sealing putty.

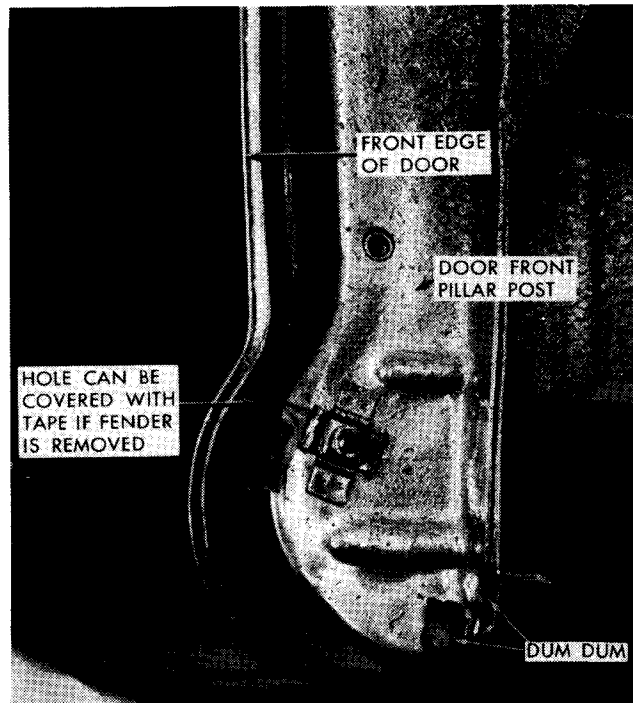


FIG. 2

BOTTOM OF DOOR FRONT PILLAR POST (Fig. 2) Air leaks through the openings between spot welds at the bottom of the door front pillar post and enters the cab through the door lower hinge pocket. This leak can be seen by opening the cab door, holding a light under the rear end of the front fender, and looking into the door lower hinge pocket. **CORRECTION:** Seal all holes between or near spot welds with dum-dum or similar sealing putty.

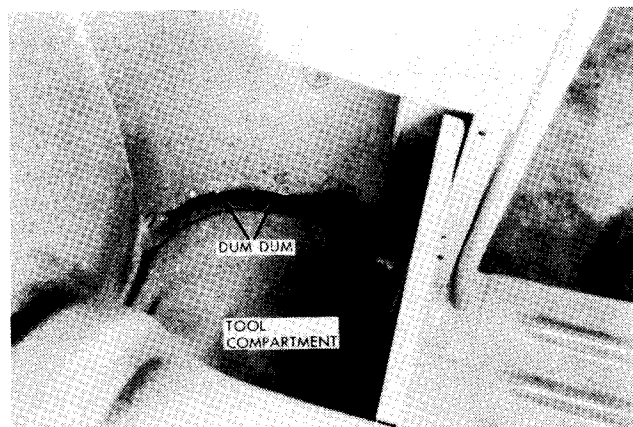


FIG. 3

CAB TOOL COMPARTMENTS (Fig. 3) There may be air leaks at the corners and joints of the cab tool compartment floor and the cab side and rear panel. These joints are sealed in production but should be checked at the time of preparing the truck for delivery. **CORRECTION:** Seal any openings with dum-dum or similar sealing putty.

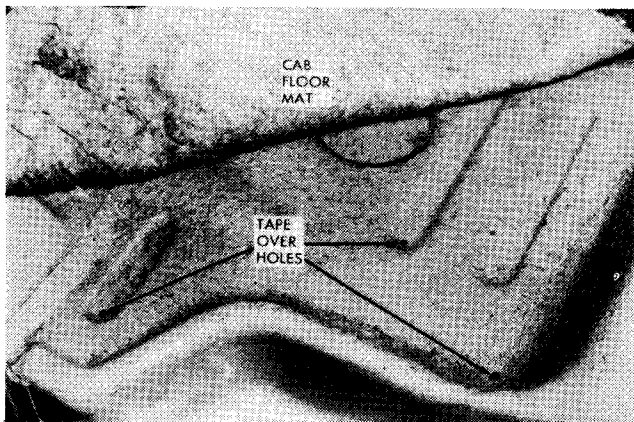


FIG. 4

CAB FLOOR BONDERIZING HOLES (Fig. 4) There are three holes on each side of the cab floor beneath the rear corners of the floor mat. These holes are used as drains in the Bonderizing process and should be checked before delivering the truck. **CORRECTION:** Cover each hole with cloth-backed masking tape.

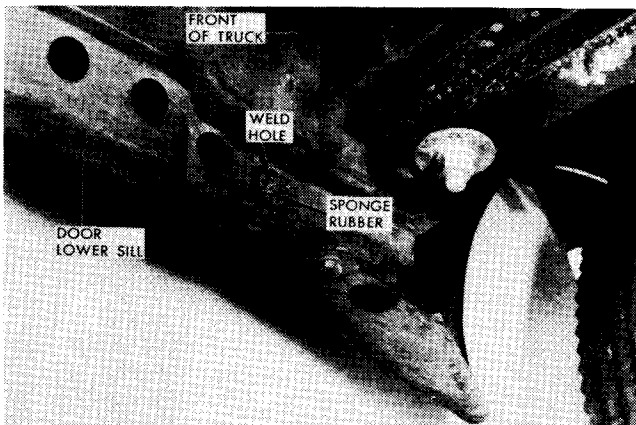


FIG. 5

DOOR AND CAB LOWER SILL Air enters the rear weld holes (Fig. 5) in the lower body sill and is channeled up the lock pillar post, around the rear cab mounting bolts, and enters the cab behind the seat back.

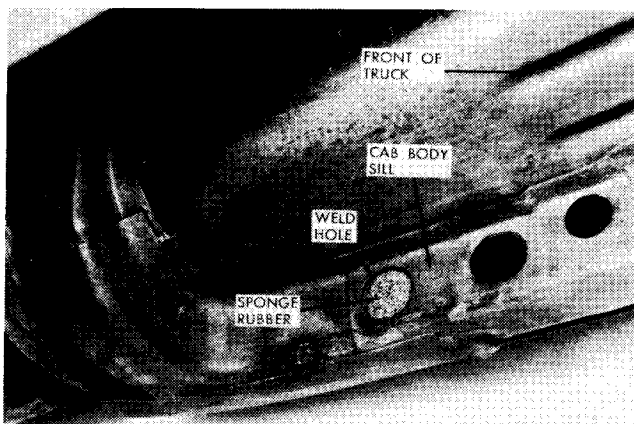


FIG. 6

Air entering the front weld holes (Fig. 6) in the door lower sill is channeled up the door front pillar post and into the cab through the door lower hinge. **CORRECTION:** Place one piece of porous, soft sponge rubber, 2"x2"x2", into the foremost weld hole in the door lower sill and one piece in the rearmost weld hole in the cab body lower sill on each side of the truck. The rubber will expand to form an effective plug of the hole and stop the flow of air into the cab from these sources.

DOOR OPENINGS Adjust weatherseals for snug fit and install plate, Part No. 652516P, on the door over the lower door hinge if not so equipped.

PEDALS AND STEERING POST If air leaks around the pedals or steering post openings in the floor mat, adjust the floor mat.

GEARSHIFT AND HAND BRAKE LEVERS (4-Speed Transmission.) Install sponge rubber pad, Part No. 652871, on top of transmission if not so equipped.

DEFROSTER DISTRIBUTION TUBE Cement gasket on top of telescopic tube between Climatizer and cowl air duct so that it remains in position. Seal at cowl end with dum-dum or similar sealing putty if any air can be felt escaping when Climatizer is in operation.

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Loveseth, Ltd.
Jasper Ave. at 106
Edmonton, Alberta, Canada

Auto Electric Service Co., Ltd.
Regina, Saskatchewan, Canada

G. Vozary
Rua' Cons Nebias 27
Caixa Postal, 5052
Sao Paulo, Brazil, S.A.

G. Bottcher
Appareils de Controle
Berchem-Anvers, La.
Avenue Lode Van Bercken, 92
Antwerp, Belgium

Jans Anderson & Sonner
Masnedogade 25-27
Copenhagen, Denmark

Adolph Kusterer
Zimmeregasse 9
Zurich 8, Switzerland

Autocar Elect. Equip. Co., Ltd.
32-34 Albert Embankment
London SE 11, England

Sunray Clock Service
115 S. King St.
Honolulu, T.H.

Johns & McHale Pty. Ltd.
553 Elizabeth St.
Melbourne, Australia



STEWART-WARNER BALANCER CHANGEOVER KIT

Recently the Stewart-Warner Corporation announced a new Electronic Wheel Balancer which they have designated Model No. 7052. This new machine is almost identical in appearance with the previous Model No. 7051, but a number of improvements and changes have been made in the operating mechanism to increase its efficiency and to make it a more rugged and more serviceable unit. These changes include an entirely new electronic unit which produces a flashing light 50 times brighter than the type previously used. This new machine can be used equally well outdoors or indoors and will perform satisfactorily even in bright sunlight. Stewart-Warner has also made some changes to the metering mechanism to prevent offscale meter readings and also to safeguard the meter mechanism from abuse.

Realizing that there are a number of dealers who are using Stewart-Warner Model No. 7051 Balancers under particularly adverse lighting conditions, Stewart-Warner Corporation has announced that for a limited time only they will provide a complete changeover kit whereby the previous balancer may be converted into the new Model No. 7052 type. This changeover requires, among other things, a completely new amplifying unit. Until April 1, 1949, the changeover kit will be available to dealers at a special exchange price of \$39.80 net, plus their old amplifier. After April 1, 1949, the regular list price of \$92.50 for the changeover kit will be put into effect. The Stewart-Warner part number of the changeover kit is 398011 and should be ordered through the same source from which you obtained your Stewart-Warner Electronic Balancer.

It is not recommended that all Model No. 7051 Stewart-Warner machines be changed over. By and large they have been found to be satisfactory. Under certain conditions, however, such as where a balancer must be used outdoors in bright light, it may be difficult to see the

light on the old balancer and in those cases it may be advisable to convert the machine to the newer bright light unit.

ALEMITE LUBRICATOR FOR SALE

One new, unused, Alemite Advance Line Model, No. 6754-V High Pressure Chassis Lubricator is available for immediate shipment from South Bend. This model is a portable air-operated unit which pumps directly from the original 25-, 35-, or 50-lb. lubricant containers. PRICE: \$75 net, f.o.b. South Bend, Indiana.

Please order from The Studebaker Export Corp. 635 South Main St., South Bend 27, Indiana.

CHAMPION REPRESENTATIVES TO VISIT DEALER

Sales and service representatives of the Champion Spark Plug Company will visit Studebaker dealers in the United States within the next 60 to 90 days to check over the operation and condition of the No. 500 Sparking Comparator and will also be pleased to give instructions in the use of the Comparator for spark plug service to any dealer employees who may require it.

The No. 500 Sparking Comparator is fully equipped and specifically designed as a complete spark plug testing, cleaning, and comparing unit. The unit also contains adequate space for the storage of various sizes of gaskets and adapters needed.

The Comparator derives its name from the feature of the machine which enables the customer to see visually the quality of spark delivered by his plugs as compared to that delivered by a new plug. Thus he can make his own decision as to whether he should purchase new spark plugs or have his present plugs cleaned and the gaps adjusted.

If the Champion representative does not call within 90 days, and you would like to see him, write the General Service Department at South Bend and your request will be given to the proper offices.

M SERIES TRUCK CAB FOR SALE

A cab, Part No. 652805, for an M Series truck is offered for sale by Central Motor Co., 225 University Avenue, St. Paul 3, Minnesota, telephone number DAle 6524. This truck cab is ready for shipment in the original crate in which it left the factory.

Any dealer interested in securing further information concerning this cab is requested to contact Mr. Oberbeck at the above address or telephone number.