

Studebaker

SERVICE BULLETIN

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NO. 220



1949

REMOVE HOLDING CLIPS FROM CLUTCH PRESSURE PLATES - 5C TO 8C, M16, 2R16, 2R16A, 2R17, 2R17A

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

Clutch pressure plate assemblies for service are shipped with three shipping spacers (one at each pressure plate driving lug) to keep the plate firmly and evenly inside the clutch cover and to prevent possible distortion of the cover during installation. These spacers are painted red on all assemblies except those for President models and must be removed after bolting the clutch assembly in place.

A red caution tag summarizing the above information is attached to each clutch pressure plate assembly and it should be removed at the same time the shipping spacers are removed.

DEFROSTER INSTALLATION WITH AC-1392 CLIMATIZER - 8G, 16A

Please record this article on page 30 of your 1947 Passenger Car Shop Manual.

Whenever an AC-1392 Climatizer kit is to be installed in a 1949 8G Champion or 16A Commander model, it will be necessary to install AC-1835 adapter kit when connecting the defroster to the vents at the windshield.

This is necessary because of a change in the method of leading the air from the defroster heater core to the windshield vents. In the 1949 models the single built-in duct in the cowl cross bar was eliminated and flexible hoses are now provided which go directly from the defroster blower to built-in outlets similar to those used on models prior to the 8G Champion and 14A Commander. There are two of these outlets, one for each half of the windshield and a tee connection joins two pieces of hose to the defroster blower.

The adaptation kit, AC-1835, used with installation of Climatizer-defroster kit AC-1392 contains two lengths of flexible tubing and one sheet metal tee connection, plus six screws and lock washers for the heater core housing.

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RADIATOR CORE REPAIRS DURING WARRANTY

We quote in part from the Claims Policies and Procedures Booklet, Part III, Section Q, Paragraph 1, copy of which was mailed to you in June, 1948:

"All claims for radiator core repairs must show the core manufacturer's name and the core serial number".

The core manufacturer's name and core serial number referred to are stamped on the left underside of the radiator core. They are not visible when the radiator core is installed in the vehicle; therefore, the record of the manufacturer's name and core serial number must be made while the radiator core is out of the vehicle for repairs.

Occasionally, we receive claims on warranty radiator repairs under this section where information as to the core manufacturer's name and the core serial number is not included on the B865 claim form. Since such claims cannot be processed with the core manufacturer without this information, we must of necessity disallow the claim where this information is not included.

Consequently, we suggest that all members of your service organization be cautioned to record this information at the time the radiator core is out of the car or truck for repairs so that it may be included on the B865 claim form when presented to us.

**ANTENNA PADDER
ADJUSTMENT - 8G, 16A**

Adjustment of the antenna padder for best signal response is a part of the Installation Instructions furnished with each Studebaker-Philco radio but seems to have been misunderstood or overlooked in many cases in the field. This important part of radio installation should be called to the attention of everyone in your service department who installs radios.

Adjustment of the antenna padder is important to receiving the full sensitivity and volume from Studebaker radios and may not be fully understood by the men who make the installation.

The antenna padder is located inside the radio adjacent to the antenna plug receptacle and is reached through a hole covered by a small snap button. The adjustment is made as follows:

With the antenna fully extended, tune the radio to a weak station at or near 1400 kilocycles (14 on the dial). With a small screw driver, adjust the padder screw in both directions for the loudest signal. Replace the snap button.

**GASOLINE GAGE TANK UNIT
COVER - 8G, 16A**

Please record this article on page 131 of your 1947 Passenger Car Shop Manual.

In production of 8G Champion and 16A Commander models there is an inspection hole in the luggage compartment floor pan directly above the gasoline gage tank unit to permit easy access to this gage. This hole is covered with a disc of silencer material bonded to the floor pan.

Should it become necessary to remove the disc of silencer material, the inspection hole should be re-covered with a metal floor pan gas gage cover. Holes are provided in the floor pan for the three metal screws. Parts are available from your nearest Studebaker parts depot and are as follows:

Part No.	Part Name	No. Required 8G-16A
289710	Floor pan gas gage cover	1
290206	Floor pan gas gage cover gasket	1
614-#6-U	Floor pan gas gage cover screws	3

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TRUCK
SERVICE
Information**



**REAR FENDER WELT FOR PICK-UP
MODELS - 2R5, 2R10, 2R15**

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

It is possible that mud or water may splash between the rear fender and the pick-up box on 2R5, 2R10, and 2R15-121 model trucks.

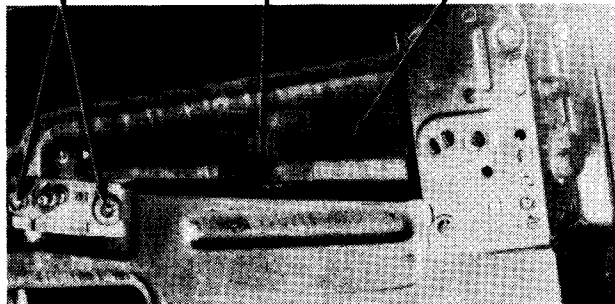
This condition can be corrected by installing a rear fender welt, Part No. 652939, between the fender and the pick-up box on each side.

**DOOR LOCK REMOTE CONTROL
TENSIONER - 2R SERIES**

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

To prevent the inside door handle from snapping into the locked position when the door is closed, install a sponge rubber anti-rattle, Part No. 652975, 1-3/4" wide x 2-1/4" long x 3/8" thick, between the remote control link and the inner door panel. This will place sufficient friction on the link to hold the inside door handle in the neutral position when the door is closed.

REMOTE CONTROL SCREWS
PART NO. 652975
ANTI-RATTLE
REMOTE CONTROL LINK



Install the anti-rattle as follows:

Remove arm rest. Remove inside door handle. Remove window regulator handle. Remove metal door trim panel which conceals remote control link. Remove the two screws and star washers which hold the remote control to the door. Turn the assembly 90° clockwise and pull it out of the remote control link slot.

Remove rivet and felt anti-rattle. Slip sponge rubber anti-rattle, Part No. 652975, on remote control link and center over hole in link as shown in the illustration.

Engage the remote control in the slot in the remote control link and turn the remote control 90° counterclockwise to securely engage the control in the link. Install the two screws and lock washers to secure remote control to door. Install door trim panel, window regulator handle, inside door handle, and arm rest.

FRONT SPRINGS - 2R5, 2R10

Please record this article on page 185 of your 2R Series Trucks Shop Manual.

Beginning with truck Serial Nos. 2R5-13771 and 2R10-5382, newly designed front springs entered production. They can readily be identified by the inverted spring eye at the front end.

To compensate for the weight of the battery, steering gear, and gas tank on the left side, the carrying height of the left front spring is higher and will overcome the tendency of the vehicle to appear low on the left front corner. This spring can be identified by a hole punched in the wrap-around clip at the front end of the spring.

Shackles of equal length (2½") are now used on both right and left front springs. The caster wedge plate formerly used has been eliminated and the new shorter spring U-bolts required are now available for service.

The new parts are:

Part No.	No. per Truck		Part Name
	2R5	2R10	
678852	1	1	Front spring assembly, right, standard
678853	1	1	Front spring assembly, left, standard
678854	1	1	Front spring assembly, right, heavy duty*

Part No.	No. per Truck		Part Name
	2R5	2R10	
678855	1	1	Front spring assembly, left, heavy duty*
677544X6	4	4	Front spring U-bolt

* - The heavy duty springs entered production with truck Serial Nos. 2R5-14641 and 2R10-5961.

NOTE.- On R.H.C. trucks the No. 678852 spring assembly is used on the left front side and No. 678853 spring assembly is used at the right front. The heavy duty front spring assemblies are likewise switched when used on R.H.C. trucks, No. 678854 going on the left side and No. 678855 on the right.



SALE OF LUBRICATION EQUIPMENT

One No. 390 Alemiter Cabinet including one No. 131603-A high pressure pump and two No. 131603-A low pressure pumps and one No. 7268-A Six Reel Center Stand including two No. 6925 high pressure hose and control valve, two No. 4711-N oil hose control valve and meter, one No. 6928-N water hose and flexible tip control, and one No. 5929 air hose and flexible tip are offered for sale by the Tool and Equipment division of the General Service department.

This equipment has been used primarily for demonstration purposes in the Factory Service School and is only slightly used. Appearance and operating condition are "like new".

Prices, uncrated, f.o.b. South Bend, Indiana are: No. 390 Alemiter Cabinet as above: \$392.00 (formerly priced at \$577.50); No. 7268-A Six Reel Center Stand as above: \$476.57 (formerly over \$600).

Any dealer wishing to purchase either of the above pieces of modern lubrication equipment should order from the General Service Department, South Bend.

'39 COMMANDER PARTS WANTED

One Part No. 194748 Gearshift Shaft Upper Bracket and one Part No. 194705 Gearshift Shaft Upper Bracket Dowel are needed for a 1939 Commander.

Will anyone having such parts available please correspond directly with Studebaker dealer Jerome G. Prendergast, Prendergast Motors, 129 S. Locust Street, Dubuque, Iowa.

LINCOLN SERVICE MERCHANDISERS

Enclosed with this issue of the Service Bulletin is a folder describing the Lincoln Engineering Company's newest models of service merchandisers.

The Lincoln merchandisers are furnished in component units of benches, tool cabinets, parts washers to be installed in the work benches, storage cabinets, bench guards, and tool clips and hangers which can be combined to suit the dealer's needs and space requirements. There are also several different combinations offered as well as a complete service merchandiser assembly. Decalcomanias of the type of service featured and the Studebaker emblem for use on the complete merchandiser or bench tool-

locker assembly are available at no charge for mounting by the dealer.

Orders should be placed with your jobber.

NOTE.-Export dealers may order from The Studebaker Export Corporation.

DUAL CONTROL FOR CHAMPION AVAILABLE

Myers Motor Company, Inc., Camden, South Carolina, has available for sale a slightly used dual control kit (Part No. 522885) for 6G, 7G, and 8G, Champion models.

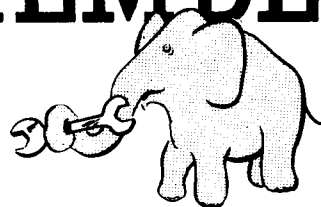
This kit consists of sliding connections on the left side clutch and brake pedals with horizontal cross bars, carried in two brackets bolted to the body dash, over to the right side and attached to two pedals corresponding in action to the conventional pedals.

This control kit was used for instruction in just a few school classes and was then removed from the car. The school is asking Myers Motor Company's aid in selling it.

For further information, please correspond directly with Myers Motor Company, Inc., at Camden, South Carolina.



how well do you REMEMBER?



Below are some questions with multiple choice answers which you may check as a self-quiz. These are the same type of question which will appear on the 1949 Master Mechanic Award Program examination. For your convenience in checking your accuracy after you have selected your answer to each question, a reference to the location of the correct answer is given with each question.

- Whenever valves are removed, the valve guides should be inspected and replaced if the clearance exceeds
 - .0035"
 - .002"
 - .001"

Reference: 1947 Shop Manual, p. 21
- The valve tappet adjusting screw on the Champion models, 1941 to 1947, inclusive, is
 - self-locking
 - locked with a locknut at the correct setting.

Reference: 1947 Shop Manual, p. 77
- On complaints of excessive gasoline consumption, the first step taken should be
 - to tune up engine
 - remove and inspect carburetor
 - to conduct a test run using a gas mileage tester

Reference: 1947 Shop Manual, p.130