

Studebaker

SERVICE BULLETIN

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1949

ACCELERATING PUMP PISTON AND SPRINGS - MODELS 14A, 15A, 16A

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

To prevent a hesitation with possible back fire during acceleration on above models, two changes have been made in the accelerating pump construction.

At Engine No. H-335157 a solid type pump piston, Part No. 527126 entered production. A more recent change releases a new pump piston spring, Part No. 527016 and an additional conical spring, Part No. 527017 which is installed below the piston to eliminate lost motion in the linkage.

If the above mentioned condition is encountered in engines prior to Engine No. H-335157, it will be advisable to order kit Part No. 527127, which includes the solid type piston and upper and lower springs. On engines between Engine Nos. H-335157 and H-370001, only springs, Part No. 527016 and Part No. 527017, will be required.

ELECTRICAL SYSTEM

Distributor - Champion (9G)

Please cross out the article under the above heading on page 1 of Service Bulletin No. 227 and make a reference notation to this article which contains minor revisions in the interests of clarity.

Early production cars are equipped with the Auto-Lite Model IGC-4805 distributor which is the same as the distributor used on the 1949 models. Later production cars are equipped with the Auto-Lite Model IAT-4001 distributor. This distributor has the vacuum spark advance mounted on the distributor housing, with the diaphragm linkage extending through the housing and connected directly to the breaker plate. The movable breaker plate is pivoted on the support plate directly underneath the condenser and rests on brass supports which are fastened to the support plate.

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LEAK AT WATER PUMP GASKET - 6G, 7G, 8G

Please record this article on page 46 of your 1947 Shop Manual.

In a few cases it has been found that loss of water from the cooling system is traceable to a low spot on the machined face of the water pump housing in the cylinder block. This point is on the pressure side of the pump and engine and may permit a gradual coolant loss during warm up or at speeds where block pressure is developed. The point of leakage is entirely hidden by the inlet part of the pump casting and is therefore difficult to detect.

When normal diagnosis tests fail to reveal the source of coolant leakage, it is suggested that the above location be inspected. If a leak is found at this source, additional gaskets should be installed and coated with a good gasket sealer.

EFFECT OF OIL BATH AIR CLEANER OIL LEVEL ON FUEL CONSUMPTION - CHAMPION AND COMMANDER PASSENGER CARS

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

In cars equipped with the oil bath type carburetor air cleaner, it is important that only the correct amount of oil be placed in the reservoir. The correct amount is one pint of SAE 50 engine oil (for temperatures above 32°F.) or one pint of SAE 20 engine oil (for temperatures below 32°F.).

If the oil level is exceeded, the air flow is likely to be restricted and the fuel mixture delivered to the engine will be too rich, causing a loss in fuel economy.

As a guide to correct oil level in the oil bath air cleaners, an embossed "oil level" is located immediately above the proper fill line. In the United cleaner particularly, the reservoir wall construction is such that a crease above the embossed "oil level" might occasionally be construed as the fill point.

If this crease is taken as the fill line, an error in filling the reservoir results in an oil level approximately 1/4" too high and has been shown to have a definitely adverse effect on the engine's fuel economy over both the full and road load ranges.

Therefore, the air cleaner reservoir should be filled only with an accurate one pint measure, which will assure that the proper oil level is not exceeded.

COLOR FORMULAS 1950 MODELS

Below are given the color formulas of the new colors used on 1950 9G Champion and 17A Commander and Land Cruiser models.

COOK'S #8336 BLACK CHERRY BAKING ENAMEL - SYMBOL W-UY

Indo Maroon Deep	24.18%
Alizarin Maroon	17.27
Cadmium Maroon	57.74
Carbon Black	.81
	<u>100.00%</u>

COOK'S #8339 FALCON GRAY BAKING ENAMEL - SYMBOL W-VB

Non-Chalking Rutile Titanium Dioxide	96.05%
Ferrite Yellow	2.37
Burnt Umber	.82
Lamp Black	.75
	<u>99.99%</u>

COOK'S #8337 COMANCHE RED BAKING ENAMEL - SYMBOL W-UZ

Indo Maroon	31.20%
Alizarin Maroon	22.29
Cadmium Red Medium	46.41
	<u>99.90%</u>

COOK'S #8364 FIESTA TAN BAKING ENAMEL - SYMBOL W-VF

Non-Chalking Rutile Titanium Dioxide	90.68%
Burnt Sienna	9.32
	<u>100.00%</u>

DUPONT'S #8338 GROVE GREEN BAKING ENAMEL - SYMBOL W-VA (their #246-71075)

246-0751G Chrome Oxide Green	13-5/16 oz.
246-0097 White	11-11/16
246-020 Black	5-1/2
246-064 Ferrite Yellow	1-1/2
	<u>32 oz.</u>

DUPONT'S #8340 AQUA GREEN BAKING ENAMEL - SYMBOL W-VC (their #246-55446)

246-0097 White	12-3/8 oz.
246-051 Milori Blue	11-9/16
246-070 Light Green	6-7/8
246-020 Black	1-3/16
	<u>32 oz.</u>

GLIDDEN'S #8341 STEEL MIST METALLIC BAKING ENAMEL - SYMBOL W-VD

Formula Number GL-57475-B

CLUTCH RELEASE BEARING COLLAR SPRING - 6G, 7G, 8G; 14A, 15A, 16A

Please record this article on pages 40 and 60 of your 1947 Shop Manual.

In case of a locked up starter, a piece of heavy spring wire may be found lodged between the starter and flywheel gear teeth. Should this condition be encountered, the clutch release bearing collar spring should be examined for breakage of one of its hooked ends and replacement made, if required.

GASOLINE SYSTEM

Carburetor - Commander (17A)

The two paragraphs below replace the paragraph on page 6 of Service Bulletin No. 227 headed "Anti-percolator Adjustment." Please mark out that paragraph and make a marginal notation to this article.

ANTI-PERCOLATOR ADJUSTMENT - With a .030" wire (Gage No. J 1633) inserted between the throttle valve and bore of the carburetor on the side opposite the idle port, the clearance between the rocker arm lip and the pump arm should be .010" (0.254 mm.). If adjustment is necessary, bend the rocker arm to obtain proper clearance.

FAST IDLE ADJUSTMENT - Open the throttle and close the choke valve; this permits the choke cam to drop into the fast idle position. Then, with the choke valve held closed, close the throttle. There should be .054" (1.37 mm.) clearance (use Tool No. T-109-158) between the throttle valve and the bore of the carburetor on the side opposite. If adjustment is necessary, bend the lower end of the choke connector rod using Bending Tool J 1137.

OIL STRAINER SUPPORT - 17A COMMANDER

The oil pump suction pipe used on the 1950 Commander models is made of steel tubing. The suction pipe screws directly into the block and is provided with a lock nut to retain it securely. A flange is welded at the top end of the pipe to serve as a means of holding the pipe while tightening the lock nut and also to turn the pipe if tight threads are encountered. An adjustable Spanner Wrench, Tool No. KMO-916 (or its equivalent) should be used at the flange while tightening the lock nut.

When installing the suction pipe, the holes in the flange must be parallel with the crankshaft and the flange must be $5/8"$ to $11/16"$ from the face of the block. This is necessary to prevent interference and to assure proper operation of the oil strainer. This distance is measured from the face of the block to the bottom face of the flange as shown in Fig. 1.

After proper positioning of the suction pipe (3, Fig.2) insert the ends of the spanner wrench (4) in the holes of the flange (6) to hold the pipe in position, and using an 8" adjustable wrench (5), tighten the lock nut (7) securely. An 8" adjustable wrench rather than a standard $15/16"$ open end wrench should be used because the thickness of the open end wrench will not allow the pins of the spanner wrench to enter the flange deep enough without the danger of the spanner slipping out of the holes of the flange.

Care must be taken when installing or removing the cotter pin (2) that the oil strainer mounting adapter is not bent. Damage to the adapter will prevent proper operation of the oil strainer.

The oil strainer assembly (1) is the same as used on previous models.

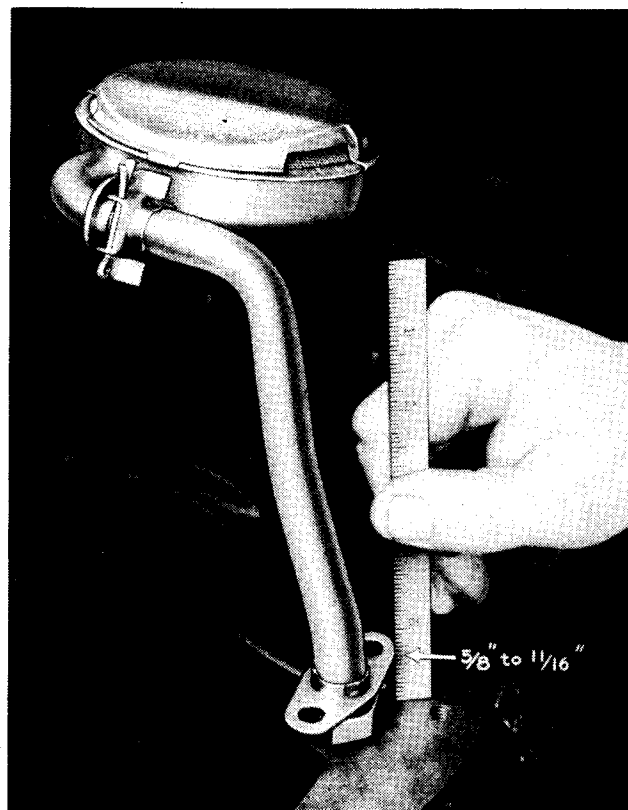


FIG. 1

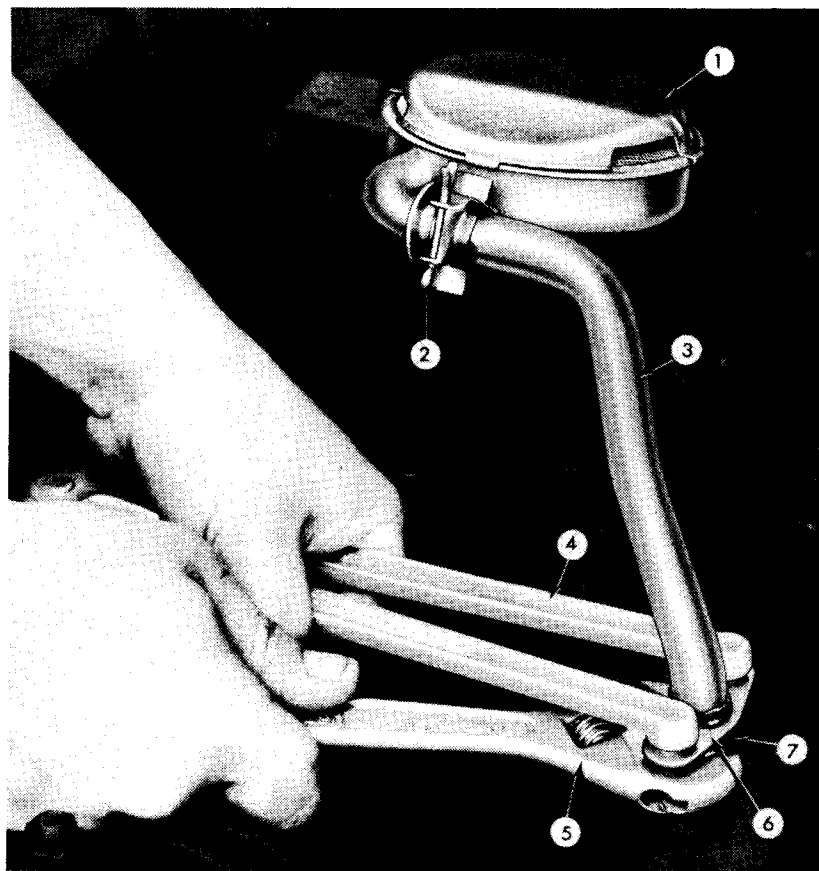


FIG. 2

- | | | |
|-----------------|-------------------|----------------------|
| 1. OIL STRAINER | 3. SUCTION PIPE | 5. ADJUSTABLE WRENCH |
| 2. COTTER PIN | 4. SPANNER WRENCH | 6. FLANGE |
| | 7. LOCK NUT | |

T TRUCK SERVICE Information



TWO-PIECE PROPELLER SHAFT NOW USED ON 2R15-21

Please record this article on page I46 of your 2R Series Trucks Shop Manual.

Effective with production of truck Serial No. R15-10263, a two-piece propeller shaft and support bearing assembly are used on all 2R15-21 model trucks. For part numbers and names, see list at end of this article.

At the time this change was made in production, the following trucks (by serial number) were changed over to the new type shaft before shipment:

R15 Serial No.	R15 Serial No.	R15 Serial No.	R15 Serial No.
9404	10165	10215	10231
10119	10182	10216	10232
10123	10194	10218	10234
10146	10202	10219	10236
10154	10205	10221	10237
10155	10206	10223	10239
10158	10207	10225	10243
10162	10209	10227	10244

Prior Models

Whenever it is necessary to replace a propeller shaft on 2R15-21 trucks produced prior to the above serial numbers, it is recommended that the new type two-piece shaft and support assembly be installed.

For such an installation, the following

parts, which are available through your nearest parts depot, should be used:

No. Req'd.	Part No.	Part Name
1	677912X5	Propeller shaft, front
1	673656X8	Propeller shaft, rear
1	678652	Propeller shaft support
2	676744	Propeller shaft support spacer
2	7-08486	Propeller shaft support screw
1	93X13	Lock wire
1	664443	Bearing
1	678651	Bearing cushion
2	677878	Dust guard assemblies
2	677881	Grease retainers
1	679093	Grease fitting
2	679299	Spacer
2	678294	Upper cushion
2	678293	Lower cushion
2	679278	Cushion washer



UNITOG SERVICE UNIFORMS

Mailed with this issue of the Service Bulletin are a descriptive folder, order blank, and stamped, self-addressed envelope for the use of dealers who wish to order new supplies of Unitog service uniforms at this time.

Such uniforms as these, with the Studebaker Authorized Service emblem attached, contribute greatly to the neat appearance of the service department in general and are a good merchandising medium.

Orders should be mailed directly to the Unitog Company in Kansas City.

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