

Studebaker

SERVICE BULLETIN

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NEW OIL CONTROL PISTON RING - 9G, 2R5, 2R10, 2R15

Please record this article on page 107 of your 2R Series Trucks Shop Manual.

A new and improved oil control piston ring has been developed for 9G, 2R5, 2R10, and 2R15 engines and will be available from your nearest parts depot as soon as stocks of present oil control rings and Studebaker Custom Made Piston Ring sets are exhausted.

The new ring has a pressure spring which fits behind the ring and tends to maintain the proper ring pressure throughout the life of the piston ring.

The new part numbers are as follows:

Part No.	Part Name
527209	Piston ring-oil-(and spring assy.)std.
527271	Piston ring-oil - .020 oversize
527272	Piston ring-oil - .030 oversize
527273	Piston ring-oil - .040 oversize
522696	Piston ring kit - std.
522698	Piston ring kit - .020 oversize
522699	Piston ring kit - .030 oversize
522700	Piston ring kit - .040 oversize

LATE TYPE REAR SPRING SHACKLE AND BUSHING KITS FOR PRIOR MODELS

Please record this article on page 162 of your 1947 Shop Manual.

As announced in the Parts Department Flash No. 131, July 7, 1949, the same type of rear spring shackle and bushing as used on 8G Champion and 16A Commander models is available in kits for use on earlier Champion, Commander, and President models. This shackle uses the mushroom type bushing.

These kits are available on order from your nearest parts depot. The original production type parts for the various models will continue to be stocked, however, for service use in installation or replacement of individual parts.

In this issue

	PAGE
NEW OIL CONTROL PISTON RING - 9G, 2R5, 2R10, 2R15.	1
PROPELLER SHAFT FLANGE DISC - 2R10 (3-SPEED).	3
REAR SPRING SHACKLE AND BUSHING KIT FOR PRIOR MODELS	1
RECONDITIONING EQUIPMENT FOR USED VEHICLES	3
SERVICE CONTROL AND INTERCOM SYSTEMS (DUKANE AND FLEXIFONE)	4
STEERING SYSTEM CHANGES - 2R5, 2R10	2
SUN EQUIPMENT TRAINING COURSES	3
TWO-POST LIFTS (JOYCE-CRIDLAND).	4

The kits and the models for which they are used are:

Part No.	Part Name	Model
526042	Kit, rear spring shackle and bushing for back of left or right rear springs	10A, 11A, 12A, 6C, 7C, 8C and closed model 14A, 15A, and 16A
	Same for back of rear spring only	6G, 7G, 8G and convertible models 14A, 15A, 16A
526043	Kit, rear spring shackle and bushing for back of left or right rear springs	G, 2G, 3G, 4G, 5G
	Same for back of left rear spring only	6G, 7G, 8G and convertible models 14A, 15A, 16A
526044	Rear spring front bushing kit (including new type bolt and bushing)	G-7G incl., 10A-15A incl., 7C and 8C



TRUCK

SERVICE

Information

SUMMARY OF STEERING CHANGES IN 2R5 AND 2R10 TRUCKS

Please record this article on page 198 of your 2R Series Trucks Shop Manual.

To improve steering on the 2R5 and 2R10 units several production changes have been made. These are summarized below.

STEERING KNUCKLES To increase steering stability, certain changes in steering knuckle arms, reach rod, tie rod, and steering gear arm were made effective with truck Serial Nos. R5-19152 and R10-9039.

The new parts are not interchangeable with the previous parts. Therefore, it will be necessary to check the serial number of the truck when ordering replacement parts from your parts depot. The new parts are as follows:

Part No.	Part Name	No. per Truck
678668	Steering knuckle arm, right	1
678672	Steering knuckle arm, left	1
678666	Steering knuckle tie rod	1
678226	Steering reach rod assembly	1
678670	Steering gear arm	1

TURNING RADIUS (LEFT TURNS) On truck Serial Nos. R5-19152 to R5-20939 and R10-9039 to R10-10184, inclusive, there may be a possibility that the unit cannot be turned as sharply to the left as to the right.

In such cases it is probable that Part No. 679002 reach rod, which is 33-3/4" in length, was installed. To obtain the correct turning radius, a longer reach rod, Part No. 678226, 34-3/4" long, must be used and the steering gear arm relocated on the sector shaft.

When installing the longer reach rod,

relocate the steering gear arm by removing the arm from the sector shaft, place the wheels in a straight ahead position, center the steering gear assembly on the high spot, and reinstall the arm. The punch mark on the steering gear arm would then be one serration to the right (clockwise) of the mark on the sector shaft. Re-mark the steering gear arm to correspond with the mark on the sector shaft.

STEERING GEAR (TA12) Effective in production with R5-32979 and R10-17037, a heavier steering gear assembly, Model TA12 (Studebaker Part No. 679208), is being used to further improve steering. This steering gear assembly has a ratio of 15.4 - 13.5 - 15.4 as compared to the former assembly used on early production which had a ratio of 14 - 12 - 14. The same reach rod, Part No. 678226 (34 3/4" long), and steering arm, Part No. 679258, were used with the new TA12 steering gear assembly.

Should difficulty be experienced with the steering gear being off the high spot on trucks with serial numbers between R5-32979 to R5-33503 and R10-17037 to R10-17194, the possibility exists that the reach rod, Part No. 678226 (34 3/4" long), may have been installed with the latest type steering arm, Part No. 679614. Should this occur, the condition can be corrected by moving the steering gear arm one serration (10°) to the right, as viewed from under the truck, and re-marking the arm to correspond to the mark on the sector shaft.

The new pages of the Parts Catalog, now being reprinted, will carry serial numbers of reach rod and steering arm changes; therefore such parts should be ordered by truck serial number to assure receiving the correct parts for any specific truck.

TRUCK SHOP MANUAL REFERENCES TO SERVICE BULLETIN ARTICLES

ON PAGE 58 OF YOUR 2R SERIES TRUCKS SHOP MANUAL PLEASE MAKE A NOTATION REFERRING TO THE ARTICLE "LEAK AT WATER PUMP GASKET" WHICH APPEARS ON PAGE 1 OF SERVICE BULLETIN NO. 230.

ON PAGE 125 OF YOUR 2R SERIES TRUCKS SHOP MANUAL, PLEASE MAKE A NOTATION REFERRING TO THE ARTICLE "EFFECT OF OIL BATH AIR CLEANER OIL LEVEL ON FUEL CONSUMPTION" WHICH APPEARS ON PAGE 2 OF SERVICE BULLETIN NO. 230.

PROPELLER SHAFT FLANGE DISC FOR 2R10 (3 SPEED TRANS.)

Please record this article on page 148 of your 2R Series Trucks Shop Manual.

A propeller shaft flange disc, Part No. 679705, entered production with truck Serial No. R10-17959. The purpose of this disc is to dampen vibration frequencies that cannot be entirely controlled by the clutch plate or the propeller shaft support rubber cushions.

When it is necessary to overcome propeller shaft ring we suggest that the flange disc, Part No. 679705, be used in conjunction with the stabilizer clutch plate and the propeller shaft support cushions described in Service Bulletin No. 228, page 2. The flange disc can be secured through your regular parts depot.

The flange disc is installed as follows:

1. Remove the nuts and lock washers from the front universal joint cross clips and remove the clips.
2. Pry the propeller shaft back far enough to permit the universal joint cross bearings to clear the flange.
3. Slide the flange disc between the universal joint flange and the universal cross bearings, over the universal joint flange and turn the flange disc 1/4 turn.
4. Pull the propeller shaft forward into position and install the universal cross bearing clips. Place the flange disc on the clips and install the lock washers and nuts. Tighten progressively until nuts are secure.

TRUCK BODY PARTS FOR SALE

William Catlin & Sons, 301 Park Street, Jacksonville 4, Florida, offer the following M16 trucks parts for sale:

- 1 - Part No. 675608 Frame, M16-52 before Serial No. M16-5201.
- 1 - Part No. 648954 Cab Front End, M16, which is a cowl with half of the top attached.

Any dealer interested in purchasing either of these parts should contact William Catlin & Sons at the above address.

LAND CRUISER INTERIOR NEEDED

Carl Bartz Motor Co., 3198 N. Speer Boulevard, Denver, Colorado, is in need of a complete interior for a Land Cruiser. They would like to hear from any Studebaker dealer who might have a 1947-1950 Land Cruiser interior or a wrecked vehicle from which the interior can be used.

If you have any information that would help, please get in touch with Mr. Bartz at the above address.



EQUIPMENT FOR RECONDITIONING USED CARS AND TRUCKS

The appearance condition of used cars or trucks has a great deal to do with attracting attention and arousing interest in used vehicles as well as playing an important part in closing the sale. To restore the appearance of used vehicles to a pleasing, "like new" condition but with a minimum investment of time and material requires proper equipment of good quality.

We have enclosed with this issue of the Service Bulletin descriptive literature on several types of reconditioning and service equipment. In the future we shall send you additional pieces published by manufacturers of this type of equipment. All of the equipment described in the enclosed announcements was mentioned in the manual, "Used Car and Truck Reconditioning," recently published by The Studebaker Corporation and distributed to all Studebaker dealers.

Pieces enclosed with this Service Bulletin issue are: Durabake, Inc., Fostoria, Ohio, infra-red paint baking ovens; The DeVilbiss Company, Toledo 1, Ohio, flock and adhesive spraying equipment; Lustre Products Corporation, Detroit 2, Michigan, electric polisher-sander and mobile work rack. Orders, or requests for more information about any of these products, should be addressed to the manufacturers. All prices shown in the circulars are subject to change without notice.

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

SUN EQUIPMENT TRAINING COURSE

Mailed with this issue of the Service Bulletin is a folder describing the Sun Electric Corporation's course for training automotive testing specialists. An application

form for attendance is enclosed for your convenience. Additional applications may be secured by writing the Sun Electric Corporation, Technical Training Division, 6337 Avondale Avenue, Chicago 31, Illinois.

The course is held at present at six Sun schools spanning the country, and other training centers are to be added. This course takes five 8-hour days to train qualified men to become competent operators of scientific test equipment.

An advanced engine testing course of four weeks' duration is also offered by Sun for those expert diagnosticians who are qualified to meet the level of this more highly technical training. Further information about the advanced course is available on request from the address given above.

SERVICE CONTROL AND INTERCOM SYSTEMS DESCRIBED

Mailed with this issue of the Service Bulletin is a folder describing the DuKane service control system and the Flexifone intercommunications systems available in various combinations for dealerships of any size.

Adequate intercommunication between the service manager, the parts manager, and the mechanics not only increases efficiency by eliminating a great deal of time spent in walking all over the shop, but it frees telephones for outside communication and makes it

possible to give prompt answers to telephone queries without having to request a "call back."

For further information, fill out and mail the business reply card enclosed in the folder. DuKane and Flexifone equipment is manufactured and sold by the Operadio Manufacturing Co., St. Charles, Illinois.

NEW JOYCE-CRIDLAND TWO-POST LIFTS ANNOUNCED

Mailed with this issue of the Service Bulletin is a folder describing the new two-post lifts with Joycestick control offered by Joyce-Cridland Company of Dayton, Ohio.

These lifts offer several noteworthy features which include a single operating control (the "Joycestick") located near the lift and operated by one hand; floor plates in the floor which rise to cover the lift rail openings as the lift is raised, providing a smooth covered floor at all times; a rear rail assembly which permits any car to be so placed that the differential drain is never over the rear piston; and independent raising or lowering of either front or rear piston or simultaneous operation up or down of both pistons.

For prices, order, and installation information, write the Joyce-Cridland Company, Dayton 3, Ohio, direct or contact your nearest Joyce distributor.



How well do you remember?

STUDY THE QUESTIONS BELOW AND JOT DOWN YOUR ANSWERS ON A PIECE OF PAPER. THEN TURN TO THE REFERENCES SHOWN AND SEE HOW WELL YOU REMEMBER. YOU MUST KNOW THESE ANSWERS AND MANY OTHERS TO QUALIFY FOR THE MASTER MECHANIC AWARD EACH YEAR.

1. What should be used to polish dirty or discolored generator commutators? Ref: 1947 Shop Manual, page 49.
2. How is crankshaft end play checked and adjusted? Ref: 1947 Shop Manual, page 70.
3. In which direction does the oil hole in the lower end of the connecting rod face? Ref: 1947 Shop Manual, page 71.
4. What is the proper method for fitting pistons on both Champion and Commander engines? Ref: 1947 Shop Manual, page 72.
5. To what torque should the cylinder head bolts on Champion and Commander engines be tightened? Ref: 1947 Shop Manual, page 80.
6. What is the proper spring lubricant on all Studebaker leaf springs? Ref: 1947 Shop Manual, page 134 and 135.