

Studebaker

SERVICE BULLETIN

OCTOBER

NO. 244



1950

EXCHANGE BASIS FOR REPLACED OVERDRIVE AND REAR AXLE ASSEMBLIES

Please record this article on the Service Bulletin Reference pages of the Transmission and Rear Axle sections of your 1951 Passenger Car Shop Manual.

In the interest of keeping costs to the customer as low as possible, Studebaker has for many years granted a special exchange price on overdrive transmission or rear axle assemblies which require extensive repairs in cars of recent production and still in the hands of original owners.

There is no set price on the exchange, but the procedure is for the dealer to write in full detail the circumstances surrounding the request for a special exchange price. After the case has been considered by the claims department, the dealer will be advised as to how much allowance will be made for the unit to be exchanged.

WHEN TO EXCHANGE

There is no set rule as to when a unit should be exchanged or when the dealer should make the repairs. The following statement will be of some help in guiding dealers: If the contemplated repairs after diagnosis indicate that the customer will be charged for parts, labor, tax, and transportation in excess of 75% of the dealer's net cost plus labor for removing, repairing, and installing an overdrive transmission or rear axle assembly, an exchange price should be requested.

There is only one exception to our granting an exchange which in all other respects complies with the foregoing: If a rear axle assembly is discovered on receipt at South Bend to be bent or otherwise damaged by abuse there will be no exchange price allowed.

SUMMARY

Following is a summary of the procedure to be used when requesting a special exchange price for replacement of overdrive or rear axle assemblies:

1. Write the Technical & Claims Division, General Service Department, stating your reasons for requesting an exchange and giving the car serial number and total car mileage.

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2. Upon receipt of special exchange authorization from the General Service Department, order the replacement assembly in the usual way from your nearest parts depot. This assembly will be invoiced to you at the regular net price.
3. Prepare in full a B865 Claims Form, showing on the face of the form that the assembly is being returned for credit on the exchange basis. Refer to previous correspondence.
4. Ship the replaced assembly to Claims Receiving Department, at South Bend, transportation charges prepaid. Include the quintuple copy (packing ticket) of the B865 Claims Form.

URGE YOUR CUSTOMERS TO -
*"Lubricate for Safety
 Every 1,000 Miles"*

5. Retain sextuple copy of form in your files with correspondence on the case.
6. Mail remaining copies of B865 Claim Form to South Bend.

NOTE.--Transportation and other costs limit the foregoing procedure to the U.S.A.

CLIMATIC CONTROL THERMOSTAT AND HOUSING ASSEMBLY - 8G, 9G

Please record this article on page 193 of your 1950 Shop Manual.

A new climatic control thermostat and housing, Part No. 530555, is now available for installation on Carter Model 715S carburetors used on 8G (1949) and 9G (1950) Champion models for the correction of overloading shortly after starting the engine.

When installing the Part No. 530555 thermostat and housing on a No. 715S carburetor, the notch on the housing should be set one point lean rather than have the notch on the housing in line with the notch on the carburetor body.

This assembly is identified by the Carter No. 170 (U61S) stamped on the housing. The old assembly, Part No. 519710 is identified by the Carter No. 170 (P77S) stamped on the housing. It is important that parts and service personnel learn to distinguish between the two, for the Part No. 519710 (170 (P77S)) is also used on the Carter Models No. 661S and 532S carburetors which were used on the 6G (1947) and 7G (1948) Champion models. The new thermostat and housing assembly is not to be used on Model 661S or 532S carburetors. Therefore, dealers must stock both parts or order by part number and model number, as follows:

Part No.	Name	For Passenger Car
519710	Climatic Control Thermostat and Housing	6G;7G with 661S or 532S carburetor
530555	Climatic Control Thermostat and Housing	8G;9G with 715S carburetor

TRANSMISSION OIL FILTER SCREEN - AUTOMATIC DRIVE

Please record this article on page 29 of the Commander Automatic Transmission Preliminary Shop Manual and on page 7 of the Champion Automatic Drive Shop Manual Supplement.

In order to avoid possibility of dirt entering the automatic transmission around the flanges of the oil filter screen, it is important that this screen be held firmly against the shroud by the retainer spring.

If necessary, bend the retainer spring ends outward until sufficient tension is exerted to hold the screen firmly in place.

The above precaution should be taken whenever the oil pan has been removed from an Automatic Drive transmission assembly.

RESTRICTION OF AIR DUCT - AUTOMATIC DRIVE 17A

Please record on page 29 of your Automatic Transmission Preliminary Shop Manual.

Under such unusual circumstances as may be found when driving through sections that are overrun by grasshoppers or other insects, it is possible that the air intake screen or the outlet louvers of the torque converter housing may become clogged, restricting air flow. This results in low cooling efficiency due to reduced circulation of cool air around the torque converter.

Whenever servicing the automatic drive, when investigating possible causes of transmission oil overheating, and whenever an automatic drive car is in the raised position on a lift, inspect the louvers for evidence of restrictive matter. If any is found, be sure it is cleaned out so that normal air flow will be restored.

TRANSMISSION OIL PANS - 17A COMMANDER AUTOMATIC DRIVE

Please record this article on page 50 of the Preliminary Shop Manual covering Commander-Land Cruiser Automatic Transmission.

Replacement transmission assemblies for installation in 1950 (17A) Commander models will carry the "deep" type oil pan, Part No. 529966, and accompanying shroud and screen retainer spring.

Until stock is depleted, the deep-type pan will also be supplied to service for all normal 1950 Commander replacements. In cases of low road clearance, however, it is recommended that the shallow-type pan, shroud, and retainer, supplied under kit, Part No. 529975, be used. When installing this kit, remove and discard the hand brake bell crank bracket-to-cross-member spacer from the forward attaching bolt. Replace the rear spacer with a 1/8" thick washer. These changes will increase road clearance by 7/8" at this, the lowest point.

After stocks of Part No. 529966 are exhausted, the shallow-type pan, shroud, and retainer spring, will be furnished on all orders for transmission oil pans for 17A (1950) Commander Automatic Drive Models.

There is no change in the filter screen enclosed by the shroud and the original screen should be retained as long as it is serviceable. If the screen requires replacement for 9G, 10G, 17A, or H models equipped with Automatic Drive, order Part No. 529767.

BORG CLOCK WARRANTY SERVICE PROVISIONS

This article contains the latest list of Borg Service Stations. Please mark out similar information in Service Bulletin No. 241, page 5, and make a reference note to this article.

Borg electric clocks supplied by the Stude-

baker Parts and Accessories Division may be returned to the Studebaker factory during the standard 90 day or 4,000 mile warranty period for service under the terms of the CLAIMS POLICIES AND PROCEDURES bulletin.

For warranty or other service outside the Studebaker warranty period the Borg procedures, as printed in Service Bulletin No. 241, page 6, should be followed.

EASTERN STATES

Automotive Clock Repair Co.
1355 West Farms Road
Bronx 59, New York

Buffalo Auto Clock Service
1300 Jefferson Street
Buffalo 8, New York

Boston Speedometer Service Co.
116-120 Brighton Avenue
Boston 34, Massachusetts

The Watch Shop
285 Cumberland Avenue
Portland, Maine

Cleve-Hio Instrument Service Co.,
7400 Euclid Avenue
Cleveland 3, Ohio

Instrument Service Company
1631 N. Capitol Street
Washington 2, D.C.

Philadelphia Instrument Service Co.
705 N. 18th Street
Philadelphia 30, Pennsylvania

Stewart's Auto Clock Service
5628 Penn Avenue
Pittsburgh, Pennsylvania

Keller Clock Shop
4312 Montgomery Road
Cincinnati 12, Ohio

SOUTHERN STATES

Electric Clock Service
3039 N. W. 7th Avenue
Miami 37, Florida

Electric Clock Service
1308 Tampa Street
Tampa, Florida

World Radio Technicians
1313 S. Rendon Street
New Orleans 15, Louisiana

Speedometer Service Co.
960 Spring Street, N. W.
Atlanta, Georgia

Tolbert Auto Clock & Instrument Serv.
1673 Evelyn Street
Memphis, Tennessee

Padgett & Rasch
4219 Granby Street
Norfolk, Virginia

Charlotte Instrument Service Co.
724 Seigle Street
Charlotte 4, North Carolina

Jacksonville Instrument Service Co.
1289 West Adams Street
Jacksonville 4, Florida

SOUTHWESTERN STATES

Fred Jones, Incorporated
200 South Harvey
Oklahoma City, Oklahoma

Sweeney Radio & Clock Company
110 Elm Street
San Antonio 4, Texas

Speedometer Service Company
911 Macon Street
Fort Worth, Texas

The Garnett Watch Shop
1720 Yale
Houston 8, Texas

MIDDLEWESTERN STATES

The Geo. W. Borg Corporation
Factory Service Department
469 E. Ohio Street
Chicago, Illinois

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

Empire Clock Company
1016 Marquette Avenue
Minneapolis, Minnesota

The E. S. Cowie Electric Co.
230 S. Topeka Avenue
Wichita 2, Kansas

Jack Harrison's Speedometer Service
3152 Locust Street
St. Louis 3, Missouri

The E. S. Cowie Electric Co.
1819-23 Wyandotte Street
Kansas City 8, Missouri

Clark Brothers Instrument Co.
10300 Whittier Avenue & Somerset
Detroit 24, Michigan

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

WESTERN STATES

DeLuxe Speedometer & Radio Service
1410-12 Speer Boulevard
Denver 4, Colorado

Graf's Automobile Clock Company
328 N. Lake Avenue
Pasadena 4, California

Graf's Automobile Clock Company
533 E. 12th Street
Oakland 6, California

Graf's Automobile Clock Company
4921 Santa Monica Boulevard
Los Angeles 27, California

Tire & Instrument Company
57 Richards Street
Salt Lake City 1, Utah

Huletz-Beezer, Incorporated
7th Avenue & Westlake
Seattle, Washington

Sturgill-Wright Instrument Company
701 S. E. Brand Avenue at Alder
Portland, Oregon

Speedo Electric Company
1155 S. Olive
Los Angeles 15, California

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

The Old Clock Shop
P. O. Box 1431
Billings, Montana

CANADA

Auto Electric Limited
3429 Park Avenue
Montreal, Quebec, Canada

Beattie Auto Electric, Ltd.
170 Fort Street
Winnipeg, Manitoba, Canada

Boulton, Limited
1025 Howe Street
Vancouver, B. C., Canada

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

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

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

FOREIGN COUNTRIES

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

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

Jens Andersen & Sonner
Masnedogade 25-27
Copenhagen, Denmark

Adolph Kusterer
Zimmergasse 9
Zurich 8, Switzerland

Jose Rosendo Perez
Calle 23 No. 1507
Vedado, Habana, Cuba

AUTOCAR Elect. Equipment Co., Ltd.
32-34 Albert Embankment
London SE 11, England

Sunray Clock Service
Room 313-314, Merchandise Mart Bldg.
Honolulu, T. H.

Speedometer Screenwiper Service Pty. Ltd.
103 Buncle St.
North Melbourne, Australia

S. Castaneda Lopez
Chiapas 153
Mexico City, D. F., Mexico

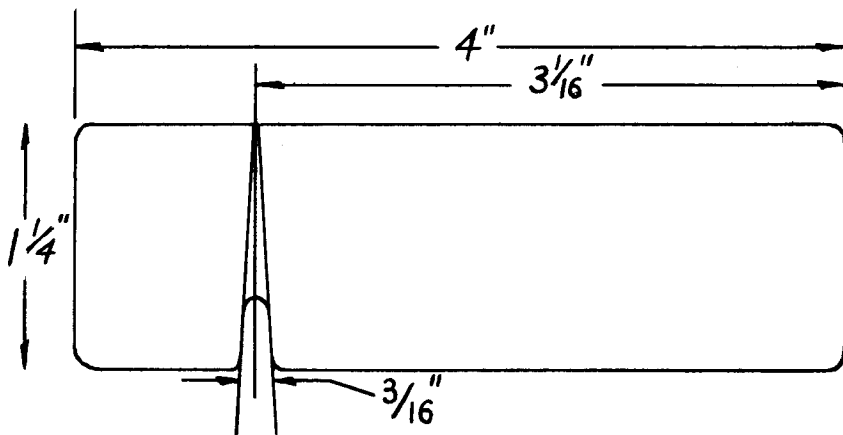
Markovits Brothers
17, Neemanist
Haifa, Israel

GAGE FOR ACCELERATOR LINKAGE ADJUSTMENT - AUTOMATIC DRIVE

*Please record this article on page 36 of
Automatic Transmission Preliminary Shop Manual.*

In making the accelerator-to-transmission control linkage adjustment given in Service Bulletin No. 241, page 2, it is necessary to make an exact measurement of 3-1/16" between the firewall and the center of the clevis pin at the accelerator cross shaft, when the accelerator is in the fully released position.

To assure accuracy and also save time in making this adjustment, a gage can be made in the shop which will eliminate the need of reading the small graduations on a steel scale. The illustration accompanying this article is full scale and can be used as a template. Make the gage from a piece of 1/8 inch steel stock 1-1/4 in. x 4 in. The slot in the gage is designed to fit over the clevis pin and the other end of the gage should butt flush against the firewall when the adjustment is correct.



To provide more clearance between the exhaust pipe and Model TA14 steering gear (RHC) and also between the pipe and the oil pump, a new type exhaust pipe entered in production of right and left hand control trucks with the serial numbers: R14-156, R16-27591, and R17-16774. The new exhaust pipe is Part No. 679998, Exhaust Pipe Assembly, and cancels the assembly Part No. 673338.

T TRUCK SERVICE Information

EXHAUST SYSTEM CHANGES - 2R SERIES

*Please record this article on page 112 of
your 2R Series Trucks Shop Manual.*

EXHAUST PIPE ASSEMBLY - 2R6, 2R11, 2R14,
2R16A, 2R17A

On 2R6 and 2R11 models the Part No. 679052 exhaust pipe is not superseded but the pipe shape will be modified to provide adequate clearance at the oil pump.

EXHAUST MANIFOLD-TO-EXHAUST PIPE GASKET - ALL 2R SERIES TRUCKS

A steelbestos gasket is now in use in all 2R Series Trucks replacing the asbestos-copper type used heretofore. This gasket entered production with Serial Nos. R5-63456, R6-981, R10-27284, R11-1004, R14-266, R15-11945, R16A-29143, and R17A-18181. The steelbestos gasket (asbestos reinforced with steel wire) is considered superior to the former type, particularly with respect to its ability to withstand high pressures.

After exhaustion of present stocks, only the new gaskets will be carried at parts depots under the new part numbers shown below:

<u>Part No.</u>	<u>Part Name</u>	<u>Truck Model</u>
680291	Exhaust Manifold to Pipe Gasket	2R5, 2R10, 2R15.
680292	Exhaust Manifold to Pipe Gasket	2R6, 2R11, 2R14, 2R16A, 2R17A

DOOR CHECK - 2R SERIES TRUCKS

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

Effective with the following serial numbers, the door check and door check retainer have been changed in design: R5-58410, R6-492, R10-27076, R11-456, R14-178, R15-11715, R16-27895, and R17-17020. Since the new check and retainer require a change in the opening in the door, it will be necessary to order service parts according to serial number. The following table indicates what part numbers to use for service on trucks produced prior to the above serial numbers and what numbers to order for trucks equipped with the new type check and retainer.

Eventually the old type doors will no longer be available and only the new will be supplied. The new doors can be substituted for the old by using the new type door check in the installation.

<u>Part Number</u>		<u>Part Name</u>	<u>No. Per Truck</u>
<u>Early Type</u>	<u>Late Type</u>		
285450	292305	Door check retainer assembly	2
651820	653100	Door assy., right, as pur'd. RHC	1
651821	653101	Door assy., left, as pur'd. RHC	1
651822	653102	Door assy., right, as pur'd. LHC	1
651823	653103	Door assy., left, as pur'd. LHC	1
652290	653096	Door check assembly	2
285519	292304	Door check bumper	2

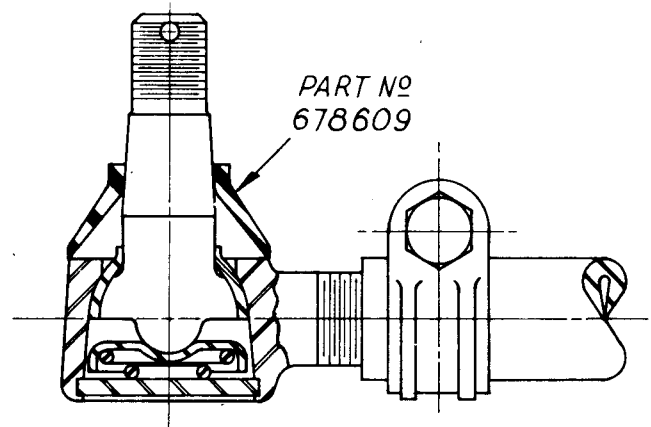
STEERING TIE ROD END COVER - 2R5, 2R6, 2R10, 2R11, 2R14, 2R15, M5, and M15

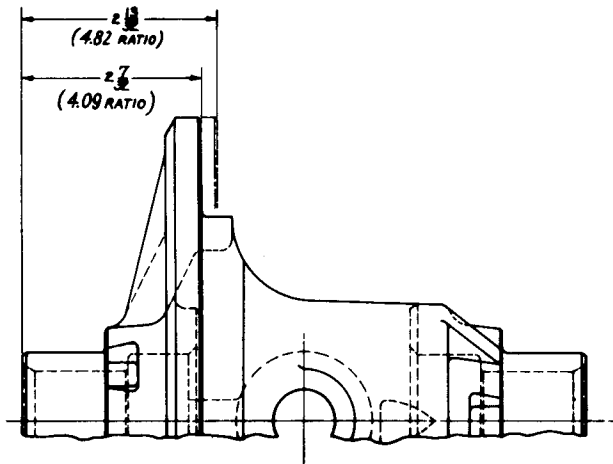
Please record this article on the Goldenrod page entitled Steering in your M Series Truck Shop Manual and on page 198 of your 2R Series Trucks Shop Manual.

Effective with Serial Nos. R5-62866, R6-923, R10-27127, and R11-941, a one-piece rubber seal that fits tight around the tie rod end and ball stud entered production. This rubber cover (see illustration) seals out dirt and abrasive and supersedes the former metal-and-rubber seal formerly used.

The new seal can be used on any of the above model trucks by removing the original seal. It is similar to the seal now in use on 2R16A and 2R17A models.

The new part is available for service use on 2R5, 2R6, 2R10, 2R11, 2R14, 2R15, M5, and M15 trucks. Order through your nearest parts depot, specifying Part No. 678609, Tie Rod Ball Cover. Two covers are used on each vehicle.





CHANGING REAR AXLE RATIOS - 2R5, 2R6

Please record this article on page 177 of your 2R Series Trucks Shop Manual.

When changing the rear axle ratio of 2R5 or 2R6 model trucks from 4.82 to 4.09 or vice

versa, it is necessary to change the differential case in order to provide proper clearance for the ring gear and pinion used.

The following parts are required:

Change 4.82 to 4.09

1 - 516456 Gear and Pinion
1 - 523660 Differential Case

Change 4.09 to 4.82

1 - 190030 Gear and Pinion
1 - 195117 Differential Case

The differential case for the 4.09 ratio (Part No. 523660) has the ring gear mounting surface 2-7/32" from the hub end of the case (see drawing). The differential case for the 4.82 ratio (Part No. 195117) has the ring gear mounting surface 2-13/32" as indicated in the drawing.



STRAIGHT-STEER TOOL SET

Enclosed with this issue of the Service Bulletin is an announcement of the John Bean Division's Straight-Steer Tool set. This set is designed to provide all the equipment used in setting the steering gear on center and in determining proper toe-in. With this tool in the shop, no helper is needed to hold string, wood blocks, etc. The string is replaced by an adjustable chain with wheel clamps at each end. Instead of a hand-fashioned block of wood, an accurately turned piece of hardwood is provided to slide over the chain so that it can be placed at the proper location on the rear tire. Different distances of chain-to-tire are available by placing different sides of the block against the tire. Car model numbers are stamped on the sides of the block and the

proper model number of the car being aligned should be placed against the tire. Also included in the set is a steering wheel clamp to hold the steering steady during the adjustment of the gear.

Straight-Steer tool sets are available from your local jobber. Price at time of going to press was given as \$13.50 per set f.o.b. Lansing, Michigan.

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

FOR SALE - M SERIES COWL

P. J. Kaufman Co., Inc., 3064 North Third St., Milwaukee 12, Wisconsin, have one M Series (1948) truck cowl for sale.

Anyone interested in this cowl should get in touch with Mr. F. Fernstrom, Sales Manager, at the above address.

KENT-MOORE PRICE LIST REVISED

Enclosed with this issue of the Service Bulletin is a copy of the revised Price List and Index for the Kent-Moore Service Tool Guide. There is also included a revised Studebaker Service Tool price list. The Guide was mailed to you with Service Bulletin No. 242.

The new price list is effective as of November 1, 1950.