

Studebaker

SERVICE BULLETIN

OCTOBER

NO. 255



1951

CORRECT BILLING AND LABELING OF CLAIM PACKAGES

It is essential to the successful handling of all claims that returned parts be properly billed and labeled prior to shipment. Furthermore, the bills of lading and claim forms must be mailed to the correct address. Following are the steps to be followed to assure receipt of material and forms at the right offices:

1. **Packaging and Labeling** Each package (box, carton, pallet, or loose article) should bear a number (see illustration). We suggest you number the packages correctly on each Bill of Lading starting with the number "1". This number is then carried to the Bill of Lading in the column headed "Kind of Package, Description of Articles, Special Marks, and Exceptions" (see illustration on p.2).

PKG#	<u>8</u>	WT.	<u>34</u>
B/L#	<u>12</u>		

- a. **New Parts Returned** Do not ship any new parts in shipments containing claimed parts. New parts or materials must be shipped under separate Bill of Lading.
- b. **Packing** Use care in packing parts that are fragile or are included in packages containing fragile or easily damaged matter (chrome plated parts, gages, switches, etc.). Wherever possible return such parts in the box or carton in which the replacement part was received.
- c. **Labeling** Each package must contain a label (see illustration) giving the package number, weight, and Bill of Lading number.

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CHANGE IN DESIGN BRUMMER REAR BEARING OIL SEAL Commander H Models

Please record this article on the Service Bulletin Reference page at the end of the Engine Section of your 1951 Passenger Car Shop Manual.

There has been a change in the design of the two-piece rear bearing oil seal (Brummer seal) for Commander H models, Part No. 530311, to provide improved sealing characteristics by changing the design of the steel insert.

The new type seal is marked with a raised dot placed immediately before the words "Brummer-Stude." The part number of the seal Part No. 530311, remains the same. Your parts depot will furnish only the new type seal on orders for this part as soon as the new parts are available.

2. Bill of Lading Use as many sets of Bill of Lading form as necessary, numbering sheets 1,2,3, etc. Do not show consignment instructions on other than Sheet No. 1.

Note.--Consign all claim material either to Dept. 963, Claims Receiving, The Studebaker Corporation, South Bend, Indiana, or, in the case of Warranty Claims, correctly addressed to your Parts Depot.

a. Description On the Bill of Lading, show a recognizable description (including your number) of each package. Specify boxes, cartons, pallets, loose articles.

b. Mailing Original Bill of Lading copy should be attached to the claim form and mailed promptly to General Service Department, The Studebaker Corporation, 635 South Main Street, South Bend 27, Indiana.

3. Carrier Relations It will ease handling of shipments if you go over the above procedure with your carriers. It is also suggested that you route all claims material shipments via the most responsible carrier serving your station and use the same carrier each time you ship claim materials to South Bend.

Note.--Export dealers follow Form No. E-691.

CHANGES IN FUEL PUMP SUPPORT AND GASKET - H MODEL

Please record this article on the Service Bulletin reference page at the end of the Gasoline System section of your 1951 Passenger Car Shop Manual.

Effective with Engine No. V-96218 changes were made in the fuel pump support so as to give better control of the fuel pump stroke. The fuel pump attaching bolt holes provide for a closer or dowel type fit to insure uniform location of the pump on the support. The fuel pump support is Part No. 531650.

Effective with Engine No. V-97480 a fuel pump support gasket (Part No. 531640) of .007" thickness entered production to insure that the fuel pump support is bolted firmly and uniformly resulting in the desired fuel pump stroke. This gasket should be used whenever the new-type fuel pump support, Part No. 531650, is used.

If the new gasket, Part No. 531640, is used with the original type fuel pump support, a check should be made to ascertain whether the fuel pump support is positioned too close to

H714

SAMPLE COPY

STRAIGHT BILL OF LADING—SHORT FORM ORIGINAL—NOT NEGOTIABLE

Shipper's No. 292

NATIONAL CARLOADING CORPORATION
(Name of Carrier)

Carrier's No.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at Brooklyn, N.Y. April 9, 1951

from

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination, if so mutually agreed, as to each carrier, all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official, Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Consigned to The Studebaker Corporation Dept. 963 Claims Receiving
(Mail or street address of consignee—For purpose of notification only)

Destination South Bend State Ind. County

Delivery Address (To be filled in only when shipper desires and when governing tariffs provide for delivery thereat)

Route

Delivering Carrier Car or Vehicle Initials No.

No. Packages	Kind of Package, Description of Articles, Special Marks, and Exceptions	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN	Subject to section 7 of conditions of applicable bill of lading. If this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges. (Signature of Consignor) If charges are to be prepaid, write or stamp here, "To be Prepaid." Received \$ _____ to apply in prepayment of the charges on the property described hereon. Agent or Cashier. Per _____ (The signature here acknowledges only the amount prepaid.) Charges Advanced: \$ _____
	Auto Parts, Old, Used, Having value for reconditioning Vins				
1	#977 box transmission	186			
1	#978 box trans. converters	70			
1	#979 box transmissions	176			
1	#980 palletized box auto parts	560			
1	#981 carton broken glass	53			
1	#982 carton gas tank	29			
1	#983 loose bumper bar	17			
1	#988 carton gas tank	6			
1	#987 box engine blocks	150			
9		1217#			
	B 1086/P-578,579,574				

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

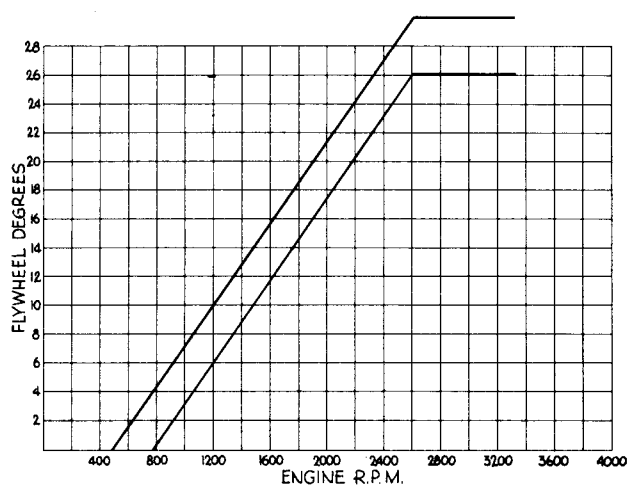
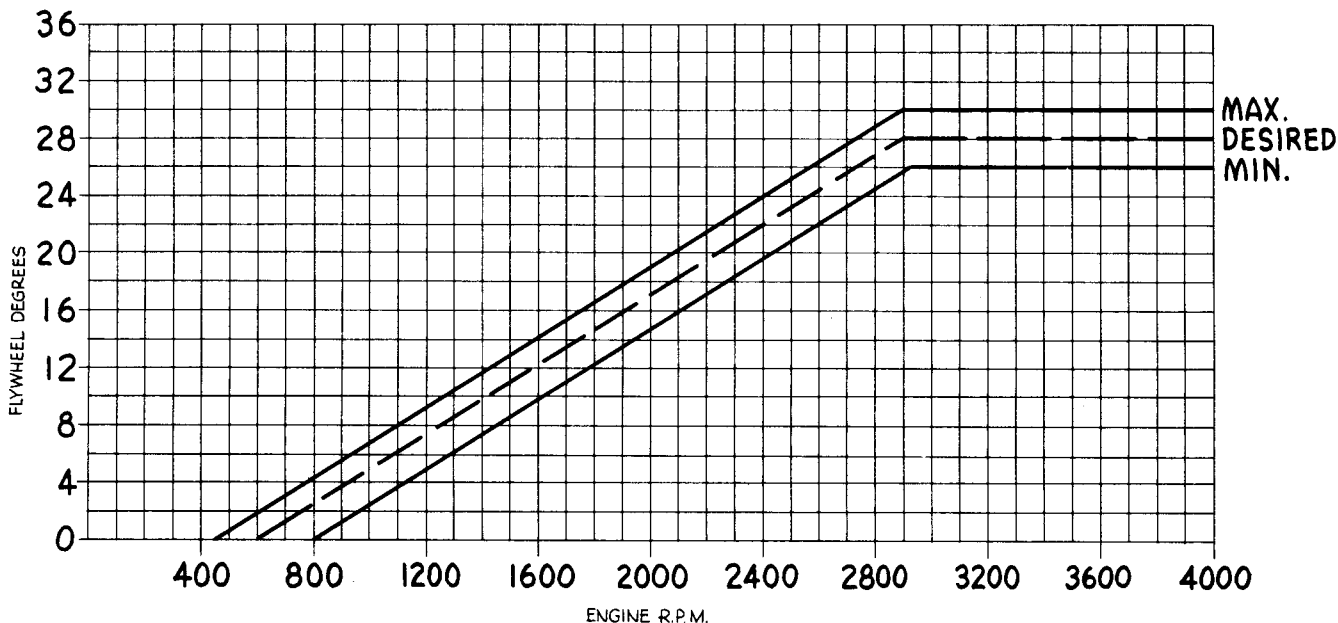
Shipper. Agent
Per Per
Permanent post-office address of shipper.

the block, which might result in excessive fuel pump stroke and possible damage to the fuel pump.

AVOID ROBBING ACCESSORY KITS ORDER INDIVIDUAL PARTS

In order to conserve materials wherever possible and to assure smooth handling of claims, dealers are urged to order individual replacement parts (for accessories originally shipped in kit form) rather than to take such parts from a new kit. This is particularly applicable to such items as bumper parts, directional signals, windshield wiper, and the like.

For example, a windshield wiper system may need a new motor. The correct procedure is to order and replace the motor only. If the original motor is subject to claim credit, it alone should be sent to the Claims Receiving department. If the replacement motor were taken from a new windshield wiper kit, no claim consideration would be given to the other components of the kit when returned for claim credit. Time and shipping charges in returning these other components will have been wasted.



ABOVE: NEW SPARK ADVANCE CURVE (AFTER ENGINE No. V-99953, COMMANDER V-8).

LEFT: SPARK ADVANCE CURVE TO USE BEFORE ENGINE No. V-99954, COMMANDER V-8.

CHANGE IN SPARK ADVANCE CURVE V-8 ENGINES AFTER V-99953

Please record this article on the Service Bulletin Reference page at the end of the Electrical section of your 1951 Shop Manual.

Effective with 1951 Commander Model Engine No. V-99954, new distributor governor weight springs entered production. This has resulted in a change in the part number of the distributor-and-spark modifier assembly, which, effective with Engine No. V-99954, is Part No. 531804 (Model No. 1110826).

The new governor weight springs are Part No. 531759 and will be sold in sets of two springs to the set. The new type of springs is fully interchangeable with the old as sets in service.

The purpose of this change in the governor weight springs is to give a slightly slower centrifugal advance in the low speed ranges, so that the spark advance curve more closely conforms to the requirements of the lower octane fuels generally available today. (See curve illustrated at top of page and compare with curve at left, which is taken from p. 23 of the Electrical Section of your 1951 Passenger Car Shop Manual.) There is no change in the vacuum advance characteristics.

It is important when testing 1951 Commander V-8 engines to know the model number of the distributor in the car. If the model number is 1110822, check against the curve shown at left or in the Shop Manual; if the model number is 1110826, check against the spark advance curve shown at the top of this page.

DOOR PILLAR AND DECK LID ASSEMBLIES 10G, H, AND 2R SERIES TRUCKS

Please record this article on the Service Bulletin Reference page at the end of the Body Section of your 1951 Passenger Car Shop Manual and also on page 37 of your 2R Series Trucks Shop Manual.

Door pillar lock assemblies of all 10G Champion, H Commander, and 2R Series Truck models and deck lid locks on passenger cars are being lubricated during manufacture with 1 gram of Dow-Corning silicone solution XC-116.

This solution will prevent freezing of the lock cylinder in cold weather and will provide smoother operation of the lock in general.

As present parts depot stocks of the lock assemblies are depleted, locks with silicone lubricant will be supplied.

ACCOMMODATE OIL FILTER CARTRIDGE TO OIL FILTER HOUSING

Please record this article on the Service Bulletin reference page at the end of the Lubrication section of your 1951 Passenger Car Shop Manual and on page 135 of your 2R Series Trucks Shop Manual.

Occasionally an owner may install a replacement cartridge of some other brand in his Fram oil filter housing. Provided the center hole and cartridge diameter and height permit, such an installation will probably be satisfactory so long as it is possible to seal the bottom end by using a special stool or other means.

Absence of a proper seal allows the normal accumulation of dirt in the bottom of the filter housing to be recirculated into the oil system. This may result in damage to bearings, crankshaft, etc.

Not all brands of replacement cartridge will seal properly in the Fram filter housing without special provision. Therefore, the owner should be advised that for this reason it is especially desirable to purchase genuine Fram replacement cartridges of the proper type for his Fram filter. When an owner does purchase another brand, however, he should make sure that the installation provides for proper sealing at the lower end.

CHROME FINISH CHANGES RESULTING FROM NATIONAL PRODUCTION AUTHORITY REGULATIONS

Please record this article on the Service Bulletin reference page at the end of the Body section of your 1951 Passenger Car Shop Manual and on page 57 of your 2R Series Trucks Shop Manual. Passenger Car Service Letter No. 883 may now be discarded.

In conformity to National Production Authority regulations and in accordance with the general practice throughout the industry, different plating methods for chrome finish exterior and interior trim parts are now being used.

Bumper Bars (Horizontal and Vertical as well as Accessory Guards) Chrome finish bumper face bars and bumper guards are being produced at the present time with more than 50 per cent reduction in the amount of nickel used in the base plate. This reduction in nickel content, which furnishes the hard, protective base for the chrome finish, will render these parts more susceptible to rust formation.

Other Exterior Chrome Trim Parts Other exterior chrome finish trim parts contain no

nickel base plate, but have a copper base plate substituted in its place. This does not provide as hard a base for the finish as the nickel and therefore renders these parts more susceptible to damage from scratching and rusting. To provide some measure of protection against the weather and chemicals in the air for the bright finish, two coats of baked synthetic clear enamel are put on them in manufacture.

Interior Chrome Finish Parts These parts are likewise produced with a copper base plate instead of a nickel base plate under the chrome finish. Since these parts are not exposed to the weather, however, their chrome surface plate will not be coated with enamel.

Care of Chromed Plated Parts

Because of the changes in plating mentioned above, special care should be given to all chrome plated parts. *After every wash job, these parts should be waxed.*

Bumper Bars, being now more susceptible to rust, can be cleaned with a good quality chrome cleaner, such as Studebaker Chrome and White-wall Tire Cleaner, AC-1464, and then waxed. They should be cleaned frequently and waxed after every cleaning with a good quality paste-type auto body wax.

Other Chrome Plated Parts It is recommended that other chrome plated parts be given special care as follows:

Wash frequently with warm water and a mild detergent (not soap). Rinse with clear water and wipe dry with a clean chamois. Wax all chrome plated parts after every washing.

CAUTION: No chrome cleansers, steel wool, metal polishes, or other cleaning compounds containing abrasives should be used on enamel coated chrome parts, since abrasives will tend to scratch and dull the high lustre of the enamel finish.

V-8 CARBURETOR MODELS

Effective with Engine No. V-95954 an internally vented carburetor, Part No. 531495 is used. It is identified by the model number "6-111" stamped on the bowl cover. This carburetor has .048" metering jets, choke piston is not drilled in the center, and a choke baffle is used. This carburetor and its parts are not interchangeable with those on cars before Engine No. V-95954. Use this carburetor only on cars after Engine No. V-95954.

For cars before Engine No. V-95954, use the Model 6-107A Carburetor, Part No. 530452, and the parts components for it.

REVISION IN VALVE LIFTERS - COMMANDER V-8 ENGINE

Please record this article on the Service Bulletin reference page at the end of the Engine section of your 1951 Passenger Car Shop Manual. Service Letter No. 867 may now be destroyed.

Effective with V-8 Engine No. V-100189, the crown on the lower face of the valve lifters has been increased by changing the radius from 60" to 30". This moves the contact area on the cam away from the edge of the lifter and reduces the possibility of premature wear as a result of contact between the edge of the cam and the lifter.

When a camshaft is replaced in a V-8 engine because of wear on the camshaft lobes, all valve lifters (16) should be replaced with the revised valve lifters, Part No. 531696. (If required, Part No. 531721 (.0005 oversize) or Part No. 531722 (.001 oversize) should be used.) Lifters should be ordered as required from your Parts Depot. When installing the valve lifters, the valve lifter bores in the cylinder block should be checked to make certain they are smooth. The valve lifters should be dipped in oil before installing them in the valve lifter bores and you should make certain the valve lifters fit properly in the bores and are free to rotate.

We call your attention to Service Bulletin No. 254, page 2, in which we pointed out that it was important, when a V-8 engine camshaft was being replaced because of abnormal cam lobe wear, that the engine be carefully cleaned to remove any metal particles that might be present. The following step-by-step procedure is recommended (in addition to Operation No. N-3, in the 1951 Service Operation Step and Time Guide, covering the actual camshaft replacement):

(Steps 1 through 4 should be performed immediately following the disassembly portion of Operation No. N-3).

1. Remove the engine oil pan.
2. Remove the oil pressure relief valve parts.
3. With a flushing gun, thoroughly clean:

ENGINE OIL PAN
OIL PRESSURE RELIEF VALVE PARTS
OIL PRESSURE RELIEF VALVE PASSAGES
CAMSHAFT BEARING BORES
VALVE LIFTER BORES
VALVE LIFTER CHAMBER
TIMING GEAR CASE AND COVER
OVERHEAD VALVE MECHANISM
INSIDE OF ROCKER ARM COVERS
INSIDE OF ENGINE CRANKCASE

4. If the engine is equipped with an oil filter, remove the oil filter cartridge. Thoroughly clean the inside of the filter case. Install a NEW oil filter cartridge.
5. After the engine has been reassembled and installed in the car, run four quarts of flushing oil through the engine for approximately five minutes. Drain the flushing oil and install the required quantity of new engine oil.

Warranty labor claims will be honored for camshaft replacements on the basis of Operation N-3 plus 1.5 hours for the cleaning operation described above. You should, however, certify on your B865 claim forms that the cleaning operation has been performed in addition to the regular operation for the camshaft replacement.

PISTON EXPANDERS FOR USE IN CORRECTING PISTON NOISE - 1950 COMMANDER (17A) MODELS EQUIPPED WITH STUDEBAKER AUTOMATIC DRIVE

Please record this article, a reprint of Passenger Car Service Letter No. 865, on page 143 of your 1950 Passenger Car Shop Manual. Your copy of the letter may be discarded.

In some 1950 Commander six engines in cars equipped with Studebaker Automatic Drive, a noise similar to piston slap may develop. This condition usually occurs only during starting and the warmup period when the engine is below normal operating temperature.

To correct this condition, when it is considered objectionable by an owner, a limited supply of special Piston Expanders, Part No. 531540, is being made available to dealers who have actual cases of the condition among their service customers. To obtain a set of the special Piston Expanders, send your order direct to the General Service Department, The Studebaker Corporation, South Bend 27, Indiana, giving the car serial number for which each set is to be used. Installation instructions will be included with each set of expanders. It is our recommendation that whenever one of these sets of expanders is installed, a complete new set of piston rings also be installed.

You are cautioned that this special Piston Expander is not a correction for piston noise which may be caused by excessive clearances, scored or worn cylinder bores, and the like. This special expander is designed to eliminate only the noise similar to piston slap which may be encountered on some 1950 Commander (17A) models equipped with Studebaker Automatic Drive.

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

FORWARD BAND ADJUSTMENT WITH TOOL NO. J-4285

Please record this article on page 36 of your Preliminary Shop Manual covering the Studebaker Automatic Transmission.

Occasionally some difficulty is encountered in entering the band adjusting tool, J-4285, into the threaded hole at the forward band servo pressure take-off point for the purpose of adjusting the forward band.

To facilitate starting these threads, use the following procedure:

1. Remove the forward band pressure take-off plug.
2. Insert the tool into the threaded hole of the forward band servo pressure take-off point as far as it will go, exerting a slight pressure to start the threads.

If the tool does not start in the threads at the pressure take-off point, proceed as follows:

1. Back off the adjusting screw for the forward band two full turns.
2. Insert Tool J-4285. It should start easily into the threads. A slight pressure may be exerted to compress the spring on the servo piston.
3. Return the adjusting screw to its original position and check the band adjustment as described in the Automatic

Transmission Preliminary Shop Manual, p. 34. The plug in the end of the tool should be flush with the shoulder on the handle of the tool.

4. Correct the adjustment if necessary. Tighten adjusting screw and lock nut. Remove the tool and install the pressure take-off plug.

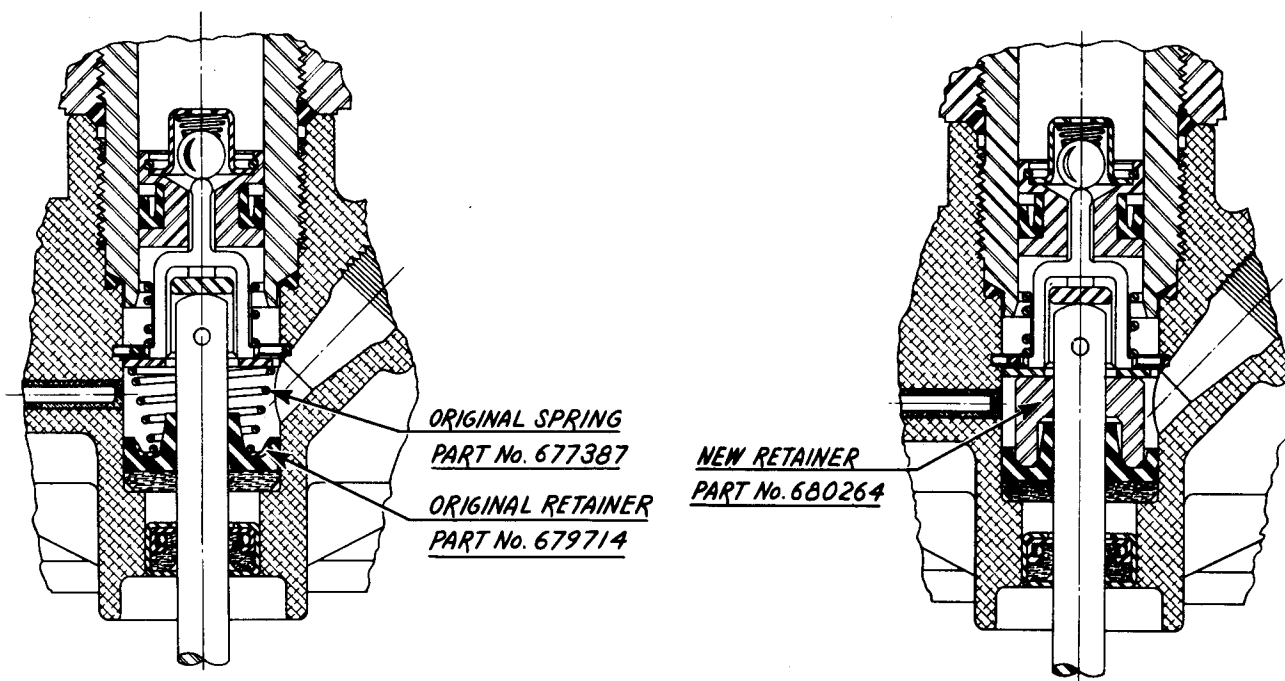
TRUCK SERVICE ITEMS

CHANGES IN HYDRAULIC BRAKE BOOSTER PISTON PUSH ROD SEAL (BENDIX) - 2R16A, 2R17A

Please record this article on page 30 of your 2R Series Trucks Shop Manual.

The drawing below illustrates the new push rod seal retainer, Part No. 680264, which has replaced the former type of retainer and spring, Part Nos. 679714 and 677387, respectively.

The new one-piece retainer can be installed in service in place of the original type spring-and-retainer arrangement. When present parts stocks of original type parts are depleted, the new type retainer, Part No. 680264, will be furnished in filling orders for Part Nos. 679714 and 677387.



CHANGES IN HYDRAULIC BRAKE BOOSTER PISTON PUSH ROD SEAL (BENDIX).