

Studebaker SERVICE BULLETIN

DECEMBER

NO. 258



1951

QUICK CHECK FOR FILTER CARTRIDGE CONDITION

Please record this article on the Service Bulletin reference page at the end of the Engine section of your 1951 Passenger Car Shop Manual and on page 107 of your 2R Series Trucks Shop Manual.

Adequate engine lubrication not only depends upon the quality and freshness of the oil in the crankcase, but also, in cars equipped with engine oil filters, upon the condition of the filter cartridge, which performs the important function of filtering foreign substances from the oil as it circulates through the filter. Obviously a clogged filter cartridge will not remove these particles from the oil.

Oil filter cartridges require replacement at widely varying intervals, based solely upon the conditions under which the car or truck is operated. In dusty areas, this replacement will be required considerably oftener than in operation over paved streets or highways in relatively dust- or smoke-free areas.

The only sure check of the condition of the filter cartridge is to remove it from the filter housing and inspect it. Three methods of quick check without removal of the cartridge will give some indication to guide the owner and serviceman in deciding whether to remove the cartridge. These methods are:

1. Immediately after engine has been running at normal operating temperature for some time the outside of the oil filter housing should be as warm to the touch as the upper part of the radiator. If the filter housing is noticeably cooler to the touch, it may indicate a clogged filter element or restriction in the filter pipes, not allowing full circulation of the hot engine oil, and the filter should be opened and the cartridge and filter system inspected.
2. If the engine is cold, a sharp tap on the metal filter housing should produce a ringing sound when the element is not clogged. If the tap produces a dull thud, it may be assumed the element is clogged with sludge or foreign matter and the filter cover should be removed so that the element can be inspected.
3. A more positive test is to idle the engine and disconnect the filter-to-crankcase

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return line at the filter. If the filter cartridge is clogged little or no oil will flow from the filter.

Servicemen, particularly those charged with lubrication, should be alerted to inspect filters regularly, since experience in filling stations generally shows that the filter is frequently neglected even at times when an engine oil change is being made.

1951 LAND CRUISER FRAME DIMENSION

On the first page of the Frame section of your 1951 Passenger Car Shop Manual, the frame front-width dimension in Fig. 2 -- Land Cruiser is given as 32 31/32". This dimension should be exactly 32". Please mark out the fraction 31/32".

The dimension of the half-width of the front end of the frame should be changed from 16 63/64" to 16" by marking out the fraction 63/64".

CARE OF BATTERIES IN DEALER STORAGE

Please record this article on the Service Bulletin reference page at the end of the Electrical section of your 1951 Passenger Car Shop Manual and on p. 73 of your 2R Series Trucks Shop Manual.

Store your stock of new batteries carefully so that you will find every battery in salable condition when its turn comes to enter service. Salability is the key to satisfied battery customers and the elimination of time and money consuming rejections. The following suggestions for proper storage and handling are based on extensive field experience and research of the Willard Storage Battery Company.

For the average dealer, "storage" batteries will include those in showroom display vehicles, vehicles in storage, units for sale on the used car and truck lot and, in some cases, batteries on display racks in the parts department. In order to keep the stock rotated, it might be well to remove batteries from vehicles on receipt, and put them in storage. When a vehicle is sold, place the oldest stock battery in it, whether or not it is the same battery that was in the vehicle on receipt. Only new (unused) Willard batteries must be installed in new Studebaker cars and trucks.

Proper storage reduces the possibility of two hazards always present when wet batteries must be kept on hand for any length of time. These hazards are (1) loss of charge and resulting sulphation during periods of prolonged idleness and (2) physical damage due to careless or improper handling and stacking methods.

Use Cool, Dry Storeroom

Store batteries in a clean, dry, well-ventilated room. Never keep them in storage more than six months. Temperatures should not exceed extremes of a low of 32° F. or a high of 80° F. It is best to keep the temperature range near the low limit (32° F.), since there is less "self-discharge" during storage at this end of the range than at the higher permissible temperatures. The table below indicates the increasing frequency of recharging required as average storage temperatures rise.

STOCKROOM TEMPERATURE	STOCK BATTERIES MAY REQUIRE RECHARGING AS FOLLOWS:
32° F.	Every 6 Months
40° F.	Every 4 Months
60° F.	Every 2 Months
80° F.	Every Month
Above 80° F.	Every 1 to 3 Weeks

Observe not only the recommended storeroom temperature range, but also avoid the following local hot spots: steam pipes, boilers, hot air, or direct rays of the sun. Such localized heat may overheat individual batteries and increase self-discharge, cause melting of the sealing compound, or buckling of the plates.

Sulphation - What It Is And What It Does

Stored batteries, if not attended, are subjected to a harmful process called sulphation. Sulphation is a chemical reaction between the electrolyte (the water-acid solution introduced into the cells of the battery) and the active plate material. It is comparable to the action occurring when table sugar is covered with water and left stand. After a time the sugar absorbs water. Crystals, commonly called "rock candy", are formed. Once the crystals are formed and "set", it is virtually impossible to separate the absorbed water from the sugar simply by stirring the rock candy or adding more water to it. So it is in the battery electrolyte. If left idle in the cells the electrolyte combines with the active material in the plates and forms crystals of lead sulphate. If the lead sulphate crystals are allowed to grow, it will become impossible to reconstitute the electrolyte and to return the active material to the plates by recharging.

Such a degree of sulphation results in a reduced active area of the plates, expansion of the active material, overheating of the battery when put into use, buckling of the plates, or even to a short circuit through the separators. It will usually lead to premature failure of the battery, especially when it is subjected to 30- or 35-ampere and higher charging rates.

Mild sulphation, on the other hand, such as may be forming when a battery is at the low limit of specific gravity readings, can be counteracted by slow recharge. The specific gravity of the electrolyte will be restored and the lead sulphate crystals will be dissolved, the active material being returned to the plates with little loss.

Check Specific Gravity Monthly And Adjust For Temperature

When batteries are stored in a cool, dry area, the specific gravity should be checked once a month. For this reason, we recommend that care of stock batteries be assigned to one man. Since electrolyte expands (density per unit volume drops) as its temperature increases and contracts (density per unit volume increases) with reduction in temperature, it is necessary to use a correction factor when using standard hydrometers because their scales are

based on 80° F. As shown in Fig. 1, .004 specific gravity is added for every 10° F. interval above 80° F. and .004 specific gravity is subtracted for every 10° F. interval below 80° F.

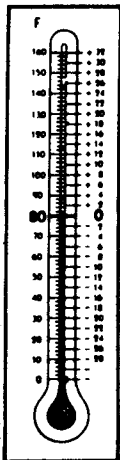


FIG. 1

Thus, if the temperature of the electrolyte is 20° F. and the specific gravity reads 1.270, it will be necessary to deduct .004 sp. gr. for each of the six 10° F. intervals between 80° F. (hydrometer basis) and 20° F. actual temperature (80° minus 20° equals 60°; 60° divided by 10° gives 6 ten-degree intervals). Six times .004 equals .024, so we will subtract from the hydrometer reading of 1.270 our correction factor of .024. The resulting corrected specific gravity reading is 1.246. Since full charge is considered at or near 1.280 (80° F. basis), the corrected reading indicates that this battery should immediately be put on charge, whereas the non-adjusted hydrometer reading of 1.270 might have been taken by the unwary as satisfactory.

Since only a fully charged battery should be put into service, it is important to store batteries so that they can be easily charged while in stock. Proper storage recommendations, therefore, take this into account along with consideration of stock rotation, use of minimum space, and safeguards against physical damage to the batteries.

Preparation For Storage

Before new batteries are put onto storage shelves, inspect them carefully, especially the containers and cell covers. File a claim immediately with the transportation company for any damage or for repairs required.

Check the electrolyte level and add triple-distilled water as necessary. NOTE.--If the temperature of the battery is extremely cold, allow battery to reach storage room temperature. Normal expansion of electrolyte in warming up may show level to be correct.

Determine the state of charge. Be sure to correct hydrometer reading for electrolyte temperature as described previously. Bring all batteries to full charge, 1.280 specific gravity, before placing them in storage.

**Series Chargers OK
Fast Chargers Not For Stock Use**

A series (slow) charger can be used to maintain full charge in stock batteries if stocks are closely checked and the charger is connected when recharging is needed. NOTE.--Fast chargers, using the fast charge rate, should NOT be used to charge batteries in storage.

**REAR OIL PUMP COVER GASKET
STUDEBAKER AUTOMATIC DRIVE**

Please record this article on page 50 of your Studebaker Automatic Transmission Preliminary Shop Manual.

Maintenance of specified rear oil pump gear end clearance is important as a factor in maintaining proper pump capacity. This clearance is controlled by the thickness of the rear pump cover gasket.

Whenever this gasket is replaced, be sure that the new gasket is of the same thickness as the gasket being replaced.

There are five different thicknesses available as shown in the table below. On the three smaller sizes, the color of the gasket furnishes ready identification. To identify the two larger sizes, both of which are black, look at

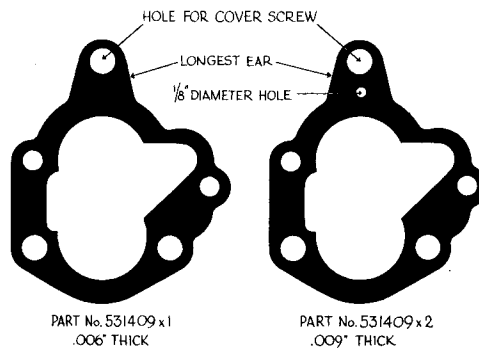


FIG. 2

the longest ear of the gasket (see Fig. 2) If there is a 1/8" hole just below the screw hole, the gasket is .009" thick (Part No. 531409X2); if there is not a 1/8" hole punched in this ear, the gasket is .006" thick (Part No. 531409X1).

The above information cancels and supersedes similar data given on page 4 of Passenger Car Service Letter No. 862.

Part No.	Part Name	Thickness	Color
527966	Gasket, rear oil pump cover	.002"	Red
527967	Gasket, rear oil pump cover	.003"	Green or clear
527968	Gasket, rear oil pump cover	.005"	Blue
531409X1	Gasket, rear oil pump cover	.006"	Black
531409X2	Gasket, rear oil pump cover	.009"	Black with 1/8" hole punched in longest ear.

CARBURETOR REPAIR KITS - MODEL H

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.

A new repair kit, Part No. 531842, for the service of Stromberg Carburetor Models 6-107A and 6-111 (the current Commander V-8 production type), is being released for dealer use. The new kit includes all the repair parts required for either the Model 6-107A or the Model 6-111 carburetor. An instruction sheet is included in the kit to indicate which of duplicate parts are to be used on each model of carburetor.

The new kit, Part No. 531842, will be substituted by your parts depot for orders of the previous kit, Part No. 531333, as soon as the new kit is available.

NEW CARBURETOR CHOKE STOVE AND PARTS FOR COMMANDER V-8 ENGINE

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. This is a reprint of Passenger Car Service Letter No. 869, which may now be destroyed.

Effective with Commander V-8 Engine No. V-95954, a new choke stove entered production. This choke stove is located closer to the automatic choke and provides for improved choking action through more direct and more uniform heat transfer. Also, it eliminates the possibility of oil, moisture, or foreign matter entering the choke housing and causing the choke piston to stick, thereby preventing choke operation.

Where you encounter a condition of hard starting because of failure of the choke to operate (caused by the choke piston being stuck due to the presence of oil, moisture, or foreign matter), you may find it desirable to install the new choke stove. A service adaptation of the new choke stove is being made available. It can be installed on any Commander V-8 engine with the 6-107A carburetor or on any Commander V-8 engine with a 6-107 carburetor that has been modified to the 6-107A carburetor specifications. Parts required for this installation are one each of Part No. 531359 Manifold Heat Tube, Part No. 531812 Manifold-to-Choke Tube-and-Loom Assembly, and Part No. 531361 Shroud. These parts will be available on order to your nearest parts depot.

Following is the procedure for making the

installation of the choke stove parts on Commander V-8 engines (before Engine No. V-95954) equipped with Model 6-107A or Model 6-107 carburetors modified to 6-107A model specifications:

1. Remove the carburetor from the manifold.
2. Completely cover the manifold inlet opening with masking tape.

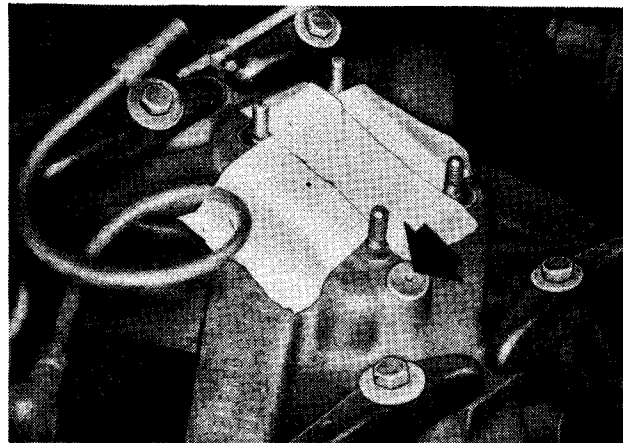


FIG. 3

3. Remove and discard the old automatic choke-to-manifold pipe.
4. Center punch the approximate center of the boss (see Fig. 3). Drill a 1/4" starting hole in the boss, then enlarge the hole using a 33/64" drill. NOTE.--Only a 33/64" drill should be used for enlarging or finishing this hole.
5. Insert the automatic choke manifold heat tube, Part No. 531359, with the plugged end directed toward the center of the left bank cylinder head.
6. Using a rawhide mallet, set the tube into place (Fig. 4) so that the end of the tube

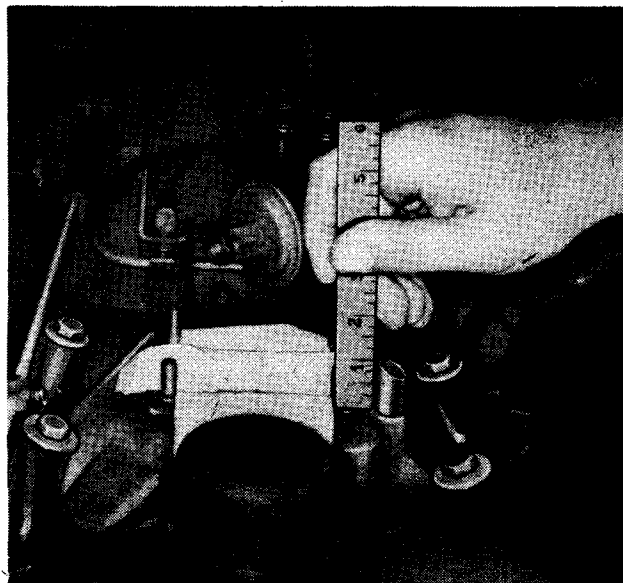


FIG. 4

- extends 1" above the boss.
7. Use compressed air to clean off the manifold and to blow any dirt out of the heat tube. NOTE.--Attach a length of small diameter copper tubing to air nozzle so that dirt can be blown out from the bottom of the manifold heat tube.
 8. Install the shroud, Part No. 531361, on the manifold-to-choke tube-and-loom assembly, Part No. 531812, and install the assembly in the tube, slipping the shroud down over the end of the tube.
 9. Clean the automatic choke housing and piston. Adjust the choke so that the arrow on the cover is aligned with the index or sharp edge of the boss on the top of the choke housing.
 10. Remove the tape from the manifold, install a

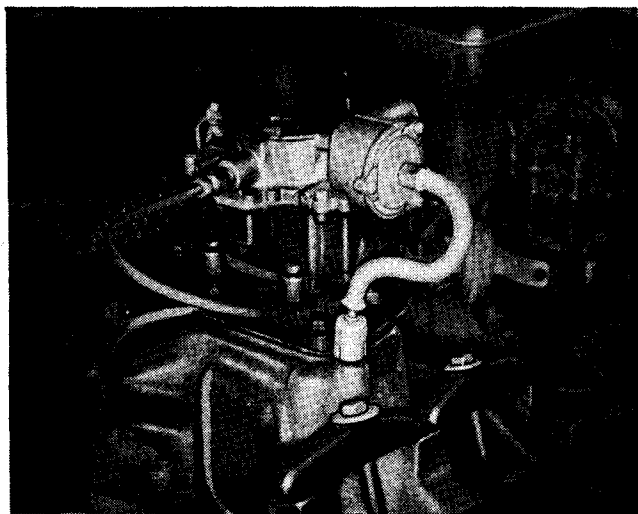


FIG. 5

new gasket, and place the carburetor on the manifold. Connect the manifold-to-choke tube and the fuel and spark modifier pipes finger tight. Install the carburetor retaining nuts and tighten the pipe nuts. Connect the throttle linkage. Figure 5 illustrates the complete installation.

CHECK GASOLINE GAGES BEFORE RETURNING - 2R SERIES TRUCKS

Please record this article on page 126 of your 2R Series Trucks Shop Manual.

In order to save time and to prevent rejection of claims, check the gasoline gage system as outlined on page 113 of your 2R Series Trucks Shop Manual before removing the gages from the truck and returning them for claims credit.

It has been found that over 90 per cent of gages returned for claims credit are in good condition and accurate within limits. Cleaning and tightening electrical connections or replacing damaged wiring would have restored

normal operation of the gasoline gage in most of these cases.

SET VOLTAGE REGULATORS AT HIGH LIMIT - COMMANDER (H) MODELS

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

It is possible that on some Commander (H) models the voltage regulator was set by the manufacturer below our specification low limit of 7.2 volts at 70° F. This may result in failure to maintain a fully charged battery, particularly in short-run, city-type driving because of the added drain on the battery in winter from increased use of lights, defroster, and Climatizers, plus the normal drop in battery efficiency due to lower electrolyte temperatures. Where this condition is indicated, we recommend that the voltage regulator be checked and set near the upper limit of 7.6 volts at 70° F. This will help materially to keep batteries fully charged during periods of heavy drain.

Current-and-voltage regulators used on Champion models are sealed by the manufacturer and are therefore not adjustable. If the Champion voltage regulator fails to transmit adequate voltage to maintain normal charge in a good battery, test the voltage regulator as outlined on pages 9 and 10 of the Electrical System section of the 1951 Passenger Car Shop Manual and replace the unit if it does not test within 7.2 - 7.5 volts at 70° F.

PAINT AND TRIM SYMBOL STICKER - 12G, 3H

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

The paint and trim symbol sticker, Form No. W662, formerly placed on the underside of the package compartment box, is being placed on the upper right corner of the dash liner of all 1952 passenger car models.

EXPORT DEALERS NOTE

On the first page of the Torque Specifications section in your 1951 Passenger Car Shop Manual, the following change should be made. This change consists in showing the correct conversion of the inch-pounds of torque into kilogram-meters of torque.

ENGINE	CHAMPION	COMMANDER
Rocker arm cover nuts-torque required		18-20 in-lb (0.21-0.23 kg-m)

**COMAX 127 BRAKE LINING -
10G, H MODELS**

Please record this article on the Service Bulletin reference page at the end of the Brake section of your 1951 Passenger Car Shop Manual. This article is a reprint in part of Passenger Car Service Letter No. 871, which may now be discarded.

For several months, CoMaX 127 brake lining has been used in the production of 1951 passenger car models, superseding the CoMaX S-100 lining used previously.

In view of the fact that there is a difference in the coefficient of friction between the two types of lining, it is important that either the CoMaX S-100 or the CoMaX 127 lining be used in paired sets, as outlined below. Unless these recommendations are followed, there will be objectionable unequal braking.

An example of paired sets is: The forward shoes on the right front and left front wheel brakes must have the same type (either CoMaX S-100 or CoMaX 127) lining. Likewise, the reverse shoes of the front wheels must have the same type of lining.

It is permissible, however, to use CoMaX 127 on the forward shoes of the right front and left front brakes and CoMaX S-100 on the reverse shoes of those brakes or vice versa.

The same recommendation of the use of paired sets of lining material applies to the rear wheel brakes.

Please be sure that your service personnel are familiar with the significance of the use of paired sets of lining material.

When ordering brake lining-and-shoe assemblies, be sure to order the correct type of lining for all forward or reverse shoes on both front or both rear (or all four) wheels.

To identify the type of lining material, a 3/4" wide strip of white paint is placed on both edges of the CoMaX 127 lining, while a grey paint strip is used on the CoMaX S-100.

The parts list below shows the CoMaX S-100 and CoMaX 127 linings together with their vendor's code number, which is printed in white letters and numbers on the lining material.

6-111 CARBURETOR - H MODELS

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. This article is a reprint in part of Passenger Car Service Letter No. 871, which may now be discarded.

A definite hesitation (sometimes accompanied by backfiring) has been encountered during part-throttle acceleration on some Commander V-8 engines equipped with the 6-111 carburetor. The condition is apparent only when the throttle is approximately one-fourth the way open; such as when accelerating gradually in high gear or direct drive range.

This occurrence may be caused by a casting imperfection in the carburetor body at the point where the accelerating pump inlet ball

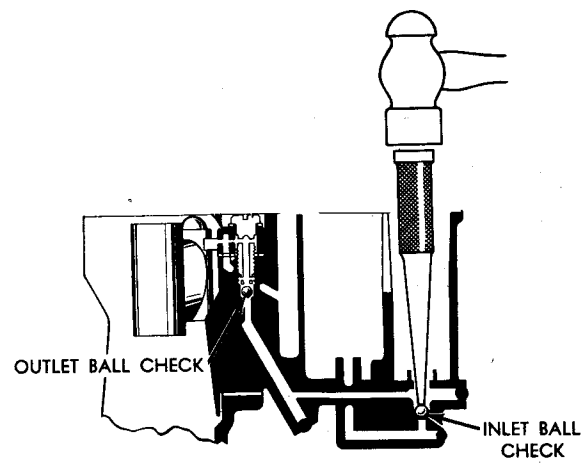


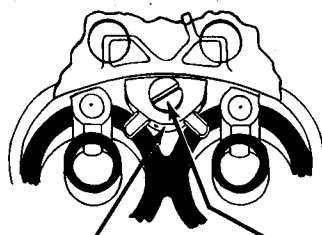
FIG. 6

check is seated (see Fig. 6). A leak at the ball check seat under partial accelerator throttle opening will cause a loss of the momentary fuel mixture enrichment required at this stage of gradual acceleration.

To check for this condition, proceed as follows:

1. With the carburetor on the bench, remove the air horn and float bowl cover assembly. Remove the pump discharge nozzle screw and

COMAX S - 100		Location	Model	COMAX 127	
Part No.	Code			Part No.	Code
522472	FC-10561-S	Forward Shoe, All Wheels	10G	531566	FC-14559-S
522473	FC-10563-S	Reverse Shoe, All Wheels	10G	531567	FC-14561-S
522554	FC-10565-S	Front Brake, Forward Shoe	H	531561	FC-14685-S
522556	FC-10567-S	Front Brake, Reverse Shoe	H	531562	FC-14687-S
522472	FC-10561-S	Rear Brake, Forward Shoe	H	531566	FC-14559-S
522473	FC-10563-S	Rear Brake, Reverse Shoe	H	531567	FC-14561-S



DISCHARGE NOZZLE

DISCHARGE NOZZLE SCREW

FIG. 7

nozzle (see Fig. 7). Remove the pump piston assembly.

2. Pour enough fuel in the bowl to fill the pump passages and to provide a good pump charge in the pump body. Reinstall the pump piston in the pump bore.
3. While holding the pump discharge nozzle screw hole shut, depress the pump piston.
 - (a) If the inlet ball check seat is faulty, the gasoline will be seen bubbling up through the screened inlet port in the bottom of the bowl adjacent to the pump bore wall.
 - (b) If the ball check is seating properly, there will be noticeable resistance to the pump piston movement and fuel will probably be seen escaping around the piston itself.
4. If leakage is evident, remove the necessary pump parts and place the ball from the ball check valve over the seat. With a drift on the ball, tap sharply with a light hammer to smooth the seat to a uniform seal. See Fig. 6. Test effectiveness of seal as in Steps 2 and 3, above, before reassembling and installing carburetor.

IGNITION WIRING LEFT CYLINDER BANK - H MODEL

Please record this article on the Service Bulletin reference page at the end of the Electrical section of your 1951 Passenger Car Shop Manual. This article is a reprint in part of Passenger Car Service Letter No. 871, which may now be discarded.

Before Engine No. V-114943, the distributor-to-spark plug cables were placed in the conduit attached to the rocker arm cover in the order of the cylinders. For the left cylinder bank this meant that the first (front) wire was connected to No. 1 spark plug, second to No. 3, third to No. 5, and fourth to No. 7.

It has been found that, under conditions of heavy load at low engine speeds, there is a possibility of "cross-firing" occurring between No. 5 and No. 7 cylinders (No. 7 follows No. 5 in the firing order). To eliminate this possibility of "cross-firing," the spark plug cables in the left bank conduit have been rearranged

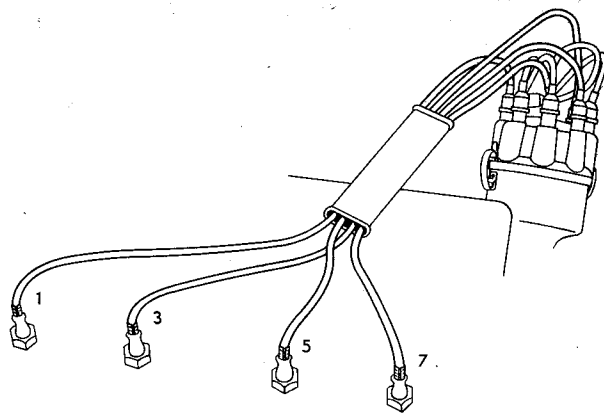


FIG. 8

to separate No. 5 and No. 7 (see Fig. 8). This new arrangement requires that No. 3 and No. 5 cables cross each other as they leave the outlet end of the conduit.

In diagnosing cases of engine "bucking" under heavy load at low engine speeds, it may be that rearranging the spark plug cables on the left cylinder bank (as illustrated) will result in smoother engine operation.

T TRUCK SERVICE Information

ALUMINUM PISTONS - 2R5, 2R10, 2R15

Please record this article, a reprint of Truck Service Letter No. 95, on page 107 of your 2R Series Trucks Shop Manual. The letter may now be discarded.

In Service Bulletin No. 253, p. 8, you were advised that ferric-alloy pistons entered production of 2R5, 2R10, and 2R15 model truck engines.

The material situation is now such that, effective with Engine No. 1R-119088 (2R5, 2R10) and Engine No. 2R-12933 (2R15), aluminum pistons re-entered production. They will continue to be used as long as they are available.

Instructions for fitting aluminum pistons are given on page 90 of your 2R Series Trucks Shop Manual.

SAGINAW STEERING GEARS - MODELS 2R5, 2R6, 2R10, AND 2R11 TRUCKS

Please record this article on page 198 of your 2R Series Trucks Shop Manual. Truck Service Letter No. 96 may now be discarded.

Saginaw steering gear assemblies with 19-1 ratio entered production effective with Truck Serial Nos. 2R5-86448, 2R6-4818, 2R10-32385, and 2R11-4139.

Removal and Installation

Removal and installation procedures for this steering gear assembly differ from the procedures outlined in the 2R Series Trucks Shop Manual only in that an adapter plate, Part No. 680649, is used between the steering gear housing and the frame side rail. Within a short time the steering gear housing will be modified to eliminate the need for the adapter plate.

Adjustment

The steering gear adjustment procedure differs from the procedure outlined in the 2R Series Trucks Shop Manual. The adjustment procedure for the Saginaw gear follows:

1. Disconnect the reach rod from the Pitman arm.
2. To adjust the cross shaft end play, first tighten the side cover screws (9, Fig. 9).

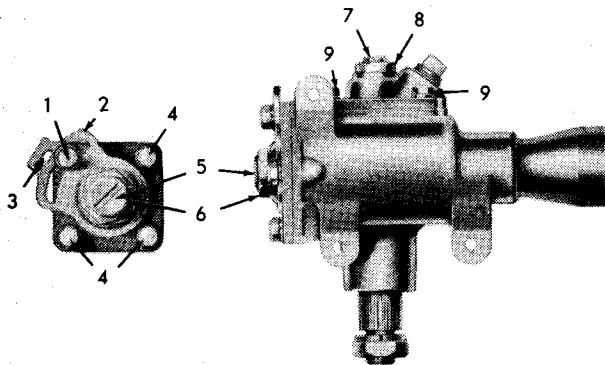


FIG. 9

3. To adjust the worm bearings, first tighten the end cover screws (4). Do not tighten lock screw (1). Then loosen the lock nut (6), and tighten the adjusting screw (5) as much as possible without stiffening the action of the steering wheel as it turns through its complete range. Being careful to keep the adjusting screw from turning any

more, tighten the lock nut securely. To check the worm bearing adjustment, measure with a spring scale the force required to turn the steering wheel. The force should be 1/2 to 1 lb. (0,225 to 0,45 kgm) when measured on a tangent to the steering wheel rim.

4. Turn the steering wheel gently through the entire range of travel, carefully counting the total number of turns. Then set the wheel in the center position by turning it back exactly halfway.
5. Move the Pitman arm back and forth to determine the amount of free play. Do not move the steering wheel. Loosen lock screw (1) 1/2 turn. With a soft hammer tap the clearance adjuster (2) lightly to turn it in the required direction. Turning the adjuster in the direction indicated by the arrow (3) reduces the worm-to-roller clearance. The adjuster should not be moved more than 1/16 inch (1,6 mm) at a time with respect to lock screw (1). If this adjustment is made too tight the steering gear will be damaged. The clearance should be adjusted to give a pull of 3/4 to 1-3/4 lb. (0,34 to 0,79 kgm) on a spring scale tangent to the steering wheel rim. Then tighten the lock screw (1) securely.
6. Connect the reach rod to the Pitman arm. Check the steering wheel for free play. There should be no free play in the wheel, but the wheel should not turn stiffly.

Lubrication

The steering gear lubricant level should be checked at 5000 mile (8,046 km) intervals. Remove the pipe plug at the top of the housing to check the lubricant level. If additional lubricant is required use Multi-Purpose S.A.E. 90 gear lubricant. Do not use a pressure gun to fill the gear housing.

SERVICE EQUIPMENT

KENT-MOORE PRICE LIST REVISIONS

Mailed with this issue of the Service Bulletin is your copy of the latest Kent-Moore Organization 1951 Model Application Revisions as well as a Price List and Index for the 1950 Kent-Moore Service Tool Guide.

Should you want copies of the 1950 Kent-Moore Service Tool Guide, fill in and mail the requested data on the business reply postcard included with the revision list. NOTE.--Export dealers may obtain extra copies upon request to The Studebaker Corporation, Export Division.

Your attention is called to the Kent-Moore Organization, Inc. letter attached, in which, among other considerations, they have added Open Account (Net 10th prox.) as part of their standard terms for dealers in the United States.