

Studebaker

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FILL CLAIM TAGS PROPERLY WHEN RETURNING AUTOMATIC DRIVE PARTS

It is essential for proper operation of the claims procedures that the Claims Parts Tag, Form No. B866, be completely filled in before parts are returned for credit consideration.

In the case of Automatic Drive units, for example, the transmission or torque converter serial number must be shown as well as the car serial number and other information requested.

Please be certain the employee handling your claims shipments understands the necessity of properly filling out the Claims Parts Tag, Form B866, with all information including the automatic transmission or torque converter serial number.

THERMOSTAT ASSEMBLY - 12G

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

Effective with Champion Engine No. 912181, Dole thermostats, Part No. 531470 (155° F. opening), are installed in production in 1952 Champion (12G) models which are equipped with the 7-lb. pressure radiator cap.

Dealers are requested to inspect 1952 Champion (12G) models before Engine No. 912181 and be sure they have the Dole thermostat installed. This type of thermostat must be used in 1952 Champion models equipped with 7-lb. pressure radiator caps. Use of the gas-operated bellows type thermostat in a pressurized cooling system may result in higher than normal engine operating temperatures.

The "high opening" (170° F.) Dole thermostat for use with permanent-type antifreeze is Part No. 532017. Thermostats of the bellows type, Part Nos. 513226 and 199310, should be used only in 1951 and previous Champion models as specified in the parts catalog.

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HOOD FRONT EMBLEM LETTER "S" - 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.

On some early production 1952 Champion (12G) and Commander (3H) models, the top corner of the letter "S" in the hood front emblem was sharper than desirable.

Should your servicemen encounter such an emblem, we recommend that the top corner be lightly and carefully stoned to dull the sharpness. Such stoning will remove a small amount of the chrome plating but, since the bright metal beneath is rust proof, the stoning operation will not ruin the emblem nor make its appearance unseemly.

GENERATOR SHORT CIRCUIT OR LOW VOLTAGE REGULATOR SETTING IN SOME DELCO-REMY EQUIPMENT - 1951 COMMANDER (H) MODELS AND 2R SERIES TRUCKS WITH 245.6 CU. IN. ENGINES

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. Passenger Car Service Letter No. 877 may now be destroyed.

There is a possibility of two conditions being present in the Delco-Remy generator and voltage regulator used in 1951 Commander (H) models and 2R Series trucks with the 245.6 cu. in. engine, either of which may prevent adequate charging of the battery under normal operation of the vehicle. These conditions are (1) a short in the generator crossover lead and (2) a voltage regulator set below the low specification limit of 7.2 volts at 70° F.

I -- GENERATOR CROSSOVER LEAD SHORT CIRCUIT

In some Delco-Remy generators in the group identified in the next paragraph there is a possibility the field crossover lead may be

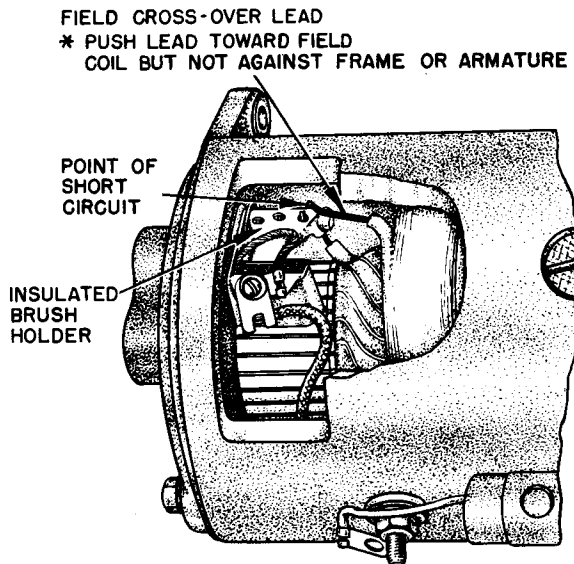


FIG. 1

touching the insulated brush holder (see Fig. 1). This will create a short circuit, causing excessive field current. The result will be burned regulator contact points, high generator cut-in speed and failure of the generator to properly charge the battery. This will result in a "low" (discharged) battery.



FIG. 2

It is believed the field crossover lead short circuit may have occurred only in some generators manufactured between June 1, 1951 and December 1, 1951. The production date can be determined from the figures above the word "serial" on the generator nameplate (see Fig. 2) as follows: Month code letter for January is "A", for February, "B", and so on through "H" for August. The letter "I" is not used, so that September is coded "J" and consecutive alphabet letters are used through "M" for December. The digit to the left of the code letter is the units digit for the year of manufacture: "1" for 1951, "0" for 1950, etc. The digit to the right of the code letter is the day of the month of manufacture, these digits running from 1 through 31.

Inspection and Correction of Generator Short Circuit

Whenever a 1951 Commander (H) model or Model 2R6, 2R11, 2R14, 2R16A, or 2R17A truck is in your service department, servicemen should make it a habit to check the generator Serial Date Code to determine whether the vehicle is equipped with one of the generators where the shorted crossover lead condition may exist. All Delco-Remy generators bearing serials between 1 F 1 and 1 M 1 should be inspected as follows:

If crossover lead touches (or nearly touches) the insulated brush holder (as in Fig. 1), push the lead back toward the field coils but not against the generator frame or armature. This will prevent future short circuits by the crossover lead.

Resultant Damage to Current-and-Voltage Regulator

Where the crossover lead is short-circuited or where the battery charging is poor for prolonged periods, the regulator points may have become excessively oxidized. The condition may be analyzed and corrected as outlined on the next page.

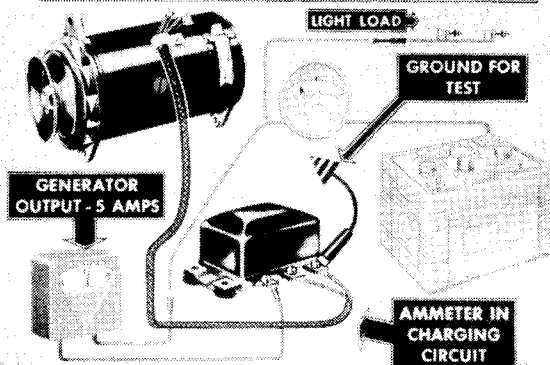
OXIDIZED CONTACT POINT CHECK

FIG. 3

**Check for Oxidized Points -
Voltage Regulators**

Insert an ammeter at "BAT" terminal of the regulator (see Fig. 3). Turn on the headlights. Run the engine at a speed that will give approximately 5 amperes output (positive charge) as shown on the test meter. Ground the "F" terminal of the regulator as shown in Fig. 3. If the output increases more than 2 amperes, the regulator should be removed from the vehicle and cleaned and adjusted as outlined in the Electrical section of the 1951 Passenger Car Shop Manual. Set voltage regulator to 7.6 volts at 70° F. and set current regulator at 40 amperes at 70° F. Dealers may, if they so prefer, take such regulators to United Motors Service, who will repair or replace the unit at no charge to the Studebaker dealer.

NOTE.--Discoloration of points does not necessarily indicate serious point damage. Cleaning should be attempted unless point material is badly burned. Replace the entire regulator only when points cannot be put in serviceable condition by cleaning.

II -- LOW VOLTAGE REGULATOR SETTING

In cases where there is no evidence of generator field crossover lead short circuit, a low battery may be the result of a voltage regulator which is set too low.

Our specifications call for a range of from 7.1 to 7.6 volts at 70° F. The high limit of 7.6 volts at 70° F. is preferable, particularly in cold weather.

Therefore, it is important to check and set the voltage regulator at 7.6 volts at 70° F. (current regulator setting should be 40 amperes at 70° F.) on cars with a chronic low battery condition.

**Dealer Stocks of New Delco-Remy
Model 1118392 Regulators**

Arrangements have been made with Delco-Remy to have United Motors Service shops throughout the nation inspect, test, and adjust without charge all Studebaker dealers' stocks of new Delco-Remy current-and-voltage regulator units (Model 1118392) of the type used in 1951 Commander (H) cars and 2R Series trucks with the 245.6 cu. in. engine.

Dealers are urged to take their stocks of new Delco-Remy regulators to their nearest United Motors Service dealer for this service as soon as possible. After they have been checked, tested, and adjusted, the United Motors Service dealer will place a spot of black paint on the mounting bracket carrying the two mounting holes as an identifying mark indicating that this work has been done.

NOTE.--Do not send to United Motors Service any regulator with an identifying mark of either blue or black paint on the mounting bracket carrying the two mounting holes. Regulators so marked have already been readjusted before shipment to you.

**HORN HALF-RING AND STEERING WHEEL
REMOVAL AND INSTALLATION
1952 MODEL PASSENGER CARS**

Please record this article on the Service Bulletin Reference page at the end of the Electrical System section of your 1952 Passenger Car shop Manual. Passenger Car Service Letter No. 875 may now be discarded.

There is a difference in the mounting of the horn half-ring on 1952 Champion (12G) and Commander (3H) models from that used on prior models. The ring is held to the steering wheel by means of two Allen-head screws (see Fig. 4).

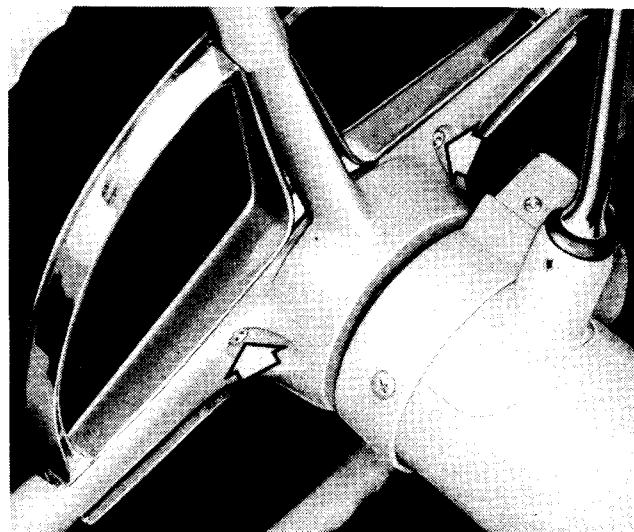


FIG. 4

visible from beneath the steering wheel.

To remove the horn half-ring, remove the two Allen-head screws holding the ring assembly to the steering wheel and remove the insulating collars. Lift the bottom of the ring enough to clear the steering wheel spokes and slip it forward, unhooking it from the contact plate. Lift the ring and rubber cushion from the wheel. The contact plate can now be removed.

To install the horn half-ring, place the rubber cushion in position in the ring. Hook the ring to the contact plate and lower it into position. Install the insulating collars on the Allen-head screws, and insert the screws and insulators through the steering wheel spokes. Tighten the screws.

Except for the removal and installation of the horn half-ring, the steering wheel is removed and installed as outlined beginning on page 10 of the Front Suspension and Steering System section of your 1951 Passenger Car Shop Manual.

STEERING GEAR CHANGES - COMMANDER V-8 MODELS AND CUSTOM CHAMPION MODELS

Please record this article, a reprint of Passenger Car Service Letter No. 870, on the Service Bulletin reference page at the end of the Front Suspension and Steering System section your 1951 Passenger Car Shop Manual. Letter No. 870 may now be discarded.

Effective with 1951 Commander (H) model Serial No. 8209085, the Saginaw Series 600 Steering Gear entered production. This steering gear assembly, Part No. 531116, is the same as the steering gear used in 1951 Champion (10G) models. A different steering reach rod assembly, however, is required in this installation. It is Part No. 531876.

Servicing procedures on the Saginaw steering gear used on Commander models will be the same as those for the Champion models. Instructions are given on pages 19 through 22 of the Front Suspension and Steering System section of your 1951 Passenger Car Shop Manual. We suggest you make a notation at the top of page 19 to read:

USED 1950 LAND CRUISER BODY WANTED

Studebaker dealer Warren Biggs, 101 South LaBrea Avenue, Los Angeles 36, California, would like to hear from any dealer having a used 1950 Land Cruiser body for sale.

"Also for Commander Model H effective with Car Serial 8209085."

Steering Column for Custom Champion (10G)

Effective with Serial No. G-1111611, the larger diameter steering column jacket (as used on the Deluxe and Regal Champion models) entered production of 1951 Custom Champion (10G) models.

This change affects the transmission remote control assembly complete, steering post bracket-and-clamp assembly, steering post-to-dash grommet, and the steering post collar. Servicing procedures are identical with those for Deluxe and Regal Champion models.

It should be noted that the AC-2126 Directional Signal kit for Custom Champion models cannot be used on those Custom Champion models which have the larger diameter steering column jacket. For those Champion models, the AC-2125 Directional Signal kit must be used.

REAR SPRING SPECIFICATIONS - 10G, 12G, H, 3H

On the first page of the Springs and Shock Absorber section of your 1951 Passenger Car Shop Manual make the following change under the heading specifications:

	Champion	Commander
Rear Springs -	2-1/2" x 50"	2-1/2" x 50"
Size	(63,5 x 1.270 mm)	(63,5 x 1.270 mm)

PHILCO SERVICE STATION DIRECTORY

A copy of the 1952 edition of the Philco Auto Radio Official Directory of Authorized Philco Distributors and Service Stations is being mailed with this issue to dealers in the continental United States, Alaska, and the Territory of Hawaii.

As explained in Service Bulletin No. 252, page 1, the filling out of warranty registration tags on every new radio installation was eliminated and warranty claims are now made by filling out a Claim Form PR1012S only for those radios sent or taken to authorized Philco radio service stations for warranty service.

The Directory mailed with this Service Bulletin shows the location and address of every authorized Philco auto radio service station and distributor in the continental United States, Alaska, and the Territory of Hawaii. Names shown in large bold face type and followed by the letter "D" are authorized Philco distributors; all others are authorized Philco service stations.

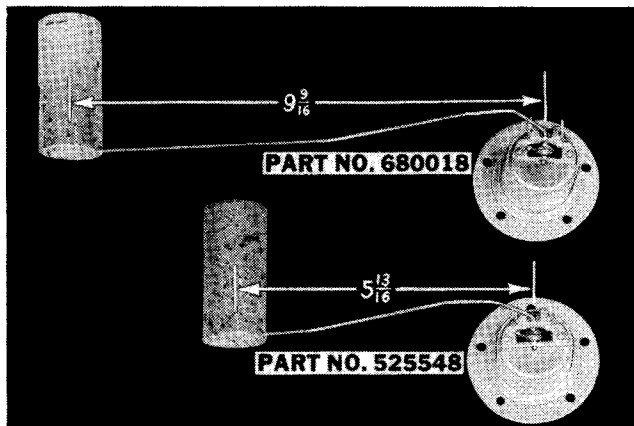
ALL 1952 CHAMPIONS HAVE FLOATING REVERSE BRAKE SHOES

On page 7 of the 1952 Model Supplement to the 1951 Passenger Car Shop Manual, in the first line of the left-hand column, change the word "most" to read "all."

This change is necessary inasmuch as all 1952 Champion (12G) models are being produced with the "floating" reverse brake shoes.

This change will also make it necessary to cross out the entire second paragraph under the heading "Brake Shoe Adjustment-All Models" in the right-hand column of page 7 of the Supplement.

TRUCK SERVICE ITEMS

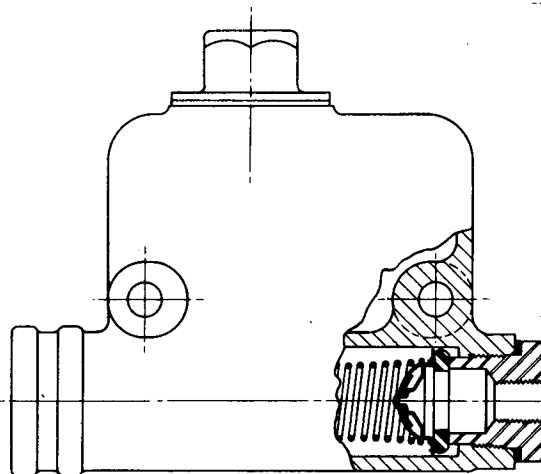
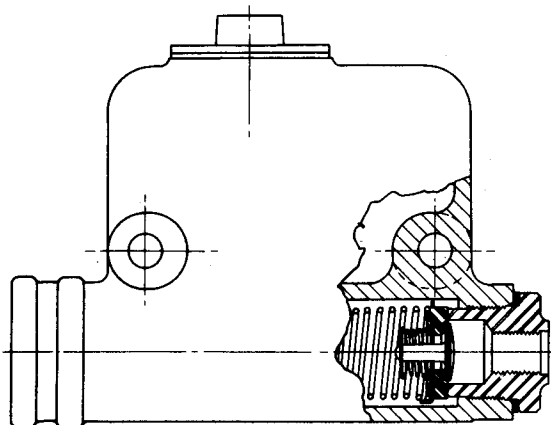


GASOLINE GAGE TANK UNIT-2R SERIES

Please record this article on page 126 of your 2R Series Trucks Shop Manual and on the Service Bulletin Reference page at the end of the Gasoline System section of your 1951 Passenger Car Shop Manual.

In a few cases the gasoline gage tank units for service have been packaged under an incorrect part number. The illustration above shows the correct part number and application for each of the two styles of gage.

The long arm (9-9/16") unit, Part No. 680018,



should be used on 2R Series trucks. The short arm (5-13/16"), Part No. 525548, is for use on passenger car models.

BRAKE LINING - 2R5, 2R6, 2R10, 2R11

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

In U.S. production, effective with Truck Serial Nos. R5-88077 and R6-5107, the rear wheel brakes are equipped with CoMaX brake lining. The front wheel brakes are equipped with CoMaX 127 effective with truck Serial No. 2R5-88991 and 2R6-5272. CoMaX 127 is especially suitable for use on trucks where the operation may lead to possibility of a brake fade condition.

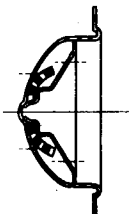
Since the coefficients of friction for CoMaX 127 and CoMaX S-100 (formerly used) are different, it is important that changes in brake lining or brake shoes be made only in complete sets. That is, forward shoes on both sides and reverse shoes on both sides must have the same type lining, either CoMaX 127 or CoMaX S-100. Do not reline one side only with a type of lining different from that on the corresponding shoe on the other side of the truck.

CoMaX 127 brake lining is identifiable by a strip of white paint on the edge of the lining; the CoMaX S-100 lining has a brown identification strip on the side.

BRAKE MASTER CYLINDER VALVE 2R14, 2R15, 2R16A, 2R17A, M15, M16, M17

Please record this article on page 30 of your 2R Series Trucks Shop Manual and on the Service Bulletin Reference page - Brakes in your M Series Trucks Shop Manual.

The brake master cylinder spring-loaded (residual pressure) valve has been changed to a dome type with a rubber valve in place of the flat valve formerly used on the truck models listed above. See the drawing for a comparison of the design details of the two



valves. The valve shown on the left is the spring-loaded flat type formerly used, while that on the right is the dome type with the rubber valve. The small drawing at upper right is an enlargement of the dome type valve to show details.

The dome type valve is sold by Studebaker parts depots in a kit, Part No. 681011, Brake Master Cylinder Valve and Seat Kit which includes Part No. 681009, Valve, and Part No. 681010, Valve Seat. The dome type valve parts entered production approximately December 18, 1951.

RADIATOR ASSEMBLY - 2R5, 2R10, AND 2R15 MODEL TRUCKS

Please record this article on p. 58 of your 2R Series Trucks Shop Manual. Truck Service Letter No. 97 may now be discarded.

Due to governmental restrictions on the use of copper, we have found it necessary to reduce

the copper content of the radiator assembly of the 2R5, 2R10, and 2R15 model trucks.

Changing the copper content of the radiator assembly slightly reduces its cooling ability, but by using a 7-lb. pressure cap in conjunction with the new radiator assembly the cooling system efficiency is maintained. The 7-lb. pressure cap raised the boiling point of water from 212° F. to 233° F.

The new radiator core and tank assembly is Part No. 681031, and the 7-lb. pressure cap is Part No. 531826. To provide for ready identification of the new pressure cap a "7" is stamped on top of the finger lug of the cap.

The new radiator assembly and pressure cap entered production with Serial Nos. R5-89375, R10-32974, and R15-13120.

SCHRADER EMPHASIZES IMPORTANCE OF TIRE CHECKS

Mailed with this issue of the Service Bulletin is a copy of a folder supplied by A. Schrader's Son, manufacturers of tire pressure gauges, valve cores, etc.

The purpose of the folder is to emphasize the importance of regular and accurate tire checking and inflation for the maintenance of customer satisfaction not only in receiving full mileage from his tires but also in having a uniform and comfortable ride from his car at all times.

Further information regarding any Schrader equipment should be obtained from your regular jobber.

DEE TEE CLEANER NOW OWNED BY VOKAR

The Dee Tee degreasing system for standard and overdrive transmissions and rear axles is now owned by Vokar Corporation, Dexter, Michigan.

The Dee Tee cleaners have been tested and approved by Studebaker's Tool and Equipment division for use in cleaning standard and overdrive transmissions and all rear axles. *They should not be used, however, to clean transmission or torque converter units of the Studebaker Automatic Drive.* Studebaker Automatic Drive Units require no flushing or cleaning other than draining every 15,000 miles and refilling with Studebaker Type A Automatic Transmission Fluid.

Dee Tee cleaners were described and illustrated in the catalog insert sheet mailed with Service Bulletin No. 228. Dealers should contact local jobbers for Dee Tee vaporizers or fluid refills. They should have their Dee Tee equipment serviced by Vokar Corporation, 7300 Huron River Drive, Dexter, Michigan.

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



LECTROTEST GAS MILEAGE GAUGE

Kent-Moore's LECTROTEST Gas-per-Mile gauge is described in the catalog insert mailed with this issue of the Service Bulletin.

The Lectrotest Gas-per-Mile gauge contains its own electric fuel pump (driven by the car's battery) to prevent unstable meter readings as the result of car fuel pump surge.

Installation is easy, requiring no more than five minutes of the serviceman's time. The gauge is hung on the car window, adapters are installed to connect the gauge hoses to the carburetor intake and the fuel line at the carburetor, and the gauge fuel pump electric wires are connected one to each battery post.

An order blank is provided at the bottom of the descriptive catalog insert.

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

The J-4866 Lectrotest Gas-per-Mile gauge is available for \$52.50 f.o.b. Detroit, Michigan, U.S.A.