

Studebaker

SERVICE BULLETIN

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NO. 268



1952

ANTIFREEZE IN CARS AND TRUCKS SHIPPED FROM SOUTH BEND PLANTS

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 and on page 58 of your 2R Series Trucks Shop Manual.

Beginning about October 15, all passenger cars and trucks delivered from South Bend plants will have the following amounts of Studebaker Methanol antifreeze in the cooling system:

- Champion 12G models 3 quarts
- Commander 3H models 4½ quarts
- 2R5, 2R10, 2R15 model trucks. 3 quarts
- 2R6, 2R11, 2R14, 2R16A, and 2R17A trucks 4 quarts

These amounts of antifreeze protect the cooling systems against freeze-up down to 5° above zero Fahrenheit.

About November 1 or when weather conditions warrant, the amount of Studebaker Methanol antifreeze added to the cooling system will be increased to these amounts:

- Champion 12G models 5 quarts
- Commander 3H models 6½ quarts
- 2R5, 2R10, 2R15 model trucks. 5 quarts
- 2R6, 2R11, 2R14, 2R16A, and 2R17A trucks 6 quarts

These amounts of antifreeze protect the cooling systems against freeze-up down to 10° below zero Fahrenheit.

If the climate in your area differs enough from that in South Bend, you should increase or decrease the amount of antifreeze in the car or truck. This is to assure adequate protection in climates colder than South Bend or to prevent coolant loss through boiling away of the antifreeze in climates warmer than prevail at South Bend.

When you test the antifreeze protection temperature, be sure to read the scale on the antifreeze tester that is calibrated for the type of antifreeze in the cooling system. As stated above, this is Methanol base antifreeze. Use of the ethyl (denatured) alcohol scale on the tester will give incorrect readings.

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HOW MANY

BATTERIES

have you checked

THIS MONTH?

BE ALERT

BEAT

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BATTERY BOGEY

**IMPROVED STARTING OF
HOT ENGINE - COMMANDER
V8 WITH 6-111 CARBURETOR**

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.

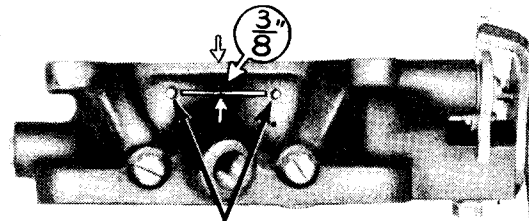
If any of your owners of Commander V8 models equipped with the internally vented model 6-111 Stromberg carburetor have encountered starting difficulty or excessive cranking when the engine is hot, vent holes drilled in the carburetor as described below will provide improvement.

These vents tend to prevent accumulation of gas vapor while the hot engine is shut down, thus permitting a more rapid re-start. No parts are required for this modification.

The vent holes are easily drilled. Use a No. 36 drill at the locations shown in Fig. 1, 3/8" below the upper gasket surface of the throttle body. Drill these holes through, one hole into each barrel.

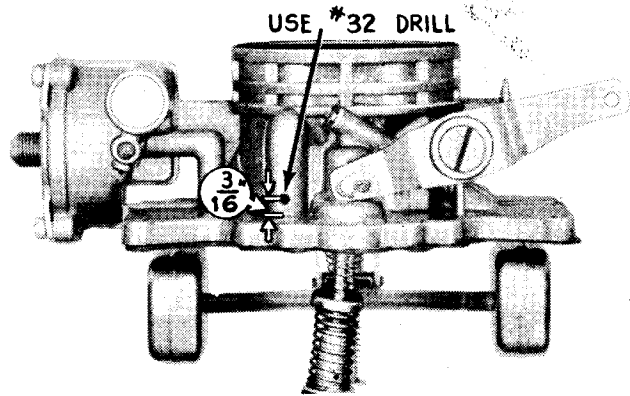
Use a No. 32 drill for the hole into the bowl vent passage as shown in Fig. 2. Locate this hole 3/16" above the surface of the cover flange where it meets the vent passage boss.

NOTE.--It is important that the vent holes be of proper size.



USE #36 DRILL

FIG. 1 - DRILL TWO HOLES WITH NO. 36 DRILL. PUT ONE HOLE DIRECTLY INTO EACH BARREL OF THE CARBURETOR.



USE #32 DRILL

FIG. 2 - USE NO. 32 DRILL. MAKE ONE HOLE INTO THE BOWL VENT PASSAGE.

T 
TRUCK
SERVICE
Information

**ELECTRICAL SYSTEM MATCHED
COMPONENTS - 2R SERIES**

Please record this article on page 73 of your 2R Series Trucks Shop Manual.

Generators, ammeters, and current-voltage regulators are designed to be used in matched sets; i.e., it is never desirable to replace a

generator with just any generator that might at one time or another have been used in a particular model or truck. It is essential to proper electrical system operation and long life of all parts in the electrical system that the replacement generator be matched to the type and model of current-voltage regulator and ammeter with which the generator must work on the truck.

The table on the next page shows, by Studebaker part number as well as vendor's number, which items must be used in conjunction with each other. We urge that you impress on your service and parts men the importance of matching replacement electrical system components to those remaining on the vehicle. Check the serial number plate on generators and current-voltage regulators against this list to be sure.

**TABLE OF TRUCK ELECTRICAL
PARTS - - - - -** 

MODELS 2R5-10-15

GENERATOR			VOLTAGE REGULATOR			AMMETER			
MODEL	MFG.	STUDE. NO.	MODEL	MFG.	STUDE. NO.	MODEL	MFG.	STUDE. NO.	AMP.
GDZ-4804A	Auto-Lite	512574	VRP-6001A	Auto-Lite	526683	11512A	Auto-Lite	676659	35
GDZ-6001S	Auto-Lite	531422	VRP-6001A	Auto-Lite	526683	11512A	Auto-Lite	676659	35
GDZ-6001A	Auto-Lite	531422	VRP-6005A	Auto-Lite	530272	G-440234	Stewart-Warner	680164	40
GDZ-6001S	Auto-Lite	531422	VRR-6005A	Auto-Lite	530272	G-440234	Stewart-Warner	680164	40
GGW-4801A	Auto-Lite	531705	VBE-6101A	Auto-Lite	531703	G-440234	Stewart-Warner	680164	45
GGW-4801S	Auto-Lite	531705	VBE-6101A	Auto-Lite	531703	G-440234	Stewart-Warner	680164	45
OPTIONAL EQUIPMENT									
GEB-4803A Early Cut-in	Auto-Lite	198881	VRP-4004C	Auto-Lite	198882	11512A	Auto-Lite	676659	32

MODELS 2R6-11-14

GENERATOR			VOLTAGE REGULATOR			AMMETER			
MODEL	MFG.	STUDE. NO.	MODEL	MFG.	STUDE. NO.	MODEL	MFG.	STUDE. NO.	AMP.
1102728	Delco-Remy	531384	1118380	Delco-Remy	526688	11512A	Auto-Lite	676659	34
1102753	Delco-Remy	531385	1118392	Delco-Remy	530227	G-440234	Stewart-Warner	680164	40
1102717	Delco-Remy	531385	1118392	Delco-Remy	530227	G-440234	Stewart-Warner	680164	40
1102787	Delco-Remy	531635	1118730	Delco-Remy	531592	G-440234	Stewart-Warner	680164	45
1102785	Delco-Remy	531635	1118730	Delco-Remy	531592	G-440234	Stewart-Warner	680164	45
OPTIONAL EQUIPMENT									
1105893 Early Cut-in	Delco-Remy	680287	1118314	Delco-Remy	679595	G-440234	Stewart-Warner	680164	40
1105891 Heavy Duty	Delco-Remy	679558	1118393	Delco-Remy	680288	G-440234	Stewart-Warner	680164	40
1105892 Heavy Duty	Delco-Remy	680289	1118394	Delco-Remy	680290	G-440240	Stewart-Warner	680443	50

MODELS 2R16A-17A

GENERATOR			VOLTAGE REGULATOR			AMMETER			
MODEL	MFG.	STUDE. NO.	MODEL	MFG.	STUDE. NO.	MODEL	MFG.	STUDE. NO.	AMP.
GDZ-4805A	Auto-Lite	512575	VRP-4004F	Auto-Lite	513615	11512-A	Auto-Lite	676659	35
1102728	Delco-Remy	531384	1118380	Delco-Remy	526688	11512-A	Auto-Lite	676659	34
1102753	Delco-Remy	531385	1118392	Delco-Remy	530227	G-440234	Stewart-Warner	680164	40
1102717	Delco-Remy	531385	1118392	Delco-Remy	530227	G-440234	Stewart-Warner	680164	40
1102787	Delco-Remy	531635	1118730	Delco-Remy	531592	G-440234	Stewart-Warner	680164	45
1102785	Delco-Remy	531635	1118730	Delco-Remy	531592	G-440234	Stewart-Warner	680164	45
1102719	Delco-Remy	531384	1118380	Delco-Remy	526688	11512-A	Stewart-Warner	676659	34
OPTIONAL EQUIPMENT									
GEB-6001E Early Cut-in	Auto-Lite	677233	VRP-4004C	Auto-Lite	198882	11512-A	Auto-Lite	676659	32
GEG-6001C Early Cut-in	Auto-Lite	678723	VRP-4004E	Auto-Lite	678764	G-440234	Stewart-Warner	680164	40
GGJ-4804-B High Output	Auto-Lite	676064	VBA-4205	Auto-Lite	676194	24293	Moto-Meter	677262	50
1105893 Early Cut-in	Delco-Remy	680287	1118393	Delco-Remy	680288	G-440234	Stewart-Warner	680164	40
1105891 Heavy Duty	Delco-Remy	679558	1118314	Delco-Remy	679595	G-440234	Stewart-Warner	680164	40
1105892 Heavy Duty	Delco-Remy	680289	1118394	Delco-Remy	680290	G-440240	Stewart-Warner	680443	50

STARTING SERIALS OF CoMaX 127 BRAKE LINING ON 2R10, 2R11 TRUCKS

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

The following serial numbers complete the introduction in U. S. production of CoMaX 127 brake linings on 2R Series trucks: R5-94766 and R6-7018 (rear wheel brake shoes); R10-34434 and R11-6114 (rear wheel brake shoes of 2R10 and 2R11 model trucks with standard 3-speed transmission); R10-34465 and R11-6156 (rear wheel brake shoes of 2R10 and 2R11 trucks with 4-speed transmission).

As mentioned in Service Bulletin No. 259, Page 5, CoMaX 127 linings have a different coefficient of friction from CoMaX S-100. Therefore, be careful in relining brake shoes or when installing new shoe-and-lining sets that both the brake assemblies on the same axle have the same type lining.

CoMaX 127 lining has a strip of white paint on the edge of the lining for identification. CoMaX S-100 lining has a brown identification strip on the side of the lining.

SAGINAW STEERING GEAR LUBRICANT

Please record this article on the Service Bulletin reference page at the end of the Front Suspension and Steering System section of your 1951 Passenger Car Shop Manual and on p. 198 of your 2R Series Trucks Shop Manual.

We recommend one lubricant for adding to Saginaw steering gear housing, another for complete fill (as with a new, dry gear). We trust the following will avoid confusion:

The Saginaw steering gear is filled in production with a special all-season lubricant. This lubricant has a thick, yellow appearance much like chassis lubricant. This particular lubricant is used to afford ease of steering in cool weather since this lubricant will channel.

If it is necessary only to add lubricant, use SAE 90 Multi-Purpose Gear Lubricant which will mix with the special production lubricant, or any of the lubricants listed below, but will still allow the lubricant to channel in cool weather.

When filling a new housing (furnished dry from parts stock) or refilling the housing after draining for repairs, use Socony-Vacuum SG Grease, Standard Oil Co. Pressure Gun Grease No. 0, Shell Retinax "A", Sinclair Litholine, Texas Co. Marfak "O", or their equivalent.

Do not use a high pressure gun to fill the steering gear. Overlubrication will cause the lubricant to be forced up into the steering post jacket.

CHANGE IN LOCATION OF CAR SERIAL NUMBER PLATE - 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.

Effective with Car Serial No. 8266501 (3H Commander models) and G-1160245 (12G Champion models) you will find the car serial number plate on the left front door hinge pillar facing. In the past, the plate was put on the left front door lock pillar post.

The serial number plate is now being nailed and welded into position.

To accommodate the new plate at this point, the two holes for the dome lamp switch, Part No. 284341, have been rotated 90°.

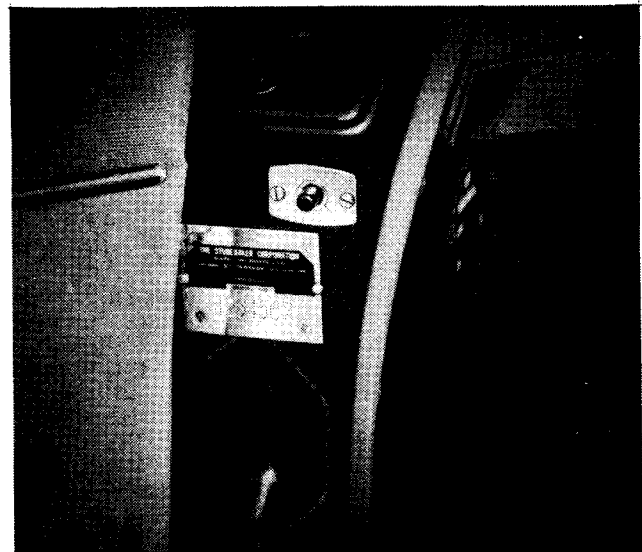


FIG. 3 - APPEARANCE OF SERIAL NUMBER PLATE IN ITS NEW LOCATION ON 1952 CHAMPION AND COMMANDER MODEL PASSENGER CARS