

Studebaker SERVICE BULLETIN

APRIL

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1948

STUDEBAKER MASTER MECHANICS HAVE ACQUIRED SPECIAL SERVICE DISTINCTION



Holders of the Studebaker Master Mechanic award are men who, by experience, study, and training, are "something special" in the field of automotive service. The award is made only to those men who have had at least four years' actual working experience as mechanics during the past six years and who prove by their attendance at service club field clinics that they understand the latest mechanical operations and procedures used in servicing Studebaker passenger cars and trucks. In addition to satisfying these requirements, the Master Mechanic must take a written examination of 100 multiple-choice questions or problems and attain a score of 70 points of the possible 100.

Mechanics who qualify for the designation of Studebaker Master Mechanic are awarded an attractive gold lapel emblem (pictured above) and given a wallet-sized certificate signed by General Service Manager Don O. Wilson. Winners of the emblem award who qualify in subsequent years receive the certificate for those years.

Wearers of the Master Mechanic emblem guard jealously their right to retain it each year for it signifies to coworkers and customers that "here is a man who knows his business, is an expert craftsman, and one who is not only qualified to service an automobile, but keeps up to date on latest diagnosis, remedial measures, and servicing procedures."

Every Studebaker service man who has the required number of years' experience is urged to carry out the other requirements listed below and enroll now for the current Master Mechanic Award Program.

Enrollment forms for participation in the Studebaker Master Mechanic Award Program may be obtained from branch service representatives at service club clinics or directly from the General Service Department, The Studebaker Corporation, South Bend 27, Ind.

(CONTINUED ON PAGE 2)

PART NUMBER CORRECTION

Please turn to Service Bulletin No. 199, p. 5, "Heavy Duty Radiator Core Equipment - M Series Trucks" and in the list of part numbers cross out the number 516067 and write immediately under it the number 516076. This is the correct number of the six blade fan.

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Qualification requirements for the Master Mechanic award are:

1. Applicant must have served four out of the past six years as a mechanic (not necessarily on Studebaker vehicles). "Mechanic" may include service managers, shop foremen, and those service salesmen who have, within their working history, served four years as automobile mechanics. Dealers, however, are not eligible to enroll in the program.
2. Applicant must have attended all service club field clinics held for his area during the calendar year.
3. Applicant must submit to the branch service representative (at service club meetings) or to the General Service Department, South Bend, a properly filled out enrollment form certified by his dealer-employer as to the number of years of service.
4. Applicant must receive a grade of 70 or better out of a possible 100 on the annual master mechanic examination.
5. Applicant must be an active employee of a Studebaker dealer at the time the award is presented.

FRONT WHEEL TOE-IN ADJUSTMENT - 6G, 7G; 14A, 15A

Please record this article on page 111 of your 1947 Shop Manual.

An optional procedure has been developed and approved for the adjustment of front wheel toe-in which offers the following advantages over previous methods: the new operation requires no special tools; it reduces possibility of error in measurement since the measurement is equally divided between the two front wheels; it is considerably simplified in comparison with older methods; and the measurements are taken on exposed linkage members only.

The revised procedure supplements that given on page 108 of your 1947 Shop Manual entitled "Toe-In" and in Fig. 216 on page 109 of the 1947 Shop Manual. Please make notations on pages 108 and 109 calling attention to the new procedure, which follows:

1. Set steering gear on center of high spot. Reposition steering wheel if necessary. Steering gear to remain in this position during balance of the operations.
2. Adjust left tie rod so left front wheel is in straight ahead position as outlined in the Shop Manual.
3. Measure the left tie rod and adjust right tie rod to obtain same measurement. Lock up clamp bolts.
4. Set toe-in to proper specifications by adjusting the center tie rod.

SERVICE BRAKE ADJUSTMENT - 6G, 7G; 14A, 15A

Please record on p. 28 of 1947 Shop Manual.

To provide more pedal travel the specifications for brake pedal free travel have been reduced to 1/8" minimum to 1/4" maximum, as given on page 1 of Service Bulletin 195.

In order to eliminate any question in regard to the effects of loose linkage upon this measurement, please change the procedural paragraph number 1 in that article to read as follows:

1. Check the master cylinder push rod lash to see that there is from 1/8" to 1/4" free movement of the brake pedal before the pressure stroke starts.

INSTALLATION OF 14A COMMANDER CYLINDER BLOCKS IN 15A MODELS

Please record on p. 91 of 1947 Shop Manual.

Before installing a 14A Commander block, Part No. 522000, in a 15A Commander car, the fuel and vacuum pump assembly should be installed on the block and checked for possible interference between the fuel pump arm and the block. If additional clearance is necessary, file the opening in the block approximately 3/32" on each side to provide clearance or a maximum opening of 7/8".

The same check for clearance should be made in the event a 14A Commander stripped engine from dealer parts stock is to be installed in a 15A Commander.

All stripped engines or block assemblies carried in service parts stock for 15A Commanders will have sufficient clearance.

TWO NEW COLOR FORMULAS FOR 7G AND 15A MODELS

Please record on p. 18 of 1947 Shop Manual.

Following are the color formulations for two new colors being used in 7G Champion and 15A Commander production:

Du Pont's No. 8180 Peacock Green Baking Enamel -W-TS

(This is the same as Du Pont No. 246-55055)

246-0097 White17-3/16 oz.
246-051 Milori Blue.	6-1/2
246-070 Light Green.	4-7/16
246-020 Black.	3-13/16

Du Pont's No. 8182 Varsity Maroon Metallic Baking Enamel - W-TU

(This is the same as Du Pont No. 202-33115-MM)

246-033-M Medium Maroon.31-3/16 oz.
246-020 Black.	3/8
202-082 Metallic Base.	7/16

NEW FORMULA FOR CUMBERLAND BLUE

Please record on p. 18 of 1947 Shop Manual.

The following formulation of Cumberland Blue No. 2 baking enamel for 7G Champion and 15A Commander convertible models supersedes that given for No. 8145 Cumberland Blue Metallic baking enamel, Symbol W-TD in Service Bulletin No. 197, p. 3.

No. 8228 Cumberland Blue No. 2 Metallic Baking Enamel, W-TY

Non-bronzing Iron Blue.87.43%
Non-leafing Aluminum.11.31
Carbon Black.	<u>1.26</u>
	100.00%

PARKING BRAKE HANDLE AND CABLE ADJUSTMENT -- 6G, 7G; 14A, 15A

Please record on p. 28 of 1947 Shop Manual.

Should it be desirable to increase the tension on the parking brake handle so as to require a stronger action in releasing the parking brakes, it is necessary only to remove the clevis pin from the clevis at the end of the parking brake cable and twist the clevis one and one-half (1½) turns counterclockwise. Then reinstall the clevis pin.

Whenever this operation is to be performed, check the alignment of the parking brake tube with regard to the stop mechanism as outlined in Service Bulletin No. 197, p. 3, and also check the parking brake for need of adjustment. Operation No. D-9 of the 1947 Service Operation Step and Time Guide covers this adjustment.

HIGH OUTPUT GENERATOR AVAILABLE FOR 14A, 15A

Please record on p. 60 of 1947 Shop Manual.

A high output generator, and the additional parts necessary for its installation on 14A and 15A Commanders, is now available on order from Studebaker regional parts depots. The generator has a maximum charging rate of 50 amperes.

This high output generator is recommended for installation on 14A or 15A Commander models only in special cases where a high volume of amperage is desired to operate such units as police or fire department two-way radio, high output trouble-shooting lights, and the like.

This generator is released only for purchase at the regular list prices. No credit will be granted for the return of standard production parts.

The parts required for installation of the high output generator are as follows:

No. Per Car	Part Number	Part Name
1	676064	Gen. & drive pulley assy.
1	673879	Gen. drive pulley
1	676066	Gen. adj. arm
1	1-0618	Gen. adj. arm to gen. bolt
1	251-06	Gen. adj. arm to gen. bolt nut
1	361-06	Gen. adj. arm to gen. bolt plain washer
1	380-06	Gen. adj. arm to gen. bolt lock washer
1	1-0514	Gen. adj. arm to cyl. screw
1	380-05	Gen. adj. arm to cyl. screw lock washer
1	676095	Gen. frt. supt. brkt.
1	1-0516	Gen. frt. supt. brkt. to eng. plate screw
1	380-05	Gen. frt. supt. brkt. to eng. plate screw lock washer
1	2-0514	Gen. frt. supt. brkt. to eng. plate bolt
1	252-06	Gen. frt. supt. brkt. to eng. plate bolt nut
1	380-05	Gen. frt. supt. brkt. to eng. plate bolt lock washer
1	676094	Gen. rear supt. bracket
2	1-0514	Gen. rear supt. bracket to cylinder screw
2	380-05	Gen. rear supt. bracket to cylinder screw lock washer
1	2-0722	Gen. supt. rear bolt
1	252-07	Gen. supt. rear bolt nut
1	380-07	Gen. supt. rear bolt lock washer
1	676065	Gen. supt. frt. spacer
1	2-0732	Gen. supt. frt.
1	25207	Gen. supt. frt. bolt nut
1	380-07	Gen. supt. frt. bolt lock washer
1	676194	Gen. voltage regulator assy.
1	523486	Gages and mtg. plate assy.
1	523465	Ammeter assy.
1	641904	Oil filler tube assy.

BINDING FRONT SHOCK ABSORBER ARM MAY CAUSE STIFF FRONT SPRING ACTION - 6G, 7G; 14A, 15A

Please record on p. 162 of 1947 Shop Manual.

If the front suspension system does not rebound freely and the condition is not caused by lack of lubrication in the front spring, nor a bind in the pivot bushings, it may be the result of a bind in the shock absorber.

After a camber adjustment, the shock absorber arm attaching bolts should be loosened to permit the shock absorber arm to align itself properly in the control arm. If, after the camber has been adjusted, there is insufficient clearance to allow alignment of the shock absorber arm, it will be necessary to provide additional clearance by lengthening the slotted hole in the underside of the upper control arm with a file. The slot has been increased in production from 11/16" to 7/8".

CLIMATIZER HEAT FLOW INTERFERENCE - 7G, 15A

Please record this article on page 30 of the 1947 Shop Manual.

Occasionally the forward edge of the rear floor carpet may curl up to such an extent that it interferes with the heat flow from the Climatizer.

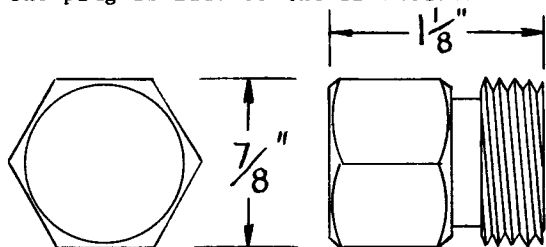
This condition can be corrected by cutting off two inches of the jute backing at the front edge of the carpet from the slot provided for the seat support to the center line of the car on the right side only. Screw the forward lip of the carpet thus made to the floor pan with two part No. 624-#6-8W sheet metal screws.

COMMANDER ENGINE TURNING PLUG

Please record on p. 91 of 1947 Shop Manual.

A plug can be made in the service shop to facilitate turning the crankshaft during various engine service operations and to eliminate using the fan as a crank, which might result in bending fan blades. The plug fits into the end of the crankshaft and is turned with a 1/2-inch drive socket wrench on a ratchet handle.

The plug is made to the dimensions shown in



ENGINE TURNING PLUG 7/8"-14-THREAD

the accompanying drawing from 7/8" hex stock by cutting 7/8"-14 threads on the shaft. The plug should not be made longer than 1-1/8" overall so that there will be no interference between the wrench ratchet handle and the radiator.

To install the plug, remove the vibration damper nut and insert the engine turning nut. When through using the plug, be sure to remove it and reinstall the vibration damper nut.

INTERFERENCE BETWEEN PARKING BRAKE CABLE PIN AND STEERING POST RUBBER COLLAR - 7G, 15A

Please record on p. 28 of 1947 Shop Manual.

On some early production 7G Champion and 15A Commander models there may be an interference between the stop pin in the parking brake assembly cable and the steering post rubber collar. In such cases it is necessary to cut and increase the size of the notch in the rubber collar to allow sufficient clearance for the pin at the bottom end of the cable when the parking brake is being released.

T TRUCK SERVICE Information



RUBY GLOW RED, FOREST GREEN FORMULAS - M SERIES

Below are given formulations of Ruby Glow Red and Forest Green baking enamels used on M Series Trucks.

No. 7927 Ruby Glow Red Baking Enamel, Symbol VAA

Toluidine Red Light.55%
Toluidine Red Dark45
	100%

No. 7937 Forest Green Baking Enamel, Symbol VAJ

Phthalocyanine Blue.	1.650%
Chrome Yellow.	5.185
Alkyd Resin Solution67.500
Melamine	2.020
Aromatic Solvent23.550
Anti-skinning agent.0.445
	100.350%

HAND THROTTLE CONTROL-M SERIES TRUCKS

Below is reprinted Truck Service Letter No. 76, February 12, 1948, which may now be discarded from your files.

This article should be recorded on the goldenrod page entitled GASOLINE SYSTEM in your M Series Truck Shop Manual.

Should a hand throttle be considered advisable in certain types of truck operation, it can be secured by ordering one of the following kits from your branch parts depot.

Part No.	Name	Model
673865	Hand Throttle Control Kit	M5, M15 & M15A
673867	Hand Throttle Control Kit	M16

An adaptation drawing showing the hand throttle installation is included in each kit.

REAR AXLE RATIO CHANGE - M15A

Below is reprinted Truck Service Letter No. 73 of January 22, 1948, which may now be discarded from your files.

Please record this article on goldenrod page entitled REAR AXLE in your M Series Truck Shop Manual.

Beginning with truck Serial No. M15A-20383 a rear axle assembly having a 5.83 to 1 ratio entered production. This axle ratio replaces the 5.66 ratio formerly used.

The part number of the new axle assembly is 677769. The part number for the matched set of bevel drive gear and pinion assembly is 677772. The part number for the differential case complete with gear and pinion is 677773.

When the present stock of 5.66 to 1 matched bevel drive gear and pinion assemblies is exhausted, only the 5.83 to 1 matched drive gear and pinion assemblies will be supplied for trucks prior to Serial No. M15A-20383.

To correct the speedometer when the ratio change is made, remove the speedometer adapter on trucks equipped with 7.00/17 tires. No change is necessary where 7.50/17 tires are used. However, for 7.00/20 tires it will be necessary to install an adapter, Part No. 630614.

The above information applies to Model M15A trucks only. The Model M16 trucks will continue to be available with 5.66 rear axle ratio but the parts are not interchangeable with 5.66 ratio as used on Model M15A.

WIDE TREAD REAR AXLE ASSEMBLY -- M16 TRUCKS

Below is reprinted Truck Service Letter No. 72 of January 22, 1948, which may now be discarded from your files.

Please record this article on the goldenrod page entitled REAR AXLE in your M Series Truck Shop Manual.

The single speed rear axle assembly now used in M16 trucks has a tread of 67-9/16" which is 2 inches wider than the axle assembly formerly used.

The new wide tread axle with a 5.66 ratio entered production with truck Serial No. M16-44429. The 6.66 ratio entered with Serial No. M16-45885.

The part numbers of the new axle assemblies and the service parts affected are as follows:

Part Name	Part No.	Qty.
Rear axle assembly 5.66 ratio	676232	1
Rear axle assembly 6.66 ratio	676234	1
Diff. case with bevel drive gear and pinion assembly 6.66 ratio	666171	1
Bevel drive gear and pinion assembly 6.66 ratio	666172	1
Rear axle bevel drive pinion front bearing cover screw lockwashers	380-09	6
Rear axle filler and drain plug	546-12	2
Rear axle housing and differential carrier kit - right half (includes backing plate bolts & nuts)	676387	1
Rear axle housing and differential carrier kit - left half (includes backing plate bolts & nuts)	676388	1
Differential carrier bolt	2-0728	11
Differential carrier bolt nut	252-07	11
Differential carrier bolt lockwasher	380-07	11
Rear brake line tee to wheel cyl. pipe assembly, long	675810	1
Rear brake line tee to wheel cyl. pipe assembly, short	675811	1
Rear brake line tee to wheel cyl. pipe nut	515-04	4
Rear axle shaft*	676075	

* This axle shaft is identical to the one used in the 2-speed hypoid type rear axle.

M5 REAR SPRING U-BOLT NUTS

Below is reprinted Truck Service Letter No. 68 of December 2, 1947, which may now be discarded.

During the lubrication of an M5 truck or whenever work is being performed under the truck, the rear spring U-bolt (clip) nuts should be checked for tightness. This operation appears in the suggested preventive maintenance list published in Form H350, Preparation for Retail Delivery, Hill Dealer's Service Policy, Truck Operator's Guide, and the Truck Shop Manual. It is important that tightening the U-bolt (clip) nuts is not overlooked when preparing a new truck for retail delivery.

U-bolt (clip) nuts which are kept correctly tightened (65 ft.-lbs. or 9.0 kg-m torque) will aid in preventing the fanning out of the spring leaves and premature spring failure.

Tests have also proven that M5 rear spring U-bolt (clip) nuts having a torque reading of 25 ft.-lbs. (3.5 kg-m) or less might permit the axle assembly to rotate and cause the spring saddle to tear loose at the weld. When this occurs, the universal joint yoke can become disengaged from the transmission main shaft and permit the propeller shaft to whip around

beyond control. As a result, serious damage could occur to the engine, clutch housing, transmission, gasoline tank, differential assembly, and to the propeller shaft itself.

Please record this letter on goldenrod pages titled PREPARING FOR DELIVERY and SPRINGS and SHOCK ABSORBERS in your Truck Shop Manual.

PROPELLER SHAFT SUPPORT SCREW TENSION - M SERIES

The required torque given for the propeller shaft support cap screw on pages 5 and 7 of Service Bulletin 193, September, 1947 is incorrect.

Please turn to those pages, cross out the inch lbs and foot lbs given and in the blank spaces below write the following tensions, which are the same for all M Series models:

Inch Pounds	Foot Pounds
240-300	20-25



EASILY MADE, EASILY USED VALVE TAPPET ADJUSTING GAGES

A set of GO and NO-GO gages for adjusting valve tappets can be quickly and easily made in the shop from 1/8" welding stock and standard 1/2" feeler stock of the desired thicknesses. The utility of the gages can be increased by painting the handles in contrasting colors such as red and white, green and yellow, or any other pair of easily distinguishable colors. We suggest that the dark color be used for the heavier, thicker gage, and the lighter color be used for the lighter, thinner gage. The mechanic need only glance at the color of the

handle to select his feeler gage without having to remove the tool from the engine repeatedly.

For nearly all Studebaker engines currently in service, the valve tappet adjustment is .016" cold. A set of two gages, therefore, can be made up as GO and NO-GO gages by soldering a .015" feeler gage to one welding rod stock handle and a .017" feeler gage to another such handle, as illustrated in the drawing below.

If desired, different diameters of welding rod stock can be used instead of or in conjunction with the light and dark colors to make it easily discernable by feel which gage is in use. In this case, of course, the thicker handle should be used with the thicker feeler gage.

While the handle specified in the accompanying drawing is approximately 8 inches from the eye to the joint with the feeler, it can be made shorter, to about 6 inches, if desired.

Similar sets of GO and NO-GO gages can also be made up using different sets of colors for use on other make cars whose valve tappet adjustment specifications differ from Studebaker's.

PORTABLE ELECTRIC SANDER OFFERED BY STERLING

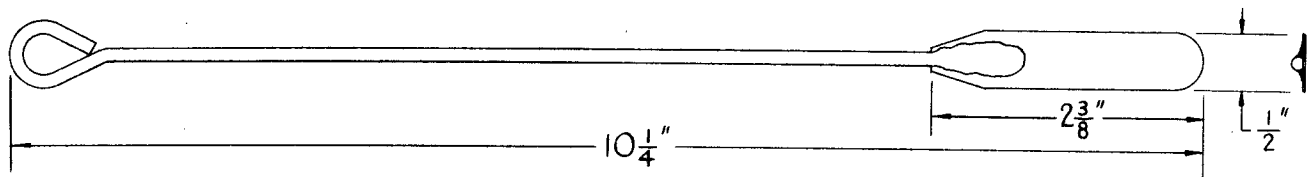
Sterling Tool Products Co., 1340 North Milwaukee Avenue, Chicago 22, Illinois, offers Model No. 1000 portable electric sander at \$137.50 from jobbers or direct from the manufacturer, described in attached folder.

This sander is designed for use on virtually any sanding job formerly performed by hand such as on bare surfaces, undercoats, primers, and finish coats. It can be used on wood, metal, or plastic surfaces.

There are three types of sanding pads available, a rubbing pad, a standard sanding pad, and a sponge rubber pad especially useful on curved surfaces. The pads are 3 inches wide so that a standard 9" x 11" abrasive sheet can be cut into three strips without waste. Pads can be preloaded and a quick change of pads is thus made possible without time wasted on the job to reload.

The pad moves in a 3/16" orbital motion at 5000 cycles per minute, but the manufacturer states that there is no annoying vibration to

(CONTINUED ON PAGE 8)



the user of the tool.

A compartmented steel carrying case to accommodate the sander, extra pads, oil, abrasive paper, etc., is also available.

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

15A FUEL-VACUUM PUMP SERVICE TOOLS AVAILABLE

Special Tools No. PT-8, Vacuum Diaphragm Flexing Tool (KMO 613), 11¢ each, and No. PT-6, Rocker Arm Dummy Pin (KMO 707), 31¢ each, are now available on order from Kent-Moore Organization, Detroit, for use in servicing the Series CB combination fuel and vacuum pump used on the 15A Commander and Commander Land Cruiser models.

The PT-8 is used to hold the vacuum pump diaphragm level while assembling the vacuum pump to the pump body. The PT-6 is used to hold the rocker arm and link assembly in position while the diaphragms are being attached to the links. Detailed service information is given in the Shop Manual Supplement to the 1947 Shop Manual, pages 192 through 194.

NEW ARMATURE LATHE AVAILABLE

Mailed with this issue of the Service Bulletin is a catalog insert sheet describing the Johnson Armature Lathe, sold by the Johnson Engineering Co., P.O. Box 203, Ferguson 21, Missouri, or through regular jobber sources.

The lathe complete sells for \$22.50 f.o.b. factory at Ferguson. It is guaranteed against defects in material and workmanship for one year. Extra cutting bits are available for \$1 each, and extra undercutting saws are priced at 10¢ each.

The body of the tool is made of zinc alloy die casting while the bits are of high grade tool steel. The mica undercutting saw is made of high grade saw blade stock.

The turning cut feed is automatic and it is stated by the manufacturer that the commutator turning operation requires about one and a half minutes.

NEW ALLEN TESTING EQUIPMENT DESCRIBED

A catalogue and Studebaker dealer price list of the newly designed Allen motor tune-up and testing equipment is being mailed with this issue of the Service Bulletin.

The catalogue contains clear illustrations and descriptive paragraphs, including major specifications, of all the completely redesigned Allen equipment.

Prices given are in two groups, one for dealers in the East and the other for those west of and including the States of Montana, Wyoming, Colorado, and New Mexico, and the City of El Paso, Texas. Prices are, of course, subject to change without prior notice.

BODY AND INSTRUMENT PANEL FOR 1942 COMMANDER WANTED

Murphy Motors of Oakland, California, is interested in hearing from any dealer who has for sale either a four door standard or Land Cruiser or five passenger sedan coupe body for a 1942 Commander. They also need an instrument panel for this car.

Anyone having information regarding sale of these parts is asked to communicate directly with Murphy Motors.

'35 COMMANDER CONVERTIBLE WINDSHIELD WANTED

Mr. A. N. Bailey of D. Varner, Inc., Orlando, Florida, would like to locate a windshield frame, Part No. 258129, and glass for same to fit a 1935 Commander convertible, Model 1B. Anyone having knowledge of such parts for sale should communicate directly with Mr. Bailey.

M16 TRUCK COWL ASSEMBLIES FOR SALE

Marsh Motor Corporation, Buffalo, New York, would like to hear from any dealer wanting to purchase two complete cowl assemblies for M16 trucks. Any correspondence in answer to this request should be directed to Marsh Motor Corporation.

PRICES CONTAINED HEREIN SUBJECT TO CHANGE WITHOUT NOTICE