

Studebaker

SERVICE BULLETIN

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TRUCK SERVICE Information



BATTERY CRADLE REINFORCED FOR 19-PLATE BATTERIES - 2R SERIES

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

In production of 2R Series trucks a reinforcement plate of 11 gage stock is being spotwelded along the entire length of the base of the 19-plate battery cradles.

The part number of the cradle (675727) remains the same and only the reinforced cradle will be shipped through parts depots for service installation.

CARBURETOR GASKETS - 2R SERIES TRUCKS

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

Whenever replacing a carburetor or governor (or both), it is important for good engine performance to select the correct carburetor flange gasket. Unless the correct gasket is used in the proper location it can cause poor fuel economy and erratic engine performance.

The BBR1-633S and the BB1-606S carburetors have a vacuum passage in the mounting flange of the carburetor which controls the operation of the step-up jet and the spark modifier. This passage must be open to vacuum below the throttle plate of the carburetor. Therefore, the gasket, Part No. 522070, must be used when the carburetor is mounted directly on the manifold.

If the truck is equipped with a governor, the vacuum passage must be continuous through the governor body to permit the vacuum to enter the passage below the governor throttle plate.

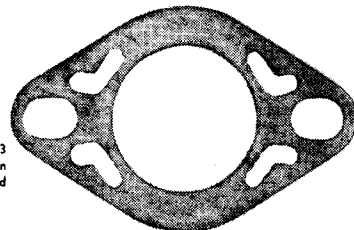
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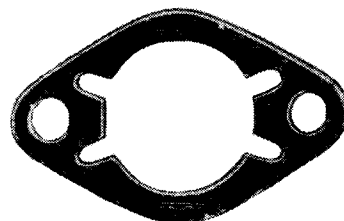
In such installations, the gasket, Part No. 522070, must be used between the manifold and governor and the gasket, Part No. 674853, between the governor body and the carburetor.

Avoid the use of "home made" and universal type replacement gaskets. Tests have proved that some replacement gaskets will compress to such a degree that the vacuum channel in the top of the governor body will become obstructed.

Pictured below are the two Studebaker gaskets together with their correct part numbers and location.



Gasket Part No. 674853 (Used only between governor body and carburetor)



Gasket Part No. 522070 (Used at the manifold either between manifold and bottom of carburetor or bottom of governor on trucks so equipped)

**NEW OIL PAN ASSEMBLIES
2R5, 2R10, AND 2R15 TRUCKS**

Please record this article on page 107 of your 2R Series Trucks Shop Manual.

Effective with Engine Serial No. 1R-38489 (2R5 and 2R10) and 2R-9209 (2R15), new oil pan assembly parts entered production. The Hamilton production Engine Serial No. is H1R-0485.

These parts are designed to eliminate any possibility of the No. 6 connecting rod's dipping into the oil in the oil pan and causing foaming or frothing which might result in burning out bearings due to oil starvation even though adequate pressure is indicated on the oil pressure gage. This condition could be experienced when 2R5, 2R10, or 2R15 model trucks are fully loaded to or in excess of their maximum gross vehicle weights.

The new parts, available through your parts depot for service use, are:

Part No.	Name	Per Truck
525099*	Oil pan assembly	1
678770	Oil level gage and filler tube cap assembly	1
524964	Oil strainer support assembly	1

*Please note that if the above oil pan assembly is to be used for installation on trucks produced prior to the listed engine

serial numbers, it is necessary that the above oil level gage and filler tube cap assembly and oil strainer support also be installed.

**INSTALLATION OF HYDROVAC SYSTEM
ON BK BOOSTER-EQUIPPED TRUCKS -
M SERIES**

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

Following are the installation instructions and diagrams for installing Hydrovac equipment on BK Booster-equipped trucks. The diagrams on insert Fig. A show the manner in which the various parts are assembled as well as giving the parts numbers. The procedure is in step-by-step sequence and the order of the steps should not be changed during installation.

Remove the following parts:

- Booster hoses
- Booster operating lever clevis pin
- Booster support clevis pin
- Booster
- Booster support bracket
- Booster air cleaner and bracket
- Clutch and brake pedal return springs

Loosen master cylinder support bracket brace at crossmember and remove cap screw and washers from inner end of pedal shaft and move brace away from shaft.

(continued on next page)

TWO-SPEED VACUUM SHIFT UNIT REMOVAL TOOL

Please record this article on page 177 of your 2R Series Trucks Shop Manual.

Occasionally it is necessary to remove the complete vacuum shift unit for servicing. This normally requires the removal of the differential carrier assembly and partial disassembly of this unit to reach the lock nut and lock screw which secure the shift fork to the shifter rail of the vacuum shifting assembly.

By making up a tool from a 20-inch socket extension, re-worked as shown in the drawing below, the time required to remove the shifting unit can be considerably shortened. Simply disconnect the universal joint at the rear axle flange and remove the pinion carrier. Working through this opening and using the modified socket extension with the correct size socket attached, the lock nut can be easily loosened which will then permit the removal of the shift fork lock screw.

To prevent the socket from falling into the axle housing, drill a 1/8" hole through the socket and extension and secure with a cotter pin.

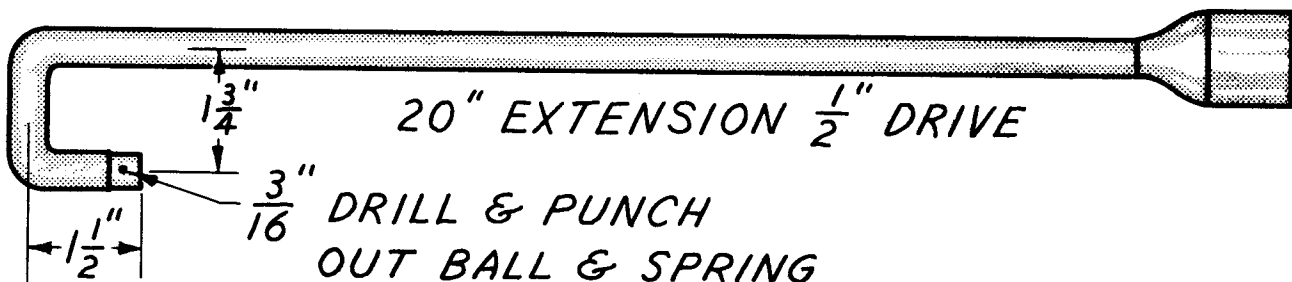
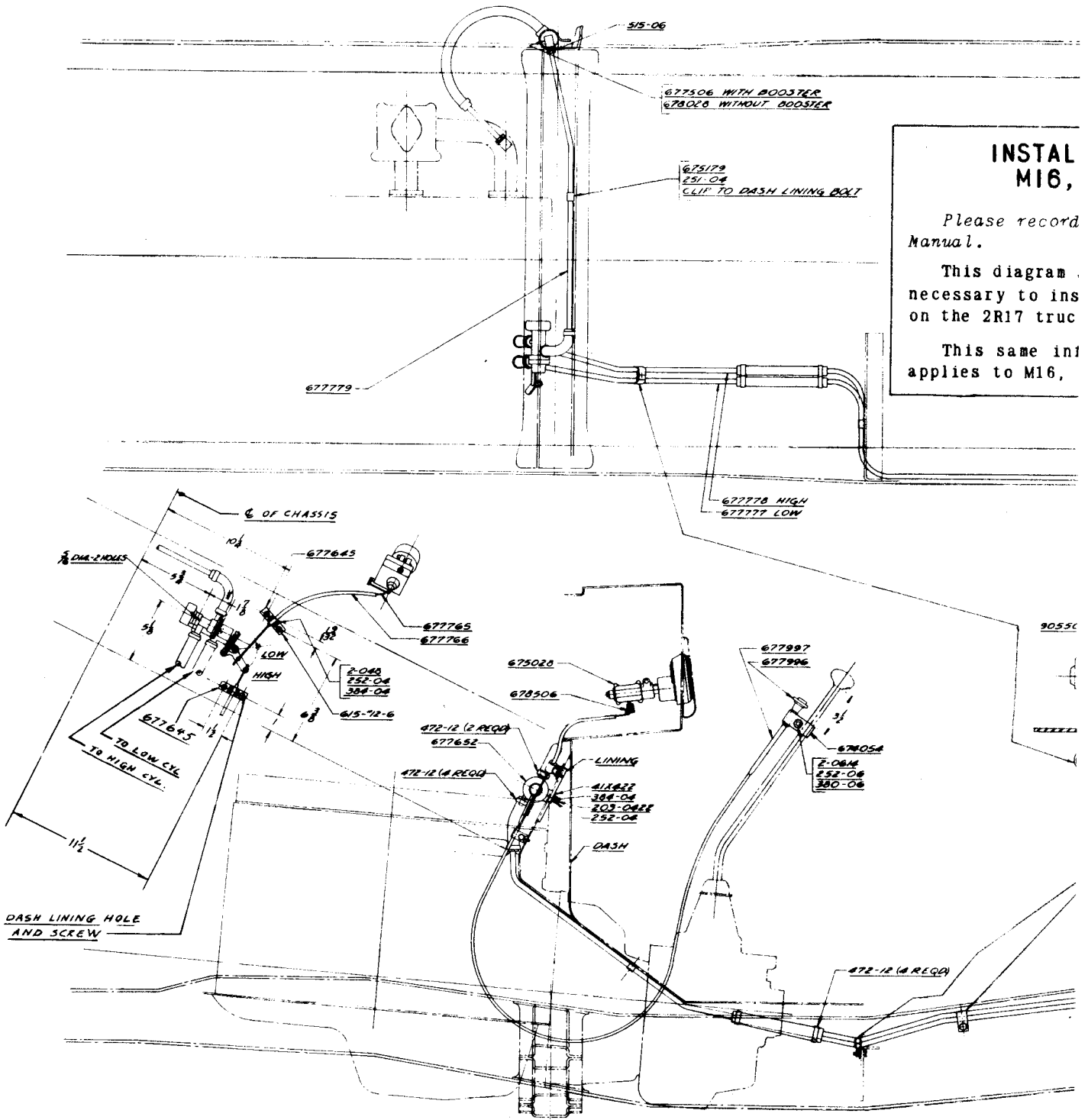


FIG. B



INSTALL M16,

Please record Manual.

This diagram necessary to ins on the 2R17 truc

This same inl applies to M16,

DASH LINING HOLE AND SCREW

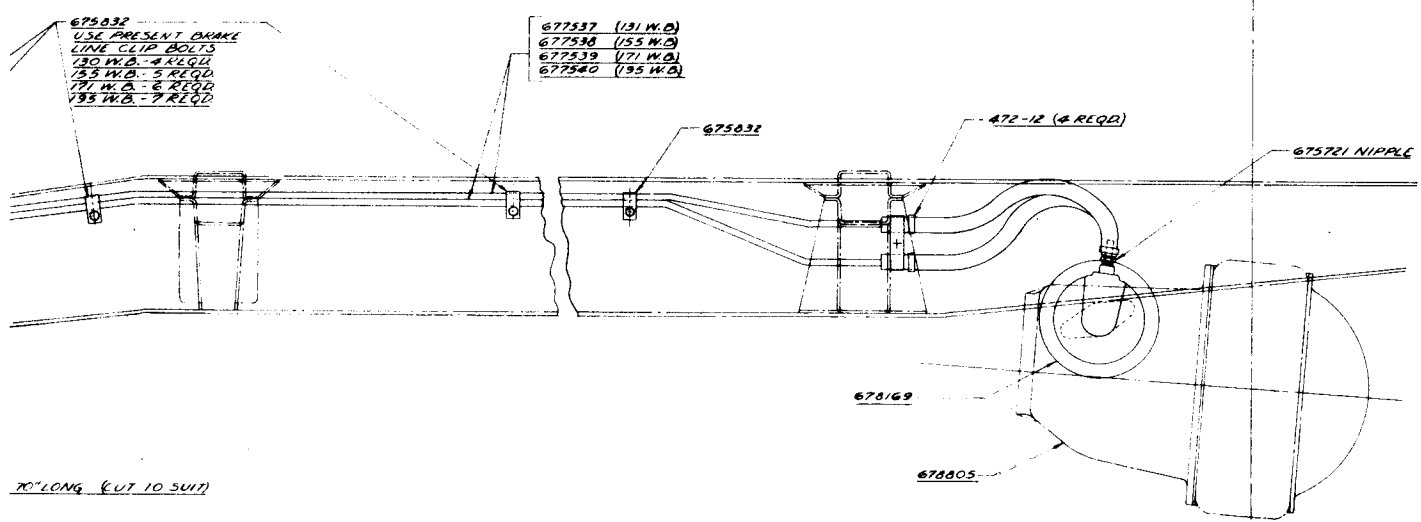
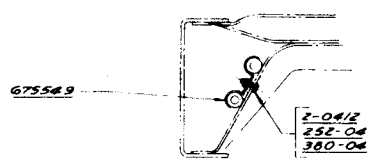
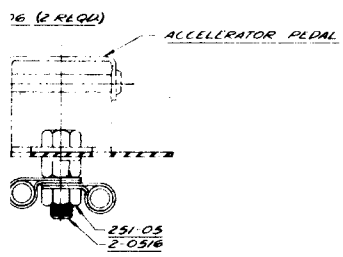
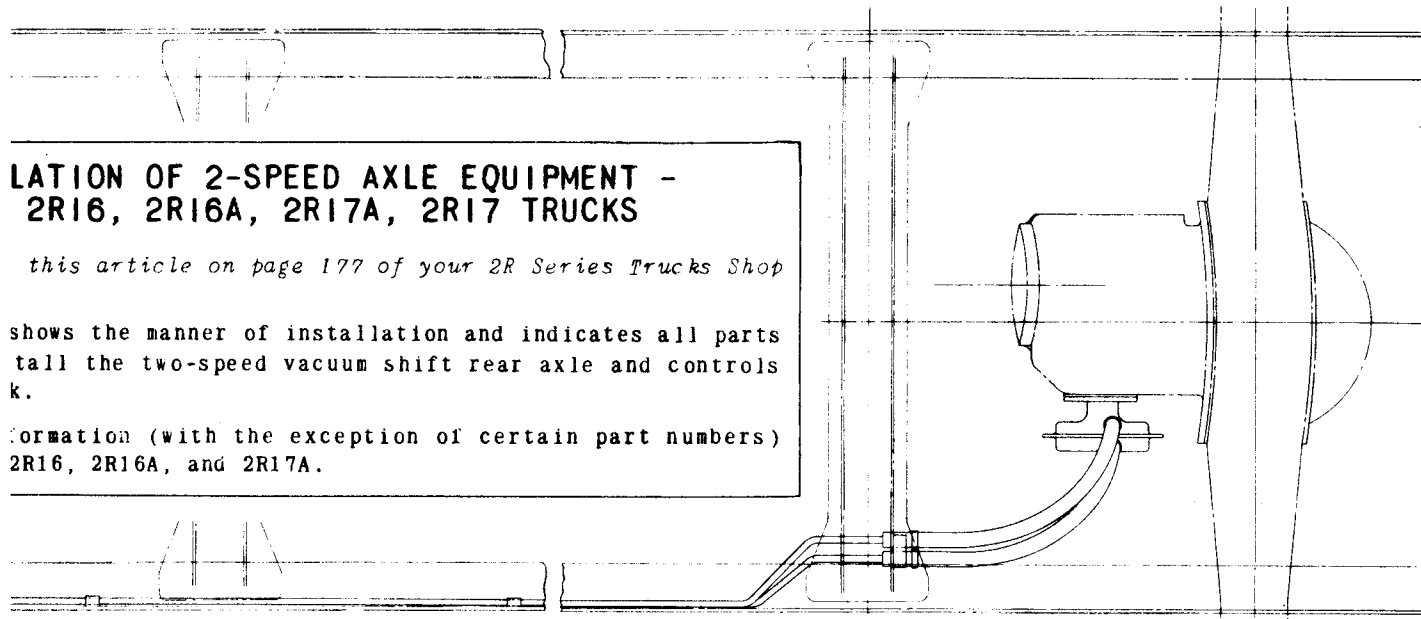
2 W/CLUM HOSE

INSTALLATION OF 2-SPEED AXLE EQUIPMENT - 2R16, 2R16A, 2R17A, 2R17 TRUCKS

See this article on page 177 of your 2R Series Trucks Shop

shows the manner of installation and indicates all parts
needed for the two-speed vacuum shift rear axle and controls
kit.

Information (with the exception of certain part numbers)
is the same for 2R16, 2R16A, and 2R17A.



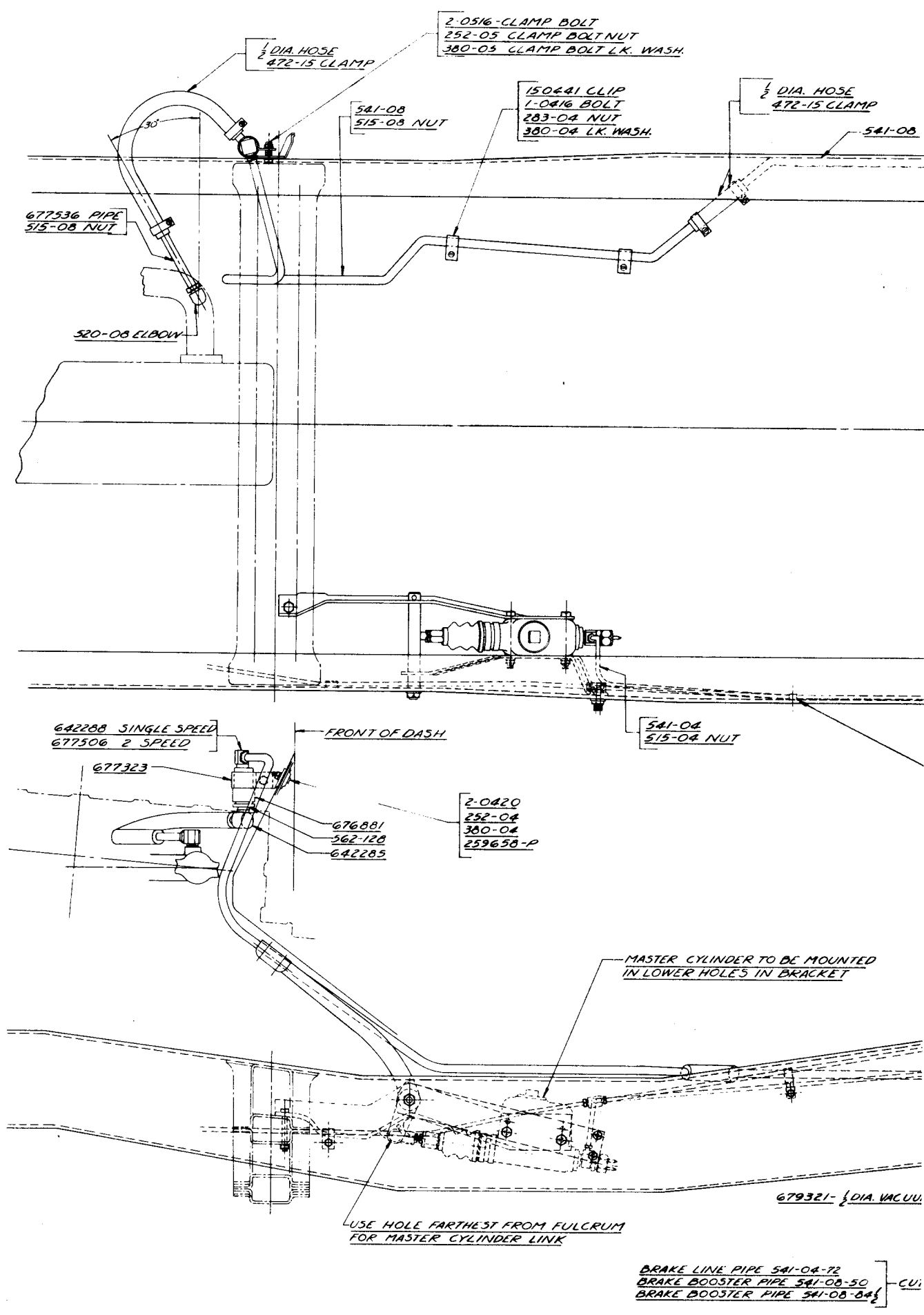
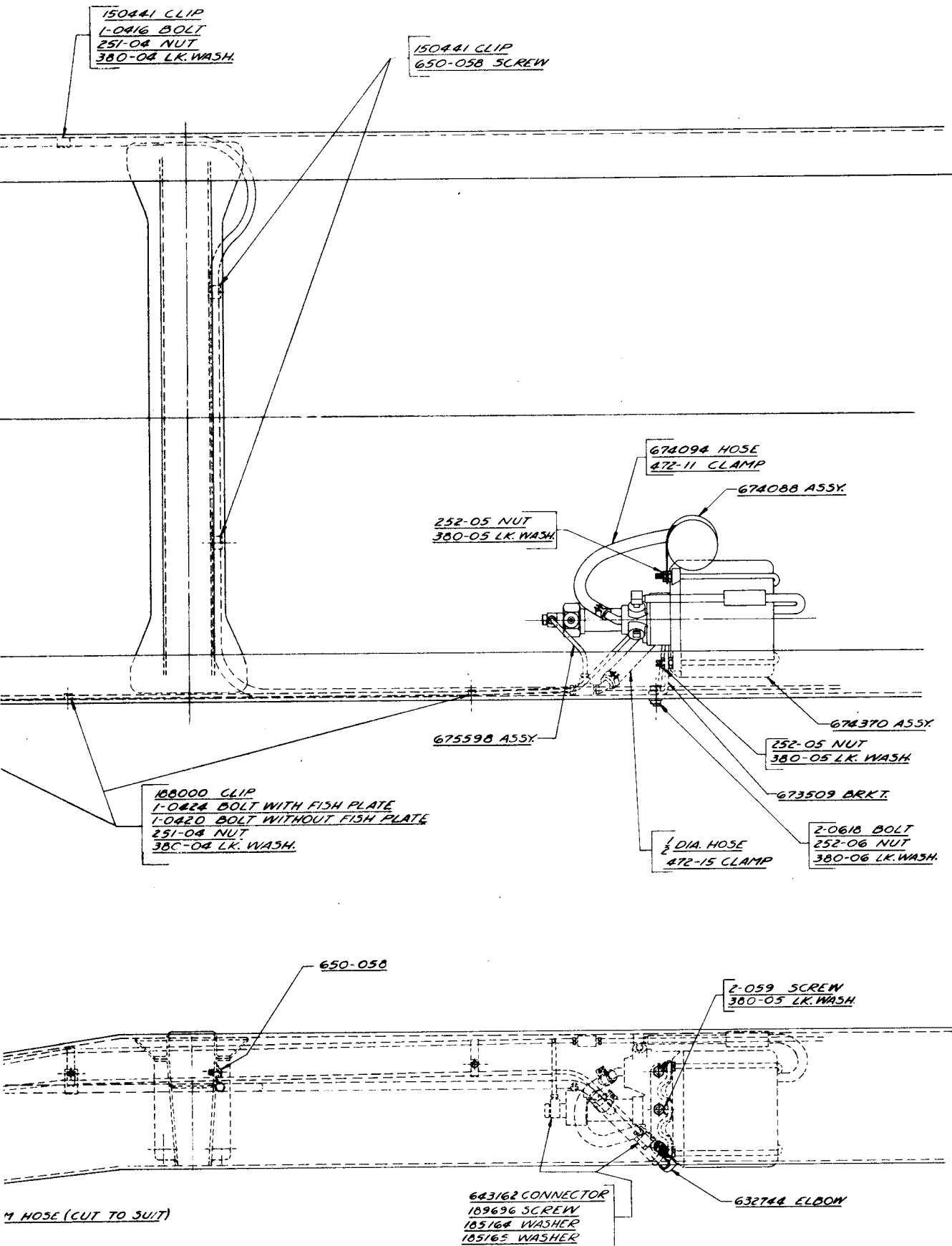


FIG. A



TO SUIT

BRAKE BOOSTER
INSTALLATION

Remove brake pedal to booster lever link clevis pin; move link upward and remove master cylinder operating rod pin.

Remove nut and washer from brake booster operating and power lever shaft and remove shaft.

Remove booster operating link assembly.

Remove pedal pad.

On trucks equipped with Hill Holder remove Hill Holder operating rod from clutch pedal.

Remove nut and washer from outer end of pedal shaft, remove 5/32" cotter pin from shaft.

Remove pedal shaft (toward engine).

Remove brake pedal forward and up through engine compartment.

Loosen lock nut on master cylinder to brake pedal rod and remove rod.

Locate and drill holes for Hydrovac mounting bracket (refer to diagram for proper location).

Disconnect the three pipes from the master cylinder fitting and remove fitting from master cylinder. Remove plug from inner master cylinder outlet and install in outer outlet with a new gasket.

Install single outlet fitting in inner master cylinder outlet and connect the pipe leading to the Hill Holder or rear brakes to this fitting, bending the pipe carefully as required.

Connect front brake pipes with new tee fitting furnished in kit. Bend pipes so that tee fitting lies against frame side rail.

CAUTION: For safety, all pipes must have double flares.

Remove rear brake line clips to frame - (2nd and 3rd clips behind crossmember which is under rear of cab.)

Cut master cylinder or Hill Holder to rear brake pipe, 23" back of the same crossmember center line. Bend front section of pipe down at first clip back of crossmember. Make flange on rear section of pipe with fitting and install tee.

Install new copper pipe from this tee to the front brake pipe tee beside master cylinder (see Fig.A). Install clip just behind front

tee at hole in frame.

Install Hydrovac assembly.

Cut off bent down end of master cylinder or Hill Holder pipe to suitable length, install fitting, flange and connect pipe to master cylinder connection inlet port in Hydrovac.

Install new pipe from Hydrovac outlet to tee behind the Hydrovac.

Install new copper vacuum pipe from check valve pipe to Hydrovac using the short hose at Hydrovac end.

Tighten all connections and clip pipes as per diagram. The chassis wiring clip must be installed last so wiring will not be damaged by pipes.

Install new master cylinder to brake pedal clevis rod.

Install new brake pedal furnished in kit using original pad, pedal shaft and brace.

Hook up brake and clutch pedal springs and Hill Holder operating rod. Check Hill Holder rod for correct adjustment.

Hook up brake pedal rod clevis and adjust for proper pedal lash.

LUBRICATE THE HYDROVAC: Loosen clamps and slide the short hose which connects the Hydrovac control valve and vacuum shell towards the front or control valve end. Inject (with a gun such as used in filling shock absorbers) one ounce of Bendix vacuum cylinder oil into the tube which is fastened to the shell. Be sure the oil is injected well down the curve of the tube and that oil does not remain in the tube as it may transfer to the control valve and cause damage to hydraulic system rubber parts. Be sure hose is properly reinstalled and clamps tightened.

BLEEDING: With the engine stopped, bleed the Hydrovac at the point nearest vacuum cylinder, then at the outlet. The next point is the rear wheel cylinder farthest from master cylinder, then the opposite rear wheel cylinder. Next, the farthest front wheel cylinder from master cylinder, and finally the opposite front wheel cylinder.

If bleeding is performed manually, keep master cylinder filled.

Adjust all brakes and test for proper operation. Carefully inspect all connections for leaks.

NOTE.--DIAGRAMS ARE SHOWN IN FIG. A OF THE THE ENCLOSED INSERT.

**SEAT BACK NOISE SUPPRESSORS -
2R SERIES**

Please record this article on page 37 of your 2R Series Trucks Shop Manual.

Rubber covered seat back hinge pins and rubber sleeves to cover the hooks that fasten the seat cushion to the seat back to eliminate possible squeaks or rattles have entered production with the following truck serial numbers: R5-18504, R10-8634, R15-7053, R16A-15172, and R17A-8682.

These parts may be installed on trucks produced before the above serial numbers if squeaks or rattles are evident at the seat

back. When making the installation of the rubber covered hinge pins it may be necessary to open the hinge eyes with a punch, since the outside diameter of the new pins is slightly larger than that of the original hinge pins. The rubber sleeves for the seat back spring base should be held in place with rubber cement.

The following parts are required and available through your parts depot:

Part No.	Name	Per Truck
652937	Seat back hinge pin assembly	2
652938	Seat back spring base lower antirattier	2



OTIS PROVING STAND

Mailed with this issue of the Service Bulletin is a booklet describing the Otis Proving Stand, an electric motor-driven chassis dynamometer.

This dynamometer is designed so that the test instruments operate when the car is driving the Proving Stand as well as when the stand is driving the car. The stand can be used to drive either front or rear wheels.

As outlined in the booklet, the stand can also be used to start cars rather than towing them in traffic or discharging the battery and it is useful for running in engines after cylinder, ring, or piston repairs.

The Otis Proving Stand is manufactured and sold by the Otis Elevator Company, 260 Eleventh Avenue, New York 1, N. Y. Further information may be secured on request to that office or to the Otis office nearest to you.

WILCO SEALER GUN

A catalog insert sheet describing the Wilco Sealer Gun is mailed with this issue of the Service Bulletin.

The Sealer Gun is designed to take the standard sized tubes of commercial fluid sealing compounds. The nozzle of the Sealer Gun inserted between the weatherseal and glass or other surface. As the tube is squeezed, the sealer flows through the gun which is slowly moved along the section to be sealed. The sealer is uniformly deposited deep down in the joint between the weatherstrip and solid surface.

The Wilco Sealer Gun can be ordered through your local jobber or direct from Wilco Products Incorporated, 595 Valley Street, Orange, New Jersey.