

Studebaker

SERVICE BULLETIN

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1949

USE COMPLETE KITS WHEN REPLACING DIFFERENTIAL GEARS

Please record this article on page 136 of your 1947 Shop Manual.

Because of variations in the machining of gear teeth, it is important that matched gears be used to eliminate the possibility of mismatching and to insure satisfactory performance when replacing differential side bevel gears and pinions.

Matched sets of gears are available as kits through your parts depot. All of the items in the kit should be used in any replacement work involving differential side bevel gears and pinions. The kits and their components are as follows:

Part No. 520188 - Kit, Differential Side Bevel Gear and Pinion for Models 6G, 7G, 8G, consists of:

- 2-194833 Pinion
- 2-194834 Gear
- 2-194838 Thrust Washer
- 2-194836 Thrust Washer
- 1-194854 Thrust Block
- 1-194835 Shaft
- 1-510722 Pin

Part No. 524709 - Kit, Differential Side Bevel Gear and Pinion for Models 14A, 15A, 16A, and 2R5 consists of:

- 2-510716 Pinion
- 2-511677 Gear
- 2-511678 Thrust Washer
- 2-511679 Thrust Washer
- 1-511660 Thrust Block
- 1-510721 Shaft
- 1-510722 Pin

SERVICE ALL AIR CLEANERS ON 1950 MODELS

Oil bath air cleaners in cars shipped from the factory are dry and must be serviced.

Dealers are urged to instruct their service managers and all personnel who are responsible for the preparation of new cars for delivery or use as demonstrators to service these cleaners.

The oil bath air cleaners are shipped from the factory dry; that is, the oil reservoir is not filled, since freight or truck transport requires some of the cars to be shipped in a tilted manner which might result in loss of oil from the reservoir. A red tag is attached to the air cleaner to draw your attention to this fact. It should be removed after the cleaner has been serviced.

When servicing the oil bath air cleaner, pour one pint of new engine oil into the reservoir. SAE 50 for above 32°F. and SAE 20

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for below 32°F. is recommended for this purpose. Do not use an oil lighter than SAE 10 in the cleaner at any time.

SERVICE OPERATION STEP AND TIME GUIDE - INFORMATION ON TOOLS

Certain tools special to Studebaker were omitted from operations as indicated in the list below. Please go to your Preliminary Service Operation Step and Time Guide covering 1950 passenger car models and make a cross-reference note near the title of each operation calling attention to this list.

Page	Operation	Special Tools Required
3	A-27	Change Tool No. J 2042 to read: J 4145 (Comm.) and J 1294B (Champion) Bushing and Bearing Remover and Replacer
5	A-29,A-29A } A-31	Add J 3957 Control Arm Spreader
6	A-57A,A-57B	
16	N-60A	Add J 1293B Piston Pin Assembly Tool
16	N-76	Add J 2045 Clutch Aligning Gage
17	N-95,N-97, } N-100,N-108	Add J 1293B Piston Pin Assy. Tool
19	O-47	
21	S-14A	Add J 4146 Steering Wheel Puller-Commander
22	S-42,S-44	Add J 1594-X Steering Wheel Puller Adapter-Champion; J4146 Steering Wheel Puller Adapter-Commander
22	S-44A	Add J 4146 Steering Wheel Puller Adapter - Commander
22,23	S-45,S-73	Add J 1594-X Steering Wheel Puller Adapter - Champion

**CHAMPION J9 SPARK PLUG
IDENTICAL TO J7 MODEL**

Please record this article on page 60 of your 1947 Shop Manual.

It has been noticed that some parts managers are reluctant to sell Champion J9 spark plugs for use in 1947-1949 model passenger cars inasmuch as specifications read "Champion J7".

The Champion J9 plug is identical in construction and performance with the Champion J7 plug. In reorganizing their spark plug numbering system several months ago, it was necessary for the Champion people to change the number of the J9 plug to J7. At the time of the change, of course, there were inventories of J9 spark plugs on hand wherever Champion plugs are sold. The J9 plug can be used wherever the specification reads "Champion J7" and these J9 spark plugs should be sold and put into use.

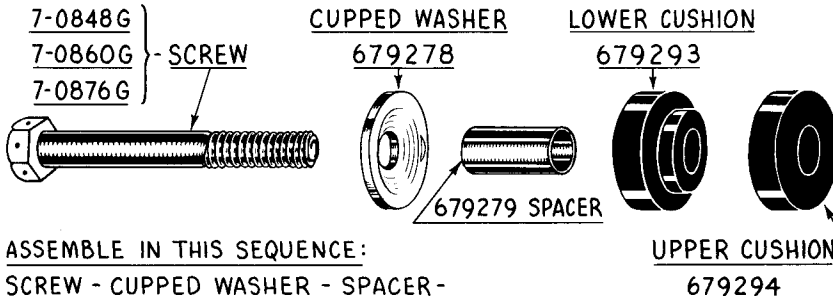
No change whatsoever was made in the spark plug itself, but only in designating the number as J7 instead of J9.

**SERVICE PAD STOPS NOISE BETWEEN
TANK AND FLOOR PAN - 8G, 16A**

Please record this article on pages 18 and 131 of your 1947 Shop Manual.

A pad has been placed on the top side of the gasoline tank to prevent possibility of interference between the tank and body floor panel beginning with production of the following car serials: 8G, G-435,013 and 16A, 4385424.

On earlier production models, if noise at the rear of the car is traced to interference between the gasoline tank and the floor pan, cement a piece of felt, Part No. 1160xBH-10, 3/8x2x10, to the top of the tank at the center.



ASSEMBLE IN THIS SEQUENCE:
SCREW - CUPPED WASHER - SPACER -
LOWER CUSHION - UPPER CUSHION.

T
TRUCK
SERVICE
Information



**NEW MIDSHIP BEARING SUPPORT
CUSHIONS - 2R SERIES**

Please record this article on page 146 of your 2R Series Trucks Shop Manual.

In order to reduce the so called rear axle noise which is transmitted through the propeller shaft, new support cushions, spacer, washer, and screws are used effective with production of Truck Serial No. R10-15974. These new parts consist of a rubber cushion of 40 durometer instead of the 50 durometer previously used, a spacer 1-1/8" long instead of 15/16", a special cup-shaped washer, and longer cap screws.

When installing the new parts in service, be sure that the hollow or concave side of the washer is uppermost.

In cases of abnormally noisy rear axles on 2R10 model trucks produced before Serial No. R10-15974, it is recommended that the new propeller shaft support cushion and related parts be installed before any attempt is made to eliminate the noise by repair or replacement of the rear axle assembly.

Parts available through your nearest parts depot for service installation are as follows:

Part No.	Part Name	2R10	2R15	2R16	2R17
		All	21-31	31-55	71 95
679279	Prop. shaft supt. cushion spacer (std. on 2R10)	2	2	2 2	4 4
679293	Prop. shaft supt. cushion - lower	2	2	2 2	4 4
679294	Prop. shaft supt. cushion - upper (std. on 2R10)	2	2	2 2	4 4
679278	Prop. shaft supt. cushion washer	2	2	2 2	4 4
7-0848G	Prop. shaft supt. screw	2			2
7-0860G	Inter. prop. shaft supt. screw - std.				2
7-0876G	Inter. prop. shaft supt. screw - 2 stage spring - special orders				2
41X357	Prop. shaft supt. cushion - plain washer	2	2	2 2	2 2

SEALING DUST AND AIR LEAKS - 2R SERIES TRUCKS

Please refer to Service Bulletin 218, page 8, which outlines suggested field remedies to overcome dust and air leaks. The locations shown in Figs. 2, 3, and 6 are now being sealed adjacent to the cab rear mounting bolts. These changes entered production with Serial Numbers R5-28538, R10-14942, R15-9815, R16A-19863 and R17A-11329. In addition to these production seals, a rubber grommet is being used on the hood hinge spring opening to prevent mud and water from entering at that point.

For areas which experience unusually cold winters, a heavy duty Climatizer core, Part No. 679134, has been released for service. It is readily interchangeable with the standard core and can be obtained at an exchange price of \$3.00. To secure the exchange price it will be necessary to return the replaced Climatizer core to South Bend, transportation prepaid and accompanied by a properly prepared B865 Claim Form. Credit will then be issued for the heavy duty core, less the exchange price of \$3.00.



DEE-TEE VAPOR CLEANS TRANSMISSIONS, DIFFERENTIALS AND OVERDRIVES

Mailed with this issue of the Service Bulletin is a folder describing the Dee-Tee transmission and differential gear solvent vapor cleaning method.

This solvent is vaporized with an especially designed heating element and nozzle which directs the vapor into the gear box. The solvent vapor is said to remove all grease, (even that packed hard between gear teeth) and

leave gears and all other internal parts of the gear box clean.

The operation takes nine minutes. Included with each cleaner attachment is a set of fittings and adapter plugs for all standard make cars.

Orders for Dee-Tee outfits or additional cans of solvent should be placed either with your local jobber or with the Kent-Moore Organization, Detroit, Michigan.

STRATTON OFFERS TWO STYLES OF HYDRAULIC SHOP CRANES

Mailed with this issue of the Service Bulletin is a folder describing the two new shop cranes manufactured by the Stratton Equipment Company.

Both models are extremely versatile on the shop floor, being easy to move about the shop and having a turning radius equal to the length of the crane. They are operated hydraulically by a pumping handle which requires very little manual effort to raise or lower maximum loads. Attachments are available to convert the cranes into raising or lowering platforms for transmission or differential work and to change them over into stacking cranes for such work as storing engine assemblies or other heavy, bulky objects.

The main differences between the standard and the 3-way cranes are that the 3-way crane and hydraulic system can be dismantled from the shop base and mounted into a bracket installed in a truck bed, thus converting the truck into a tow or wrecking truck with a 360° turning ability. A special guide attachment is available to secure towed vehicles safely to the towing truck and assure positive tracking of the towed vehicle. The crane, mounted in a truck bed, can also be used as a truck loading crane. After the truck is loaded the crane can be removed from the truck and returned to service in the shop.

With the extension beam attachment these cranes can lift, from the floor or any level up to their maximum reach, objects which are normally difficult or impossible to handle with the average chainfall or hoist. Such operations include, for example, removal or installation of engines in rear-engine busses and cab over engine trucks.

Both models of the Stratton Crane are offered in one-ton and two-ton capacities.

When ordering, be sure you have read the specifications so as to order the type of lifting beams and attachments you will need and to get the proper mast height.

An order blank is furnished on the last page of the booklet and should be sent direct to Stratton Equipment Company, 256 Hanna Building, Cleveland 15, Ohio.

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

TOP PANEL FOR SALE

Spivey Motor Sales, Route 4, Box 228, Suffolk, Virginia, has for sale a top panel for a 1948 Champion, Part No. 287782. One-half of the windshield frame is included; the other half of the frame was used to repair another car.

Anyone interested in purchasing this top panel should write Mr. W. B. Spivey in care of the above address or telephone him at Suffolk, Va., 1419.



how well do you REMEMBER?

Before you look up the references which give the answers to the questions printed below, study the questions and jot down your own answer. Review of such items as are suggested by the reference notations will help you in answering the Master Mechanic award examination.



QUESTIONS FOR SERVICE BULLETINS

1. Which is the proper marking on the steering gear shaft? Ref: Service Bulletin 213, page 7.
2. Why is it necessary to remove the rust preventive compound from parts assemblies? Ref: Service Bulletin 215, page 3.
3. What is the correction for the loss of throttle rod travel on 2R16 and 2R17 trucks? Ref: Service Bulletin 215, page 3.
4. Is it necessary to remove the engine from the car to install Brummer oil seal properly? Ref: Service Bulletin 216, page 2.
5. What are camber specifications on 8G and 16A passenger cars? Ref: Service Bulletin 217, page 3.
6. What lubricant should be used in the steering box of 7G or 15A models to reduce chuckle when turning to right or left? Ref: Service Bulletin 217, page 5.
7. What is the purpose of the surge tank that can be installed on 6G, 7G, 8G Champion models and 2R Series trucks? Ref: Service Bulletin 218, page 4.
8. Where is the gas gage tank unit cover plate located on 8G and 16A? Ref: Service Bulletin 220, page 2.
9. How is lubricant leakage at 2-speed rear axle vent corrected? Ref: Service Bulletin 222, page 5.
10. Are clutch driven plates the same in Champion overdrive and conventional transmission equipped cars? Ref: 1947 Shop Manual, page 35.
11. What is the specification for clutch pedal free travel? Ref: 1947 Shop Manual, page 38.
12. What is the proper fan belt adjustment? Ref: 1947 Shop Manual, page 42.
13. What four points must be drained when draining the 6G cooling system? Ref: 1947 Shop Manual, page 43.
14. How can corrosion at battery terminals be prevented? Ref: 1947 Shop Manual, page 47.