

Studebaker

SERVICE BULLETIN

JUNE

NO. 241



1950

MAILING No. **3**
1950 SERIES



BUY TO CHECK
YOUR VACATION
SERVICES BEFORE
LEAVING HOME

Vacation hours are happier hours when
you know your car is in sound condition

WE CAN SAVE YOU WORRY AND
EXPENSE WITH OUR CAR-SAVING
MORE-MILEAGE SERVICE



It's here!
**STUDEBAKER
AUTOMATIC DRIVE**

This is America's newest and most advanced
"no clutch" or "gearless" driving. Come in
and see for yourself how more of the Studebaker
Automatic Drive is... the smart thing to make
in ordering. Extra cost but the finest invest-
ment in motorized enjoyment you ever made.



VACATIONISTS CAN MEAN ADDED SERVICE DOLLARS

There are two service aspects to the annual vacation season. First, there is the importance of seeing to it that as many of your service customers as possible leave for their vacations in cars which have been adequately and properly serviced. This will contribute to the pleasure of their vacation and satisfaction with their car in that it will tend to prevent useless delay for service while on the road. This is the vacation service which the Donnelley Mailing No. 3 (illustrated above) is bringing to the attention of your own service customers and prospects.

The second approach to vacation service is

the market provided by those vacation visitors and transients who either did not have their cars thoroughly serviced before leaving or who have experienced a need of service when in your neighborhood. These people, while they may never again visit your service department, are potential repeat or new Studebaker owners and service customers. If you impress upon them the excellence of your work and the cheerfulness of your service department, you will be helping some Studebaker dealer somewhere to sell another Studebaker car or to gain a new service customer. And if you are making this kind of contribution to your fellow Studebaker dealers, you can rest assured that you will benefit by the good impressions they are making on your traveling townfolk who visit them! It's just another application of the time-honored Golden Rule.

GOOD SERVICE CREATES CUSTOMER GOOD WILL

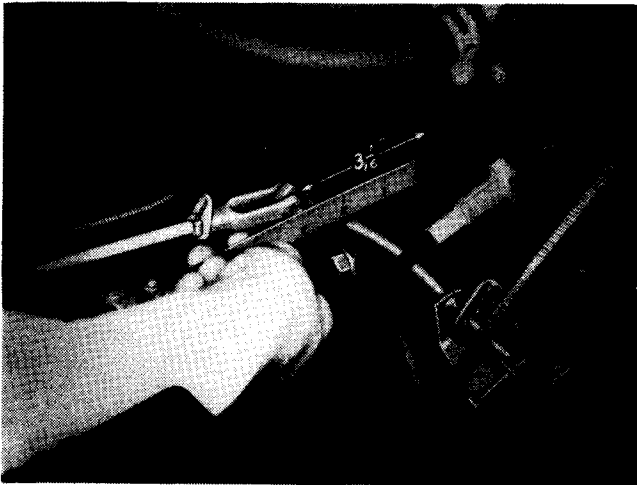
ACCELERATOR-TO-TRANSMISSION CONTROL LINKAGE ADJUSTMENT - AUTOMATIC DRIVE

Below is reprinted Passenger Car Service Letter No. 828, which may now be discarded from your files.

Please record this article on page 36 of your Automatic Transmission Preliminary Shop Manual.

In making the accelerator-to-transmission control linkage adjustment on the Studebaker Automatic Drive, it is desirable to have a point of reference to which all subsequent adjustments can be related or compared.

This point of reference is the measurement of 3-1/16" (see illustration) which should exist between the firewall and the center of the clevis pin at the accelerator cross shaft when the accelerator is in the fully released position. With this measurement correct, following the adjustment procedure printed in



the Automatic Transmission Preliminary Shop Manual will result in the correct linkage adjustment.

The following paragraph, therefore, should be the first order of procedure under the heading "Accelerator-to-Transmission Control Linkage Adjustment" on page 31 of the Automatic Transmission Preliminary Shop Manual:

1. With the accelerator fully released, measure the distance between the center of the clevis pin at the accelerator cross shaft and the flat portion of the firewall (not at the rib). This distance should be 3-1/16". If it is not 3-1/16", adjust the clevis, using the adjustable rod until there is 3-1/16" between the center of the

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THROTTLE CONTROL BELL CRANK - 9G

Please record this article on page 193 of your 1950 Passenger Car Shop Manual.

On some early 9G Champion models it is possible that the throttle control bell crank is too long and hits the vacuum spark modifier on the distributor, thus making it difficult to set the ignition timing.

If this type of interference is found, measure the bell crank. It should be five (5") long. If the bell crank is too long, replace it with a new bell crank, Part No. 526798.

clevis pin at the accelerator cross shaft and the firewall. This adjustment must be made first.

We suggest that you turn to page 31 of your Automatic Transmission Preliminary Shop Manual and either copy this paragraph in the space available on page 30 with an arrow pointing to the beginning of the procedure on page 31, or, cut out and paste the above paragraph on page 30 and draw an arrow to the beginning of the procedure.

COMMANDER CYLINDER HEADS AND GASKETS

Please record this article on page 143 of your 1950 Passenger Car Shop Manual and on page 107 of your 2R Series Trucks Shop Manual.

Only two cylinder heads and two cylinder head gaskets are now required for service on all Commander type engines produced since 1937.

The list below of cylinder heads and match-

ing cylinder head gaskets, together with the notes which follow, give you current parts numbers and information regarding the proper heads and gaskets to be used for Commander type engines in 7A through 17A model cars and certain K, L, M, and 2R series trucks.

| Cylinder Head New Part No. | For Engine | Compression Ratios | |
|----------------------------|--------------|--------------------|--------------------|
| | | With 527057 Gasket | With 191933 Gasket |
| 526990 | 226.3 cu.in. | 6.5 - 1 | 6.25 - 1 |
| 527449 | 226.3 cu.in. | 7.0 - 1 | 6.75 - 1 |
| 526990 | 245.6 cu.in. | 7.0 - 1 | 6.75 - 1 |
| 527449 | 245.6 cu.in. | 7.5 - 1 | |

1. 526990 head with 527057 gasket: This is the combination used in standard production of 17A Commander models resulting in 7.0 - 1 compression ratio; for optional equipment use, such as at elevations of 5000 feet or more, cylinder head, Part No. 527449, is used with head gasket, Part No. 527057, to give a compression ratio of 7.5 - 1.
2. Cylinder head gasket, Part No. 527057, is slightly thinner than the original issue gasket (Part No. 191933) and, therefore, when No. 527057 is used with the original cylinder head for the particular engine the compression ratio will be raised approximately .25 - 1.
3. Conversion of 16A Commander cylinder heads (Part No. 523141) to obtain compression ratios equivalent to 1950 (17A, 2R16A, and 2R17A models:

To change from the original 6.5 - 1 to 7.0 - 1 compression ratio, remove .030"

from cylinder head Part No. 523141 and use cylinder head gasket Part No.527057.

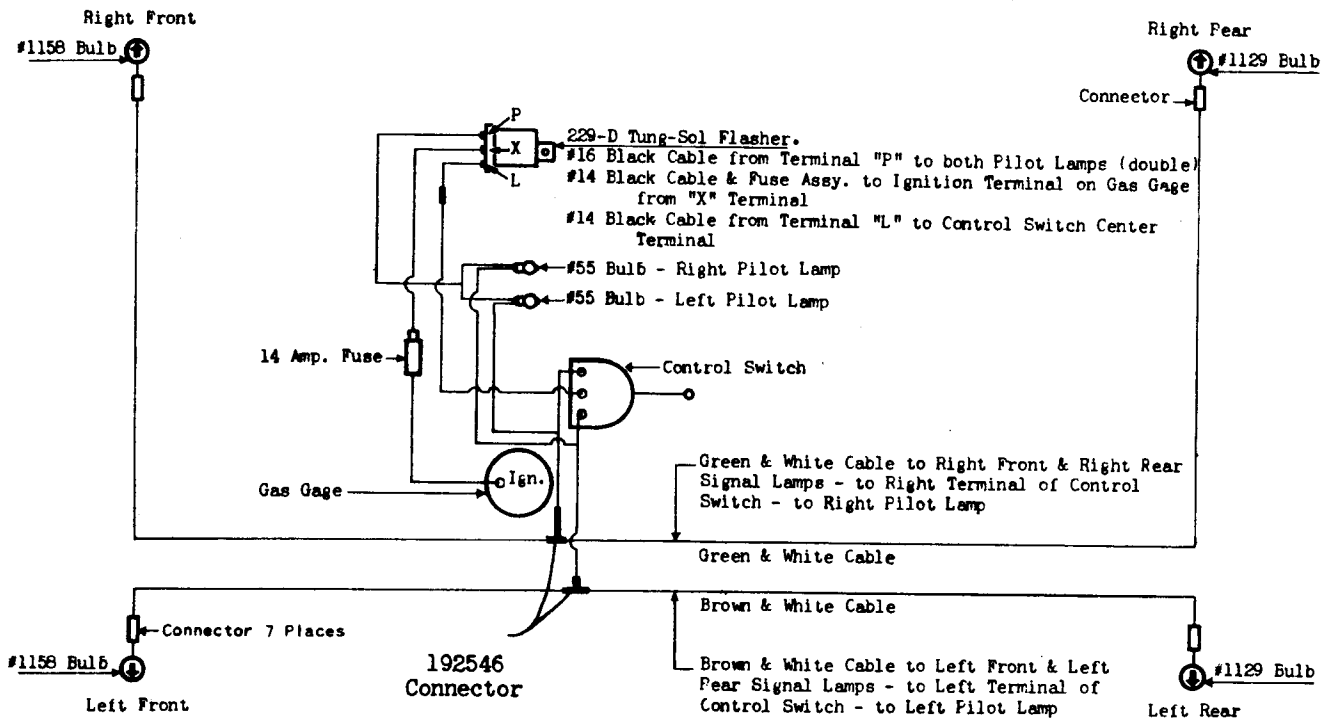
To change from the original 6.5 - 1 to 7.5 - 1 compression ratio, remove .078" from cylinder head Part No. 523141 and use cylinder head gasket Part No.527057. (Use of the old type gasket, Part No. 191933 after milling down this cylinder head will reduce the ratio approximately .25 to 1 or a net result of approximately 7.25 - 1.)

NOTE.--It is important that the cylinder head bolt threads and the block threads be cleaned carefully after the cylinder head is reworked and before it is reinstalled. Failure to clean these threads carefully may result in gasket failures which may be blamed incorrectly on the compression ratio instead of the improper method of installation. See Service Bulletin 239 for complete procedure.

WIRING HARNESS - DIRECTION SIGNAL AND FOG LAMP EQUIPMENT - 9G, 17A

Please record this article on page 106 of your 1950 Shop Manual.

Effective about the middle of April, no wiring cables are provided for fog lamp or directional signals in production on Champion (9G) and Commander (17A) models. A numerical check is only approximate, as follows: To and including Serial No. 9G-566470 and Serial No. 17A-4434944 the "old" style harness (with

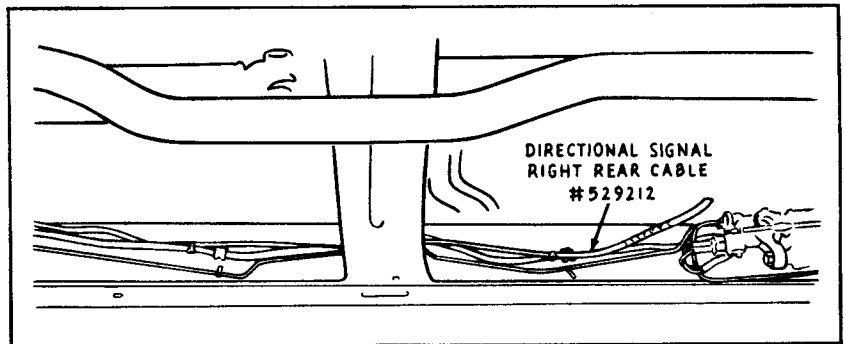
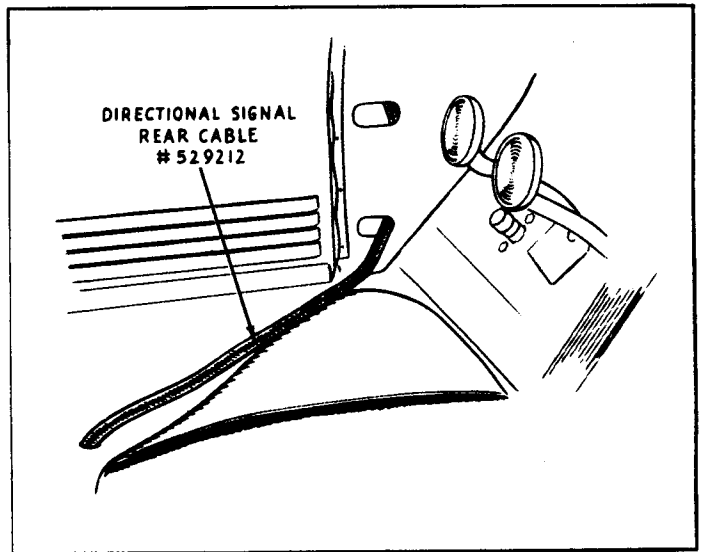


auxiliary lighting provisions) was installed; after Serial No. 9G-590373 and Serial No. 17A-4437436 (U.S.A. production) and Serial No. 9G-718519 (Canadian production) the "new" harness (without auxiliary lighting provisions) has been installed.

Between these serial numbers a visual check will determine whether the car is equipped with the old or new style of wiring harness. This check can be made by inspecting the junction block on the engine side of the cowl near the steering gear post jacket. If the junction block provides for only three connections or if the lower two terminals of a five-connection block are vacant, then the wiring harnesses do not contain the accessory cables.

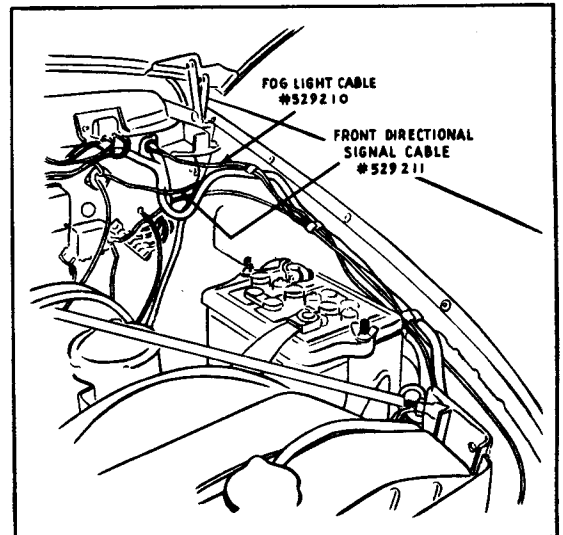
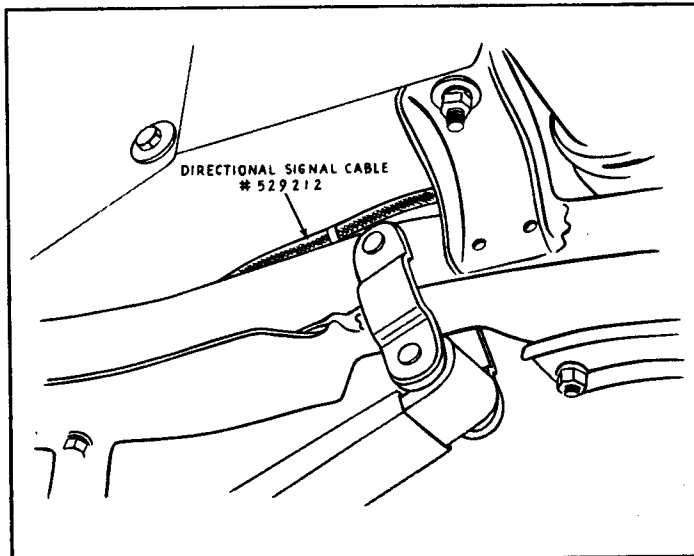
If you have stocks of old style lighting kits, AC-1881 or AC-1882, on hand then it will be necessary to use an adaptation kit when making an installation in cars with the new style harness. This adaptation kit for the directional signals, AC-150, is available at a net price of \$1.75, as was outlined in Parts Department Letter No. 77, dated April 25, 1950.

The following table shows the part numbers of the various harnesses and lighting kits involved. When your stocks of the old style cables are depleted only the new style will be furnished from your parts depot.



CHASSIS WIRING (UPPER) HARNESS

| | OLD (with accessory cables) | NEW (without accessory cables) |
|-----------|--------------------------------|-----------------------------------|
| 17A (LHC) | 526361 | 529073 |
| 9G (LHC) | 526362 | 529081 |
| 17A (RHC) | 526653 | 529077 |
| 9G (RHC) | 526777 | 529080 |



TAIL AND STOP LAMP (LOWER) HARNESS

| | | |
|--------------|--------|--------|
| 9G,17A (LHC) | 526366 | 529044 |
| 17AY (LHC) | 526364 | 529047 |
| 9G (RHC) | 526363 | 529046 |
| 17A (RHC) | 526365 | 529043 |
| 17AY (RHC) | 526367 | 529045 |

DIRECTIONAL SIGNAL KIT

| | OLD STYLE (no cables included*) | NEW STYLE (cables included) |
|-----|------------------------------------|--------------------------------|
| 9G | AC-1881 | AC-2100 |
| 17A | AC-1882 | AC-2081** |

* AC-150 Directional Signal Wiring Harness Adaptation Kit (Net \$1.75) can be used to adapt these kits to cars equipped with new style harnesses.

**This kit, AC-2081, is the only one to be used on cars equipped with the Studebaker Automatic Drive, 9G Champion or 17A Commander models.

FOG LIGHT KIT

| | | |
|-----|----------|---------|
| 9G | AC-1874* | AC-2098 |
| 17A | AC-2030* | AC-2099 |

* When installing on cars with new style harness, use sufficient No. 12 wire to make connections per wiring diagram, 1950 Shop Manual, page 81.

Prices of harness and kits will be given in the latest Book F Parts Price List and Supplements. Installation instructions for directional signals and fog lamps are packed with each kit.

To give you a reference for directional signal installation, we are printing herewith the drawings and wiring diagrams from the installation instruction sheets for 9G Champion and 17A Commander models.

**BORG CLOCK WARRANTY,
SERVICE PROVISIONS**

This article contains the latest list of Borg Service Stations. Please mark out similar information in Service Bulletin No. 207, page 6, and make a reference note to this article.

Borg electric clocks supplied by the Studebaker Parts and Accessories Division may be returned to the Studebaker factory during the standard 90 day or 4,000 mile warranty period for service under the terms of the CLAIMS POLICIES AND PROCEDURES bulletin.

For warranty or other service outside the Studebaker warranty period the Borg procedures, as printed in this article, should be followed.

The clock is guaranteed for six months. During this period, Borg service stations will replace or repair the unit on a no charge basis providing the clock has not been abused, tampered with, or repaired by anyone other than authorized Borg service stations listed below.

For clocks over six months of age, a service charge of \$2.50 each, plus necessary parts and postage, will be made.

For clocks over five years old a service charge of \$3.00 each, plus necessary parts and postage, will be made.

The Borg Products division requests that for major repairs clocks be sent to the Clock Division, George W. Borg Corporation, 469 E. Ohio St., Chicago, Illinois.

Clocks requiring general non-factory service such as cleaning, oiling, and adjusting may be sent to the nearest of the following authorized service stations.

EASTERN STATES

Automotive Clock Repair Co.,
1355 West Farms Road,
Bronx 59, New York

Buffalo Auto Clock Service,
1300 Jefferson Street,
Buffalo 8, New York

Boston Speedometer Service Co.
116-120 Brighton Avenue,
Boston 34, Massachusetts

The Watch Shop,
285 Cumberland Avenue,
Portland, Maine

Cleve-Hio Instrument Service Co.,
7400 Euclid Avenue,
Cleveland 3, Ohio

Instrument Service Company,
1631 N. Capitol Street,
Washington 2, D.C.

Philadelphia Instrument Service Co.,
705 N. 18th Street,
Philadelphia 30, Pennsylvania

Stewart's Auto Clock Service,
5628 Penn Avenue,
Pittsburgh, Pennsylvania

Keller Clock Shop,
317 Perry Street,
Cincinnati 2, Ohio

SOUTHERN STATES

Electric Clock Service,
3039 N. W. 7th Avenue,
Miami 37, Florida

Electric Clock Service,
1308 Tampa Street,
Tampa, Florida

World Radio Technicians,
1313 S. Rendon Street,
New Orleans 15, Louisiana

Speedometer Service Co.,
960 Spring Street, N. W.,
Atlanta, Georgia

Tolbert Auto Clock & Instrument Serv.,
1673 Evelyn Street,
Memphis, Tennessee

McGhee Time Service, Incorporated,
539 Main Street,
Nashville 6, Tennessee

Charlotte Instrument Service Co.,
724 Seigle Street,
Charlotte 4, North Carolina

Jacksonville Instrument Service Co.,
1289 West Adams Street,
Jacksonville 4, Florida

SOUTHWESTERN STATES

Fred Jones, Incorporated,
200 South Harvey,
Oklahoma City, Oklahoma

Sweeney Radio & Clock Company,
630 S. St. Marys Street,
San Antonio 4, Texas

Speedometer Service Company,
810 Macon Street,
Fort Worth, Texas

The Garnett Watch Shop,
1720 Yale,
Houston 8, Texas

MIDDLEWESTERN STATES

The Geo. W. Borg Corporation
Factory Service Department
469 E. Ohio Street
Chicago, Illinois

Empire Clock Company,
93 E. Fifth Street,
St. Paul 1, Minnesota

Empire Clock Company,
1016 Marquette Avenue,
Minneapolis, Minnesota

Empire Clock Company, Inc.,
2033 Harney Avenue,
Omaha, Nebraska

Clark Brothers Instrument Co.,
10300 Whittier Avenue & Somerset,
Detroit 24, Michigan

Schreiber Auto Clock Service,
1610-12 W. Center Street,
Milwaukee 6, Wisconsin

Jack Harrison's Speedometer Service,
3152 Locust Street,
St. Louis 3, Missouri

The E. S. Cowie Electric Co.,
1819-23 Wyandotte Street,
Kansas City 8, Missouri

WESTERN STATES

DeLuxe Speedometer & Radio Service,
1410-12 Speer Boulevard,
Denver 4, Colorado

Graf's Automobile Clock Company,
328 N. Lake Avenue,
Pasadena 4, California

Graf's Automobile Clock Company,
533 E. 12th Street,
Oakland 6, California

Graf's Automobile Clock Company,
4921 Santa Monica Boulevard,
Los Angeles 27, California

Tire & Instrument Company,
57 Richards Street,
Salt Lake City 1, Utah

Huletz-Beezer, Incorporated,
7th Avenue & Westlake,
Seattle, Washington

Sturgill-Wright Instrument Company
701 S. E. Brand Avenue at Alder,
Portland, Oregon

Speedo Electric Company,
1155 S. Olive,
Los Angeles 15, California

Smith's Clock Shop,
1512 N. 7th Avenue,
Phoenix, Arizona

The Old Clock Shop,
P. O. Box 1431,
Billings, Montana

CANADA

Auto Electric Limited,
3429 Park Avenue,
Montreal, Canada

Beattie Auto Electric, Ltd.
170 Fort Street,
Winnipeg, Canada

Boulton, Limited
1025 Howe Street
Vancouver, Canada

Loveseth, Ltd.
Jasper Avenue at 106,
Edmonton, Alberta, Canada

Auto Electric Service Co., Ltd.
1009-1027 Bay Street,
Toronto 5, Canada

Auto Electric Service Co., Ltd.
Regina, Saskatchewan,
Canada

Jens Andersen & Sonner,
Masnedogade 25-27,
Copenhagen, Denmark

Adolph Kusterer,
Zimmergasse 9,
Zurich 8, Switzerland

Jose Rosendo Perez,
Calle 23 No. 1507,
Vadado, Habana, Cuba

The Premier Automobiles, Ltd.,
Agra Road,
Kurla, India

AUTOCAR Elect. Equipment Co., Ltd.,
32-34 Albert Embankment,
London SE 11, England

Sunray Clock Service,
Room 313-314, Merchandise Mart Bldg.,
Honolulu, T. H.

FOREIGN COUNTRIES

G. Vozary,
Caixa Postal, 5052,
Rua' Cons Nebias 27,
Sao Paulo, Brazil, S. A.

G. Bottcher,
Appareils De Controle,
Berchem-Anvers, Le,
Avenue Lode Van Bercken, 92,
Antwerp, Belgium

Speedometer Screenwiper Service Pty. Ltd.
553 Elizabeth Street,
Melbourne, Australia

S. Castaneda Lopez,
Chiapas 153,
Mexico City, D. F., Mexico

Markovits Brothers,
17, Neemanist,
Haifa, Israel

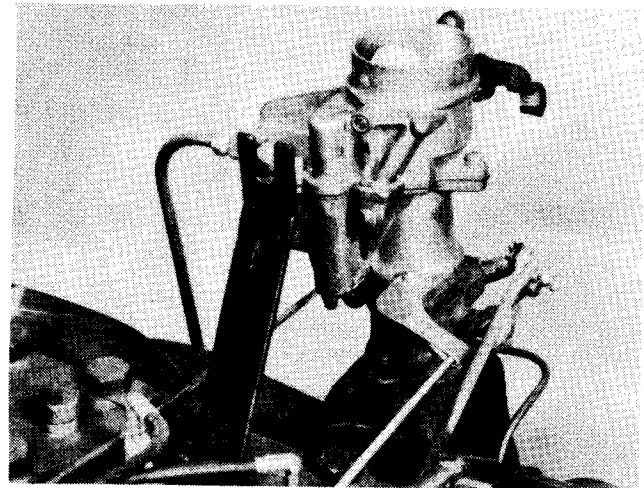
T TRUCK SERVICE Information



INSTALLATION OF THROTTLE HAND CONTROL - 2R SERIES

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

The illustration shows the correct method of
mounting the hand throttle Bowden wire adapter
plate and tightening screw on 2R Series Trucks.



When this plate and screws are assembled, the
tightening screw is installed in the reverse
position to that shown in the photograph above.
To assure ease of tightening when installing
the hand controls, it is necessary to remove
this screw and reinstall it from the top of the
plate before the Bowden wire is secured in the
clip.



STEERING KNUCKLE BUSHING AND BEARING REMOVER AND REPLACER - J 4477

Please record this article on page 166 of your 1950 Shop Manual.

Mailed with this issue of the Service Bulletin is Kent-Moore Organization, Inc., Service Tool Supplement No. ST-23 describing their new Steering Knuckle Bushing and Bearing Remover and Replacer Set No. J 4477.

This set contains all pieces and adapters required to remove or replace the steering knuckle bushings and bearings on 6G through 9G

Champion and 14A through 17A Commander models.

Dealers who have on hand the previously released tools J 1294-A, J 1294-B, and J 4145 need only purchase J 1294-6 and J1294-8 in order to service all of the models given above.

An order blank is enclosed in the Kent-Moore Bulletin for your convenience. Mail orders directly to Kent-Moore Organization, Inc., 3044 W. Grand Blvd., Detroit 2, Michigan.

EXECUTONE INTERCOM SYSTEMS

Mailed with this issue of the Service Bulletin is a folder describing Executone intercommunication and signal light systems for dealer service departments.

Intercom systems have many advantages for small shops as well as large, and nearly all the advantages result in the saving of much time which would otherwise be lost due to interruptions of work, walking to find people, tying up telephone lines, etc. Customer convenience and good will is served by intercoms and also by use of signal light systems which indicate to the service salesman and customer at a glance which departments are full to capacity, nearly full, or available for additional work each day.

A more complete discussion of intercom and signal systems will be found in Service Bulletin No. 223, page 4.

