

# Studebaker SERVICE BULLETIN

SEPTEMBER

NO. 243



1950

**MAILING No. 5**  
**1950 SERIES**

**Yes, ACU means**  
**AUTUMN CHECK-UP**

a winning combination of services to help your car deliver championship performance

An expert lube job is essential  
To your auto's differential  
Transmission

Fall driving can be more joy for you  
If you take a hint or two  
It's simple logic—so here's your cue  
Drive in now for our ACU



Give a cheer for

**SERVICE**

REGARDLESS OF MAKE YOU'LL FIND OUR SERVICE

Want today's top value in a lowest price car?  
**GET A STUDEBAKER CHAMPION**  
It's one of the 4 low priced, best selling cars in America  
**NOW 4 TO SEE INSTEAD OF 3**  
IN THE LOWEST PRICE FIELD  
and the one to buy with the Studebaker Champion

## FLYING PIGSKINS SIGNAL NEED FOR FALL CHANGEOVER

Crowded stadiums, waving banners, and flying pigskins tell us that it is again time to have cars conditioned for fall and winter driving.

You probably need no reminder to get your service department spruced up, to stock up on all the necessary cold weather supplies such as anti-freeze, cooling system hoses and clamps, radiator flushing solution, light bulbs and Sealed Beam units, and various other items for winter needs.

But are your customers anticipating the need for winter conditioning? The No. 5 mailing piece, now going out, will remind them of the importance of this seasonal service. And your supplementary local advertising in newspaper, radio, and by personal and phone solicitation can be the "clincher". Start your follow-up campaign early, so that neither you nor your customers will experience the inconvenience of a crowded and overscheduled shop at the last minute. Remember, the first frost usually comes unheralded. Use all the promotional means at your command to bring in those autumn check-up orders early -- don't let Old Man Weather catch any of your customers unawares.

**SELECT-O-SEAT SPRINGS  
PROMOTE NEW AND USED CAR SALES**

*Please record this article on page 40 of your 1950 Shop Manual.*

Select-O-Seat auxiliary seat cushion springs are well known to all Studebaker salesmen as a potent merchandising tool and demonstration help.

The fact that they can be installed or removed without in any way marring the seat cushion, that they can be installed in two different degrees of firmness in the same cushion if desired, that they can be installed on either or both sides of the cushion, and that installation takes only a matter of minutes has become an important sales factor when dealing with either short or heavy new car prospects.

In addition to the new car prospect, however, there is the used car buyer's comfort to consider. All 1948, 1949, and 1950 Studebaker passenger cars are equipped with Select-O-Seat front cushion springs. Therefore any prospect for used cars of these models will be interested in the Select-O-Seat story. Remember, the Select-O-Seat springs already in a used car may not be of the proper firmness or in the desired location for the purchaser. It is an easy matter to flip the right Select-O-Seat set in place. And the prices are attractive to any buyer of a 1948, 1949, or 1950 Studebaker Champion, Commander, or Land Cruiser.

Select-O-Seat springs are available from your parts depot under Part No. AC-1615 (Standard) or AC-1616 (Extra Firm) at \$1.35 per set of four, dealer net including federal tax. The recommended retail price, uninstalled, is \$2.50 per set.

**UNDERCOATING ADDS TO  
VALUE OF USED CARS**

As mentioned in the booklet "Autobody Reconditioning Methods" sent to you with Service Bulletin No. 242, undercoating compounds can be judiciously used to increase the value of used cars, both old and recent models.

Relatively new used cars may have their resale value increased considerably more than the dealer cost of undercoating, by putting a complete undercoat job on underbody, fenders, and hood.

Older used cars will benefit from "spot jobs" of undercoating to deaden annoying sounds. For example, replacing loose and rusted body bolts can consume a great deal of labor time. Application of undercoating, such as Knocks-Sound, Part No. AC-1642, (marketed by



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all Studebaker parts depots) at such spots will reduce or eliminate the bolt noise and save much time. Likewise, application of Knocks-Sound to the outside of the valve covers will effectively dampen noisy valves and tappets. Again, fender squeaks and rattles can be banished with spot use of Knocks-Sound.

Knocks-Sound undercoating compound has been thoroughly tested by Studebaker engineers and approved for use by Studebaker dealers. Knocks-Sound is available on order from any Studebaker parts depot. For further information regarding Knocks-Sound and the equipment available for use with it, refer to Service Bulletin No. 206, pp. 6 and 7. When ordering specify Part No. AC-1642.

**LITTLE THINGS - - -**

- ✓ *Keep Radiator Full*
- ✓ *Keep Battery Level Up*
- ✓ *Change Oil Regularly*
- ✓ *Inflate Tires Accurately*

- - - CAN MEAN A LOT

## TRUCK SERVICE ITEMS

### FRONT SHOCK ABSORBERS 2R5 TRUCKS WITH 7.10 X 15 TIRES

Please record this article on pages 183 and 225 of your 2R Series Trucks Shop Manual.

An improvement in the riding qualities of 2R5 trucks equipped with 7.10 x 15-4-ply tires can be obtained by installing Shock Absorber, Part No. 679849X4 on the front and retaining the standard Shock Absorber, Part No. 679849X3 on the rear.

Shock Absorber, Part No. 679849X4, is the standard front shock absorber for 2R10 model trucks.

This shock absorber will be standard on the front of any 2R5 model truck equipped with 7.10 x 15-4-ply tires effective with Serial No. R5-56975.

### KING PIN LENGTH - M15A TRUCKS

Please record this article on goldenrod page entitled "Steering" in your M Series Trucks Shop Manual.

You may encounter king pins of insufficient length in replacement kits for use on M15A trucks produced prior to Serial No. M15A-14482.

This was caused by machining the snap ring groove  $9/32$ " from the top of the pin to the top of the groove, instead of to the bottom of the groove.

### INSTALL OVERDRIVE HOUSING REAR OIL SEAL CAREFULLY TO AVOID LEAKS

Please record this article on pages 221 and 254 of your 1950 Shop Manual and on pages 177 and 221 of your 2R Series Trucks Shop Manual.

In connection with the prevention of grease leakage at the overdrive housing rear oil seal (see Service Bulletin No. 242, p. 1), it is important that the oil seal be installed in the housing so that  $1/4$ " of the seal remains outside. See the accompanying drawing. NOTE.--This does not apply to the rear axle pinion oil seal which was mentioned in the same article.

There is no shoulder or stop in the overdrive housing and it is possible for the seal to be driven in flush with the housing. As you can see in the drawing, if the seal is driven in flush with the housing, the sealing lip of the seal will ride on the tapered end of the companion flange and permit leakage.

Therefore advise all service personnel of the importance of driving the overdrive housing rear oil seal in carefully so that  $1/4$ " of the seal remains extended outside the housing.

By placing the felt washer, retaining washer, and snap ring on the king pin before installation, the pin can be driven down so that the lock pin can be inserted.

### INSTRUMENT PANEL AND INSTRUMENTS - 2R SERIES TRUCKS

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

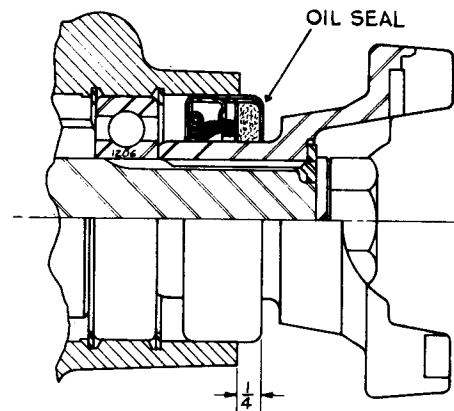
Effective with U.S. Serial Nos. R5-56960, R6-415, R10-25647, R11-332, R14-151, R15-11644, R16A-27532, R17A-16736, and Canadian Serial No. HR5-2683, the instruments and the panel containing them in the instrument board have been changed to accommodate the larger speedometer assembly.

The instrument panel is the removable part of the instrument board which contains the gages, ignition and light switch, speedometer and odometer, and choke control. The panel itself and the glass are interchangeable with the previously used parts; therefore only the newest panels and glasses will be carried in parts stocks. The new panel is Part No. 653087, and the new instrument glass is Part No. 680008.

Individual instruments and gages, however, are not interchangeable, so that care should be exercised in making replacements to use the new parts listed below in trucks with the above or later serial numbers and use the older parts listed in parts catalogs for trucks produced before the above serial numbers.

The following parts are not interchangeable. When ordering any parts from this group, be sure to include serial number of truck in which they are to be installed.

(Turn to page 4)



Part No.	Part Name
680160	Speedometer Assembly
680164	Ammeter
680165	Gas Gage (panel unit)
680018	Gas Gage (tank unit)
515986	Instrument Bezel
515987	Bezel Gasket
680154	Oil Pressure Gage
680159	Radiometer (Heat Indicator)
186238	Radiometer Adapter (engine)

The following parts are interchangeable.

Part No.	Part Name
653087	Instrument Panel
680008	Instrument Glass

### REAR AXLE EQUIPMENT - 2R5, 2R6, 2R11, 2R16A

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

**MODEL 2R5:** Standard rear axle ratio is 4.82. For light loads and combination passenger car-and-truck use in level country, an optional 4.09 ratio is available with 3-and 4-speed transmissions.

**MODEL 2R6:** Standard ratio is 4.09 for 2R6 models with 3-speed or 4-speed transmissions. Overdrive equipped 2R6 trucks are produced with 4.82 ratio rear axle. This ratio (4.82) is available on special order for 3-speed transmission 2R6 models.

**MODEL 2R11:** The rear axle ratio for 2R11 trucks is 4.857, whether equipped with 3-speed, 4-speed, or overdrive transmission.

**MODEL 2R16A:** Effective with Serial No. R16A-26561 the rear axle ratio of 5.83 (optional) entered production, superseding the 5.66 ratio in effect prior to that serial number. New parts required by this change are:

Part No.	Part Name
679918	Rear axle assembly (as purchased 5.83 ratio)
679917	Rear axle differential case with gear and matching pinion
679916	Rear axle bevel drive gear and pinion, matched and wired together

When changing from 5.66 ratio to 5.83 ratio the odometer should be corrected as follows:

6.50 x 20 tires	{ Remove speedometer pinion, Part No. 665106 (13 teeth) and install speedometer pinion, Part No. 664522 (14 teeth)
7.00 x 17 tires	
7.00 x 20 tires	} No change
7.50 x 17 tires	
7.50 x 20 tires	{ Remove adapter, Part No. 675979
8.25 x 20 tires	
	{ Remove adapter, Part No. 675980 and install adapter, Part No. 675979

### LOW SPEED OPERATION 2R6, 2R11, AND 2R14 TRUCKS

Please record this article on pages 107 and 126 of your 2R Series Trucks Shop Manual.

To improve the low speed operation of the 2R6, 2R11, and 2R14 model trucks, two changes were made shortly after the start of production: 1. The Model 606SA carbureter was discontinued and the Model 777S carbureter used in its place beginning with Serial No. R6-203. 2. New engine rear support insulators of softer rubber entered production with Serial Nos. R6-238 and R11-102.

Service of the Model 777S carbureter is covered in the Supplement to the 2R Series Trucks Shop Manual.

Part numbers of the engine rear support insulators are given below. These insulators should be used only on the models specified.

Part No.	Part Name	No. per Model 2R6-2R11-2R14
180437	Engine rear support insulator - upper	2
679971	Engine rear support insulator - lower	2
519917	Engine rear support insulator - spacer	2
12-0846	Engine rear support insulator - bolt	2

## SERVICE EQUIPMENT

### VAN NORMAN BURNISHER VACUUM ATTACHMENT AND ADAPTERS FOR SALE

We have been authorized to sell the Van Norman No. 350 Brake Shoe Burnisher, No. 14604 Vacuum Attachment, and Nos. SGS-38, -21, and -49 Adapters to the first Studebaker dealer who sends in his order for \$330 net, f.o.b. South Bend, Indiana.

This equipment has been on display at the Service School but has not been subjected to shop use. It is, therefore, like new equipment and should give the fortunate purchaser the same service as any newly purchased set. The special price on this Van Norman brake burnisher, vacuum attachments, and adapters amounts to better than a 10% reduction from the present price.

Any dealer interested in purchasing this equipment should place his order at once with the Tool and Equipment Division, General Service Department, The Studebaker Corporation, South Bend 27, Indiana. Since we have only one set for sale, the first firm order to arrive will be the one to whom the equipment is shipped.