

Studebaker

SERVICE BULLETIN

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1951

NEW STUDEBAKER-PHILCO RADIO WARRANTY CLAIM PROCEDURE

Please record this article on the Service Bulletin reference page at the end of the Electrical section of your 1951 Shop Manual.

The new Studebaker-Philco radio warranty claim procedure outlined in Mr. Mendler's Letter No. 133 of May 15, 1951, is being reviewed here for the purposes of permanent record and the benefit of dealers' service department employees.

Briefly, the new procedure does two things: (1) it eliminates the tag registration and handling of every Studebaker-Philco radio installed in Studebaker cars and trucks effective June 1, 1951, and (2) it inaugurates the use of a Warranty Claim form (PR1012S) for use only at times that a radio is taken to the Philco Auto Radio Warranty Service station for warranty service.

The Studebaker-Philco Auto Radio Warranty Claim forms are provided dealers in padded form, 25 sets to the pad, by the Parts and Accessories division at South Bend. Each set contains the following forms: 1, blue, and 2, yellow, to be taken or sent with the radio set to the Philco Warranty Service station, and 3, pink, to be retained by the Studebaker dealer.

Filling Out Form PR1012S

In filling out the form, carbons are inserted between the blue and yellow and the yellow and pink copies. Only the top section of the form is filled in by the Studebaker dealer, but it is important that this section be filled in completely; i.e., all information requested must be shown.

After completing this part of the form, the name of the warranty station repairing the radio should be entered in the space provided on the pink copy of the form, and this copy retained by the dealer in the customer's service file folder.

For your convenience, approximately half way through the pad, a reminder order blank is inserted on which the dealer's name and address should be typed or clearly printed. This order should then be sent directly to The Studebaker Corporation, Parts and Accessories Division, South Bend 27, Indiana. This will insure a continuing stock of the radio warranty claim forms.

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The claim form is to be used as described above every time the radio is sent for warranty repair service. It is also important that the blue and yellow copies of the form accompany the radio set, since the warranty service stations have been instructed not to accept radio sets for warranty service unless both these copies, properly completed, actually accompany the radio set.

Furthermore, we are advised that the warranty service stations will accept the dealer's "date radio sold" information. It can be verified later at the Philco home office.

Transient Owners

Transient owners who go to a Studebaker dealer other than the selling dealer for warranty radio service are treated exactly as are the Studebaker dealer's own customers. To establish the "Date Radio Sold" information, the service man can inspect the car registration certificate or owner's service policy. Where the radio was installed after the car warranty expired, and if the bill of sale or other evidence of the date the radio was purchased are absent, the Studebaker dealer and

the warranty station will accept the owner's statement concerning this date. It is not felt that many people would be inclined to attempt to take advantage of such a situation nor would many be in a position to understand our radio service routine to such an extent that such advantage could be taken.

For Sets in Warranty Only

This new procedure will be welcomed by dealers, we are sure, since it relieves them of the necessity of registering every radio installed by the dealer or the factory, and will require a minimum of "paper work" only on those sets actually taken to the warranty service station for repairs or adjustment within the warranty period. Do not use these forms for sets out of warranty.

Philco Auto Radio Warranty Service station managers have been notified of the new system and will be able to work with you closely on its use.

**OVERDRIVE TRANSMISSION
LUBRICANT CAPACITY- 10G, H**

Please record this article on the Service Bulletin reference page at the end of the Lubrication section of your 1951 Shop Manual.

The lubricant capacity of the overdrive transmission on 1951 Champion (10G) and Commander (H) models is revised as given below. These figures should be written in place of those given on page 2 of the Lubrication section of the 1951 Shop Manual.

Champion Overdrive
Transmission2.6 U.S. pints
(2.16 Imp. pints)
(1.23 Liters)

Commander Overdrive
Transmission3.4 U.S. pints
(2.83 Imp. pints)
(1.61 Liters)

**ENGINE FRONT SUPPORT
MOUNTING PARTS- 10G, H**

Please record this article on the Service Bulletin reference page at the end of the Engine section of your 1951 Shop Manual.

Effective with Commander Serial No. 8157444 (8953031 in Canada) and Champion Serial No. G-1062400 (G-731880 in Canada), the method of attaching the engine front support mountings conforms to the drawings at the right.

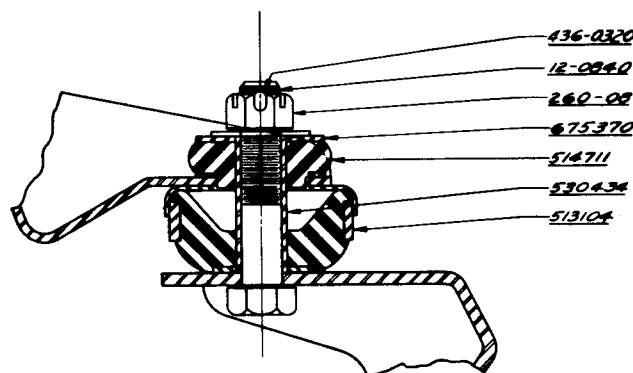
The new parts used for the Model H Commander replace the Marsden nut previously used and are as follows:

Part No.	Part Name	For Model
675370	Plain Washer	H
384-08	Shakeproof Washer	H
256-08	Nut	H

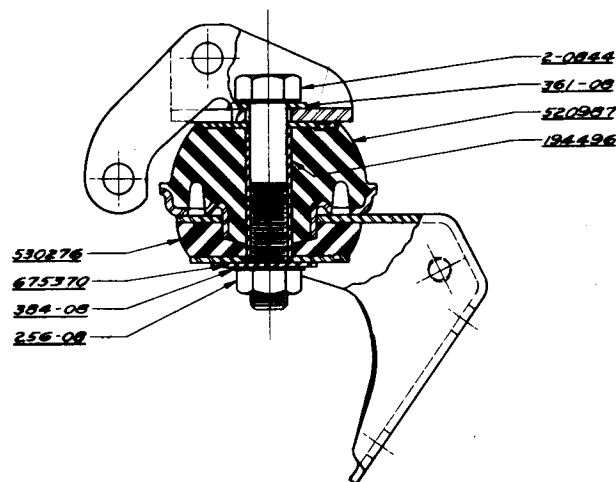
The new parts used for the Model 10G Champion replace the standard type lock washer and nut and are as follows:

Part No.	Part Name	For Model
436-032	Cotter Pin	10G
12-0840	Screw	10G
260-08	Castellated Nut	10G

Where experience on cars produced before the above serial numbers has shown that the engine front support bolts and other parts have come loose during shipment or operation, the new parts listed above can be installed as shown in the drawings at right. The Marsden nut on Commander models and the original lock washer and nut on Champion models may be discarded.



10G CHAMPION



H COMMANDER

RIGHT VENT CONTROL OPERATION - 10G, H

Please record this article on the Service Bulletin reference page of the Body section of the 1951 Shop Manual.

A new type of control for smoother operation of the outside right cowl vent door (on Left Hand Control cars) entered production with the following body numbers:

Champion (10G) Models		Commander (H) Models
W1-3727	C5-9001	W3-7625
W3-9542	Q1-418	W5-10880
W5-14567	Q2-352	F3-2835
F1-5757	Q4-1515	F5-2046
F3-9949	S-2564	C3-2901
F5-4843		C5-6804
C1-1332		Y-15438
C3-5074		S-1631

The new control is located just below the package compartment and is mounted to the underside of the instrument panel. It is a lever type control equipped with a knob (see

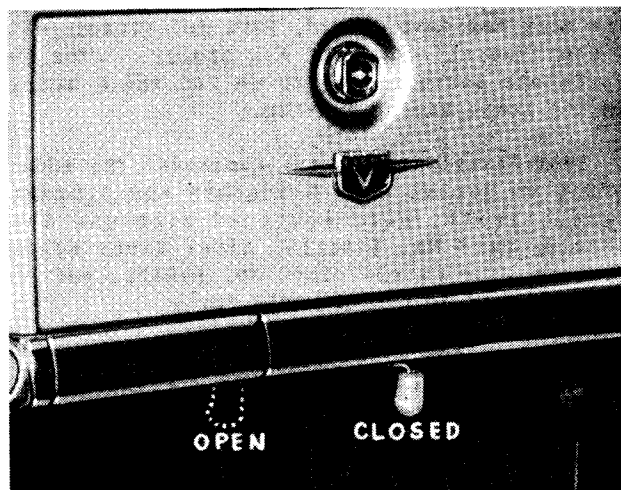


illustration) for ease of operation.

To open the vent door, move the lever to its full left position. To close the vent door, move the lever to its full right position.

The new control requires different vent door and attaching parts, so that it is necessary to order parts for service of the outside right cowl vent door or its operating control by body number.

CORRECTION TO ROCKER ARM COVER NUT TORQUE SPECIFICATION

Please record this article on the Service Bulletin reference page at the end of the Engine section of your 1951 Shop Manual.

At the top of the second column of page 3, Service Bulletin No. 247, the torque specification for tightening rocker arm cover nuts is

incorrectly given as "18-30 inch pounds."

The correct torque specification is as follows:

Tighten rocker arm cover nuts on V-8 engines to 18-20 inch pounds (0.207 to 0.230 kg./m) with three retightening operations.

We suggest that you turn to page 3 of Service Bulletin No. 247 and substitute the numeral "20" for "30" in the second line of column two.

RAISING STEERING WHEEL POSITION

Please record this article on the Service Bulletin reference page at the end of the Steering section of your 1951 Shop Manual.

Use of a special steering post jacket bracket makes it possible to raise the steering wheel approximately one inch from its present position, or a lift of 17/32" at the bracket location. The following are the part numbers for the high position bracket: Part No. 293642 for Custom Champion (with Ross gear only); Part No. 293630 for Ross-equipped Champion models other than Custom and Part No. 293883 for Saginaw-equipped Champion models; and Part No. 293883 for all Commander and Land Cruiser models.

To install the bracket to raise the steering wheel position, it is necessary to loosen the steering gear housing mountings, remove steering wheel and steering column, slide original bracket off bottom of tube, slide new bracket over tube from bottom, reassemble and retighten bracket and steering gear mountings. Install the steering wheel.

NOTE.--It is suggested that the alignment of the gear be checked at this time. Shim at the frame as outlined in Service Bulletin No. 247, p. 5.

LIGHTING SYSTEM 1951 MODELS WITH AUTOMATIC DRIVE

Please record this article on the Service Bulletin reference page at the end of the Electrical System section of your 1951 Shop Manual.

Should the lighting system fail due to a short circuit in the Automatic Drive remote control indicator light cable, it will be necessary to remove the original cable and install a new indicator light cable assembly, Part No. 531435. This type of short circuit may occur at the clip that holds the cable in position near the upper part of the steering column, causing erratic headlight operation,

such as a flash on and off when the selector lever is moved.

Install the new cable, Part No. 531435, as follows:

1. Remove the Automatic Drive remote control cover plate.
2. Remove the directional indicator cover plate or switch from the side of the steering column.
3. Use a screw driver through the directional indicator hole to bend up the clip that holds the light cable in place.
4. Disconnect the light cable at the switch and pull the cable assembly through the indicator light socket.
5. Thread the new cable, Part No. 531435, through the socket, connect it at the switch, and bend the clip back in place with a screw driver so that it holds the new cable in place.
6. Check to see that cable is not so tight as to cause a short circuit. Test operation of all lights.

REMOVE OVERDRIVE GOVERNORS CAREFULLY

Please record this article on the Service Bulletin reference page at the end of the Transmission section of your 1951 Shop Manual.

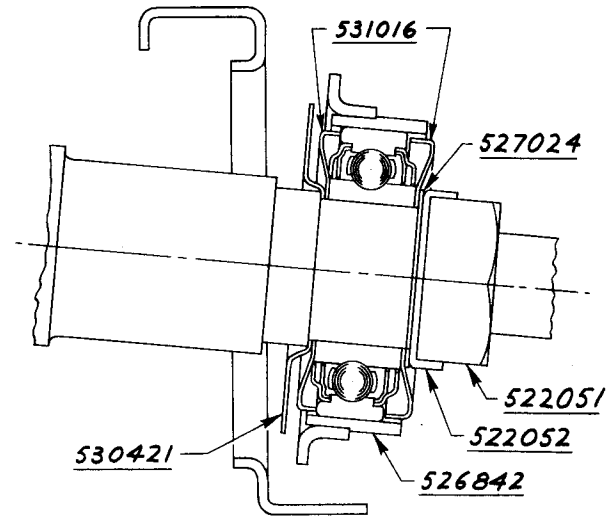
In order to secure claims credit for overdrive governors, it is important that the governors are not damaged in any way as a result of the removal procedure.

Nicks, dents, or scratches resulting from use of chisels or other such implements will automatically cause rejection of the claim. The governor is supplied with a hex just above the threads to facilitate removal or installation. To remove the governor, use a 1-3/8" open end wrench on the flats of the hex.

PROPELLER SHAFT CENTER SUPPORT BEARING SHIELD - 9G, 10G, 17A, H

Please record this article on page 210 of your 1950 Shop Manual and on the Service Bulletin reference page at the end of the Propeller Shaft section of your 1951 Shop Manual.

Failure of the propeller shaft center support bearing due to mud, sand, or water entering the bearing under severe operating conditions can be prevented by the use of bearing shields, Part Nos. 531016 and 530421.



On 1950 Champion (9G) and Commander (17A) models, maximum protection can be obtained with the installation of two Part No. 531016 shields, one on each side of the bearing. At the same time it will be necessary to replace the original dust shield, Part No. 523000, with a new type shield, Part No. 530421. (The new parts are shown installed on 10G and H models in the accompanying drawing.)

1951 Champion (10G) and Commander (H) models prior to Serial Nos. G-1040035 and 8129491, respectively, were equipped with one dust shield, Part No. 530421. After these serial numbers, one shield, Part No. 530421, and one shield, Part No. 531016, were used.

If additional protection against dust, mud, or water is desired in view of extreme operating conditions, one or two additional shields, Part No. 531016, can be installed as necessary so that there will be one shield, Part No. 531016, on each side of the bearing. (See drawing.)

These shields are available through your nearest parts depot.

INTERFERENCE BETWEEN REACH ROD AND FRAME - 10G WITH SAGINAW STEERING GEAR

Please record this article on the Service Bulletin reference page at the end of the Steering and Front Suspension section of your 1951 Shop Manual.

It is possible that on a few of the 1951 Champion (10G) models equipped with the Saginaw steering gear the tapers for the steering gear shaft and the reach rod ball joint are on the wrong side of the offset. This may result in the reach rod rubbing against the frame cross-

member and possibly causing the reach rod joint grease fitting to break off.

In such cases it will be necessary to replace the Pitman arm, Part No. 531136, and, where required, also to replace the grease fitting, Part No. 734-04.

These parts should be obtained through your nearest parts depot.

T RUCK

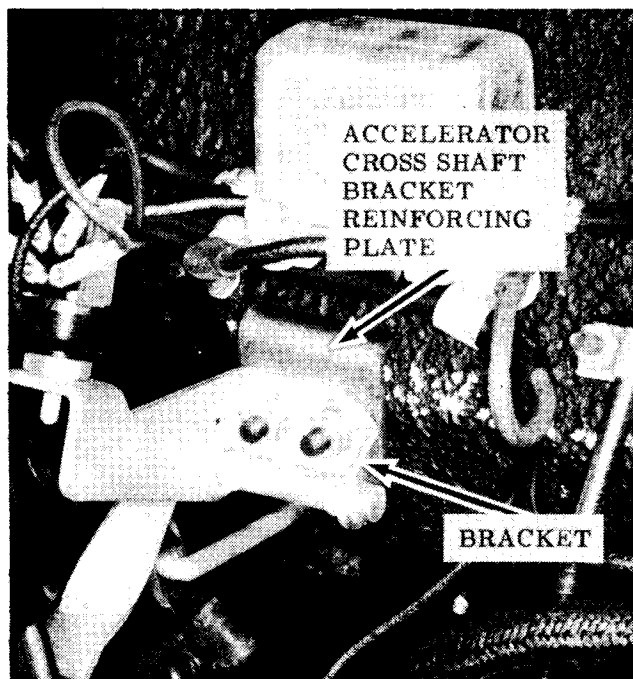
SERVICE

Information

ACCELERATOR CROSS SHAFT BRACKET REINFORCEMENT - 2R5, 2R6, 2R10, 2R11

Please record this article on page 128 of your 2R Series Trucks Shop Manual.

To prevent the possibility of the accelerator cross shaft bracket from becoming embedded in the insulation material on the front of the



firewall and thereby making inoperative the kickdown switch on overdrive equipped 2R Series trucks, a reinforcement plate, Part No. 680727, has entered production effective with truck Serial Nos. R5-74940, R6-2599, R10-30498, and R11-2356.

To install the reinforcing plate on trucks with overdrive transmissions before above serial numbers, remove and discard the original cross shaft bracket bolts and insert the reinforcing plate between the bracket and the firewall with the radius on the reinforcing plate uppermost (see illustration). Then install two Part No. 2-0414 bolts, using the original lock washers and nuts.

BRAKE AND REAR AXLE CHANGES IN 2R SERIES TRUCKS -- COMPLETION OF STARTING SERIALS

Please record this article on pages 30 and 177 of your 2R Series Trucks Shop Manual.

The following table completes that given on page 4 of Service bulletin No. 251 listing the starting serials for the use of the new type rear axle.

Part No.	Part Name	Ratio	Type Brakes	Starting Serial
680405X1	Rr.Axle Assy.	6.8-1	(15X4)	R16-31207
680405X2	Rr.Axle Assy.	6.2-1	(15X4)	After Above
680404X1	Rr.Axle Assy.	6.66-1		R15-12554
680404X1	Rr.Axle Assy.	6.66-1		R14-425



CERTIFIED BODY SOLDER

With this issue of the Service Bulletin is enclosed a sheet describing the Metal Sales Company's 20-80 Certified Body Solder. A pre-paid postcard order form is also enclosed for use in the United States.

Certified Body Solder is manufactured in compliance with federal regulations regarding the use of tin and lead. Furthermore, it is sold at a delivered price of \$61 per hundred pounds (in hundred pound case lots) regardless of date of order or destination as long as it is within the continental United States.

Barring unpredictable contingencies, shipments will be in the hands of the transportation agency within 72 hours after receipt of order.

Orders should be sent direct to the Metal Sales Company, 1220 Huron Road, Cleveland 15, Ohio, on the postcard provided.

RUF-ROAD NOISE DETECTOR

With this issue of the Service Bulletin are mailed two catalog sheets describing the Ruf-Road rattle and squeak detecting equipment for service departments. One sheet covers the portable type, Model 50, while the other sheet described the stationary type, Model 55.

Ruf-Road detectors are useful in that they simulate road conditions with a minimum of makeready time. They are simple in operation and require no computation of elaborate scales or other metering devices. The operator simply follows instructions (in the manual supplied with the machine) to get the type of road condition desired, then moves around the car listening for rattles, squeaks, etc., while they are being reproduced by the Ruf-Road machine.

Ruf-Road equipment should be ordered through your local jobber.

NOTE.--Export dealers should order from the Export Division, The Studebaker Corporation.

UNITOG SERVICE UNIFORMS

A folder describing Unitog service uniforms -- caps, coveralls, shirts, pants, and shop-coats -- is included with this issue of the Service Bulletin. Enclosed in the folder is a price list and a stamped, self-addressed order form.

As in the past, there are three types of material available -- durotwist, white herringbone twill, and Postman blue herringbone twill. Each garment and cap ordered by a Studebaker dealer will carry the Studebaker authorized service (or parts) emblem at no extra cost. Other lettering, such as "Service Manager," "Parts Manager," company names, individuals' names, etc., are available at small extra charge.

Prices quoted and the use of the stamped order form are restricted to use in the United States and possessions only. Dealers in foreign countries may write for uniform information to Unitog Company, 1617-1619 Main Street, Kansas City 8, Missouri.

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

