

Studebaker

SERVICE BULLETIN

MARCH

NO. 260



1952

SAGINAW STEERING GEAR LUBRICATION - 12G,H

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

In the manufacture of Saginaw steering gears a sealer is used on the filler plug and, in some cases, this sealer closes over the opening in the housing. When this has occurred, it gives the appearance that the housing is properly filled with lubricant. Be sure to remove any sealer present after the plug is removed, before checking lubricant level of Saginaw steering gear.

PAINT FORMULAS - 1952 MODELS

Please record this article on the Service Bulletin Reference page at the end of the Body section of your 1951 Passenger Car Shop Manual.

#8340 AQUA GREEN BAKING ENAMEL - W-VC - DUPONT

246-0097	White	12-3/8 oz.
246-051	Milori Blue	11-9/16
246-070	Light Green	6-7/8
246-020	Black	1-3/16
		<hr/>
		32 oz.

#8293 CONCORD BLUE BAKING ENAMEL - W-UN - JONES-DABNEY

Pigment Composition	Vehicle Composition
35.0% Titanium Dioxide	92.0% Alkyd Resin
30.0 Inorganic Maroon	8.0 Melamine
22.0 Alkali Resistant Blue	100.0%
13.0 Iron Oxide	
<hr/>	
100.0%	Total Non-volatile = 44%

#8514 CORNING OLIVE BAKING ENAMEL - W-WM JONES-DABNEY

Pigment Composition	Vehicle Composition
67.0% Titanium Dioxide	92.0% Alkyd Resin
20.0 Ferrite Yellow	8.0 Melamine
4.0 Lamp Black	100.0%
3.0 Zinc Yellow	
6.0 Chrome Yellow	Total Non-volatile = 44%
<hr/>	
100.0%	

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#8488 CUBAN RED BAKING ENAMEL - W-WD - COOK

Indanthren Maroon	45%
Cadmium Red Deep	54
Lamp Black	1
	<hr/>
	100%

#8520 LONDON GRAY BAKING ENAMEL - W-WO - JONES-DABNEY

Pigment Composition	Vehicle Composition
63.0% Titanium Dioxide	92.0% Alkyd Resin
18.0 Lamp Black	8.0 Melamine
8.0 Ferrite Yellow	100.0%
11.0 Pure Iron Oxide	
<hr/>	
100.0%	Total Non-volatile = 44%

#8452 MAUI BLUE BAKING ENAMEL - W-VZ - DUPONT

246-0097	29 oz.	White
246-025	2	Black
246-059	3/4	Blue
246-0785	1/4	Green
	32 oz.	

#8491 NOCTURNE BLUE BAKING ENAMEL - W-E - JONES-DABNEY

<u>Pigment Composition</u>	<u>Vehicle Composition</u>
88.8% Iron Blue	92.0% Alkyd Resin
11.0 Titanium Dioxide	8.0 Melamine
.2 Lamp Black	100.0%
100.0%	
	Total Non-volatile = 44%

#8498 PIEDMONT GRAY BAKING ENAMEL - W-WG - COOK

Rutile Non-Chalking TiO ₂	91%
Synthetic Yellow Iron Oxide	3
Synthetic Red Iron Oxide	2
Lamp Black	4
	100%

#8448 RIO GREEN BAKING ENAMEL - W-VY - COOK

Rutile Non-Chalking TiO ₂	84.30%
Chrome Oxide	14.49
Yellow Iron Oxide	1.21
	100.00%

#8444 SAHARA SAND BAKING ENAMEL - W-VX - JONES-DABNEY

<u>Pigment Composition</u>	<u>Vehicle Composition</u>
91.0% Titanium Dioxide	92.0% Alkyd Resin
1.0 Zinc Oxide	8.0 Melamine
6.9 Ferrite Yellow	100.0%
.1 Lamp Black	
100.0%	Total Non-volatile = 44%

#8523 SHADOW GREEN BAKING ENAMEL - W-WP - JONES-DABNEY

<u>Pigment Composition</u>	<u>Vehicle Composition</u>
2.0% Phthalocyanine Blue	92.0% Alkyd Resin
14.0 Iron Blue	8.0 Melamine
75.0 Ferrite Yellow	100.0%
4.0 Zinc Yellow	
3.0 Lamp Black	Total Non-volatile = 44%
2.0 Titanium Dioxide	
100.0%	

#8517 SHELL IVORY BAKING ENAMEL - W-WN - JONES-DABNEY

<u>Pigment Composition</u>	<u>Vehicle Composition</u>
93.0% Titanium Dioxide	92.0% Alkyd Resin
4.6 Ferrite Yellow	8.0 Melamine
2.0 Zinc Yellow	100.0%
0.4 Lamp Black	
100.0%	Total Non-volatile = 44%

#8511 SPARTAN RUST BAKING ENAMEL - W-WL - JONES-DABNEY

<u>Pigment Composition</u>	<u>Vehicle Composition</u>
29.0% Organic Maroon	90.0% Alkyd Resin
49.0 Chrome Yellow	10.0 Melamine
5.0 Cadmium Red	100.0%
1.0 Carbon Black	
16.0 Pure Iron Oxide	Total Non-volatile = 44%
100.0%	

#8409 SURF GRAY BAKING ENAMEL - W-VR - COOK

Rutile Non-Chalking Titanium Dioxide	97.86%
Synthetic Iron Oxide Yellow	1.62
Lamp Black	.52
	100.00%

#8494 TAHOE GREEN BAKING ENAMEL - W-WF - DUPONT

253-0953 White	81%
253-0785 Green	7
253-064 Yellow	6
253-025 Black	6
	100%

#7696 VELVET BLACK BAKING ENAMEL - W-ND - JONES-DABNEY

<u>Pigment Composition</u>	<u>Vehicle Composition</u>
76.5% Carbon Black	6.4% Melamine
23.5 Iron Blue	93.6 Alkyd Resin
100.0%	(soya-wood)
	100.0%

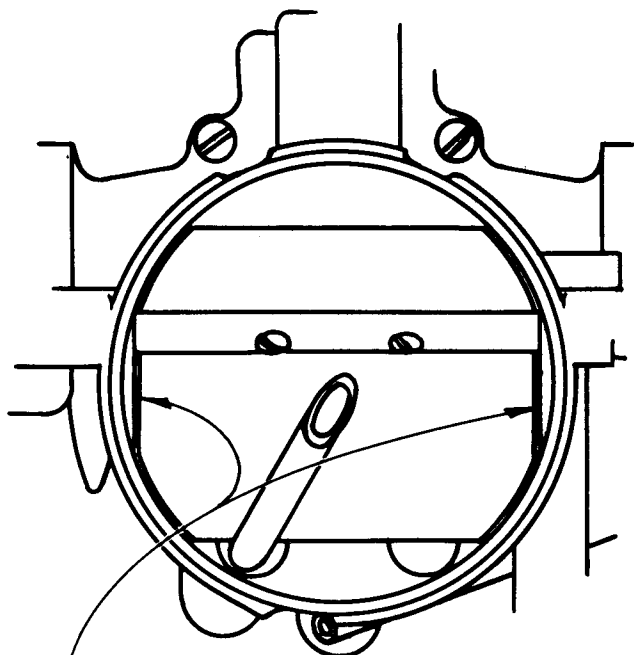
Total Solids - 42%

#8508 VENICE RED BAKING ENAMEL - W-WK - COOK

Indanthren Maroon	28%
Cadmium Red Medium	59
Cadmium Red Light	12
Carbon Black	1
	100%

#8526 WALNUT BROWN BAKING ENAMEL - W-WR - JONES-DABNEY

<u>Pigment Composition</u>	<u>Vehicle Composition</u>
30.0% Burnt Umber	92.0% Alkyd Resin
60.0 Titanium Dioxide	8.0 Melamine
5.0 Lamp Black	100.0%
5.0 Pure Iron Oxide	
100.0%	Total Non-volatile = 44%



FILE THESE SIDES AS REQUIRED
TO PROVIDE CLEARANCE

FIG. 1

CARBURETOR CHOKE VALVE BIND - 1951 COMMANDER (H)

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

On some of the early Stromberg AAUVB-26 carburetors stamped with Code 6-111, used on 1951 (H) Commander models, there was an interference between the air horn body and the carburetor choke valve. This condition becomes noticeable usually in extremely cold weather due to abnormal contraction of the body. The interference may be at either side of the choke valve near the part that is attached to the shaft.

In most cases the interference can be relieved by loosening the two choke valve-to-shaft attaching screws and shifting the valve away from the housing sufficiently to allow it to move freely. In a few cases it may be necessary to remove the valve and carefully file a few thousandths of an inch from the flat surface on either side of the valve. See Fig. 1.

CRACK AT TOP OF REAR QUARTER PANEL - 1952 STARLINER MODELS

Please record this article on the Service Bulletin reference page at the end of the Body section of your 1951 Passenger Car Shop Manual. This is a reprint of Passenger Car Service Letter No. 879, which may now be discarded.

It is possible on a few early production 1952 Starliner models that a crack may appear in the metal at the top of the quarter panel directly behind the upper back flange of the door. This crack may occur between the quarter window and the chrome moulding. See Fig. 2.

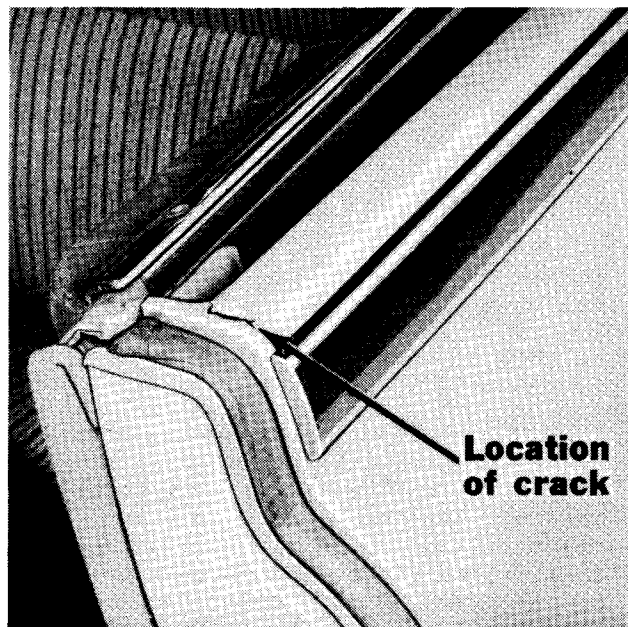


FIG. 2

1. Roll down the quarter window and remove the quarter window weatherseal snapped into the quarter panel; remove the chrome moulding, and peel back about a foot of the door weatherseal.
2. Using a body hammer, drive the metal down adjacent to the crack so as to provide room for braze metal.

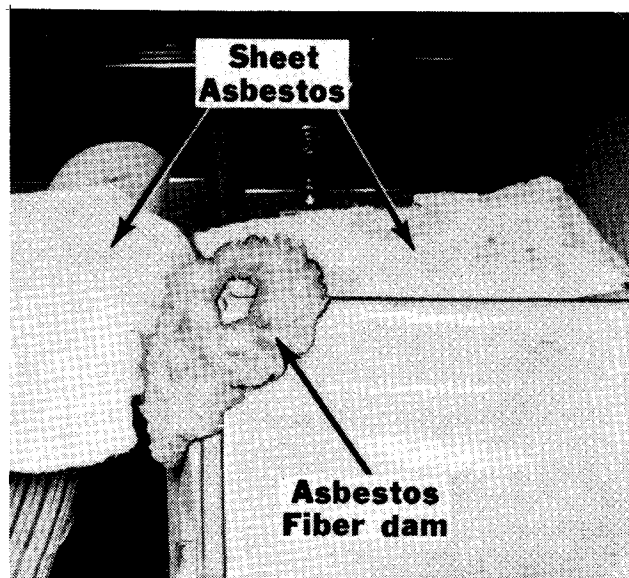


FIG. 3

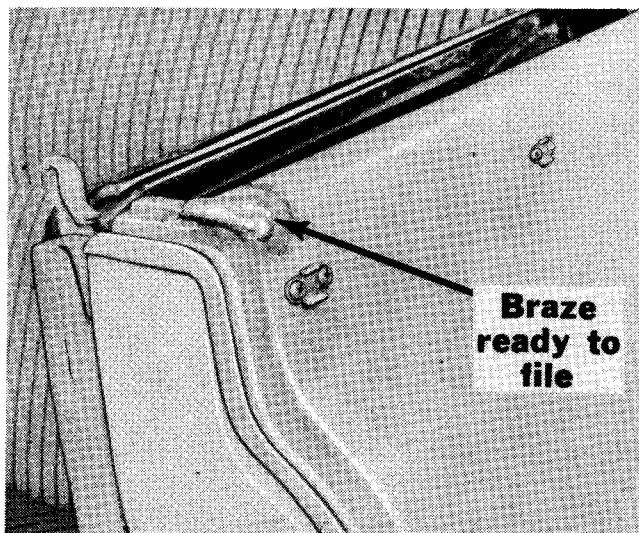


FIG. 4

3. Use asbestos fiber mixed with water as an insulating material to build up a heat-resistant dam around the part to be repaired. See Fig. 3. Slip a sheet of asbestos down into the quarter window opening and another piece over the back of the front seat. Only enough metal should be exposed around the portion to be brazed to permit the operator to do a satisfactory job.

4. Braze the crack and fill with braze metal, using a torch from the inside of the car toward the outside so that all sparks go away from the car. A surplus of brazing material should be used so that when it is filed away it leaves a smooth surface. See Fig. 4.

5. Remove the asbestos material, file the brazed metal until it is flush with the surrounding surfaces and refinish. See

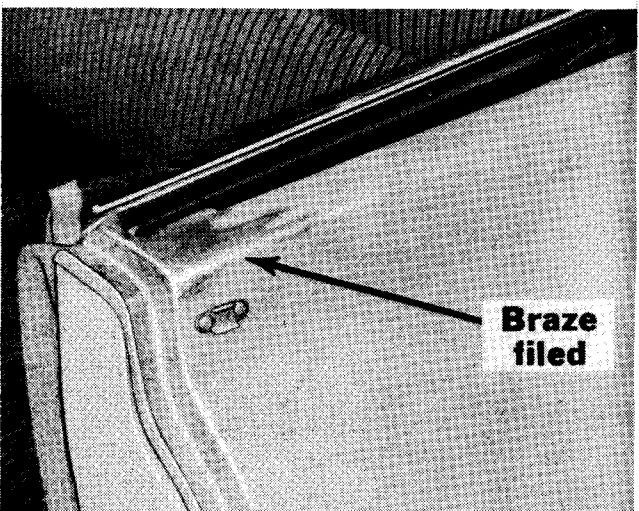


FIG. 5

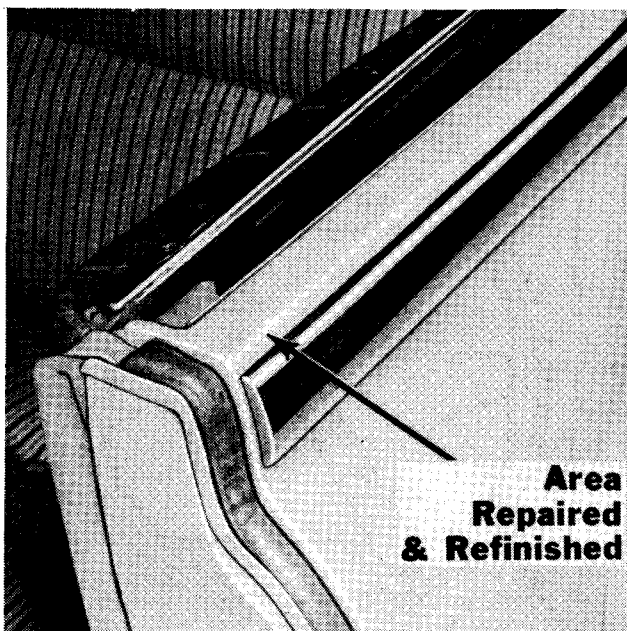


FIG. 6

Fig. 5. If the job is carefully done, only a very small area need be refinished. See Fig. 6. In no case should it be necessary to refinish more than the surface adjacent to the quarter window and above the chrome mouldings.

6. Reassemble removed parts.

CHANGE IN FLUID SPECIFICATION - STUDEBAKER AUTOMATIC DRIVE

Please record this article on page 29 of your Studebaker Automatic Transmission Preliminary Shop Manual. Passenger Car Service Letter No. 878 may now be discarded.

The succeeding paragraphs of this article outline an important specification change involving the maintenance requirements of the Studebaker Automatic Drive. You should make certain every one in your organization is familiar with this specification change and that your service department uses only the fluid now recommended at any time it is necessary to add fluid to the Studebaker Automatic Drive or when a change of fluid is being made at the regular change interval.

Our specification for fluid to be used in the Studebaker Automatic Drive has been changed from premium type SAE 10W engine oil to TYPE A (AQ-ATF) AUTOMATIC TRANSMISSION FLUID. A fluid meeting this new specification is now being used in production of cars equipped with Studebaker Automatic Drive.

The recommendation for checking the fluid level at 1,000 mile intervals, adding fluid as

required, and draining and refilling at 15,000 mile intervals remains unchanged.

This new specification calling for TYPE A (AQ-ATF) AUTOMATIC TRANSMISSION FLUID applies to all Studebaker Automatic Drive units regardless of the year manufactured. It is not necessary to change the fluid in any Studebaker Automatic Drive unit which is now operating with premium type SAE 10W engine oil *except* at the regular change periods of 15,000 miles or at any time you may have occasion to replace the transmission unit or the torque converter unit. In this connection, TYPE A (AQ-ATF) AUTOMATIC TRANSMISSION FLUID may be added, at the 1,000 mile check intervals in the quantity required, to any Studebaker Automatic Drive unit which may at that time be operating with premium type SAE 10W engine oil.

We recommend that you use STUDEBAKER TYPE A AUTOMATIC TRANSMISSION FLUID which is being made available by the Parts & Accessories Division. This fluid in 5-gallon cans is identified as AC-2262 and in 54-gallon drums as AC-2263. One quart lithographed cans will be available under Part No. AC-2261. Orders should be placed through your local Parts Depot.

Type A Automatic Transmission Fluids are also available through some oil company sources. When Type A fluids other than STUDEBAKER TYPE A AUTOMATIC TRANSMISSION FLUID are used in the Studebaker Automatic Drive, it is important that only such fluids with the following identification on the container be used: brand name including words "Fluid Type A" plus the symbol "AQ-ATF" embossed on the top of the container.

REAR SPRING SHACKLES - 1952 MODELS

On page 14 of the Shop Manual Supplement covering 1952 Models, change the heading "Rear Spring Shackles - All Models" to read "Rear Spring Shackles - Commanders (except Convertible and Starliner)."

In the first line of the paragraph immediately beneath that heading, strike out the word "all" and insert "above."

There is no change in the service data for Champion rear spring shackles from that given in the 1951 Passenger Car Shop Manual.

ELECTRIC WINDSHIELD WIPER MOTOR BRUSH AND BRUSH HOLDER KIT - 10G, 12G, H, 3H

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

A kit, Part No. 295838, Windshield Wiper Motor Brush and Holder Kit, is now available

for service of electric windshield wiper motors as used on 1951 10G Champion and H Commander models and 1952 12G Champion and 3H Commander models.

The kit contains one windshield wiper motor brush assembly and one windshield wiper motor brush holder.

Kits will be available from your nearest parts depot.

REAR DOOR CHECK ARM - 10G, H

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

The rear door check arm on 1952 passenger car models has been lengthened 3/32" in order to increase considerably the amount of the rear door opening. The new check arm, Part No. 296898, will be used for all replacements of rear door check arm on 1951 passenger car models and is available from your nearest parts depot.

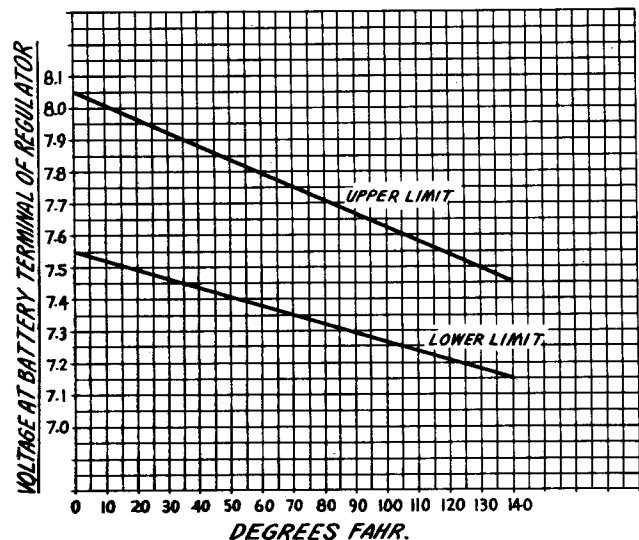


FIG. 7

REVISED VOLTAGE REGULATOR TEST CHART

Please record this article on the Service Bulletin reference page at the end of the Electrical System section of your 1951 Passenger Car Shop Manual and on p. 73 of 2R Series Trucks Shop Manual.

The accompanying chart (Fig. 7) supersedes that shown on page 12 of the 1952 Supplement to the 1951 Passenger Car Shop Manual. This chart shows the latest test curve limits for the voltage at the battery terminal of the Delco-Remy regulators Model No. 1118392 (used on 1951 Commander V-8 passenger cars and 2R Series trucks with 245.6 cu. in. engine and 40 amp. generator) and Model No. 1118730 (used on 1952 Commander V-8 passenger cars and 2R Series trucks with 245.6 cu. in. engine and 45 amp. generator).

It will be noted that both the high and low limit curves throughout the temperature range on this chart are .15 volts above the respective high and low limit curves previously published.

TIGHTENING RIGHT SHROUD VENTILATOR DOOR - 12G, 3H

Please record this article on the Service Bulletin Reference page at the end of the Body Section of your 1951 Passenger Car Shop Manual.

To eliminate a rattle at the right shroud ventilator door, it is necessary to tighten the loops on the hinge pin; this is done by striking the rearward edge of the loop and prying the forward edge as shown in Fig. 8.

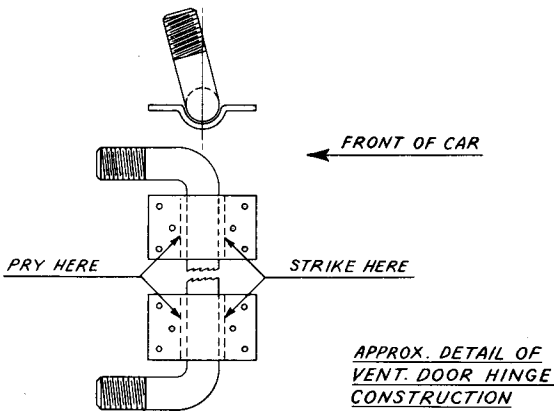


FIG. 8

A special tool can be readily made in the shop to make this adjustment. See Fig. 9 for details of the tool to be made from 1/4" cold rolled steel.

On the rear side of the hinge bolt, the tool is used as a chisel, while on the front side it

is used as a lever, with the point resting in the approximate location of the dotted lines (Fig. 8), while the heel of the bend rests against the flange of the door. The handle of the lever is then moved forward to force the rear end of the tool against the hinge U-bolt strap and thus reduce the clearance.

When using the tool as a chisel, care should be taken to strike the chisel no harder than necessary. Otherwise, the fender finish may be damaged.

T TRUCK SERVICE Information

TRUCK PAINT FORMULAS - 2R SERIES, 1952 MODELS

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

#8240 CHEROKEE RED BAKING ENAMEL (INFRA-RED) - W-UB - COOK

Toluidine Red Light	55%
Toluidine Red Deep	45
	100%

(FORMULAS CONTINUED ON PAGE 7)

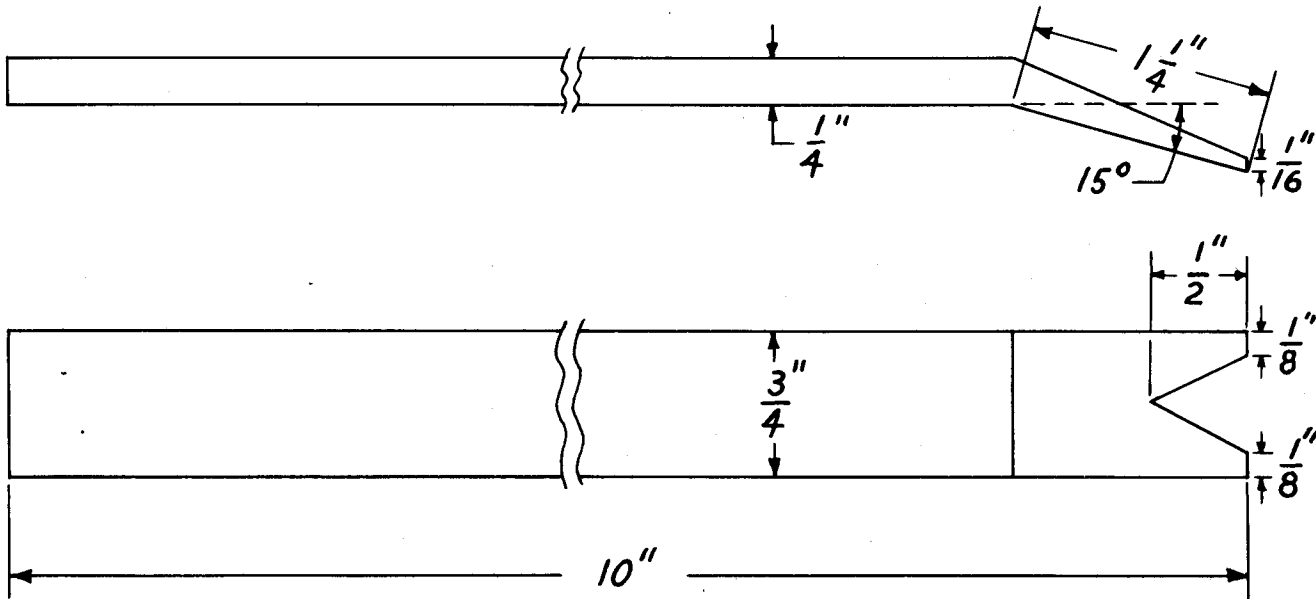


FIG. 9

#8230 CHROME YELLOW BAKING ENAMEL - W-TZ - O'BRIEN

Chrome Yellow	15.9%
Alkyd Resin Solution	55.0
Melamine	2.0
Volatile	27.1
	<u>100.0%</u>

#8231 CLOVER GREEN BAKING ENAMEL - W-UA - O'BRIEN

Phthalocyanine Blue	1.7%
Chrome Yellow	5.3
Alkyd Resin Solution	65.5
Melamine	2.9
Volatile	24.6
	<u>100.0%</u>

#8541 HARBOR GREEN BAKING ENAMEL - W-WY - JONES-DABNEY

Pigment Composition		Vehicle Composition	
Titanium Dioxide	88.0%	91.0%	Alkyd Resin
Lamp Black	4.0	9.0	Melamine
Phthalocyanine Green	6.0	100.0%	
Ferrite Yellow	2.0		
	<u>100.0%</u>		

#8400 MIDNIGHT BLUE BAKING ENAMEL - W-VN - JONES-DABNEY

Pigment Composition	Vehicle Composition
Iron Blue	Alkyd Resin
Carbon Black	Melamine
Titanium Dioxide	Total Non-volatile = 44%

#8545 YUKON GRAY BAKING ENAMEL - W-WZ - COOK

Rutile Non-Chalking TiO ₂	99%
Lamp Black	1
	<u>100%</u>

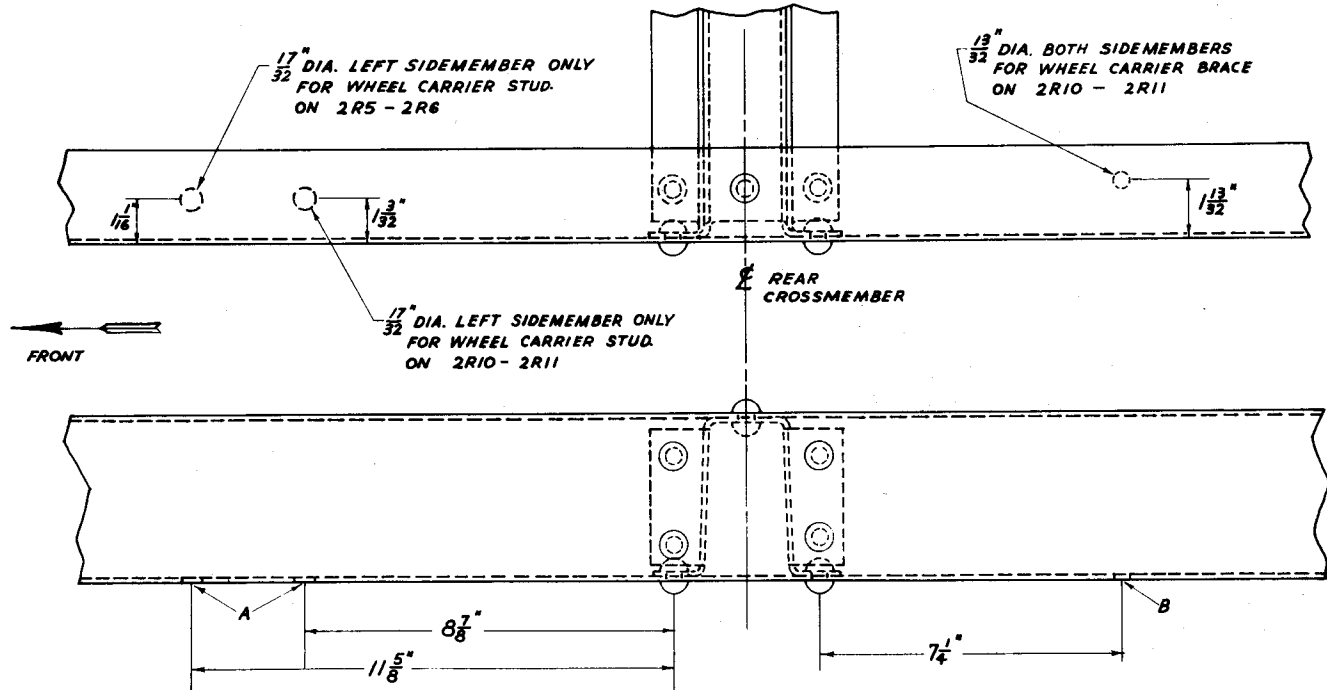
WHEEL CARRIER - 2R5, 2R6, 2R10 AND 2R11

Please record this article on page 229 of your 2R Series Trucks Shop Manual.

Effective with truck Serial Nos. R5-88570, R6-5184, R10-32781, and R11-4439 a new style of spare wheel-and-tire carrier assembly entered production.

The new type carrier can be installed on 2R Series trucks manufactured before the above serial numbers by drilling the frame side members as indicated in Fig.10 and using the parts shown in the list at the end of this article. Fig.11 shows the complete installation.

It will be noticed that the parts list includes a different muffler outlet (tail) pipe.



- USE AT "A"
 680943 X36 STUD ASSY 600 X 1/6, 650 X 1/6 TIRE
 680943 X26 STUD ASSY 710 X 1/5 TIRE
 PLUS 3-251-086 NUT AND 1-380-086 LOCK WASHER
 USE AT "B"
 680938 X36 BOLT 600 X 1/6, 650 X 1/6 TIRE,
 680938 X26 BOLT 710 X 1/5 TIRE
 PLUS 2 251-086 NUT AND 1 361-086 PLAIN WASHER

FIG. 10

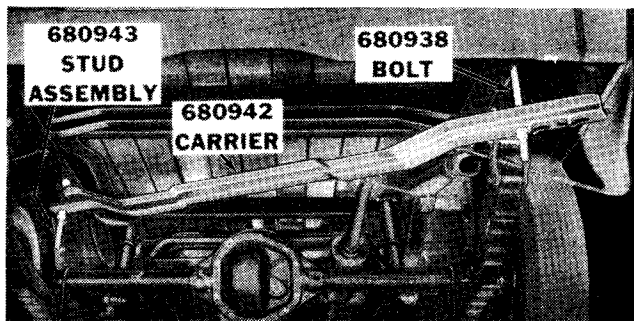


FIG. 11

This is required because the tail pipe used before the above serial numbers would interfere with the new carrier. The new tail pipe can be used with either the old or new type carriers without interference.

On the 2R10 and 2R11 it will be necessary to move the upper wheel carrier support back of the frame crossmember as shown in drawing.

PARTS REQUIRED FOR INSTALLATION OF NEW TYPE WHEEL CARRIER

Part No.	Part Name	2R5	2R6	2R10	2R11
680942-P	Wheel Carrier	1	1	1	1
680943X3G	Stud Assy. for 6.00 x16, 6.50x16 Tire	1	1	1	1
680943X2G	Stud Assy. for 7.10x15 Tire	1	1	1	1
251-08G	Nut	5	5	5	5
380-08G	Lock Washer	1	1	1	1
680938X3G	Bolt for 6.00x16, 6.50x16 Tire	1	1	1	1
680938X2G	Bolt for 7.10x15 Tire	1	1	1	1
361-08G	Plain Washer	1	1	1	1
680962	Muffler Outlet Pipe	1			
681014	Muffler Outlet Pipe		1		
680963	Muffler Outlet Pipe			1	
681015	Muffler Outlet Pipe				1

HEAVY DUTY LIGHTING SWITCH - 2R SERIES TRUCKS

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

Effective with the serial numbers listed below, a heavy duty lighting switch entered production on all 2R Series trucks. For service installation, use Lighting Switch, Part No. 680908, available through your local parts depots.

Truck serial numbers on which this switch entered production are: HR5-5012, R5-89397, R6-5354, R10-32979, R11-4586, R14-770, R15-13130, R16-36625, and R17-26833.

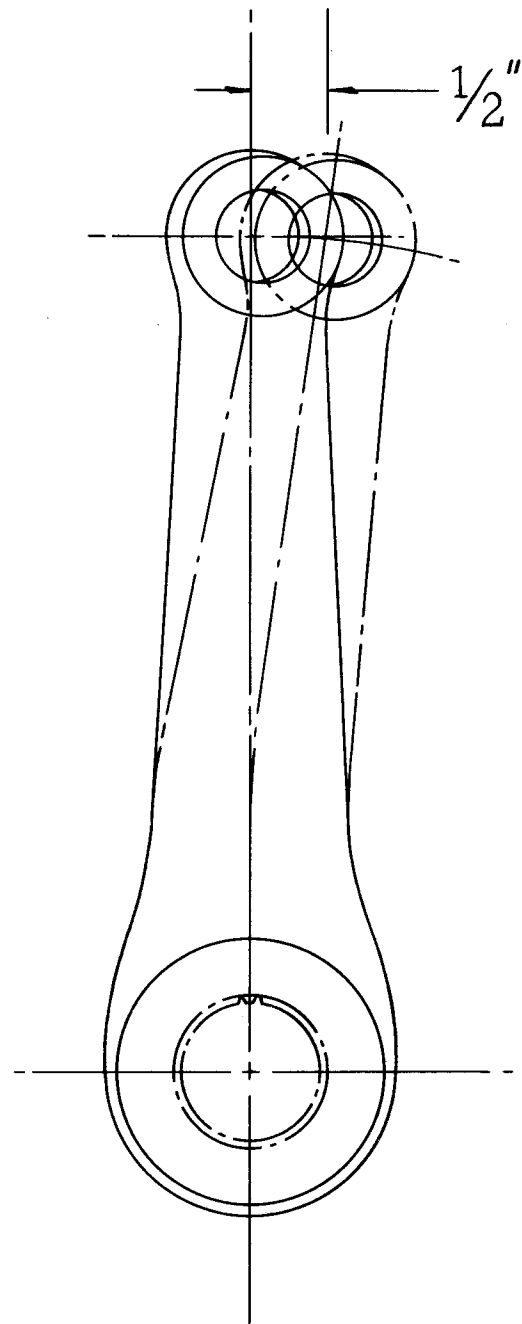


FIG. 12

SAGINAW GEAR STEERING ARM - 2R5, 2R6, 2R10, 2R11

Please record this article on page 198 of your 2R Series Trucks Shop Manual.

Shortly after the Saginaw steering gear entered production it was found that in some cases the steering gear would not be in the center position when the front wheels were in a straight ahead position. It is impossible to move the steering arm one serration to correct the condition because of a block or wide tooth which allows the arm to be placed on the cross

shaft only at 90° positions.

To overcome this situation, it was decided to bend the arm 5° as shown in Fig. 12. The bent arm entered production with Serial Nos. R5-87708, R6-5051, R10-32648, and R11-4351. Service stock steering arms, Part No. 680651, will have the contour shown and to correct inability to center the steering with the wheels in the straight ahead position, the bent arm should be installed.

FR2 BRAKE WHEEL CYLINDER AND MASTER CYLINDER CAP - 2R16A, 2R17A

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

Effective with Truck Serial Nos. R16-35114 (2R16A) and R17-25173 (2R17A), a Lockheed-type wheel cylinder piston entered production of those 2R16A and 2R17A model trucks equipped

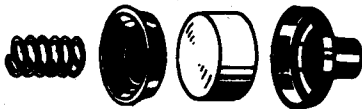


FIG. 13

with the FR2 brakes. This type of piston (see Fig.13) is being used to prevent the possibility of leakage at the wheel cylinders due to the intrusion of dirt into the cylinder.

To further guard against the entry of dirt in the brake hydraulic system, a new type of master cylinder fill cap, Part No. 679927 is being used (see Fig. 14). This cap can be readily identified by the 3/4" high, hexagon-shaped dome; the old type of cap had a 1/4" high, square dome on the top.

The latest type of wheel cylinder, Part No. 681068, with the Lockheed piston and cups, can be identified by a spot of orange paint on the wheel cylinder. Further identifying features are: copper-plated push rods and a shallow groove cut around the push rod 1/8" from the shoe end of the rod.

For service of all FR2 wheel cylinders, a wheel cylinder piston replacement kit, Part No. 681105, containing two pistons, two cups, one

spring, two boots, and two push rods is available from your nearest parts depot.

When installation of the kit is indicated by leakage at a rear wheel cylinder on trucks equipped with the FR2 brakes, proceed as follows:

Remove the master cylinder and wheel cylinders. Clean all parts thoroughly and inspect cups, pistons, and cylinders for damage caused by dirt or scoring. If such damage is found, discard original parts and install Kit, Part No. 681105, or a wheel cylinder complete, Part No. 681068.

When assembling pistons and cup, be careful not to push the cup into the short end of the cylinder to a point where the cup will cover the brake fluid entrance hole. Should this hole be covered, the cylinder will leak noticeably when bleeding the system.

Flush all brake lines with alcohol and blow dry with compressed air. Reassemble and install all units. Refill system with clean brake fluid. Bleed all air from the hydraulic system.

If master cylinder is not so equipped, install a new fill cap, Part No. 679927.

CHECK REGULARLY - - -

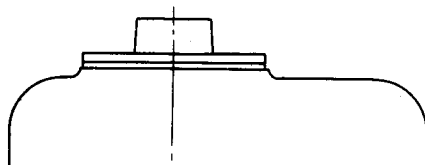
AIR CLEANER

BATTERY WATER LEVEL

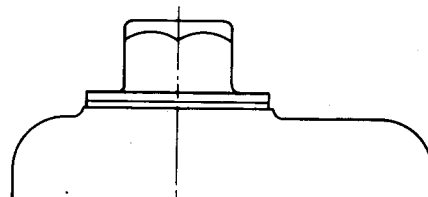
RADIATOR WATER LEVEL

BRAKE FLUID LEVEL

TIRE PRESSURES



OLD TYPE CAP



NEW TYPE CAP

FIG. 14

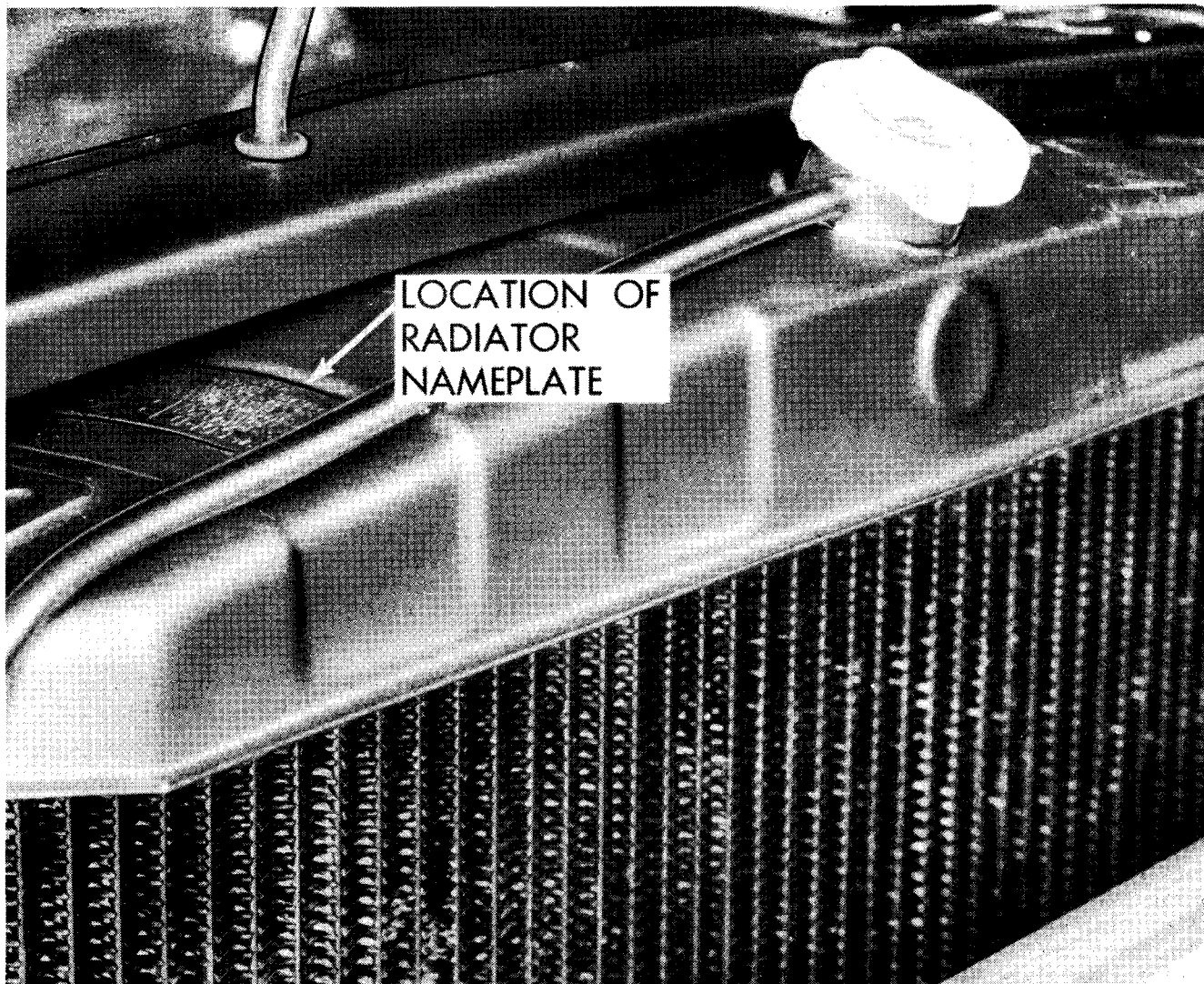


FIG. 15

A nameplate, giving radiator core serial number, is now placed on the top of the core (above) on either side of 2R Series Trucks equipped with 245.6 cu. in. engines effective with the following Serial Nos.: R6-5838, R11-4981, R14-876, R16A-37263, and R17A-27743.



"Lubricate for Safety Every 1,000 Miles"