

Studebaker

SERVICE BULLETIN

APRIL

NO. 262



1952

CARBURETOR TOOL KIT

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.

Effective immediately, the J-3261, Carburetor Tool Kit, will include J-4498, Inlet Ball Check Remover and Replacer (for Commander V-8 carburetors), which was previously a separate item. Both the J-3261 Kit and J-4498 tool are essential, minimum requirement items that every dealer should have in his service department.

For those dealers who so desire, J-4498, Inlet Ball Check Remover and Replacer, can be purchased individually in any quantity desired from The Kent-Moore Organization, Inc., General Motors Building, Detroit 2, Michigan.

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

ADJUSTING SCREW AND ROCKER ARM-AND-SCREW ASSEMBLY FOR 1951 AND 1952 COMMANDER V-8 ENGINES

Please record this article on the Service Bulletin Reference page at the end of the Engine section of your 1951 Passenger Car Shop Manual. Passenger Car Service Letter No. 884, of which this is a reprint, may now be destroyed.

As a result of the revision of the camshaft, changes have been made in related parts so as to assure complete interchangeability in servicing all Commander V-8 engines, regardless of the type of camshaft in the engine.

Adjusting Screw: Part No. 532161, Adjusting Screw, is issued for use in any Commander V-8 engine. This is the same screw as furnished in the camshaft kit, Part No. 532178.

Rocker Arm-and-Screw Assembly: Part No. 532177, Rocker-and-Screw Assembly, is issued for use in any Commander V-8 engine. At present, these assemblies may have a prick punch mark on the flat side of the adjusting screw boss to indicate that the arm is specially designed for use with the old-type screw or

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the boss may be plain, indicating that the arm includes a new-type screw.

Only the parts listed above should be used from this time forward in the service of 1951 or 1952 Commander V-8 engines.

Orders for your requirements of these new parts should be placed with your parts depot.

NOTE.--Export dealers refer to Service Letter F-614, March 18, 1952.

REAR AXLE PINION SETTING-- H, 3H, 2R5, 2R6

Please record this article on the Service Bulletin Reference page at the end of the Rear Axle section of your 1951 Passenger Car Shop Manual and on page 177 of your 2R Series Trucks Shop Manual.

Rear axle pinion setting on the Spicer Model No. 44 rear axle used in 1951 (H) and 1952 (3H) Commander models and 2R5 and 2R5 model trucks has been revised as follows:

1. Use tool J-589D.
2. Use the former Champion step plate, J-589-10-2, rather than the Commander step plate, J-589-H-2.
3. Make sure that the step plate is set securely and squarely on the ground button on the end of the pinion.
4. The zero setting to be used is .344", instead of the former setting of .719".
5. Follow procedure as outlined in the 1951 Shop Manual.

It is recommended that the point on the end of the J-589-H-5 bolt be ground flat if not already flat. The plate can be secured by screwing the bolt flat end against the flat step plate. Make sure the offset on the step plate does not touch the side of the pinion teeth.

THE NEW BRAKES INCLUDING CHANGES IN SERVICING PROCEDURES - 1952 CHAMPION (12G) AND COMMANDER (3H) MODELS

Please record this article on the Service Bulletin Reference page at the end of the Brake System section in your 1951 Passenger Car Shop Manual. Passenger Car Service Letter No. 880 may now be discarded.

Basic details of the changes in the Brake System of the 1952 passenger car models (including servicing procedures), are given in the 1952 Supplement to the 1951 Passenger Car Shop Manual. There is some indication, however, that not all the implications of these changes as they affect servicing procedures have been fully realized by dealer service personnel. This article reviews the information on brakes contained in the Shop Manual Supplement covering 1952 passenger car models and answers the questions most generally raised by service personnel. We suggest that your service manager make certain that the contents of this article are thoroughly understood by all members of your service organization.

The primary purpose of the changes in the 1952 model passenger car brakes is to decrease the effort required of the driver in applying the brakes. This has been accomplished in the following manner: By allowing the reverse shoe to float, it remains in close proximity to the drum at all times and in effect becomes self-adjusting. The result of this constant minimum shoe clearance is less master cylinder fluid displacement during a brake application. This decreased fluid displacement requirement permits the use of a greater mechanical ratio of

pedal to master cylinder without sacrifice of pedal travel reserve.

Thus the changes described above may be summarized as follows:

1. Floating reverse brake shoes that have a by-product effect of self-adjustment for lining wear (formerly only the forward shoes were self-adjusting).
2. Linkage change that increases mechanical ratio of pedal, giving peak braking effort with reduced foot pressure on the brake pedal.

Details of the Floating Reverse Shoe

Self-adjustment of the reverse shoe is accomplished by removing the shoe retracting spring, thus permitting the lining to conform and lie close to the drum surface at all times, regardless of lining thickness. Since the shoe-and-lining assembly is de-energized (tends to "unwrap") in the direction of forward drum rotation, it offers no appreciable drag. Friction washers at the eccentric pin and slotted hole (5, Fig. 1) in the shoe web prevent the lining from following slight irregularities in the drum. In reversing the car, the reverse shoe becomes slightly self-energized and there may be a light drag. This drag does not cause abnormal lining wear.

Details of the Linkage Change

The change in linkage is shown in Fig. 2, which shows holes A and B in the brake pedal arm. On 1952 Commander (3H) models, hole A is used for the new master cylinder-to-brake pedal rod, Part No. 531865. Champion (12G) models use hole B for the master cylinder-to-brake pedal rod connection.

How Changes Affect Service

These changes affect the diagnosis and servicing procedures of brakes on 1952 models, as follows:

1. The continuous contact of reverse shoe lining to drum is normal. *It is not a brake drag.* Service men must learn to recognize this contact and should not attempt to adjust the reverse shoes to eliminate it. It will not cause abnormal reverse shoe lining wear.
2. *There is no mechanical adjustment required for the floating reverse shoes.* The eccentric (2, Fig. 1) need not be touched for any adjustment purpose. The normal position is in full release. The eccentric pin acts as

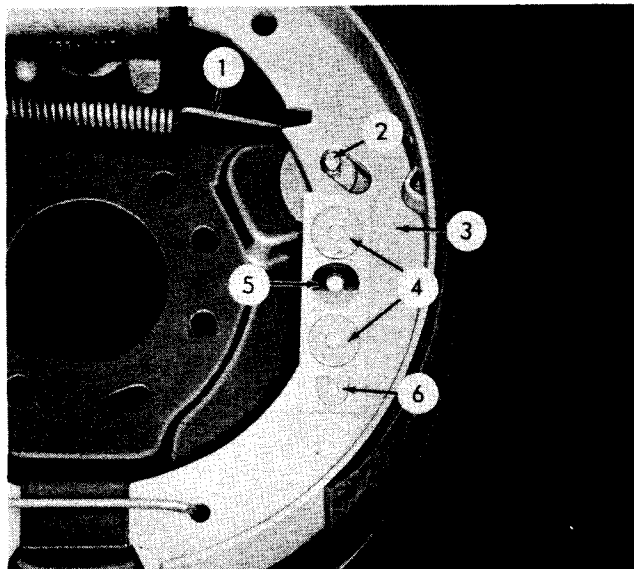


FIG. 1

- | | |
|-----------------------|------------------|
| 1. RETURN SPRING | 4. FLAT WASHERS |
| 2. ECCENTRIC PIN | 5. SPRING WASHER |
| 3. REVERSE BRAKE SHOE | 6. C-WASHER |

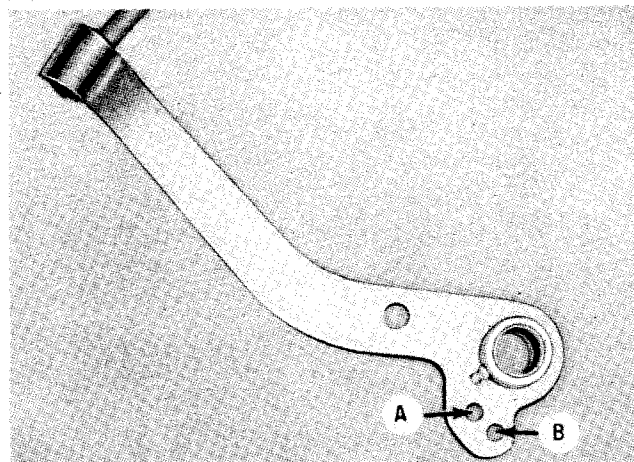


FIG. 2

- a guide to maintain shoe location (not adjustment) by use of the slotted hole in the reverse shoe web. The cam need be turned only when grinding brake linings (see Item 6 below).
- There is no shoe return spring for the floating reverse shoes. The only return spring is connected between the forward shoe and the backing plate (3, Fig. 3).
 - The master cylinder-to-brake pedal rod is connected to the UPPER hole (A, Fig. 2) on all Commander (3H) models and to the LOWER hole (B, Fig. 2) on Champion (12G) models.
 - Insufficient pedal reserve can be caused by

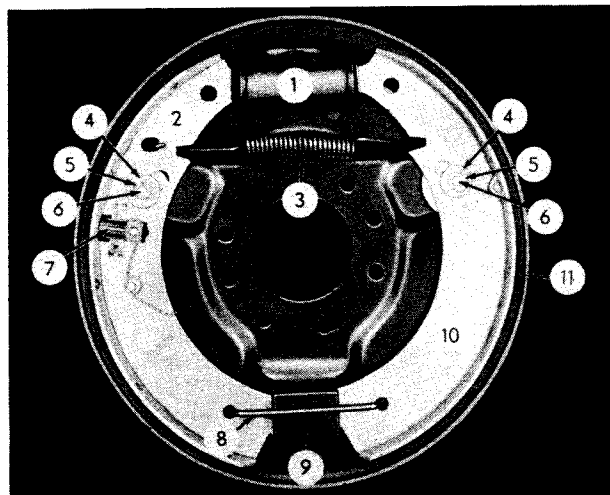


FIG. 3

- | | |
|-----------------------|--------------------------|
| 1. WHEEL CYLINDER | 7. SELF-ADJUSTING DEVICE |
| 2. FORWARD BRAKE SHOE | 8. ANCHOR SPRING |
| 3. RETURN SPRING | 9. ANCHOR BLOCK |
| 4. FLAT WASHER | 10. REVERSE BRAKE SHOE |
| 5. C-WASHER | 11. BACKING PLATE |
| 6. ECCENTRIC PIN | |

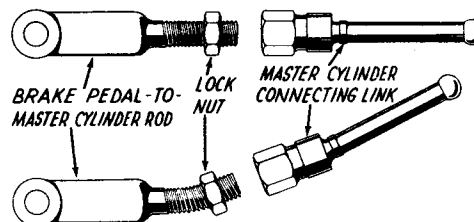


FIG. 4

THE BRAKE PEDAL-TO-MASTER CYLINDER ROD AND THE MASTER CYLINDER CONNECTING LINK AT THE TOP OF THE DRAWING ARE STRAIGHT, NORMAL, UNDISTORTED. THESE PARTS ARE ALL RIGHT TO USE. AT THE BOTTOM, THE BRAKE PEDAL-TO-MASTER CYLINDER ROD IS BENT ALONG THE THREADED PORTION, WHILE THE MASTER CYLINDER CONNECTING LINK IS SLIGHTLY BENT AT THE SHOULDER END OF THE SHANK. BOTH OF THESE PARTS, IF FOUND, WOULD BE DISCARDED.

(1) improperly adjusted forward shoes, (2) high spots or irregularities on new linings, or (3) excess brake pedal free travel.

To correct for cause (1), above, adjust forward shoes as required. High spots or irregularities on new linings, cause (2), will usually wear in to conformity with the drum contour through normal operation.

Excess or increase of brake pedal free travel (3) has several causes: (a) bent brake pedal rod (Fig. 4), (b) bent master cylinder connecting link (Fig. 4), (c) loose adjustment lock nut, or (d) loose master cylinder mounting bolts.

Obviously, to determine if a condition of excess pedal free travel is caused by a, b, or c, above, it will be necessary to inspect the parts. Proper inspection, however, requires that the parts be removed from the car. Proceed as follows:

(a) With the car raised from the floor, disconnect the brake pedal return spring and remove the clevis pin from the brake pedal-to-master cylinder rod.

(b) Disconnect and remove the brake pedal-to-master cylinder rod and the master cylinder connecting link as a unit.

(c) INSPECT BRAKE PEDAL-TO-MASTER CYLINDER ROD AND ALSO THE MASTER CYLINDER CONNECTING LINK CAREFULLY FOR STRAIGHTNESS. If either part appears to be bent or damaged in any way or to any degree, discard it.

(d) Reassemble, using new parts if necessary (Part No. 523924, Master Cylinder Connecting Link; Part No. 531865, Pedal-to-Master Cylinder Rod), and adjust brake pedal free travel to specifications (1/16" to 3/16"). Tighten lock nut.

Do not adjust the master cylinder connecting link to correct excessive pedal free travel until after inspecting for a bent link or bent brake pedal-to-master cylinder rod.

To correct for cause (d), tighten the master cylinder mounting bolts and make a normal brake pedal free travel adjustment.

6. When necessary to grind the linings, use a "Brake Dokter" or similar equipment, as follows:

(a) Remove wheel-and-drum assembly. Connect a spare return spring (Part No. 521407 for all Champion (12G) brakes and Commander (3H) rear brakes; Part No. 521567 for Commander (3H) front brakes) between the forward and reverse shoes. Leave the forward shoe return spring connected. Set the grinder to the radius desired and adjust the reverse shoe outward by turning the adjusting cam.

(b) Grind the lining to .050" under the drum radius on Commander (3H) front wheel reverse shoes, .040" under the drum radius on all Champion (12G) and Commander (3H) rear wheel reverse shoe linings.

(c) Back off reverse shoe adjusting cam approximately 90°.

(d) Remove the spare shoe return spring and reinstall wheel-and-drum assembly.

(e) Adjust forward shoe for proper running clearance.

7. When balancing front wheels on the car, it may be necessary to free the reverse shoe in order to reach sufficiently high wheel rotation speeds with the wheel spinner. Also check to be sure that there is no drag caused by the front wheel bearing.

To move the front wheel floating reverse shoe out of drum contact: Back off the

bearing adjustment nut so that wheel can be pulled outward approximately 1/4". Shake the wheel-and-drum assembly to loosen the contact of the reverse lining with the drum. Readjust the wheel bearing. Do not apply service brakes until the balancing operation is finished; use the braking pad on the wheel spinner to stop the wheel.

ELECTRIC WINDSHIELD WIPER BRUSH AND BRUSH HOLDER KIT - 10G, 12G, 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.

The windshield wiper motor brush and brush holder kit, Part No. 295838 for service of electric windshield wipers used on 1951 and 1952 passenger car models will contain TWO brush holders instead of one of each of these parts as mentioned in Service Bulletin No. 260, page 5.

DRIVE LINE VIBRATION - 1951 AND 1952 COMMANDERS WITH AUTOMATIC DRIVE

Please record this article on the Service Bulletin Reference page at the end of the Engine section of your 1951 Passenger Car Shop Manual. Passenger Car Service Letter 885 may now be discarded.

In 1951 (H) and 1952 (3H) Commander models equipped with Studebaker Automatic Drive there is a possibility of drive line vibration while accelerating under load.

This vibration comes in at a period of from 8 to 10 miles per hour and may reappear at a period of from 18 to 25 miles per hour. Its action is to cause a momentary shudder, felt throughout the car, as the period is passed through; it will not remain in the vibration state if the accelerative load is lessened, such as maintaining a constant level road speed of 20 miles per hour. Furthermore, tests have shown that the vibration is more noticeable in proportion to the weight in the car; thus if the vibration is noticeable with a full passenger load, it may be difficult to detect with only one person in the car.

Two changes have been made in production to eliminate this drive line vibration. One was the raising of the propeller shaft support bearing 1/2" (effective with Serial Nos. 8216042, 1951 Commander, except Land Cruiser, and 8215697, 1951 Commander Land Cruiser). The second change was to turn the center propeller

shaft universal joint 90° out of phase with the front joint (effective with Serial No. 8228649, 1952 Commander model).

When this condition is encountered, therefore, it will be necessary first to establish whether these changes have been made on the car in question. This is done by visual inspection. The propeller shaft support bearing change can be detected by noticing whether the support bearing mounting holes are 1/2" above the horizontal centerline of the support bearing hole in the crossmember. If the car has a lower serial number than given above, and the bearing has not as yet been raised, this should be done as outlined in Service Bulletin No. 257, page 5.

The next inspection is to determine whether the 90° out-of-phase center propeller shaft

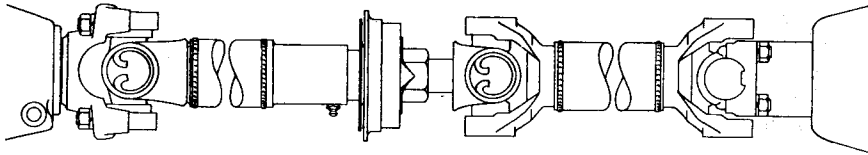


FIG. 5 - METHOD OF ASSEMBLING DRIVE LINE
before SERIAL NUMBERS GIVEN ABOVE

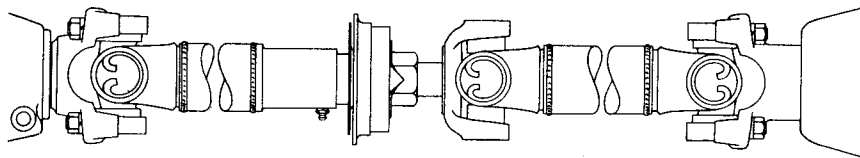


FIG. 6 - METHOD OF ASSEMBLING DRIVE LINE
after SERIAL NUMBERS GIVEN ABOVE

U-joint change has been made. See Fig. 5. This can be seen by noticing if all three of the U-joint flanges are aligned in the same plane. If this is not the case, align the slip joint flange (rear of front shaft), the rear axle pinion flange, and the transmission flange by withdrawing the splined flange, turning it four splines in either direction, and reassembling. See Fig. 6. It is desirable to have the flanges thus aligned regardless of location markings on the flanges or position of lubrication fittings in U-joints.

It should be remembered, too, that whenever the universal joint flange alignment is disturbed for other work, it is important to reassemble the drive line parts so that these three flanges are aligned in the same plane.

ENGINE MOUNTS - 10G, 12G

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

"Low speed engine vibration", as referred to in this article, is a type of vibration that may be experienced when accelerating from a low road speed to a higher one, such as when pulling out of a turn. This vibration is caused by rapid movement of the engine in its mountings under the power impulses and is not the kind of vibration that results from a rough idle condition or an engine otherwise in need of tune-up.

Low speed engine vibration in 1951 (10G) and 1952 (12G) Champion models can be reduced by installation of the new engine mounts given in the list below. The differences in these mounts are as follows: (1) Front support insulator spacers are lengthened 3/32", giving an overall length of 1-27/32". When using the new front support insulator spacers on 1951 (10G) Champion models, it is important that the 1952 (12G) Champion insulators (Part Nos. 514711, upper and 513104, lower) be used. These insulators are of 40 durometer rubber and are so stamped; the insulators of early 1951 (10G) Champion models were of 50 durometer. (2) Rear support insulators have been revised to eliminate the center of the three blocks making up the lower (compression) side.

When desirable, the original Part No. 529338 rear support insulator can be modified to match the new rear support insulator by removing the center rubber block, since the durometer of the rubber in these insulators has not been changed.

When checking for possible vibration due to engine mounting harshness, be sure to check for a possible metal-to-metal interference between the top of the rear mounting insulator retainer and the underside of the clutch housing. If there is doubt about adequate clearance at this point under normal engine movement, install spacer washers against the spot-faced bolt holes in the housing.

The new engine mounting parts are:

Part No.	Part Name
519917	Engine front support insulator spacer
532258	Engine rear support insulator

**FOR SALE - 1942 PRESIDENT
EIGHT ENGINE**

Casner Motor Company, El Paso, Texas, has on hand for sale at their net price one new Part No. 199976, President Eight Stripped Engine Assembly. Anyone interested in purchasing this engine should contact Casner Motor Company direct.

**REAR QUARTER PANEL BELT MOULDING
ASSEMBLY - 12H, 3H 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.

Effective with 12G Champion Serial No. G-1141024 and 3H Commander Serial No. H-8,250,134 the rear quarter panel belt moulding on Starliner models will be held in place by means of two studs instead of the clips and snap-on buttons used prior to the above serial numbers.

For installation of the new type moulding piece (Part No. 295944-5) on earlier production cars it will be necessary to drill two 1/2" diameter holes in the upper portion of the rear quarter panel as shown in the accompanying illustration (Fig. 7). The purpose of the oversize holes is to permit adjustment of the moulding location. The following parts must also be used:

Part No.	Part Name	No. Per Installation
295944	Belt moulding assembly, left rear quarter panel	1
295945	Belt moulding assembly, right rear quarter panel	1
295918	Stud seal	2
351-#10G	Fastening nut and washer assembly	2
41X358G	Plain washer	2

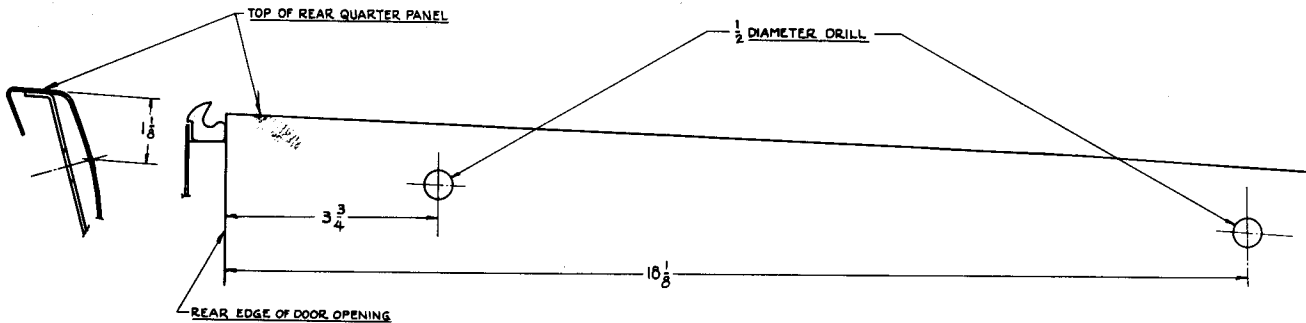


FIG. 7

**ROOF REAR WINDOW MOULDING SIDE
PIECE - 1952 STARLINER BODIES**

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

Originally the roof rear window moulding side piece on each side of 1952 Starliner bodies was held in place by a screw at the top and two clips along the side of the moulding. This piece has been changed to incorporate a clip riveted to the lower end of the moulding side piece so that the clip slips in behind the

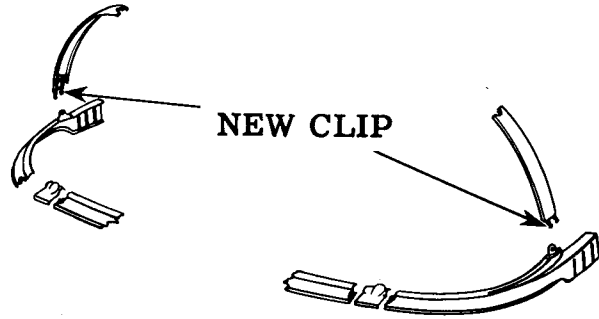


FIG. 8

rear quarter panel belt moulding (see Fig. 8).

A little material has been removed from the belt moulding to accommodate the added clip in the roof rear window moulding side piece.

The new side piece can be used on cars equipped with the original type if the attaching screw of the belt moulding is loosened slightly so that the clip on the side piece can be slid behind the moulding.

It is essential that instructions in the Shop Manual Supplement Body section be followed since any attempt to remove the moulding side piece by prying with a screw driver (as was formerly possible) might damage or break the clip and a complete new moulding assembly would have to be installed.

The new moulding side piece, with the clip riveted at the lower end, is Part No. 296599 (left) and 296598 (right).

DOOR GLASS STOP - 12G, 3H STARLINER AND CONVERTIBLE 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.

To provide a positive stop when raising the door glass of 1952 Champion and Commander convertible and Starliner models a bracket is being incorporated in production effective with Body Nos. 12G Champion Starliner 2327 and Convertible 207; 3H Commander Starliner 5187 and Convertible 295.

When it is desirable to install such a stop on cars previously built, refer to the drawing (Fig. 9) at each step and proceed as follows:

1. Remove door window glass assembly from door and drill a 5/16" hole in the door window bracket at the location shown in the drawing.
2. Drill two 1/2" diameter holes in door inner panel at the locations shown in the drawing.
3. Replace door glass assembly in door. Install 386-05G lock washer on the bolt and in the hole drilled in the door window bracket. Then install 384-05G lock washer and 255-05G nut on the bolt.
4. Lower window so that nut and bolt just installed in window bracket is below location of stop bracket and install the stop bracket in the door panel.

The following parts are required:

Part No.	Part Name	No. Required Per Window
295779-G	Stop Bracket	1
55-#12-8U	Screw	2
388-#12U	Lock Washer	2
1-056G	Bolt	1
384-05G	Lock Washer	1
255-05G	Nut	1
386-05G	Lock Washer	1

INSTALL REAR SPRINGS PROPERLY - 1951, 1952 PASSENGER CARS

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

When rear springs for 1951 and 1952 passenger car models are made, the center bolt hole is punched 25 inches to the rear of the center of the front eye of the spring. Thus it is possible that the rear section of the spring may vary slightly more or less than 25 inches from the center bolt hole to the center of the rear eye.

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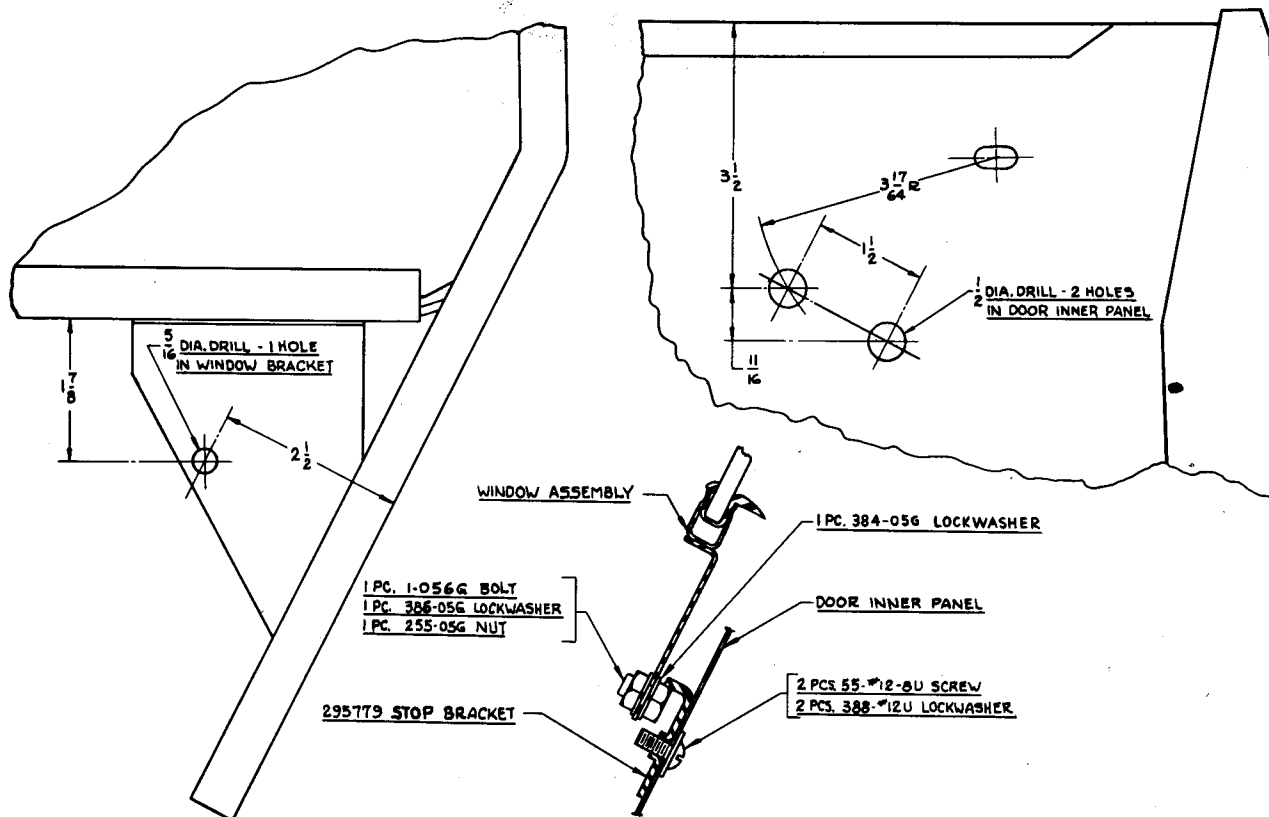


FIG. 9

ADDITIONAL OPTIONAL REAR AXLE RATIOS - 2R5, 2R6, 2R16A

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

An additional optional rear axle ratio is now available for use where operating conditions make a 4.55 ratio on 2R5 or 2R6 models or a 5.14 ratio on 2R16A models desirable. These new rear axle ratios can be installed on special order in production or as a service assembly. The new axles, ratios, gear and pinion sets and model application are as follows:

Part No.	Ratio	Part Name	Model Truck
680233X3	4.55	Rear Axle Assembly	2R5, 2R6
531156	4.55	Gear and Pinion (Matched Set)	2R5, 2R6
680399X3	5.14	Rear Axle Assembly	2R16A
681198	5.14	Gear and Pinion (Matched Set)	2R16A

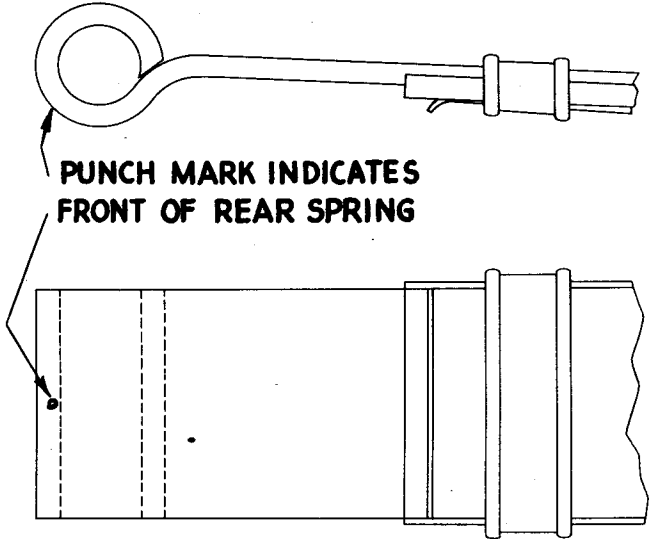


FIG. 10

In order to assure that these springs are installed properly, a dimple is punched into the outer surface of the front eye (see Fig.10). Rear springs should always be installed, therefore, with this dimple toward the front of the car.

CLUTCH DRIVEN PLATE - 2R SERIES TRUCKS

Please record this article on page 49 of your 2R Series Trucks Shop Manual.

The hub of the clutch driven plate has been redesigned to permit the use of a wave washer. This washer will maintain a more constant and uniform pressure on the friction discs in the hub of the driven plate. A more uniform friction lag can thus be obtained to dampen power impulses and engine vibrations so that they are not transmitted to the transmission and drive line assemblies.

Part numbers for service installation of the clutch driven plates with the redesigned hub are as follows:

Part No.	Part Name
681074	Clutch Driven Plate - St. for 2R5-2R10
681073	Clutch Driven Plate - 4-speed transmission (special order for 2R5 and 2R10) Std. 2R15
681066	Clutch Driven Plate (with FW/OD or 4-speed transmission) 2R6-2R11-2R14-2R16A-2R17A

DOOR LOCK FOR DRIVER'S DOOR - 2R SERIES TRUCKS

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

It is occasionally desirable to install an outside door lock on the driver's door of a 2R Series truck. If the customer wants the



ROSS STEERING GEAR IN 2R5, 2R6, 2R10, AND 2R11

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

Effective with Truck Serial Nos. R5-89252, R6-5328, R10-32940, and R11-4564 in South Bend production, the Ross cam and lever steering gear entered production.

Service and maintenance information given in the 2R Series Trucks Shop Manual beginning on page 188 applies to this steering gear.

lock to be operated by his present ignition key, it will be necessary to take the lock cylinder and ignition key to a local locksmith who will be able to change the tumbler combination of the new lock cylinder to match the present ignition key.

To install:

1. Measure locating lines on outer door panel exactly as shown in Fig. 11.
2. Scribe a circle of 15/32" radius, using the intersection of the locating lines for a center.

3. Center punch this point and drill a 53/64" diameter hole.
4. File three notches at 120° intervals, each notch to be 5/32" wide and to the depth of the circumference of the circle scribed in Step 2.
5. Remove original Rotary door lock assembly.
6. Parts to be installed include:

Part No.	Part Name
265165	Door Lock Assembly
652798	Lock with Keys
271441	Retainer

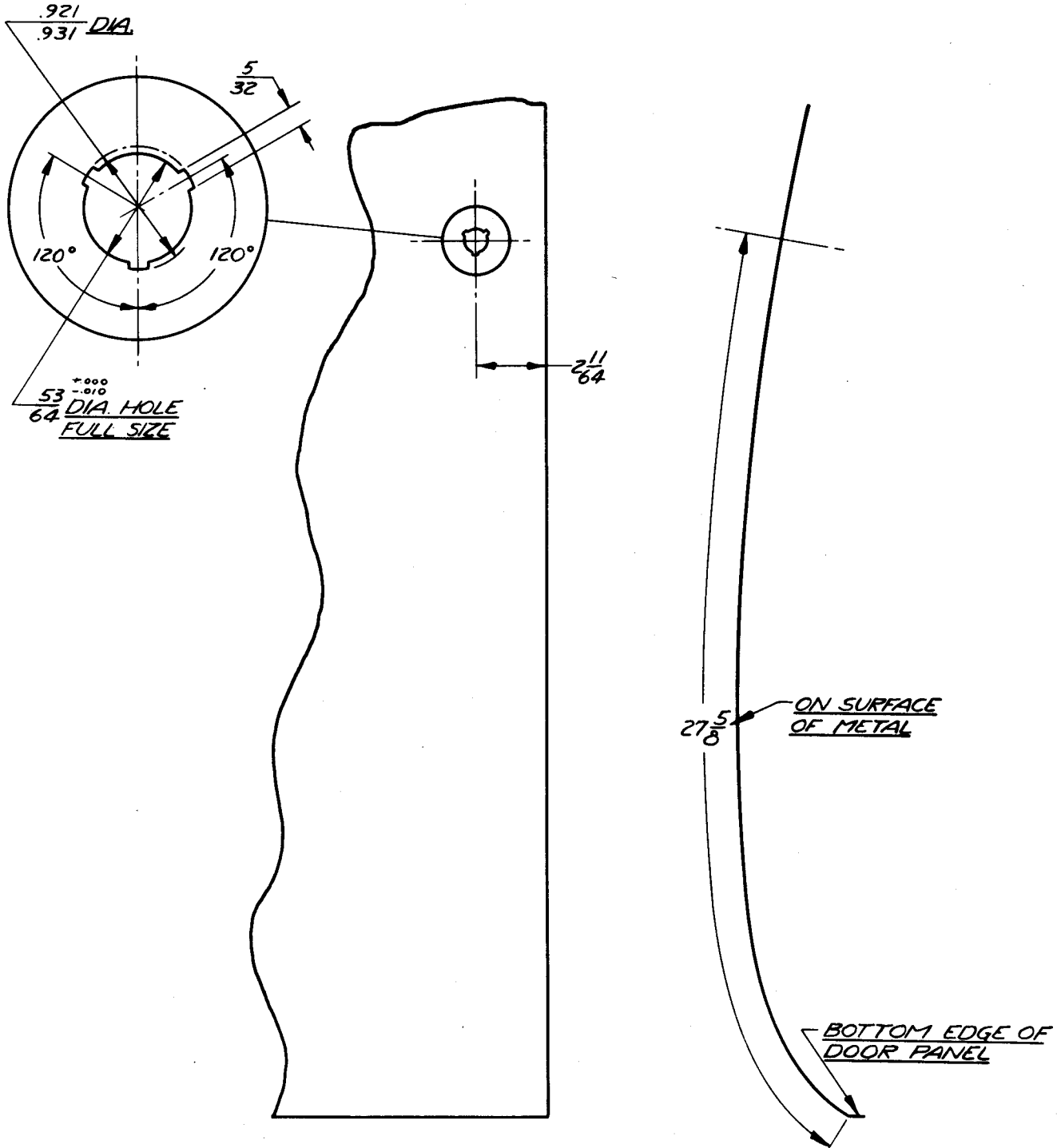


FIG. 11

KLEEN-CEAL CONCRETE FINISHES

Mailed with this issue of the Service Bulletin is a copy of the McGuire Paint Mfg. Co. price list-order form of its Kleen-Ceal products for the cleaning, sealing, and painting of concrete surfaces. Kleen-Ceal is furnished in bright red, medium gray, light gray, white, tile red, green, russet brown, mahogany, and clear.

Properly finished concrete floors and walls are better looking and much easier to keep clean and neat than unfinished concrete surfaces.

Orders should be sent directly to McGuire Paint Mfg. Co., 1820 West Monroe Street, Chicago, 12, Ill.



BE SURE TO READ YOUR COPY OF



AND SUPPORT THE
MAY SAFETY-CHECK PROGRAM