

Studebaker

SERVICE BULLETIN

MAY

NO. 263



1952

PROTECTIVE COATING ON CHROMED PARTS - 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.

As a result of various National Production Authority regulations limiting the use of materials in short supply, it has been impossible to forecast with certainty the type of base plating available for any particular chrome-plated piece. The method used, therefore, in production of Studebaker vehicles has been to add a protective, baked-on, clear coating over any external chrome-plated parts which do not have the complete pre-national emergency base plates of copper and/or nickel. Details of this situation are described in Service Bulletin No. 255, page 4.

It is quite probable that the instructions for cleaning this coating will not always be observed. When the coating on mouldings, for example, has been rubbed while dry or attempts have been made to clean it with abrasive cleansers, the protective coating on the moulding may be damaged and begin to peel.

Chrome plates parts with this condition should not be returned for claim credit (there is no defect of material involved), but should be restored as outlined below.

1. To restore the smooth surface texture and finish lustre of such a moulding, it is necessary to remove the moulding from the car. Then remove the original, baked-on protective coating from the moulding. The most satisfactory solvent for removing the original baked-on protective coating is methyl-ethyl-ketone, a chemical compound available from paint wholesalers or solvents jobbers. Methyl-ethyl-ketone will also act as a solvent on body finish; care should be taken to see that none is spilled on painted

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surfaces. CAUTION: The fumes from methyl-ethyl-ketone are slightly toxic when inhaled and are also highly inflammable. This compound should be used, therefore, in a well-ventilated area away from danger of ignition by sparks or open flames.

2. After the moulding is removed and the protective coating taken off with methyl-ethyl-ketone, the chrome surface plating should be cleaned carefully with Studebaker Chrome Cleaner (AC-1464), followed by lacquer or enamel thinner, and a new protective coating of Chrome Protective Coating (Clear), Part No. AC-2266, available through your nearest parts depot, should be applied to the moulding.

Chrome Protective Coating (Clear), Part No. AC-2266, is an air-dry coating and, should it become necessary, can be removed by using Studebaker Tar and Road Oil

Remover, Part No. AC-1467, as a solvent. Chrome Protective Coating (Clear), Part No. AC-2266 is sold in 8-oz. cans, list \$1.00 and dealer net \$0.60 each.

REAR SPRING SHACKLE LENGTHS - 10G, 12G, H, 3H

Please record this article on the Service Bulletin Reference page at the end of the Springs and Shock Absorber section of your 1951 Passenger Car Shop Manual. This article cancels and supersedes all previous references in service publications to 1951-1952 passenger car rear spring shackle lengths.

The following table gives the length of the rear spring shackles as measured from center to center of the bolt holes for 1951 and 1952 passenger car models:

1951		
10G Champion	All Body Styles	3-1/2" Left 3" Right
H Commander	All Body Styles	3-1/2" Left 3-1/2" Right
1952		
12G Champion	All Body Styles	3-1/2" Left 3" Right
3H Commander	All Body Styles except K	3" Left 3" Right
	K Body	3-1/2" Left 3" Right

NEW EXHAUST MANIFOLD, LEFT SIDE - H, 3H

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

When present stocks of left side exhaust manifolds for V-8 engines with the heater tube stove included are used, Part No. 529490, exhaust manifold assembly will be produced without the carburetor automatic choke heater tube stove parts.

When installing one of the new left side exhaust manifolds on 1951 Commander models equipped with the old style heater tube, it will be necessary to drill the intake manifold and install the new choke heater parts as outlined on page 4 of Service Bulletin No. 258.

DRIVE LINE VIBRATION - BULLETIN NO. 262, PAGE 4

On the Service Bulletin Reference page at the end of the Propeller Shafts and Universal Joints section of your 1951 Passenger Car Shop Manual, please make a notation to the article "Drive Line Vibration, Service Bulletin No. 262, page 4."

ONE-INCH FEELER STOCK FOR USE WITH J-336-A SCALE

Many dealers have found it difficult to purchase 1" feeler stock 14 inches long through their normal sources of supply. One-inch feeler stock may be used with the J-336-A Piston Fitting Scale and is the only size suitable for fitting V-8 pistons.

Arrangements have been made for Kent-Moore Organization, General Motors Building, Detroit, Michigan, to fill orders for feeler stock 1" x 14" in .002" or .003" thickness. When ordering, be sure to specify thickness desired.

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

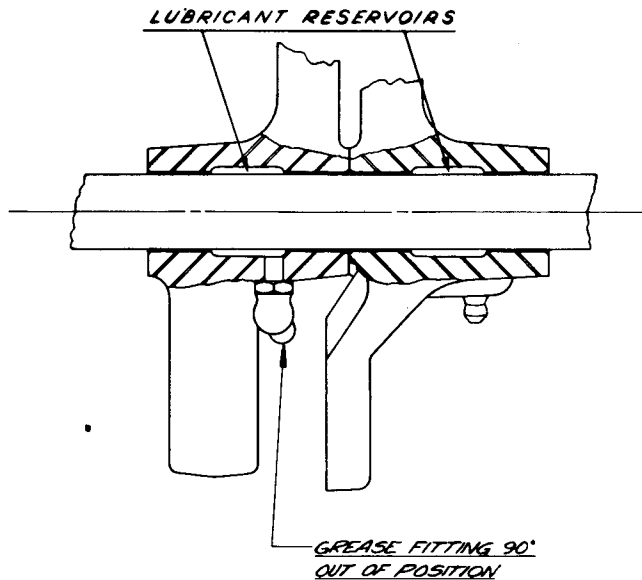
SPRAY PAINTING SCHOOLS

Proper understanding of spray painting equipment is essential to using it correctly for the best results. Knowing not only how to apply paint with spray equipment, but also why the equipment operates as it does, will prove an advantage to the operator in performing better refinish work with a savings in time, material, and equipment maintenance costs.

Mailed with this issue of the Service Bulletin is literature published by two paint spray manufacturers, Binks Manufacturing Company and The Devilbiss Company, in which are described their paint spraying schools available to Studebaker dealers and their employees who use paint spraying equipment made by these companies.

Subjects covered in spray painting schools include paint shop layout; exhausting facilities; proper selection of spray gun and accessories; selection and control of air supply; preparation and cleaning of surfaces to be refinished; and practical finishing of these surfaces in a modern shop.

Dealers who wish to send employees to either of the painting schools described in the material mailed with this issue of the Service Bulletin should write for class dates and other information direct to the equipment manufacturers.



**CLUTCH AND BRAKE PEDALS -
2R SERIES TRUCKS**

Please record this article on pages 30 and 49 of your 2R Series Trucks Shop Manual.

We have received complaints from the field indicating that the clutch and brake pedal would "freeze" to the shaft even though the parts were lubricated at regular intervals.

To correct this condition the clutch and brake pedal now have a small lubricant reservoir cast in the hub (see drawing). The lubrication fitting has been moved to conform with the reservoir location and the clutch pedal fitting is an angle-type fitting in place of the straight fitting formerly employed. There is no change in part number.

The clutch and brake pedal having the lubricant reservoir entered production with the following serial numbers: R5-92902, R6-6415, R10-33653, R11-5318, R14-920, R15-13250, R16A-38032, and R17A-28995.

**ENGINE FRONT SUPPORT BRACKET -
2R SERIES TRUCKS**

Please record this article on page 107 of your 2R Series Trucks Shop Manual.

To assure a better fit of the engine front support bracket to the engine block, the support bracket surface is now being ground to a desired flatness.

The support bracket having the ground surface entered production with the following engine serial numbers:

- | | | | |
|-----------|----------|----------|-------------|
| 1R-125365 | 2R-13201 | 6R-12188 | 4R-45451 |
| 2R-2R10 | 2R15 | 2R6-2R14 | 2R16A-2R17A |

**EXHAUST MANIFOLD AND FLANGE
GASKET - 2R6, 2R11, 2R14,
2R16A, 2R17A, AND
COMMANDER SIX PASSENGER CARS**

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

To prevent the possibility of premature or repeated failure of exhaust manifold gaskets in Commander Six-type engines, a new exhaust manifold, using three studs instead of two, is now available. This manifold requires a new exhaust pipe assembly and a new exhaust manifold-to-pipe gasket.

This change entered production of 2R Series trucks equipped with Commander Six engine with the following Serial Nos.: 6R-11741 (2R6, 2R11, 2R14) and 4R-44524 (2R16A, 2R17A).

Installation of the new, three-stud manifold, new pipe, and new gasket is recommended to correct cases of repeated gasket failure.

The new type exhaust manifold can be installed on Power Plus and Commander Six engines having the two-hole pipe and gasket by removing one of the studs and relocating one of the remaining studs in the proper hole provided in the manifold. This installation will require the two-hole gasket, Part No. 680292.

The new, three-stud manifolds are furnished with heater valve assembly which has been changed so as to clear one of the pipe stud bosses. The new heater valve assembly, Part No. 680945, can be used in either the old or new type manifolds. NOTE.--The old type heater valve (Part No. 525314) can be used only in the old type manifold.

The new parts are:

Part No.	Part Name	2R14	
		2R6	2R16A
		2R11	2R17A
681052	Exhaust manifold and heater valve assembly	1	1
680945	Inlet manifold heater valve	1	1
680946	Exhaust pipe assembly		1
681099	Exhaust pipe assembly	1	
680847	Exhaust manifold to pipe gasket	1	1

FIRESTONE RH-5° RIM CHART

Mailed with this issue of the Service Bulletin is a reduced copy of the Firestone Tire and Rubber Company's chart explaining the proper method of installing or removing the RH-5° Full Advanced rim when mounting or dismounting truck tires.

Wallsize charts, 20"x30", can be secured without cost or obligation by filling out and mailing the stamped, self-addressed business reply card included in the folder.

Be Sure TO COMPLETE THIS **SUMMARY CARD** AND MAIL IT ON JUNE 1st

It is self-addressed and postpaid to Inter-Industry Highway Safety Committee. This information on Safety Checked vehicles is vitally important.

The returns on 1951 cards showed that 1 out of every 3 cars checked required service to put them in Safe Operating Condition.

BUSINESS
NO POSTAGE NECESSARY

INTER-INDUSTRY HIGHWAY SAFETY COMMITTEE
1026

SAFETY CHECK REPORT
MAY 1 - 31, 1952

No. of Cars Inspected _____
No. of Trucks Inspected _____

Total _____

Total Cars Found Unsafe _____
Total Trucks Found Unsafe _____

No. of Unsafe Conditions	Cars	Trucks
Brakes	_____	_____
Front Lights	_____	_____
Rear Lights	_____	_____
Steering	_____	_____
Tires	_____	_____
Exhaust System	_____	_____
Glass	_____	_____
Windshield Wipers	_____	_____
Rear View Mirror	_____	_____
Horn	_____	_____
TOTAL	_____	_____

Service Manager _____

Make of Car Handled _____
Dealer _____
Address _____
City _____ State _____

Please Mail Promptly June 1