



THE HAWKEYE



THE OFFICIAL NEWSLETTER OF THE **1956 STUDEBAKER GOLDEN HAWK INFORMATION EXCHANGE CLUB**

KEEPING A WATCHFUL EYE ON INFORMATION CONCERNING THE 1956 STUDEBAKER GOLDEN HAWK

NUMBER 007

ESTABLISHED JANUARY 1, 1989

JUNE 1990

It has been a while since issue # 006 was put out. If you received #006, then you haven't missed anything. I can't really establish any set printing schedule as the amount of information received determines the schedule. As the information coming in diminishes, the frequency of the newsletter does likewise. I will probably do issue #008 around September.

I will try to pass on some of the telephone conversations I have had recently and hope I get it right.

PHIL BRANDT (Indiana) informs me that he ordered some bearings from Kanter Auto Products in New Jersey. The cam bearings were in a box from Johnson Bronze Company of Newcastle PA. The part number was S-251-P. The rod bearings were Michigan 77 part #CB-474-M-10 (7010CAP010). These were .010" oversize. These part numbers may still be available from your local parts supplier.

Phil also stated that Ditzler #2546 (1976 Pekin Red) paint looks like a perfect match for the 352" engine color. And, the last thing I vaguely remember Phil saying was that the color codes for our cars is written on the bottom of the glove box (viewed upward from the floor).

An interesting comment was made by Phil, and I hope I have it correct, that he met the man who destroyed the dies which were used to make some trim items such as the grill emblems and tail lights. The man worked for National Cast Products (I can't remember the State) and he said he wished he hadn't done that. Sounds like the ultimate understatement to me.

RON GRIM (Georgia) told me that he and RALPH BASHOR (Colorado) have found the maximum distance between oil changes before they experience "lifter noise" is 2000-2500 miles. After changing the oil, the lifter noise disappears. Ron also told me that he had an issue of a magazine (Life?) from November 1955 which had an artist rendering of a 1956 Golden Hawk with oval shaped exhaust tips which looked identical to the ones currently being reproduced.

My apologies to the above members if I didn't

get all the facts correct. I think it is great that they would take the time, interest, and expense to help their fellow 1956 GH owners.

It has become painfully obvious to me, however, that a short note or post card is the best vehicle for getting any information to me for inclusion in the newsletter. A phone call to me, with me trying to take notes, leaves too much room for error and is actually more work for me.

I try to scribble down whatever you tell me, but by the time I look at it a month or two later, I have no idea what I wrote. I have so many scraps of paper and nothing on them makes any sense. If you call me after 10:00 p.m. Eastern time, my brain has already slipped into low gear and I probably won't even remember that you called.

If you have ever tried to jot down directions over the phone, you can probably imagine what it is like. The person is talking, you are trying to write, misspelling words and jotting half sentences in between the lines, and when it is all over, you end up with the wrong directions.

If you have something for the newsletter, the safest way is to put it in writing. I can just repring what you wrote and hopefully, we can eliminate any misinterpretation.

I don't want to discourage anyone. If writing is just too much trouble for you, then call and take your chances. Just be aware that I am not the greatest note taker.

Current membership totals eighty members with over 100 cars. The shape and condition of the cars is a matter for which I have no provisions. Many of you have sent me pictures and described your project, but I know of no way to maintain a progress report for each person's car(s). Just identifying the fact that a particular car is still "with us" is enough work.

If someone has an idea and the resources to handle a project like this, let me know and I'll list you as the person in charge, in issue #008. I know it would be an item of interest to quite a few of our members.

LETTERS (NOTE: Please check your roster if you need to contact a member.)

**MYRON McDONALD 22 E. CHURCH STREET
AURORA, MISSOURI 65605 417-678-4466**

I received your reply to my letter and would like all the back issues. If possible, would you put my name & phone # in your next issue as wanting to buy a 1956 Golden Hawk
(NOTE: I listed Myron's name in issues 004 and 005, but he sent me a very generous check to help with the expenses and seems very interested in our favorite car so I thought I'd do it again. If you can help Myron, please give him a call)

BILL HOULE ROGERS, MINNESOTA

I thought I would drop you a note because I found the serial number 6031653, body number 56JK7-2080, and engine number S2599 for my car. I found these in the original owners manual and checked them with the car. I have also located another '56 Golden Hawk in Park Rapids, Minn. I will be going up again soon and I will try to get the serial number. How many have we located? How many does the club believe are still around?

I have listed the Old Cars Price Guide values for Feb 1987, 1988, and 1990 (I lost 1989).
Condition --> 5 4 3 2 1
1987 \$1500 3000 5000 7000 10000
1988 1075 3000 5500 7700 11000
1989 (n/a)
1990 1350 4100 6800 9500 13600

The 1990 Price Guide added a \$500 parts car price. I am not sure what these cars are worth because the Oct 1987 OCPG lists the following prices:

1650 3300 5500 7700 11000

Does the club have a more accurate idea of price? How does the Price Guide decide on when to go up or when to go down? Are there regional price guides? What are our 1956 Golden Hawks worth, besides the emotional price we put on them? I think this would be an interesting article for one of the newsletters.

CHARLES SLOUGH GRATIS, OHIO

I am changing from Ultra-matic to T-85 B/O on my 1956 GH (on which I am doing a frame off restoration) and the clutch pilot bearing is a mystery to me. I have a striped 352' block which has the T-85 attached to it. When I disassembled the bellhousing from the block, the pilot bearing was not the correct bearing as listed in the shop manual. It is a BCA-204L with a machined bushing in the center. The outside diameter of the bearing fits perfectly in the crankshaft, but the center ID.

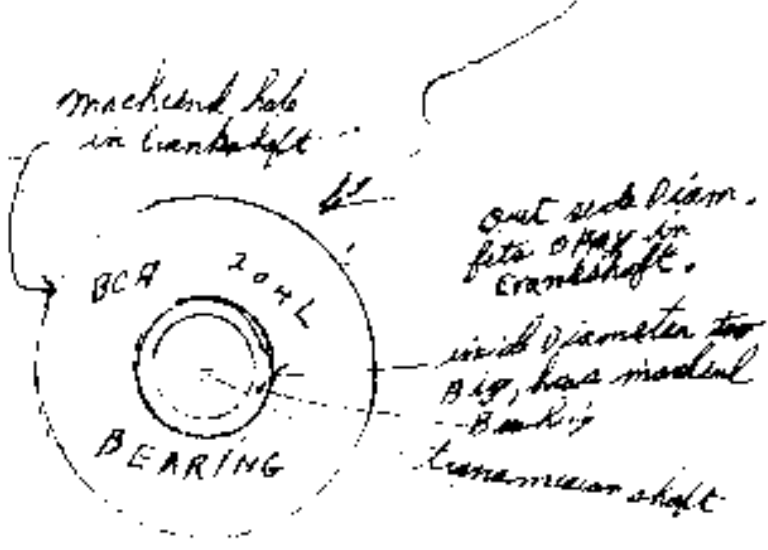
is too large and had a spacer or bushing inserted in it.

I ordered new bearings several years ago from three different places and all three sent the same bearing BCA-7109 which is supposed to be the correct bearing part # 421731 but as you can see from my drawing, something is wrong. There is no spacer or bushing listed in the shop manual.

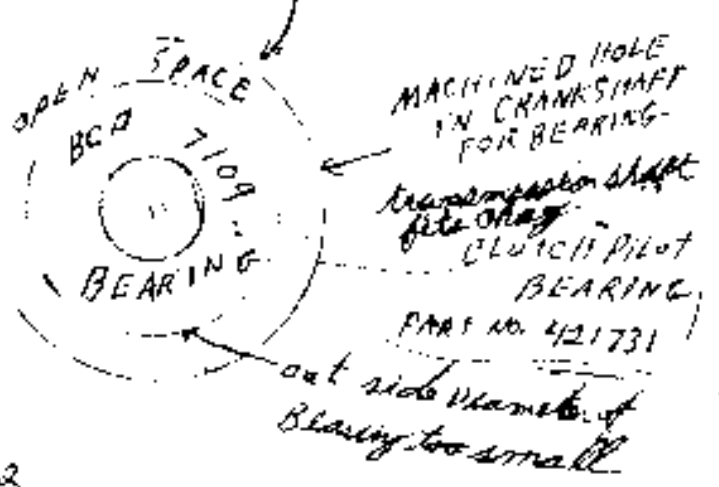
If you or anyone in the club can help me in this, I sure would appreciate the help.

I am sending out 15-20 inquiries for 56 GH parts to vendors, I'll let you know what I come up with.

THIS IS THE BEARING AND MACHINED SPACER THAT WAS IN THE CRANKSHAFT FROM THE BARE BLOCK AND TRANS THAT I TOOK APART.



PART No. 421731
PILOT BEARING



MORE LETTERS**RICH & ROSE POE****CINCINNATI, OHIO**

Enclosed is a picture of our 1956 Golden Hawk. As you can see, we painted it Snowcap White and Yellowstone and we are very happy with our choice.

We appreciate the newsletters you have sent us. We have installed a Stewart-Warner electronic tachometer model 82162 in our GH. This tach requires no sending unit, looks original in the dash, and has a chrome outer ring which matches the others. This may require a special order at the dealer.

JOHN RAISES**PLATTSMOUTH, NEBRASKA**

The headliner in the 1956 Golden and Sky Hawks deteriorated rapidly and replacement parts were scarce even in 1967. The headliner can be replaced from a 53-55 Studebaker hardtop. The 57-58 Golden Hawk used the same bows.

I have a 1956 Studebaker interior and exterior paint & upholstery book. It lists all the color & paint options including the spring colors. Only the Golden Hawk had the option of solid Roman Red. I will be glad to help anyone who has questions on his upholstery or color combination options. Please send a SELF ADDRESSED STAMPED envelope.

There are two different types of power steering pumps used on the 1956 Golden Hawk. The internal parts are different, so be sure you identify the correct pump before ordering parts.

The color pamphlets put out by Studebaker on the Hawks portray artist renditions and depict an emblem in the chrome check mark (Y) on the front of the fin. To my knowledge this emblem never appeared on the Golden Hawk.

Some people installed superchargers on their 352" Peckard engines. I've seen one set up on a Peckard and one on a Golden Hawk. They must have been "hot".

The car I have was purchased new by my father. The Studebaker dealer even provided free insurance coverage under a special Studebaker - Peckard Corporation program. I still have a copy of the policy.

I have some new old stock 352" Peckard head gaskets for sale at \$12.00 a pair + postage. I bought them a few years ago when I couldn't find any and then bought out a dealers stock. I also have one for a 374".

CHUCK LAMPMAN**KENNESAW, GEORGIA**

Thanks for the nice note. I do have a 1956 GH. It is white over gold over white, serial number 6800420, body number 1814, with engine 52777 in front of a Twin Ultramatic and a 3.07 rear end. It was delivered with power

steering, but no power brakes or radio. I added these from a parts car during the restoration. It has tinted glass and Studebaker script on the front fenders.

I am essentially the second owner; it was built in the Los Angeles plant, and sold new in Riverside, California to a Mr. Durr, now a retired Navy civilian employee living in Coronado. He told me he drove it from the Studebaker dealer to a Mark III dealer and had aftermarket air added immediately since it is so hot in Riverside. I have kept it as it was when he drove it except during the restoration I added a radio, wind up antenna, power brakes, and was lucky enough to find an original set of carpets, a very short black wool Top pile.

Mr. Durr lost the car to his wife in a divorce in early 1976 and it changed hands twice more in a month without being retitled. I bought it in the summer of 1976 from a Hollywood stunt man who nearly used it in a chase scene in the movie "What's Up Doc?", but relented since he didn't want to see the car destroyed.

I restored it between 1976-78. It took first at the LaPalma meet in LA, and that evening I got in it and drove it to Atlanta. It took a National Second at Gettysburg, and a National First at St. Louis. I have not shown it since then but have driven it on sunny Sundays about once a month. Currently it has the curse of the sick Ultramatic (and ten year old tires) and doesn't get driven as regularly as it should.

I am looking forward to the Hawkeye Newsletter - it is good to keep in contact with people of similar specific interests.

JIM MIELKE**PLANO, TEXAS**

Thanks for the issues I have gotten. Enclosed is a check to help with expenses.

One of my friends claims lifts for a 1 1/2" MOPAR 318 CID engine work on the 56J without alteration or other substitution.

My opinion on alterations is that torching frames, bashing firewalls, etc., makes me want to vomit. Those alterations which can be reversed without a trace don't bother me.

CHARLIE DOWNING

6503 Anvers Blvd.
Jacksonville, Fl. 32210
(904) 772-1890

I buy and sell Automotive
Literature, Manuals & Licence Tags

AND MORE LETTERS

PHIL BRANDT INDIANAPOLIS, INDIANA

Well I'm finally getting around to writing. Thanks again for the back issues of "The Hawkaya". I'm enclosing a copy of my car's production order. As you can see, except for the transmission, our cars are very similar. Mine is undergoing a total restoration, including engine rebuild. I feel lucky to get a car that has original paint, interior, engine, transmission, trim, & wheel covers. I even dug up the original hood, although it is bent up, and am in the process of trying to save it. Fixing the rear corners is fairly easy, fixing the middle where it buckled over the top of the car is a metal man's nightmare. I'll keep you informed.

I'm also enclosing a 1972 sales receipt from the Gaylorsville Garage for the car which shows the selling price as \$60. Wouldn't you like to buy a one owner - running 56J for \$60? I called the Garage and it is still owned by the same people (A W Williamson). I talked to Dave Williamson who remembered the car. It belonged to his Great Uncle, Liev Oaledahl from New York. I was told the car has been to Norway a few times which may account for the heavy metal "grab Handles" that are bolted on the bottom of the frame below the firewall.

Francis Bennett, 301 Glenora Drive, Blomington, Indiana 47401 has owned (5) 1956 Golden Hawks and still owns one. His family has always been Studebaker Golden Hawk lovers. He told me that one of his sons was killed while taking a fast curve in his 1956 GH.

Jim McClellan of Buchanan, Michigan has had a black/white 56J for 20 years. He is listed in the parts & service section of the March 1990 Turning Wheels.

Well I attended my first Studebaker swap meet last week. It didn't take long to find out that if you want parts for a C or K bodied Studebaker (especially a 56J) you need to take some Preparation H with you. Some of the things that went on at the swap meet were shameful. I intend to write a tongue-in-cheek account of my observations to the editor of Turning Wheels.

Getting back to the \$60 sale of the car, Mrs Spelmann, who bought the car in Feb 1972, sold it to her dad, Max Flack of Durbin, Indiana, in Oct of that year. Max drove it back to Indiana (he said it ran great) and a year later, put it away in his newly acquired barn. It sat there till I "drug" it out on March 12, 1990. Most of the 98,800 miles were one owner and apparently the car was well maintained. The motor & transmission mounts are in good shape

and there are no ridges in the cylinders after almost 100 K miles.

Max Flack also has 1 1956 Golden Hawk # 6030407 which is wrecked on one side. I intend to buy this one for spares. He also has # 6032296, the body of which is being used to restore his 1956 Packard Hawk.

WANT ADS

For sale - NOS steering wheel (1956 W-F-D-Y 56B-56G 56H-57G) #1540365 identical to 56J except it is 3/4" larger \$250; 1 NOS set of std. size rod bearings (FRW) \$65. 1 NOS set of king pin kit (pins & bearings) \$125. 1 pair back-up lights (used need replating) \$50. 1 DELCO dual point distributor (used, like new) \$85. (each sending unit will not fit DELCO). Also have 1 Mallory dual point distributor (used, very good with new wires) for a Studebaker 289" Y-B \$125. Postage paid on all items. Charles Slough P O Box 184 Grafton, Ohio 41533 513-787-4115

For sale - new old stock 352" Packard head gaskets \$12.00 + postage (also 1 set for a 374") John Reises R2 Box 240 Plattsburgh, Ne 68048 402-298-8357

Wanted - plastic headliner bows; chrome check mark (or V) which go on the front of the fiberglass fins. Robert M Fitch 1556 Monte Viento Drive Malibu, Ca 90265 213-456-7529

Wanted - steering column (for power steering) steering wheel, gasoline tank, two rear brake drums Felipe Santana P O Box 3454 Mayaguez, Puerto Rico 00709 809-851-5173

Wanted - power steering post jacket part # 533268p (30-1/4" long) for 1956 GH WITH OVERDRIVE (or the complete steering column). Frank Ambrogio 1025 Nodding Pines Way Casselberry, Florida 32707 407-699-8446

4/30/90

Frank Ambragio
1025 Nodding Pines Way
Casselberry, FL 32707

Frank,

Thanks for the back issues of Hawkeys. As I'm sure you're aware, the information contained in them is invaluable to a new 56 GH owner. Enclosed is a copy of the purchase order for my car and a check to help defray postage and copying costs. I've also included 2 photos of the car to illustrate a few questions I have for the 56J expert(s).

Here are some of my questions and observations:

1. The color of the "golden hawk" script on the deck lid was the topic of past questions. My deck lid has no script. My first impression was that it was missing, despite the fact that the owner told me he was told that some 56 GHs never had the script. My car is a very early one (6030044), and I have been unable to find any photos or drawings of the rear of a 56J with the early paint scheme (hood and deck opposite colors).
2. Since I haven't seen a rear photo, I also don't know if the ridged part of the deck should be painted the contrasting color (white, in this case).
3. A previous Hawkeys (002) listing accessories footnoted AC-2780 as not having gotten past the prototype stage. My production order lists this as an option, and the car does have original looking wire hubcaps.
4. My production order has no destination and ship via ST. Anyone know what this means?
5. My odometer says 38,000 and the owner said the guy who sold it to him said it was the true mileage but undocumented. My engine number matches the production order, but it evidently has been out of the car (for rebuilding?) as it has been painted gold with red valve covers. It doesn't run well at all, and an initial compression check had the cylinders varying from 90-120 (most likely valves), all of which makes me think the 38 should be 138, but who knows?
6. I find it incredible that the 56J ~~is~~ has not be given milestone status, in light of some of the other names which appear on the latest lists. Even Stude haters would probably concede that this was one of the first mass-produced muscle cars. It is also an obvious progenitor of the 62-64 GT Hawks (milestones), although they look more like Sky Hawks. I guess.

Thanks for all your efforts, and I hope your enthusiasm continues. Mine usually wanes after 2 or 3 years, and I wind up looking for some new unique (oddball) car project to throw myself into. The only other "Studebaker" I've owned was a '58 Packard Hawk, which I sold for \$40 after the left rear axle snapped at the wheel and left me brakeless to skid safely to a stop after pushing in an iron cemetery fence (I guess I took that as a bad omen.)

Looking forward to the next newsletter.

Bob Lehr

Bob Lehr
5 Hayward Street
Bound Brook, NJ 08805
(201) 469-1077

NOTE: Bob sent two pictures of his car and although I could not reproduce it here, the trunk looks like one from a 1957 or later Hawk. The keyhole is located at the top of the flattened/ridged area. This is certainly possible for a 34 year old car. If the trunk had been damaged at some time, it would have been easy to switch to a later year trunk. Even a body shop probably wouldn't have noticed the difference, or the owner may not have cared. As for the wire wheel covers, it certainly would be interesting to compare the covers (AC-2780) on Bob's car to the regular wire wheel covers (AC-2425) to see if there is a difference. Newman & Aftman has been known to make an occasional error in transferring their data to the production order form they send to us. If you suspect this has happened to you, write to them and request a clarification. John Wallis' production order listed his engine # as 52448 yet indicated an overdrive transmission. Jeff Hinshaw's production order listed his engine # as 82648 which I assume should be 52648.

HEADLINER NEWS

Loge Enterprises specializes in Studebaker interior panels. Currently, they produce the interior kick panels, rear shelf panels, and door panels. I am talking about the cardboard material, not the vinyl covering. I wrote to Ernie Loge to ask if he had any plans to produce the cardboard headliner so many of you have asked about previously. Here is Ernie's reply:

Dear Frank,

Thanks for inquiring regarding the 56 Golden Hawk headliner. I have had numerous inquiries over the past years. I have not been able to locate the exact material.

I have enclosed a sample of material I have recently found. It's close, but not exact. What do you think? I also need a pattern.

I looked into having the perforated cardboard produced but I can't afford to buy in large enough quantity to make it cost effective. I also looked into having some boards drilled or making a jig to punch the holes. Again, it is too expensive for payback. I have also thought of silk screening the holes on.

Please respond with your thoughts about sample.

Thank You, Ernie Loge

The sample Ernie sent was about half the thickness of our requirements. The holes were also smaller and closer together.

If anyone has any ideas or can provide Ernie with an exact pattern, his address is Loge Enterprises 5399 Old Town Hall Road Eau Claire, Wisconsin 54701. The phone number is 715-832-7302.

To: Hawkeye

Mo. 29
January, 1990

Notes on 56 GH Restoration - Window Regulator Repair - The window regulator on the driver's side usually wears out first because it is used most. Quite often a driver's side regulator is not available for replacement. If a passenger side regulator can be obtained, a repair to the driver's side regulator can be made using parts from the passenger side regulator. The repair involves drilling out the rivets which secure the gear driven element to allow replacement of the drive gear. A similar operation is required for both regulators to allow replacement of the defective gear drive with a "good" gear drive. The gear drive from the good regulator is mounted and secured to the driver's side regulator using pop rivets.

Rear Wheel Outer Grease Seal - The rear wheel outer grease seal is becoming hard to obtain (National No. 6403). I rebuild the grease seal by removing the worn felt grease seal and replacing the felt seal with a new neoprene seal. I utilize a drill to drill out the spot weld used to secure the seal to the holder. I then utilize a new neoprene seal and use a two-part epoxy to fasten the new seal in the holder. I have a number of rebuilt grease seals available (cost is \$20.00 per seal). The inner grease seal (neoprene) is available from CR Industries (P/N 13165).

Heater Blower Motor Interchanges - I have utilized Brand X heater blower motors as purchased at a swap meet for replacement of the Climatizer blower motors. Quite often the Brand X blower motors have a clockwise rotation whereas the Stude motors operate counter clockwise (ccw) in rotation. The Brand X motors can be changed to operate ccw. Most often a wiring reversal at the motor brushes will result in reversal of rotation. However I have run into cases where the field and brush wiring both need to be reversed.

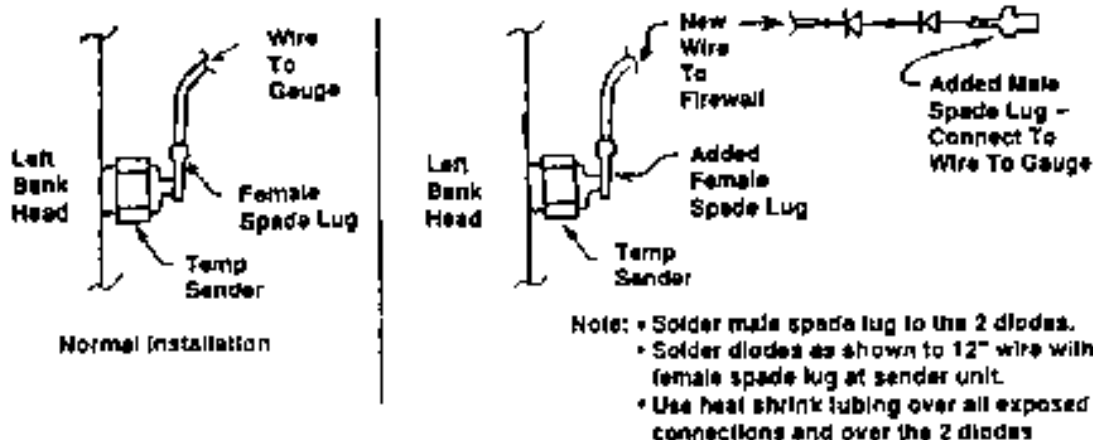
Coolant Recovery Systems - I have installed coolant recovery systems on my Studes. I utilize 0.5/1.0/0.5 inch "U" channel sheet metal stock to build a bracket for installation of the coolant recovery overflow bottle. The bracket is attached to the fan shroud (generator side) and the recovery bottle is attached to the bracket. During the winter months, I also utilize a radiator restriction panel in front of the radiator to restrict cooling air to the radiator. The general design utilizes a sheet of epoxy fiberglass which is sized to fit the front side of the radiator. I then cut a 15 inch diameter hole in the panel so that cooling air is provided only to the exposed radiator surface. This allows quick warm-up in winter months.

Headlight Switch Repair - In the last newsletter, I described the methods I used to facilitate repair of an inoperable headlight switch. I recently was able to purchase sheet stock of a bakelite insulation material suitable for replacing the "fish" paper insulation as used in the headlight switch. For those who would desire sheet stock bakelite material sufficient for 2 switch repairs, please send me a SASE and I will send you the material free.

Hawk Temperature Gauge Failures - I have had more than one temperature gauge failure in the Hawks that I own. The Steward Warner gauge uses internal wire-wound resistance elements wound over heat sensitive metal pieces (2) which in conjunction with the sending element resistance change with temperature causes the gauge indicated temperature to indicate temperature of the water passing over the sending unit in the left bank engine head. A common fault that occurs is that the sensor indicates too hot a temperature. This is verified by utilizing a candy thermometer in the radiator overflow tank while simultaneously monitoring gauge temperature. The problem that occurs is that the ref-

erence wire-wound resistance (internal to the gauge) which is in series with the sending unit has a turn or two short out to adjacent turns causing a lower resistance value for the reference resistor. This increases the voltage as applied to the sending unit. A temporary fix that I have used is to install 2 each 1-ampere diodes in series with the lead to the temperature sensor on the left bank head (see drawing). The use of two diodes in series with the sender reduces the voltage (and current) in that leg and thus allows the reading to be close to candy thermometer indicated temperature (at 180 degrees). The 1-ampere diodes are available at Radio Shack (approximate cost is \$1 for two diodes). I have used this fix for temporary repair until a replacement gauge is obtained.

I also check out gauges by connecting them to a sensor with the sensor immersed in heated water and utilization of the candy thermometer to verify that water temperature for the heated water at 180 degrees is the same as gauge indicated temperature.



Stewart Warner also has "new style" temperature gauges which will work in the Hawks (cost approximately \$23). You must be sure that the new gauge is compatible with the Stude temperature sending element if you purchase the new type gauge (Part No. is B2306).

Emergency Brake Cable Replacement - Prior to installing a new or used emergency brake cable, I clean the cable and apply LPS-3 preservative to the cable and cable shroud surfaces. The LPS-3 provides a wax-like lubricant to the surfaces. This will extend the life of the cable since it is permanently lubricated and repels moisture. I live in a rainy climate and thus I take precautions to avoid moisture (rust) problems.

Heat Gun Evaluation - I now have had an opportunity to try 3 different heat guns. Two of the three heat guns provided a heat capability sufficient to remove under coating. The two brands that allowed easy removal of under coating included "Wagner" and "Milwaukee Tool Co". Generally speaking, a heat gun must have a 1500 watt capability at its highest setting together with a "tip" temperature of 1000 degrees Fahrenheit. The approximate cost of the heat gun is \$55.

Claude O. Sevon
 Claude O. Sevon
 10720 S.E. 290th St.
 Auburn, WA. 98002
 Phone (206) 735-3127

Packard International
MOTOR CAR CLUB



Look for the Packard logo

PACKARD V-8 ENGINE PROBLEMS

For many years, hydraulic lifter clatter and bearing failure has plagued the Packard V-8 owner. This has been such a common complaint that very, very few V-8 owners have not experienced this failure.

After two years research and analysis, we have discovered that these problems are due to one culprit—an inferior oil pump! The original pump carried superior pressure and volume; but, since the pump's shaft was not properly designed to utilize a bearing, the shaft began to wobble thus sucking air into the oil stream. In addition, under laboratory check, it was discovered that the pot metal cover plate on the bottom of the oil pump would swell under high speed operation thus allowing more air to be sucked in. These problems have occurred as low as 25,000 miles, but usually become very serious at approximately the 75,000 mile range.

The oil system within an engine is similar to the blood in our bodies in that it cannot tolerate any air. The hydraulic lifters cannot dissipate the amount of air being introduced into the oil system allowing them to collapse causing extreme clatter. Ignoring this problem can result in severe valve problems with a top of a valve being knocked off and, in turn, will ruin the piston and/or engine block.

Crankshaft bearings, both rod and main, gradually become worn out due to the volume of air mixed in with the oil. This results in lowered oil pressure which compounds the problem as well as ruining the crankshaft itself. All of the above problems are entirely due to the faulty oil pump. Beyond that, there is absolutely nothing wrong with the Packard V-8 engine either in design, engineering or its ultimate longevity.

Packards International is proud to re-introduce their redesigned oil pumps to their members. These pumps have been produced to eliminate the problems indefinitely! They can be sold strictly on an EXCHANGE BASIS so when ordering one do not fail to ship us your old pump. There will be no exceptions to this!



CAUTION: Merely changing your oil pump will not necessarily eliminate your problems. Since your hydraulic lifters, rod and main bearings and, quite likely, your crankshaft are already in poor condition, just changing your oil pump will not put your engine in perfect condition! All these items must, in nearly all cases, be renewed *plus* the application of the redesigned oil pump in order to have the assurance of possessing a truly fine engine that will yield untold thousands of miles of driving pleasure.

Remember, to order this new pump, send your order to:

PACKARDS INTERNATIONAL
302 French Street
Santa Ana, California 92701

Along with your check for \$100.00 plus shipping, plus your old oil pump! Remove and retain the oil screen-strainer assembly by screwing it off as we do not need or want it. Following these instructions will eliminate your V-8 problems!



WIRING HARNESES - We have a complete line of PACKARD harnesses available, please write for information on the harness you desire.

(714) 547-8431

1935-1936 Jr. Tail Light Lenses.
Glass Reproduction \$30.00
each lens.

INSTRUCTIONS for INSTALLATION

Rear Antenna Kit AC-2775 Coupe and Hard Top Models 1953-54-55-56

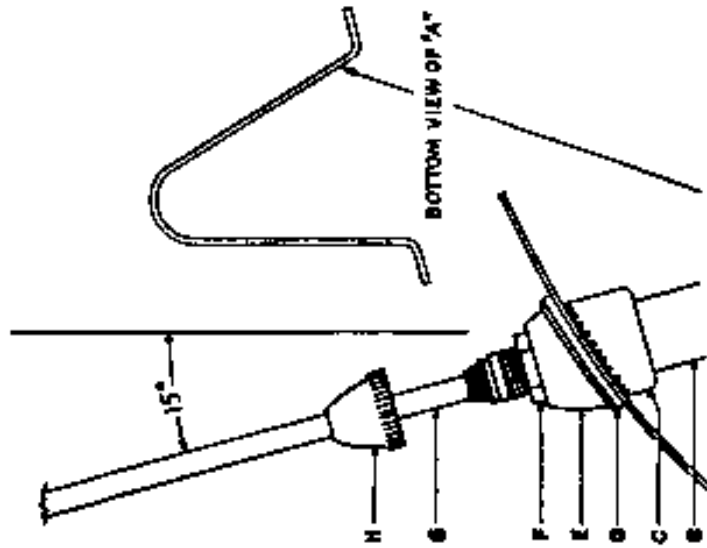
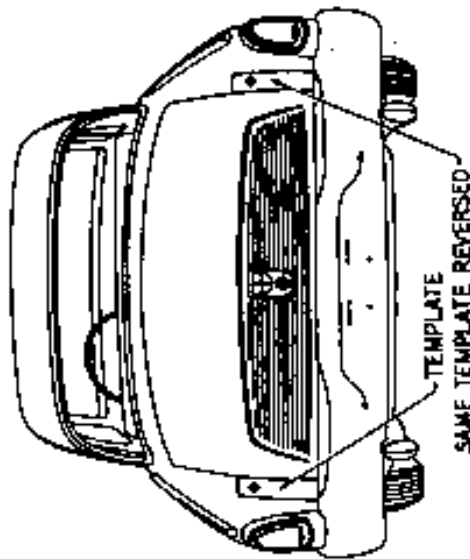
- 1 Using the drilling template supplied in kit AC2775, locate and center punch location of the two antenna mounting holes. Use L & R sides for left and right fenders.
- 2 On centers located in Step 1, drill $\frac{3}{8}$ " holes, preferably with a hole-saw and elongate the holes $\frac{1}{4}$ " vertically. Clean burrs from the holes.
- 3 Assemble lower spacer C to base B and insert threaded neck thru hole in fender, long side of spacer to front. Keep lead-in toward wheel house panel.
- 4 Place rubber pad D and chrome escutcheon E over the threaded neck and secure with nut F. If more than six threads are exposed, reassemble with $\frac{1}{4}$ " I.D. spacing washers between B and C.
- 5 Insert antenna mast G and secure with black plastic cap nut H. Tighten with fingers only.
- 6 Whichever antenna is installed first, adjust it for vertical alignment by spreading the legs of lower mounting bracket A so that when held against the wheelhouse panel the antenna is vertical as seen from front or rear, and if the spacers have been correctly assembled the antenna will slope to the rear approximately 15° from the vertical, matching the slope of the swept back tail lamp.

- 7 Install the second antenna as you did the first. The right antenna has no lead-in.
- 8 Drill $\frac{3}{8}$ " holes to mount the base brackets A, keeping their centers so as to leave the two at the same angle of slope. Bolt the brackets to the wheelhouse panels putting the sealing nuts on the wheel side.

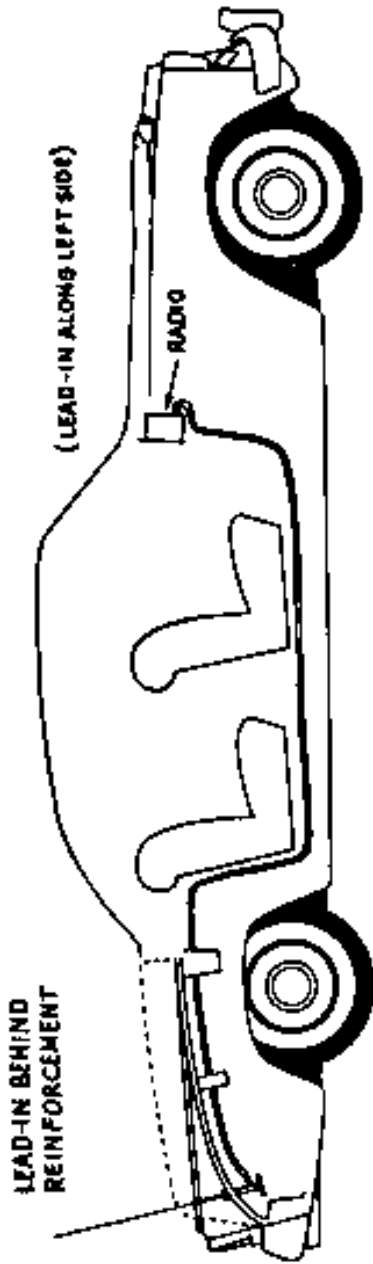
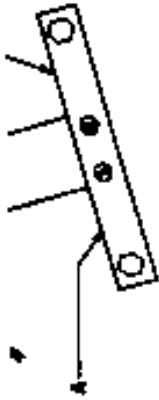
- 9 Inspect the antennae for slope and vertical alignment. Make slight final adjustment by bending the brackets A slightly with wrench or pliers, as need be.

- 10 Run the lead-in wire forward and along the left side of trunk, behind braces as illustrated. Bring lead-in under rear of seat and under carpet to left end of dash liner, then up behind edge of padding and under panel to the radio.

- 11 Turn antenna "padding" of radio set to this antenna. Do this by first ending the wire to the length you intend to use for distant reception. Let the wire warm up two minutes; tune to a weak station between 600 KC and 1000 KC and turn the vol-



Adjust the antenna padder to secure maximum volume. The antenna padder is located near where the antenna "plugs in" at the back of the radio. Adjust the antenna padder for best reception with the antenna length you have exposed. If subsequently you want peak response for some other length of antenna, just repeat the above procedure with the new antenna length exposed.



STUDEBAKER PACKARD CORPORATION

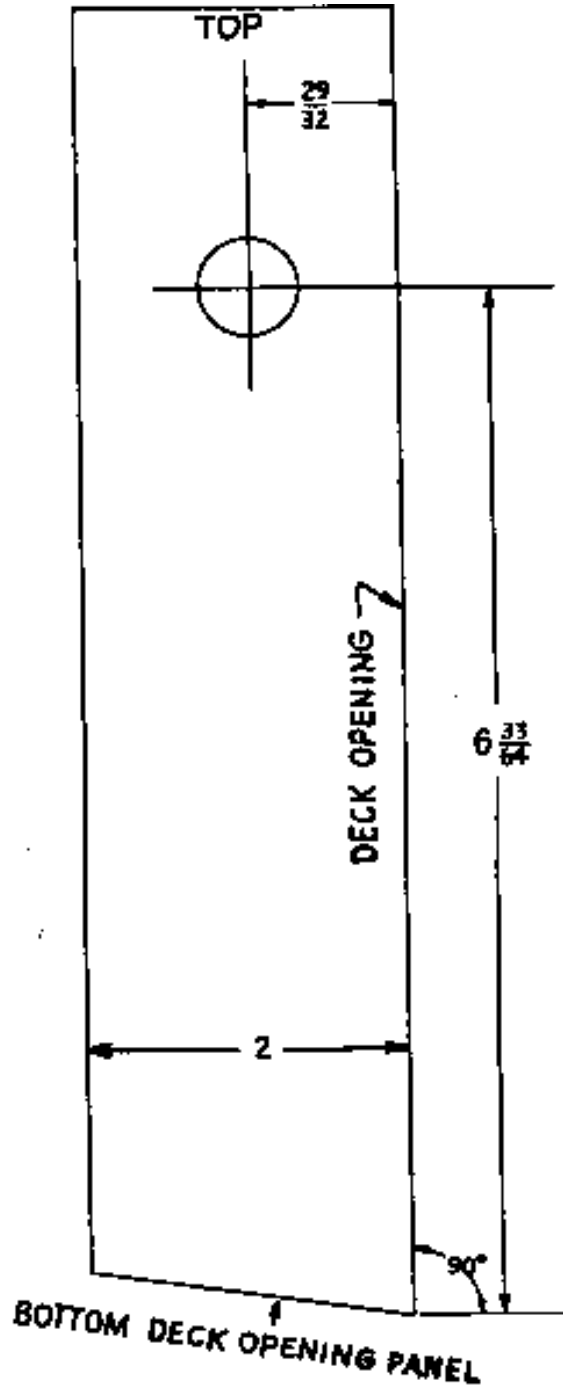
PARTS and ACCESSORIES DIVISION

SOUTH BEND

DETROIT

MADE IN U.S.A.

PRINTED IN U.S.A.



SUMMARY

JOHN RAISES HAS A 1956 STUDEBAKER INTERIOR AND EXTERIOR PAINT AND UPHOLSTERY BOOK, SEND A (SASE) WITH YOUR QUESTIONS TO JOHN IF YOU NEED HELP IN THIS AREA.

CLAUDE SEVON HAS A NUMBER OF REBUILT REAR WHEEL OUTER GREASE SEALS AVAILABLE FOR \$20.00 EACH. THIS IS NATIONAL # 6403.

RON GRIM AND RALPH BASHOR SUGGEST CHANGING OIL AT 2500 MILES OR LESS TO MINIMIZE VALVE LIFTER NOISE.

JOHN RAISES STATES THAT THERE ARE TWO DIFFERENT TYPES OF POWER STEERING PUMPS USED ON THE 1956 GH.

CLAUDE SEVON STATES THAT STEWART WARNER TEMPERATURE GAUGE #82306 WILL WORK IN THE HAWK IF COMPATIBLE WITH THE SENDING UNIT.

PHIL BRANDT STATES THAT DITZLER PAINT #2546, 1976 PEKING RED, IS A PERFECT MATCH FOR THE 352" ENGINE COLOR.

RICH POE STATES THAT STEWART-WARNER ELECTRONIC TACHOMETER MODEL # 82162 WILL WORK IN OUR HAWKS AND REQUIRES NO SENDING UNIT.

CLAUDE SEVON WILL SEND YOU A SHEET STOCK BAKELITE MATERIAL SUFFICIENT FO 2 HEADLIGHT SWITCH REPAIRS. SEND HIM A SELF ADDRESSED STAMPED ENVELOPE.

LOGA ENTERPRISES IS INTERESTED IN PRODUCING OUR HEADLINERS IF IT CAN BE COST EFFECTIVE.

1956 STUDEBAKER GOLDEN HAWK
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