

# 56J ONLY



(formerly the Hawkeye)

## THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS CLUB

KEEPING A WATCHFUL EYE ON INFORMATION CONCERNING THE 1956 STUDEBAKER GOLDEN HAWK  
NUMBER 010 ESTABLISHED JANUARY 1, 1989 MARCH 1991

### ACCESSORY CODES FOR LOS ANGELES PRODUCED 56Js

#### SPECIAL THANKS TO RICHARD QUINN

Many of our member's cars were assembled at Studebaker Pacific in Vernon, California. This plant is better known as the Los Angeles assembly plant.

If you ordered a copy of the original production order for your Los Angeles produced 56J, you probably felt that it did not provide very much information. All those numbers on the bottom half of the form were a nagging mystery and had no value.

We had discussed these codes in issues 002 & 003 and were unable to identify a correlation between the numbers and the option they identified.

Richard Quinn has provided an Accessory Code cross reference and I take great pleasure in printing it in this issue of 56J ONLY. Richard writes the Studebaker Almanac column in the Studebaker Drivers Club's Turning Wheels.

Based on the copies of the original production orders I have received, Los Angeles production of 1956 Golden Hawks probably totaled less than 600 cars and the identity of the accessory codes affects only 28 of the 120 cars owned by our members.

Although this represents a small percentage, it puts us all on even terms.

So all you LA produced 56J owners, grab your copy of the original production order and find out what equipment was fitted to your car when it was sold new. Thanks again to Richard.

#### DUES INCREASE

Due to the increase in postage, I find it necessary to raise the dues for our Club. The old and new rates are listed below. (Sorry)

\_\_\_\_\_  
OLD RATE  
Car's Serial Number

\_\_\_\_\_  
NEW RATE  
Car's Serial Number  
Car's Body Number

#### HOW MUCH IS IT WORTH

First the good news. *OLD CARS PRICE GUIDE* is published by Krause Publications of Iola, Wisconsin. Cars are rated on a 1 to 6 scale with 1 being a perfect 100 point car, and 6, a parts car. Most driveable old cars which have not been restored, but still work and show minimal wear would be rated 3.

I have a few old issues of the Guide and found the following prices for the different ratings.

YR	6	5	4	3	2	1
82		1500	2500	3500	7500	9500
84		1500	2500	3500	7500	9500
86		1500	3000	5000	7000	10000
87		1500	3000	5000	7000	10000
88		1200	3750	6250	8750	12500
91	950	1750	4800	8000	11200	16000

As you can see, not much changed from 1982 through 1987, but in the last four years there has been a significant increase in value. If you have owned your 56J for a while, I'm sure that the \$16,000 figure looks pretty good.

The actual value of your car will still be governed by the good old laws of supply and demand but the above figures can certainly serve as a guide.

The only post war Studebakers with a higher rated value are the 1963 - 1964 Avanti and the 1947 - 1952 Convertibles. It looks like we made a wise choice. Not only is the 56J one of the nicest looking and most powerful Studebakers ever built, but it is also proving to be one of the best investments.

And now for the bad news. I received a letter from Ben J. Dyer, President of The Gold Book which lists used car values. In his book, he rates the 56J as follows: Fair \$2400, Good \$5000, Exc. \$8800. Sadly, not as rosy a picture. See his letter inside. If you decide to subscribe, mention our Club for a 15% discount.

**Richard Quinn ~~1864~~ S. Wolf Rd. Mokena, Il. 60448**

January 16, 1991

Mr. Frank Ambrogio  
1025 Nodding Pines Way  
Casselberry, FL 32707

Dear Frank,

Thanks for maintaining my name on your mailing list for the 1956 Golden Hawk newsletter (56J only). I feel I should occasionally make a contribution in order to justify my free ride.

In your letter of August 1990, and in previous issues of The Hawkeye (esp. nos. 2 & 3), you indicated a desire to discover a cross reference for the code numbers used on the Los Angeles production orders. Alas, I recently found the answer while digging through a long forgotten box of material which I received from an old dealer in Nebraska. On one of the enclosed sheets, I have provided the information you request. Please note the code numbers and descriptions are taken from what Studebaker called their "Dealer Passenger Car Order" form. The form no. in this case is B1010, which I believe is late 1956 or 1957. (I enclose a photo copy of an original.) According to my records, there was an earlier order form, B948, used in late 1955 for the 1956 cars. In any event, the code numbers and description would have been nearly identical with B1010. The accessory numbers and prices I am providing for your possible inclusion came from other 1956 sources. You will note I have included information on both the Hawks and sedans, since I wanted to do only one list for 1956 and I am sure some owners of 1956 sedans may also find this information useful. Of course, you are free to condense the information as you see fit.

While going through some other boxes, I found an original invoice for a 1956J and enclose a copy of it, along with a production order from Newman Altman. I was interested in seeing how the two compared (i.e. invoice and production order). If any of your members have 56J serial 6031142, I'm sure they would find this of interest.

I am enclosing a few other misc. items you may find of value on your favorite car. You may wish to mention to your members that I have a number of nice 8 x 10 publicity photos of the 56J in both color and black and white. Prices \$6.00 B&W, \$7.00 color, postpaid.

Thanks again and best of luck with your publication.

Yours truly,

*R. Quinn*

Richard T. Quinn

enclosures



COPY TO: FRANK AMBROSIO

FROM: RICHARD QUINN

DATE: JAN 16 1991

1956 STUDEBAKER OPTIONAL EQUIPMENT  
AND ACCESSORIES

<u>Accessory Code #</u>	<u>Item</u>	<u>Accessory Number</u>	<u>Cost (1)</u>
15	Safety padded dash	*	
16	Air conditioning	AC2758 (V8 Sedans)	\$374.00
18	Power seat	*	35.11
20	Electric windows	*	54.00
21	Electric front door windows 4 drs.	*	102.60
23	Tinted glass	*	22.57
#24	Electric wipers 6 cyl. eng. (exc. Flight Hawk)	*	6.84
26	Standard transmission	*	Std.
27	Overdrive transmission	*	83.60
28	Automatic transmission	*	154.00
31	High comp. heads	*	
33	Oil filter (56 Champ)	AC2749 56G	8.51
		AC2670 56B	8.51
35	Power steering	*	83.60
37	High power kit		
38	Four barrel carb	1540493 sedans	16.72
		1540494 Hawks	16.72
#41	Wet air cleaner		
42	Heavy duty springs & shocks	*	
48	Hill holder - 6 cyl. except automatic trans.	*	15.06
51	Power brakes	*	29.26
52	Foam cushion front	*	7.52
53	Foam cushion rear	*	7.52
55	White side wall tires	*	20.57
60	Climatizer	AC2768 sedans	51.49
		AC2767 Hawks	51.49
#61	Directional signals	*	12.54
62	Wheel discs	AC2738	10.56
63	Wire wheels	AC2425	63.89
		AC2799	18.50
64	Rear bumper guards (sedans only)	AC2744	12.54
65	Radio manual type	AC2746 sedans	60.50
		AC2748 Hawks	60.50
66	Radio automatic type	AC2745 sedans	65.66
		AC2747 Hawks	65.66
67	Antennae conv. type	AC2689	6.21
68	Antennae real type	AC2688	7.79
	Antennae rear fender-dual	AC2775 sedans	9.09
		AC2778 Hawks	9.09
69	Rear compt. speaker (w/auto radios only)	AC2777	10.98
70	Back up lights	AC2761 sedans	4.90
		AC2762 Hawks & S.W.	9.84
71	Windshield washer	AC2774	6.35
72	Deluxe steering wheel	*	4.18





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

**BRENT HAGEN**

**PORTLAND, OREGON**

Thanks a million for the back issues of The Hawkeye. What a "life-saver" you guys are! I have had my Hawk a little over a year and have had a terrible time trying to get parts, information, etc. - especially with the Packard engine/transmission.

Here is some information on my car. I have the original engine and transmission though it is not running. The previous owner installed an engine from a 1955 Packard Patrician (55827404). This engine runs fine except I have the intermittent lifter noise after warm up. I had changed the oil 3 times and used an engine supplement - no help.

I have a friend in the Nash club trying to locate a Nash oil pump, plus I ordered the pipe kit from Packard Farm. I also noticed quite a difference between the Packard transmission and the Golden Hawk transmission rear housings, other than the Packard being much longer. The rear of the G. H. transmission is more heavy duty. For now I'm using the Packard trans, which seems to work OK with the G. H. rear housing until I get the original engine & transmission rebuilt.

The only problem I have with the transmission is occasionally I can't shift out of (P)ark. I've adjusted the linkage according to the maintenance manual but it still happens. Anyone else have this problem? The transmission did not have any cooler set-up, the lines were jumpered. Needless to say the transmission heated up real fast. Having a radiator in the car without a built-in-cooler, (obviously not original), I added the Hayden after market cooler, same as you, Frank. I have not noticed the transmission heating up since.

I replaced all the brake wheel cylinders and master cylinder and shoes. All were available locally at a brake retail/wholesale company. One rear brake drum was very difficult to locate (NOTE: Brent, be sure to inspect those steel brake lines very carefully).

I have been driving the car, though I would like to eventually do a frame-off restoration. I have to wait, however, until I get my current project running - a 1963 Wagoneer.

I have a problem with my lights turning off intermittently, also. Part of my problem probably is the wiring harness, which is shot.

I did a temporary fix on my crumbling steering wheel using a tooth pick and white epoxy.

My radio doesn't work - does anyone have a copy of the Delco schematic? My car has a rear

seat speaker but is missing the grill, anyone have an extra? Also I need a tail light lens. No reproduction ones seem to be available at this time. Does anyone know why? Enclosed is a check to help keep this great info getting out (NOTE: The following is from a later letter.)

I have the oil pressure problem too and managed to get hold of a (Nash) Republic NOS oil pump for \$75 - P/N 0P94. It doesn't use the vacuum pump. It came from:

Tribble Restoration 703 N Oakwood  
Breckenridge, Texas 76024

I haven't installed it yet.

Also, when I shift my Ultramatic transmission to any drive gear (but especially reverse) I get a "clunk." Have you heard of this problem? A transmission shop mechanic told me it's probably wear in the rear end side gears and that a possible fix would be shimming. If so, what would be the best way to go about it?

**MYRON McDONALD AURORA, MISSOURI**

Frank, you might run an ad in the newsletter for me. I am parting out 2 1956 Golden Hawks. I will have a lot of good extra parts. Anyone can call me with a want list at 417-628-4466 from 8 am to 6 pm, 6 days. Keep up the good work.

**HOWARD HINSHAW BELVIDERE, TENNESSEE**

In response to the letter from Bob Lehr about the paint scheme on his early production (6030044) 56J, the early serial # indicates his car had the bi-level paint scheme with the rear fender outer fin moulding being painted. After body #469, the tri-level paint scheme was used and the outer fin moulding was stainless steel, also the check mark moulding was different with a notch cut to accommodate the stainless steel moulding. Reference articles to support this information are found in the April 1985 issue of TURNING WHEELS page #6 and in T.W. June 1990 page 13 - Recaps by Fred Fox. (NOTE: We also touched on this in issue #005.)

These articles could possibly clear some of the confusion for Dennis Larkin of Santa Fe, N.M. concerning the paint scheme on his early production 56J.

I need information on how to identify the 352" and 374" engines and which 1955 and 1956 Packards used these engines. Did all the engines used in the Patrician and Clippers have PACKARD on the valve covers? Will the 374" engines fit the 56J without modification?

(NOTE: Other than what I discussed in issue #004, does anyone know any more about this?)

## LETTERS (Continued)

CARL KUMMER WINTER PARK, FLORIDA

In issue #009, Mr. Dale Long requested help with his 56J tachometer. I found the problem to be in the tachometer's head.

Remove the tachometer from the dash, place 3-4 drops of 3 in 1 oil, or lighter, in the 2 oil cups in the tachometer head. When the oil reaches the bearings, it will turn freely by hand or finger. Reinstall in dash.

GEOFF FORS MONTEREY, CALIFORNIA

I have a couple suggestions regarding recent member questions.

Dale Long wrote that his tachometer would fall to zero above 1000 RPM and sometimes stay there for the rest of the time the engine was running. I had the same problem and discovered that the tach head, unlike most tachs, is not just a big meter but actually has a motor inside it which requires cleaning and lubrication of its bearings just like any other motor. The tach head motor apparently operates like a synchro motor as found in aircraft, and if the tach motor bearings are somewhat dry it isn't able to spin as easily above engine rpm of 1000 or so and it then lags behind the distributor signal enough to finally fall to zero.

The tach motor is designed to stay in step with the distributor rotor and anything that interferes with this relationship will cause the tach motor to stop turning. If the idle of the engine is low enough, the tach needle may start working again when the engine is brought back to idle because the pulse lengths from the distributor sender are longer and provide the voltage necessary to get the tach motor started again from a dead stop.

I am trying to find a suitable oil to use in the tach bearings. Some sort of clock oil or delicate instrument oil would probably be correct. For goodness' sake, I hope everyone knows by now not to use WD-40 in clocks or instruments! A good shop which advertises tach repair in Hemming's may be able to help. If they aren't familiar with 5-W "Pulsemotor Drive" tachs, though, look elsewhere.

Another member wrote trying to find bearings and seals for a steering component. Such parts should still be available from one of the SDC vendors in the Turning Wheels classification. If not, most larger communities have bearing supply houses which can match up bearings and seals. This is especially true of agricultural areas. For example, there is an outfit in Salinas, California, called King Bearing which has provided local car collectors with such items as Lamborghini and Ferrari

bearings and cogged belts as used in supercharger applications, all from inventory designed for tractor repair. Unlike other car parts, bearings and seals are more of a generic item which are easy to find if you know where to look. Check the yellow pages under "Bearings" in larger communities (NOTE: You can also try contacting George P. Bachleda of QICar Bearing Company 5101 Federal Troy, Michigan 48098 313-879-7916)

I hope these suggestions prove helpful to someone.

By the way, concerning your notes on radiator hoses, you shouldn't be too concerned if the Tower Gates hose is a tight fit on the water pump fitting. So were the original items. The Peckard hose was quite thick and made of a fairly hard rubber. I had about 6 of these hoses back about 16 years ago, all fresh NOS, and they all were horribly tight fits at the water pumps they eventually wound up on. I had to put Armor-All on the inside of the hoses to get them to shove on. Now that I think about it, I probably could have heated them with a hair dryer to make them more flexible. (NOTE: I had a NOS hose also and it was harder to fit on than the Gates hose.)

## WANT ADS

*ADS WILL RUN FOR 1 ISSUE ONLY AND SHOULD BE 1956 GM RELATED. DROP ME A CARD WITH ANY CHANGES IF YOU WISH TO RE-RUN THE AD.*

Parting out two 1956 Golden Hawks. I have lots of good extra parts. Call with your want list between 8:00 am and 6:00 pm, central time Monday through Saturday.  
Myron McDonald 417-678-4466.

1956 Golden Hawk, auto, radio, body work done, needs interior, runs good (but car is not driven). Dash cover is shot but rest of dash is very good. Steering wheel bad. Arizona car, no rust. Missing front bumper brackets. Price of \$1995 includes set of wire wheel covers and caps (or \$1695 without the wires and caps).  
Fred Roth

1255 LaBrea Drive  
Thousand Oaks, Ca. 805-497-1955.

1956 Golden Hawk 3 speed overdrive, ready to start restoring, \$4000 worth of new parts incl 352 V8 engine and drive train o.k.  
\$3500.00 O.B.O  
Samuel P Reed  
121 Highland St.  
Avis, Pa 17721 717-753-3171

## STEERING IN THE RIGHT DIRECTION - STEERING GEAR NEWS

The shop manual indicates that for non power steering cars, both Ross and Saginaw steering gear boxes were used on the 56J. They can be identified by the location of the filler plug and of course by the name stamped on the box itself.

The manual states that gear lubricant SAE 80-90 should be used in the Saginaw unit, but if your car came equipped with the Ross steering gear, you should use KENDALL 400 or KENDALL 200. The owner's manual states that you could use SAE 140 in the Ross steering gear if you are adding lubricant, but if you are going to drain and refill, you should use KENDALL 400 or KENDALL 200.

I had never heard of these Kendall products, so I began calling around to various parts stores and nobody knew what I was talking about. I called the local Kendall distributor and spoke to a man named Doug Gordon. Doug said he went back twenty years with the company and had never heard of KENDALL 400. He gave me the number of the home office in Pennsylvania and I called and spoke to someone named Ron Woods of Kendall Engineering. Ron did not know of KENDALL 400 and neither did anyone else in the office. He seemed interested and said he would research this for me and call me back the next day.

Two days later he called back to tell me that I could use a current Kendall product called SUPER THREE STAR 80W-85W-140W gear lubricant in place of KENDALL 400. I'm not sure if he actually found a reference to the KENDALL 400 in the company's records or if this was just the consensus of opinion in the office.

Studebaker Driver's Club members may have read about alternatives to using KENDALL 400 in Turning Wheels. On page 33 of the February 1991 issue, Studebaker Co-operator Editor Bob Palma stated that Ross Gear Company says you can use 90 weight in their steering gears. He also indicated that SDC member, Guy Riley, used Ford Multi-Purpose Long-Life Lubricant, Molybdenum Disulfide Type CTAZ-19590-B available in 14-1/2 oz tubes from Ford dealers.

Member Luther Jackson stated that you could mix gear oil with STP and use it in the Ross gear.

In Service Bulletin No. 313 dated April 1956 Studebaker Packard Corporation told dealers that Texaco 1987 - Meropa 7H lubricant was approved for use in the Ross steering gear.

It appears that after all this, that maybe there really isn't a problem after all.

If anyone has any further ideas or knowledge on this matter, please let me know and I'll pass it on in the next issue.

Service Bulletins dealing with the Ross steering gear and other power steering problems follow on the next few pages.

### ROSS STEERING GEAR LUBRICANT - ALL MODELS

*Please record this article on the Service Bulletin Reference page at the end of the Lubrication section of your 1958 Passenger Car Shop Manual.*

No. 313 April 1956

After extensive engineering tests, the Engineering Research Division has approved Texaco 1987 - Meropa 7H lubricant as being satisfactory for use in Ross Steering Gears.

Either Kendall 400 or Texaco 1987 - Meropa 7H lubricant is approved for use in Ross Steering Gears in all Studebaker cars (all models thru 1958).

### NOISE IN POWER STEERING GEAR - 1958 MODELS

No. 314 May 1956

*Please record this article on the Service Bulletin Reference page at the end of the Steering Gear section of your 1958 Passenger Car Shop Manual.*

It has been found that in some cases the location mark (T) on the steering gear flange is not located properly in respect to the mid-position or "high-spot" of the gear.

When this condition exists, the planets are will not be at the proper angle, the steering ball crank will not be centered, and the left tie rod will be short with the right tie rod longer than normal. The steering gear will be operating off the "high-spot" with the wheels in the straight-ahead position, causing gear chackle.

If excessive gear chackle is evident, and all steering linkage parts are determined to be normal, the tie rods should be measured to check for this condition. Unequal tie rod lengths indicate an off-center steering gear.

To correct, center the front wheels, remove the steering wheel and reposition it 90° clockwise in relation to the existing mark. Install the retaining nut and horn ring. Turn the steering wheel back to the horizontal position which should place the steering gear in the mid-position on the "high-spot". This should also center the steering ball crank. Readjust the tie rods to obtain a straight-ahead front wheel setting and adjust toe-in.

JOHN RAISES TOLD US THAT THERE WERE TWO DIFFERENT POWER STEERING PUMPS USED ON THE 1956 GOLDEN HAWK IN ISSUE DG7. HERE IS MORE INFORMATION.

### POWER STEERING GEAR AND PUMP CHANGES

No. 315 June 1956

Please record this article on the Service Bulletin Reference page at the end of the Front Suspension and Steering section of your 1956 Passenger Car Shop Manual.

#### Power Steering Pump

A new Power Steering Pump Assembly, Part No. 1540150, went into production effective with the following serial numbers:

56G - W-F-D	Serial No. G-1368982
C-K	G-1373431
56B - W-F-D	6443917
C-K	6446573
56H - W-F-D-Y	7182537
K	7185271
56J	8031893*

\* A few cars were built after this serial with the early type pump.

The new pump has more volume throughout the range. It differs in construction from the previous pump and most of the service parts are not interchangeable, but the disassembly procedures are essentially the same. The new pump

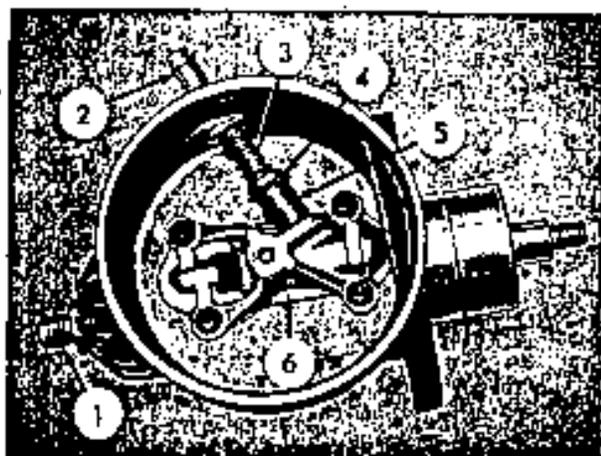


FIG. 5

- |                          |                            |
|--------------------------|----------------------------|
| 1. PRESSURE HOSE FITTING | 4. SCREEN RETAINER         |
| 2. RETURN HOSE TUBE      | 5. SCREEN                  |
| 3. SCREEN SPRING         | 6. PUMP RESERVOIR MANIFOLD |

assembly can readily be identified because the hydraulic return hose is attached to a tube in the reservoir, rather than to the pump cover assembly. Further, the return hose no longer uses high pressure fittings; it is assembled with wrap-around hose clamps. This pump has a small screen (3, Fig. 5) located in the reservoir to filter the oil as it is returned.

The return tube (2) attached to the reservoir is shorter on the assemblies used on the 56G - W-F-D models than the tube of the unit used on the other models. This is necessary to prevent interference between the return hose and the battery. The unit as received from the Parts Dept will have the longer tube. Therefore, it will be necessary to modify the tube before it is used on the 56G - W-F-D models. Before installation, cut off approximately 1/2" of the tube, using a tube cutter. Every precaution should be taken to prevent chips or foreign matter from entering the return tube.

#### Power Steering Gear

A new Power Steering Gear Assembly, Part No. 1541976, has been released for service for all models, 1953 to current production. It is furnished without the hoses so that it can be readily adapted to Part Nos. 535716 or 1540150 pump assembly.

Part No. 1541976 may be substituted for the following parts:

534344	1953 - early 1956	W-F-D-Y
534345	1953 - early 1956	C-K
1540528	Early 1956 - 56J	
1539018	Present prod. - all models	

The Parts Depots will exhaust their present stock and then substitute Part No. 1541976.

Inasmuch as the gear, Part No. 1541976, is furnished without the hoses, if used with the early type pump Part No. 535716, the following will be required:

534866	Pump-to-control valve pressure hose - W-F-Y-D
534867	Pump-to-control valve pressure hose - C-K except 56J
1540103	Pump-to-control valve pressure hose - 56J
534672	Pump-to-control valve return hose - All except 56J
1540527	Pump-to-control valve return hose - 56J

If used with the latest type pump, Part No. 1540150, the following parts are required:

1540103	- Pump-to-control valve pressure hose
1541403	- Pump-to-control valve return hose
1541400	- Return hose clamps (2)
1541404	- Return hose pipe and nut

## POWER STEERING GEAR NOISE AND ADJUSTMENTS - 1956 MODEL

No. 317 Oct 1956

Please record this article on the Service Bulletin Reference page at the end of the *Pr Suspension and Steering* section of your *Passenger Car Shop Manual*.

This is a review of noise in a power steering gear and gear adjustments.

### NOISE

1. Please refer to Service Bulletin No. 31 page 3. The reference to the improper pitman arm angle should not be misconstrued such that anything was mechanically wrong with the pitman arm. In other words, a pitman arm angle was incorrect in some cars because the location mark "T" on the flange was improperly located. To correct this condition:

(a) Adjust the steering gear to high spot position. This should locate the steering bellcrank to its center position with the left front wheel in straight-ahead position. Adjust the left-hand tie rod if necessary to obtain this setting. Adjust the toe-in specified in the Shop Manual.

(b) Relocate the steering wheel as required to obtain its straight-ahead position.

### ADJUSTMENTS

2. Use the following procedure to obtain correct steering gear adjustment and high spot with the steering gear in the car by taking the 'pull' readings at the steering wheel rim. Correct steering gear adjustment can be obtained only if no bind exists at the steering post jacket bearing, bellcrank, steering linkage, steering knuckles etc.

If at any time when the steering gear is turned off the high spot position the spring scale reads as high or higher than the reading through the high spot, check the steering linkage, bellcrank, steering knuckle assemblies and steering post jacket and bearing assembly for bind. Eliminate interference before attempting to adjust the steering gear.

(a) Loosen the power rack cover and guide assembly screws a couple of turns.

(b) Jack up the front of the car until the front wheels are off the floor.

Attach a spring scale to the steering wheel rim. Turn the steering gear through the full range. The pull required through the high spot should be 2-3/4 to 3 lbs.

(c) If the pull is not within the limits, disconnect the steering reach rod at the

pitman arm and again note the pull on the spring scale. It should be between 1-1/2 to 2-1/4 lbs. through the high spot. If the reading is not within these limits, turn the gear off the high spot and tighten or loosen the pitman shaft adjusting screw as necessary. Then recheck the adjustment by again pulling the gear through the high spot. The final adjustment should read between 1-1/2 and 2-1/4 lbs.

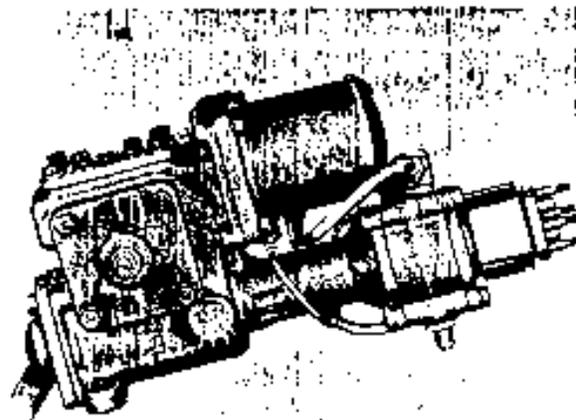
(d) Tighten the power rack guide cover screws evenly. Again using the spring scale at the steering wheel rim, check the highest reading as the gear is turned through the center position.

If the amount of pull over the high spot remains the same as the final reading in the high spot adjustment, one .003" shim should be removed. The guide cover should be reinstalled and the pull checked again. If necessary, continue to remove .003" shims one at a time, (or a combination that will equal .003") until the pull required increases over the final reading in the high spot adjustment. At the time of increase, if the pull increases more than 1/4 lb., add one .003" shim.

If, when the power rack cover is first tightened down, the pull through the high spot increases over the final reading of the high spot adjustment more than 1/4 lb., shims of .003" thickness should be added one at a time until the pull required is decreased to within 1/4 lb. of the final reading (1-1/2 to 2-1/4 lbs.) of the high spot adjustment.

The pull over the high spot after all adjustments are made must not exceed 2-1/2 lbs.

Attach the steering reach rods to the pitman arm and recheck the pull required with the front wheels off the floor. The effort at the steering wheel rim should not exceed 3-1/4 lbs. pull.



## MORE ON OIL FILTER DECALS

In issue # 001, I ran the story of the 1956 Golden Hawk oil filter decal and related how I worked with John Brichetto of Autosport Specialty to get the filter decal reproduced.

John sent me a sample of the decal used by American Motors on the Packard powered Hudson cars. He made no mention of Nash cars which also used the Packard engine.

The AMC decal is black on top with the AMC banner in yellow, while the bottom portion is red with black letters.

Although the colors can't be reproduced here, a sample of the AMC decal and the Studebaker Packard decal is each shown below.



Reproduction oil filter decals. (members only)  
\$3.00 + small size SASE.  
Frank Ambrogi 1025 Noddling Pines Way  
Casselberry, FL 32707

## PACKARD VALVE COVERS

In the Letters section, Howard Hinshaw asked if any Packard cars came without the Packard name stamped on the valve covers.

According to the Packard parts manual, group 5 1701 COVER ASSEMBLY-VALVE lists 4 different sets of valve covers. Part # 440887 was used on the 1955 Clipper. Part # 440501 was used on the 1955 Packard (except the Caribbean) and the 1956 Packard.

Part # 440865 was used on the 1955 Packard Caribbean and the 1956 Packard Caribbean. Part # 6480851 was used on the 1956 Clipper.

The Studebaker Golden Hawk engine valve cover part # is 471064 (AC-2796 is the chrome plated accessory option). It is certainly possible that one or more of the valve covers listed above, probably those used on the Clipper, did not have Packard stamped on them.



ROSS STEERING GEAR



SAGINAW STEERING GEAR

## SUMMARY

RICHARD QUINN HAS PROVIDED US WITH THE ACCESSORY CODES FOR LOS ANGELES PRODUCED 56Js

BRENT HAGEN NEEDS A COPY OF THE DELCO RADIO SCHEMATIC.

CARL KUMMER AND GEOFF FORS SUGGEST LUBRICATING THE 56J TACHOMETER WITH SPECIAL OIL

KENDALL SUPER THREE STAR 80W-85W-140W GEAR LUBRICANT MAY BE A SUBSTITUTE FOR  
KENDALL 400 USED IN THE ROSS STEERING GEAR.

GEOFF FORS SAYS TO TRY A BEARING COMPANY FOR STUDEBAKER BEARINGS AND SEALS.

RICHARD QUINN HAS BX10 PUBLICITY PHOTOS OF 56 GOLDEN HAWKS.

HOWARD HINSHAW WOULD LIKE SOME INFORMATION ON PACKARD VALVE COVERS.

*1956 Studebaker Golden Hawk Owners Club  
1025 Hodding Pines Way  
Dasselberry, Florida 32707*