

Studebaker

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1237 North Broad Street
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SERVICE BULLETIN

OCTOBER

No. 317



1956

REAR BUMPER-TO-BODY GRAVEL SEAL - 1956 SEDAN MODELS

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

A Rear Bumper-to-Body Gravel Seal Part No. 1542383 has been released for service only. The seal installation is an effective correction for complaints of gravel, etc. being deflected against the rear of the body by the rear bumper. This rubber seal can easily be inserted and cemented between the rear bumper and rear deck opening lower panel.

The Parts Department have a limited number of these rubber seals available to fill dealers orders.

DOOR TRIM - 1956 C and K MODELS

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

On complaints of wrinkling or tearing of the trim panel at the remote control and the window regulator handles on the C and K models, three items should be checked:

1. Spacers at the ash receiver opening between the trim panel and the door panel.
2. Springs at the control handles.
3. Plastic separators between the handles and the trim panel.

The trim panel should have two spacers, one on each side of the ash receiver opening screw location. Their purpose is to keep the panel from being pulled away from the control handles when the screws are installed. There have been cases where the spacers were omitted from the panel and two springs were installed at the remote control to hold the panel out against the handle. The installation of the additional spring however, forces the panel too tightly against the remote control and causes the trim to wrinkle or be pulled out of shape. In the event the separator is omitted and the handle has a sharp edge, it can eventually cut through the trim. Therefore, make sure that the spacers, separators and springs are properly installed. One Separator Part No. 1312647 and one Spring Part No. 267313 should be used at each handle.



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The spacers are not available at the Parts Depots at the present time, but are not difficult to make. Each spacer is 5/32" thick, 3/4" wide and 1" long and, can be made from any material such as laminated cardboard or soft wood. Then, cemented to the panel trim foundation at the edge of the ash receiver opening.

TRUNK LOCK AND GLOVE COMPARTMENT LOCK KIT - 1956 C and K MODELS

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

Lock Kit, Part No. 1312310 was released for the C and K models with the improper glove compartment door lock.

The correct kit is Part No. 310105.

FAN BELT ADJUSTMENT-- ALTERNATING CURRENT GENERATOR, 56B, 56H MODEL POLICE CARS, etc.

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

Unusual noise or inability to obtain a proper fan belt adjustment on 1956 Commander or President model cars equipped at the factory with alternating current generators can usually be corrected by the following procedure:

Make certain that the correct fan belt, part No. 537755, is used. This belt has an outer circumference of 59 1/2". Then, adjust the belt so that the generator drive pulley will just slip when a torque wrench is placed on the pulley fastening nut and a 15 ft. lb. pull is exerted.

Loosen the band which retains the rectifier on the generator and shift rectifier so there is 1/4" clearance between the rectifier and the rocker arm cover acorn nut.

ENGINE NUMBERS AND IDENTIFICATION - 56J MODEL

Please refer to the front inside cover of the 1956 Shop Manual. At the bottom of the page under, "Starting Engine Numbers", the note under 56J should read as follows:

Regardless of where the car is produced, models with overdrive the starting engine number is K-1001; with Ultramatic the starting engine number is S-1001.

The engine numbers as now given in the Shop Manual are incorrect.

STARTER MOTOR PINION ADJUSTMENT - 56J MODELS

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

Whenever the starter motor has been disassembled or the solenoid replaced on a 56J model, check the starter motor pinion clearance. Correct clearance is necessary to obtain switch contact at the proper time in relation to the pinion engagement with the flywheel. Insufficient clearance will prevent the switch from closing properly and result in burned contacts. Too much clearance will cause the pinion to

hold in mesh with the flywheel and prevent the switch contacts from opening if the engine fails to start. Improper clearance will also cause excessive wear on the pinion and flywheel teeth.

To check the clearance, use a screw driver and press the solenoid plunger (not the shift fork) inward until the plunger bottoms, then measure the clearance between the end of the pinion and the stop on the armature shaft. It should be 5/64" to 1/8". Adjust, by first removing the link pin and then screwing the link in or out as required.

INTAKE VALVE SPRING RETAINERS - 56J MODELS

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

There have been some reports that the intake valve spring retainers of the 56J engine had broken or were damaged when the car was driven at extremely high speeds for extended periods. Therefore, a new hardened spring retainer has been released and entered production with Engine No. K-1638 on cars equipped with overdrive and with Engine No. S-4063 on cars equipped with Ultramatic Transmission.

The new Intake Valve Spring Retainer, Part No. 6492077 is available at your Parts Depots.

Where inspection reveals that one or more retainers are damaged or broken it is recommended that a complete set of new retainers be installed.

ENGINE EXHAUST VALVE STEM OIL DEFLECTORS - 56B COMMANDER AND 56H PRESIDENT ENGINES

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

Effective with Commander 56B engine No. V-379692 (South Bend) and V-9995 (Los Angeles) and with President 56H engine No. P-35064 (South Bend) and PL-5911 (Los Angeles) production, we discontinued the use of oil deflectors on the engine exhaust valve. Engineering tests indicated that omitting the oil deflectors from the exhaust valve provided improved lubrication of the exhaust valve stems. During the initial period of operation of a new engine this was a definite factor in alleviating engine valve sticking in the event that new cars were stored for a period or the engines were operated very slightly before the car was delivered at retail.

It is possible that on current production new cars some oil smoke may be noticeable when the new car is first put in operation. However, this is only a temporary condition that will be corrected as soon as the piston rings become properly seated. In the event of serious objection on the part of an owner, the installation of oil deflectors on the exhaust valve stems may be helpful and no problem should be encountered with valve sticking after the car is in daily operating service.

Occasionally there may be a slight increase in engine oil consumption during the break-in period. However, it is felt that the improvement in valve stem lubrication will offset any slight increase in oil consumption before the piston rings are properly seated.

ENGINE STALLING ON LEFT TURNS - 4 - BARREL CARBURETOR 1955 - 1956 MODELS WITH 259, 289, 352 CU. IN. ENGINES

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

A condition of engine stalling when making a sudden stop or a sharp left turn with 1955 or 1956 models, equipped with a Carter 4-barrel carburetor, can generally be corrected by the following procedure:

1. Make sure that the fuel level in the carburetor is in accordance with factory recommendations.
2. The float valve should be seating properly.
3. The air horn may not be sealing properly against the carburetor body. Disassemble the air horn from the carburetor body. The lower side of the air horn has a sealing rib or raised section running around the entire cover. Inspect the gasket and see if the rib or raised section has marked the gasket; there should be a noticeable imprint of the air horn in the gasket to give the proper seal. If the gasket is not compressed around the choke passage hole and idle tube cross-over passages, gasoline will splash into these passages on a sharp turn and richen the mixture to a point where the engine will stall.

Use a new gasket Part No. 537189 and cut out the center web if it is present. If it is impossible to obtain the desired imprint with one gasket, it may be advisable to use two gaskets (Part No. 537189).

4. Reassemble the air horn to the carburetor body. It is important that the center fastening screws are tightened first. Be sure all screws are tight.

POWER STEERING GEAR NOISE AND ADJUSTMENTS - 1956 MODELS

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.

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

NOISE

1. Please refer to Service Bulletin No. 314, page 3. The reference to the improper pitman arm angle should not be misconstrued to mean that anything was mechanically wrong with the pitman arm. In other words, the pitman arm angle was incorrect in some cases 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 as 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.

VALVES OR GOVERNOR STICKING - FLIGHTOMATIC (WARNER GEAR) TRANSMISSION

Please record this article on the Service Bulletin Reference page at the end of the Transmission-Flightomatic section of your 1956 Passenger Car Shop Manual and the Automatic Transmission-Warner Gear section of your 2E Series Trucks Shop Manual.

When repeated valve or governor sticking occurs and considerable quantities of cuttings or metal particles are present in transmission fluid, valves and oil pan, the conditions may be caused by a dropped converter thrust plate.

Remove the transmission and examine the front pump stator support. A radial groove or two grooves approximately 1/16" to 3/32" wide in the area of the stator support splines indicates a dropped thrust plate.

To provide a correction, replace the torque converter and thoroughly clean the transmission. When deep grooves are present or the stator support is cut off entirely, install a new Front Pump Stator Support and Backing Plate Assembly, Part No. 1540923.

Inspect the front pump body and gears to be sure these parts are in good condition before reassembly.

WHEEL AND TIRE RUNOUT - ALL MODELS

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

There have been a number of cases where wheels returned to the factory because of excessive runout were found to be well within the specifications. Therefore, before replacing a wheel because of alleged excessive runout, make a complete check to be certain that the axle shaft, hub, or tire are not at fault.

Use a dial indicator to check the runout. The allowable limits are as follows:

Axle Shaft - .003" checked at the tool center of the shaft
Hub Flange - .012" checked just outside of the wheel stud circle
Wheel at Rim - checked on the bead seat -
.062" Front, .078" Rear -
All models except those equipped with 6.40 tires
.078" Front and Rear - Models with 6.40 tires
Tire and Wheel Assembly - .093"

In some cases, it is possible to obtain a correction by mounting the wheel on the hub in a different location so as to offset the extreme spots. Excessive run-out of the tire may be corrected by repositioning and aligning the tire on the wheel.

HOW LOCAL CONDITIONS AFFECT RADIO RECEPTION

The strength and presence of signals in a locality depend on three factors.

1. The ground conductivity in the locality.
2. The distance away and the power developed at the station whose signals are present.
3. Atmospheric conditions at the time of reception.

Of the three conditions listed above, No. 1 is probably the least familiar to us.

When you receive a radio signal during the daylight hours, the radio wave travels along the surface of the earth and it is constantly affected by the ground over which it passes. The higher the conductivity of the ground, the less it absorbs, and weakens the wave and consequently the better the reception. The conductivity of the ground, which is the result of geological conditions, varies widely throughout the United States, and its affect on transmission is so important that it cannot be ignored. The map below shows the ground conductivity of the country in five broad classifications. Take a look at your locality on this map, and using the legend in the lower right hand corner, see how your area is rated as to quality of reception due to ground conductivity.

TRUCK SERVICE ITEMS

DISTRIBUTOR AND SPARK MODIFIER ASSEMBLY 2E7, 2E13 and 2E28 MODEL TRUCKS

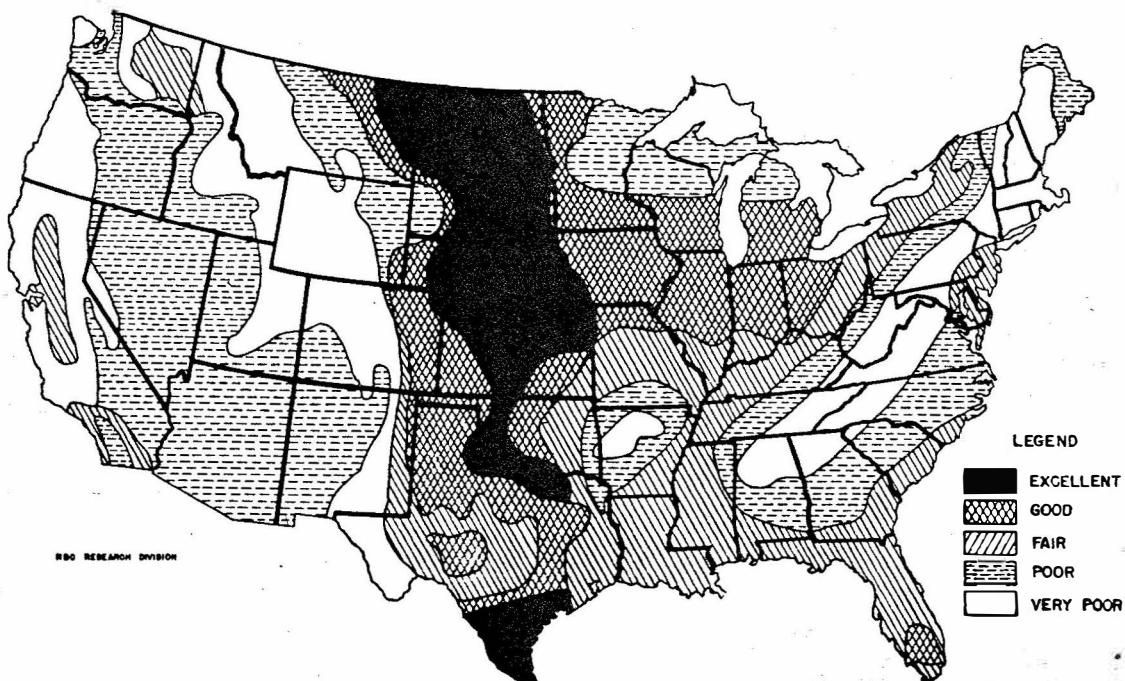
Please record this article on the Service Bulletin Reference page at the end of the Electrical section of your 2E Series Trucks Shop Manual.

Distributor Assembly Part No. 1539895, (Delco Model 1110864) entered production effective with serial number 2E-10551 for the 2E7 and 2E12 models and, 3E-2411 for the 2E13 and 2E28 models. This is the same distributor assembly which is currently used in the 2E38 models

TORQUE CONVERTER - 2E7 and 2E12 MODELS

Please record this article on the Service Bulletin Reference page at the end of the Transmission-Automatic section of your 2E Series Trucks Shop Manual.

The color identification of Torque Converter, Part No. 1685824 used with the Detroit Gear automatic transmission in the 2E7 and 2E12 models, has been changed from brown to pink. Therefore, a service converter may have a brown or pink identification mark. The converter itself has not been changed in any way.





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