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Studebaker and Packard

In this issue

PROPER COMPLETION OF B866 - RETURNED PARTS IDENTIFICATION TAG

When a torque converter is replaced in a Studebaker or Packard passenger car the alleged defect should be clearly stated on the B866 - Returned Parts Identification Tag. If the reason for the replacement is a noisy converter, the car speed when the noise occurs should be noted on the tag; if the reason for the replacement is a slipping stator, the engine r.p.m. at stall should be noted.

The proper notations on the B866 regarding the condition will assist the Engineering Department in their review of the returned material.

HEADLINING FLUTTER - 1958 HAWK MODELS EQUIPPED WITH VINYL TYPE HEADLINING

Please record this article on the Service Bulletin Reference page of your 1958 Passenger Car Shop Manual Supplement.

Under certain conditions of high speed operation, it is possible that the vinyl headlining of 1958 Studebaker and Packard Hawk models may flutter excessively. This condition can be corrected by replacing the #2 and #3 bows with the type used on the 1957 models.

For the C (Silver Hawk) models use Part Nos. 1319476P and 1319477P. For the K (Golden Hawk and Packard Hawk) models use Part Nos. 1319480 and 1319481.

The bows are replaced as follows:

1. Use an awl or ice pick to fish the edge of the headlining from between the windlace and the headlining retainer. Hold the edge of the headlining with one hand and insert the smooth rounded end of a putty knife blade upward to unhook the headlining from the retainer and uncover the attaching ends of the headlining bows #2 and #3. Do this at both sides of the car.

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2. Use a pair of diagonal pliers and pull the bow ends out of their seats. Carefully withdraw the bows from the headlining listing.

3. Both bows are installed in the same manner. Place a piece of plastic tape on one end of the bow to prevent damaging the headlining listing and slip the bow through the listing. Push the bow up into position and install a No. 10 x 3/4" screw at each end of the bow to retain the bow. It will be necessary to provide a hole in the header reinforcement for

the screw. The screw hole may be located on either side of the original bow seat position.

Push the center of the bow upward against the roof panel and if there is more than 1/4" space between the bow and the roof panel, remove the screw from one end of the bow and bend the bow end outward then reinstall. It may be necessary to bend the other end also to obtain the desired results. Bending the bow in this manner will force the bow upward when the screw is tightened.

4. To reinstall the headlining, hold the edge of the material with one hand and use the putty knife blade to push the headlining upward between the headlining retainer and the wind-lace until it is hooked. When the headlining has been returned to its original appearance, push the remaining edges of the material upward and out of sight.

DOOR BELT MOULDING -- 1958 J MODELS

Please record this article on the Service Bulletin Reference page of your 1958 Passenger Car Shop Manual Supplement.

Removal

Remove the inside padded moulding at the top of the door. Remove the arm rest. Unsnap the door trim panel at the door lock side and at the bottom. It is not necessary to remove the inside door handle and window regulator handle to disconnect the switch if the car is equipped with electric window lifts.

Remove the window lower stop and bracket assembly. Then, lower the window as required to permit removal of the window weatherseal (fuzz strip). Remove the weatherseal. Then, remove the front screw below the ventilator window, turn back the rubber ventilator weatherstrip which will expose a hole to provide access to the front screw. (See Fig. 1) Note: This screw is different from the other moulding

screws in that it is a course thread screw. Then remove the remaining screws indicated by the arrows and remove the moulding.

Installation

Place the moulding on the door; aligning the screw holes. Install the screws loosely. Position the moulding to obtain proper alignment at the front of the door. Then, tighten the screws securely. Install the window weatherseal. Raise the window and install the stop bracket assembly. Snap the trim panel in place and install the inside moulding and arm rest.

REAR QUARTER BELT MOULDING -- 1958 J MODELS

Please record this article on the Service Bulletin Reference page of your 1958 Passenger Car Shop Manual Supplement.

Removal

Remove the upper trim panel moulding screw at the forward end and swing the moulding back out of the way. It is not necessary to remove the moulding rear screw which is located behind the rear seat back cushion. Lower the window glass. Pry lightly at the window weatherseal clips and remove the seal. Removal of the seal exposes the moulding retaining screws. Remove the moulding screws. To provide clearance for removal of the third screw from the rear, use a padded block to hold the glass against the inside of the opening. If an offset screw driver is not available use a pair of pliers. Then, when there is sufficient clearance under the head of the screw, tie a tag wire to the screw to prevent it from falling down into the body and remove it.

Installation

Place the moulding on the rear quarter panel; aligning the screw holes. Install the screws loosely. Position the moulding to obtain pro-

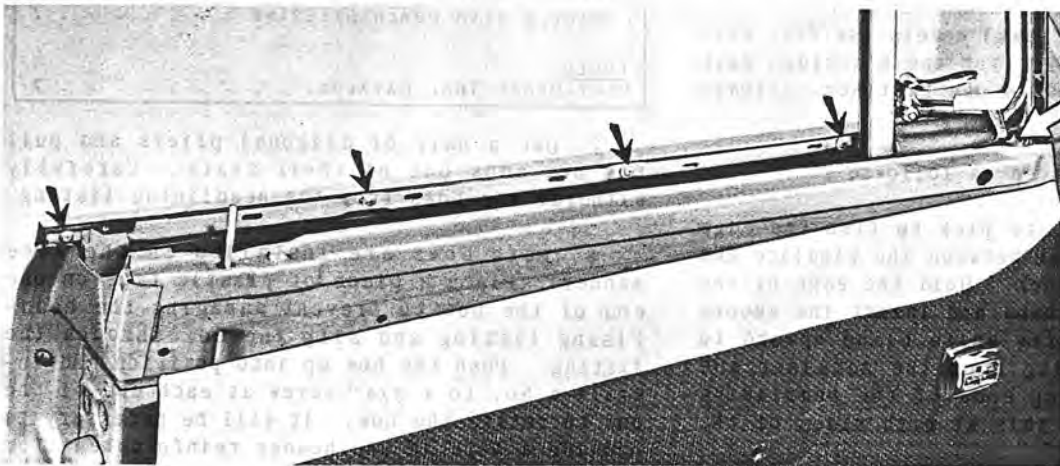


Fig. 1

per alignment and tighten the screws securely. Remove the padded block. Install the weather-seal. Place the trim panel moulding in position and install the moulding front screw.

UPHOLSTERY WEAR AT INSIDE DOOR HANDLES -- 1958 STUDEBAKER AND PACKARD MODELS

Please record this article on the Service Bulletin Reference page of your 1958 Passenger Car Shop Manual Supplement.

You may encounter a condition of wear or snagging of the trim panel upholstery at the edge of the flange of the window regulator handle or door lock remote control handle. This is caused by a rough or feathered edge on the flange. When this condition is found, remove the handles and stone or file off the rough portion of the flange, being careful not to damage the outer or chromed surface of the flange.

GENERATOR-DRIVEN POWER STEERING PUMP-- MODELS EQUIPPED WITH AIR CONDITIONING

Please record this article on the Service Bulletin Reference page of your 1958 Passenger Car Supplement.

A new generator-driven pump, Part No. 1546901 has been released for power steering on cars equipped with air conditioning. The change became effective with the following serial numbers:

58H-K	--PS-6237
58L-Y, 58L-J	-- L- 950
58L-K	--LS-5673

There are no changes involved in the servicing of the unit. The new unit replaces, Part No. 1543689.

HESITATION ON ACCELERATION WITH COLD ENGINE-- MODELS WITH 4 BBL. CARBURETOR

To improve the choke action to eliminate stumbling or hesitation when attempting to accelerate rapidly with a cold engine, we recommend the following:

1. Replace the choke piston with a new piston, Carter No. 160-117.

2. Adjust the Climatic Control so that it is set two notches to the rich side from the index mark. (The standard factory setting is one

notch past the index mark to the rich side.) The choke setting may vary somewhat from the recommended setting depending on the climatic conditions and locality.

U. S. ROYAL TIRES -- PASSENGER CARS

U. S. Royal tires are now being installed in production on passenger cars using 8.00 x 14 or 7.50 x 14 tires. The 8.00 x 14 tires may be with white sidewall or black sidewall, however, the 7.50 x 14 tires used will be only of the white sidewall type.

Warranty claims should be handled in the usual manner through the manufacturer's local service station.



STARTER MOTOR BENDIX FOLO-THRU DRIVE - 1951 TO 1958 CHAMPION ENGINE

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

The same Bendix Folo-Thru Drive used on the starter motor of the V-8 engine can be used on the starter motor of the Champion engine. However, the same unit cannot be used with both the 6-volt and 12-volt systems. For the 6-volt system (10G - 16G models) use Part No. 531829. For the 12-volt system (56G - 58G models) use Part No. 1540831.

DISTORTION IN FRONT DOOR TRIM PANEL-- 1958 SCOTSMAN D AND F MODELS

Please record this article on the Service Bulletin Reference page of your 1958 Passenger Car Shop Manual Supplement.

Where you encounter a condition of a front door trim panel on the Scotsman D or F models that is distorted or warped, it can be corrected by the installation of two screw and washer assemblies, Part No. 444045. The screw and washer assemblies are installed as follows:

1. Lightly draw a line across the trim panel 6 1/2" from the bottom.

2. Measure along this line and mark a point 11 1/2" from the front edge of the panel, and another point 9 1/2" from the rear of the panel. Center punch at the marks.

3. Drill 1/8" diameter holes through the trim panel and the door inner panel. The trim panel must be held tightly against the door inner panel during the drilling.

4. Install the screw and washer assemblies in the drilled holes and tighten only enough to pull the trim panel against the door inner panel.

**DOMELAMP INSTALLATION --
SCOTSMAN W.I.F.I and D.I MODELS**

Please record this article on the Service Bulletin Page of your 1958 Passenger Car Shop Manual Supplement.

A left side dome lamp may be installed on the Scotsman models by installation of the following list of parts and in the manner described below.

Parts required for manual and courtesy type:

Quan.	Part No.	Description
1	1321893	Side Dome Lamp Assembly
1	1330121	Side Dome Lamp Mounting Bracket
2	G-161895	Side Dome Lamp Mounting Bracket Screws
2	1897X1	Side Dome Lamp Mounting Bracket Wiring Clips
1	G-455136	Side Dome Lamp Bulb
4	G-161373	Side Dome Lamp Fastening Screws
1	G-122159	Side Dome Lamp Cable-to-Fuse Screw
1	G-121752	Side Dome Lamp Cable-to-Fuse Lock Washer Screw
1	1323338X2	Manual Light Switch Cable
2	285641	Courtesy Light Door Switch Assembly
4	G-161857	Courtesy Light Door Switch-To-Body Pillar Screws
1	309341	Dome Lamp and Door Switch Ground Cable

Parts required for Manual type:

The parts listed above with the exception of the last three items.

Installation

1. Remove the left windshield pillar garnish moulding.

2. Insert a flat blade between the headlining retainer and the windlace to increase the clearance.

3. Use an awl and fish out the edge of the headlining. Hold the edge with one hand then insert the dull rounded edge of a putty knife up into the retainer area and unhook the headlining; starting at the front and working towards the rear as required to locate the desired position for the installation of the bracket, Part No. 1330121.

4. Place the bracket in the desired location between the header and retainer. Drill two holes in the header to accept the mounting screws, Part No. G-161895. Install the mounting screws and align the bracket as required in relation to the headlining when installed (usually there is a notch in the headlining retainer at the desired location for the dome lamp bracket).

5. Use a snake cable and draw the cables, Part Nos. 309341 and 1323338X2, into the pillar and rearward to the lamp bracket (a hole for this purpose is exposed after removal of the left pillar garnish moulding). (NOTE: - If making a manual type installation only, install only cable Part No. 1323338X2). Install one wiring clip, Part No. 1897X1, near the end of the cables to fasten them to the header.

Feed the exposed ends of the cables down between the body and instrument board.

Install the second wiring clip to fasten the cables in a secure position under the instrument board.

6. If installing the manual type only, continue the installation with paragraph 8.

7. For the courtesy light switch installation, remove the two top cowl kick pad panel retaining screws at both sides. Feed the cable for the right pillar across the top of the other wires behind the instrument board and tape it as required to fasten it in a safe location. Place the ends of the red cable assembly into their respective hinge pillars and out through the switch holes. Install the cable ends on the switches, Part No. 285641. Install the switches on the pillars using two screws, Part No. G-161857. Install the cowl kick pad panel retaining screws.

8. Connect the black cable end to the terminal on the fuse block. See Fig. 2. Use screw, Part No. G-122159 and lock washer, Part No. 121752.

9. Reinstall the headlining.

10. Reinstall the left windshield pillar garnish moulding.

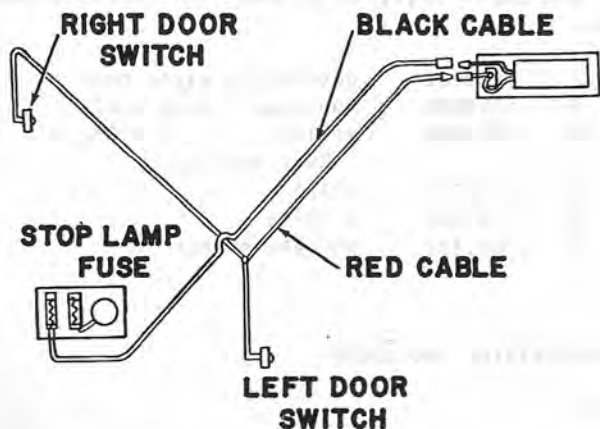


Fig. 2

11. Feel the bracket through the headlining and outline the inner hole edges of the bracket. Use a knife and cut the headlining (one slit) through the center from the front to the rear within the bounds of the bracket opening.

12. Withdraw the cable ends from behind the headlining through the bracket hole and slit. Then, connect them to the respective lamp terminals.

13. Stuff the cables into place, then install the lamp body, Part No. 1321893 and install the four retaining screws, Part No. G-161373. The lamp body is installed on top of the headlining. Install bulb, Part No. G-455136. Install the lamp rim and lens assembly.

14. Test the operation.

COLD ENGINE STARTING - SCOTSMAN AND Y1 MODELS

Please record this article on the Service Bulletin Reference page of your 1958 Passenger Car Shop Manual Supplement.

To facilitate starting the engine of the Scotsman and Y1 models which are equipped with a manually operated choke, we suggest the following:

1. The choke wire conduit end should be adjusted or positioned so that the end of the conduit is 1 to 1 1/8" beyond the conduit clamp.) Repositioning the conduit in this manner will provide a stop for the choke which prevents locking the choke valve when the choke control is fully out, and allows the choke valve to move sufficiently to permit air to enter the carburetor and minimize flooding.

2. Whenever the engine is started, the

accelerator pedal should be depressed so that the throttle valve is 1/4 to 1/2 open.

PARKING AND DIRECTIONAL LIGHT HOUSING-INEFFECTIVE GROUND AND WATER LEAKS—1958 STUDEBAKER MODELS EXCEPT HAWK MODELS

Please record this article on the Service Bulletin Reference page of your 1958 Passenger Car Shop Manual Supplement.

A condition of poor ground can be corrected by the installation of a No. G128273 or 2049x6 Screw at a point 5/16" from the outer edge of the light housing as shown in Fig. 3.

A condition of water in the light housing can be corrected by the use of electrician's tape, applied at the points indicated by the arrows in Fig. 4. The lens gasket should also be checked for proper installation.

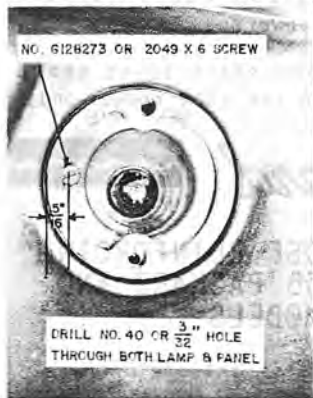


Fig. 3



Fig. 4

PARKING AND DIRECTIONAL LIGHT LENS INSTALLATION - 1958 STUDEBAKER MODELS EXCEPT HAWK MODELS

Please record this article on the Service Bulletin Reference page of your 1958 Passenger Car Shop Manual Supplement.

The lens of the directional and parking light can be installed incorrectly which places the hot spot of the lens out of position. Because of the curve in the splash panel in which the light is mounted, it was necessary to put the hot spot off center in the lens. The mounting screw holes being centered makes it possible to install the lens so that the hot spot is offset in the wrong direction.

The lenses are marked L for left and R for right and should be installed so that the identification letter is at the top.

HARD SHIFTING INTO REVERSE GEAR -- 1958 CHAMPION MODELS EQUIPPED WITH T96 OVERDRIVE TRANSMISSION

Please record this article on the Service Bulletin Reference page of your 1958 Passenger Car Shop Manual Supplement.

Hard shifting into reverse gear when the overdrive control button is in the 'IN' position can be corrected by the installation of the new type Low and Reverse Outer Shift Lever, Part No. 1546796, and the new type Low and Reverse Shift Lever Shaft Assembly, Part No. 1547057.

The new outer lever has the rectangular opening for the shift shaft moved 16° clockwise which places the outer lever in a more desirable position from the standpoint of mechanical advantage. The cam of the new inner shift lever shaft assembly has a wider face so that it fully contacts the end of the reverse shift thereby eliminating the possibility of a bind which contributes hard shifting. The contour of the cam has been changed to further reduce the shifting effort into reverse.

The new shift lever and shift lever shaft assembly are to be used on the 1958 models only.



RADIATOR INLET HOSE REINFORCING SPRING -- 1955-56 PACKARD AND CLIPPER MODELS

Please make a note of this article on Page 6 of Service Bulletin 331.

The stock of Radiator Inlet Hose Reinforcing Spring, Part No. 512768, used to correct the condition of collapsing of the hose on 1955-56 Packard and Clipper models has been exhausted. A new Spring has been released under Part No. 465449 and will be substituted for Part No. 512768.

TRIM MOULDING - 1958 PACKARD HAWK MODELS

Please record this article on the Service Bulletin Reference page of your 1958 Passenger Car Shop Manual Supplement.

Trim mouldings are now used on the Packard Hawk models along the edge of the door and rear quarter outer trim pads. These mouldings can be installed on the earlier production models and are available at your Parts Depots.

The parts required to make the installation are:

1	1330082	Moulding - Right Door
1	1330083	Moulding - Left Door
1	1330086	Moulding Left and Right Rear Quarter
20	1328793	Clips
4	1327043	T Bolts
4	G271482	Nut and Washer

INSTALLATION PROCEDURE

DOOR

1. Place masking tape on the door along the outer edge of the trim pad.

2. Place the moulding on the door over the masking tape, hold it tightly against the pad and front section belt moulding, then, with a sharp pencil, mark the outline of the edge of the moulding.

3. Measure upwards from this line one-half the distance of the space between the line and the lower edge of the trim pad and mark the location for the clip retainer holes. The moulding is approximately 5/16" wide; therefore the center of the retainer holes will be approximately 5/32" above the line.

4. The moulding is secured with T bolts, one at each end, and five clips. Locate the holes for the T bolts at 3/8" from the edge of the door (front and rear). Then, locate the holes for the five clips so they are equally spaced between the T bolts.

5. Use a 3/32" drill first at each hole location, then enlarge the hole to 3/16" diameter.

6. Remove the masking tape. Install the T bolts and clips in the moulding with the T bolts in the end locations. Align the clips, then snap the clips into the holes and install the T-bolt nuts. Note: The clips are offset and by selectively placing them the moulding may be raised or lowered by the amount of the offset to provide a good fit.

REAR QUARTER

1. Place masking tape on the rear quarter panel along the outer edge of the trim pad.

2. Place the moulding on the rear quarter panel over the masking tape, hold it against the trim pad; then, with a sharp pointed pencil,

mark the lower edge of the trim moulding. It may be necessary to handshape the moulding so it will lay close to the metal and the edge of the trim pad.

3. Locate and center-punch the location for the five 3/16" retainer clip holes. Each end clip hole is located about one inch from the end of the moulding; another hole is located at the curved area of the moulding; and the remaining two retainer clip holes should be equally spaced in the remaining area. The two rearmost holes will be made through the rear fender fin and the under panel. It will be necessary to enlarge the hole in the panel underneath in order to permit the installation of the clip. This may be done by working through the 3/16" hole with 1/8" pin punch to form a slot approximately 1/2" long directly under the 3/16" hole parallel to the moulding. If the slot in the under panel has not been adequately enlarged, it will be difficult to engage the clip.

4. Remove the masking tape. Install the clips and snap the moulding and clips into the panel.

STEERING POST FLANGE PIN - 1958 PACKARD MODELS WITH POWER STEERING

Please note this article on Page 4 of Service Bulletin No. 336.

The improved Steering Post Flange Pin, Part

No. 1547173, released for service (refer to Service Bulletin No. 336, April 1958) is now installed in production, effective with the following serial numbers:

58L Models - Serial No. 7682

58LS Models - Serial No. 1547



KENT-MOORE TOOL CATALOG

The latest passenger car edition of the Kent-Moore special service tools catalog and price list is mailed with this issue of the Service Bulletin. Note: Domestic dealers should mail tool orders directly to Kent-Moore Organization Inc., 28635 Mound Road, Warren, Michigan. Export dealers should order from the Studebaker-Packard Corporation, Export Division.



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