

Service Bulletin

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*Studebaker and
Packard*

CIRCLE OF SAFETY

"Circle of Safety" is the theme for the 1959 National Vehicle Safety-Check Program. This annual program is again co-sponsored by the Inter-Industry Highway Safety Committee and LOOK Magazine in the 34 states where periodic checks are not required by law.



Identify your dealership with the "Circle of Safety". It pays to support this program both as a civic responsibility and in the interest of your dealership. As a civic responsibility for public safety, you are promoting much needed car care in checking brakes, lights, steering, tires, exhaust systems, glass, windshield wipers, mirrors and horns — all items affecting safe vehicle operation. By this check, in the interest of your dealership, you open the door to service work and sales of parts and accessories. You can tie-in with this program to offer a safety-check for every vehicle entering your service department during the months of May and June — Safety-Checks sell service. In addition to the 10 point safety-check items you can offer or feature safety specials or pre-safety check items placing the emphasis on lights, tires or steering.

More than 48 million or 2 out of every 3 registered vehicles are using the streets and highways with no official inspection for safe operating conditions. Of the 2.5 million vehicles checked in 1958, one out of every five was in need of service on one or more parts.

In this issue

STUDEBAKER AND PACKARD

"CIRCLE OF SAFETY" PROGRAM	1
SHEET METAL PARTS DAMAGED IN TRANSIT	2
SHOP MANUAL CORRECTION	2

STUDEBAKER

CLIMATIZER SWITCH - 1956 STUDEBAKER SEDAN AND STATION WAGON MODELS	3
CLUTCH AND BRAKE PEDAL SHIELDS - LARK MODELS	2
FUEL PUMP FILTERS - 1955-59 SIX AND EIGHT CYLINDER ENGINES	2
PRIMARY SUN GEAR FRONT THRUST WASHER - ASBESTOS BASE LAMINATED TYPE - FLIGHTOMATIC TRANSMISSION	4
TORQUE SPECIFICATION CHANGES - 1959 MODELS	4

PACKARD

HIGH RANGE CLUTCH HOUSING INCORRECT CHAMFER - PART NOS. 458950 AND 6484046	4
HIGH RANGE CLUTCH HOUSING IDENTIFICATION - 1955-56 PACKARD AND 56J STUDEBAKER MODELS - ULTRAMATIC TRANSMISSION	4

LOOK Magazine will carry this program into the homes nationally. Successful participation, however, on the part of any dealer requires effective promotion locally. You must make the motoring public in your locality fully aware that you are officially engaged in the Safety-Check program and that your dealership is the best place in town to get safety service, parts and accessories.

The official promotional material makes it possible for every Studebaker-Packard dealer to conduct a safety-check campaign effectively and economically too. The complete kit, No. 432-22, is available for only \$15.95, transportation prepaid. Order directly from Modern Displays Inc., 7338 Woodward Avenue, Detroit, Michigan.

(Available to U.S.A. dealers only).

REPLACEMENT SHEET METAL PARTS DAMAGED IN TRANSIT

Replacement sheet metal parts such as hoods, doors and deck lids are packaged by the Parts and Service Division to provide protection against shipping damage. However, you may occasionally receive a replacement sheet metal part, that through rough handling by the transportation company, may have slight dents and scratches. Dealers are expected to repair these slight damages and the part is not to be returned to the Parts and Service Division.

SHOP MANUAL CORRECTION

On page 104, Figure 160, of the 1958 Passenger Car Supplement and on pages 13 and 69, Figures 23 and 111, of the 1959 Passenger Car Shop Manual, item 5 in the illustration key is identified incorrectly. It should be the "orifice control valve plug" instead of the "inhibitor valve plug".

Please also indicate this correction in the text under 'Lower Valve Body' on pages 104 and 69 immediately above the illustration.



CLUTCH AND BRAKE PEDAL SHIELDS - LARK MODELS - L.H.C.

Effective with car Serial Nos. 59S-52169 and 59V-21350, all Lark models are equipped with new type shields at the clutch and brake pedals. These shields can be installed on earlier production models.

The parts may be ordered through your Parts Depot; the following are required for one installation:

- | | | |
|---|----------|---|
| 1 | 1549115 | Pedal Splash Shield Assembly, Frame |
| 1 | 1332733 | Pedal Splash Shield Assembly, Body |
| 2 | 1906X16G | Self-tapping Screw and Lock Washer Assembly |

INSTALLATION

1. Scribe a mark on the frame left side member at the front of the present splash shield. Then, remove and discard the present splash shield.

2. Position the new inner splash shield (Frame, Part No. 1549115) with the front flange on the scribed line and the seal against the body floor pan. Center punch the frame at the approximate centers of the elongated holes in the shield. Then, drill two 7/32" holes into the frame side member.

3. Position and attach the inner splash shield to the frame using the two self-tapping screw and lock washer assemblies.

4. Position the body splash shield assembly, Part No. 1332733, against the flange of the inner splash shield. Be sure that the notch located in the inner end of the body splash shield is positioned over the frame bottom flange; when correctly positioned, this provides a retaining tab for securing the lower portion of the splash shield. Also, make certain that the flexible spacer which is stapled to the splash shield is laying over the crossmember to prevent clutch pedal-to-crossmember contact. Attach the new body splash shield assembly to the body, using the original fastening parts.

5. Inspect to make sure that there isn't a gap at the junction of the inner splash shield and the body splash shield. In some instances, it may be necessary to loosen the inner splash shield retaining screws and reposition the inner splash shield to obtain the desired fit at the junction.

FUEL PUMP FILTERS - 1955-59 SIX CYLINDER ENGINE AND 1955-59 V8 ENGINE

Dirt in the fuel can cause carburetor flooding and other malfunctioning which reflects in poor engine performance and loss of economy. A substantial improvement can be made toward providing the carburetor with clean fuel by the use of the new improved fuel filters which are now available for service installation.

On the V8 engine the new filter element filters to about 40 microns whereas the element formerly used filtered to about 80 microns. The part number is 1549300; it is a ceramic type and can be identified by its bluish color. It can be installed on all 1955-59 engines except the 56J model.

The new filter element for the 6 cylinder is a 30 micron element and is used in place of the screen type. The element is of specially treated paper construction somewhat similar to that used in the dry type air cleaner. The new element is available in the Service Filter Element and Gasket Kit, Part No. 1549262. It is installed as follows:

- Remove and discard the filter screen and bowl gasket.
- Install the smaller gasket on the shoulder of the fuel supply duct.
- Place the larger gasket over the new filter

element; pushing the gasket against the metal flange.

- d) Position the element and gasket in the glass bowl and install.

Because this element can not be cleaned successfully, it is important that the element be changed frequently to provide an ample flow of fuel. We suggest that the element be replaced at least every 10,000 miles or oftener, depending on the dirt content in the fuel and other conditions. It would be advisable to replace the element whenever the carburetor or fuel pump is overhauled and in conjunction with an engine tune-up.

This element entered 59S production with Engine No. S-68806.

As a matter of information, a 30 micron element will filter out particles which are approximately .0012" or larger; a 40 micron element will filter out particles which are approximately .0016" or larger.

CLIMATIZER SWITCH - 1956 STUDEBAKER SEDANS AND STA. WAGONS

A new Climatizer switch has been released for the 1956 Studebaker passenger cars. This switch with a separate resistor will provide longer life for the switch in instances where the Climatizer blower motor has tendency to stick. However, it will not assure satisfactory heater performance unless the blower motor is in good operating condition.

The switch is available in the Heater Switch Kit, Part No. 1547064, which consists of the switch, a resistor assembly and the necessary wiring to make the installation. When present stock of Part No. 1540151, Heater Switch, is exhausted, Part No. 1547064, Heater Switch Kit will be substituted.

INSTALLATION INSTRUCTIONS

1. Remove the present combination heater and defroster switch (Part No. 1540151) Type A shown in Fig. 1. Install the new switch, Type B in Fig. 1. Connect the yellow heater motor wire to the #1 terminal. (Fig. 1). Connect the added red wire 'F' (48" long) to #2 terminal. Connect the switch feed wire to the #3 terminal and the defroster wire to the #4 terminal.

2. Insert wire "F" through the dash grommet 'G', pull it through and place along the wiper motor wires. Be sure that the wire does not contact the wiper linkage.

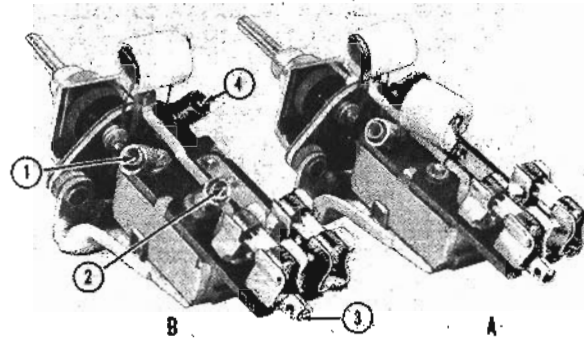


FIG. 1

- | | |
|---------------------------------|-----------------------|
| 1. MOTOR WIRE TERM. | A. ORIGINAL 1956 TYPE |
| 2. 'F' WIRE FROM RESISTOR TERM. | B. NEW TYPE |
| 3. FEED WIRE TERM. | |
| 4. DEFROSTER WIRE TERM. | |

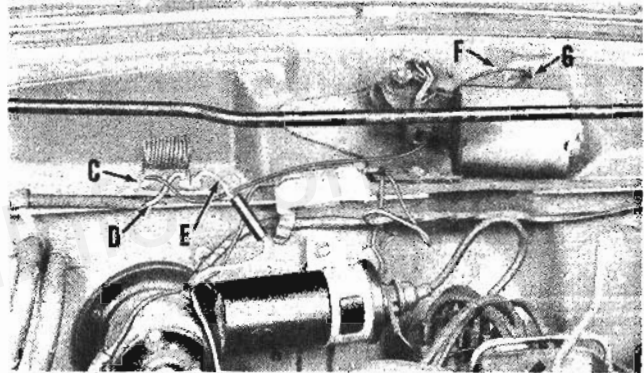


FIG. 2

- | | |
|---------------------------|------------------------|
| C. SINGLE RECEPTACLE | F. RED WIRE (FROM KIT) |
| D. BLOWER MOTOR WIRE | G. GROMMET |
| E. YELLOW WIRE (FROM KIT) | |

3. Mount the retainer on the dash flange using 2 screws in the location shown on Fig. 2. The inner mounting hole should be 3" to the right of the ignition primary resistor mounting screw hole. The front edge of the heater resistor bracket should be flush with the front edge of the dash flange. Drill a 5/32" diameter hole for the screws furnished in the kit.

4. Connect the heater motor wire 'D' to one of the double terminal receptables of the heater resistor. Using the 3" yellow wire (from kit) 'E' connect the yellow wire of the chassis cable to the other receptacle of the double terminal. Wire 'F' connects to the single receptacle of the heater motor resistor at 'C'.

Connected in this manner the heater blower will operate on low speed with the switch pulled out to the first position and on high when it is all the way out.

PRIMARY SUN GEAR FRONT THRUST WASHER - FLIGHTOMATIC TRANSMISSION

In some Flightomatic transmissions you may find the bronze primary sun gear thrust washer has been replaced with an asbestos base laminated washer. The asbestos base laminated washer, Part No. 1548928, is an approved substitution for the bronze washer, Part No. 1541192.

Service stocks will carry both washers and they may be interchanged without encountering any difficulty.

TORQUE SPECIFICATION CHANGES

Please make a note of the following changes in torque specification in your 1959 Passenger Car Shop Manual.

GROUP 1 - GASOLINE SYSTEM - PAGE 3

carburetor Mounting Stud Nut -
6 Cylinder Engine13 -17 ft. lbs.
(1.8 - 2.3 kg-m.)

GROUP 1 - PROPELLER SHAFTS & UNIVERSAL JOINTS - PAGE 3 AND GROUP IV - PROPELLER SHAFTS & UNIVERSAL JOINTS SECTION - PAGE 5

universal Joint Flange U-bolt Nut - All Models
12 - 16 ft. lbs.
(1.7 - 2.2 kg-m.)



HIGH RANGE CLUTCH HOUSING, PART NOS. 458950 AND 6484046 - ULTRAMATIC TRANSMISSION

It has been brought to our attention that some difficulty has been experienced in installing the clutch operating piston in the high range clutch housing which resulted in

damage to the piston rubber seal. Investigation has shown that this problem may be encountered if the chamfer at the top of the piston bore is too narrow. The correct width of the chamfer when measured across the diagonal face of the chamfer should be 5/64" to 3/32" (See Fig. 3).

Housings having less than 5/64" chamfer may be returned to the Parts Depot in exchange for a housing with the chamfer within the specification.

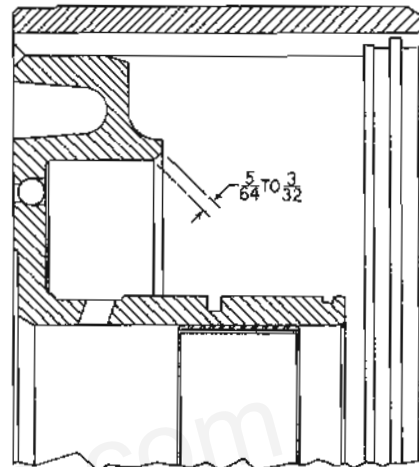


FIG. 3

HIGH RANGE CLUTCH HOUSING IDENTIFICATION - ULTRAMATIC TRANSMISSION - 1955-56 PACKARD AND 56J STUDEBAKER

Because of difficulty of visually differentiating between the High Range Clutch Housings, Part Nos. 458950 and 6484046, a means has been provided for identifying Part No. 6484046. All future production of Part No. 6484046, will be identified by an '0' stamped on the front face of the housing opposite the ball check.

To check those already in service which are unmarked, first check the end play as outlined in the 1955-56 Packard Service Manual or in the 1956 Studebaker Shop Manual.

If a 1955 Clutch Housing is installed in the 1956 Ultramatic, the end play will be below the low limit; if a 1956 Clutch Housing is installed in the 1955 Ultramatic, the end play will be greater than the allowable high limit.