

Service Bulletin

FEBRUARY

1960

NO. 351

SOUTH BEND 27, INDIANA

Studebaker

CORRECTION TO 1956-60 SERVICE OPERATION TIME GUIDE

Please refer to Operation F-145 - "Molding - Body Belt: Install now." Item 4. The time listed for 56-60 Stude D-P-C-J- models also applies to the convertible (L) models.

Please indicate the addition of the L models in your copy of the Time Guide.

REAR MAIN BEARING CAP - 1960 Model Passengers Cars

Engine oil leaks at the rear main bearing oil seal that cannot be corrected by proper installation of a new oil seal and oil pan gaskets may be caused by lack of a proper drain in the rear main bearing cap. In this instance, the cored drain passage may not connect with the groove.

Where you encounter a condition described above, the cored drain passage should be opened to the groove by drilling and filing. Do not replace the main bearing cap.

IGNITION TIMING, V8 ENGINES - 1959 and 1960 Models

Investigation shows that in some instances the ignition may be advancing too far at some points of the advance curve. This could contribute to detonation and result in damage to pistons, cylinder walls and other engine parts. In some instances this might also contribute to some complaints of pinging.

As a means of obtaining more consistently accurate ignition timing settings, make set-as follows:

1. Disconnect the distributor modifier vacuum tube at the carburetor and install a temporary plug in the carburetor.

In this issue

PAGE

STUDEBAKER

CLUTCH REMOVAL - V8 MODELS	2
CORRECTION TO 1956-60 SERVICE OPERATION TIME GUIDE	1
IGNITION TIMING, V8 ENGINES - 1959 AND 1960 MODELS	1
OPTIONAL GENERATORS AND ALTERNATORS - 1960 MODELS	2
REAR MAIN BEARING CAP - 1960 MODEL PASSENGER CARS	1

PACKARD

BELL HOUSING OIL SEAL - ULTRAMATIC TRANSMISSION	4
CORRECTION TO SERVICE BULLETIN	3
PIONEER RADIO ANTENNA - 1957 PACKARD, REAR FENDER INSTALLATION	3
POWER STEERING CYLINDER ASSEMBLIES - PACKARD	3
PUSH BUTTON CONTROL CIRCUIT BREAKER - 1956 PACKARD	3

TRUCKS

UNIVERSAL JOINTS - FRONT PROPELLER SHAFT, 4-WHEEL DRIVE TRUCK	4
---	---

2. Attach a power timing light as outlined in the shop manual.
3. Using a tachometer, set the engine idle at 600 r.p.m. Set the ignition timing to the correct mark on the vibration damper.
4. Remove the temporary plug from the carburetor and connect the distributor modifier vacuum advance tube.
5. Readjust engine idle speed to 550 r.p.m.

The above procedure applies to all 1956-1960 V8 engine models, and is particularly important in the 1959 and 1960 V8 models with the 9.5 compression cylinder heads.

OPTIONAL GENERATORS AND ALTERNATORS - 1960 Models

Several types of optional equipment generating systems have been made available

to meet the needs of our fleet and special purpose vehicles. We have listed below the types of equipment, production model numbers, service model numbers and service part numbers.

60S MODEL (6 cyl.)

CAPACITY	MAKE	MODEL	SERVICE MODEL	SERVICE PART NO
*40 AMP Early Cut-in	Delco-Remy	1102127	1102127	1546190
40 AMP Early Cut-in	Delco-Remy	1106981	1106981	1541377
40 AMP Early Cut-in	Autolite	GGA-6001-SN	GGA-6001-SN	1550551
ALTERNATOR SINGLE BELT				
50 AMP Std.	Leece-Neville	33296 Type 5370-GB6	33296 Type 5370-GB6	1543136
50 AMP H.D.	Leece-Neville	54414 Type 5412-GA6	54414 Type 5412-GA6	1543137
60 AMP	Leece-Neville	54414 Type 5412-GA6	54414 Type 5412-GA6	1543137
ALTERNATOR DUAL BELT				
50 AMP Std.	Leece-Neville	33296 Type 5370-GB6	33296 Type 5370-GB6	1543136
50 AMP H.D.	Leece-Neville	54414 Type 5412-GA6	54414 Type 5412-GA6	1543137
ALTERNATOR WITH BUILT IN RECTIFIER				
SINGLE BELT				
60 AMP	Leece-Neville	A0012002AA	A0012002AA	1550006
DUAL BELT				
60 AMP	Leece-Neville	A0012002AA	A0012002AA	1550006

*Early Cut-in Feature (10 AMP at curb idle) Provided by Special Drive Pulley.
Note: All Service Generators and Alternators are Supplied Without Pulley.

60V MODEL (V8)

CAPACITY	MAKE	MODEL	SERVICE MODEL	SERVICE PART NO.
40 AMP Early Cut-in	Delco-Remy	1106981	1106981	1541377
40 AMP H.D.	Delco-Remy	1102127	1102127	1546190
ALTERNATOR SINGLE BELT				
50 AMP Std.	Leece-Neville	33296 Type 5370-GB6	33296 Type 5370-GB6	1543136
50 AMP H.D.	Leece-Neville	54414 Type 5412-GA6	54414 Type 5412-GA6	1543137
ALTERNATOR DUAL BELT				
50 AMP Std.	Leece-Neville	33296 Type 5370-GB6	33296 Type 5370-GB6	1543136
50 AMP H.D.	Leece-Neville	54414 Type 5412-GA6	54414 Type 5412-GA6	1543137
ALTERNATOR SINGLE BELT				
60 AMP	Leece-Neville	54414 Type 5412-GA6	54414 Type 5412-GA6	1543137
ALTERNATOR DUAL BELT				
60 AMP	Delco-Remy	1117070	1117070	1549728
ALTERNATOR WITH BUILT IN RECTIFIER				
SINGLE OR DUAL BELT				
60 AMP	Leece-Neville	A0012002AA	A0012002AA	1550006

CLUTCH REMOVAL - Y1 Models

When removing and replacing the clutch on models equipped with Engine Rear Support Insulator, Part No. 1550063 (see Fig 1), it is not necessary to remove the crossmember.

To remove the clutch assembly, remove the two nuts and washers holding the insulator to the crossmember. Remove the two cap screws holding the insulator to the clutch housing. Raise the engine and slide the insulator forward and remove it from the crossmember. Push the clutch housing to the rear and rotate until the starter area is adjacent to the crossmember. Remove the pressure plate assembly from the flywheel. Then, the driven plate can readily be removed. To remove the pressure plate assembly, move it toward the starter area in the clutch housing and slip it out from between the clutch housing and engine rear plate. To install, reverse the procedure.

This new type rear support insulator, can be used on all S-Y1 Models.

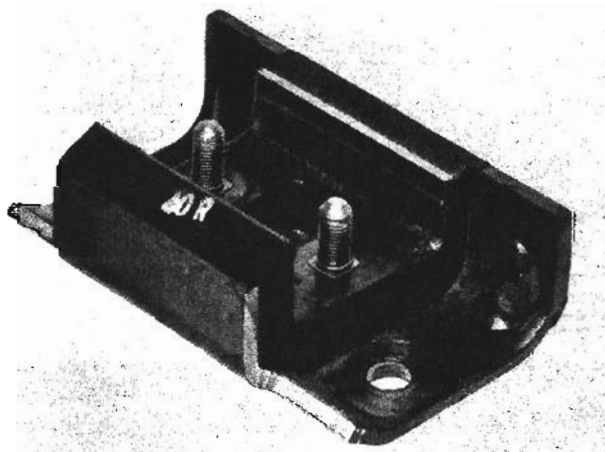


FIG. 1



SERVICE BULLETIN CORRECTION

Please make the following corrections to the article "Packard Engine and Parts" covered on page 6 in Service Bulletin No. 350.

Under "Straight 8 Cylinder Block" the last sentence in the paragraph should read "engine numbers in the 200000, 300000, and 400000 series".

In the note under "Nine Main Bearing Engines" Engine Part No. 485220 for use with Ultramatic transmission should be 458220.

In the 2nd paragraph under "Packard V8 Engines" Part No. 456823 is incorrect. The correct number of a 352 cu. in. engine is 458623.

PIONEER RADIO ANTENNA - 1957 Packard, Rear Fender Installation

You may find that the escutcheon for a rear fender installation of the Pioneer radio antenna can not be satisfactorily covered by the standard dome nut listed for the Pioneer antenna. Some escutcheons require a nut having a $3/4$ " inside diameter and a $1\ 5/16$ " outside diameter base. The part number for a dome nut of this size is 1543607.

Additional information concerning dome nut sizes as they apply to the two types of antennas used on the 1957 model Packard was previously covered in Service Bulletin No. 330.

POWER STEERING CYLINDER ASSEMBLIES - Packard

When the supply of Power Steering Power Cylinder Assembly, Part No. 455211, is exhausted, it will be superseded by Power Cylinder Assembly, Part No. 443701.

To accommodate the installation of Power Cylinder 443701 as a replacement for 455211, the following parts will be included with Part No. 443701:

- | | | |
|---|----------|---------------------------------|
| 1 | 443713 | Communication Tube |
| 1 | G-442346 | Tee Fitting |
| 2 | G-225810 | Elbow |
| 2 | 446721 | Hose, Control Valve-to-Cylinder |

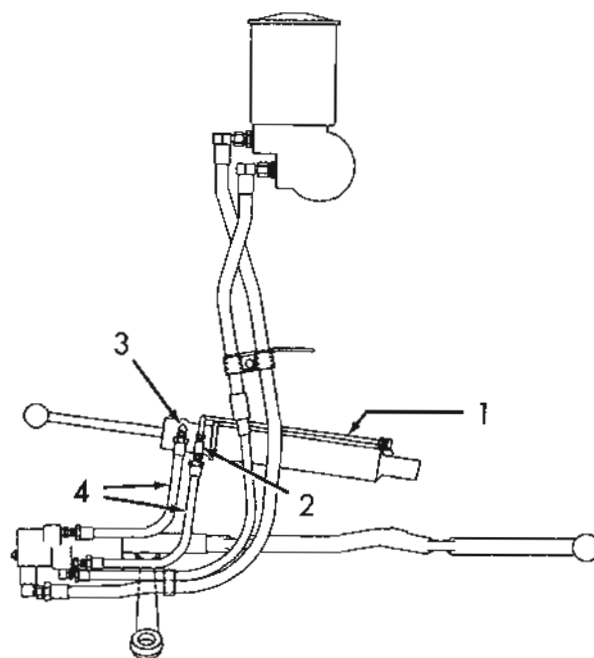


FIG. 2

1. TUBE, 2. TEE FITTING, 3. ELBOW, 4. HOSE

In line with the assembly substitution, Power Cylinder Tube and Ball Stud Assembly, Part No. 436470, will be substituted for Power Cylinder and Ball Stud Assembly, Part No. 458216, when the supply of Part No. 458216 is exhausted. When the Part No. 436470 is supplied, the Connector Fitting, Part No. G-442321, will be included.

PUSH BUTTON CONTROL CIRCUIT BREAKER - 1956 Packard

When the supply of Transmission Push Button Control Circuit Breaker, Part No. 6489016, is exhausted it will be superseded by Circuit Breaker Kit, Part No. 1550731.

This is a new type of circuit breaker and installation should be as follows:

1. Remove the old circuit breaker.
2. Place the new circuit breaker on the fender apron with the battery (short) terminal upward, and mounting bracket horizontal.
3. Position the front hole of the circuit breaker mounting bracket over the existing upper hole in the fender apron and install one (1) of the attaching screws.
4. Using the rear hole of the mounting bracket as a guide, drill a $5/32$ "

hole in the fender apron. Install an attaching screw.

5. Attach the orange wire to the upper (battery) terminal.
6. Attach the green wire to the lower (auxiliary) terminal, of the circuit breaker.

The attaching screws from the old unit may be used to attach the new circuit breaker.

BELL HOUSING OIL SEAL - Ultramatic Transmission

When the present stock of Part No. 6470205, Bell Housing Oil Seal, is exhausted, it will be superseded by Seal, Part No. 421112.

Bell Housing Oil Seal, Part No. 421112, has a double sealing lip that provides more effective sealing qualities. Whenever a new oil seal

is installed, be sure to prelubricate the sealing lips with Lubriplate or similar lubricant.



UNIVERSAL JOINTS - Front Propeller Shaft, 4-Wheel Drive Trucks

Recently we received several front propeller shaft slip yokes, cross and bearing assemblies alleged to be defective. An examination of the parts clearly indicated the propeller shaft had been incorrectly installed causing an interference to occur between the bearing dust shield and the cup in the end of the slip yoke.

The front propeller shaft in all model 4-wheel drive trucks must be installed with the slip yoke toward the transfer case.

SAFETY-CHECKS SELL SERVICE

The Vehicle Safety-Check offers car dealers one of the best possible opportunities to contact people through a public service program that builds business. The opportunity for increased service business shows up every year in the results of the nation-wide Vehicle Safety-Check program stressing the importance of keeping cars in safe driving condition. One out of every five of the more than two-and-one-half million vehicles Safety-Checked last year needed immediate service attention to one or more of the 10 items checked. These include brakes, front and rear lights, steering, tires, exhaust system, glass, windshield wipers, rear view mirror and horn.

The 1960 Safety-Check is a fresh opportunity for the dealers. The program is expected to reach an all-time high in community and dealer participation during 1960. Both safe driving and safe vehicle conditions are emphasized in the 1960 Circle of Safety theme. Motorists are urged to Complete the Circle of Safety ... Check Your Car ... Check Your Driving ... Check Accidents.

WHAT YOU CAN DO.

The following are things that you can do to take advantage of the profit potential in the Safety-Check:

1. Contact public officials, key civic leaders and others to offer your help in

a community-wide Safety-Check. Serve on committees.

2. Identify your place of business with the Safety-Check by displaying the special display materials during May and June.
3. Help your city or county obtain materials needed for use at check lanes.
4. Loan mechanics or other personnel to help check vehicles at community check lanes.
5. Offer customers and employees a 10-point Vehicle Safety-Check. Use direct-mail, personal calls, and special hand-out materials.
6. Feature a "Safety Specials" with emphasis on brakes, lights, tires, and steering. Urge that all cars be "Serviced for Safety" at regular intervals. Call attention to the personal responsibility of correcting unsafe items.
7. Offer merchandise or service as prizes for community contests or other promotions.

Help organize and support voluntary community, Vehicle-Safety-Check programs. It's good public relations, good business, and profitable.