STUDEBAKER-PACKARD CORPORATION

Service Bulletin

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SOUTH BEND 27, INDIANA

Studebaker

FAN BELT—1961 V8 Passenger Cars and Trucks

The standard generator currently used on the 1961 V8 model passenger cars and trucks has a smaller diameter pulley than the earlier produced 1961 V8 models. The new smaller diameter pulley requires a slightly shorter fan belt than the belt used with the former generator pulley.

Whenever a fan belt is replaced, it is important that the correct belt be used.

Fan Belt, Part No. 536762 or 440448 is used with Generator, Part No. 1541275 or 1550351 (Delco-Remy No. 1102003, 1102005 or 1102088)

Fan Belt, Part No. 529374 is used with Generator, Part No. 1553181 (Delco-Remy No. 1102248 or 1102269)

The new generator assembly with the small drive pulley entered production with the following engine serial numbers: V-512764, P-75006, 3E-12051, 7E-2116, 5E-9901 and 6E-4507. (Canadian Ser. No. VC-18960 and PC-2551)

Temporarily the earlier style generator with the larger pulley was reinstated for a limited number of trucks effective with the following truck engine numbers: 3E-12076, 7E-2165, 5E-9902 and 6E-4650. Subsequently, the new generator with the smaller drive pulley was again used in production beginning with the following truck engine numbers: 3E-12430, 7E-2194, 5E-9927 and 6E-4725.

CARBURETOR AIR CLEANERS

Carburetor air cleaners must be cleaned frequently. Dirty air cleaners greatly affect engine performance and economy.

Recent checks and inspections by our field people indicate that air cleaners generally are not cleaned as frequently as they should be to attain maximum performance and economy.

Specific instructions covering servicing of the dry type and the oil bath type carburetor air cleaners are on page 2 of the Lubrication Section in the Passenger Car Shop Manual.

Be certain to make air cleaner servicing a part of every tune-up and every lubrication service. Remind your owners of the necessity of air cleaner servicing so that the service will be performed if they must have their car serviced other than in your service department.

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OIL FILTER GASKET—Heavy-Duty Type

The regular oil filter cover gasket furnished with C4 type oil filter cartridges is too small and will not fit the new heavy-duty oil filters used on the 1961 models.

Oil Filter Cartridge, Part No. SP-50288, is packaged with the correct gasket and should be used as the replacement cartridge for the AC-3070 and AC-3138 heavy-duty filters.

Oil Filter Cartridge, Part No. SP-50053, will also fit the heavy-duty filters if used with the larger Gasket, Part No. 1552764.

LUBRICANT FOR SAGINAW STEERING GEARS—1961 Model Lark Passenger Cars

The correct lubricant for the Saginaw steering gear used in all 1961 model Lark passenger cars is special Studebaker-Packard Lubricant, Part No. SP-50248. The service recommendations are that small quantities of a good grade of chassis lubricant may be added in the gear housing as required but that the special lubricant, Part No. SP-50248, must be used for complete refills.

We specifically recommend against the use of lubricants other than chassis lubricant and the special Studebaker-Packard lubricant. Mineral oils and multipurpose gear lubricants must not be used in the Saginaw steering gear.

Lubriplate Type 'A' should not be used in the Saginaw steering gear. While Lubriplate Type 'A' is an outstanding chassis lubricant, it becomes stiff at lower temperatures which permit the lubricant to channel and results in gear wear and increased steering effort.

Export dealers refer to Export Service letter F-11 (Lubricants) dated October 20, 1960.

GENERATORS AND REGULATORS—1959-61 Passenger Cars

It is important that the correct charging circuit regulator be used with the various model generators on Studebaker-Packard vehicles. Installation of the incorrect type generator or the incorrect type regulator will seriously damage the various components of the electrical charging circuit.

The following generator and regulator chart used in conjunction with the Parts Listing and the Generator Chart on page 136 of the current Chassis Parts Catalog will enable you to identify, check, and select the correct generator and regulator for the various model cars.

GENERATOR ASSEMBLY			VOLTAGE REGULATOR	
Stude No.	Vendor Service Part No.	Vendor Production Part No.	Stude No.	Vendor No.
1540825	GJC-7002S	GJC-7002F	*1539451	VRX-6008A
			**1549326	VBO-4002B-1
1541275	1102005	1102003	1553269	1119663
1541377	1106984	----	1541378	1119004
1546198	1106679	----	1546195	1119606
1546764	1102132	1102127	1546189	1119610
1550292	1102091	----	1546189	1119610
1550351	1102088	----	1553269	1119663
1550372	GJP-7102S	GJP-7102C	1550091	VBO-6201A-1
1550551	GGA-6001SN	----	1552493	VBO-4201B-1
1551611	GJP-7203S	OE-5082A	1550091	VBO-6201A-1
1553181	1102269	1102248	1552954	1119001-03
1692951	1102223	1102127	1546189	1119610

* Model 1959S
** Model 1960S

WINDSHIELD WIPER REPLACEMENTS

A high percentage of windshield wiper motors returned to the Claims Section are in good condition and should not have been replaced. In order to prevent needless replacement of the windshield wiper motors, it should always be determined if the motor is actually at fault or if the switch or wiring is causing the problem.

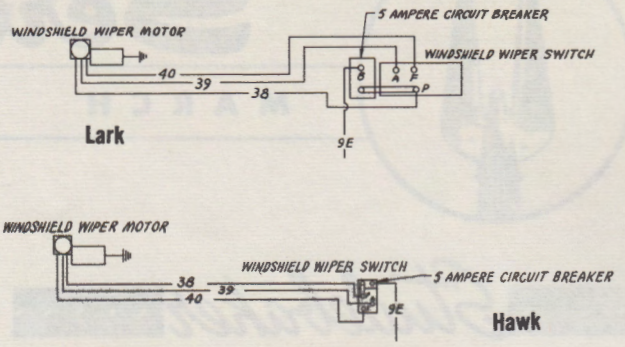

FIG. 1

To determine whether the trouble is in the wiper motor or the wiper switch, bypass the wiper switch. Refer to diagram in Fig. 1. Disconnect wire No. 9E (white with black tracer) from the circuit breaker on the wiper switch. Disconnect wires No. 39 (green) and No. 40 (black) from the wiper switch. Hold these three wire terminals together, and with the ignition switch turned to the accessory side, the motor should operate at low speed. By removing the black wire, the motor should operate at high speed. With an ammeter connected in the circuit (between the 9E wire and the B terminal on the wiper switch) the motor should run on 5 amps or less while operating with dry blades on a dry glass. Make sure there is not any binding condition in the wiper linkage as this would cause a higher amperage draw.

If in the above test the motor does not operate at either low or high speed, or draws over 5 amperes, replace the motor. Otherwise replace the wiper switch.

If the wiper motor operates the blades slowly, check the operation of the wipers as outlined in the current Passenger Car Shop Manual, page 10 and 11 of Body Section under Testing and Wiper Arm Tension.

STARTER MOTORS AND GENERATOR REPLACEMENTS

A very large percentage of starter motors and generator assemblies returned to the Claims Section are in good condition and should not have been replaced. This, of course, indicates that needless and expensive replacements of starter motors and generators are being made in the field and that the problem was other than in the replaced assembly.

Whenever starting or charging system circuit problems arise, an on-the-car test of the unit involved should be made to determine if the starter motor or generator is at fault or if some other unit or units in the respective electrical circuit is at fault.

If a starting problem exists, the starting circuit should be checked as outlined in the current Passenger Car Shop Manual under 'Starting Circuit—Testing' on page 17 of the Electrical System. If this test indicates a problem with the starter motor, remove the

assembly and overhaul the unit as outlined in the Shop Manual. All of the parts required to overhaul starter motors such as armatures, brushes and end plates are available from your Parts Depot with the exception of the main starter frame and field coils assembly. If the field coils are damaged, the starter may be replaced as an assembly.

If a problem in the charging circuit exists, the generator performance should be checked as outlined in the current Passenger Car Shop Manual under 'Generator Performance' on page 5 of the Electrical System. If the generator performance test indicates a problem with the generator, remove the generator assembly and overhaul the unit as outlined on Shop Manual pages 13-15 of the Electrical System. All of the parts required to overhaul the generators are available from your Parts Depot with the exception of the main generator frame and field coils assembly. If the field coils are damaged, the generator may be replaced as an assembly.

IGNITION SWITCH-TO-COIL RESISTOR WIRE—1961V and 6E-V8 Models

A special service Ignition Switch-to-Coil Cable, Part No. 1554167, has recently been released for the 1961 V8 models. This cable is the service replacement resistance wire to be used in place of the resistance wire that is an integral part of the wiring harness.

This cable is 81" long and has a resistance of 1.8 ohms. It is identified by a tape imprinted with Part No. 1554167, which is attached to the cable. When the service cable is installed, it should be folded back and forth and taped onto the existing loom to take up the surplus length. The cable must not be shortened as shortening the wire would change the resistance valve. Cable, Part No. 1554167, is not listed in the current Parts Catalog.

The service replacement ignition switch-to-coil Cable, Part No. 1550327, released for the 1960V model must not be used on the 1961V models. The cable used on the 1960V model is a pink wire of 1.52 ohms resistance and is 68½" long.

OIL LOSS WHEN ADJUSTING ROCKER ARMS—1961 Lark VI Models

You may occasionally encounter oil loss from the cylinder head when adjusting the rocker arm clearances on 1961 Lark VI engines.

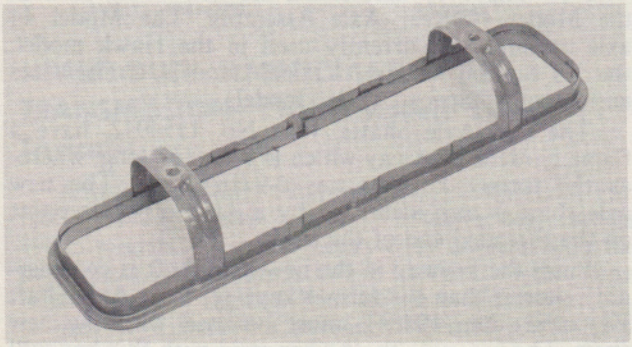

FIG. 2

Oil loss during the adjustment process can be prevented by the use of a modified rocker arm cover and cover gasket. The modified cover acts as a baffle yet permits ready access to the rocker arm adjusting screws.

When making the adjustment the engine speed should be reduced below normal idle (550 rpm) in order to minimize oil loss, and also obtain more accurate valve adjustment.

The modified cover can be made in your own service department by cutting an existing rocker arm cover as shown in Fig. 2.

PISTON AND PIN ASSEMBLIES FOR SERVICE—1959-61 6-Cylinder Models and 1955-61 V8 Models

(This article cancels and supersedes the information given in Service Bulletin No. 358, Page 3.)

1959-61 6-Cylinder Models

Service replacement pistons are available for the 1959-61 6-cylinder models in the following sizes, under the folowing part numbers and supersedes some of the information in the current Chassis Parts Catalog pertaining to 1959-61 piston assemblies:

Piston Size	Part Number	Part Name	
.001" oversize	1553151	Piston w/Pin	8.0
.0025" oversize	1553152	Piston w/Pin	and
.010" oversize	1547559	Piston w/Pin	8.5
.020" oversize	1547560	Piston w/Pin	Compression
.030" oversize	1547561	Piston w/Pin	Ratio
.040" oversize	1547562	Piston w/Pin	

1955-61 V8 Models

Service replacement pistons are available for the 1955-61 V8 models in the following sizes and under the following part numbers and supersedes some of the information in the current and previous Chassis Parts Catalog pertaining to 1955-61 piston assemblies:

Model Engine	Piston Size	Part Number	Part Name
259	.001" oversize	1553159	Piston w/Pin
259	.002" oversize	1553160	Piston w/Pin
259	.010" oversize	1549565	Piston w/Pin
259	.020" oversize	1539566	Piston w/Pin
259	.030" oversize	1539567	Piston w/Pin
259	.040" oversize	1539568	Piston w/Pin
289	.001" oversize	1553163	Piston w/Pin
289	.002" oversize	1553164	Piston w/Pin
289	.010" oversize	1539049	Piston w/Pin
289	.020" oversize	1539050	Piston w/Pin
289	.030" oversize	1539051	Piston w/Pin
289	.040" oversize	1539052	Piston w/Pin

The first two sizes listed in each group (.001" and .0025" on 6-cyl. models and .001" and .002" on V8 models) are for service installation in standard bore size cylinder blocks that require little or no honing and cover the production variations in cylinder bores.

When ordering a piston, specify the piston by the part number of the size whch will permit individual fitting of the piston to the cylinder bore by honing and/or reboring.

This piston ordering information supersedes information given in the current Passenger Car Shop Manual under Cylinder Bore Sizes in the 170 and 259 Engine Sections; however, it agrees with the information under Cylinder Bore Sizes in the 170 OHV Engine Section.

Follow the recommendations for obtaining the proper piston-to-cylinder clearance by using a thickness gauge and spring scale as outlined under "Pistons Fitting" in the current Passenger Car Shop Manual.

DETONATION OR SPARK KNOCK—1961S Models

Because of the high engine compression ratios, it is entirely possible that some detonation or spark knock may be noticeable under certain driving conditions. The likelihood of detonation increases with the use of the car because of carbon accumulation in the cylinder head combustion chambers. A gasoline with too low an octane rating can cause detonation; the octane ratings of regular grade gasolines vary considerably in different parts of the United States. Therefore, although our service and owner's information states that Studebaker engines are designed to operate successfully on good grades of regular fuel, it does not necessarily mean that absolutely no detonation will be noticeable under all operating conditions. Furthermore, some light detonation of short duration under heavy loads is not necessarily harmful to the engine. Conversely, abnormally severe detonation can be harmful to the engine and should be investigated and corrected.

If abnormal detonation is encountered on the 1961S models, the engine should be carefully tuned. The tune-up should include torquing the cylinder head and valve adjustment, torquing the manifold and checking the heat riser valve for proper operation, a complete check of the distributor including cam angle adjustment, vacuum advance and centrifugal advance, a careful adjustment of the ignition timing, air cleaner and carburetor servicing, and a check of the fan belt and cooling system for proper engine cooling.

The ignition timing should be adjusted as follows:

1. Disconnect the vacuum advance pipe at the carburetor and install a temporary plug in the carburetor.
2. Use an accurate tachometer and set the engine idle at 550 rpm.
3. With the engine running, set the timing so that the timing light shows the index mark nearest the IGN mark on the vibration damper to be directly under the pointer.
4. Remove the temporary plug from the carburetor and connect the vacuum advance pipe.
5. Readjust the engine idle to 550 rpm.

If an abnormal spark knock is encountered after these adjustments have been made, it could indicate that too low an octane gasoline or the combination of the gasoline and oil used is causing the condition.

If the owner of the car objects to the spark knock being encountered and does not wish to use higher octane rated gasoline or a blend of regular and high test gasoline, the installation of a slightly thicker Cylinder Head Gasket, Part No. 1693440, will minimize the condition. This gasket reduces the compression ratio from 8.5 to 8.0:1.

Cylinder Head Gasket, Part No. 1693440, available from your Parts Depot, is the standard equipment gasket on the 1961 Champ trucks and on all Y1 Taxicab models after engine Serial No. S-189501.

CYLINDER HEADS AND VALVE GUIDES—1961S Models

We have had a few instances of 1961S cylinder heads being returned to the Claims Section for a condition of valve guide wear. Our inspection of the returned cylinder heads indicates that the heads are in good condition and that only one or more of the valve guides were in need of replacement. Valve guides are available from your Parts Depot and must be replaced as an individual part. The cylinder head must not be replaced for a condition of worn valve guides.

Our inspection of returned valve guides indicates that in many cases the proper valve guide remover and replacer tool was not used. Special Valve Guide Driver and Plate, Tool No. J-9265, must be used to remove and replace valve guides. The use of the proper tool will prevent damage to the valve guides and assure the proper positioning of the new guide in the cylinder head.

ACCELERATING PUMP ARM—2-Barrel Carburetor 1961V Models

The two-barrel Stromberg carburetor used on the 1961V models now uses an improved accelerating pump arm. The new Pump Arm, Part No. 1694011, has a slightly different shape than the former arm. This provides a better operating angle with the throttle shaft and prevents a binding condition in the throttle.

When you encounter a binding condition in the area of the accelerating pump operating arm and the throttle shaft and connecting link, replace the pump arm with the new Arm, Part No. 1694011.

REAR AXLE SHAFTS—Model 44 Rear Axle Assembly

New improved axle shafts are now being used in the Model 44 Rear Axle Assembly. The Model 44 axle assembly is currently used in the Hawk model, the V8 Station Wagon, Taxicab models, Police Cars and in other Special Order models.

The new Axle Shafts, Part No. 1554042, have a flame hardened keyway which is 1-13/16" long, whereas the former keyway was 2-9/16" long. The new axle shaft is also identified by a daub of white paint on the threaded end of the shaft.

Since the keyway in the new axle shaft is considerably shorter than the former keyway, Rear Axle Shaft Key, Part No. 194841, must be used with the new shaft. The new axle shaft when used with this key will fit in previously built Model 44 axle assemblies.

Whenever an axle shaft replacement is made on a 1959, 1960 or 1961 passenger car equipped with a Model 44 axle assembly, the new Axle Shaft, Part No. 1554042, along with Key, Part No. 194841, should be used.

Rear Axle Shaft, Part No. 1540835, should continue to be used for servicing the 1958 and prior model cars equipped with the Model 44 rear axle.

TRANSMISSION SLIPPING OUT OF HIGH GEAR—Conventional and Overdrive Types

A condition of a conventional or overdrive transmission slipping out of high gear is most generally caused by misalignment of the transmission with the engine assembly.

When you encounter this condition, you should remove the transmission assembly and check and align the clutch housing with the engine as outlined on page 4 of the Clutch Section in the current Passenger Car Shop Manual. The transmission should then be reinstalled, the linkage adjusted and the car road tested.

If the condition still exists after the above checks have been made, repair or replace the transmission as required.

Do not install a new transmission until the clutch housing alignment has been checked and aligned as required. If this is not done, the condition of slipping out of gear will often reappear with the new transmission installed in the car.

SPEEDOMETER DRIVE GEARS—Model T-96 and T-86 Overdrive Transmission Assemblies

Speedometer drive gears that have been hardened are now used in production in Model T-96 and T-86 overdrive transmission assemblies. These hardened drive gears substantially increase the service life of the speedometer drive gear.

Only speedometer drive gears that have been hardened are available from the Parts Depots for service replacement and they will be substituted under the following part numbers whenever speedometer drive gears are ordered.

Old Part Number	New Part Number
1547570	1547568
1544699	1546543
1544348	1546046
1544698	1546047

HEAVY-DUTY FLIGHTOMATIC TRANSMISSION—1961S Models Except Y1 Taxicabs

A new heavy-duty Flightomatic Transmission, Part No. 1554175, is now available at extra cost for the 1961S models. This new heavy-duty transmission has the water-cooling feature and is identical to the transmission used in the 61S-Y1 Taxicab model except that it uses a different Governor Assembly, Part No. 1553328, and a different Speedometer Drive Gear, Part No. 1547570.

The new transmission is designated as Warner Gear Model No. AS24-8. The identification plate located on the transmission case is plain aluminum. The shift points of the new transmission are comparable to the 61S Standard Flightomatic transmission and are somewhat higher than those of the 61S-Y1 Taxicab transmission.

SLOW ENGAGEMENT OR 'BUMP' WHEN SHIFTING UP TO 'D' OR 'L' RANGE—1961S Model Flightomatic

Beginning with transmission Serial No. 19163 for 61S, and 10500 for 61S-Y1, improvements were incorporated in the Flightomatic transmission used on the 61S model. These improvements materially reduce the delay and the accompanying bump that may be encountered when shifting from the 'P' or 'N' position into 'D' or 'L' position.

If you encounter a complaint of a slow engagement and/or a bump when shifting into 'D' or 'L' position in transmissions before the above transmission serial numbers, you should install the following parts and modify the front clutch cylinder as follows:

1. Replace the 3 front clutch discs with 3 new discs, Part No. 1554230, (4 for Taxi and Heavy-Duty transmissions).
2. Replace the front clutch pressure plate with a new Pressure Plate, Part No. 1554179. The new pressure plate should be installed in the standard transmission *only* and *must not* be used in the Taxi Heavy-Duty type transmission.
3. Drill out the front clutch inlet hole located in the front clutch cylinder to a 5/32" diameter hole. The present orificed end of the inlet hole is .075" to .081". (See Fig. 3)

Whenever it is necessary to replace front clutch parts in the 61S Flightomatic transmission, use the following parts rather than the parts listed in the current Chassis Parts books.

Quantity Standard	Quantity Taxi or H.D.	Part No.	Part Name
3	4	1554230	Front Clutch Disc
1	*	1554179	Front Clutch Pressure Plate
1	1	1554227	Front Clutch Cylinder

*Use Part No. 1543339

All of the parts listed are available from your Parts Depot.

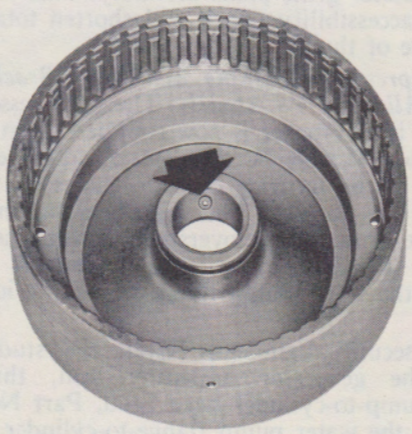

FIG. 3

BRACKET FOR POSITIONING FLIGHTOMATIC TRANSMISSION DIPSTICK—1961 Models

Flightomatic transmissions currently produced incorporate a positioning bracket for the dipstick tube. This bracket is welded to the transmission oil pan and provides a positive means of positioning the dipstick tube.

Improper positioning of the dipstick tube can result in a false oil level reading on the dipstick. A positioning bracket has been released for servicing earlier produced transmissions not equipped with the welded-on bracket. We suggest that you install the service bracket whenever the oil pan is removed for band adjustment and other servicing. The service Bracket, Part No. 1553453, available from your Parts Depot, should be attached to the transmission by the second oil pan cap screw from the rear and on the right side of the transmission. See Fig. 4.

FIG. 4

AIR CONDITIONING INSTALLATION—Kits AC-3113, AC-3114, AC-3115 and AC-3134

All Lark Models—To facilitate the installation of units installed at the front of the car, remove the complete radiator grille panel assembly. This will provide greater accessibility which will shorten total installation time of the kit.

Compressor Mounting and Idler Bracket Alignment—All 1961 V8 Models. The compressor mounting and idler bracket is now supplied as an assembly, Part No. 1553608. A problem of alignment of the bracket to the securing capscrew holes on the engine may be encountered. This misalignment may be beyond the limits of the oversize mounting holes in the bracket, especially when the bracket is pulled in against the water pump flange below the idler pulley bracket.

To secure alignment, install the stud removed from the generator adjusting arm, this is the water pump-to-cylinder head Stud, Part No. 527255, through the water pump flange-to-cylinder block upper hole. The hex on the stud provides a permanent spacer for the compressor bracket at the mounting point below the idler pulley. Plain washers may be used against the hex of the stud if a few additional shims are required.

Condenser Installation—All Lark Models. With the condenser installed on the front side of the radiator support, locate the point for drilling the large hole for the short large diameter upper condenser-to-compressor hose. Align and cut the hole in the fender panel in direct alignment with the condenser upper connection and far enough over from the condenser to permit an easy natural bend in the hose through the fender panel. Tape hose at locations that are close or may contact horn.

Radiator Petcock Interference—All Lark Models. Before installing the radiator core in behind the condenser, have the drain valve on the radiator turned in to the full shut-off position. This will prevent the possibility of damage to the condenser as it provides good clearance for the drain valve.

Blower Housing Bracket Installation—All Lark Models. The bracket for the blower motor housing is secured between the instrument board and hand brake bracket by the left side retaining screw.

HOOD LOCK OPERATION—1961 Lark Models (LHC)

A change has been made in production to improve the operation of the hood lock mechanism. The hood lock control cable retaining tab at the battery hold-down bracket is no longer used. The removal of the retaining tab allows the cable assembly to assume a more gradual curve and eliminates the possibility of damaging the cable during installation. Lubriplate is also used on the cable before it is assembled to the cable housing.

If you encounter a condition of the hood lock and control cable assembly binding and not returning to the released position, remove cable assembly from the tab in the battery hold-down bracket and allow the cable to lay on top of the battery bracket and against the fender apron. If the assembly still binds and will not return to the released position, unhook the cable from the latch plate lever and check the latch plate for binding. If the cable operates freely and the latch plate binds, repair or replace the latch plate. If the latch plate operates freely, replace the cable assembly leaving it out of the tab at the battery bracket.

Whenever the hood lock is checked, always check the operation of the hood safety hook. Operation of the safety hook is covered in Dealer Service Letters No. S-1005 and S-1009.

RADIO INTERFERENCE NOISE FROM TACHOMETER—1960-61 Hawk Models

Radio interference noise in the 1960 and 1961 Hawk models which may come from the tachometer when the engine is running can be greatly minimized by the installation of a Radio Suppressor Capacitor, Part No. 1540361. The 5-MFD capacitor is connected between the tachometer ground wire terminal at the instrument board and the tachometer hot lead wire at the fuse block terminal.

The bracket or strap of the capacitor should be securely fastened to the instrument board lower metal ledge with the tachometer ground wire screw. The wire leading from the capacitor should be connected to the end of the tachometer lead wire located at the fuse block terminal. The tachometer lead wire is a black wire with a red insulation sleeve at the terminal end. The terminal is located at the right end of the upper fuse located on the flasher holder and fuse block assembly.

NEW KNOB FOR CLIMATIZER HEAT CONTROL—1961 Model Lark Passenger Cars

A new Climatizer heat control knob is now used in production on all Lark models. This knob has a set screw incorporated in the knob that screws against the spring steel knob retainer and insures positive locking of the knob to the control shaft.

The new Knob, Part No. 1554118, should be used wherever you experience difficulty retaining the knob previously used on the control shaft.

Care must be taken when installing the knob on the shaft to prevent overtightening of the set screw to prevent stripping of the threads in the plastic knob.

CHANGES TO 1957-61 TIME GUIDE

Change to Operation U130—Speedometer Drive Gear (White Section). The model reference under OD of Operation U130 should be changed:

From:	To:
57 Stude W-F-Y-D-P-J	All 57-61 Stude & Pack Except 60 & 61L
58-61 Stude C-K & 57 Pack	
58-61 Stude Except L	

Operation R81 of the passenger car section (white) has been revised as follows:

R81—CYLINDER FREEZE PLUGS, R & R

		6-Cyl.	8-Cyl.
(a) No. 1 Left	57-60 Stude	0.8	
	61S Stude	0.6	
(b) No. 4 Left	57-59 Stude	0.6	
(c) No. 2 or No. 3 Left	57-61 Stude	0.5	
(d) No. 1 or No. 3 Right or No. 1 or No. 3 Left	57-61 Stude		0.5
(e) No. 2 Right	57-61 Stude		1.2
(f) No. 2 Left	57-61 Stude		0.8

Operation R81 now includes the operations and times listed in Operations R82 and R83. Therefore, please strike out Operations R82 and R83.

Please make a note of the changes in your copy of the Time Guide.

Packard

SHAFT LEVERS-TO-TRANSMISSION EXTENSION LEVER ROD SLEEVE—1955-56 Packard

When the supply of Shaft Lever-To-Transmission Extension Lever Rod Sleeve Assembly, Part No. 465363, is exhausted, it will be substituted by Swivel, Part No. 1692520.

The sleeve of Part No. 1692520, is slightly shorter than Part No. 465363. It is only necessary to move up the locking nuts to accommodate the length when adjusting and locking it in position on the shift rod.

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 six of the more than 3.2 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 1961 Safety-Check is a fresh opportunity for dealers. The program is expected to reach an all-time high in community and dealer participation during 1961. Both safe driving and safe vehicle conditions are emphasized in the 1961 Circle of Safety theme. Motorists are urged to stay in the safest of circles. Join 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:

- Contact public officials, key civic leaders and others to offer your help in a community-wide Safety-Check. Serve on committees.
- Identify your place of business with the Safety-Check by displaying the special display materials during May and June.
- Help your city or county obtain materials needed for use at check lanes.
- Loan mechanics or other personnel to help check vehicles at community check lanes.
- Offer customers and employees a 10-point Vehicle Safety-Check. Use direct-mail, personal calls, and special hand-out materials.
- Feature "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.
- 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.*

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