

Studebaker

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DIVIDED FRONT SEAT LEAN-BACK ALIGNMENT - 1956 MODELS

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

Before an attempt is made to change divided front seat lean-back alignment, analyze the situation. A properly aligned front seat lean-back assembly should have:

- a. Satisfactory fore and aft alignment of lean-backs.
- b. Sufficient clearance between the lean-backs to prevent rub of one lean-back against the other when pulled forward.
- c. Sufficient clearance between the upper and lower seat side panels.
- d. Sufficient clearance in the lower seat side panels for satisfactory operation of the seat adjusting lever.
- e. Seat frame correctly aligned to the seat track and positive locking of the seat adjusting mechanism.

PROCEDURE:

- a. The front seat lean-back stops, Part No. 1314055, are secured to the tapping plates on the lower edges of the lean-back assemblies with screws, Part No. G191242, and governs the lean-back fore and aft position. To position the lean-back forward, remove the screw and stop and add washers between the stop and tapping plate. To position the lean-back rearward, remove washers or reduce the stop thickness.
- b. The clearance between the seat lean-backs is also governed by fore and aft adjustment of the lean-backs. The lean-backs adjusted forward decreases the clearance between them, adjustment rearward increases the clearance. Fold each lean-back forward and if cross-over interference with the opposite lean-back is encountered, the stop thickness must be reduced.
- c. When desired lean-back alignment with proper cross-over clearance has been obtained, check for clearance between the upper and lower seat side panels. Clearance may be obtained by adding flat washers between the lower seat side panel and seat frame at the rear panel attaching screw and realigning the lower seat side panel as required.

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- d. Excessive clearance between the upper and lower seat side panels may restrict the travel of the seat adjusting control shaft. If interference is encountered after desired lower seat side panel alignment has been obtained, enlarge the elongated hole at the point of interference in the panel to permit sufficient travel.
- e. When above adjustments have been completed, make certain that the seat is aligned on the seat tracks to permit full travel within the limits provided and that positive locking and unlocking action of the mechanism is satisfactory.

VALVE STEM CAPS - V8 ENGINES

A special valve stem cap for V8 engines has been made available for service. It may be used in correcting cupped valve stem ends, which result in excessive valve noise and inaccurate settings, without grinding stem ends. It is not necessary to disassemble the rocker assembly to install them. Loosen the rocker arm bracket screws and cylinder head cap screws that hold the rocker assembly to the head, and insert the special valve stem cap. Retighten

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the cap screws. Readjust the valve clearances to original specifications.

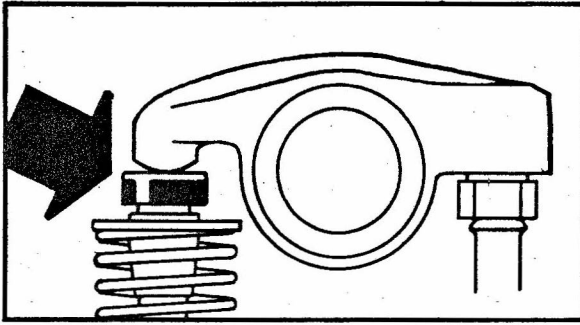


FIG. 1

The valve stem caps should be installed in complete sets. The caps are available from the Parts and Accessories Division through your Parts Depot under Part No. 536426. Sixteen are required per car.

BODY REAR GLASS MOULDINGS - 1956 2- AND 4-DOOR SEDAN MODELS EXCEPT CLASSIC

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

The top and corner mouldings for the body rear glass on all 2- and 4-door sedan Champion,

Commander, and President models have recently been changed to provide an improved fit of the mouldings to the body rear glass weather seal and body contour. The top moulding retainer flange has been relieved by V-shaped notches for better forming during installation. The corner moulding inner retainer has been deleted and a stainless steel screw placed in the forward corner to secure the moulding against the body panel.

On cars built prior to this production change, the mouldings may be modified to obtain the same results provided they are not damaged on removal.

The following procedures may be used:

CORNER MOULDINGS

Remove the corner moulding retainer section from the weather seal, top and lower mouldings. Remove and discard the retainer from the corner moulding. Twist the upper section of the moulding to obtain approximately 1/2" set. Right side - twist counter-clockwise. Left side - twist clockwise. Locate and drill a hole at the center of a 3/4" radius on the corner moulding as shown (Fig.2) and carefully countersink the hole.

TOP MOULDINGS

Should the top moulding not fit satisfactorily, it too may be modified to improve its appearance. Apply liquid soap in the rear body glass weather seal moulding retainer groove and disengage the retainer section. Slide the moulding up and out of the groove. Remove the

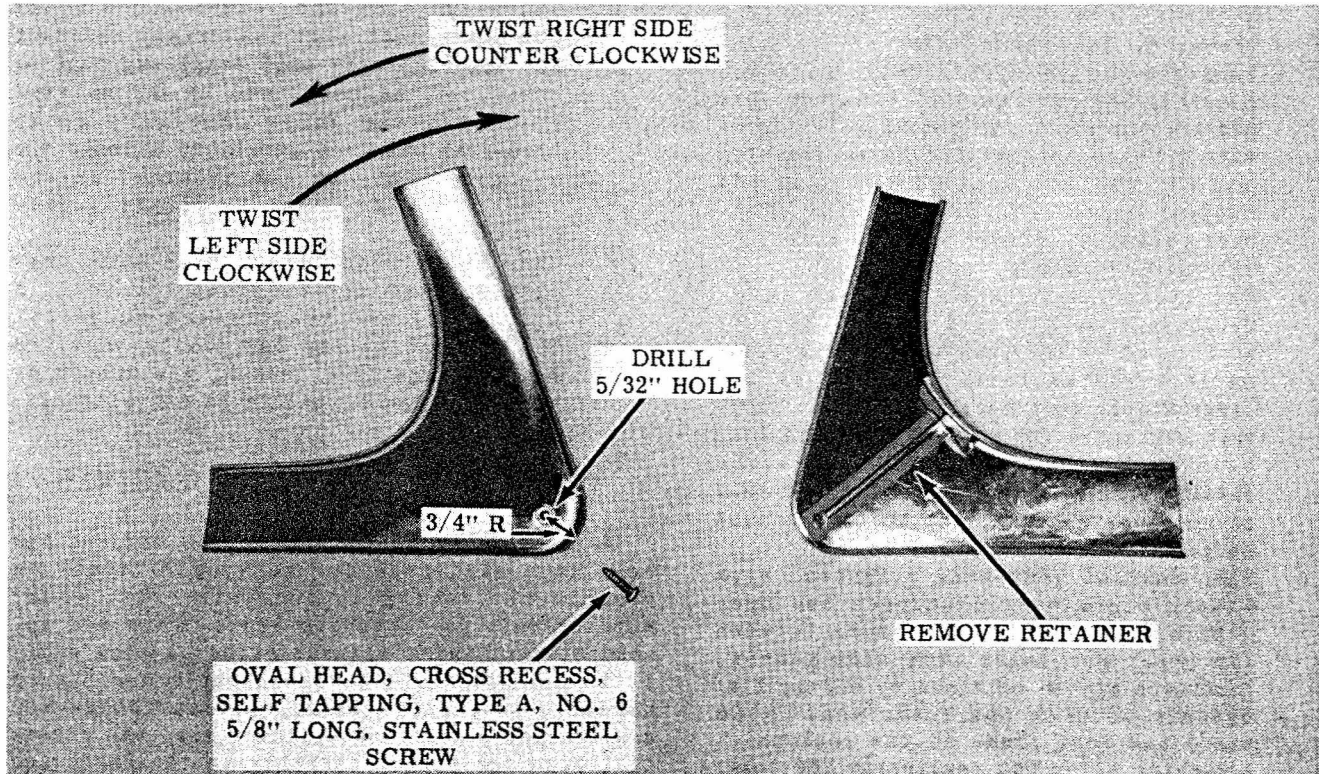


FIG. 2

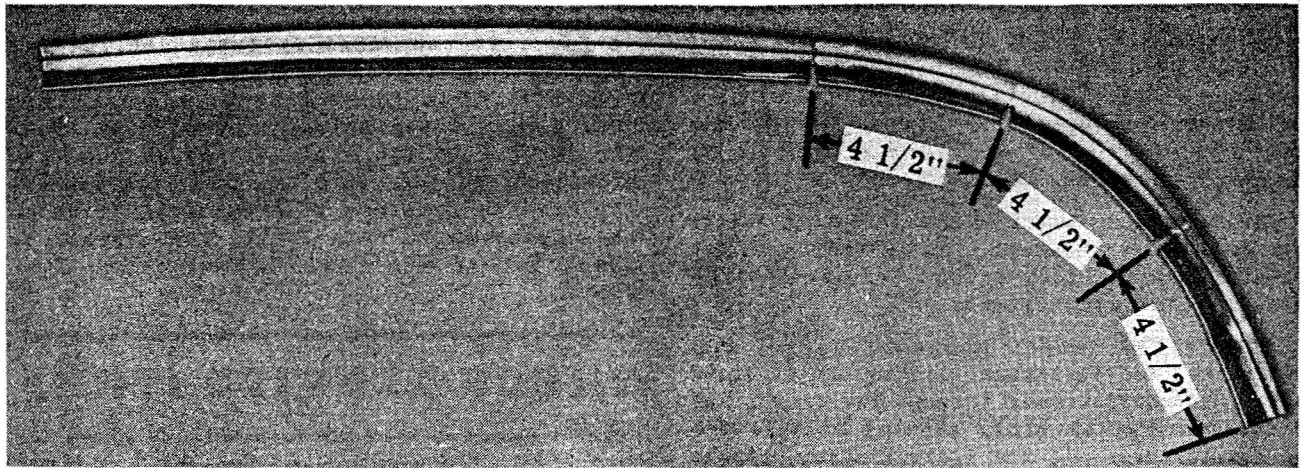


FIG. 3

side section from the seal first, then slide the remaining section outward from the center line of the body.

Cut three slits as deep as possible, in the top moulding retainer section then cut each side of the slit to form a notch all the way to the bottom of the retainer at 4-1/2" intervals as shown in Fig. 3.

Insert the modified moulding into the weather seal groove, using liquid soap as required to ease installation. Realign weather seal progressively as required. When moulding is in place, the use of a soft rubber hammer is most effective in setting the moulding.

Install the corner moulding and mark the hole location on the body. Drill a hole to accept the screw. Apply dum dum over the hole, reinstall the moulding, and install and tighten the screw to secure the moulding. Do not tighten so as to cause distortion of the moulding.

BOTTOM MOULDINGS

Where the bottom moulding does not fit down to the deck lid panel, leave the moulding installed in the seal, and holding the moulding firmly against body panel with both hands, one on each side of gap, have a helper use a piece

of fibre or hard wood placed on the lower side of the moulding flange. Move moulding up toward glass by tapping lightly against the fibre or wood block. (See Fig. 4.) Extreme care must be taken not to distort the moulding. (Protect the painted area against damage.)

BATTERY SUPPORT BOX - 1956 SEDAN AND STATION WAGON MODELS

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

On early production 1956 sedans and station wagons, the battery support box was welded to the fender apron. It has been found difficult to remove the power steering unit on cars so equipped. Cars produced later have a bolted type battery support box.

If necessary to remove the battery box on early production cars, the welds must be drilled out. The battery box should then be reinstalled using suitable bolts.

The Parts and Accessories Division will carry a new battery box assembly under Part No. 1314241.

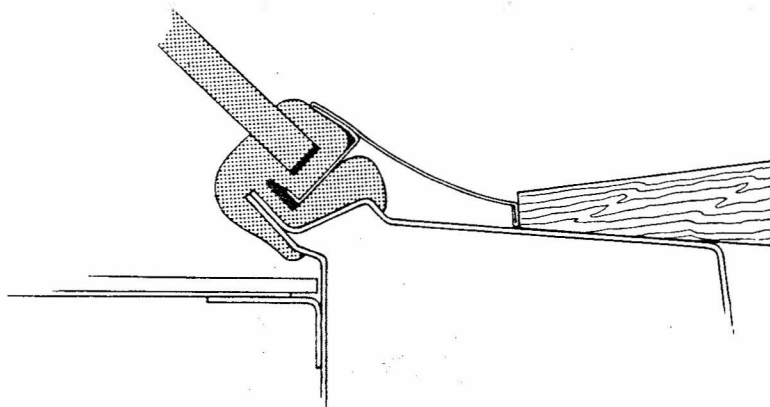


FIG. 4

INSTRUMENT BOARD AND INSTRUMENT GROUNDING - 1956 HAWK SERIES CARS

Please record this article on the Service Bulletin Reference pages at the end of both the Body and Electrical sections of your 1956 Passenger Car Shop Manual.

The instrument board of the 1956 Hawk series cars is a fibre material. Therefore it cannot provide an electrical ground for the instruments or instrument lights.

Electrical ground connections for the instruments and instrument lights are obtained on the Hawk series cars through the connection of the speedometer cable housing between the speedometer head and the transmission. If the speedometer cable is not properly connected, the lights or instruments may not operate properly.

If additional grounding is required, it is suggested that a braided ground strap, similar to that used for radio suppression, be wrapped tightly around the oil gauge tube where it goes through the fire wall and the ends of the strap fastened to the fire wall with a sheet metal screw.

PRODUCT REPORTS

One of the most helpful things to us in maintaining product quality is to receive product reports from you when you encounter any conditions relating to quality of the product which you feel should be brought to our attention.

We can't urge you too strongly to keep such reports coming to us. While these can be in a letter, the most satisfactory method is to use the Product Report form which we supply. We are including with this issue of the Service Bulletin an additional supply of this report which we hope you will use as the occasion demands.

NOTE: This does not apply to export dealers.

CONTROL ARM BUSHING RETAINERS - ALL MODELS

Please record this article on the Service Bulletin Reference page at the end of the Front Suspension and Steering section of the 1956 Passenger Car Shop Manual.

The plain washers formerly installed on the control arm inner shaft bushing retainer capscrews are no longer used in production. They are shown as item 3, Fig. 8, on page 4 and item 5, Fig. 12, on page 6 of the Front Suspension and Steering section of the 1956 Passenger Car Shop Manual. Therefore, it is necessary and important that the bushing retainer capscrews be torqued to the proper specification.

If a bushing looseness and resultant noise is found at the upper or lower control arm inner shafts, remove and inspect the bushing retainer. The inner side of the retainer should have 6 serrations in good condition. The outside of the retainer should not have pronounced galled spots from the lock washer. Replace the retainer if necessary. Tighten the capscrews to 60 - 65 ft. lbs. torque as specified in the 1956 Passenger Car Shop Manual.

TRUCK SERVICE ITEMS

12-VOLT ELECTRIC WINDSHIELD WIPER KIT - 2E SERIES TRUCKS

Please record this article on the Service Bulletin Reference Page at the end of the Cab Body Section of your 2E Series Trucks Shop Manual.

An electric windshield wiper kit for 2E Series trucks has been made available by the Parts and Accessories Division.

All the parts needed to change from vacuum to 12-volt electric wipers are contained in the kit, Part No. 1654114.

MOTOROLA RADIO SERVICE DIRECTORY - 2E SERIES TRUCKS

Included with this issue of the Service Bulletin is the 1956 edition of the Official Directory of Motorola Authorized Distributors and Service Stations.

Dealers will find this directory useful in locating the nearest distributor or service station for warranty service or other information on the Motorola Radio.

CAMSHAFT ALUMINUM TIMING GEAR - 2E38 MODEL TRUCKS

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

Under severe operating conditions, research has shown that an aluminum timing gear will provide longer service life. Accordingly, an aluminum camshaft gear has been released as Part No. 1685777. This gear is being used in production effective with engine number 5E-4496.

The center portion of the gear is of a waded section rather than of the spoke or disc type. To dampen the noise usually associated with the aluminum gear, a steel spring snap ring is installed at the base of the gear teeth.