

Studebaker

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1956

PAINT FORMULATIONS FOR 1956 PASSENGER CAR AND STATION WAGON COLORS

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

Following is the paint formulation on the Cambridge Gray used on the 1956 model passenger cars and station wagons:

DUPONT'S #1007 CAMBRIDGE GRAY METALLIC BAKING ENAMEL - SYMBOL BAH

253-0519	Blue	20.4
253-0483	Brown	20.3
253-0284	Black	4.0
253-0312	Red	1.1
282-094	Aluminum	14.3
	Clear Base	40.0

ROSS STEERING GEAR LUBRICANT - ALL MODELS

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

After extensive engineering tests, the Engineering Research Division has approved Texaco 1987 - Meropa 7H lubricant as being satisfactory for use in Ross Steering Gears.

Either Kendall 400 or Texaco 1987 - Meropa 7H lubricant is approved for use in Ross Steering Gears in all Studebaker cars (all models thru 1956).

HIGH ALTITUDE METERING RODS FOR 56J (CARTER WCFB-2394S CARBURETOR)

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

Metering rods for high altitude use on 56J Goldenhawk models have been released under the following part numbers:

- Part No. 6484567 - Metering Rod, 1 size lean. Carter #75-1296 - for 4000 to 8000 ft. altitude.
- Part No. 6484568 - Metering Rod, 2 sizes lean. Carter #75-1297 - for 8000 ft. and up.

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HOOD PROP HOLE - 1956 HAWK SERIES CARS

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

The prop rod hole in the hood reinforcement has been moved toward the center-line of the hood in order to provide a better balanced support. The new location is eight inches to the right of the hood center-line.

If it is desired to relocate the prop rod hole on earlier Hawk models, a 1/2" diameter hole may be drilled in the reinforcement eight inches to the right of the hood center-line.

OVERDRIVE TRANSMISSION REMOVAL - 56J

Please record this article on page 30, the Service Bulletin Reference page of the Transmission section of your 1956 Passenger Car Shop Manual.

When removing overdrive type transmissions on 56J Goldenhawk, the clutch housing must be removed with

with the transmission as an assembly.

On this model, the clutch throw out bearing return spring is attached to the front flange of the transmission. This makes it necessary to remove the transmission and clutch housing together to prevent damage to the return spring and facilitate removal and installation of the spring.

INABILITY TO ADJUST THROTTLE LINKAGE - 56B AND 56H EQUIPPED WITH 2-BARREL CARBURETOR - FLIGHTOMATIC TRANSMISSION

Please record this article on the Service Bulletin Reference page 102 of the Transmission section of your 1956 Passenger Car Shop Manual.

It may be found impossible to shorten the accelerator cross-shaft to carburetor rod sufficiently to obtain the correct bellcrank pad-to-stopscrew adjustment. If this condition is encountered, cut off 1/4" of the threaded portion of the adjustment rod of the cross-shaft to carburetor rod. There are sufficient threads on the adjustment end and no further threading is required. Recheck all of the linkage adjustments.

The adjustment end of the rod has been shortened 1/4" on the parts used in current production.

TORQUE CONVERTERS - EXCHANGE PRICE LIST

The following prices for torque converters become effective April 20, 1956, and on that date will supersede the prices published in Passenger Car Service Letter No. 927, dated May 26, 1955.

All other provisions of that letter, however, remain in effect. You will continue to handle claims for exchange torque converters with your Zone Parts Depot. Claims for torque converters replaced within twelve (12) months or twelve thousand (12,000) miles, should be mailed to the Claims Processing Unit, South Bend, Indiana. Such torque converters

should be held at your dealership for inspection and disposition by the Zone Service Representative.

ULTRAMATIC TRANSMISSION THROTTLE LINKAGE ADJUSTMENT - 56J

Please record this article on Service Bulletin Reference page 168 at the back of the Transmission section of your 1956 Passenger Car Shop Manual.

To provide a smoother shift and better shift pattern, the adjuster to cross-shaft rod is now assembled in the center hole of the cross-shaft lever. This is a change from the original specification in the 1956 Passenger Car Shop Manual to install the adjuster to cross-shaft rod in the lower hole of the cross-shaft lever.

This revision should be made in cases where rough shifting or early shift speeds cannot be corrected by a complete throttle linkage adjustment.

HEAD LAMP RIVETS LOOSE - PASSENGER CARS

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

Failure of head lamp rivets is generally the result of corrosion, caused by moisture, salt, etc., thrown against the lamp assembly by road splash. Head lamp assemblies now in production have a heavy protective coating over the rivets and surrounding area to help prevent corrosion.

Where rivet failure has occurred in the field, it is recommended that the rivets be replaced with sheet metal screws or small bolts and nuts. The screws or bolts and nuts should then be coated with a protective coating such as Dearborn's No-Oxide or an undercoating material.

Part No.	New Unit Price			Credit for Returned Unit			Exchange Unit Price		
	Suggested List Price	Suggested Wholesale Price	Dealer Net Price	Suggested List Price	Suggested Wholesale Price	Dealer Net Price	Suggested List Price	Suggested Wholesale Price	Dealer Net Price
527825	97.50	80.44	68.25	51.50	39.94	33.50	46.00	40.50	34.75
529074	107.50	88.69	75.25	59.50	46.69	39.25	48.00	42.00	36.00
530331	103.50	85.39	72.45	57.50	44.89	37.70	46.00	40.50	34.75
536501	103.50	85.39	72.45	57.50	44.89	37.70	46.00	40.50	34.75
537316	97.50	80.44	68.25	51.50	39.94	33.50	46.00	40.50	34.75
1540243	97.50	80.44	68.25	51.50	39.94	33.50	46.00	40.50	34.75
1541550	76.50	61.20	51.00	39.75	29.70	24.75	36.75	31.50	26.25
1685824	103.50	85.39	72.45	57.50	44.89	37.70	46.00	40.50	34.75
1539090	76.50	61.20	51.00	39.75	29.70	24.75	36.75	31.50	26.25
1539091	78.00	62.40	52.00	41.25	30.90	25.75	36.75	31.50	26.25

NOTE: This applies only to dealers in the United States, Alaska and Hawaii.

TRUCK SERVICE ITEMS

WARNER GEAR AUTOMATIC TRANSMISSION - 2E7 AND 2E12 MODELS

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

The Warner Gear automatic transmission, similar to that used on 1956 passenger cars, entered production on the 2E7 and 2E12 model trucks with engine number 2E-9410.

The truck transmission is essentially the same as the Commander and President passenger car transmission. There are, however, two major differences; (1) the truck transmission has a low gear start and (2) the manner in which the throttle pressure valve is operated. On the truck the throttle pressure valve is operated by control assembly which consists of a vacuum diaphragm - electric solenoid unit instead of the mechanical linkage used on the passenger car.

Should it be necessary to check the throttle valve pressure, proceed as follows:

Connect a pressure gage to the pressure take-off on the transmission (See Fig. 1.)

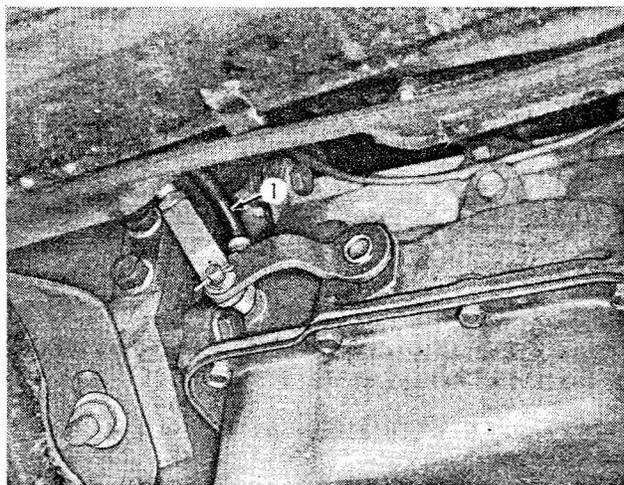


FIG. 1

1. PRESSURE GAGE HOSE

Connect a tachometer and set the engine idle speed at 550 RPM.

Set the parking brake securely. Run the engine until it reaches operating temperature. Be sure the carburetor choke valve is wide open.

Set the selector lever in "D" position and apply the foot brake securely. Run the engine at a steady 1000 RPM. The pressure should read 80-85 lbs.

Loosen the throttle pressure valve control lock nut (1, Fig. 2). Loosen the nut on

the vacuum line fitting (3) just enough to permit turning the control assembly (2).

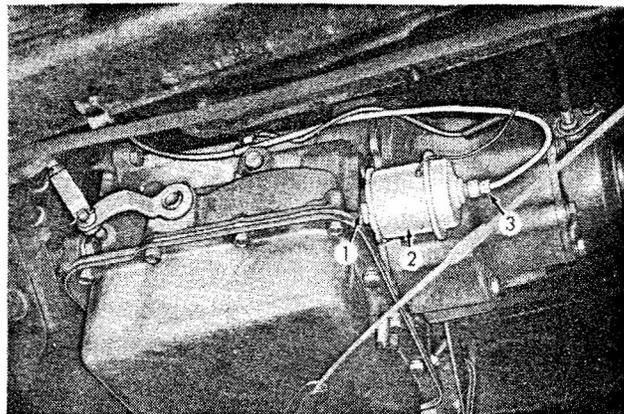


FIG. 2

1. LOCK NUT 3. VACUUM LINE FITTING
2. CONTROL ASSEMBLY

Turning the throttle pressure valve control assembly clockwise raises the pressure, counter-clockwise lowers the pressure.

After adjustment is made, securely tighten the lock nut and vacuum line fitting nut. Recheck the pressure at 1000 RPM.

CRANKSHAFT STARTING JAW - 2E SERIES TRUCKS

Please record this article on the Service Bulletin Reference page at the end of the Engine section and the 245 Engine section of your 2E Series Trucks Shop Manual.

The crankshaft starting jaw, used in conjunction with a hand crank, was discontinued on domestic truck production starting with the following engine numbers:

2E-9217 3E-1875 4E-2351 5E-4421

PARKING BRAKE CABLE INTERFERENCE - 1/2 AND 3/4 TON MODELS WITH AUTOMATIC TRANSMISSION

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

On trucks equipped with the Detroit Gear automatic transmission, the parking brake rear cable is located close to the oil cooler inlet pipe fitting.

As the engine mounts become more flexible, it is possible for an interference to develop between the brake cable and the pipe fitting. Since this fitting is under constant pressure with the engine running, a leak at this point could cause damage to the

transmission before the leak is discovered.

It is recommended that the parking brake rear cable guide on the right side of the chassis be moved forward 1 inch, (See Fig. 3), to eliminate the possibility of any interference between the cable and oil cooler fitting.

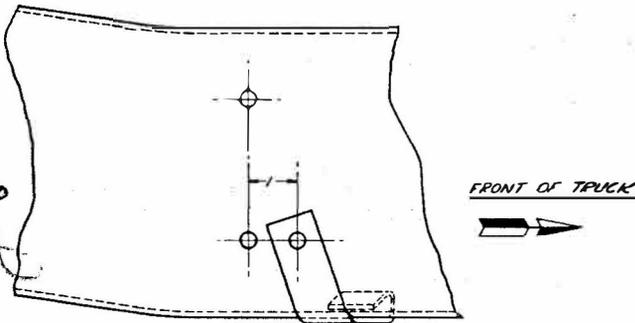


FIG. 3

**CHAMPION SPARK PLUGS -
V8 ENGINES - 2E SERIES TRUCKS**

Please record this article on the Service Bulletin Reference pages at the end of the Engine and Electrical Sections of the 2E Series Trucks Shop Manual.

A new Champion H-10 spark plug with a special center electrode has been released which provides greatly increased service life under heavy-duty operating conditions. The new plug entered production with engine numbers 2E-9294, 3E-1901, and 5E-5085. The new plug can be identified by two zeros (00) stamped in the body of the plug immediately under the hex shoulder.

**ELECTRIC SHIFT CONTROL -
TIMKEN 2-SPEED AXLE**

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

Beginning with serial numbers E28-4924 and E38-6321, an electric shift unit for the Timken 2-speed axle entered production.

The wiring details, control switch, internal parts of shift unit and service instructions are the same as those listed on pages 28 through 31 of the 2E Series Trucks Shop Manual for the Eaton 2-speed axle electric control.

The only difference between the Eaton and Timken electric shift unit is the outer housing where it attaches to the differential case.

**SHIFT SEQUENCE PLATE -
5-SPEED TRANSMISSIONS**

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.

Trucks now being equipped with 5-speed transmission have an aluminum plate showing the shift sequence mounted on the instrument panel to the right and above the instruments.

The 5-speed direct transmission plate is shown in Fig. 4, and the 5-speed overdrive plate in Fig. 5.

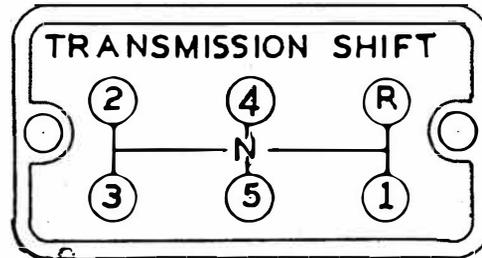


FIG. 4

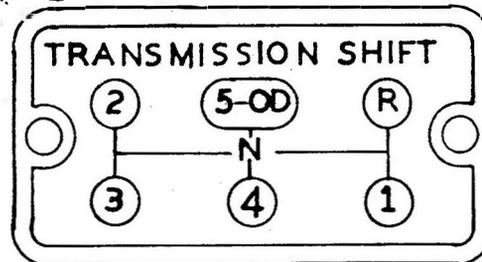


FIG. 5

This plate entered production starting with the following serial numbers:

5-SPEED DIRECT DRIVE

MODEL	CAB NUMBER	SERIAL NUMBER
2E13	C2-2366	E13-1046
2E28	C2-1550	E28-4804
2E38	C4-1535	E38-5597

5-SPEED OVERDRIVE

MODEL	CAB NUMBER	SERIAL NUMBER
2E12	C4-2230	E12-2542
2E13	C4-1928	E13- 941
2E28	C2-1765	E28-4817
2E38	C4-1531	E38-5595

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