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Studebaker and Packard Clipper

POWER BRAKE UNIT NOISE - 1956-1957 STUDEBAKER AND 1957 PACKARD CLIPPER

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

An improved power brake unit Control Valve Piston Assembly, Part No. 1543368 has been released. The improved piston assembly has two sealing cups instead of one as previously used. The two sealing cups are more effective in preventing air leakage into the system which usually manifests itself as a variety of noises in the power cylinder assembly. In addition, the secondary cup provides a more effective seal against hydraulic leaks.

Following the installation of the new piston assembly it will be necessary to bleed the system to remove the accumulated air.

The Parts Depots will discontinue the Piston Assembly, Part No. 1540627; Piston, Part No. 1540628, and the component parts of the piston assembly. These will be substituted by the newest 2-cup Piston Assembly, Part No. 1543368. The cups will be available for service separately under Part No. 1540629, Piston Cup - Rear; and Part No. 1543369, Piston Cup - Front (new part).

The latest power brake unit incorporating the 2-cup piston can be identified in the following manner: The brass tag on the unit will carry the Bendix Part No. 378003 with the suffix "F" (378003-P); the Studebaker Part No. 1541720 remains unchanged. Therefore, it will be necessary to refer to the brass tag for identification of the unit.

The power brake unit went into production effective with the following serial numbers:

57L - 3397 57B - 8465128 57H - 7200395
57H-K - 6102788 57G - 1388509

BAND ADJUSTMENT - FLIGHTOMATIC (WARNER GEAR) TRANSMISSION

Please record this article on the Service

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Bulletin reference page at the end of the Transmission-Flightomatic section of your 1956 Studebaker Passenger Car Shop Manual and the Transmission-Automatic (Warner Gear) section of your 2B Series Trucks Shop Manual.

Careful investigation indicates that malfunctioning of the Flightomatic (Warner Gear Transmission) is oftentimes the result of failure to observe the factory recommendations on band adjustment. A loose band will cause slippage and subsequent band and/or drum failure. For example, if the front band is loose, this not only affects the band and drum but can result in considerable damage to other transmission parts. Any slippage at this point will, of course, create friction and heat, such heat being transferred to the rear clutch and other parts.

In any case where a rear clutch failure is encountered, a close inspection should be made of the front band and drum. If these parts have any indication of discoloration or if the drum is highly glazed, or the bands are burned which would indicate over-heating; carefully clean and inspect the other transmission parts. Obviously, all damaged parts should be replaced. To provide and maintain satisfactory transmission performance, factory recommendations for regular maintenance adjustments should be followed. These include:

Control linkage adjustment in preparation for delivery.

Band adjustment at the end of first 1,000 miles and every 15,000 miles thereafter for cars in normal operating service.

Where the car is subjected to heavy duty operation such as police cars, taxi cabs, etc., it is essential to carefully adjust the band at the end of the first 500 miles, at the end of 4,000 miles and every 5,000 miles thereafter. In addition, it is recommended under such heavy duty operation to check the control pressure with a gage and adjust when necessary to 85 psi. (85 to 100 psi. for 57H-K and 57L models) at 1,000 engine rpm in "D" range with the transmission and transmission oil at normal operating temperature. This should be done at the end of the initial 4,000 mile and at every 5,000 mile period thereafter.



OPERATION ADDITION - 1953-1957 STUDEBAKER SERVICE OPERATION TIME GUIDE

Please record the following operation on page 7 of the Electrical (J) group in the passenger car section of your 1953 - 1957 Studebaker Service Operation Time Guide.

J-136 Parking and Fender
Lamp, Install new All 56-57 C &
K Models. 0.3 Hrs.



VALVE CLEARANCE ADJUSTMENT - 57L-Y MODELS WITH AIR CONDITIONING

Please record this article on the Service Bulletin Reference page of your 1957 Packard Clipper Supplement.

The following is the suggested procedure for

adjusting valve clearances on 57L models when equipped with air conditioning.

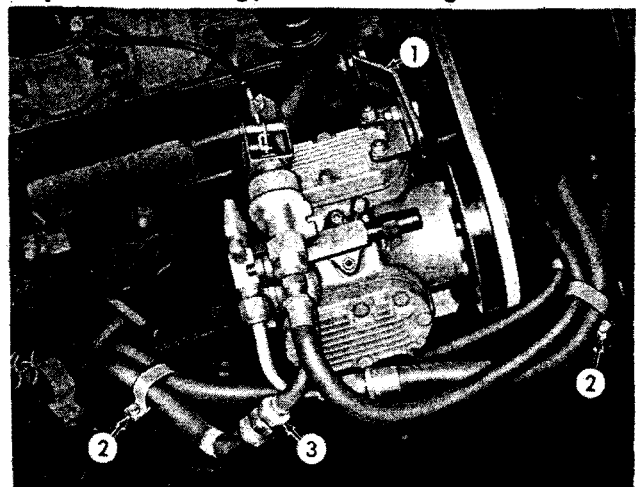
Make the adjustment in the order outlined; doing the right bank first.

RIGHT BANK

1. Remove the air cleaner.
2. Remove the compressor belt tension adjustment strap (1, Fig. 1).
3. Remove the four compressor-to-support bracket bolts.
4. Remove the supercharger and compressor drive belts.
5. Remove the screws from the hose clamps (2) on each side of the compressor on the fender apron.
6. Remove the screws from the hose clamps underneath the body along the frame side rail.
7. Pull the evaporator-to-compressor hose (3) forward to take out the slack and move the compressor assembly forward into the corner of the fender far enough to clear the valve cover.
8. Remove the valve cover and adjust the valve clearances in the usual manner. Note that the generator is left in position to drive the water pump and fan.
9. After completion of the adjustment, re-assemble the right side completely including the adjustment of the compressor and supercharger drive belts.

LEFT BANK

1. Loosen the generator drive belt idler pulley to relieve the tension on the belt. Do not roll the belt off the pulley.
2. Remove the generator. If equipped with power steering, remove the generator and



D-068

Fig. 1

1. Belt Tension Adjusting Strap
2. Hose Clamps
3. Evaporator-to-Compressor Hose

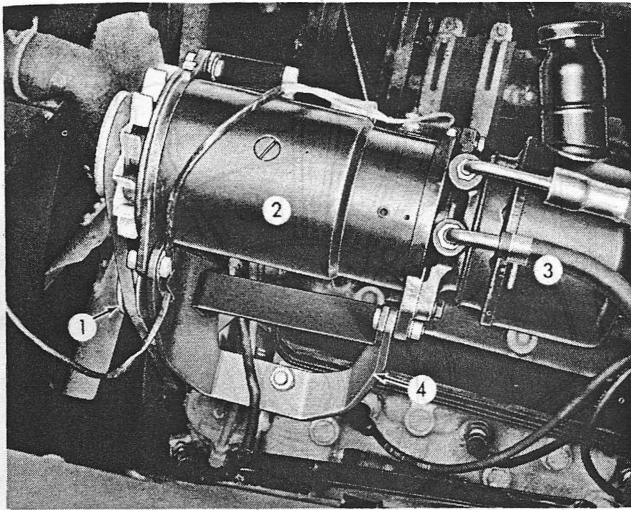


Fig. 2 G-228

1. Generator Drive Belt Idler Pulley
2. Generator
3. Power Steering Pump
4. Generator Support Bracket

power steering pump as an assembly. (See Fig. 2). Remove the generator support bracket and idler pulley as an assembly.

3. Place the belt out of the way so that it will stay clear of the pulleys. Note - The compressor belt will drive the water pump and fan.
4. Remove the valve cover and adjust the valve clearances in the usual manner.
5. After completing the adjustments; install the generator support bracket and pulley assembly, generator (or generator and pump assembly if equipped with power steering) and generator drive belt. Do not roll the belt on the pulley. Adjust the tension of the generator drive belt.

SPARK PLUG REMOVAL - 57L-Y MODELS WITH AIR CONDITIONING

Please record this article on the Service Bulletin Reference page of your 1957 Packard Clipper Supplement.

Although seemingly inaccessible, the removal and replacement of the spark plugs on the 57L-Y models equipped with air conditioning is not difficult.

On the right bank - Remove the air cleaner assembly. To remove No. 1 plug, first, remove the inner rear bolt that retains the compressor base to the support bracket. The bolt is directly above the No. 1 plug. Then, slip a deep 3/8" drive - 13/16" socket over the plug, snap a ratchet handle into the socket and remove the plug. The other three spark plugs are readily accessible with the air cleaner removed.

On the left bank - Remove the battery. Now,

all four plugs may be removed and replaced without interference.

SPEEDOMETER PINION INFORMATION - 57L MODELS

Please record this article on the Service Bulletin Reference page of your 1957 Packard Clipper Supplement.

	PART NO.	NO. OF TEETH	GEAR RATIO
FLIGHTOMATIC	1541357	16	3.07-1
	1539348	17	3.31-1
	1539346	18	3.54-1
STD. & O.D.	536503	17	3.92-1
	534806	19	4.27-1
	529061	20	4.55-1

REAR FENDER PANELS - 57L MODELS

Please record this article on the Service Bulletin Reference page of your 1957 Packard Clipper Supplement.

To facilitate the handling of fender repairs, especially in cases where only the overlay is required, a complete quarter panel assembly and a rear quarter panel overlay have been made available for service.

These panels are listed as follows:

- 1323418 - 9 R & L Quarter Panel - 4 Dr. Sedan
- 1323422 - 3 R & L Quarter Panel - Station Wagon
- 1323054 - 5 R & L Overlay Panel - 4 Dr. Sedan
- 1323056 - 7 R & L Overlay Panel - Station Wagon

WINDOW REGULATOR ASSEMBLY - PACKARD 5522 and 5622 MODELS

On page 7 of Service Bulletin, No. 320, January 1957, we stated the Parts Book Code for the Window Regulator Assembly, 5522 and 5622 model, incorrectly. Please delete the reference to Code 30.386 from this article. Part Nos. 461862 - 3 are listed under Code 31.293 and Part Nos. 1323298 - 9 under Code 31.2931.

WINDSHIELD WASHER COVER AND PUMP ASSEMBLY - 1955-56 PACKARD-CLIPPER MODELS

Please record this article in the Accessories section of your 1956 Packard Shop Manual.

A cover and pump assembly is now available as a replacement part for the windshield washer, Part No. PA-469407, used on the 1955-56 Packard-Clipper models. It can be obtained from your Parts Depot and is listed as Windshield Washer Cover and Pump Assembly, Part No. 13646.

PUSH BUTTON CONTROL VENT - 56th SERIES PACKARD MODELS

Please record this article in the Ultramatic Transmission section of your 1956 Packard Shop Manual.

Under certain conditions condensation may accumulate in the actuator unit of push button control and cause corrosion of the contacts; also, an accumulation of transmission oil in the unit, if leakage occurs at the manual valve lever shaft seal.

To provide ventilation so that condensation is held to a minimum and in the event of a leak at the seal so that the oil may drain, we suggest that you make the following modification.

Drill a 1/8" hole at the center lower inner edge of the base plate to provide a vent into the lower main housing and another 1/8" hole in the inspection plate and gasket to provide a vent and drain from the main housing. Fig. 3 illustrates the approximate locations of the holes.

This modification will also reduce the tendency of the transmission oil to seep past the seal. Therefore, it is recommended if the actuator is removed for any reason that the modification be made. Obviously, if a condition of oil in the actuator is encountered, also replace the seal.

PUSH BUTTON CONTROL INOPERATIVE -56th SERIES PACKARD MODELS

Please record this article in the Ultramatic Transmission section of your 1956 Packard Shop Manual.

When the contact segment of the actuator unit is permitted to overtravel by malfunctioning of some member or circuit in the control system damage may be caused to the contact fingers on the finger and lead assembly. This is particularly true of the early production units.

The contact segment may have a sharp edge at each corner. When the unit is permitted to overtravel, on the return, the sharp edge may dig into the contact finger which will make the unit inoperative and usually create severe

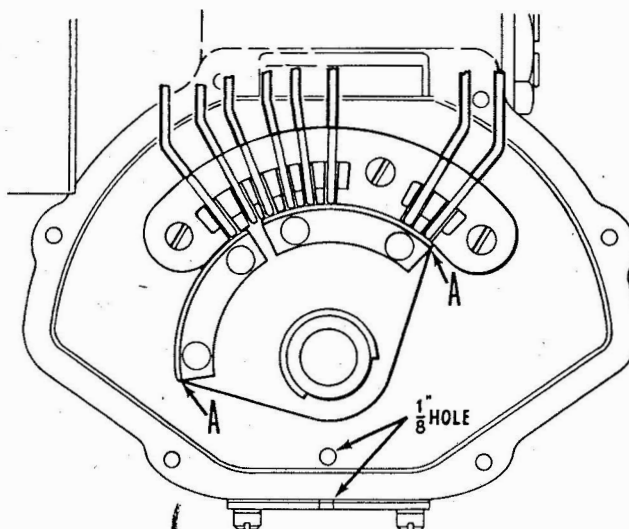


Fig. 3

arcing when the control buttons are pushed or operated for a change of position.

To prevent this interference when an overtravel occurs, round-off or chamfer the two corners (A, Fig. 3) of the contact segment.

This should be done when the segment is removed for any reason and the unit involved has sharp edges.

OIL COOLER - 55th and 56th SERIES PACKARD MODELS

Please record this article in the Ultramatic Transmission section of your 1956 Packard Shop Manual.

An external leak or a leak at a threaded connection can and should, in most cases, be satisfactorily repaired locally thus avoiding a unit replacement. The loss of coolant is usually the most serious result and there are no problems involving other units that are a part of or affected by the cooling system. While, in the case of an internal leak, a unit in most instances must be replaced. Therefore, the oil cooler, Part No. 6480734, now supplied for service replacement includes certain internal modifications to improve its service life. As indicated there is no change in the part number.

STUDEBAKER-PACKARD CORPORATION

SOUTH BEND 27, INDIANA

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