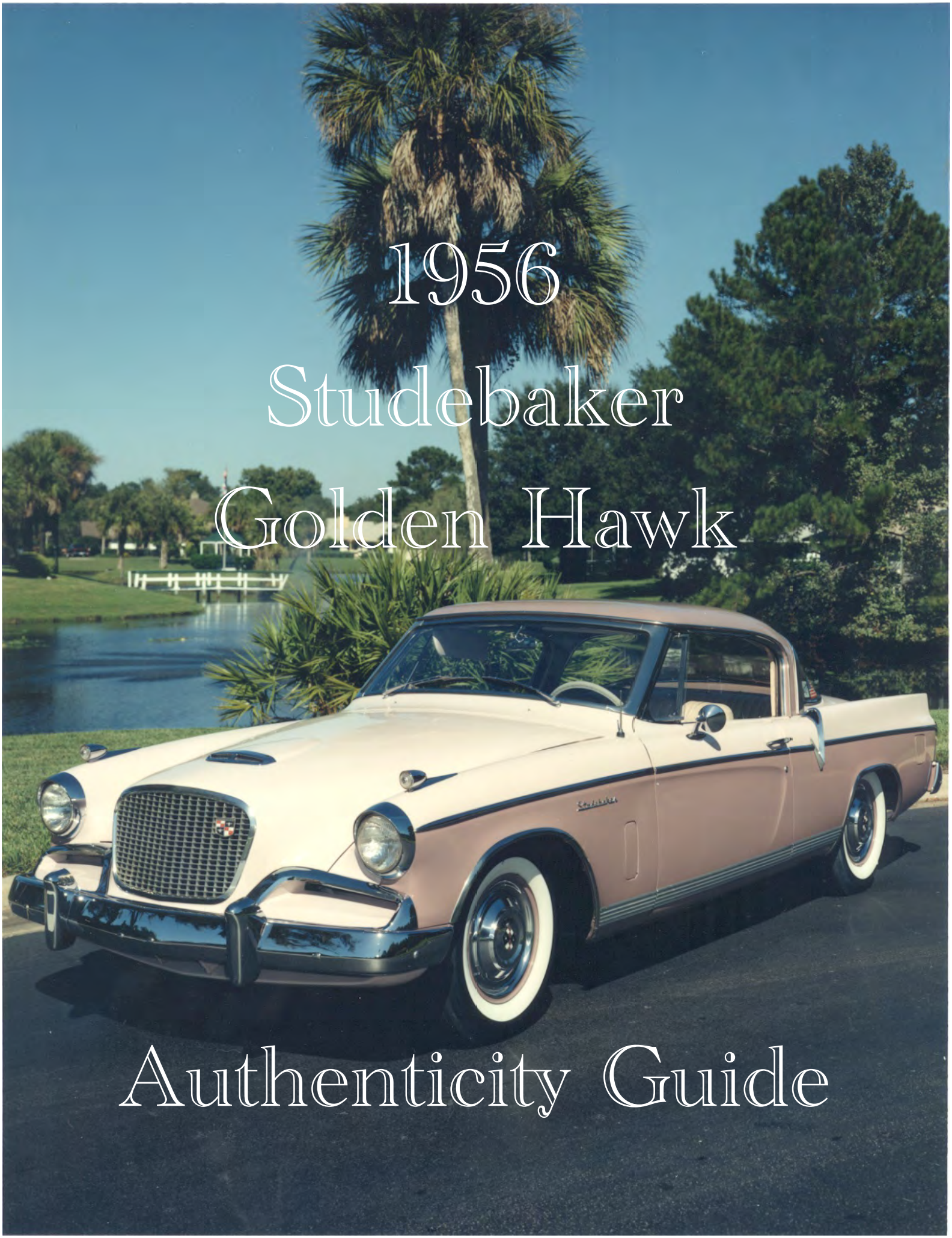

1956 Studebaker Golden Hawk

Authenticity Guide


1956 STUDEBAKER GOLDEN HAWK
OWNERS REGISTER


1956 STUDEBAKER GOLDEN HAWK
OWNERS REGISTER


S·P
SUPERIOR
PERFORMANCE
Guaranteed


1956 STUDEBAKER GOLDEN HAWK
OWNERS REGISTER


1956 STUDEBAKER GOLDEN HAWK
OWNERS REGISTER

1956 Studebaker Golden Hawk

Authenticity Guide

by Frank J. Ambrogio

For the 1956 Studebaker Golden Hawk Owners Register

Introduction

The original *1956 Studebaker Golden Hawk Authenticity Guide* from 1996 was compiled with the cooperation of members of the *1956 Studebaker Golden Hawk Owners Register*. Participating members responded to questionnaires indicating the color, condition, texture, location, etc., of items related to authenticity. The results were compiled and compared against other sources to determine what is *probably the most correct* condition. Since that time, many new items have come to light and are included in this new Guide.

Authenticity is a rather nebulous term as applied to Studebakers. During my research, I found accessories which were not listed in any of the Studebaker literature for 1956 Golden Hawks. Every effort has been made to research the items listed as thoroughly as possible. I placed more significance on the Studebaker Chassis, Body, Shop Manuals, as well as magazine articles and drive reports from the period when the cars were new, than on company brochures and advertisements which often were printed before the cars actually went into production.

Even relying on magazines from the period was no safe bet. The April 1956 issue of *Hot Rod* magazine shows a beautiful picture of the dashboard and steering wheel on page 54. However, the horn button was from a 1955 model. As for company brochures, the one entitled *STUDEBAKER HAWKS, craftsmanship with a flair* also shows a 1956 Golden Hawk dashboard and steering wheel, however the steering wheel is black, instead of white.

Mine's Original. I have learned to be suspicious of any car described in this way. Decades have passed, several changes of ownership have most likely occurred, and any number of body shop visits can do wonders for a car's *originality*. Even cars that sat for many years probably had some modification made during their early years. In many cases, the owner wasn't even aware that a change was done. One owner's car had been in the family since new, but the owner wasn't aware that the car had a later model Hawk hood. The car had been in two accidents and the hood had been replaced one time.

Another valuable source of information, although not totally accurate, was the original production orders. I was able to obtain all 4073 production orders for 1956 Golden Hawks. Even those were not completely accurate. Several cars were listed with Flight-O-Matic transmission, one showed a radio from a full size sedan, while many others listed a prototype wheelcover which never saw production.

There are a few items included here which some might perceive as *nitpicking*. They are only presented to raise awareness and to show that there will always be questions, as well as differences of opinion, when it comes to authenticity. Therefore, this *Guide* should be used to provide support for those items which may be questioned. *It is not intended as proof that something on a particular car is or isn't correct.*

Hopefully, this *Guide* is as accurate and complete as possible, However, this effort is *not* the final word. That is why I called it a *guide* rather than a *handbook* or *manual*. In many instances, there won't be a definitive answer, but rather what appears to be the norm. Some deviations will also be identified and you can be the judge.

Authenticity questions can sometimes get a little too complex. As an example, the AC-2799 Spoke Type wheelcovers are a legitimate option for 1956 Golden Hawks. However, they were not introduced until February of 1956. Would a 1956 Golden Hawk be considered *authentic*, if it sported the Spoke Type wheelcovers, and was built before February, 1956?

Although there were no plans to publish revisions or updates to the *original Guide*, the information we have uncovered over the past few decades caused me to revisit that philosophy, and offer a new *Guide*. Virtually everything pertaining to the 1956 Golden Hawk is stored in the *Studebaker National Museum Archive* in South Bend. Unfortunately logistics and finances prevented me from accessing this data. However one South Bend area owner did some extensive research at the

Introduction

SNM Archive and kindly provided me with copies of that research.

I Hope this *Guide* will be a source of reference for decades to come and for this reason, I did not include the names of individuals who provided photos, documentation, or other guidance. I can only offer my heart felt thanks for their generosity.

This *Guide* does not get into details as to the color(s) of specific wiring,. The parts and shop manuals have electrical schematics which often provide this information. If an engineering drawings indicated such information as, “finish gloss enamel”, I included this type of information.

In this *Guide*, you will find material concerning the questions which our registered owners have asked most often. References are made to other Studebaker models including the other 1956 Hawk models. Please see the table below for more information on all the Hawk models.

Hopefully, the information in this *Guide* will be useful to anyone searching for, maintaining, or restoring a 1956 Studebaker Golden Hawk.

Frank J. Ambrogio

NOTES:
There were 4073 Serial Numbers assigned to the 1956 Golden Hawk Model year, but only 4071 were produced. Two cars from the South Bend factory were scrapped during production, with no explanation appearing on the production orders. Not counting the two scrapped cars, the final totals show 3470 cars produced in South Bend, Indiana, and 601 assembled in Vernon, California.

Original 1956 Golden Hawks were simply not available more than half a century after the last car was produced. Restored cars, even those done by professionals, did not always follow the exact factory procedure to the letter. They were restored based on the owner’s and/or the restorer’s interpretation.

I tried to use photos that best described the condition being discussed. Some photos in this *Guide* may contain views which contradict conditions identified by other photos. Original photos were not always available. Please be careful to refer to the photo(s) identified in the text. If something appears in a photo that **has not** been discussed in this Guide, don’t assume that it is correct. An example might be a discussion on tail lights or the rear bumper. The photo may or may not include other items shus as incorrect exhaust extensions or non original back-up lights. Those items are discussed in detail, and that is where the correct information is located.

Moulding vs *Molding* - Studebaker used the spelling of the word *Moulding* instead of *Molding* in the parts catalog to indicate many trim pieces. I used the two spellings interchangeably in this Guide. Although both spellings are correct, *Molding* is more commonly used here in the US. Apparently the origins of the world come from Europe where the proper spelling is *moulding*.

Introduction

Studebaker-Packard and American Motors Corporation

in 1954, Nash and Hudson joined together and became American Motors Corporation (AMC).That same year, Packard and Studebaker formed Studebaker-Packard (S-P). AMC president George Mason and S-P president James Nance entered into an agreement where S-P would supply AMC with Packard V-8 engines for its Nash Ambassador and Hudson Hornet models. In turn, Packard agreed to purchase parts and components from AMC. Mason postponed investing in a V-8 engine plant for AMC because he felt the two independent auto manufacturers could both benefit by selling parts and components to each other. Packard had the capacity to produce many more engines than it needed. At the same time, AMC had excess capacity to produce body stampings and assemblies for both companies. It seemed like a mutually beneficial arrangement.

In reality however, S-P bought almost nothing from AMC, and at one point, Nance told Mason he was lucky S-P agreed to sell V8 engines to him at all. In the mid 1950s, a V8 engine was an essential option to have available in any auto company's lineup. Mason recognized this and made plans to produce a V8 engine He abandoned those plans when he and Nance inked their agreement. George Mason died shortly thereafter on October 8, 1954 and George Romney became president of AMC. Apparently, Romney and Nance did not get along.

Romney was especially miffed that Mason had earlier abandoned his plan to invest in a V8 engine plant. American Motors had made commitments to purchase Packard V-8s through 1956, and expected to sign new contracts for subsequent years. Instead, George Romney commited AMC to producing a V8 of its own and that engine was ready for production in March, 1956. That engine replaced the Packard V8 for the late introduction of the Hudson Hornet Special, and the Nash Ambassador Special. The new V-8 cost AMC about $200 less per unit than the Packard engine, and once AMC's V-8 went into production, they had no need for the Packard engine.

In 1956, Packard was in the second year of producing its V8 engine at its modern engine plant in the Detroit suburb of Utica, Michigan. With incentives from the U.S. Government, Curtis-Wright took over management of Studebaker-Packard in August, 1956 with Roy Hurley taking charge. As part of the management agreement, the Packard engine plant was leased to Curtis-Wright with, Aerophysics Development Corporation moving in. That plant was purchased by Curtis-Wright two years later. With the closing of the entire Packard operation in Detroit, and the loss of the AMC contract, the decision to kill the Packard V8 apparently made sense to the new management team.

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General Information

All 1956 Studebaker Golden Hawks were produced in either South Bend Indiana or Vernon California. The City of Vernon is an industrial city of 5.2 square miles located several miles to the southeast of Downtown Los Angeles in Southern California. Most Studebaker documents refer to the Vernon plant as the Los Angeles plant. In keeping with that, the Vernon plant will be *usually* be referred to as the Los Angeles plant or simply LA. The Indiana plant will be referenced as South Bend or SB.

No 1956 Golden Hawks were produced in Canada at the factory in Hamilton, Ontario. Although there were certainly controls at both the SB and LA plants, some items on cars assembled at the Los Angeles plant *seem* to vary at times with their South Bend counterparts.

Often there is no indication as to which serial number was affected when a midyear change was made to the production run. An effort was made to check the production orders to determine the approximate serial number, *with a final assembly date*, on or after the date of the change. That does not, however, guarantee that the change actually was made at Los Angeles.

A good deal of the information shown throughout this *Guide* was obtained from the original production orders, the 1*955 - 1958 Studebaker Chassis Parts Catalog*, the *1953 - 1958 Studebaker Body Parts Catalog*, the *1956 Studebaker Passenger Car Shop Manual*, and the *1956 Studebaker Accessories Manual*. Additional material was garnered from the *Studebaker National Museum Archive*.

While researching this material, I came across a few errors in the parts catalogs, as well as several among the production orders. In most cases, I was able to identify the correct information.

General Information

Accessory Codes - *(NOTE: Not all items listed below were used on 1956 Golden Hawks)*

Radios

AC-2747	Stratoline Push Button Tuning Radio - 1956 Sports Models
AC-2748	Starline Manual Tuning Radio - 1956 Sports Models
AC-2788	Radio Adapter Kit for Right Hand Control - 1956 Only
AC-2688	Internally Controlled Front Mount Reel Antenna - All 1956-55 Models
AC-2689	Manually Controlled Front Mount Antenna - All 1956-55 Models
AC-2775	Dual Manually Controlled Rear Mount Antenna, Pair - All 1956 Sports Models
AC-2777	Rear Seat Radio Speaker - All 1956 Models
AC-2302	Rear Seat Radio Speaker -All 1956-55-54-53 Models

Ornaments

AC-2799	Chrome Stainless Spoke Type Wheel Discs - All 1956 Models (4 required). Set of 4
AC-2738	Chrome Wheel Discs - All 1956 Models (4 required), Set of 4
SP-50048	Deluxe License Plate Frame - All Cars
AC-2495	Regal License Plate Frame (Plastic Window) - All Cars
AC-2754	Chromium Exhaust Extension - 1956 Sports and Station Wagon Models
AC-2796	Chromium Valve Covers, Golden Hawk Only. Pair

Protection

AC-2704	Gas Door Guard - 1956-55-54-53 Sports Models
AC-2699	Door Handle Guards - All 1956-55-54-53 Models. Pair
AC-2367	Auxiliary Floor Mat, Left Front (L.H.C.) - 1956-55-54-53 Sports Models
AC-2368	Auxiliary Floor Mat, Right Front (L.H.C.) - 1956-55-54-53 Sports Models
SP-50023	Curb Alarm - All Cars. Pair
AC-2028	Front Fender Splashguards - All 1956-55-54-53 Models. Pair
AC-2029	Accelerator Wear Pad - All 1956-55-54-53 Models
AC-235	Locking Gas Cap - All 1956-55-54-53 Models

Safety

AC-2728	Super-Vue Outside Rear View Mirror - All 1956-55-54-53 Models, R or L
AC-2340	Strat-O-Vu Outside Rear View Mirror - All 1956-55-54-53 Models, R or L
SP-50060	Front Seat Belt Kit, Gray - 1956-55-54-53 Models
SP-50061	Front Seat Belt Kit, Green - 1956-55-54-53 Models
SP-50062	Front Seat Belt Kit, Red - 1956-55-54-53 Models
SP-50063	Front Seat Belt Kit, Blue - 1956-55-54-53 Models
SP-50064	Front Seat Belt Kit, Brown - 1956-55-54-53 Models
SP-50065	Front Seat Belt Kit, Black - 1956-55-54-53 Models
SP-50070	Rear Seat Belt Kit, Gray - 1956-55-54-53 Models
SP-50071	Rear Seat Belt Kit, Green - 1956-55-54-53 Models
SP-50072	Rear Seat Belt Kit, Red - 1956-55-54-53 Models
SP-50073	Rear Seat Belt Kit, Blue - 1956-55-54-53 Models
SP-50074	Rear Seat Belt Kit, Brown - 1956-55-54-53 Models
SP-50075	Rear Seat Belt Kit, Black - 1956-55-54-53 Models
AC-2774	Safety Windshield Washer - All 1956 Models
Ac-2354	Interior Glare-Proof Tilt Mirror - All 1956-55-54-53 Models
AC-2710	Power Brakes Kit - All 1956-55-54 Models (L.H.C.)
SP-50049	Brake Fluid Safety Reservoir

Heat & Air Conditioning

AC-2769 Complete Climatizer - 1956 Sports Models

Auxiliary Lights

AC-2765 Internally Controlled Spotlight, Left Side - 1956 Sports Models
AC-2766 Internally Controlled Spotlight, Right Side - 1956 Sports Models
AC-2762 * Automatic Back-up Light Kit - 1956 Sports and Station Wagon Models. Pair

***Note:** Back-up Light Kit AC-2762 does not include operation switch. Switch is not required for Automatic Transmission cars. For cars with Overdrive Transmission order switch as listed below:
AC-2334 Back-up Light Switch, for cars less Automatic Transmission and without Power Steering
AC-2444 Back-up Light Switch, for cars less Automatic Transmission but equipped with Power Steering
AC-2767 Automatic Trunk and Utility Light - All 1956 Models AC-2752 Automatic Glove Compartment Light - 1956 Sports Models
AC-2776 Automatic Parking Brake Warning Light - all 1956 Models

Comfort and Convenience

AC-2756 Automatic Electric Clock - 1956 Sports Models
AC-2750 Automatic Cigarette Lighter - All 1956 Models
AC-2787 Auto Compass - All 1956 and Prior Models
SP-50055 Traffic Light Viewer - All 1956 and Prior Models
AC-1855 Visor Vanity Mirror - All Cars
AC-2366 Kleenex Dispenser - All 1956-55-54-53 Models
1540676 Kleenex Dispenser Adapter Kit - 1956 Sports Models

Auto Luggage in Ranger Tan Naugahyde

AC-2430 Men's 24" Two Suiter
AC-2431 Men's 21" Companion Case
AC-2432 Ladies 21" Overnight Case
AC-2433 Ladies 21" Wardrobe Case
AC-2434 Ladies 26" Pullman Case
AC-2435 Ladies 12" Cosmetic Case

Cushion Toppers - 1956 Models

AC-2791 Front, Sports Models, Black
AC-2792 Front, Sports Models, Blue
AC-2793 Front, Sports Models, Green
AC-2794 Front, Sports Models, Tan
AC-2795 Rear, Sports Models, Black
AC-2652 Rear, Sports Models, Maroon
AC-2653 Rear, Sports Models, Blue
AC-2654 Rear, Sports Models, Green
AC-2655 Rear, Sports Models, Tan
SP-50044 Air Mattress

Special Car Treatments

Lustur-Seal Beauty Treatment Kar-Kleen Upholstery Clean Undercoating

Appearance Materials

AC-1464 Cleaner, Chrome and White Wall Tire, 7 oz.

SP-50013	Cleaner, Fabric, Pint
SP-50014	Cleaner, Fabric, Gallon
SP-50005	Cleaner, KarKleen Upholstery, 22-3/4 oz.
SP-50002	Lustur-Seal Haze Cream, 8 oz.
SP-50004	Lustur-Seal Car Shampoo, Box of 3 Packs
SP-50047	Polish, Chrome, 8 oz.
AC-1468	Polish and Cleaner, Pint
AC-1469	Polish and Cleaner, Gallon
SP-50011	Remover, Tar and Road Oil, 8 oz.

Maintenance Materials

SP-50026	Anti-Freeze, Permanent, Case of 24 Quarts
SP-50027	Anti-Freeze, Permanent, Case of 6 Gallons
SP-50045	Cement, Weatherstrip, 5-1/2 oz. tube
SP-50046	Cement, Gasket, 2 oz.
SP-50009	Cleaner, Cooling System, duplex can
SP-50018	Fluid, Automatic Transmission, Case of 24 quarts
SP-50019	Fluid, Automatic Transmission, Case of 6 Gallons
AC-483	Fluid, Delco Shock Absorber, Gallon
AC-485	Fluid, Delco Shock Absorber, Quart
AC-1435	Fluid, Houdaille Shock Absorber (L-1404), Pint
AC-1436	Fluid, Houdaille Shock Absorber (L-1404), Quart
AC-2402	Fluid, Heavy Duty Brake No. 21B, 12 oz.
AC-2403	Fluid, Heavy Duty Brake No. 21B, Quart
AC-2404	Fluid, Heavy Duty Brake No. 21B, Gallon
AC-2103	Fluid, Lock-Ease, Graphited, 4 oz. can
SP-50016	Flush, Radiator, Pint
AC-2739	Lubricant, Miracle Power Engine, Pint
AC-2692	Lubricant, Miracle Power Engine, Quart
AC-2107	Lubricant, RuGlyde Rubber, 8 oz.
AC-375	Lubricant, Door-Ease Stick, Consumer Size
SP-50028	Oil Additive, T.M.C., Case of 24 15 oz. Cans
AC-1337	Pib Liquid Insulation, 1 oz.
AC-1338	Pib Liquid Insulation, 4 oz.
SP-50017	Rust Resistor, Cooling System, Pint
SP-50008	Solvent, Windshield Washer, 6 oz.
SP-50012	Stop Leak, Radiator, 10 oz.

General Information

Identification Numbers

Serial Number

The Serial Number plate is located on the left front door hinge pillar. The Serial Number itself consists of 7 numeric digits.

The serial numbers of cars produced at South Bend are 6030001 through 6033472. The serial numbers of cars assembled at Los Angeles are 6800001 through 6800601.

Although this indicates a total of 4073 serial numbers, only 4071 cars were produced. Two cars, serial numbers 6030726 and 6031367, were scrapped and were not included in the production total.

There was no reason indicated on the production order for either car, as to why the car was scrapped. See the production orders on the following page.

For some reason, Studebaker-Packard used what would be best described as a Roman Numeral “I” in place of the number "1". Any Serial Number containing a 1 will have that Roman Numeral character in its place.

This has caused some confusion whenever a car changes hands, especially when trying to obtain, or transfer, a title for a car that was purchased in another State. The title or registration will show a numeral “1" while the character on the Serial Number plate will look like the letter “I”.

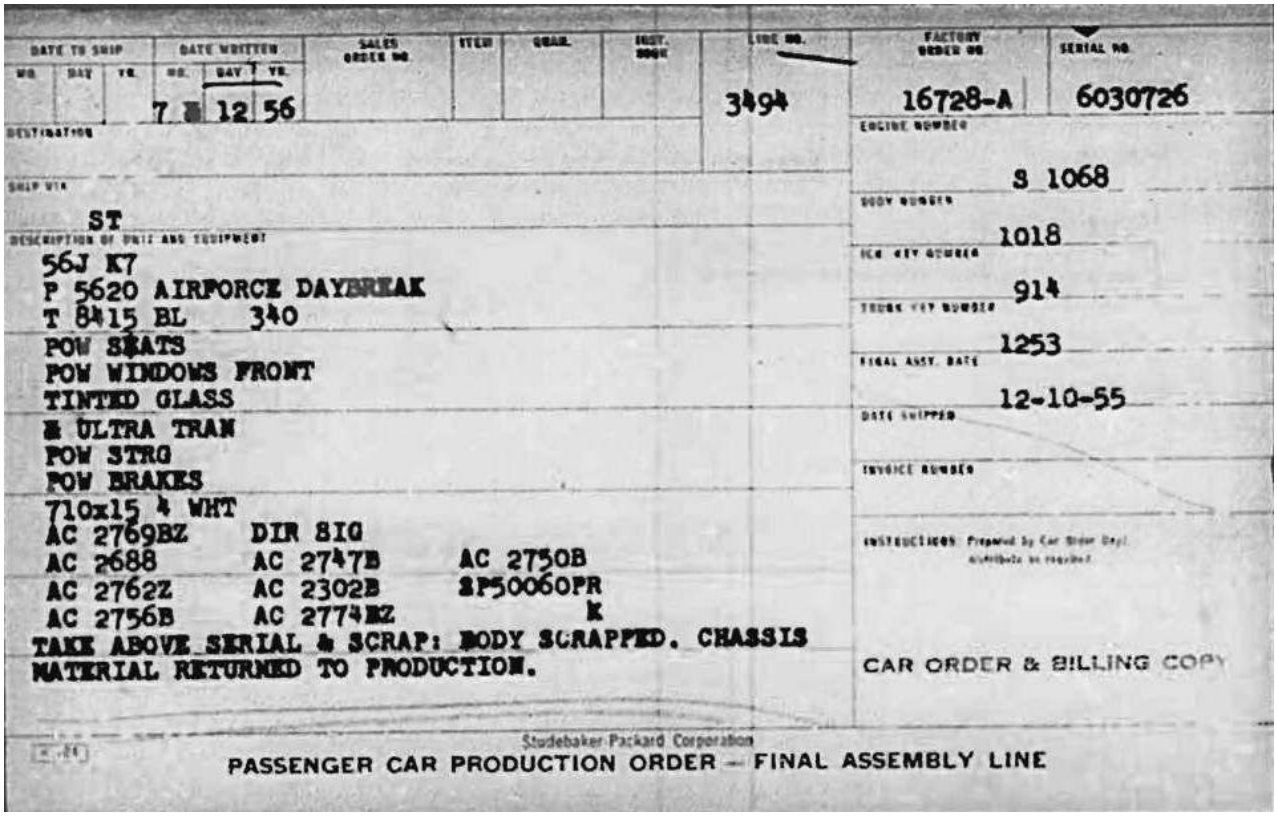
The first two cars were designated as show cars and had final assembly dates of May 23, 1955 and September 23, 1955. The remainder of the South Bend production ran from November 22, 1955 through August 15, 1956.

In between, came the 601 Los Angeles assembled 1956 Golden Hawks.

The first, LA serial number 6800001, was (probably) built on or before October 27, 1955. There was no date on the production order, however serial numbers 6800002 through 6800013 were built on October 27, 1955.

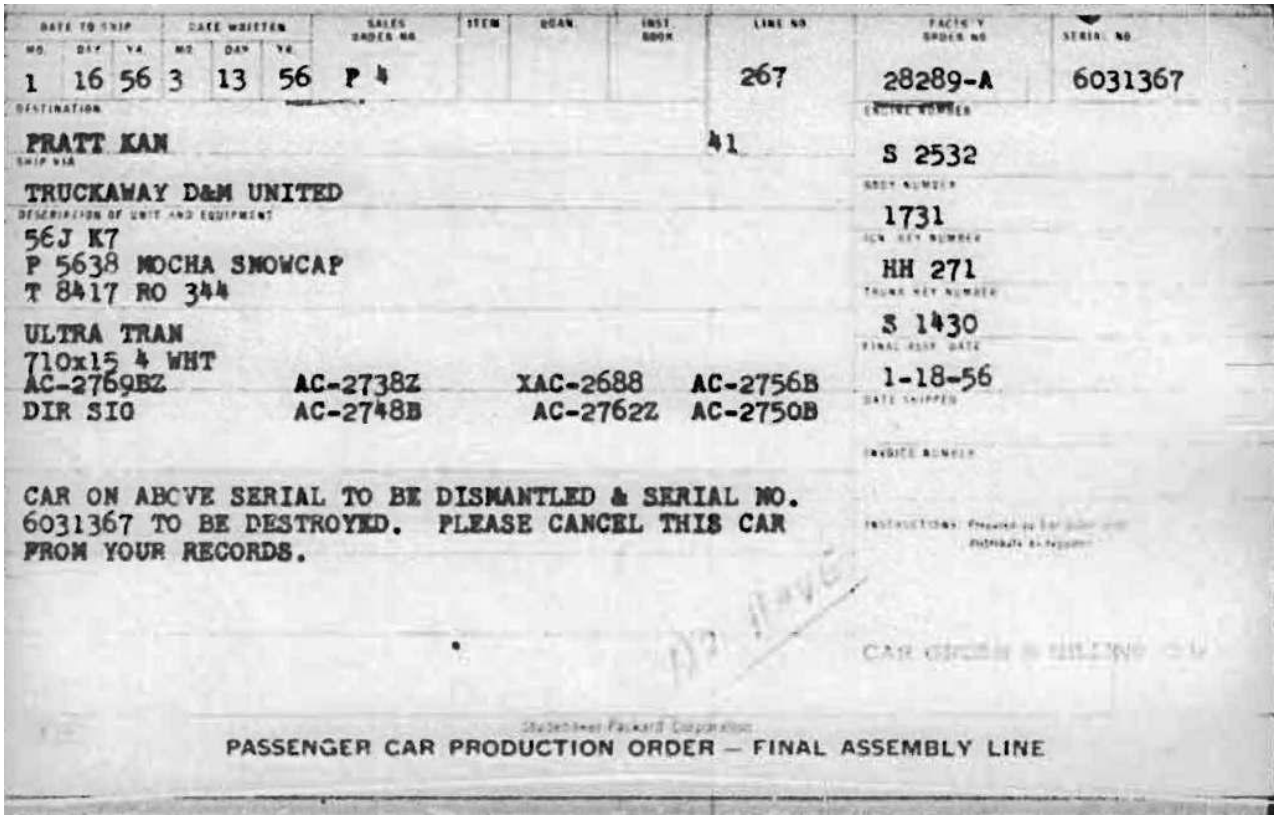
The last Los Angeles car, 6800601 was assembled on June 3, 1956 and shipped on July 11, 1956.

General Information



DATE TO SHIP: MO. 7 DAY 12 YR. 56
DATE WRITTEN: MO. DAY YR.
SALES ORDER NO. | ITEM | COLOR | INST. BOOK | LINE NO. 3494
FACTORY ORDER NO. 16728-A
SERIAL NO. 6030726
DESTINATION
SHIP VIA ST
DESCRIPTION OF UNIT AND EQUIPMENT
56J K7
P 5620 AIRFORCE DAYBREAK
T 8415 BL 340
POW SEATS
POW WINDOWS FRONT
TINTED GLASS
ULTRA TRAN
POW STRG
POW BRAKES
710x15 4 WHT
AC 2769BZ DIR SIG
AC 2688 AC 2747B AC 2750B
AC 2762Z AC 2302B SP50060PR
AC 2756B AC 2774BZ K
TAKE ABOVE SERIAL & SCRAP: BODY SCRAPPED. CHASSIS MATERIAL RETURNED TO PRODUCTION.
ENGINE NUMBER S 1068
BODY NUMBER 1018
ICM KEY NUMBER 914
TRUNK KEY NUMBER 1253
FINAL ASSY. DATE 12-10-55
DATE SHIPPED
INVOICE NUMBER
INSTRUCTIONS: Prepared by Car Order Dept.
CAR ORDER & BILLING COPY
Studebaker-Packard Corporation
PASSENGER CAR PRODUCTION ORDER — FINAL ASSEMBLY LINE

Notice the Final Assembly Date is 12-10-55, but the Date Written is 7-12-56 (?)



DATE TO SHIP: MO. 1 DAY 16 YR. 56
DATE WRITTEN: MO. 3 DAY 13 YR. 56
SALES ORDER NO. P 4
ITEM | COLOR | INST. BOOK | LINE NO. 267
FACTORY ORDER NO. 28289-A
SERIAL NO. 6031367
DESTINATION PRATT KAN
SHIP VIA TRUCKAWAY D&M UNITED
41
DESCRIPTION OF UNIT AND EQUIPMENT
56J K7
P 5638 MOCHA SNOWCAP
T 8417 RO 344
ULTRA TRAN
710x15 4 WHT
AC-2769BZ AC-2738Z XAC-2688 AC-2756B
DIR SIG AC-2748B AC-2762Z AC-2750B
CAR ON ABOVE SERIAL TO BE DISMANTLED & SERIAL NO. 6031367 TO BE DESTROYED. PLEASE CANCEL THIS CAR FROM YOUR RECORDS.
ENGINE NUMBER S 2532
BODY NUMBER 1731
ICM KEY NUMBER HH 271
TRUNK KEY NUMBER S 1430
FINAL ASSY. DATE 1-18-56
DATE SHIPPED
INVOICE NUMBER
INSTRUCTIONS: Prepared by Car Order Dept.
CAR ORDER & BILLING COPY
Studebaker-Packard Corporation
PASSENGER CAR PRODUCTION ORDER — FINAL ASSEMBLY LINE

Final Assembly Date is 1-18-56, but the Date Written is 3-13-56 (?)

General Information

Body Number

Body numbers were not assigned sequentially to the Serial Number, and ranged, according to the original production orders, from 1 to 4063. The number appears under the hood on a plate on the passenger side of the firewall.

The model symbol 56J, and the body symbol K7 appear on the top line. The numeric Body Number is on the next line and consists of from 1 to 4 characters.

The breakdown for this system is as follows:

- 56 = Model year
- “J” = Engine, in this case, the Packard 352 cubic inch V8 engine
- “K” = Hard Top body style (5 Passenger)
- “7" = A further breakdown of the Hard Top style, used for the 1955 President Speedster, the 1956 Flight Hawk Hardtop (export only), the 1956 Sky Hawk, and the 1956 -1958 Golden Hawk.

General Information

Body Number - Streamer Tag/Ribbon

On some cars with *possibly* special handling or on some of those equipped certain accessories, a streamer ribbon was attached to, or near, the body # plate.

The one shown above has a streamer tag showing “P SEAT”.

The one shown here has a streamer tag showing “P LIFT” identifying the car with power windows.

Originally, I thought all streamer ribbons were attached to one end of the body # plate, but one at left shows a different arrangement, and one below shows 2 tags.

I could not find a consistent pattern for the use of the streamer tag. I thought that the P Seat or P Lift streamer tag was only present on cars with one of the two options, but not both. That apparently is not the case.

Unfortunately our sampling is too small to draw any positive conclusion.

General Information

The *streamer ribbon* in this photo has the name of Studebaker Engineer, W. G. KNECHT stamped on it. Mr. Knecht worked at Studebaker for 42 years. This ribbon with Body Number 2591 was on one of my cars, Serial Number 6032195.

Here is another example with the same name. This body number 2576 was on Serial Number 6032221.

*(**NOTE:** Some production orders did not show a body number and/or an engine number.)*

General Information

The production orders for the following Serial Numbers did not show a Body Number.

6030003 - 6030026 Destination - Brussels, Belgium (24 cars)
6030063 - 6030086 Destination - Mexico City, Mexico (24 cars)
6030130 - 6030153 Destination - Mexico City, Mexico (24 cars)
6030193 Destination - not shown
6800369 Destination - Highland Park Motors in Los Angeles
6800370* Destination - Springfield, Oregon *(Body # verified as 1416)*
6800371 Destination - C&H Motors-Las Vegas, Nevada
6800372 Destination - Auburn, Calif.
6800373 Destination - Standard Motor-Richmond, Calif
6800374 Destination - Van Nuys-Calif
6800375* Destination - Schloss-San Francisco *(Body # verified as 1421)*
6800376 Destination - Oroville, Calif.
6800377 Destination - Wondries, Alhambra
6800378 Destination - Medford, Oregon
6800379* Destination - Mc Peak, Compton *(Body # verified as 1425)*
6800380 Destination - West Seattle Auto Center, Seat
6800381 Destination - Morris-Bakersfield, Calif.
6800383 Destination - Bon Sera-San Jose
6800384 Destination - Hodge-Fresno, Calif.
Total = 88 (73 cars for SB, 15 cars for LA)

Notes:
*****The following owners of the cars with the indicated Serial #s, sent the Body #s as shown on the Body plate of the car.

Serial # 6800370 Body # 1416
Serial # 6800375 Body # 1421
Serial # 6800379 Body # 1425

Looking at the information shown above, it is likely that the Body #s were assigned in order from 1415 through 1429 for Serial #s 6800369 through 6800384. Those cars were all produced at the LA plant. Those Body #'s were not assigned to any other vehicle.

Duplicate Body #

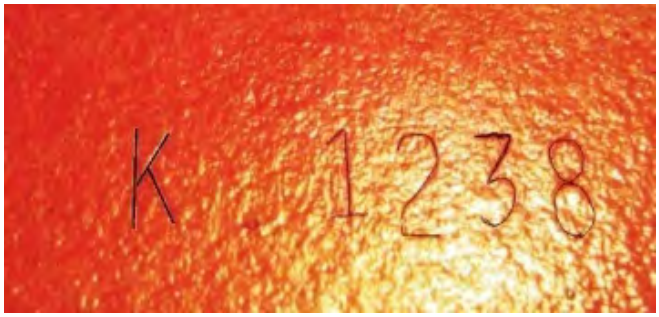
106 - The Production Orders for Serial #s 6030058 & 6030059 both listed Body # 107. One is probably Body # 106.

Missing Body #s, not shown on any production order.

300
949-958 (10 cars)
1415-1429 (15 cars -includes 3 Serial #s for Body #s 1416, 1421, and 1425 identified above).
3522-3566 (45 cars)
3643
3586
3588
3804
3882
4024
4031
4064-4073 (10 cars)
Total - 88

General Information

Engine Number



Engine numbers were also not assigned in order by Serial Number.

S-1001 through S-4362 were assigned to 1956 Golden Hawks with the Packard Ultramatic Transmission.

Engine numbers K-1001 to K-1912 were assigned to cars with the Borg Warner three speed manual transmission with overdrive. There were some gaps in the sequence of both series.

The engine number is stamped on the boss at the top side, front end of the cylinder block, next to the oil filler tube.

Overdrive and the Hill-Holder feature were standard on all manual transmission equipped 1956 Golden Hawks. Anti-Creep and Twin-Traction were not available on 1956 Golden Hawks although 11 production orders listed the Anti-Creep option.

1955 - 1956 Packard and AMC Models and Engine Numbers

For 1955:	**For 1956:**
Body Engine Models:	**Body Engine Models**
5522-01001 Clipper Deluxe	5622-01001 Clipper Deluxe
5542-01001 Clipper Super	5642-01001 Clipper Super
5547-01001 Clipper Super Panama	5647-01001 Clipper Super Hardtop
5562-01001 Clipper Custom	5662-01001 Clipper Custom
5567-01001 Clipper custom Constellation	5667-01001 Clipper Custom Hardtop
5582-01001 Packard Patrician	5672A-01001 Packard Executive
5587-01001 Packard Four Hundred	5677A-01001 Packard Executive Hardtop
5588-01001 Packard Caribbean	5682-01001 Packard Patrician
	5687-01001 Packard Four Hundred Hardtop
	5697-01001 Packard Caribbean Hardtop
	5699-01001 Packard Caribbean Convertible
AMC - Nash - Hudson Engines:	----------
1955 Ambassador 8 Starting with	P-1001 320 C.I.D.
1955 Hornet 8 Starting with	P-1001 320 C.I.D.
1956 Ambassador 8 Starting with	P-21001 352 C.I.D.
1956 Hornet 8 Starting with	P-21001 352 C.I.D.

General Information

Packard V8 Engines for 1955 - 1956

Packard - Clipper Engine Information

Year	Body No.	Chassis No.	Description of Body (6 Passenger)	Engine Number Series	Part Number	Carburetor Model	Size	Cid	Hp	Production
1955	5522	5540	Clipper Deluxe Sedan	5522-01001	474046 - REPLACES 440790	Carter WCFB 2232S, 2394S USED W/CYL HEAD 440689 WCFB 2284S USED W/CYL HEAD 440854	4 BBL	320	225	8309
1955	5542	5540	Clipper Super Sedan	5542-01001						7979
1955	5547	5540	Clipper Super Panama	5547-01001						7016
1955	5562	5560	Clipper Custom Sedan	5562-01001	440823	ROCHESTER 4GC 7007230	4 BBL	352	245	8708
1955	5567	5560	Clipper Custom Constellation	5567-01001						6672
1955	5582	5580	Packard Patrician	5582-01001			4 BBL	352	260	9127
1955	5587	5580	Packard Four Hundred	5587-01001						7206
1955	5588	5580	Packard Caribbean	5588-01001	476010 FRONT 476011 REAR	DUAL ROCHESTER 4GC 7008230 FRONT, AND 7008231 REAR	4 BBL (2)	352	275	500
1956	5622	5640	Clipper Deluxe Sedan	5622-01001	6480530	Carter WGD 2393S	2 BBL	352	240	5715
1956	5642	5640	Clipper Super Sedan	5642-01001						5173
1956	5647	5640	Clipper Super Hard Top	5647-01001						3999
1956	5662	5660	Clipper Custom Sedan	5662-01001	6480506	Carter WCFB-2394S	4 BBL	352	275	2129
1956	5667	5660	Clipper Custom Hard Top	5667-01001						1466
1956	5672A	5670	Packard Executive Sedan	5672A-01001		Carter WCFB-2394S (SOME SOURCES SHOW ROCHESTER 7008610)				1748
1956	5677A	5670	Packard Executive Hard Top	5677A-01001						1031
1956	5682	5680	Packard Patrician Sedan	5682-01001	6480253	ROCHESTER 4GC 7008610	4 BBL	374	290	3775
1956	5687	5680	Packard Four Hundred Hard Top	5687-01001	6480253					3224
1956	5697	5688	Packard Caribbean Hard Top	5697-01001	6489090 FRONT 6489091 REAR	DUAL ROCHESTER 4GC 7009600 FRONT, 7009601 REAR	4 BBL (2)	374	310	263
1956	5699	5688	Packard Caribbean Convertible	5699-01001						276

Studebaker Golden Hawk Engine Information

Year	Body No.	Chassis No.	Description of Body 5 Passenger, 2 Door Hardtop	Engine Number Series	Part Number	Carburetor Model	Size	Cid	Hp	Production
1956	56J K7		1956 Studebaker Golden Hawk	Manual K1001-k1912 Automatic S1001-S4362	6480506	Carter WCFB-2394S	4 BBL	352	275	4071

Hudson - Nash Engine Information

Year	Body No.	Chassis No.	Description of Body 6 Passenger	Engine Number Series	Part Number	Carburetor Model	Size	Cid	Hp	Production
1955	35585-1 35585-2 35587-2		Hudson Hornet 4 Door Super Sedan Hudson Hornet 4 Door Custom Sedan Hudson Hornet 2 Door Hollywood	P-1001		Carter WGD-2231S, SA	2 BBL	320	208	6219
	5585-1 5585-2 5587-2		Nash Ambassador 4 Door Super Sedan Nash Ambassador 4 Door Custom Sedan Nash Ambassador 2 Door Custom Sedan							10580
1956	35685-2 35687-2		Hudson Hornet 4 Door Custom Sedan Hudson Hornet 2 Door Country Club	P-2101		Carter WGD-2231S, SA	2 BBL	352	220	3015
	5685-1 5685-2 5687-2		Nash Ambassador 4 Door Super Sedan Nash Ambassador 4 Door Custom Sedan Nash Ambassador 2 Door Country Club							4681

On March 6, 1956, AMERICAN MOTORS CORPORATION produced its own 190 horsepower, 250 CID V-8 engine. This engine was used for the remainder of the model year. It used a Carter WGD 2 BBL carburetor model 2352S.

General Information

Power-To-Weight Ratios -1956 Models

1956 MODEL - Power-To-Weight Ratios				
Information Obtained from Old Cars Publication - Standard Catalog Of America Cars 1946-1975				
Make	Model	HP	Wt	lbs per 1 hp
DeSoto	Adventurer	320	3870	12.09375
Studebaker	Golden Hawk	275	3360	12.2181818182
Chrysler	300-B (10:1 Compression Engine)	355	4360	12.28169014
Pontiac	Strato Streak Powerpack	285	3561	12.49473684
Chevrolet	Corvette Powerpac	225	2870	12.75555556
Chrysler	300-B	340	4360	12.82352941
Ford	Thunderbird Powerpack	225	3038	13.50222222
Mercury	Medalist & Custom Powerpack	260	3522	13.54615385
Mercury	Monterey & Montclair Powerpack	260	3541	13.61923077
Chevrolet	Corvette	210	2870	13.66666667
Dodge	D-500	260	3605	13.86538462
Ford	Thunderbird w/Fordomatic or OD	215	3038	14.13023256
Clipper	Custom	275	3915	14.23636364
Chevrolet	Powerpack	225	3293	14.63555556
Chrysler	New Yorker	280	4110	14.67857143
Packard	All except Caribbean	290	4290	14.79310345
Packard	Caribbean	310	4590	14.80645161
Ford	Thunderbird	202	3038	15.03960396
Lincoln	Capri	285	4289	15.04912281
Plymouth	Fury	240	3650	15.20833333
Studebaker	President & Sky Hawk	210	3210	15.28571429
Lincoln	premier	285	4362	15.30526316
Cadillac	Eldorado	305	4685	15.36065574
Clipper	Super & Deluxe	240	3700	15.41666667
Cadillac	62	285	4430	15.54385965
Chrysler	Windsor Powerpack	250	3900	15.60000000
Buick	60 Century	255	4000	15.68627451
Pontiac	Star Chief	227	3561	15.68722467
DeSoto	Fireflite	255	4005	15.70588235
Mercury	Monterey & Montclair	225	3541	15.73777778
Chevrolet	Powerpack	205	3293	16.06341463

Dodge	Custom & Royal	218	3520	16.14678899
Oldsmobile	Super 88	240	3879	16.16250000
Cadillac	60	285	4610	16.17543860
Imperial	V8	280	4565	16.30357143
Oldsmobile	88	230	3761	16.35217391
Mercury	Medalist & Custom w/Mercomatic	215	3536	16.44651163
Studebaker	President & Sky Hawk	195	3210	16.46153846
Buick	50 Super	255	4200	16.47058824
Ford	Fairlane & Station Wagon	200	3319	16.59500000
Plymouth	V8 Powerpack	200	3325	16.62500000
DeSoto	Firedome	230	3855	16.76086957
Mercury	Medalist & Custom	210	3522	16.77142857
Buick	Roadmaster	255	4280	16.78431373
Oldsmobile	98	240	4047	16.86250000
Continental	V8	285	4825	16.92982456
Studebaker	Commander & Power Hawk Powerpack	185	3140	16.97297297
Pontiac	860, 870, Safari	205	3496	17.05365854
Buick	40 Special	220	3790	17.22727273
Hudson	Hornet V8	220	3804	17.29090909
Chrysler	Windsor	225	3900	17.33333333
Nash	Ambassador V8	220	3830	17.40909091
Cadillac	75	285	5050	17.71929825
Plymouth	V8	187	3325	17.78074866
Dodge	Coronet V8	188	3435	18.27127660
Hudson	Hornet Special V8	190	3476	18.29473684
Nash	Ambassador Special V8	190	3476	18.29473684
Plymouth	Optional V8 (Plaza & Savoy)	180	3295	18.30555556
Imperial	Crown Imperial	280	5145	18.37500000
Studebaker	Commander & Power Hawk	170	3140	18.47058824
Ford	Custom & Mainline	173	3278	18.94797688
Chevrolet	V8 w/Powerglide	170	3293	19.37058824
Chevrolet	V8	162	3192	19.70370370
Hudson	Hornet 6 Powerpack	175	3505	20.02857143
Hudson	Hornet 6	165	3505	21.24242424
Chevrolet	6	140	3220	23.00000000

General Information

Ford	6	137	3156	23.03649635
Rambler	6	120	2830	23.58333333
Plymouth	6 Powerpack	131	3170	24.19847328
Nash	Statesman	130	3170	24.38461538
Nash	Ambassador 6 Powerpack	145	3570	24.62068966
Hudson	Wasp Powerpack	130	3235	24.88461538
Dodge	Coronet 6	131	3295	25.15267176
Plymouth	6	125	3170	25.36000000
Nash	Ambassador 6	135	3570	26.44444444
Hudson	Wasp	120	3235	26.95833333
Studebaker	Champion & Flight Hawk	101	2835	28.06930693
Metropolitan	4	52	1875	36.057692308

General Information

The Jet Streak Engine

At one point, Studebaker Packard considered an option called the *Jet Streak Engine*. This was essentially the same engine that powered the 1955 Packard Caribbean, a 275 horsepower V8 with dual Rochester four barrel carburetors.

The Jet Streak option was contemplated by Studebaker-Packard, but was never offered from the factory for the 1956 Golden Hawk. There was even a part number, 1541805 assigned to the option.

Besides the dual four barrel setup, the kit included an Iskenderian solid lifter cam, dual point Mallory ignition with the Mallory Mag Spark transformer, and chrome valve covers.

In the photo above, the transformer is mounted on the cowl to the left of the windshield wiper motor. The transformer replaced the coil.

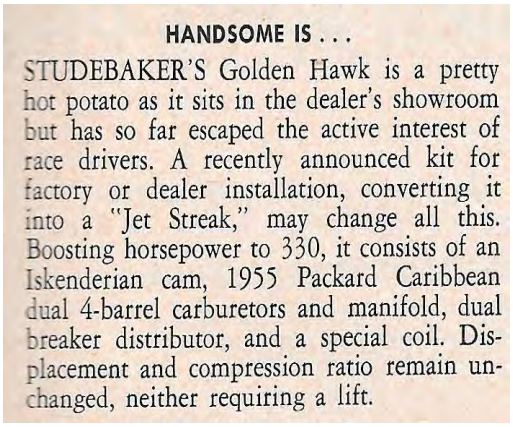
General Information

Many dealers installed a dual 4 barrel setup, at the customer's request, or the customer had it done elsewhere since all the parts were available directly from the Packard parts bin. Of course, not all of these conversions received the cam and distributor.

The July 1956 issue of Motor Trend had a short article on the Jet Streak engine. On the left of page 13, was the following short article. Here is the option as described:

"Studebaker's Golden Hawk is a pretty hot potato as it sits in the dealer's showroom but has so far escaped the active interest of race drivers. A recently announced kit for factory or dealer installation converting it into a "Jet Streak" may change all this."

"Boosting horsepower to 330, it consists of an Iskenderian cam, 1955 Packard Caribbean dual 4 barrel carburetors and manifold, chrome valve covers, dual breaker distributor, and a special coil. Displacement and compression ratio remain unchanged neither requiring a lift."



HANDSOME IS . . .

STUDEBAKER'S Golden Hawk is a pretty hot potato as it sits in the dealer's showroom but has so far escaped the active interest of race drivers. A recently announced kit for factory or dealer installation, converting it into a "Jet Streak," may change all this. Boosting horsepower to 330, it consists of an Iskenderian cam, 1955 Packard Caribbean dual 4-barrel carburetors and manifold, dual breaker distributor, and a special coil. Displacement and compression ratio remain unchanged, neither requiring a lift.

I have examined all 4073 production orders and there is no indication that any 1956 Golden Hawks came from the factory with either a 374 cubic inch engine or the Jet Streak option."

Many of the original production orders for exports, including Canada, show an item identified as *LC HEAD* and/or *8.25 to 1 RATIO*. The parts catalog supports the standard 9.5 to 1 ratio as well as this lower compression engine.

Three of the production orders had a note indicating *HC HEAD* but I believe this simply meant the normal engine as opposed to the *LC Head* lower ratio engine. As stated earlier, production orders contained many variations and even some obvious errors.

General Information

The Jet Streak concept apparently started with a letter from Harold Churchill, dated December 20, 1955.

Messrs. E. J. Hardig
M. P. deBlumenthal
H. E. Churchill

Dec. 20, 1955

cc: Mr. W. A. Keller

There is a growing demand from the field to use Golden Hawks or other Hawk series cars in stock car racing events. While I do not believe it is desirable for the Corporation or the Division to endorse such usage of our vehicles, we cannot stop individuals from purchasing cars and using them in competition.

I believe you should, therefore, investigate what currently available parts could be combined into a kit and sold at extra cost so that these cars would be more durable for this kind of operation if the purchaser would elect to buy them. I have in mind such items as wheels, axles, and front suspension parts that might be subjected to loads not normally encountered.

You might also wish to determine what a racing camshaft would cost for the 8-289 engine, and also the cost of special camshaft and mechanical lifters for the Golden Hawk engine.

HEC:RDP

(provided by the Studebaker National Museum Archive)

General Information

This letter from Carl B. Thompson, probably provides the best information regarding the 374 cubic inch V8 and the Jet Streak engine option regarding the 1956 Golden Hawk.

Mr. Thompson has been referred to as the, “unofficial historian of the Studebaker Corporation”, and passed away on December 12, 2007 at the age of 98. Thompson served as one of the company’s in-house photographers and took literally thousands of photographs. He was also involved with parts catalogs.

After Studebaker closed its South Bend operation in December 1963, he stayed on with the company while it went through its close-down period till 1972.

SASCO, Inc.

May 13, 1969

Mr. R oscoe C. Stelford, Jr.
R. R. #1, Box 146
Hampshire, Illinois 60140

Dear Sir:

In 1956 a conversion kit was contemplated converting the 1956 Golden Hawk to a Jet Streak engine. However, this kit never was released for sale. The kit was a combination of Studebaker and Packard parts. The Studebaker parts never were purchased and are not available. Attached is a list of the parts which will give you an idea of what was involved.

We did not install a 374 cu. in. engine in the Golden Hawk. Our largest engine on the car was 352 cu. in. A cylinder block assembly fitted with pistons, pins and rings is available for the 56J.

Thank you for writing and giving us the opportunity to offer our assistance.

Very truly yours,

Carl B. Thompson

Technical Service Operation
SASCO, Inc.

CBThompson-hb

NO DRAWING

Consists of:

1 -	1541800	Jet Streak Camshaft Kit - As Purch.
1 -	1541801	Jet Streak Distributor Assy.
1 -	1541802	Jet Streak Ign. Coil Assy.
2 -	G140710	Jet Streak Ign. Coil to Dash Attach. Screw
2 -	437073	Jet Streak Ign. Coil to Dash Insulator
2 -	G120392	Jet Streak Ign. Coil to Dash Pl. Washer
1 -	1541803	Jet Streak Ign. Coil Primary Resistor Assy.
2 -	1541804	Jet Streak Carb. Air Cleaner Assy.
1 -	440061	Camshaft Timing Chain Cover Gasket
2 -	6480211	Inlet Manifold Gasket
2 -	440504	Rocker Arm Cover Gasket
1 -	440363	Valve Lifter Cover Gasket
1 -	440857	Inlet Manifold Assy.
1 -	476010	Carburetor Assy. - Front
1 -	476011	Carburetor Assy. - Rear
8 -	G121917	Carburetor Fast. Stud Nut
8 -	G103320	Carburetor Fast. Stud Lk. Washer
2 -	440613	Carburetor Gasket
1 -	536720-G	Carburetor Air Cleaner to Carb. Studi
1 -	G148512	Carburetor Air Cleaner to Carb. Stud Wing Nut
2 -	473070	Carburetor Air Cleaner to Carb. Gasket
1 -	440906	Valve Lifter Cover
1 -	476007	Carb. Choke Housing Shield
1 -	476028	Inlet Manifold Shield Assy.
1 -	440997	Choke Heat Tube Assy.
1 -	440998	Choke Heat Tube Insulator
2 -	G119122	Choke Heat Tube Elbow
1 -	473100	Gas Filter to Rear Carburetor Fuel Pipe Assy.
1 -	473101	Gas Filter to Front Carburetor Fuel Pipe Assy.
2 -	G137422	Carb. Fuel Pipe Elbow
1 -	G173203	Gas Filter to Carb. Fuel Pipe Tee
1 -	473102	Fuel Pump to Gas Filter Pipe Assy.
1 -	473104	Distributor to Carb. Vacuum Pipe Assy.
1 -	473167	Carb. Throttle Valve Conn. Rod
1 -	473168	Carb. Throttle Valve Conn. Rod Swivel
1 -	473169	Carb. Throttle Valve Conn. Rod Pin
2 -	473147	Carb. Throttle Valve Conn. Rod Pin Clip
2 -	G120613	Carb. Throttle Valve Conn. Rod Swivel Nut

1541805

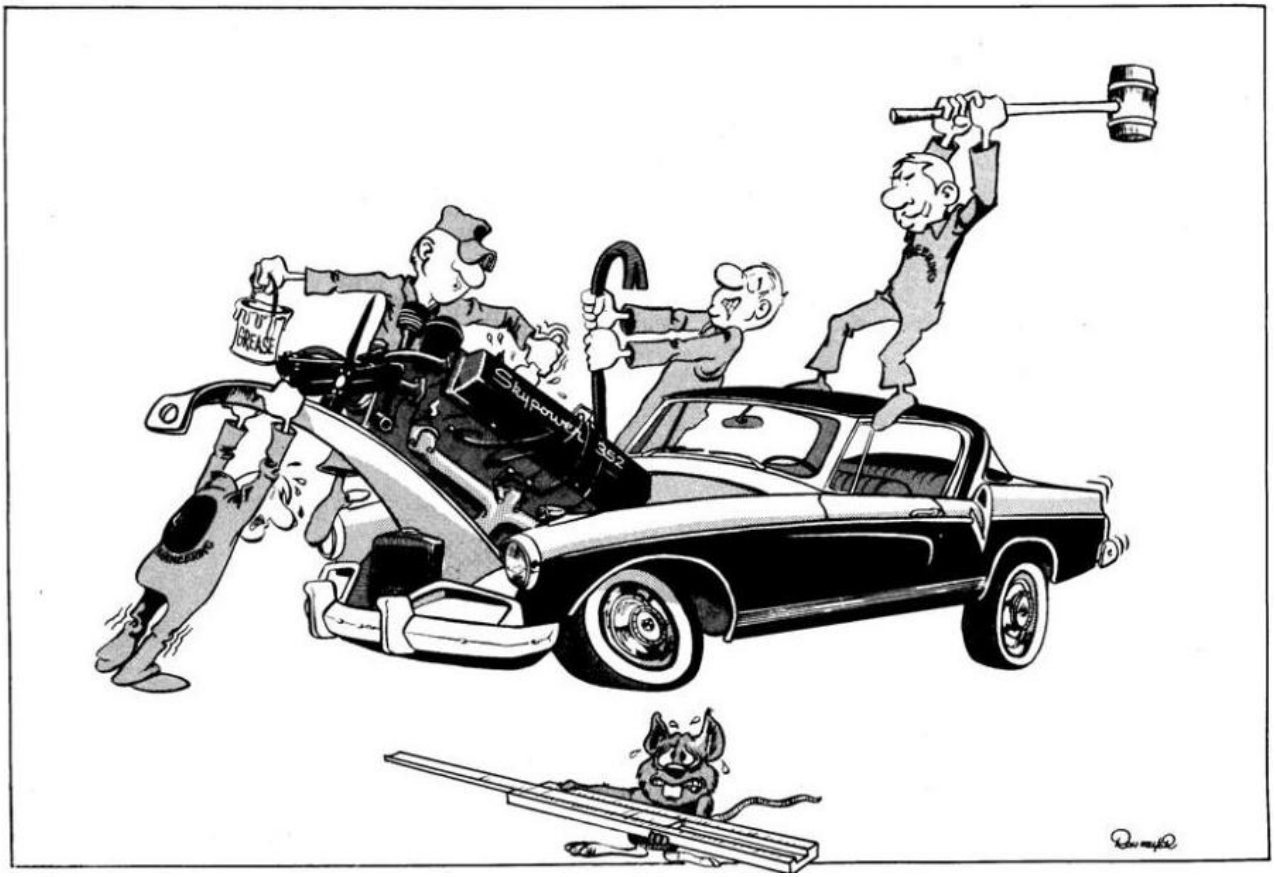
1541805 Not Available

General Information

The Camshaft, Item #1 Part # 1541800 from the list on the previous page.

Studebaker and Packard Hawk Models

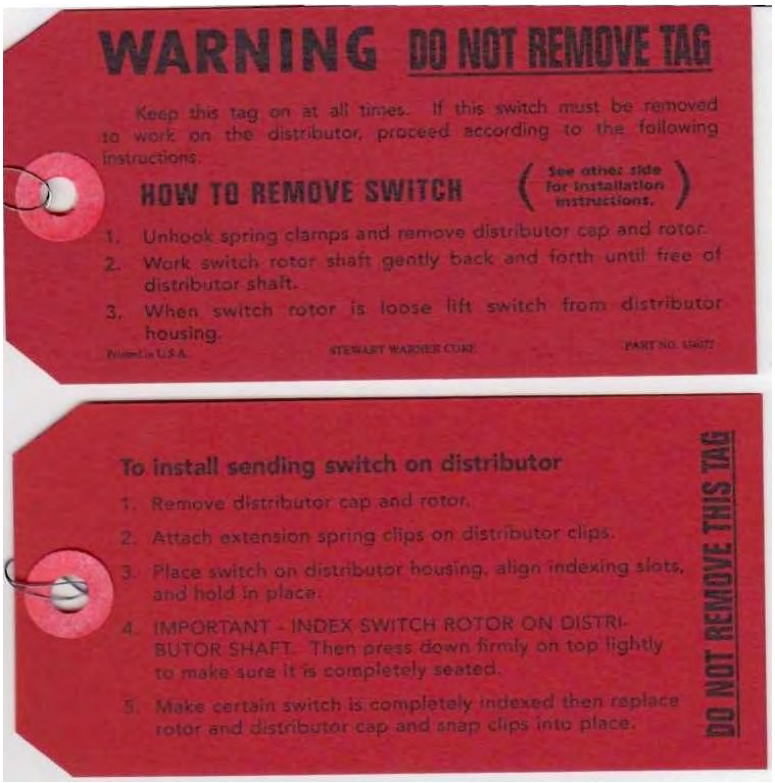
STUDEBAKER/PACKARD HAWK MODELS		
MODEL	**YEAR**	**BODY STYLE**
FLIGHT HAWK	1956	C BODY (PILLARED COUPE) K BODY (HARDTOP EXPORT ONLY)
POWER HAWK	1956	C BODY (PILLARED COUPE)
SKY HAWK	1956	K BODY (HARDTOP)
GOLDEN HAWK	1956-1958	K BODY (HARDTOP)
SILVER HAWK	1957-1959 1957-1958	C BODY (PILLARED COUPE) K BODY (HARDTOP EXPORT ONLY)
PACKARD HAWK	1958	K BODY (HARDTOP)
HAWK	1960-1961	C BODY (PILLARED COUPE)
GRAN TURISMO HAWK	1962 - 1964	K BODY (HARDTOP)



SECTION 1 - Engine Compartment

Decals - Engine Compartment

Valve Cover



Tachometer Sender tag

Generator

Oil Filter

Windshield Wiper motor

Oil Bath Oil Cleaner

Oil Filler Cap

SECTION 1 - Engine Compartment

ITEM	COLOR	REMARKS
ENGINE BLOCK	RED	RED/ORANGE
FAN BLADE	BLACK	
GENERATOR	BLACK	Auto-Lite
OIL BATH	BLACK	
OIL FILLER CAP	BLACK	
OIL FILTER	BLACK	FRAM
OIL PAN	RED	RED/ORANGE
VALVE COVERS	ALUMINUM	OPTIONAL CHROME VALVE COVERS WERE AVAILABLE AS ACCESSORY NUMBER AC-2796.

Under the hood, the 1956 Golden Hawk featured a 352 cubic inch version of the Packard overhead valve V-8 engine which was rated at 275 horsepower.

A Carter WCFB 4 barrel Carburetor and a dual exhaust system were standard equipment.

The 1956 Golden Hawk was the only model, carrying a Studebaker badge, to be outfitted with a Packard engine.

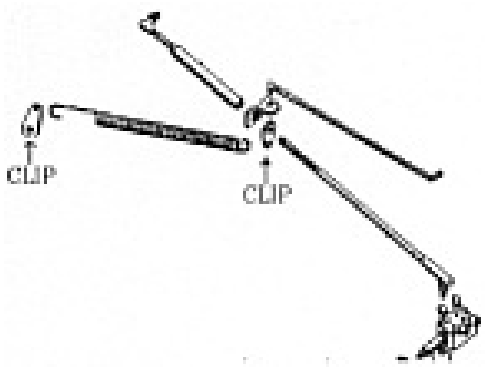
The same Packard V-8 engine was used in the 1956 Clipper Custom and Packard Executive. All other Studebakers produced in 1956, including the other Hawk models, came equipped with one of the Studebaker engines. Studebaker Packard also sold engines to American Motors Corporation for use in its Hudson Hornet and Nash Ambassador cars for 1955 and 1956.

The 1957 and 1958 Golden Hawks came from the factory with a supercharged Studebaker 289 cubic inch engine. An aftermarket McCulloch supercharger from Paxton was also available for the 1956 Packard 352 cubic inch engine.

The 1956 Packard Caribbean came equipped with a 374 cubic inch version of this same engine and dual 4 barrel carburetors. Horsepower for the Caribbean was rated at 310. No 1956 Golden Hawks came from the factory with dual 4 barrel carburetors and/or the 374 cubic inch engine.

Accelerator Return Spring

The accelerator return spring should be attached to a small clip which is mounted to the center valve cover bolt. The 1956 *Shop Manual* shows this clip mounted to the center valve cover bolt on the driver's side.



Accelerator Return Spring

A similar clip attaches to the bell-crank-to-carburetor rod. This second clip can be moved up or down the rod to increase or decrease the spring tension as desired.

Reference Source:

1955 - 1958 Chassis Parts Catalog, page 72.
1956 Passenger Car Shop Manual, Electrical section, page 41 Fig 90.
Motor Trend dated February 1956, page 21.
Hot Rod Magazine dated April 1956, page 21.

Battery Box

The battery box is mounted on a flat spot of the inner fender apron on the driver side. The box is secured by two bolts that run through the box and apron and a nut attached from underneath, inside the wheel well..

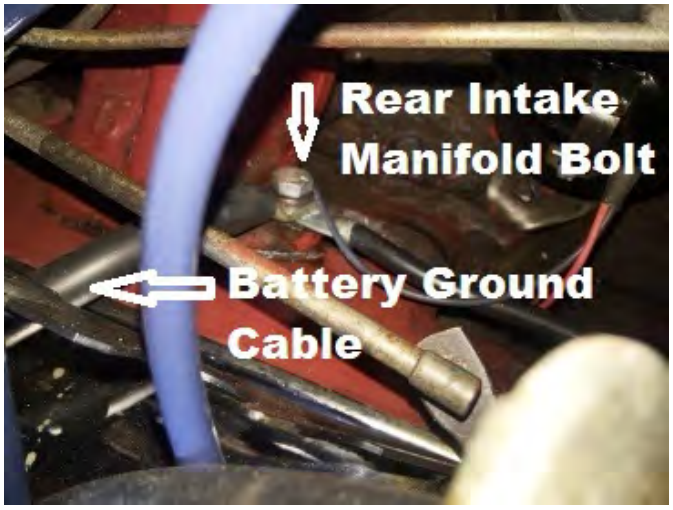
There is a bracket that mounts on the firewall and attaches to the vertical edge of the box, at the corner to give extra support.

Reference Source:

1955 - 1958 Chassis Parts Catalog, page 206-207.
Engineering drawing for Part # 1312972

SECTION 1 - Engine Compartment

Battery Ground Connection



The battery ground cable runs from the negative side of the battery to the rear bolt of the intake manifold on the driver's side of the engine block. At least, this seems to be the most common setup. Shown in the photo above right, I added an additional ground cable which runs from the intake manifold bolt down to the starter which supposedly helped the car to start better.

In our survey, the battery ground was connected to various locations including the rear bolt of the oil filter, and various other bolts on the intake manifold. I guess anywhere is fine as long as it makes a good connection. I don't know if Studebaker had a particular location identified.

The parts book lists this cable as 22". The original battery positive and negative cables specified by Studebaker Engineering beginning with the then new 12V. Negative ground system used on all 1956 models required the letter "N" to appear on the battery post end of the negative cable. Likewise a letter "P" appeared on the positive battery cable.

Reference Source:

1955 - 1958 Chassis Parts Catalog, page 227.
Motor Trend dated February 1956, page 21.
Engineering Drawing for Part # 1312972
Engineering Drawing for Part # 1540074
Survey of owners.

Battery Hold Down Bolts

The Battery Hold Down Bolt, also known as the J-Hook, is 5/16" in Diameter and 9-21/32" long. The threaded portion is 5/16-18 NC thread and is 1-1/2" in length. There is a 1/1x45 degree chamfer at the top edge of the threaded area.

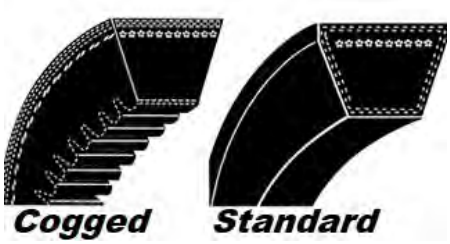
Reference Source:

Engineering Drawing for Part # 1314745

SECTION 1 - Engine Compartment

Belts - Fan and Power Steering

Both the fan and power steering belts are known as V-Belts, characterized by their Trapezoid (Trapezium in British) shaped cross section. The belts used on the 1956 Golden Hawk are the cross-section standard V-belts. Years ago they were a solid V. Later automotive belts have cogs. A cogged belt has grooves that run perpendicular to the belt's length, which reduces the bending resistance of the belt.



Fan Belt

The fan belt is a molded outer wrap construction and has the part number 440448 molded on it. It is the same belt that was used on the 1955 and 1956 Packard models.

Reference Source:
Engineering Drawing for Part # 440448
Original fan belt Part # 440448

Power Steering Belt

The Power steering belt is a cloth wrap construction and has the name *Studebaker* and the part number 1540139 ink stamped on the belt.

The 1955 and 1956 Packard models used a different belt with part # 455613.

Reference Source:
Engineering Drawing for Part # 1540139
Original fan belt Part # 1540139

Carburetor - Carter WCFB 2394S

All 1956 Golden Hawks came with a Carter WCFB four barrel downdraft carburetor as standard equipment.

Originally, Carter used a "gold" tint chromate (bowl and choke housing) on the Zinc castings of the WCFB. The air horn was an aluminum/magnesium alloy and was "silver" in color. These were not cadmium plated, but rather, a "chromate' conversion coating.

Zinc alloy reacts to the "chromate" coating and comes out a gold tint. The aluminum/magnesium air horn got the same process, but did not color react with the chromate solution. They retained their original silver color.

The photo at the right shows a genuine “chromated” WCFB, and all were this way. Today there is almost no one who does the original "chromating" as it is a very Hazardous process and controlled by the Environmental Protection Agency.

Photo courtesy - Daytona Parts Company

One should never cadmium or hard electroplate any zinc or aluminum carburetor casting! These are soft "white metal" alloys and once hard plated, it cannot be undone.

This photo of a typical Studebaker Carter WCFB in original chromate coloring, shows the casting number locations.

Most carburetors rebuilt today use a process that results in an all silver finish, except the carburetor baseplate, which would be black.

Photo courtesy - Daytona Parts Company

Reference Source:

Daytona Parts Company

1956 Studebaker Passenger Car Shop Manual, Gasoline System, page 24.

Hoses - Heater and Radiator

Heater Hoses

As far as I know, all heater hoses were black, but I could not find any information on this.

Radiator Hoses

The lower radiator hose, part # 1539084 consisted of the hose with a spring on the inside to help prevent it from collapsing under pressure due to suction from the water pump at high engine RPM.

The clamps most often used were called Corbin clamps. A 2-1/8" clamp was used at the radiator end, and a 2-3/16" clamp was used at the water pump end.

The upper radiator hose part number 1539087, is in the shape similar to the letter “J”. All the ones I’ve seen were very stiff with very little flexibility.

The clamps most often used were called Corbin clamps. A 1-13/16"" clamp was used at the radiator end, and a 1-15/16" clamp was used at the water pump end.

Reference Source:

Engineering Drawing for Part # 1539084
Original hose Part # 1539084
Engineering Drawing for Part # 1539087
Original hose Part # 1539087

SECTION 1 - Engine Compartment

Engine Oil Pan

The oil pan should be painted the same color red as the engine. This photo shows the flywheel lower housing inspection hole cover as unpainted, but I *believe* it should also be red.

Reference Source:
Survey of owners.

Fan Blade Assembly

The 4 blade fan is painted black. A new fan constructed of heavier metal (14 gauge instead of 15) and with blades held together by 8 rivets instead of 4, entered production with serial number 6033140 with a final assembly date of 6-21-56. The last Los Angeles car was assembled on 6-3-56, so probably none of these cars came equipped with the new fan. The new part number was 1542138-P and substituted for part number 1540160-P.

4 Rivet Fan Blade Part # 1540160-P

8 Rivet Fan Blade Part # 1542138-P

The production order for one car listed a 5 blade fan and another one listed a 6 blade fan. Both 5 and 6 blade fans were available for other 1956 Studebakers, including the other Hawk models, but none are listed for the 1956 Golden Hawk in the parts catalog. The *1956 Packard Parts and Accessories List* does show a special part number for the fan on cars equipped with air conditioning. Only one production order for Serial # 6032938 with a Final Assembly Date of 05/07/1956 listed Air Conditioning, but there was nothing to indicate a different fan blade assembly. I once saw an air conditioned Packard and it sported a 5 blade fan.

Reference Source:
Service Bulletin No. 316, Page 2.
1955 - 1958 Chassis Parts Catalog, page 155.
Original production order review.

SECTION 1 - Engine Compartment

Fender Aprons and Firewall

The fender aprons should be painted the same color as the upper portion of the fenders. This would be the accent color on two tone models.

The firewall should be painted the same color as the lower portion of the lower body (body color) on cars produced in South Bend. Cars assembled in Los Angeles seem to have the firewall painted to match the inner fender aprons, or accent color on two tone models.

Firewall Matches Body Color - South Bend Cars

Firewall Matches Accent Color - Los Angeles Cars

Firewall on a South Bend built car matches the body color

Firewall on a Los Angeles built car matches the inner fender aprons (Accent Color)

No one has offered a satisfactory explanation for the variation in firewall colors between the two production facilities. The anomaly seems to be consistent through the entire model run.

Reference Source:

Survey results.
Science and Mechanics dated April 1956, page 74.

SECTION 1 - Engine Compartment

Firewall - Factory Order Number

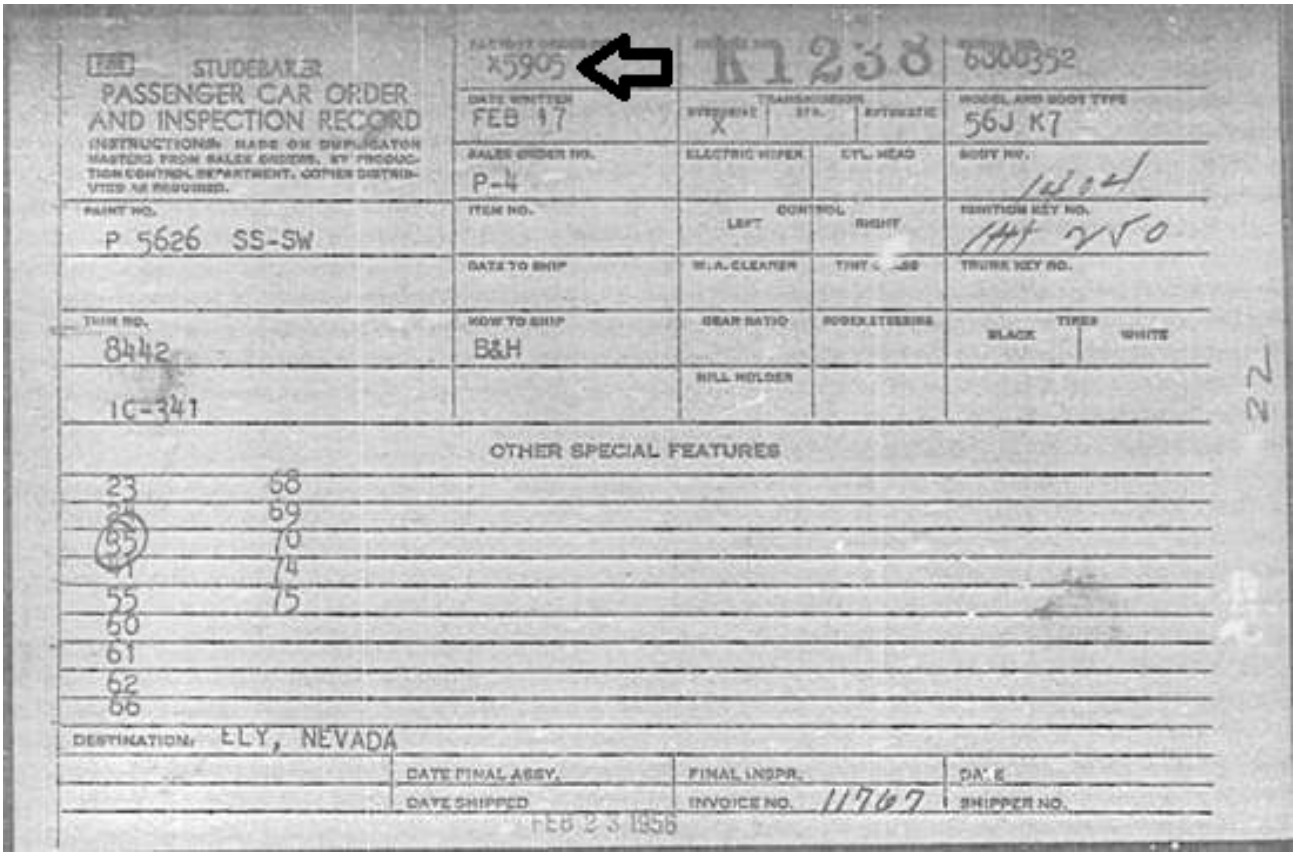
On Golden Hawks assembled at the LA plant, the *Factory Order Number* was written on the passenger side firewall with some type of indelible ink marker on top of the paint.

White was used on Firewalls that were painted the darker colors, and Black was used on Firewalls that were painted with lighter colors.

This number was also applied with orange marker to the under side of the instrument panel above the glove compartment (can be seen under Instrument Panel using a flashlight and flex-head type inspection mirror.

Those markings were assembly line aids.

Factory Order Number X5905 on Serial Number 6800352



STUDEBAKER
PASSENGER CAR ORDER AND INSPECTION RECORD

X5905 K1238 6800352

DATE WRITTEN: FEB 17
TRANSMISSION: X
MODEL AND BODY TYPE: 56J K7
SALES ORDER NO.: P-4
BODY NO.: 1454
PAINT NO.: P 5626 SS-SW
ITEM NO.
CONTROL: LEFT / RIGHT
IGNITION KEY NO.: 1447 250
DATE TO SHIP
TRUNK KEY NO.
TRIM NO.: 8442
HOW TO SHIP: B&H
GEAR RATIO
TIRES: BLACK / WHITE
IC-341
BILL HOLDER

OTHER SPECIAL FEATURES

23 58
24 59
35 70
41 74
55 75
60
61
62
66

DESTINATION: ELY, NEVADA

DATE FINAL ASSY.
FINAL INSPR.
DATE SHIPPED: FEB 23 1956
INVOICE NO. 11767
SHIPPER NO.

Reference Source:
Survey results.

Generator

The generator should be painted black. The green & silver AUTO-LITE name plate actually appears upside down when viewed from the passenger fender side of the car.

There should be a small red tag on the field terminal, the one which does not connect to the radio condenser. The tag is about 1-1/4" x 1" and has black lettering on it which reads: DO NOT INSTALL RADIO CONDENSERS OR RESISTORS AT FIELD TERMINAL ON GENERATOR OR REGULATOR TO GROUND

The round field terminal tag shown at the right was *not* used on the 1956 Golden Hawk's generator field terminal. I don't know when this tag came along but all indications are that it would not be correct for this car.

Reference Source:

1955 - 1958 Chassis Parts Catalog, page 3, Plate 01-4.
Hot Rod Magazine dated April 1956, page 21.
Survey results.
Two New Old Stock generators
Two used generators

Generator Adjustment Arm

The generator adjustment arm bracket should be painted the same color red as the engine block. There seems to be conflicting evidence as to whether the slotted end should be mounted on the generator or on the engine block.

On many South Bend cars (about 55% in our survey), the generator adjustment arm is mounted with the long slotted end attached to the engine block and the small hole end to the generator. Other South Bend produced cars have the slotted end mounted on the generator. In our survey, all but 1 Los Angeles assembled cars had the slotted end mounted on the generator.

Mounting the slotted end on the engine block appears contrary to normal application. I am told this was done because mounting it in the "normal fashion" on Packard models caused the arm to hit the fender apron. However, on Packards, there is a small depression, about 2 inches in diameter and ½ inch deep, in an air duct along the inner fender which appears to allow for the bracket's intrusion into this area.

A *Packards International Motor Car Club* official stated that the slotted end should be mounted on the engine. Several Packard owners, however, indicated that the bracket was mounted with the slotted end on the generator. One Packard owner suggested that sagging or deteriorating motor mounts may have caused the engine to rock excessively causing the bracket to hit the air duct if the slotted end was on the generator.

Both the Packard and Studebaker parts catalogs show the slotted end on the generator. The Studebaker and the Packard Shop Manuals show a front engine view which clearly shows that the slotted end is mounted on the generator.

A noted Packard historian and author noted that *"the 1955-56 Packard parts catalog was done in 1955, and would not show any 1956 configurations unless it was something like push button shifters, an item that came out for 1956."* That being the case, if a switch was made to reverse the position of the adjustment arm, it would not appear in the parts or shop manuals. The most likely place for this item to be documented would be the Service Bulletins, but I have never seen anything on this subject.

Both of my 1956 Golden Hawks have the slotted end of the generator adjustment arm on the engine block. Since so many generator adjustment arms were mounted with the slotted end on the engine block, one would have to conclude that either way would be appropriate.

Reference Source:

- Survey results.
- Packards International Motor Car Club
- Packard Service Manual, Section IX, page 2, figure 6.
- Hot Rod Magazine dated April 1956, page 21.

Heater Hose Clamp

The heater hose coming from the water manifold should pass through a small clamp mounted to the water pump manifold bolt just in front of the valve cover on the passenger side. The clamp is attached in a vertical position so that the hole is on the bottom and the curved portion of the clamp is at the top.

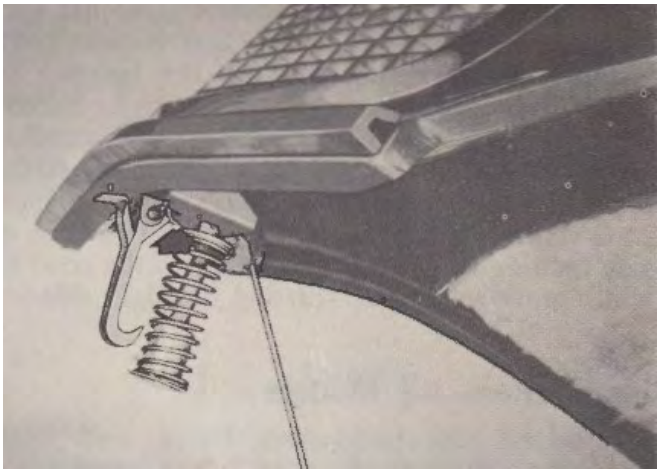
A photo in Hot Rod Magazine dated April 1956, page 21, shows the heater hose running behind the oil filler tube across the top of the valve cover with no clamp evident at all.

Reference Source:

- 1955 - 1958 Chassis Parts Catalog, page 3, Plate 01-4.
- Motor Trend dated February 1956, page 21.
- Hot Rod Magazine dated April 1956, page 21.
- Engineering drawing for 430097 clip,

Hood Lock, Catch Plate, and Deflector

The frame cross member at the front of the car lies behind the bumper is called a deflector. On all Hawk models for 1956, there is a square hole section cut out in the middle of the deflector. Deflectors for later Hawk models did not have this cut out.



The purpose of the hole is to accommodate the older style hood lock safety hook, Part # 1312650. Many people call this the *"J" hook*. The hood lock safety hook would catch on back edge of the square hole when the hood was released. The hood lock safety hook attached to two tabs at the front bottom of the hood. A pin secured the hood lock safety hook to the bottom of the hood.

A later style hood lock plate assembly, part # 1314155, and hood lock safety hook catch, part # 1314115 was introduced in May 1956. The new hood lock safety hook catch attached to the back side of the hood spring bolt and did not use the two tabs. The change became effective on Golden Hawk beginning with serial number 6032692 and 6800250 for cars produced in South Bend and Los Angeles respectively.

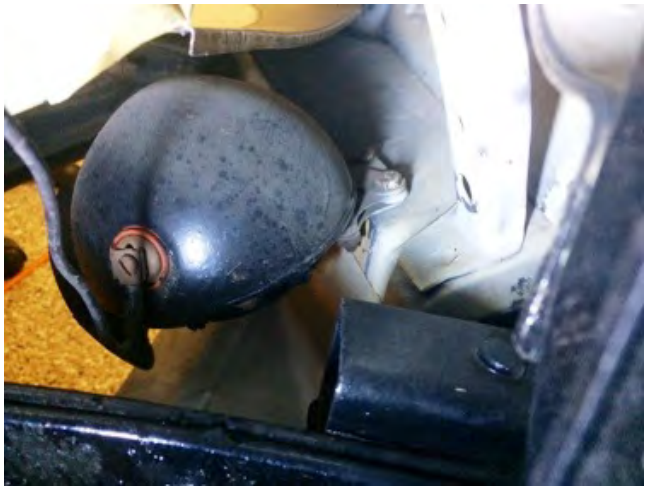
The 2 inch hole was still needed because the two tabs would otherwise hit the deflector and prevent the hood from closing all the way. Later Hawk models hood did not have the two tabs.

Reference Source:

Service Bulletin # 314, Page 5, May 1956.
1956 Passenger Car Shop Manual, Page 3 of the Body Section.
1955 - 1958 Chassis Parts Catalog, page 179

Horns

All 1956 Golden Hawks came equipped with twin vibrator type air-horns which were mounted on either side of the car just behind the grille. The horns have a painted black enamel finish. The Shop Manual indicates that “the assembly marked "Lo" or "L" goes on the left side and the assembly marked " Hi" or "H" goes on the right side, but I believe it is the opposite. They only mount one way and all the ones I’ve see have the Hi tone horn on the left side.



The top on the Delco horn has a full rounded dome which is easily seen in the above photos. Studebakers were fitted with both Sparton and Delco horns for 1956.

- 1540085 HORN (Sparton low tone)
- 1540087 HORN (Sparton high tone)
- 1540157 HORN (Delco high tone) - Delco part # was 1999758
- 1540158 HORN (Delco low tone) - Delco part # was 1999757

The Sparton horn has a flat surface on the top of the dome and has the name *Sparton* stamped on that flat surface and *12V* stamped below the name.

Reference Source:

1956 Passenger Car Shop Manual, Electrical System, page 45
1955 - 1958 Chassis Parts Catalog, page 71, Plate 06-3.
Engineering Drawings for 1540157 and 1540158 Delco Horns.
Engineering Drawings for 1540085 and 1540087 Sparton Horns.
1956 Automobile Manufacturers Association Consolidated Specification Questionnaire.

SECTION 1 - Engine Compartment

Junction Block, starter cables

There is a junction block, with three terminals, located on the firewall behind the battery on cars beginning with serial number 6031808 (except 6031834 and 6031840).

The Los Angeles equivalent would be approximately 6800352. The wiring harness has separate cables to the starter solenoid switch.

Prior to serial number 6031808 (but including serial numbers 6031834 and 6031840) the wiring harness had integral wires to the starter solenoid switch and no junction block was present.

Reference Source:

1955 - 1958 Chassis Parts Catalog, pages 161, 225.

Oil Bath - Air Cleaner

The parts catalog lists a special part number, 1540431, for the air cleaner used on the 1956 Golden Hawk. The air cleaner (oil bath) should be painted black.

The decal is located on the top of the circular area. Most are at the front edge but a Hot Rod Magazine dated April 1956, page 21, showed one mounted toward the fender.

The color is yellow with black letters and the size is approximately 3" x 1-1/2". Among the several variations of the decal, the one shown here *seems* to be the correct one.

Reference Source:

1955 - 1958 Chassis Parts Catalog, page 3, Plate 01-4.
Motor Trend dated February 1956, page 21.
Mechanix Illustrated dated April 1956, page 96.
Hot Rod Magazine dated April 1956, page 21.
Science and Mechanics dated April 1956, page 74.

SECTION 1 - Engine Compartment

Oil Dip Stick

The exposed portion of the oil dip stick should be painted the same color red as the engine block.

Reference Source:
Survey results.

Oil Filler Cap

The oil filler cap is painted black. The decal is located on the vertical face.

The color was probably black with buff letters, or possibly blue with yellow letters. All the reproduction decals appear to be black.

Reference Source:
1955 - 1958 Chassis Parts Catalog, page 3, Plate 01-4.
Packard's International 1994-95 catalog, page 6.
Mechanix Illustrated dated April 1956, page 96.
Hot Rod Magazine dated April 1956, page 21.
Science and Mechanics dated April 1956, page 74.

Oil Filter

The oil filter canister and the bracket should both be painted black.

The decal should be located on the front of the filter case, at the top just below the lip of the cover. The decal colors are red with black and gold letters.

Reference Source:
1955 - 1958 Chassis Parts Catalog, page 40.
Motor Trend dated February 1956, page 21.
Mechanix Illustrated dated April 1956, page 96.
Hot Rod Magazine dated April 1956, page 21.
Science and Mechanics dated April 1956, page 74.

Power Steering Gear

The Saginaw power steering Gear is painted black.

Reference Source:
Survey results.

Power Steering Pump

There were two power steering pumps use on the 1956 Golden Hawk.

The early *Type A* power steering pump is painted black. It can be identified by two pressure hoses coming off the back of the pump assembly.

The cover on the *Type A* pump, part # 534704, had white painted lettering
FILL TO LEVEL WITH AUTOMATIC TRANSMISSION FLUID TYPE "A" around the top of its surface. Through the years, this lettering was probably worn off and/or painted over on many cars.

The pump was changed with serial number 6031693 with a final assembly date of 1-31-56.(although a few cars were built after this serial number with the early *Type A* pump). The Los Angeles equivalent would be approximately 6800334 with a final assembly date of 1-31-56.

The new *Type B* pump's hydraulic return hose is attached to a tube in the reservoir, rather than to the pump body assembly. The return hose does not have high pressure fittings, but has a wraparound hose clamp.

The cover, Part # 1541313 of the newer Type B pump has raised lettering on the surface which are painted black to match the rest of the cover.

NOTE: Some *Type B* pump covers sported white painted lettering. Only replacement covers sold by Studebaker (service parts dept.) specified the White painted lettering."

Reference Source:
Service Bulletin number 315, page 7.
Motor Trend dated February 1956, page 21.
Mechanix Illustrated dated April 1956, page 96.
Engineering Drawings for 534704P, 535716P, and 1441313

Radiator, Baffle, and Seal

It appears that two different radiators were used for cars produced in South Bend and Los Angeles. The South Bend cars sported a McCord radiator while the Los Angeles built cars used radiators manufactured by Modine. The radiator and the fan shroud are painted black.

McCord Radiator

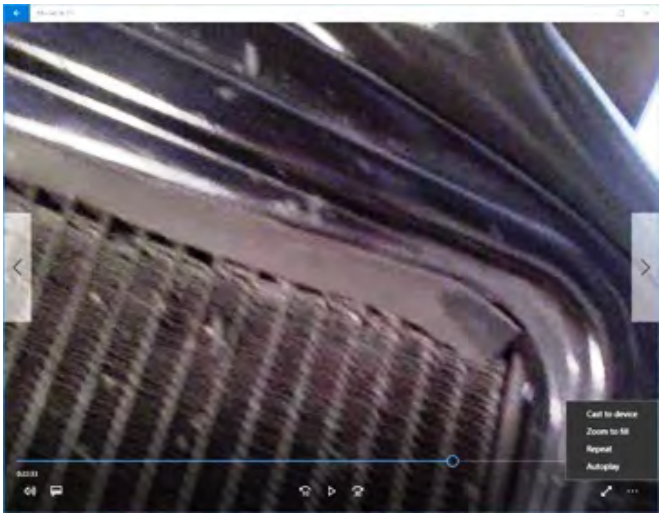
Modine Radiator

The seal on the radiator baffle is mounted on the front of the baffle. The baffle, as well as the radiator, should be painted black.

The heavy duty staples go in from the front side, through the seal, and then through the baffle.

There is also a rubber seal along the bottom edge of the baffle, but doesn't seem to be on all models.

RADIATOR BAFFLE and SEAL



Reference Source:

1955 - 1958 Chassis Parts Catalog, page 142.
Hot Rod Magazine dated April 1956, page 21.
Science and Mechanics dated April 1956, page 74.
Survey results.

SECTION 1 - Engine Compartment

Safety Brake Reservoir

A little known accessory that was available in 1956 was the Safety Break Reservoir. This unit provided a convenient method of checking the master cylinder brake fluid level. The normal method of checking the master cylinder was to remove the screws holding the edge of the carpet to the floor, fold back the carpet to expose the access hole cover, and get to the master cylinder through that access point.

The Safety Brake Reservoir mounted under the hood, with a glass jar offering easy visibility of the fluid level. The part # for this unit was SP50049 which would indicate it was also available for Packard models.

The instructions did not indicate any particular mounting location, but the few I have seen were mounted on the driver side firewall near the battery. The photo at the left shows a typical mounting location.

Adding fluid was a simple matter of unscrewing the bottle refilling it to the proper level. An easy to remove and reinstall retainer clip attached to the rear bracket, wrapped under the glass jar and up the front where it slipped into a slot on the upper bracket.

On cars equipped with the manual transmission, the overdrive kickdown made this location unsuitable. One manual transmission equipped car had the unit mounted on the passenger side of the firewall.

Only twelve Golden Hawks for 1956 came equipped with the Safety Brake Reservoir, and all of them were exported. Four cars were shipped to Paris France, and the remaining eight went to Lugano Switzerland.

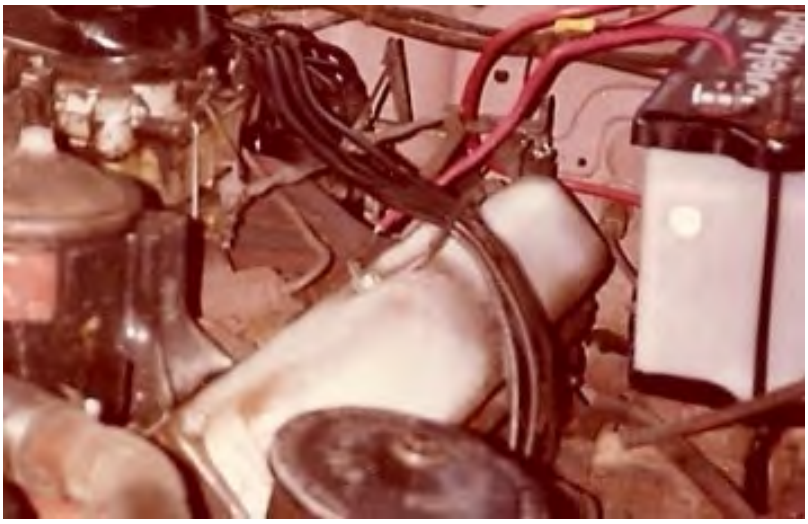
Reference Source

SP50049 Installation Instructions.
1956 Golden Hawk Production orders.
Studebaker Revised and Expanded Specifications Page 13.

Spark Plug Cable Bracket

There were two types of spark plug cable brackets used on 1956 Golden Hawks.

The older style mounts to the center valve cover bolt and has four slots for the spark plug cables to rest in. This bracket is painted black. There is a left (part number 439830) and a right (part number 439831) bracket. There is also a rear bracket (part number 440821) mounted behind the carburetor, under the coil. The lower part of the rear bracket is painted red.



The newer style bracket mounts to both the rear and center valve cover bolts and is painted black.
It is much larger and contains 4 rubber grommets, one for each wire to pass through. The change was effective with serial number 6032307, final assembly date of 3-14-56, for South Bend produced cars, and approximate serial number 6800452, final assembly date of 3-14-56, for cars assembled in Los Angeles. There is a right (part number 6489377) and left (part number 6489917) bracket.

Reference Source:

1955 - 1958 Chassis Parts Catalog, page 193.
Motor Trend dated February 1956, page 21.
Mechanix Illustrated dated April 1956, page 96.
Hot Rod Magazine dated April 1956, page 21.
Science and Mechanics dated April 1956, page 74.
Service Bulletin No. 315 dated June 1956, page 1.

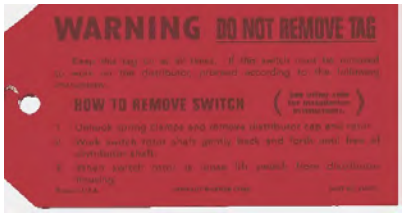
Starter Solenoid

The starter solenoid on the 1956 Golden Hawk was mounted on the starter. It contained four connector studs.

Tachometer Sending Unit

The tachometer sending unit is orange in color and is mounted below the distributor cap, on top of the distributor. With the sending unit in place, an extension spring clamp is needed on each side of the distributor to hold the cap in position.

The cable that connects the tachometer gauge to the sending unit has two large plugs, one on each end. One connects to the cable on the gauge, and the other end connects to the cable on the sending unit.



There is a red tag about 4-3/4" x 2-3/8" is attached to the wire from the sending unit and contains instructions for mounting and removing the tachometer sending unit. There is a warning on each side of the tag which reads "WARNING: DO NOT REMOVE TAG".

Apparently no one heeded this warning as only two members in our survey acknowledged the existence of this tag. The tag is included in the box of new units, but I don't know if Studebaker attached the tag at the factory. A tag was present on one of my cars, but the distributor and sending unit had been changed before I purchased the car. The tag was made of a card stock type material, so it is possible that it didn't survive by the time our survey was conducted, if it was installed at the factory..

Reference Source:

Stewart Warner Catalog No. 4185, Installation Instructions.
New Old Stock tachometer sending units.
1956 Passenger Car Shop Manual, figure 81, section 6, page 39.

Transmission - Standard

The standard manual 3 speed transmission was a model T-85 supplied by Borg Warner and all were coupled to the Overdrive unit, first introduced to the public by Warner in 1934. The overdrive featured a manual lockout and downshift accelerator control. The minimum cut-in speed was approximately 22 MPH.

Number of forward speeds		3
Transmission Ratios	In first	2.49-1
	In second	1.587-1
	In third	1.00-1
	Overdrive	.722-1
	In reverse	3.154-1

Transmission - Ultramatic

The optional automatic transmission called Ultramatic, was built by Packard. The first version was introduced in 1949, with upgrades occurring in 1955 and 1956. The selector indicator dial was used on the 1956 Golden Hawk only. There is a triangle on either side of the "D" location to indicate the two Drive positions.

▼D - High (Triangle to Left of the D)
D ▼- Drive (Triangle to Right of the D)

Gear Ratios:	
High	-Torque Converter, High, Automatically Up-shifting to Direct Drive
Drive	- Torque Converter plus 1.82 Gear Ratio, Automatically Up-shifting to High Direct Drive
Low	- Torque Converter plus 1.82 Gear Ratio
Reverse	- Torque Converter plus 1.82 Gear Ratio

Reference Source:

1953 - 1958 Body Parts Catalog, pages 245-268.
1953 - 1958 Body Parts Catalog, page 297-314.
1956 Passenger Car Shop Manual, figure 260, section 16, page 112.
1956 Automobile Manufacturers Association Consolidated Specification Questionnaire.

SECTION 1 - Engine Compartment

Valve Covers

The valve cover part # 471064 is painted aluminum color. The decal is red and black with yellow letters. It is located in the center of the cover.

1956 Golden Hawk Valve Cover Part # 471064

1956 Golden Hawk Valve Cover Part # 471064

1956 Golden Hawk valve cover decal # 6480792

Chrome valve covers were available as a kit listed as accessory number AC-2796. The kit included two chrome valve covers and two gaskets. They were introduced with Studebaker Engineering Master Change Notice No. 10583 (1-12-56). This document indicates the Part #s are 6484481 and 6484480. I believe 6484480 is the part # for the 1956 Golden Hawk chrome valve cover. 6484481 is most likely a valve cover used on one or more of the Packard models. The gasket, set of 2, is part # is 458668.

The chrome valve covers were chrome plated versions of the aluminum color covers. A Parts Warehouse Work Order from March 26, 1956 also shows a “Name Plate” Part # 6480792, which is the Part # for the *SKYPOWER 352* decal. No production orders listed the chrome valve cover option, so if any were installed at delivery, they would have been installed by the dealer.

The chrome valve covers are not the same chrome valve covers that were used on the 1955 and 1956 Packard Caribbean. Those models had the Packard script embossed on them.

1956 Golden Hawk Optional chrome Valve cover Kit AC-2796

Documents from the Studebaker National Museum indicate the AC-2796 number crosses to Studebaker part number 1541492, which in turn references Packard valve cover number 648nnnn.

This is all somewhat confusing, but I would guess the 648nnnn number would be 6484481 and/or 6484480 as shown on the Engineering Master Change Notice from January 12, 1956, the Parts Warehouse Work Order from March 23, 1956, and the Engineering Detail Change Notice # 440501. This last Notice references Drawing for 471064-6489004-6484480-6484481.

The Engineering Drawing for the valve covers shows a note which reads, “For 471064 and 6484480, eliminate the Packard name”.

This valve cover used on the 1956 Golden Hawk was also used on the 1955 Packard Clipper, the 1955 and 1956 Hudson Hornet, and the 1955 and 1956 Nash Ambassador from American Motors Corporation. A different decal was used for each brand.

Packard/Clipper

Note: The valve covers used on the 1955 and 1956 Packards is a bit confusing. What follows is open to further research.

The Packard parts book lists four different part numbers for the valve covers.

Part #	Used on
440887	1955 Clipper
440501	1955 Patrician and 400, 1956 Executive, Patrician, and 400
440865	1955 Caribbean, 1956 Caribbean
6480851	1956 Clipper

Although the 1956 Golden Hawk valve cover is the same one that was used on the 1955 Clipper, the part numbers are differeng for the two models. The Golden Hawk valve cover part # is 471064 while the Clipper valve cover part # is 440887. Apparently, the only differences between the two valve covers are the color of the cover, and the decal. Two images of the 1955 Clipper decal are shown here. Due to the reflective silver nature of the decal, it was impossible to get a good photo that captured both the lettering and the background grid in one shot.

440887 - 1955 Clipper

1955 Clipper Valve Cover Decal #440896

1955 Clipper Valve Cover Decal #440896

1955 Clipper valve cover Part # 440887 With Decal

6480851 - 1956 Clipper

For the 1956 Clipper, the decal was eliminated and a silver valve cover with painted embossed Clipper lettering was used.

440501 - 1955 Patrician and 400

The 1955 senior Packards had black valve covers with painted embossed lettering.

1955 Packard 400 & Patrician valve cover Part # 440501

1955 Packard 400 & Patrician valve cover Part # 440501

SECTION 1 - Engine Compartment

440501 - 1956 Executive, Patrician, and 400

The 1956 Senior Packards featured silver valve covers with pained embossed Packard lettering.

1956 Packard Executive, Patrician, and 400
valve cover Part # 440501

1956 Packard 374 Patrician and 400
Valve Cover Part 440501

440865 - 1955 Caribbean, 1956 Caribbean

The Chrome valve covers used on the Caribbean models had unpainted embossed Packard lettering.

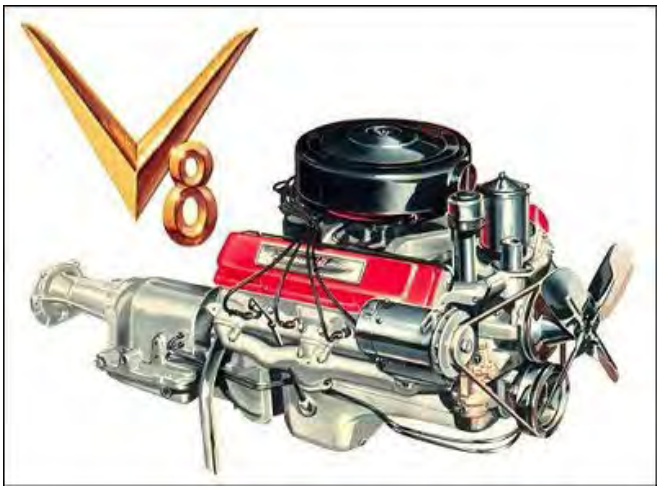
1955-1956 Caribbean Valve Cover Part # 440865

1955-1956 Caribbean Valve Cover Part # 440865

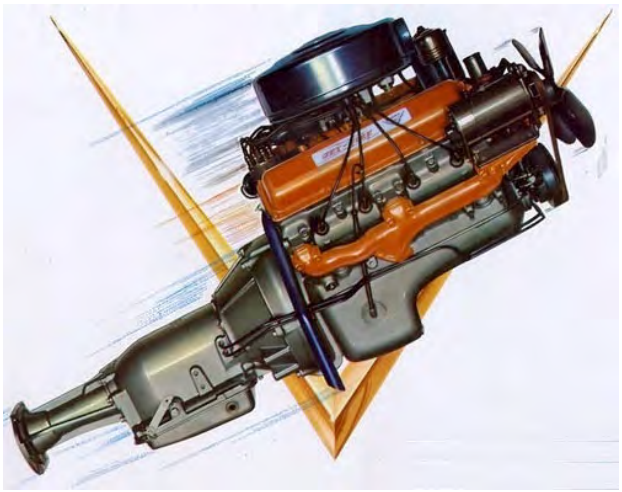
SECTION 1 - Engine Compartment

American Motors Corporation

AMC bought engines from Studebaker-Packard for use in the Hudson Hornet and Nash Ambassador for 1955 and 1956. This same valve cover was also used on the Hudson Hornet and Nash Ambassador models with the Packard V8 engine. The valve cover part # is 647 1064. This is the same as the Golden Hawk valve cover part # 471064, except it has a 6 prefix. The Hudson decal part # is 314 4099.



1955-1956 Hudson Hornet V8 engine showing the Valve Cover Decal



1955-1956 Nash Ambassador V8 engine showing the Valve Cover Decal

As was done on the decal for the 1955 Clipper, the background color on the Hudson and Nash decals is a mirror like silver which presented a problem when trying to photograph them. I was able to remove the dark background so that just the image appears. The background on both decals is a chrome mirror like finish.

1955-1956 Hudson Hornet Valve Cover Decal # 314 4099

1955-56 Nash Ambassador Valve Cover Decal 314 4098

Reference Source:

1955 - 1958 Chassis Parts Catalog, page 23.
1956 Check and Price List for Studebaker Salesmen.
Packard Accessories Complete Price List, September 1956, page 132.
Studebaker Engineering Master Change Notice No. 10583 (1-12-56).
Parts Warehouse Work order Number OMA March 25, 1956
Studebaker-Packard Engineering Drawing for all the valve covers.
Motor Trend dated February 1956, page 21.
Mechanix Illustrated dated April 1956, page 96.
Hot Rod Magazine dated April 1956, page 21.
Science and Mechanics dated April 1956, page 74.
Hudson Parts Catalog dated July 1956, page 71.

SECTION 1 - Engine Compartment

Windshield Washer Bag

The windshield washer bag is mounted on the engine side of the battery case.

The rubber hose runs out from the firewall and across the top of the battery to the washer bag. The bag is red with white lettering and contains a large ***S*** in the center.

The bag's bracket is mounted under the top battery hold down bracket.

The washer is activated by pressing on an air pump located below the dash board on the driver side.

Windshield Wiper Motor

The windshield wiper motor is mounted on the center of the cowl. There were two types uses and are aluminum or silver color.

The (AMERICAN BOSCH) decal should be located on the front.

The decal color is silver with blue letters.

American Bosch Windshield Wiper Motor

The Autolite unit does not have the cover toward the left of the unit and there is no decal present.

Both are correct for the 1956 Golden Hawk.

Autolite Windshield Wiper Motor

Reference Source:

1953 - 1958 Body Parts Catalog, page 24.
Motor Trend dated February 1956, page 21.
Mechanix Illustrated dated April 1956, page 96.
Hot Rod Magazine dated April 1956, page 21.
Science and Mechanics dated April 1956, page 74.

Bumpers, Bolts, and Guards

The same front bumper, part # 1539589w, was used on all Studebaker models for 1956, and all Hawk models for 1957. The parts book lists part # 1545216w, for 1958 and later. Some late 1963 and all 1964 GT Hawk bumpers did not have holes for the bumper guards. Dealers could install bumper guards using the holes that were further apart, or by drilling holes in the original location.

1956 Golden Hawk Bumper Guard Location

1964 GT Hawk Bumper Guard Location

All the bumper bolts used on the 1956 Hawks are oblong in shape. 1959 and later model Hawks used a round bolt on the part of the bumper that wraps around to the side. This was done on both the front and the rear bumper.

Oblong Bumper Bolt

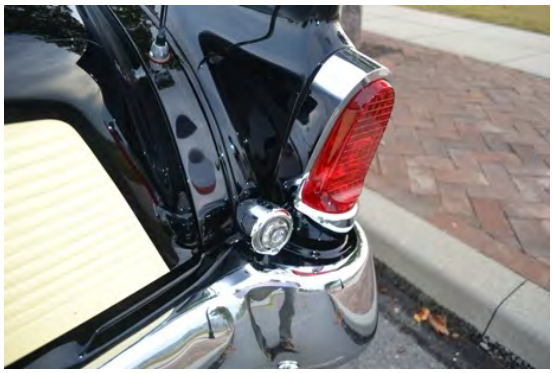
Round Bumper Bolt

The rear bumper was used on all Hawk models from 1956 through 1964. The licence plate lamp is mounted in the center section above the plate.

Reference Source:

1955 - 1958 Chassis Parts Catalog, page 526-530.
1959 - 1964 Chassis Parts Catalog, page 489-491.
Turning Wheels • April 1997, page 16.
Engineering Drawings 524972 & 1541696

Back-Up Lamps



The back-up lamps are located on the upper rear gravel deflector.

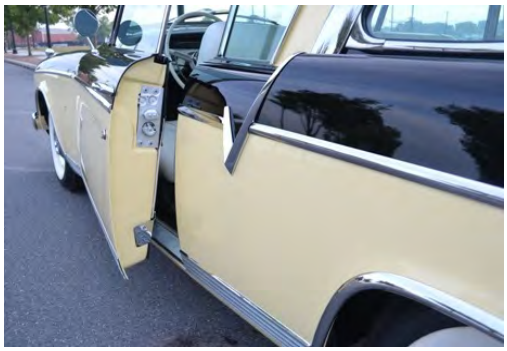
Except for the spacers to raise the light above the bumper, the same unit was used on the station wagon models for 1956.

Reference Source:
- Installation Instructions for Back-up Lamp, AC-2762.
- 1955 - 1958 Chassis Parts Catalog, page 184.
- 1956 Studebaker Accessories, page 11.
- Survey results.
- Studebaker Revised and Expanded Specifications Page 13.

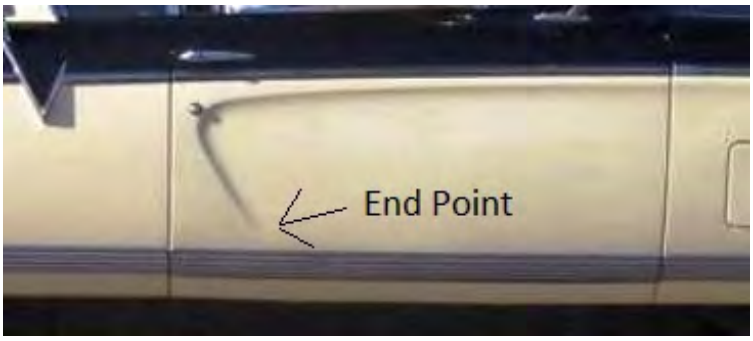
Door Jambs

The door jambs should be painted the same color as the Body Color, the lower portion of the lower body.

Reference Source:
- Survey results.



Door, Outside Panel



The outside door skin on all 1956 Hawks has a sculptured indentation, commonly called a scallop, toward the rear of the door. This was a carryover from the original 1953 design. For 1956, the scallop ended a few inches higher to facilitate the lower door molding. This molding runs along the bottom of the door, not on the rocker panel.

In prior years, the scallop came almost to the bottom of the door.

1957 and later Hawks eliminated the scallop and featured a flat panel on the door skin.

Reference Source:

1953 - 1958 Body Parts Catalog, page 302.
Various factory photos.
Engineering Drawings for 308812, 311172, 1314668, 1312364

Exhaust Deflector

Accessory AC-2754, described as "Deflector, outlet pipe" in the *Chassis Parts Catalog* was only used during the 1956 model year. It appears to be the correct deflector for 1956 Golden Hawks. It is also the only one shown in the 1956 accessory catalog.

Some early 1956 Golden Hawk literature shows cars fitted with the 1955 deflector. One brochure is entitled *Studebaker Hawks, craftsmanship with a flair*. It was most likely printed before the cars went into production.

The 1955 deflector, AC-2701, is not, however, listed for 1956 Golden Hawks in the *Chassis Parts Catalog*. None of the original production orders showed a car with this accessory code (AC-2701) and it is also not shown in the *1956 accessory catalog*.

The more common AC-2840, was used on C-K models from 1957 - 1964. Although many owners have put this deflector on their car, it is not correct for the 1956 model and it was not shown on any of the original production orders for 1956 Golden Hawks.

Even though AC-2701 and AC-2840 were not shown as 1956 deflectors, any dealer or owner could easily have added them to a 1956 Golden Hawk.

Reference Source:

1956 Golden Hawk Production orders.
1955 - 1958 Chassis Parts Catalog, page 136.
Various magazine drive reports, ads, factory photos.
April 1985 Turning Wheels, page 10.
Check and Price List for Studebaker Salesmen.
1956 Studebaker Accessories, page 8.
Motor Trend dated February 1956, page 20.
Speed Age dated March 1956, page 25.
Science and Mechanics dated April 1956, page 76.
The Wheelbarrow Johnny, First Quarter 1972, Vol. V, No. 1 page 8.

Exhaust "*S*" Extension

All 1956 Golden Hawks used what is commonly referred to as an "S" extension which mounted between the exhaust manifold and the heat riser. The heat riser sat between the bottom of the "S" extension and the exhaust pipe.

No other Studebaker model or Packard model used this part.

Front Fender Script and V-8 Emblem

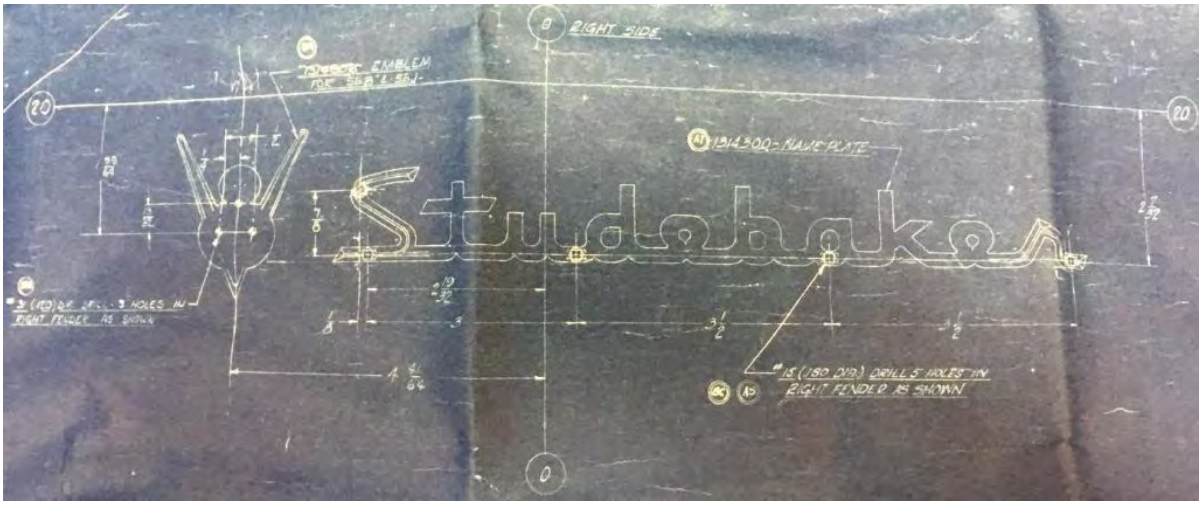
The "*STUDEBAKER*" fender script was not put on the early cars. It was added to the front fenders on South Bend produced cars somewhere after serial number 6031900 and Los Angeles (Vernon) assembled cars after serial number 6800355.

The script was introduced with Studebaker Engineering Master Change Notice No. 22161 (2-3-56). The script should be about 11-1/8" forward of the door opening, and about 1-1/2" below the fender stainless molding).

The V-8 fender emblem Part # 1314806W was placed on cars very late in the model run. A different part number is listed for sedans and wagons. The emblem is located between the door and the "*Studebaker*" fender script. The emblem was introduced with Studebaker Engineering Master Change Notice No. 22312 (4-12-56). This emblem is different from those used on the full size sedans, Part # 1314805W, in that the back side follows the contour of the fender scallop.

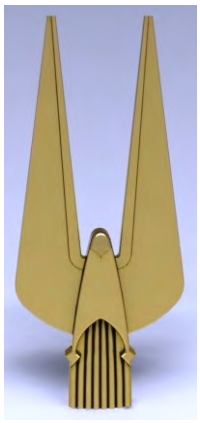
Driver side

Passenger Side



Two different V-8 emblems were used in 1957, Part #s 299175W and 1320133WP.

The *Hawk* bird emblem Part # 1320941V was *not* used on 1956 Golden Hawks. It was introduced with the 1957 model.



Reference Source:

1955 - 1958 Chassis Parts Catalog, page 481.
Studebaker Engineering Master Change Notice No. 22161 (2-3-56)
Studebaker Engineering Master Change Notice No. 22312 (4-12-56)
Studebaker Adaption Drawing # 1312153
Survey results.

Grille - Right and Left Side

The painted panel on the side grilles should be painted the same color as the hood and the lower air intake panel. The panel is plain with no louvers, holes, or rear mesh.

The hood release lever is located inside the grille opening on the driver's side.

Center Grille - Emblem Location

The grille emblem *usually* is located in the third column from the right and the fifth row from the top of that column (standing in front of, and facing, the car). The mounting pin for the grille emblem should be placed in the hole at this intersection.

Start at the widest part of the grille and count over 3 columns. Count down 5 holes from the top of this column. That should put you in the correct location to place the pin for the grille emblem. When looking at the emblem straight on, there should be three rectangular holes above the emblem, and 1-1/2 holes to the right.

An article in Auto Age dated June 1956 page 26 shows a car with the grille emblem mounted at the intersection of the 4th hole from the right and the 8th hole from the top. The very next page shows a car with the grille emblem mounted at position 4 from the right and 5 from the top.

Reference Source:

Various magazine ads and factory photos.
Motor Trend dated February 1956, page 10.
Mechanix Illustrated dated April 1956, pages 94, 97.
Hot Rod Magazine dated April 1956, page 20.
Auto Age dated June 1956 page 26.

Gravel Shields - Rear

The rear bumper gravel deflectors should be painted the same color as the trunk.

The upper one runs between the bumper and the trunk. It is also the panel on which the optional back-up lamps are mounted.

The lower one below the bumper should have two areas cut out for the tail pipes to pass through.

All 1956 Golden Hawks came standard with a dual exhaust system.

Hood Assembly

The hood on all 1956 Hawk models has a small raised pod under the ornament. The raised area is about 11-1/2" wide at the front edge and goes back about 16".

A new hood was introduced for the 1957 and later Hawk models. The raised area goes all the way to the rear edge of the hood. This same basic hood was used through the end of Hawk production in 1964.

Because of the supercharger, the 1957 and 1958 Golden Hawks had a modified Silver Hawk hood.

There was a hole in the center in order to accommodate the supercharger. This area was covered with a louvered overlay which went all the way to the rear edge of the hood.

Reference Source:

1955 - 1958 Chassis Parts Catalog, pages 462, 464, & 476.
The Wheelbarrow Johnny, First Quarter 1972, Vol. V, No. 1 page 7.
Various factory photos.

Hood Hinges, Springs, Tie Rod Link

The following items should be painted black low bake enamel :

Hood Prop
Hood Hinge Assy.
Hood link lever spring
Hood hinge link tie rod
Hood hinge to apron spring Hood link dovetail spring
Hood hinge spring Hood lock operation
Hood lock operating handle and Bracket assy.
Hood Prop Holder & Anchor Bracket C & K

Symbol	Number	Name of materiel	Supplier
MAA	5000	Black Low Bake Enamel	Pontiac Varnish Co.

Reference Source:
P-5600 Painting (“P”) or Trim (“T”) Information Sheets 7 & 16.

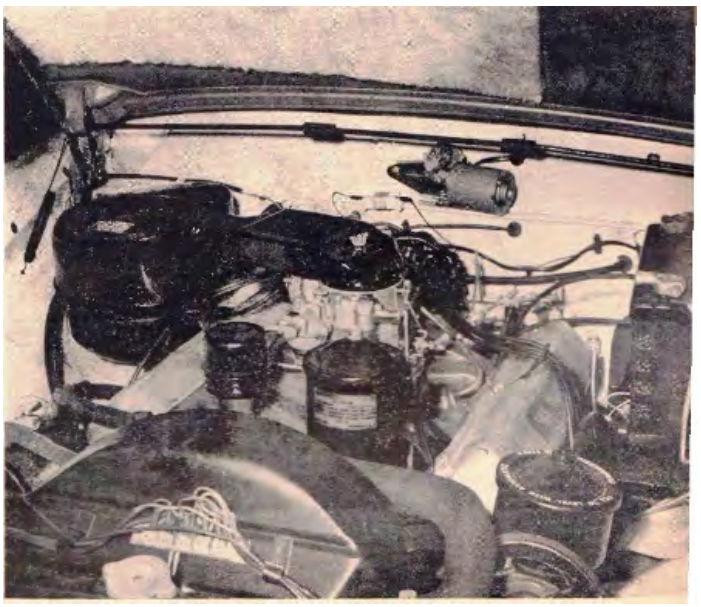
Hood Insulator And Underside

The Insulator, Part # 2033-2 mounted on the underside of th hood, off center to the passenger side.

These usually got loaded down with grease and the air coming through the grill tended to eventually dislodge then. I don’t know if there was a set location to offset the pad.

This photo is from a February 1956 issue of Motor Trend. A portion of the insulator is clearly visible. It is offset much farther to the passenger side than I would expect.

As near as we can determine, the underside of the hood was painted to match the outside of the hood and the fender aprons. The hood in this photo appears to be a dark color, but might be just a lot of dirt, grease, and grime.



One original owner of a Ceramic Green/Snowcap White reported that the underside of the hood on his car was Snowcap White when he bought the car.

Reference Source:
Engineering drawing fo 2033-2.
1955-1958 Chassis Parts manual Group 1620-2, part # 2033x2, INSULATOR, hood top,

Hood Prop Hole

The hood prop hole was moved toward the center-line of the hood in order to provide a better balanced support. The new hole is eight inches to the left of the hood center-line (facing the car from the front). This change occurred around April, 1956 and was done by drilling a ½ inch diameter hole at the indicated location. The first cars affected were probably after serial number 6032539 for South Bend cars and 6800506 for cars assembled in Los Angeles. The prop hole was relocated on many earlier models. Either location is correct. The earlier models would simply have two holes.

Original Location

Reference Source:
Service Bulletin number 313, page 1.

Lower Air Intake Panel

The lower air intake panel, is located below the bumper area, holds the hood catch plate, and should be painted the same color as the hood and side grille panels.

When viewed from the front, the hood and intake panel should both be the same (accent) color.

Reference Source:
Various factory photos.
Motor Trend dated February 1956, page 10.
Mechanix Illustrated dated April 1956, page 94.
P-5600 (P = Paint and 5600 = 1956 All passenger cars lines)

Mirrors, Outside Rear View

The parts book lists three mirrors, AC-2728, AC-2836, and AC-2861 for 1953 through 1957. AC-2728 appeared on the original production orders for 44 cars (photo 7).


AC-2728 Side View Mirror

Neither AC-2836 nor AC-2861 appeared on any original production orders. There was an emblem on the back of mirror AC-2861 which contained the Studebaker crest similar to that used on the hubcap and horn button. All the mirrors numbered AC-28nn were not for 1956 models.

This item was usually sent with the car, but not installed. Probably many dealers sold a customer a mirror from their existing stock which may or may not have been one of the mirrors shown here.

Reference Source:

1953 - 1958 Body Parts Catalog, page 23.
Various factory photos.

Mouldings, Beltline

The beltline is a line representing the bottom edge of a vehicle's glass panels (eg windscreen, side windows and rear window). The beltline mouldings, which mount on the body below windshield and side windows, were eliminated on all Hawk models for 1956

1956 Golden Hawk
No Rear Quarter or Door Beltline Mouldings

1956 Golden Hawk
No Windshield or Door Beltline Mouldings

1955 Speedster Rear Quarter & Door Beltline Moulding

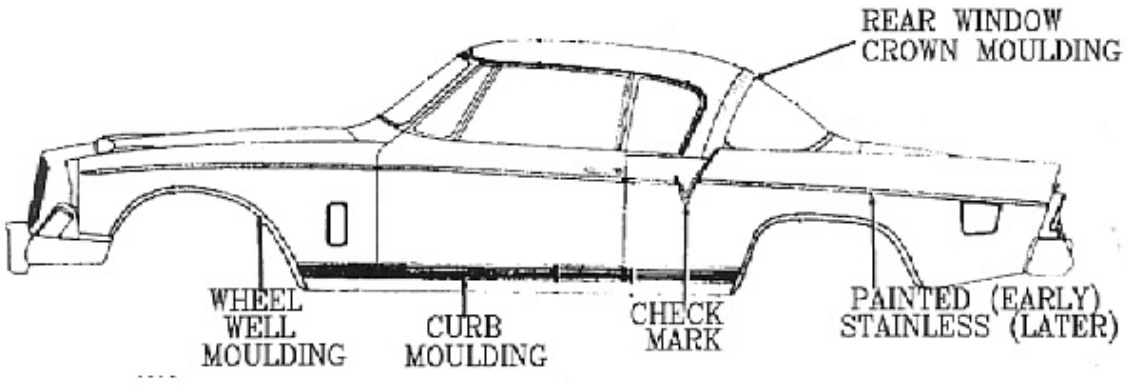
1955 Speedster Windshield Beltline Moulding

The beltline mouldings which were present on prior year models, reappeared for 1957 and 1958.

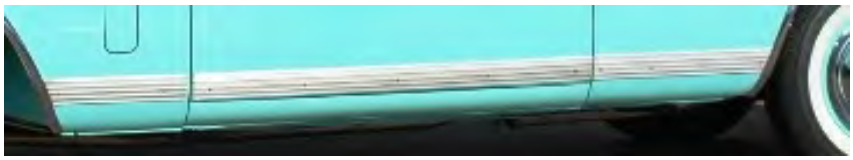
Reference Source:

1955 - 1958 Chassis Parts Catalog, pages 471, 485.
1953 - 1958 Body Parts Catalog, pages 264-268.

Mouldings, Curb and Wheel Well



There are three wide curb mouldings which run from the rear of the front wheel well, across the bottom of the door, to the front of the rear wheel well.



There is a right and left side for the front and rear piece, but the door moulding is the same for either side. The moulding does not mount on the rocker panel, but rather, is even with the bottom edge of the door.

All 1956 Golden Hawks came equipped with stainless steel wheel well mouldings.

Reference Source:

1955 - 1958 Chassis Parts Catalog, pages 480, 485.
1953 - 1958 Body Parts Catalog, page 276.
The Wheelbarrow Johnny, First Quarter 1972, Vol. V, No. 1 page 10.

Moulding, Front Fender and Door

There is a left and right side stainless moulding on the front fender. There is a slight bow upward from the ends to the center of each piece. This is true of the rear quarter moulding that runs from the Check Mark to the tail light.

1957 and later Hawks used a straighter front fender moulding which allowed the pieces to be interchangeable from one side to the other. The 1957 and later front fender and rear quarter mouldings, with a different fin, will not fit correctly on 1956 Hawks.

The door side mouldings will fit on either side and are the same as the ones used on the 1957 - 1958 Silver Hawks.

Reference Source:
1955 - 1958 Chassis Parts Catalog, pages 480, 486.
1953 - 1958 Body Parts Catalog, page 273.

Moulding, Outer Rear Fender

The outer rear fender moulding used on the rear quarter panel at the base of the fin and behind the "*V*" or "Check Mark" was painted, not stainless steel, for cars prior to body number 469.

The moulding was changed to stainless steel, and was also larger, to match the other side mouldings. The change was effective beginning with body number 469 when the new paint scheme was introduced.

Reference Source:
1955 - 1958 Chassis Parts Catalog, page 486.
Hot Rod Magazine dated April 1956, page 17.
Motor Life dated October 1956, page 54.

Moulding, Rear Fender Check Mark "*V*"

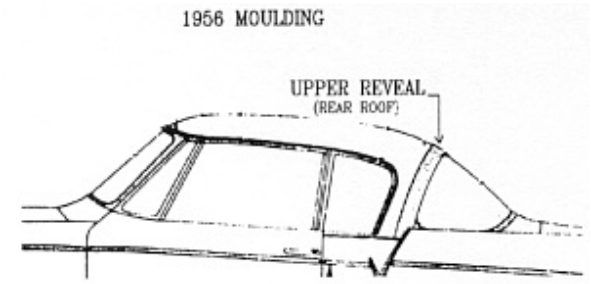
The rear fender "Check Mark" moulding was changed, also beginning with body number 469.

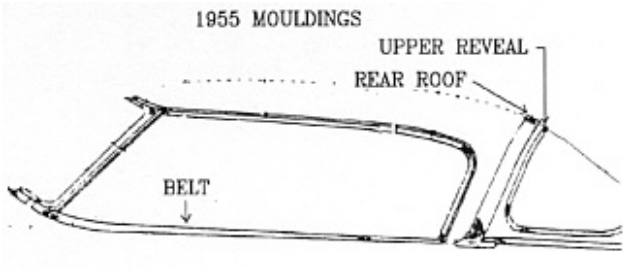
When the larger, stainless moulding was added to the rear quarter panel, the cutout at the rear of the "Check Mark" moulding was enlarged to fit around the new moulding. This change also coincided with the new paint scheme.

Reference Source:

1955 - 1958 Chassis Parts Catalog, page 486.
Hot Rod Magazine dated April 1956, page 17.

Moulding, Upper Reveal, Back Window





1956 Golden Hawk Upper Reveal Moulding

The back window has a large moulding about 3 inches wide and runs from the beltline on one side, across the top, to the beltline on the other side. This is called the *Back Window Upper Reveal Moulding*. Many people call this the *crown* moulding. It was not used on the other Hawk models for 1956.

Some confusion has resulted with this so called *crown* moulding due to a name change in 1956.

A similar moulding was introduced on the 1955 Speedster (part number 310613), however, the parts catalogs refer to this item as the *Rear Roof Moulding*.

The moulding on the Speedster is mounted further forward on the roof. A thinner moulding, part number 303570, went behind the rear roof moulding and right against the top of the back window.

1955 Speedster Rear Roof Moulding

Unfortunately, this thinner moulding was also called the *Back Window Upper Reveal Moulding*.

For 1956, the *crown* moulding, with its new name, was moved to the rear slightly to butt up to the rear window.

This eliminated the need for the thinner upper reveal moulding used in 1955. Actually, the *crown* moulding for 1956 was renamed and in fact replaced the *Back Window Upper Reveal Moulding* used in 1955. The part number for 1956 (and 1957-58) Golden Hawks is 1512531. Hopefully, the graphics at the top of this page will more clearly demonstrate this confusing condition.

Reference Source:

Various factory photographs.
1953 - 1958 Body Parts Catalog, pages 265-266, 276, 335.
The Wheelbarrow Johnny, First Quarter 1972, Vol. V, No. 1 page 8.

Moulding, Front, Rear Fender Top

The 1955 President Speedster, and the 1957 and 1958 Golden Hawks had an extra *(crown finish)* moulding at the bottom of the crown moulding. The moulding used on the 1955 model was not the same design as the one used on the 1957 and 1958 models.

1955 Speedster Crown Finish Moulding

1957 Golden Hawk Crown Finish Moulding

There was no such moulding on 1956 Golden Hawks. It is possible this moulding was eliminated because it might not have fit around the check mark moulding.

More likely, it was because the 1956 Golden Hawk did not have the beltline mouldings that were just under the windshield, door, and quarter windows. That extra moulding served as an extension just beyond the back edge of the rear quarter window.

Reference Source:

Various factory photographs.
1953 - 1958 Body Parts Catalog, pages 471, 485.

Paint - Early and Late Schemes

TYPE 1 - SOLID COLOR

There were three paint schemes used on the 1956 Golden Hawk. The solid color was available throughout the model run (photo 3). On cars with body number 1 - 468, the moulding between the tail light and the "Check Mark" would be painted the same as the body color instead of stainless steel.

TYPE 2 - EARLY TWO TONE

The second type was used on body numbers 1 - 468. The last one to have this paint scheme, serial number 6030274, had a final assembly date of November 18, 1955. In this scheme, the "accent" color was painted on the roof, hood and the area above the side body trim and forward of the "Check Mark" moulding. The "body" color was painted on the trunk, fins, and lower body below the side trim.

TYPE 3 - TWO TONE

The third scheme was used for the remainder of the model run. The "body" color was painted on the roof and the lower portion of the lower body below the side trim. The "accent" color was painted on the hood, trunk, and area above the side body trim (photo 2).

The body numbers were not assigned in order.

Serial #	Body #		Serial #	Body #
6030274	468	Last of the old style.	6800238	406
6030289	470		6800239	407
6030291	467		6800240	403
6030296	469	First of the new style.	6800242	408

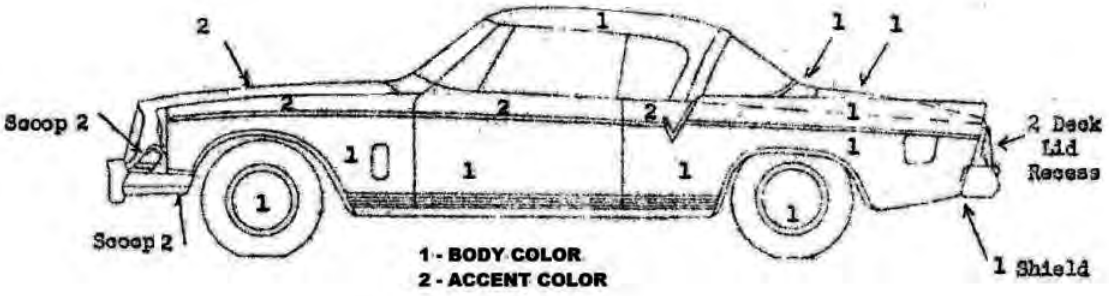
Reference Source:

Review of the original production orders.
1955 - 1958 Chassis Parts Catalog, page 486.
Painting Or Trimming Information Document P-5600

Old Style Of Two Toning

56J-K7

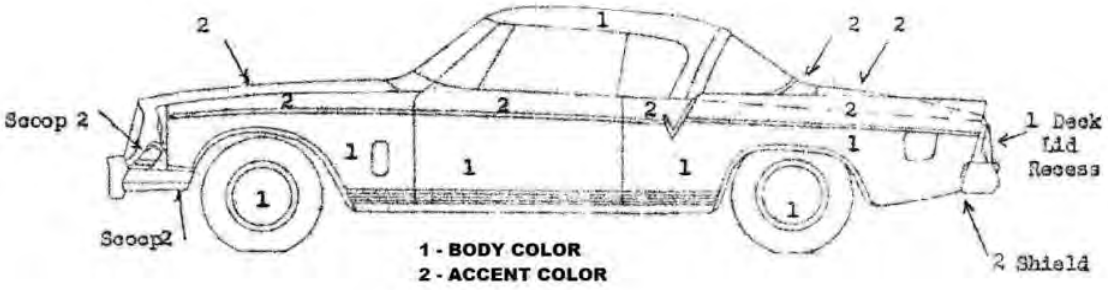
Note:
Bodied & sheet metal will receive three single coats of enamel.



New Style Of Two Toning

56J-K7

Note:
Bodied & sheet metal will receive three single coats of enamel.



Paint Colors

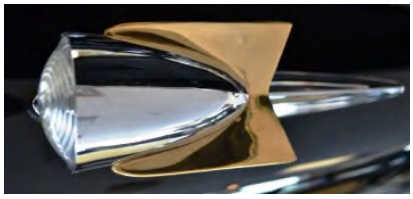

Studebaker
TWO-TONES
TOP COLOR: ACCENT
LOWER COLOR: BASIC
No. 5631
Midnight Black
Romany Red
No. 5623
Snowcap White
Airforce Blue
No. 5627
Snowcap White
Glenbrook Green
No. 5628
Snowcap White
Cambridge Gray
No. 5632
Romany Red
Midnight Black
No. 5620
Daybreak Blue
Airforce Blue
No. 5624
Seaside Green
Glenbrook Green
No. 5629
Snowcap White
Midnight Black
No. 5633
Romany Red
Snowcap White
No. 5621
Airforce Blue
Daybreak Blue
No. 5625
Glenbrook Green
Seaside Green
No. 5630
Midnight Black
Snowcap White
No. 5634
Snowcap White
Romany Red
No. 5622
Snowcap White
Daybreak Blue
No. 5626
Snowcap White
Seaside Green

April 1956
NOTE: Combination No_ 5642 -Tangerine and Snowcap White has been discontinued. Effective immediately, all two-tone combinations except No. 5637, 5638 and No. 5641 may be ordered for Champion and Commander Sedanets.

Parking Light Assembly

The parking lights on all 1956 Golden Hawks are the same as those used on all 1956 and1957 Hawks. For 1956, they are located about 2-1/2" from the front edge of the fender, excluding the headlight rim.

Although the 1957 Hawk models have the same parking light assembly, they are not at the same location as on 1956 Hawks. On 1957 Hawks, they are located about 1" from the front edge of the fender.



For the 1958 Hawk models, a slightly different parking light assembly was used. The new design featured wings attached to the side of the tear drop shaped body. The body has a slotted area for the wing. The parking light location on the fender was the same as in 1957. The wings were gold on the 1958 Packard Hawk.

Reference Source:

1955 - 1958 Chassis Parts Catalog, page 176.
Various photos.

Rear Fender Fin

The fin positioned atop the rear fender was made of fiberglass. The fin was only used on the 1956 Golden Hawk. It was not used on the other Hawk models for 1956. There is a left and a right side and each runs between the "Check Mark" moulding and the tail light.

1957 through 1961 Hawk models used a completely restyled fin which was made of steel. It was larger and slanted outward from the body.

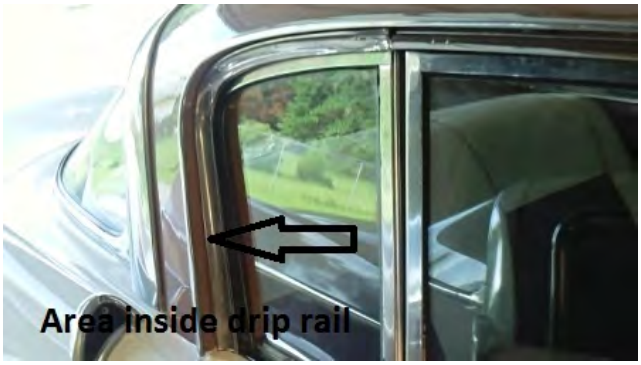
Reference Source:

1955 - 1958 Chassis Parts Catalog, page 484.
The Wheelbarrow Johnny, First Quarter 1972, Vol. V, No. 1 page 10.
Various photos.

Roof

The roof color should match the body color. This is true for all three paint schemes, single color, early two-tone, and later two-tone.

The area below the drip moulding and between the drip moulding and the rear quarter window should match the color of the roof.



This is true for the area between the top windshield moulding and the drip moulding.

SECTION 2 - Exterior

Tail Light Housings

The tail light housing on the 1956 Golden Hawk differs from other 1956 Hawks in that a small cutout is present on the outside edge. This cutout mates up to the outer side of the fiberglass fin. Consequently, there is a right and a left tail light housing.

The tail light housing used on other Hawk models for 1956 did not have the cutout because these models did not have a fin. Therefore, the same tail light housing can be used on either side.

Reference Source:
- 1955 - 1958 Chassis Parts Catalog, page 213.
- Hot Rod Magazine dated April 1956, page 17.

Trunk Lid, Lock, and Trunk Script

The trunk lid was the same for all 1956 Hawks and was used for the 1956 model year only. The rear portion of the trunk lid contains horizontal grooves. On two tone models, this rear portion was painted to match the contrasting color of the rest of the trunk lid.

The emblem and escutcheon combination was also used for just the one model year. There is a flattened area around this entire portion of the deck lid.

The "*GOLDEN HAWK*" trunk script is chrome on most models. Gold "*GOLDEN HAWK*" script was introduced with Studebaker Engineering Master Change Notice No. 22257 (4-4-56). The gold script was used on some of the South Bend cars produced later in the model year, somewhere around serial number 6032710. All Los Angeles assembled cars appear to have been fitted with the chrome trunk script. If any Los Angeles cars were fitted with the gold trunk script, it would probably have occurred on or after serial number 6800519.

The escutcheon was discarded on 1957 and later Hawks. The key hole was moved up higher on the deck lid and the flattened area around the keyhole is much smaller.

Reference Source:
- 1956 Studebaker Accessories, pages 5, 8.
- 1953 - 1958 Body Parts Catalog, page 344.
- 1955 - 1958 Chassis Parts Catalog, page 437.
- Studebaker Engineering Master Change Notice No. 22257 (4-4-56).
- Studebaker Division letter to R. Biddle from L.H. Lein (4-12-56).
- Motor Trend dated February 1956, page 20.
- Survey results.

Wheelcovers - Hubcaps

There were three styles of wheelcovers offered for 1956 Golden Hawks.

The standard wheelcover was the full disc AC-2738. This disc was only available during the 1956 model run. A slightly different version was used in 1957.

Note: The production order for serial number 6032513 listed AC-1401 Ring, Wheel Trim - Stainless Steel in place of any wheelcover. This accessory was re-introduced when the AC-2799 Spoke Type wheel was introduced (see below). Three other production orders listed AC-2481 Stainless Steel Wheel Trim Ring. This item last appeared in the 1951 - 1954 Chassis Parts Catalog for 1954 cars.

Optional was the wire wheel type AC-2425 which, according to the original production orders, was only fitted on 46 South Bend cars and 57 Los Angeles cars.

This wheelcover had been available since 1953 and was standard equipment for the 1955 Speedster. It was produced by Lyon Incorporated of Detroit, Michigan, which was the world's largest producer of wheel accessories.

Production of this wheelcover ceased around December 1955.

The spoke type wheelcover AC-2799 was offered later in the model year. The original production orders listed 208 South Bend cars and only 22 Los Angeles cars with this wheelcover.

The spoke type wheelcover was introduced around February, 1956 as a replacement for the wire wheelcover AC-2425 which was no longer available.

Reference Source:

Review of the original production orders.
1955 - 1958 Chassis Parts Catalog, pages 440, 445.
Studebaker Engineering Master Change Notice No. 10573 (12-6-55).
Studebaker Sales Letter No 63, Feb. 7, 1956.
Studebaker Engineering Master Change Notice No. 10681 (2-9-56).
Letter to Studebaker Export Passenger Car Dealers No. 1919-S (2-10-56)
Studebaker Factory Dealer Announcement S84, (2-21-56).

Wheels and Tires

The wheels on all 1956 Golden Hawks were painted to match the "body" color, the lower portion of the body.

Four of the two tone color combinations featured Snowcap White as the "body" color and therefore had the wheels painted white. See the paint color chart Section 5.

The tire size is 7.10 x 15 and if so equipped, the white wall width is approximately 2-1/2 inches. Many cars were fitted with 6 ply tires.

Reference Source:

1956 Passenger Car Shop Manual, section 17, page 2.
Ditzler Color Paint chip set, Studebaker 1956, Form 5613.
Various factory photos and magazine features.

Whitewall Tires

The width of the whitewall tire appears to be 2.5 inches. I measured the whitewall on a spare tire the owner claimed was the original spare and it was 2.5 inches.

Reference Source:

Original spare tire on a 1956 Golden Hawk

SECTION 3 - Interior

Ash Trays

There are three ash trays, two in front and one in the rear seat area and are all chrome.

The front ash trays are mounted in the upper portion of the front door toward the windshield and have a knob in the top center for opening.

The rear ash tray is located on the front of the center arm rest at the upper edge. It has an indented area at the top for opening.

Reference Source:

1953 - 1958 Body Parts Catalog, page 300.
Motor Trend dated February 1956, page 21.
Hot Rod Magazine dated April 1956, page 54.

Carpet

The *Daytona Weave* carpet has a sewn border around the edges and a colored vinyl heel pad. The carpet is mounted on top of the door sill (scuff) plates, not under them. It is in two sections, one for the front and one for the rear.

On cars equipped with the Ultramatic transmission, there is an access hole on top of the transmission hump, toward the driver's side. There is an access cover over the hole. The color of this hole cover is either Black, Dark Blue, Dark Green, or Rose Mist.

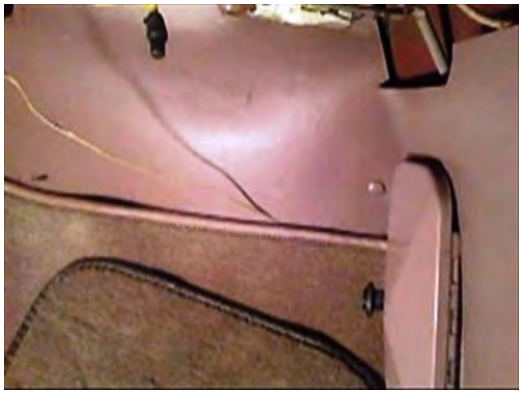
A rubber floor mat was available in "White, Brown, Gray". Carpet colors were Charcoal Black, Light Blue, Dark Green, and Dark Rose Mist.

Reference Source:

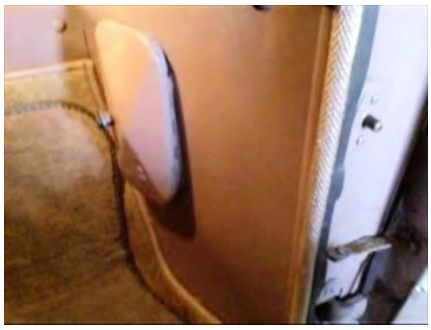
1956 Passenger Car Shop Manual, figure 82, section 1, page 31-32.
1953 - 1958 Body Parts Catalog, pages 349, 351-353.

SECTION 3 - INTERIOR

Dash Liner and Kick Pad



The color of the dash liner (the area above the carpet behind the instrument board) is Charcoal Black, Dark Blue, Dark Green, or Dark Rose Mist. The 7 fasteners are the same color as the dash liner.



The right and left kick pads are held in place by the vent door and a channel attached to the front door opening at the windlace.

The colors are Charcoal Black, Dark Blue, Dark Green, Dark Rose Mist, Olive Green Dark, Romany Red, Gold, and Tangerine.

Reference Source:
1953 - 1958 Body Parts Catalog, pages 278 & 280.

Door Handles

The door handles are chrome.

Reference Source:
1953 - 1958 Body Parts Catalog, page 320.
Motor Trend dated February 1956, page 22 (Power Hawk).

Door - Interior Top Moulding

The stainless moulding that runs along the top of the door is held in place by six screws.

The door lock button is located at the rear of the moulding and is black.

There is also a stainless moulding that runs along the top of the rear quarter vinyl padding.

Gearshift Lever and Knob

The gearshift lever is painted black. Some owners have indicated that their car's gearshift lever was chrome but no part number is listed in the 1956 Parts Catalog. A chrome gearshift lever, part number 1540687, is shown for 1956 Commanders and Presidents.

The gearshift lever knob is painted black. It is a threaded type and was used on all 1956 and 1957 Studebakers. In 1958, a press type knob was introduced.

Reference Source:

1955 - 1958 Chassis Parts Catalog, page 264.
Mechanix Illustrated dated April 1956, page 96.
Motor Trend dated February 1956, page 22.
Speed Age dated March 1956, page 25.
Hot Rod Magazine dated April 1956, page 54.
Speed Age dated July 1956, page 20.

SECTION 3 - INTERIOR

Headliner, Dome Light, and Sun Shield or Visor

The headliner is made of a hard board material with small holes which run in a diagonal direction. There are four sections which insert into three metal bows and are held up by three plastic bows.

The headliner, bows, and sun shields were white on all cars, except those with the following color interiors: the headliner, bows, and sun visors were Light rose mist on cars with Light & Dark Rose Mist interior, Light green on cars with Light & Dark Green interior, Light Blue on cars with Light & Dark Blue interior, and Charcoal on cars with Charcoal & Red interior.

The dome light is located above the driver's side window in the second panel near the panel's rear edge. It is chrome with a black *on/off* switch.

Sun visors were one of the following colors: Off White, Light Rose Mist, Light Blue, Light Green, or Charcoal.

Safety padded sun shields were offered as special equipment in the following colors: Off White, Light Rose Mist, Light Blue and Light Green. The parts catalog states that these three colored visors have a vinyl cover, but no binding.

Light Rose Mist and Charcoal Black were also offered in the safety padded sun shield.

A silver mylar band runs above the side windows from front to back at the bottom of the headliner.

Reference Source:

1953 - 1958 Body Parts Catalog, pages 355-356.
Survey results.

SECTION 3 - INTERIOR

Instrument Board, Toggle Switches and Gauges

The instrument (dash) board is painted black. Studebaker identified this color as *black satin instrument board lacquer #8870 symbol ORM*. (Reference P-5600 Painting or Trimming Information, Sheet # 5 Note). The vinyl safety pad cover is Charcoal Black

Gauges

The Stewart Warner gauges are black with white letters and numerals with the exception of the vacuum gauge. The vacuum gauge was only used on the 1956 Golden Hawk for the one model year.

A slightly different gauge, which measured both vacuum and pressure was used on the supercharged 1957-58 Golden Hawks. This was necessary because of the added supercharger.

In this photo, the 1956 vacuum gauge is on the left and the 1957 gauge is on the right.

SECTION 3 - INTERIOR

Clock

The clock was moved to the right of the radio on the 1956 Golden Hawk. This was necessary because the tachometer took up the space where the clock appeared on the other Hawk models for 1956.

The Borg Instruments clock was produced by the George W. Borg Corporation, and looked similar in design to the Stewart Warner gauges that dotted the instrument panel. There was a little slotted pin at the top of the dial by which the speed could be adjusted to run faster or slower.

The black face contained white numerals and white hour and minute hands. The hand that indicated the seconds was painted red. The clock was illuminated by one #57 light bulb, and serviced by a one AG 3 amp fuse.

The clock was held in place by two zinc plated brackets which attached to screws on the back of the clock.

Reference Source:

Engineering drawing for 1540120.
Engineering drawing for 1540242.

Speedometer

The 1956 Golden Hawk featured a 160 MPH Stewart Warner speedometer. The other Hawk models used a similar model that registered 120 MPH.

Electrical-Lamp Bulbs

Unit	Number & Trade Number
Headlamp	2-5400
Headlamp beam indicator	1-53
Parking light	2-1034
Tail light	2-1034
Stop light	2-1034
Direction Indicator Front	2-1034*
Direction Indicator Rear*	2-1034
Direction Indicator Tell-Tale	2-53*
License plate light	1-67
Instrument light	3-57
Ignition lock light -	
Map light	- -
Dome light	1-1004
Clock light	1-57*
Radio dial light	2-1891*
Glove compartment light	1-57
Courtesy light	- -
Trunk compartment light	1-1003*
Auto. Trans. Shift indicator Light	1-53*
Cigar Lighter Light	1-53*
Back Up Lamp Light	2-1073*
Hand Brake Warning light.	1-57*
* = Not Standard Equipment	

Reference Source:

1956 Passenger Car Shop Manual, Electrical section, page 2.
1956 Automobile Manufacturers Association Consolidated Specification Questionnaire.

Electrical-Fuse & Circuit Breaker Data

Ue trade number of fuse e. g., SFE-l0. Indicate. circuit breaker by ampere capacity suffixed by letter. "C.B", e.g., 30 C.B. Where fuse or circuit breaker protects multiple circuit. indicate first use by a letter and repeat the lame letter for all units protected by the same fuse or circuit breaker, e.g., Parking light: SFE·10 (a), Direction indicator: same asl (a).

Unit	Fuse or Circuit Breaker
Headlamp	20 C .B. (a)
Headlamp beam indicator	Same as (a)
Parking light	Same as (a)
Taillight	Same as (a)
Stop light	15 C.B. (b)
Direction indicator	SFE 9
license plate light	Same as (a)
Instrument light	Same as (a)
Ignition light	-
Map light	-
Dome light	Same as (b)
Clock	1 AG 3
Clock light	Same as (a)
Radio	SFE 9
Glove compartment light	Same as (b)
Courtesy light	-
Trunk compartment light	Same as (a)
Other	
Windshield Wiper	5 C .B.
Trans. O.D.	3 AG 20
Climatizer and Defroster	SFE 14

Reference Source:

1956 Passenger Car Shop Manual, Electrical section, page 2.
1956 Automobile Manufacturers Association Consolidated Specification Questionnaire.

SECTION 3 - INTERIOR

Switches

The toggle switches for the lights and accessories are chrome with black knobs on the end and are held in place by a chrome nut.

There is a recessed white area at the end of the knob.

There is a plate above each switch which identifies its function. The switches for the Lights, Inst Lights, and Wiper were to the left of the steering column.

The Defrost switch, Heat slider knob, and Air switch were to the right of the steering column. All the toggle switches are held in place by a round chrome plated nut.

Typical 1957 Switch

The switches were changed for the 1957 model year. The toggle switches had a silver tip instead of the white recessed area.

1957 Hawk Toggle Switches and Heat Control Bezel

Switches - Heat Valve Control

The Heat Valve control knob is the only one that is not a toggle. The knob attaches to a metal piece that slides along a slot in the bezel. The bezel has the word ON stamped on the left end and the work OFF stamped on the right end. The lettering is painted black.

Heat Valve Control Bezel For 1956

The Heat Valve control bezel was changed for the 1957 model year. The long slot was moved from the top edge of the bezel to the bottom edge. The word “HEAT” was added to the center, between the OFF and ON wording.

Heat Valve Control Bezel For 1957

This bezel will not work on the 1956 Hawk models unless it is mounted upside down.

Ignition switch

The ignition switch is at the far left of the instrument panel.

It has four positions which operate as follows:

- Center - All circuits are off.
- Turn to the right - All circuits are on.
- Turn to the extreme right - All Circuits Off except Ignition and Starter Solenoid.
- Turn to the left - Gas Gage, Temperature Indicator and Accessories.

Ignition Switch Bezel

The ignition switch bezel is chrome and has the word “START” stamped and painted black, on the inside rim.

Reference Source:

1953 - 1958 Body Parts Catalog, pages 207 & 294.
Mechanix Illustrated dated April 1956, page 96.
Motor Trend dated February 1956, page 22.
Speed Age dated March 1956, page 25.
Hot Rod Magazine dated April 1956, page 54.
The Wheelbarrow Johnny, First Quarter 1972, Vol. V, No. 1 page 8.
1956 Automobile Manufacturers Association Consolidated Specification Questionnaire.

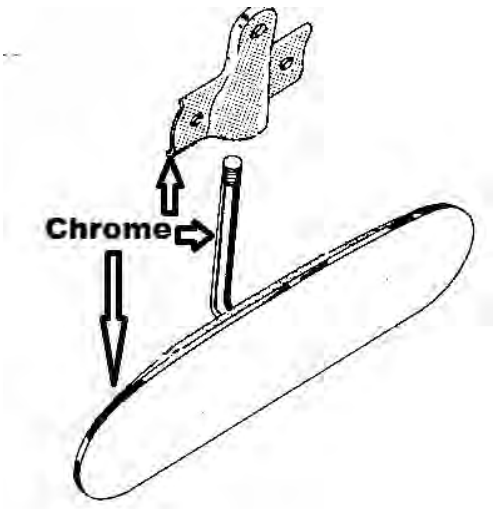
Mirror, Inside Rear View And Bracket

1956 Golden Hawk,1956 Sky Hawk, and 1955 Speedster models and had a chrome mirror and bracket which matched the inside stainless steel inside windshield opening garnish mouldings. This was also true for the 1956 Flight Hawk “K” body hardtop (not the coupe with the “B” pillar). There were also 560 Flight Hawk Hardtops, model 56G-K7, built for export (499 sold), Canadian use (52 sold), and special order (9 sold in the USA).

Late in the 1956 model production year, the stainless steel windshield opening garnish mouldings, and the mounting bracket, were changed to painted black trim.

The parts manual states that the windshield moulding change occurred after approximately 4925 cars. This total would include the 1956 Sky Hawk Hardtop, and the rare 1956 Flight Hawk (“K” body) Hardtop. Total production of these three models came to 7683 units, including the two 1956 Golden Hawks that were scrapped.

Since there were only 4071 (4073 minus the two that were scrapped) 1956 Golden Hawks, it isn't possible to pin this change to a particular serial number. In our survey, the change appears to have occurred around serial number 6032791 (4-20-56). The Los Angeles counterpart would be approximately serial number 6800527 (5-1-56).



298656x15 Mirror with Arm
303589.Bracket

All the 1956 Hawk “C” body coupes (with the “B” pillar) have aluminum mirrors and a painted black bracket to match the painted inside window garnish mouldings.

Reference Source

1953 - 1958 Body Parts Catalog, pages 357-361.
Survey results.

Parking Brake Warning Lamp

The Parking Brake Warning Lamp was listed as accessory code AC-2776 and was installed at the factory on 40 Golden Hawks for 1956.

The lamp itself was located on the lower part of the instrument panel between the headlamp and instrument lamp switches. As the name implies, the red lamp would shine when the parking brake was applied and the ignition was on.

Only forty Golden Hawks came equipped from the factory with this accessory and all except six were exported.

The wiring included a clip that attached to the parking brake mechanism and was activated when the handled was pulled out to engage rear brakes.

Reference Source

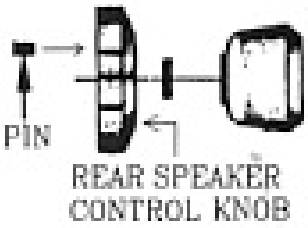
AC2776 Installation Instructions.
1956 Studebaker Accessories Brochure.
1955 - 1958 Chassis Parts Catalog, page 388-389.
1956 Golden Hawk Production orders.

SECTION 3 - INTERIOR

Radio - Stratoline AC-2747 and Rear Speaker

NOTE: *Several sources indicate that there was a misunderstanding between Studebaker and Delco such that the owner's manuals for the radios from Studebaker were incorrect.* The push button model was supposed to be Delco AC-2748, and the manual tune model was supposed to be AC-2747. However, the Studebaker numbers are just the opposite, and the Studebaker numbers are used here.

The automatic tuning "*Stratoline*" (AC-2747), and manual "*Starliner*" (AC-2748) radios came with a chrome bezel.



The chrome knob on the right side is a dummy knob (part number 1540369) on the manual tune radio, but is the rear seat speaker switch control knob (part number 1540370) on the automatic tune radio. This control knob was locked in place, by a pin, to use only the front speaker, if the rear seat speaker option was not included with the car.

An RCA plug jack for the rear seat speaker wire was on the right side of the radio, behind the dash, on automatic tuning radios.

The rear seat back shelf radio grille is black.

The volume control and tuning knobs are black with a chrome center.

The rear seat speaker option was not available on the manual tune radio.

Reference Source:

1953 - 1958 Body Parts Catalog, pages 15-17.
Check and Price List for Studebaker Salesmen.
1956 Studebaker Accessories, pages 4-5.
Hot Rod Magazine dated April 1956, page 54.

Radio - Starliner AC-2748

The AC-2748 Manual Tune radio looks like the AC-2747 model except it does not have the push buttons.

It also does not have the RCA plug for the rear seat speaker. Consequently, although they look the same, the chrome knob on the right is a different part # than the one used on the push button model.

The chrome knob on the right side is a dummy knob (part number 1540369) on the manual tune radio, but is the rear seat speaker switch control knob (part number 1540370) on the automatic tune radio.

Rear Package Shelf Cover

The rear shelf cover (the area between the back seat and the back window) is plain and should be one of the following colors: Black, Dark Blue, Dark Green, Dark Rose Mist, Dark Olive Green, Romany Red, Gold, or Tangerine.

The four fasteners should be the same color as the cover.

Reference Source:
1953 - 1958 Body Parts Catalog, page 374.

SECTION 3 - INTERIOR

Seat And Trim Totals

Seat And Trim Information

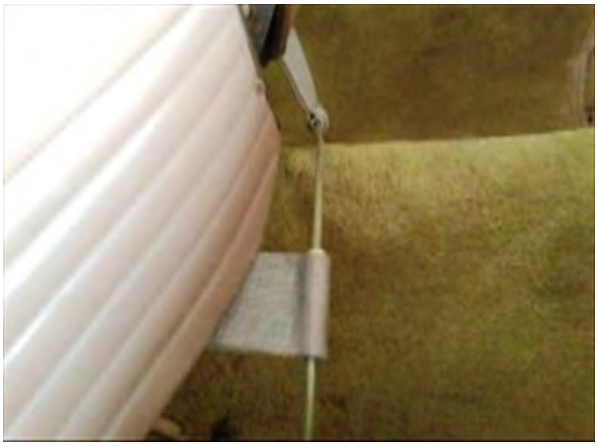
Interiors			SB	LA
None, Omit, or Special Treatment				
Trim Code Bad on production order	2	Note 1	2	0
OMIT	24		24	0
Special Instructions	14		14	0
TOTAL		40	40	0
CLOTH/VINYL				
8414 WC White & Charcoal	1269		1084	185
8415 BL Light Blue & Dark Blue	176	Note 2	142	34
8416 GRN Light Green & Dark Green	150		125	25
8417 RO Light Rose Mist & Dark Rose Mist	492	Note 3	424	68
TOTAL		2087	1775	312
ALL VINYL				
8440 WC White & Charcoal	124		111	13
8441 BL Light Blue & Dark Blue	47		38	9
8442 GRN Light Green & Dark Green	19		13	6
8443 RO Light Rose Mist & Dark Rose Mist	73		58	15
8444 WO White & Olive	798		683	115
8445 WRD White & Red	202		175	27
8446 WGO White & Gold	337		291	46
8447 CR Charcoal & Red	157		140	17
8448 WRO White & Dark Rose Mist	113		86	27
8450 WT White & Tangerine	76		62	14
TOTAL		1946	1657	289
GRAND TOTAL		4073	3472	601

Note 1 Trim Code unreadable on production orders for 6030420 and 6030503.
Note 2 Includes 6030726 which was scrapped before final production.
Note 3 Includes 6031367 which was scrapped before final production.

Seat Belts (Karbelts*)

One part of the optional seat belts was mounted on the door and the other part was attached to the floor behind the front seat. They should be one of the following colors: Gray, Green, Red, Blue, Brown, or Black.

The seat belt attached to a cable that was bolted to the floor behind the front seat.



The decal on the buckle is round, about 1" in diameter, has the Studebaker-Packard (SP over a V) emblem in the center, and is red/white/blue.

* Trade Mark Registered

There was also a set of rear belts available .

Reference Source:

1953 - 1958 Body Parts Catalog, pages 22-23.
Check and Price List for Studebaker Salesmen.
1956 Studebaker Accessories, page 8.
The Wheelbarrow Johnny, First Quarter 1972, Vol. V, No. 1 page 9.
Mechanix Illustrated dated April 1956, page 96.
Motor Trend dated February 1956, page 22.

SECTION 3 - INTERIOR

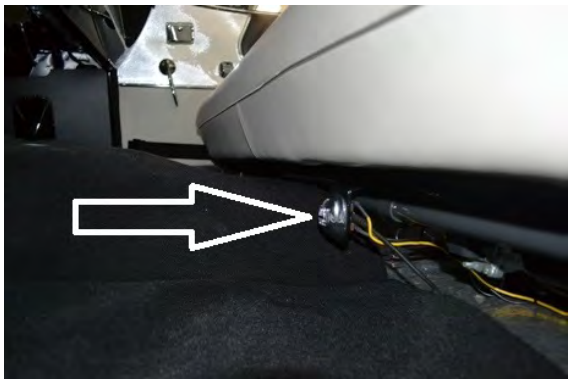
Seat - Lower Panel and Adjustment Lever

The lower seat side panel was vinyl covered and was available in Black, Dark Blue, Dark Green, White, and Dark Rose Mist.

The adjustment handle located on the driver side was chrome.

Reference Source:
1953 - 1958 Body Parts Catalog, pages 339-340.

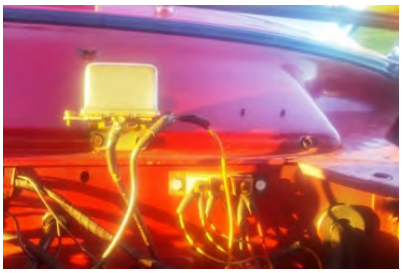
Seat - Power (Electric)



A total of 345 Golden Hawks came from the factory equipped with the Power Seat option, 304 from South Bend and 41 from Los Angeles.

The mechanism is controlled by a toggle type switch located on the frame below the lower front edge of the seat, just left of center.

The seat is mounted on curved tracks so that as it moves forward, it also rises and tips to a more vertical position. As the seat moves to the rear, it also tips back and lowers.



There is also a power seat relay switch located on the engine side of the firewall behind the battery. This same relay also supplies power to the electric window lifts if the car is so equipped.

Reference Source:
1956 Golden Hawk Production orders.
1956 Passenger Car Shop Manual, Body section, page 26 Fig 68, page 29 Fig 75.

SECTION 3 - INTERIOR

Seat Upholstery

The standard seat material on 1956 Golden Hawks is *Kidd Grain* vinyl with *Silver Spire* cloth inserts. Optional all vinyl upholstery was available for all colors.

The exception was Ceramic Green/Snowcap White (paint code P5641) which came standard with White & Olive all vinyl upholstery (see the Colors and Upholsteries chart in Section 5). However, three production orders listed cloth trim for cars with the P5641 paint code. One of those cars still exists and does have the cloth and vinyl interior.

All Vinyl Interior

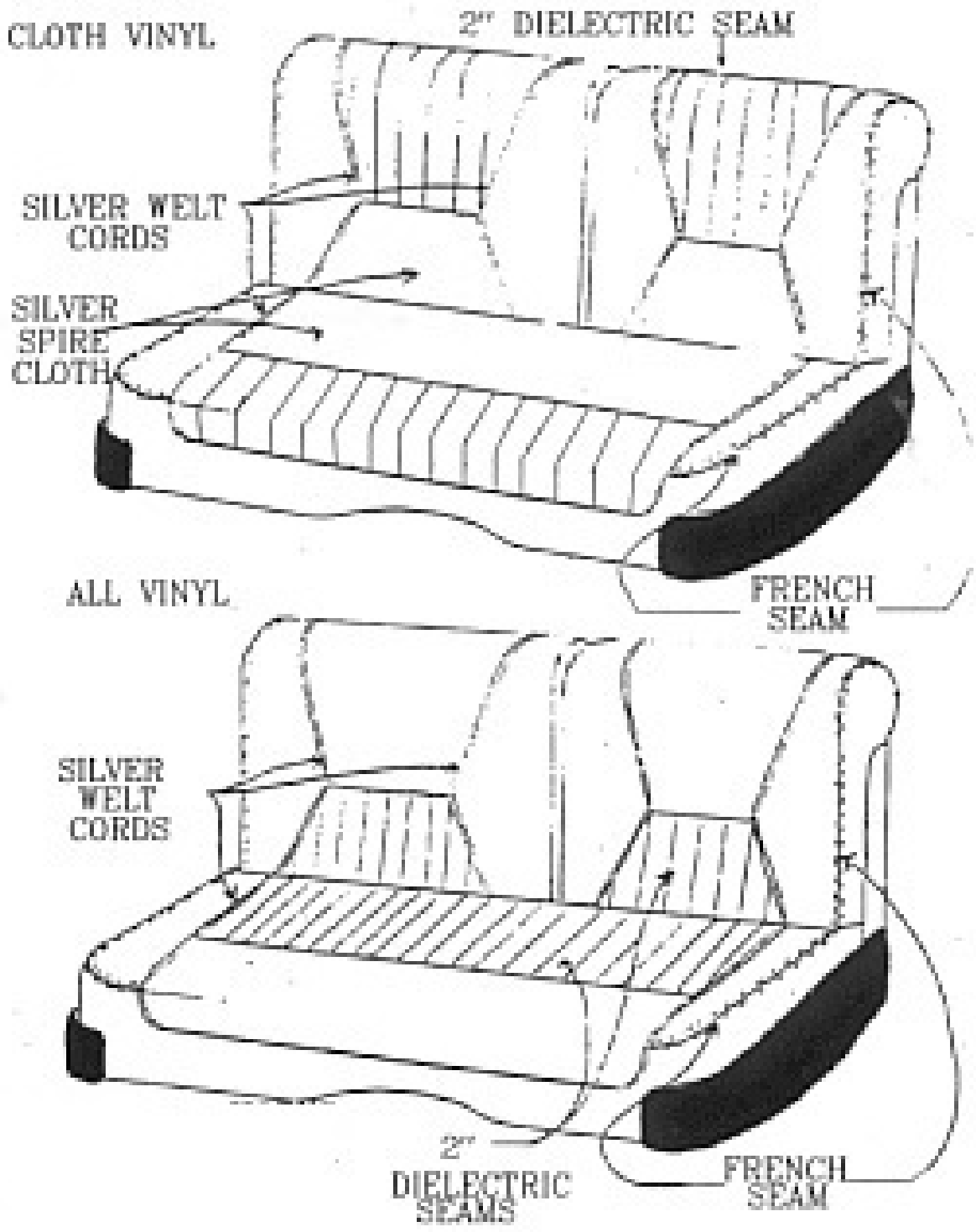
On cars with all vinyl interiors, the pleats were on the insert portion and ran from front to rear and top to bottom.

On interiors with cloth inserts, the vinyl area in front of, and above the inserts was pleated and ran from front to rear. A silver spire cloth material was used for the cloth insert. The only colors available for the insert were Charcoal, Light Blue, Light Green, Dark Taupe (also listed as Dark Rose Mist).

Silver welt cords separated the bolster from the insert on both the cloth/vinyl and the all vinyl seats.

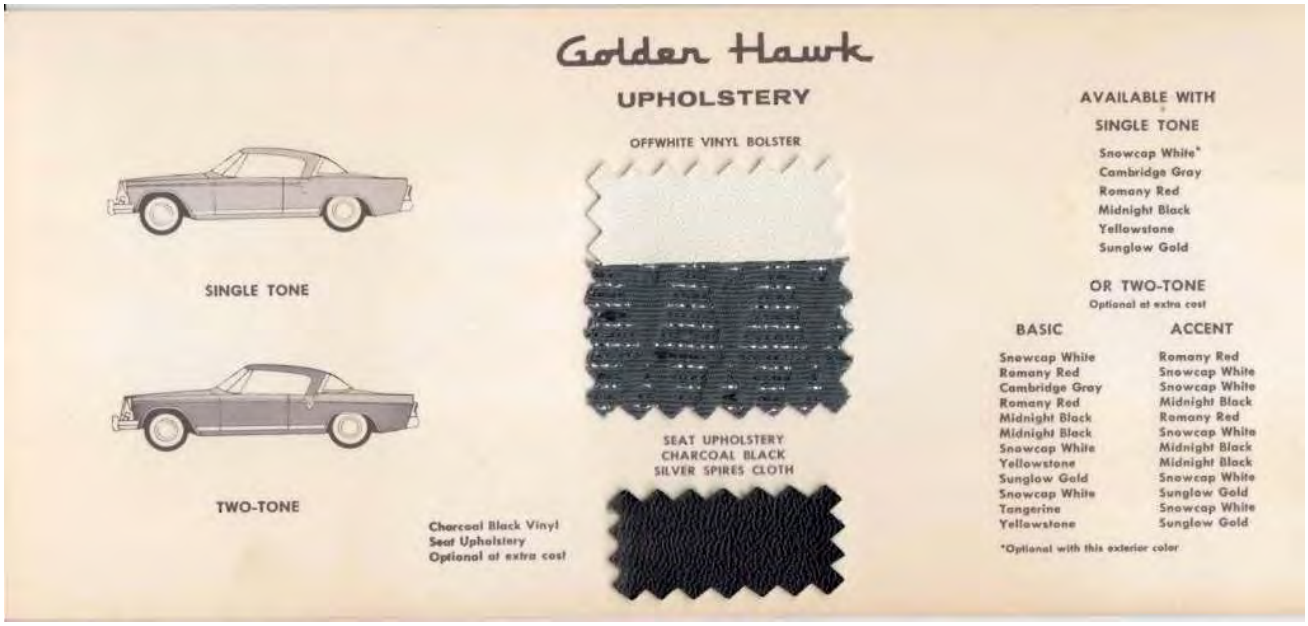
Reference Source:

Color & Upholstery Specifications dated November 1955, page 23.
Revised Color & Upholstery Specifications, April 1956, page 11.
Review of the original production orders.
Mechanix Illustrated dated April 1956, pages 96-97.
Motor Trend dated February 1956, page 21.



Drawing courtesy Southeast Studebaker

Seat Upholstery - Color/Fabric Combinations



SECTION 3 - INTERIOR

Golden Hawk

UPHOLSTERY

SINGLE TONE

TWO-TONE

LIGHT TAUPE VINYL BOLSTER

SEAT UPHOLSTERY
DARK TAUPE SILVER SPIRES CLOTH

Dark Taupe Vinyl
Seat Upholstery
Optional at extra cost

AVAILABLE IN
TWO-TONE ONLY
Optional at extra cost

BASIC	ACCENT
Mocha	Doeskin
Mocha	Snowcap White

Golden Hawk

UPHOLSTERY

ROMANY RED VINYL BOLSTER

SEAT UPHOLSTERY
CHARCOAL BLACK VINYL

AVAILABLE WITH
SINGLE TONE

Snowcap White*
Cambridge Gray*
Romany Red*
Midnight Black*

OR TWO-TONE
Optional at extra cost

BASIC	ACCENT
Cambridge Gray	Snowcap White*
Romany Red	Midnight Black*
Midnight Black	Romany Red*
Midnight Black	Snowcap White*
Snowcap White	Midnight Black

*Optional with this exterior color

OFFWHITE VINYL BOLSTER

SEAT UPHOLSTERY
ROMANY RED VINYL

AVAILABLE WITH
SINGLE TONE

Snowcap White
Cambridge Gray
Romany Red
Midnight Black

OR TWO-TONE
Optional at extra cost

BASIC	ACCENT
Snowcap White	Romany Red
Romany Red	Snowcap White
Cambridge Gray	Snowcap White
Romany Red	Midnight Black
Midnight Black	Romany Red
Midnight Black	Snowcap White
Snowcap White	Midnight Black

All-Vinyl trims shown on this page are Optional at Extra Cost.

Golden Hawk

UPHOLSTERY

OFFWHITE VINYL BOLSTER

SEAT UPHOLSTERY
GOLD VINYL

AVAILABLE WITH
SINGLE TONE

Snowcap White
Midnight Black
Yellowstone
Sunglow Gold

OR TWO-TONE
Optional at extra cost

BASIC	ACCENT
Midnight Black	Snowcap White
Snowcap White	Midnight Black
Yellowstone	Sunglow Gold
Yellowstone	Midnight Black
Sunglow Gold	Snowcap White
Snowcap White	Sunglow Gold

OFFWHITE VINYL BOLSTER

SEAT UPHOLSTERY
DARK OLIVE GREEN VINYL

AVAILABLE IN
TWO-TONE ONLY
Optional at extra cost

BASIC	ACCENT
Ceramic Green	Snowcap White

All-Vinyl trims shown on this page are Optional at Extra Cost.

Golden Hawk

UPHOLSTERY

OFFWHITE VINYL BOLSTER

SEAT UPHOLSTERY
DARK TAUPE VINYL

AVAILABLE IN
TWO-TONE ONLY
Optional at extra cost

BASIC	ACCENT
Mocha	Doeskin
Mocha	Snowcap White

OFFWHITE VINYL BOLSTER

SEAT UPHOLSTERY
TANGERINE VINYL

AVAILABLE IN
TWO-TONE ONLY
Optional at extra cost

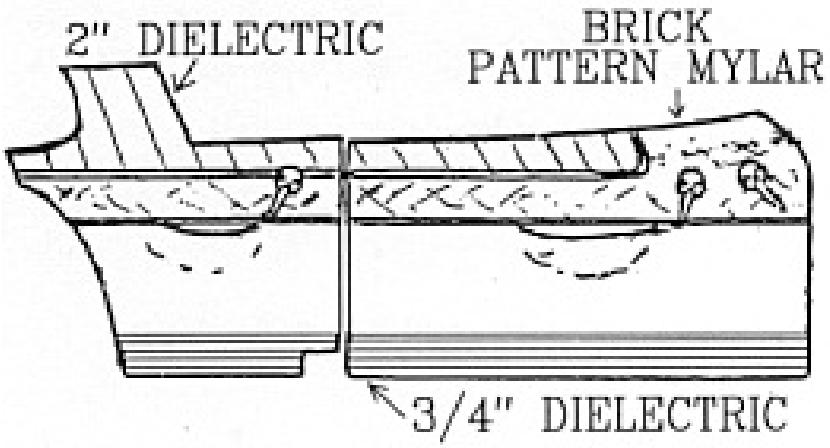
BASIC	ACCENT
Tangerine	Snowcap White

All-Vinyl trims shown on this page are Optional at Extra Cost.

Side Panels, Interior

The vinyl side panels feature built in armrests and a *brick pattern* silver mylar insert between the two upper mouldings. All indications are that the mylar was gold on cars painted Ceramic Green/Snowcap White.

The upper portion of the side panel has 2" dielectric seams which run downward and forward. The lower portion has 3/4" horizontal dielectric seams.



MYLAR & BUILT IN ARMREST

Reference Source:

Various factory photos.
Factory brochures.
The Wheelbarrow Johnny, First Quarter 1972, Vol. V, No. 1 page 8-9.
Southeast Studebaker

SECTION 3 - INTERIOR

Steering Wheel and Horn Button

The steering wheel, part number 1540647, is white with a 17" diameter. The part number is stamped on the back side of the vertical spoke about 1" below the center hub.

The horn ring is chrome and is a half circle, with a vertical spoke, on the lower half of the wheel.

There are two chrome 11/32" rings which encircle the rim on each side above the horizontal bar. One is about ½" above the horizontal bar and the second is located about 4-1/2" beyond the first. The area between the two chrome rings is ribbed. The remainder of the steering wheel is smooth.

The part number is stamped on a flattened area of the rear of the vertical spoke.

Steering Wheel Assy. 1540647 (17-¼" overall diameter) Engineering Release Date: 9/8/55 (Superceded steering wheel assy. 1539788X41 for 56J). 1539788X41was a black steering wheel and probably appeared on the first two show cars before this change was implemented. There is also a Studebaker advertisement showing a 1956 Golden Hawk with a black steering wheel.

There was a similar wheel available for Sedans and Station Wagons with an 18" diameter. This wheel can be identified by the part number 1540635, on the reverse of the vertical spoke. The number "18" is also stamped on the front side of the same spoke between the side rails near the center hub. This wheel looks exactly the same as the correct Golden Hawk 17" wheel except that it is 1" larger in diameter.

The horn button is gold with the Studebaker crest, similar to the grille emblem, in the center.

Reference Source:

1955 - 1958 Chassis Parts Catalog, page 413.
Mechanix Illustrated dated April 1956, page 96.
Motor Trend dated February 1956, page 22.
Hot Rod Magazine dated April 1956, page 54.
Speed Age dated July 1956, page 20.
Engineering Change Proposal Release Date: 9/8/55

Ultramatic Transmission Selector Indicator Dial

The selector indicator dial was used on the 1956 Golden Hawk only. There is a triangle on either side of the "D" location to indicate the two Drive positions.

The selector positions from left to right:
P - Park
R - Reverse
N - Neutral
D - High (Triangle to Left of the D)
D - Drive (Triangle to Right of the D)
L - Low

Gear Ratios:
High -Torque Converter, High, Automatically Upshifting to Direct Drive
Drive - Torque Converter plus 1.82 Gear Ratio, Automatically Upshifting to High Direct Drive
Low - Torque Converter plus 1.82 Gear Ratio
Reverse - Torque Converter plus 1.82 Gear Ratio

Reference Source:
1953 - 1958 Body Parts Catalog, page 313.
1956 Passenger Car Shop Manual, figure 260, section 16, page 112.
1956 Automobile Manufacturers Association Consolidated Specification Questionnaire.

Window Crank Handles

The window crank handles are chrome. The knobs are black with chrome centers.

Reference Source:
1953 - 1958 Body Parts Catalog, page 320.
Motor Trend dated February 1956, page 22 (Power Hawk).

Windows - Power (Electric Lifts)

A total of 488 Golden Hawks came from the factory equipped with Power Windows, 398 from South Bend and 90 from Los Angeles.

There was a double switch on the driver side door which allowed the driver to operate both front door windows.

A single switch was on the passenger side door. There was no power window option available for the rear quarter windows.

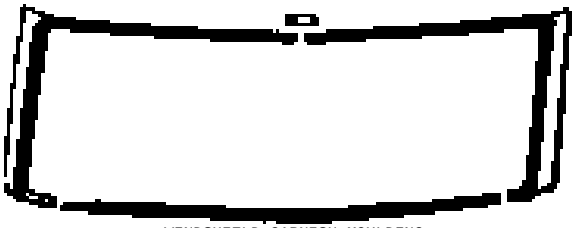
There is also an electric window lifts relay switch located on the driver's side of the firewall behind the battery. This same relay also supplies power to the power seat.

Reference Source:

1956 Golden Hawk Production orders.
1956 Passenger Car Shop Manual, Body section, page 21-26 Fig 68.

Windshield and Back Window Opening Garnish Mouldings

The windshield interior mouldings (4 pieces including the mirror bracket) were changed from stainless steel to black painted mouldings some time late in the production run.



WINDSHIELD GARNISH MOULDING

The parts manual states that this occurred after approximately 4925 cars. This total would include the 1956 Sky Hawk Hardtop, and the rare 1956 Flight Hawk (“K” body) Hardtop. Total production of these three models came to 7683 units, including the two 1956 Golden Hawks that were scrapped.

Since there were only 4071 (4073 minus the two that were scrapped) 1956 Golden Hawks, it isn't possible to pin this change to a particular serial number. In our survey, the change appears to have occurred around serial number 6032791 (4-20-56). The Los Angeles counterpart would be approximately serial number 6800527 (5-1-56).

The 4 piece back window garnish moulding and clip group was stainless steel. The parts catalog shows no sign that the back window garnish moulding was changed to the black painted surface (as were the windshield opening garnish mouldings described above).

A few survey members indicated the rear mouldings on their car were painted, but were not sure if they were original.

Reference Source:

1953 - 1958 Body Parts Catalog, pages 334-335 & 360-361.
Hot Rod Magazine dated April 1956, page 54.
Survey results.

SECTION 4

Trunk Compartment

Jack and Jack Base

There are two different part numbers listed for the jack, less base, for U.S.A. cars plus a third number for station wagons. A fourth number is listed for Canada cars. I assume this means "exported to" Canada.

The 1955, 1956, 1957, and 1958 models all used a different style jack and jack base.

Two part numbers are also shown for the jack base for 1956 models. My guess is that one is for Hawks and one is for the other Studebaker models. The parts book shows a different part number for Canada cars.

The jack riser mechanism and the jack base should be painted black enamel. The base supplied by Universal Tool & Stamping Company, Part # 1539037, was 7.5" square with the corners cut at a45 degree angle, and the height was 1-3/8".

Reference Source:
1955 - 1958 Chassis Parts Catalog, page 531.
Engineering drawing for 1539037

Spare Tire Hold Down Clamp

The Studebaker Paint color is identified as:
Symbol MAA, Number 5000, Black Low Bake Enamel, Pontiac Varnish Co.

The spare wheel clamp is a round metal plate with a hole in the center.
It is held down by a large bolt size ½" - 13 x 6-1/4".

Reference Source:
P-5600 Painting & Triming Sheet #8
1955-1958 Chassis Parts Catalog, page 445.
1953-1958 Body Parts Catalog, page 343.
Motor Trend dated February 1956, page 20.
Mechanix Illustrated dated April 1956, page 96.

Trunk Compartment

Trunk Interior Color

This Strata Gray color was used on the trunk floor pan, side panels, cross braces behind the back seat, the under side of the package shelf, and the underside of the trunk lid.

The Studebaker paint information is:
#8859, Symbol KFN, Strata Gray Primer Surfacer, manufactured by Dupont. Used on the entire inside surgace of the rear compartment.

Reference Source:
- P5600 Paint & Trim, Body Sheet # 17, Item #11.
- Survey results.

Trunk Mat

The trunk mat is a woven fabric which the parts catalog lists as "White, Brown, Gray". The hounds tooth pattern as used on later model Hawks does not appear to be the correct one for 1956.

Reference Source:
- 1953 - 1958 Body Parts Catalog, page 351.
- Motor Trend dated February 1956, page 20.
- Science and Mechanics dated April 1956, page 76.

SECTION 5

Paint, Upholstery and Accessory Charts

PAINT COLORS

1956 Studebaker Solid Colors

CODE	COLOR	
P5610	SUNGLOW GOLD	(GOLDEN HAWK AND SKY HAWK ONLY)
P5611	MIDNIGHT BLACK	
P5612	SNOWCAP WHITE	
P5613	DAYBREAK BLUE	
P5614	AIRFORCE BLUE	
P5615	SEASIDE GREEN	
P5616	GLENBROOK GREEN	
P5617	CAMBRIDGE GRAY	
P5618	YELLOWSTONE	
P5619	ROMANY RED	(HAWK MODELS ONLY)

Two Tone Color Combinations

CODE	LOWER COLOR: (Body)	TOP COLOR: (Accent)	WHEELS
P5620	Airforce Blue	Daybreak Blue	Airforce Blue
P5621	Daybreak Blue	Airforce Blue	Daybreak Blue
P5622	Daybreak Blue	Snowcap White	Daybreak Blue
P5623	Airforce Blue	Snowcap White	Airforce Blue
P5624	Glenbrook Green	Seaside Green	Glenbrook Green
P5625	Seaside Green	Glenbrook Green	Seaside Green
P5626	Seaside Green	Snowcap White	Seaside Green
P5627	Glenbrook Green	Snowcap White	Glenbrook Green
P5628	Cambridge Gray	Snowcap White	Cambridge Gray
P5629	Midnight Black	Snowcap White	Midnight Black
P5630	Snowcap White	Midnight Black	Snowcap White
P5631	Romany Red	Midnight Black	Romany Red
P5632	Midnight Black	Romany Red	Midnight Black
P5633	Snowcap White	Romany Red	Snowcap White
P5634	Romany Red	Snowcap White	Romany Red
P5635	Snowcap White	Sunglow Gold	Snowcap White
P5636	Sunglow Gold	Snowcap White	Sunglow Gold
P5637	Mocha	Doeskin	Mocha
P5638	Mocha	Snowcap White	Mocha
P5639	Yellowstone	Midnight Black	Yellowstone
P5640	Yellowstone	Sunglow Gold	Yellowstone
P5641	Ceramic Green	Snowcap White	Ceramic Green
P5642	Tangerine	Snowcap White	Tangerine
P5664	Rosebud	Snowcap White	Rosebud
P5665	Redwood	Snowcap White	Redwood
P5666	Snowcap White	Redwood	Snowcap White
P5667	Midnight Black	Seaside Green	Midnight Black
P5668	Cambridge Gray	Daybreak Blue	Cambridge Gray
P5669	Yellowstone	Snowcap White	Yellowstone

Colors and Upholsteries - - Standard and Optional 56j-k7 Golden Hawk

COLORS			UPHOLSTERIES		
PAINT NO.	SOLID OR BASIC	ACCENT	STANDARD | OPTIONAL CLOTH & VINYL		OPTIONAL ALL-VINYL
P5610	SUNGLOW gold		8414 WC	None	8446 WGO 8440 WC
P5611	MIDNIGHT black		8414 WC	8415 BL	8445 WRD 8441 BL 8440 WC 8446 WGO 8447 CR
P5612	SNOWCAP white		8416 GRN	8414 WC	8445 WRD 8440 WC 8447 CR 8442 GRN 8446 WGO
P5613	DAYBREAK blue		8415 BL		8441 BL
P5614	AIRFORCE blue		8415 BL	None	8441 BL
P5615	SEASIDE green		8416 GRN	None	8442 GRN
P5616	GLENBROOK green		8416 GRN	None	8442 GRN
P5617	CAMBRIDGE gray		8414 WC	None	8445 WRD 8440 WC 8447 CR
P5618	YELLOWSTONE		8414 WC	None	8446 WGO 8440 WC
P5619	ROMANY red		8414 WC	None	8445 WRD 8440 WC 8447 CR
P5620	AIRFORCE blue	DAYBREAK blue	8415 BL	None	8441 BL
P5621	DAYBREAK blue	AIRFORCE blue	8415 BL	None	8441 BL
P5622	DAYBREAK blue	SNOWCAP white	8415 BL	None	8441 BL
P5623	AIRFORCE blue	SNOWCAP white	8415 BL	None	8441 BL
P5624	GLENBROOK green	SEASIDE green	8416 GRN	None	8442 GRN
P5625	SEASIDE green	GLENBROOK green	8416 GRN	None	8442 GRN
P5626	SEASIDE green	SNOWCAP white	8416 GRN	None	8442 GRN
P5627	GLENBROOK green	SNOWCAP white	8416 GRN	None	8442 GRN
P5628	CAMBRIDGE gray	SNOWCAP white	8414 WC	None	8445 WRD 8440 WC 8447 CR
P5629	MIDNIGHT black	SNOWCAP white	8414 WC	None	8445 WRD 8440 WC 8447 CR 8446 WGO
P5630	SNOWCAP white	MIDNIGHT black	8414 WC	None	8445 WRD 8440 WC 8447 CR 8446 WGO
P5631	ROMANY red	MIDNIGHT black	8414 WC	None	8445 WRD 8440 WC 8447 CR
P5632	MIDNIGHT black	ROMANY red	8414 WC	None	8445 WRD 8440 WC 8447 CR
P5633	SNOWCAP white	ROMANY red	8414 WC	None	8445 WRD 8440 WC
P5634	ROMANY red	SNOWCAP white	8414 WC	None	8445 WRD 8440 WC
P5635	SNOWCAP white	SUNGLOW gold	8414 WC	None	8446 WGO 8440 WC
P5636	SUNGLOW gold	SNOWCAP white	8414 WC	None	8446 WGO 8440 WC
P5637	MOCHA	DOESKIN	8417 RO	None	8448 WRO 8443 RO
P5638	MOCHA	SNOWCAP white	8417 RO	None	8448 WRO 8443 RO
P5639	YELLOWSTONE	MIDNIGHT black	8414 WC	None	8446 WGO 8440 WC
P5640	YELLOWSTONE	SUNGLOW gold	8414 WC	None	8446 WGO 8440 WC
P5641	CERAMIC green	SNOWCAP white	None	None	8444 WO
P5642	TANGERINE	SNOWCAP white	8414 WC	None	8450 WT 8440 WC
P5664	ROSEBUD	SNOWCAP white	8414 WC		8440 WC
P5665	REDWOOD	SNOWCAP white	8414 WC		8440 WC
P5666	SNOWCAP white	REDWOOD	8414 WC		8440 WC 8443 RO 8448 WRO
P5667	MIDNIGHT black	SEASIDE green	8416 GRN		8440 WC 8442 GRN

KEY TO UPHOLSTERY SYMBOLS:

BL	Lt. Blue & Dk. Blue	WC	White & Charcoal	WRD	White & Red
CR	Charcoal & Red	WGO	White & Gold	WRO	White & Rose Mist
GRN	Lt. Green & Dk. Green	WO	White & Olive	WT	White & Tangerine
RO	*Lt. & Dk Rose Mist (Taupe)*				

		SB	LA	TOTAL
	SAFETY PADDED DASH 'CRASH PAD' (15).	0	1	1
	AIR CONDITIONING (16).	1	0	1
	POWER SEAT (18).	304	41	345
	POWER WINDOW (20)	398	90	488
	TINTED GLASS (23)	1590	573	2163
	ELECTRIC WIPERS (24)	1	592	593
	OVERDRIVE TRANS (27).	709	77	786
	AUTO TRANS (28).	2763	524	3287
	OIL FILTER (33).	2	1	3
	POWER STEERING (35).	1936	425	2361
	HIGH POWER KIT (37).	2	1	3
	* UNKNOWN (40) * *	0	3	3
	WET AIR CLEANER 'WAC' (41).	8	598	606
	HEAVY DUTY SPRINGS & SHOCKS (42)	166	0	166
	HEAVY DUTY SHOCKS FRONT	1	0	1
	HEAVY DUTY ADJUSTABLE SHOCKS	56	0	56
	HEAVY DUTY SPRINGS	93	0	93
	HEAVY DUTY SPRINGS FRONT	1	0	1
	BELG TYPE SPRINGS	5	0	5
	HILL HOLDER (48).	1	1	2
	POWER BRAKES (51).	1558	262	1820
	WHITE WALL TIRES (55)	3150	576	3726
	DIRECTIONAL SIGNALS (61)	3384	588	3972
	DELUXE STEERING WHEEL (72).	27	15	42
	* UNKNOWN (82) * *	0	6	6
	5 BLADE FAN	1	0	1
	6 BLADE FAN	1	0	1
	AXLE 3.54, PINION 537704	19	1	20
	AXLE 3.73, PINION 537704	11	0	11
	AXLE 4.09, PINION 529060	9	2	11
	AXLE 4.27, PINION 534806	5	1	6
	AXLE 4.55, PINION 529061	5	4	9
	HC HEAD * *	3	0	3
	950 TO 1 CYL HEAD * *	1	0	1
	LC HEAD, 825 TO 1 CYL HEAD (ENGINE XH, USED ON EXPORT MODELS)	58	0	58
	LUG LITE (1312907)	64	0	64
	METRIC SPEEDOMETER	143	0	143
	SAFETY PADDED SUNVISORS.	13	0	13
	SSF UNDERCOATING	16	0	16
	UNDER HOOD LIGHT (AC-2442?).	0	0	0
AC-235	LOCKING FILLER CAP, GAS TANK	25	0	25
* (AC-1708)	*ROLON TIRE CHAINS 7:10 X 15 COMMANDER.	1	0	1
AC-1855	MIRROR, VISOR VANITY.	21	0	21
AC-2028	FRONT FENDER SPLASHGUARDS, PAIR.	6	0	6
AC-2029	COVER, ACCELERATOR PEDAL.	8	0	8
AC-2302	SPEAKER KIT, REAR SEAT (USE AC-2777).	560	55	615
AC-2334	SWITCH KIT, BACK-UP LAMP-LHC (WITH ST, AND OD LESS POWER STEERING).	239	0	239
AC-2340	MIRROR, STRAT-O-VUE OUTSIDE (RIGHT OR LEFT SIDE).	41	0	41
AC-2340	MIRROR, STRAT-O-VUE OUTSIDE (LEFT SIDE ONLY).	7	0	7
AC-2354	INTERIOR GLARE PROOF TILT MIRROR.	10	0	10
AC-2366	KLEENEX DISPENSER.	13	0	13
AC-2367	MAT, LEFT FRONT FLOOR CARPET - C-K - LHC.	18	0	18
AC-2368	MAT, RIGHT FRONT FLOOR CARPET - C-K -LHC.	15	0	15
AC-2425	CAP AND DISK, HUB (WIRE WHEEL) (63).	46	57	103
AC-2444	SWITCH KIT, BACK-UP LAMP-LHC (WITH ST, AND OD WITH POWER STEERING)	83	0	83
* (AC-2481)	*STAINLESS STEEL WHEEL TRIM RING.	3	0	3
* (AC-1401)	*RING, WHEEL TRIM - STAINLESS STEEL	1	0	1
AC-2495	REGAL LICENSE PLATE FRAME (PLASTIC WINDOW).	0	0	0
* (AC-2497)	*SPORTSTER HUB (SPINNER) FOR AC-2492 & AC-2314 COVERS	1	0	1
AC-2688	ANTENNA KIT, INTERNALLY CONTROLLED (68).	2134	472	2606
AC-2689	ANTENNA KIT, FRONT EXTERNALLY CONTROLLED (67).	291	18	309
AC-2699	DOOR HANDLE GUARDS, PAIR.	15	0	15
AC-2704	GAS DOOR GUARD.	2	0	2
AC-2728	MIRROR, SUPER-VUE OUTSIDE (RIGHT OR LEFT SIDE).	44	0	44
	(LEFT SIDE ONLY)	16	0	16
* (AC-2736)	*ADAPTER KIT FOR AC-2366 TISSUE DISPENSER	1	0	1
AC-2738	CAP AND DISK, HUB (FULL DISK) 15" EQUIP (62)	2797	481	3278
AC-2743	LICENSE PLATE FRAME.	8	0	8
* (AC-2744)	*(BUMPER GUARD KIT, REAR BUMPER-W-Y-F, SEDAN MODELS).	6	0	6
AC-2747	RADIO, "STRATOLINE" AUTOMATIC TUNING - C-K (66).	2479	500	2979

1956 Studebaker Golden Hawk Equipment List

Taken from the Original Production Orders

		.SB	LA	Total
* (AC-2745)	*RADIO, "STRATOLINE" AUTOMATIC TUNING - W-Y-F-D SEDANS.	1	0	1
AC-2748	RADIO, "STARLINE" MANUAL TUNING - C-K (65).	210	15	225
* (AC-2746)	*RADIO, "STARLINE" MANUAL TUNING - W-Y-F-D SEDANS	1	0	1
AC-2750	CIGAR LIGHTER COMPLETE (75).	3127	567	3694
AC-2752	LIGHT, COMPARTMENT - C-K.	3	0	3
AC-2754	DEFLECTOR, OUTLET PIPE (incls. screw) C-K.	82	0	82
AC-2756	CLOCK KIT, ELECTRIC (74).	3056	554	3610
* (AC-2755)	*CLOCK KIT, ELECTRIC W-F-E-P-Y (SEDANS).	4	0	4
AC-2762	BACK-UP LAMP KIT - C-K-D (70).	2247	538	2785
* (AC-2761)	*BACK-UP LAMP KIT - W-F-Y (SEDANS)	1	0	1
AC-2765	SPOTLIGHT ASSEMBLY, LEFT.	6	0	6
AC-2766	SPOTLIGHT ASSEMBLY, RIGHT.	3	0	3
AC-2767	TRUNK AND UTILITY LIGHT EQUIPMENT (CORD, REEL, BRACKET, GROMMET, CABLES)	17	0	17
* (SP-50056)	*(REPLACED BY AC-2767)	1	0	1
AC-2769	CLIMATIZER AND DEFROSTER KIT W/HEATING UNITS-C-K (USA) (60).	3066	422	3488
* (AC-2770)	*ANTI-CREEP KIT (NOT USED ON 56J).	11	0	11
AC-2774	WASHER KIT, WINDSHIELD - LHC (71).	1697	198	1895
* (AC-2499)	*WINDSHIELD WASHER	5	0	5
AC-2775	ANTENNA KIT, REAR DUAL, EXTERNALLY CONTR. - C-K (68A).	86	5	91
* (AC-2778)	*ANTENNA KIT, REAR DUAL, EXTERNAL CONT. W-F-Y (SEDANS)	10	0	10
AC-2776	KIT, PARKING BRAKE WARNING LIGHT.	40	0	40
AC-2777	SPEAKER KIT, REAR SEAT (69).	409	40	449
AC-2780	WIRE WHEEL OVERLAY (PROTOTYPE).	84	0	84
AC-2787	AUTO COMPASS.	2	0	2
AC-2796	COVER KIT, VALVE ROCKER ARM CHROME.	0	0	0
AC-2799	CAP AND DISK, HUB (SPOKE TYPE) (81).	208	27	235
AC-2810	GUARD, CHROME DOOR EDGE - SET OF 2 - C-K.	0	0	0
AC-2836	MIRROR, STARLINE OUTSIDE (FOR RIGHT OR LEFT SIDE).	0	0	0
AC-2861	MIRROR, REGAL OUTSIDE (FOR RIGHT OR LEFT SIDE).	0	0	0
SP-50023	CURB ALARM, PAIR.	1	0	1
SP-50048	DELUXE LICENSE PLATE FRAME.	15	0	15
SP-50049	BRAKE FLUID SAFETY RESERVOIR	12	0	12
SP-50055	TRAFFIC LIGHT VIEWER	2	0	2
SP-5006n___	**FRONT SEAT BELT KIT, ALL COLORS (80).**	**892**	**92**	**984**
SP-50060	FRONT SEAT BELT KIT, GRAY (80).	869	92	961
SP-50061	FRONT SEAT BELT KIT, GREEN (80).	4	0	4
SP-50062	FRONT SEAT BELT KIT, RED (80).	5	0	5
SP-50063	FRONT SEAT BELT KIT, BLUE (80).	1	0	1
SP-50064	FRONT SEAT BELT KIT, BROWN (80).	6	0	6
SP-50065	FRONT SEAT BELT KIT, BLACK (80).	7	0	7
SP-5007n___	**REAR SEAT BELT KIT, ALL COLORS (80A).**	**22**	**1**	**23**
SP-50070	REAR SEAT BELT KIT, GRAY (80A).	10	1	11
SP-50071	REAR SEAT BELT KIT, GREEN (80A).	0	0	0
SP-50072	REAR SEAT BELT KIT, RED (80A).	3	0	3
SP-50073	REAR SEAT BELT KIT, BLUE (80A).	2	0	2
SP-50074	REAR SEAT BELT KIT, BROWN (80A).	4	0	4
SP-50075	REAR SEAT BELT KIT, BLACK (80A).	3	0	3
	OVERDRIVE TRANS WITH POWER STEERING	160	32	192
	OVERDRIVE TRANS WO POWER STEERING	549	45	594

* ITEMS IDENTIFIED WITH AN ASTERISK ARE THOSE WHICH WERE NOT LISTED AS 1956 GOLDEN HAWK ACCESSORIES.

(n) NUMERALS IN PARENTHESES FOLLOWING THE DESCRIPTION ARE THE LOS ANGELES EQUIVALENT TO THE SOUTH BEND AC-nnnn ACCESSORY CODE.

1956 Studebaker Golden Hawk Paint Code Statistics

Taken from the Original Production Orders

PAINT CODE	PAINT COLOR On Two Toned Codes, Body Color/Accent Color	SOUTH BEND	LOS ANGELES	TOTAL
(Bad)	Production Order Was Bad, Could not read Paint Code. Serial #s 6030420 and 6030503	2	0	2
None	Likely P5637 or P5638 Based on the Trim Code Serial 6033093, Trim Code T8417 RO 344	1	0	1
Omit	24 to Brussels, Belgium, 48 to Mexico City, Mexico	72	0	72
P5601	**Special Paint Instructions** Snowcap White/Yellowstone Serial 6033236 Midnight Black/Romany Red Serial 6032714 with Red Wheels instead of Black Ceramic Green Serial #s 6032436, 6032786, 6032890, 6033124, and 6033270 Snowcap White/Ceramic Green Serial 6033011	 1 1 5 1	 0 0 0 0	 1 1 5 1
Prime	No Paint (Primer) Serial # 6031347 & 6800369	1	1	2
Surf	Coat Rubbed Ready for Paint Serial # 6032489	1	0	1
P5610	Sunglow Gold	21	13	34
P5611	Midnight Black	216	23	239
P5612	Snowcap White	130	18	148
P5613	Daybreak Blue	1	0	1
P5614	Airforce Blue	8	0	8
P5615	Seaside Green	2	1	3
P5616	Glenbrook Green	2	0	2
P5617	Cambridge Gray	29	5	34
P5618	Yellowstone	8	2	10
P5619	Romany Red	12	2	14
P5620	Airforce Blue/Daybreak Blue **(See Note 1*)**	49/50*	12	61/62*
P5621	Daybreak Blue/Airforce Blue	7	11	18
P5622	Daybreak Blue/Snowcap White	27	10	37
P5623	Airforce Blue/Snowcap White	73	11	84
P5624	Glenbrook Green/Seaside Green	48	11	59
P5625	Seaside Green/Glenbrook Green	9	3	12
P5626	Seaside Green/Snowcap White	15	7	22
P5627	Glenbrook Green/Snowcap White	21	4	25
P5628	Cambridge Gray/Snowcap White	96	19	115
P5629	Midnight Black/Snowcap White	159	211	80
PAINT CODE	**PAINT COLOR On Two Toned Codes, Body Color/Accent Color**	**SOUTH BEND**	**LOS ANGELES**	**TOTAL**

P5630	Snowcap White/Midnight Black	30	14	44
P5631	Romany Red/Midnight Black	55	7	62
P5632	Midnight Black/Romany Red	20	6	26
P5633	Snowcap White/Romany Red	18	13	31
P5634	Romany Red/Snowcap White	103	24	127
P5635	Snowcap White/Sunglow Gold	51	12	63
P5636	Sunglow Gold/Snowcap White	649	737	22
P5637	Mocha/Doeskin	303	60	363
P5638	Mocha/Snowcap White **(See Note 1)**	257/258*	49	306/307*
P5639	Yellowstone/Midnight Black	36	10	46
P5640	Yellowstone/Sunglow Gold	73	7	80
P5641	Ceramic Green/Snowcap White	676	115	791
P5642	Tangerine/Snowcap White .	85	33	118
P5664	Rosebud/Snowcap White	20	1	21
P5665	Redwood/Snowcap White	54	2	56
P5666	Snowcap White/Redwood	8	0	8
P5667	Midnight Black/Seaside Green	5	0	5
P5668	Cambridge Gray/Daybreak Blue	1	0	1
P5669	Yellowstone/Snowcap White	8	1	9
	TOTALS (SEE NOTE 1)	**3472***	**601**	**4073***

Note 1 on total: (* P5620 & P5638)

Production orders ran from 6030001 to 6033472 for cars built in South Bend. Serial numbers 6030726 & 6031367) were scrapped and canceled from the production total. South bend production was 3470, LA was 601, for a combined total of 4071.

SECTION 6

Accessories

The following pages show photos of some of the accessories that were available on the 1956 Golden Hawk. Some items came standard, while others were optional.

AC- 235 Locking Gas Cap

AC-2699 Door Handle Guard

AC-2750 Cigar Lighter

AC 2028 Splash Guard

AC-2704 Gas Door Guard

AC-2754 Exhaust Tips

AC-2029 Gas Pedal Protector

AC-2747 Radio

AC-2354 Day Night Mirror

AC-2756 Clock

Accessories

AC-2767 Trunk Utility Light

AC-2776 Parking Brake Warning Light

AC 2777 Rear Speaker Kit

AC-2762 Back Up Lights

AC-2743 License Plate Frame-chrome

AC-2774 Windshield Washer

AC-2366 Tissue Dispenser

AC-2787 Compass

AC-2806 Directional Signal Kit

Accessories

SP-50051 License Plate Frame-gold

SP50048 License Plate Frame-deluxe

SP50055 Traffic Light Viewer

SP50049 Brake Fluid Safety Reservoir

SECTION 7

Supporting Documentation

The material on the following pages was obtained from various sources. Some of the copies are 3rd and 4th generation reproductions so the quality will be less than the other material in this *Guide*.

Despite the lack of quality, I think the items are worth including. Some of the items are not covered previously in this *Guide* but are presented for your information only.

Some of the subjects covered are:

Studebaker Hawk (Use of the Name Hawk).

Rocker Arm Cover Assy. (Chrome Plated).

New Spoke Wheel Discs for All New Studebaker Models.

Fender Name Plate "Studebaker" (Fender Script).

V-8 Ornament (Front Fender V-8 Emblem).

Golden Hawk Script (Gold Plate on Trunk).

Tachometer Assembly (Cancel Electrically Operated Tachometer).

Speedometer Gear & Pinion (Introduction of 3.73 Ratio).

Auto Trans. Remote Control Bellcrank to Trans. Rod Assy.

Distributor Cam & Stop Plate Conversion Kit - Service.

EDITORIAL RESEARCH ON FAMILIES BUYING STUDEBAKER HAWK MODELS

1- Hawk model purchased? _____

2- Was purchaser a man or woman? _____

3- Was purchaser married? _____

4- Approximate age of purchaser? _____

5- Estimate of number of purchaser's children? _____

6- Did purchaser trade in an old car? _____

7- Was the trade-in a sports car? _____

8- If a sports car, what brand? (Studebaker or other) _____

9- Does purchaser own another car in addition to the one bought from you? _____

Dealer's Name _____

Dealership's Name _____

City and State _____

Please return to: Tom King
Manager of Public Relations
Studebaker Division

To: Frank Ambrogio
From: R. Quinn
Date: 2-6-95

Part Name: RADIATOR FAN SHROUD ASSY.		Distribution Code		Part No. 1539150
Models Affected: 56G-56B-56J	Date Typed: 11-12-55	No. of Sheets: 6	Sheet No.: 1	Change No. 1050A ✓

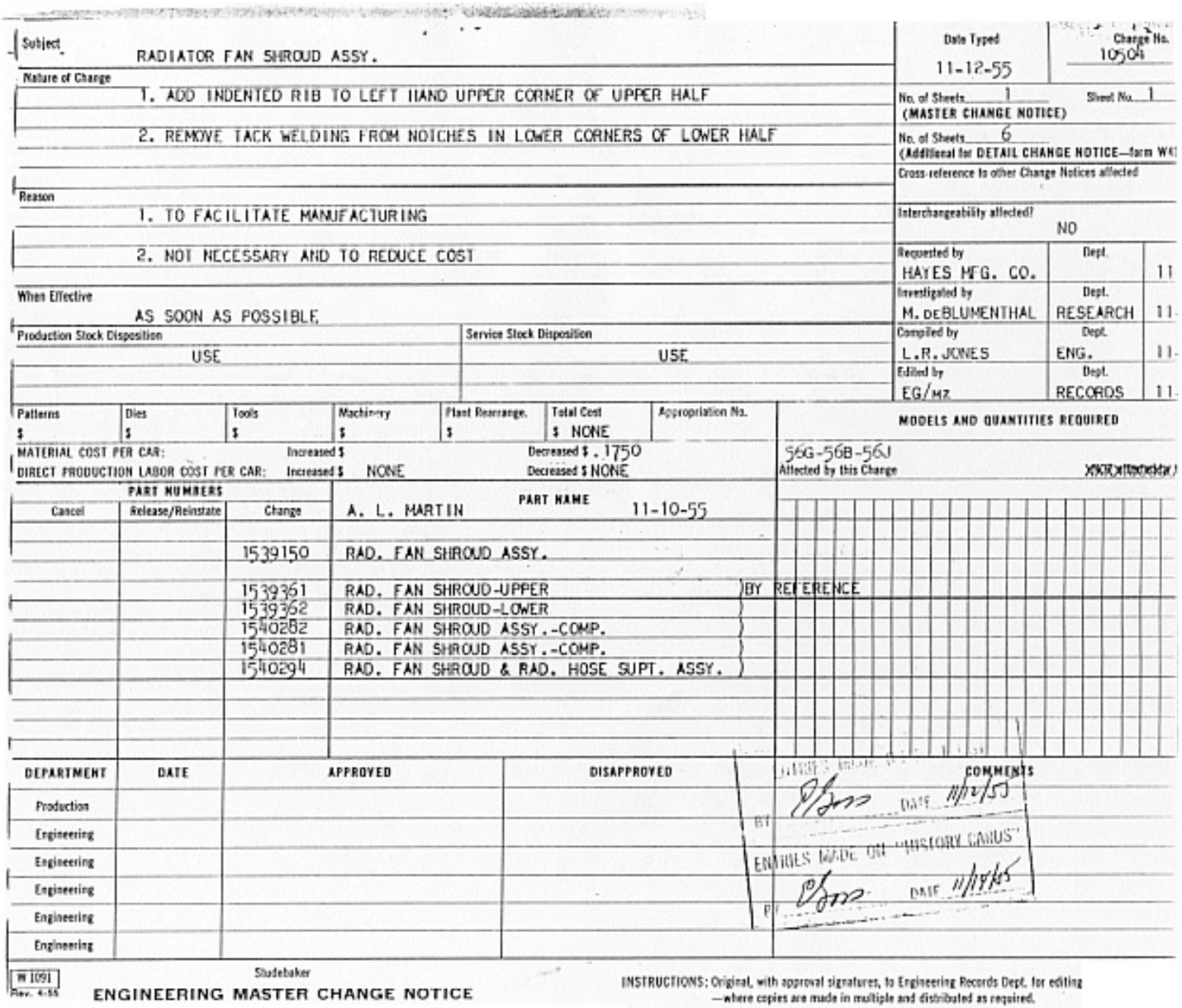
Change Letter	Details of Change
Z	RIB ADDED
AA	TACK WELDING REMOVED

Nature of Change	1) INDENTED RIB ADDED TO LEFT UPPER CORNER OF UPPER HALF 2) TACK WELDING REMOVED FROM NOTCHES IN LOWER CORNERS OF LOWER HALF
Basic Reason for Change	1) TO FACILITATE MFG. 2) NOT NECESSARY & TO REDUCE COST
When Effective	AS SOON AS POSSIBLE
Prod. Stock Disposition	USE
Service Stock Disposition	

W431 REV. 4-55 Studebaker
ENGINEERING DETAIL CHANGE NOTICE

INSTRUCTIONS:
Made in original by Engineering Records Dept. from W1891.
Copies made in multiple and distributed as required.

EG/MZ
Compiled by



Subject: RADIATOR FAN SHROUD ASSY.

Nature of Change:
1. ADD INDENTED RIB TO LEFT HAND UPPER CORNER OF UPPER HALF
2. REMOVE TACK WELDING FROM NOTCHES IN LOWER CORNERS OF LOWER HALF

Reason:
1. TO FACILITATE MANUFACTURING
2. NOT NECESSARY AND TO REDUCE COST

When Effective: AS SOON AS POSSIBLE

Production Stock Disposition: USE
Service Stock Disposition: USE

Date Typed: 11-12-55
Change No.: 1504
No. of Sheets: 1 (MASTER CHANGE NOTICE) Sheet No. 1
No. of Sheets: 6 (Additional for DETAIL CHANGE NOTICE—form W
Cross-reference to other Change Notices affected:
Interchangeability affected? NO

Requested by: HAYES MFG. CO.	Dept.	11
Investigated by: M. DEBLUMENTHAL	Dept.: RESEARCH	11
Compiled by: L.R. JONES	Dept.: ENG.	11
Edited by: EG/MZ	Dept.: RECORDS	11

Patterns	Dies	Tools	Machinery	Plant Rearrange.	Total Cost	Appropriation No.
$	$	$	$	$	$ NONE	

MATERIAL COST PER CAR: Increased $ Decreased $ .1750
DIRECT PRODUCTION LABOR COST PER CAR: Increased $ NONE Decreased $ NONE

MODELS AND QUANTITIES REQUIRED
56G-56B-56J
Affected by this Change

PART NUMBERS Cancel	Release/Reinstate	Change	PART NAME A. L. MARTIN 11-10-55
		1539150	RAD. FAN SHROUD ASSY.
		1539351	RAD. FAN SHROUD-UPPER
		1539352	RAD. FAN SHROUD-LOWER
		1540282	RAD. FAN SHROUD ASSY.-COMP.
		1540281	RAD. FAN SHROUD ASSY.-COMP.
		1540294	RAD. FAN SHROUD & RAD. HOSE SUPT. ASSY.

BY REFERENCE

DEPARTMENT	DATE	APPROVED	DISAPPROVED	COMMENTS
Production				
Engineering				
Engineering				
Engineering				
Engineering				
Engineering				

BY [signature] DATE 11/12/55
ENTRIES MADE ON HISTORY CARDS
BY [signature] DATE 11/14/55

W 1091 Rev. 4-55 Studebaker
ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.

Part Name: AUTO. TRANS. REMOTE CONTROL BELLCRANK TO TRANS. ROD ASSY.

Distribution Code:

Part No. 1539852

Models Affected: 55J

Date Typed: 11-12-55

No. of Sheets: 2

Sheet No.: 1

Change No. 1050S

Change Letter: A

Details of Change

POSITION OF PIN REVERSED

Nature of Change: CLEVIS PIN POSITION REVERSED IN FRONT END OF ROD

Basic Reason for Change: TO PROVIDE MORE CLEARANCE WITH FLOOR BOARD

When Effective: AS SOON AS POSSIBLE

Prod. Stock Disposition: REWORK

Service Stock Disposition: WILL CONFORM

EG/HZ

Compiled by

Studebaker

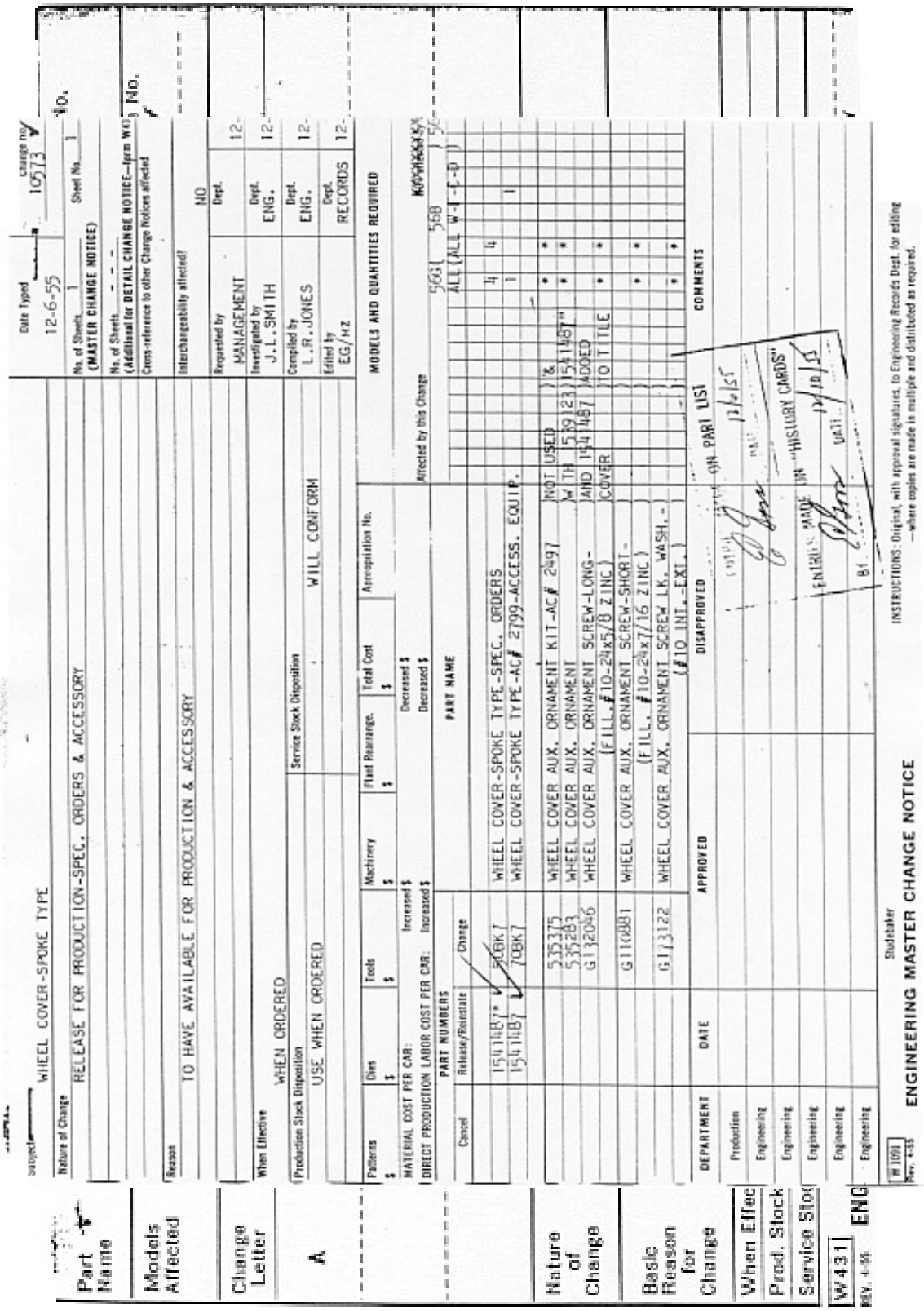
W431 rev. 4-55

ENGINEERING DETAIL CHANGE NOTICE

INSTRUCTIONS:
Made in original by Engineering Records Dept. from W1091.
Copies made in multiple and distributed as required.

Supporting Documentation

Wheel Conversion - Spoke Type - 10573



RECEIVED
DEC 28 1955
PATENT DEPT.

Studebaker - Packard Corporation

To: Mr. Wayne B. Easton Location: South Bend Date: December 27, 195

From: Alfred E. Wilson Location: Detroit

2034

Subject: Studebaker "Hawk"

It appears as though we may be in a slightly difficult position with the Rootes Group of England who presumably have control of the Humber Limited of Coventry, England in connection with their registration of the word "hawk". Humber has registration No. 577,225, registered July 14, 1953 for automobiles and chassis in Class 19 and which has alleged a date of first use of September 15, 1948.

Willys-Overland have registration 604,758 and 604,755 on "Duck Hawk" and "Aerohawk" respectively in which they allege dates of first use in 1952 and 51 respectively and on which their registrations issued April 19, 1955. Both registrations are for automobiles and structural parts in Class 19, vehicles.

At the time this investigation was under way, you reported that Humber Limited did not have business offices in New York, Chicago or Detroit. Because of this and the fact that Willys-Overland had succeeded in obtaining registrations on the word "hawk" with various prefixes, and in view of the pressure that was being exerted on us to approve "hawk" by Mr. Sawyer, it did not appear that our use of the name "hawk" would conflict with Humber's registration on the single word "hawk". Since the pressure was on us to approve the "hawk" series, I did not think we should approach Humber abroad unless we were prepared to refrain from using "hawk" if they indicated that they would prefer that we not use it. In view of all of these facts, I approved the use of the "hawk" series.

Upon receipt of the letter dated December 7 from Sir William Rootes to Mr. Hutchinson, I called Mr. Ernsberger in Toledo on December 16 and learned that no serious difficulty had been encountered by them in procuring their registrations on "Duck Hawk" and "Aerohawk".

I read my proposed letter to Mr. Hutchinson on the telephone and he said he thought it was a good letter and that it should be sent.

AEWihd

TO: FRANK AMBROGIO
FROM: R.T. QUINN
DATE: FEB 7, 1995

Hawk Specifications

HAWK Specifications				
	GOLDEN HAWK	SKY HAWK	POWER HAWK	FLIGHT HAWK
BODY STYLE	Hardtop	Hardtop	Coupe	Coupe
WHEELBASE (inches)	120.5	120.5	120.5	120.5
OVERALL LENGTH (inches)	203.94	203.94	203.94	203.94
OVERALL HEIGHT (inches)	56.31	56.31	56.31	56.31
OVERALL WIDTH (inches)	70.44	70.44	70.44	70.44
SHIPPING WEIGHT (pounds)	3360	3215	3095	2780
ENGINE TYPE	OHV V8	OHV V8	OHV V8	L-Head 6
MAXIMUM HORSEPOWER	275	210	170[a]	101
MAXIMUM TORQUE (ft. lbs.)	380	292	260[a]	152
DISPLACEMENT (cu. in.)	352	289	259.2	185.6
BORE (inches)	4	3.56	3.56	3
STROKE (inches)	3.5	3.63	3.25	4.38
COMPRESSION RATIO	9.5 to 1	7.8 to 1[b]	7.8 to 1[b]	7.8 to 1
CARBURETION	4-Barrel	4-Barrel	2-Barrel[a]	1-Barrel

a—Optional Power Kit, with 4-barrel carburetion, boosts maximum horsepower to 185 and maximum torque to 265 ft. lbs.
b—Optional 8.3 to 1 compression ratio available.

STUDEBAKER NEWS JAN. 1956

Speed Gear and Pinion Chart - 10630

Part Name: SPEED. GEAR & PINION CHART

Distribution Code

Part No. 1541321

Models Affected: 56G-56H-56H-56J

Date Typed: 1-4-56

No. of Sheets: 1

Sheet No.: 1

Change No. 10630

Change Letter: A

Details of Change: 3.73 RATIO ADDED

Nature of Change: OPT. RATIO ADDED FOR MODEL 56J

Basic Reason for Change: TO HAVE AVAILABLE FOR PROD.

When Effective: AS SOON AS POSSIBLE

Prod. Stock Disposition: USE

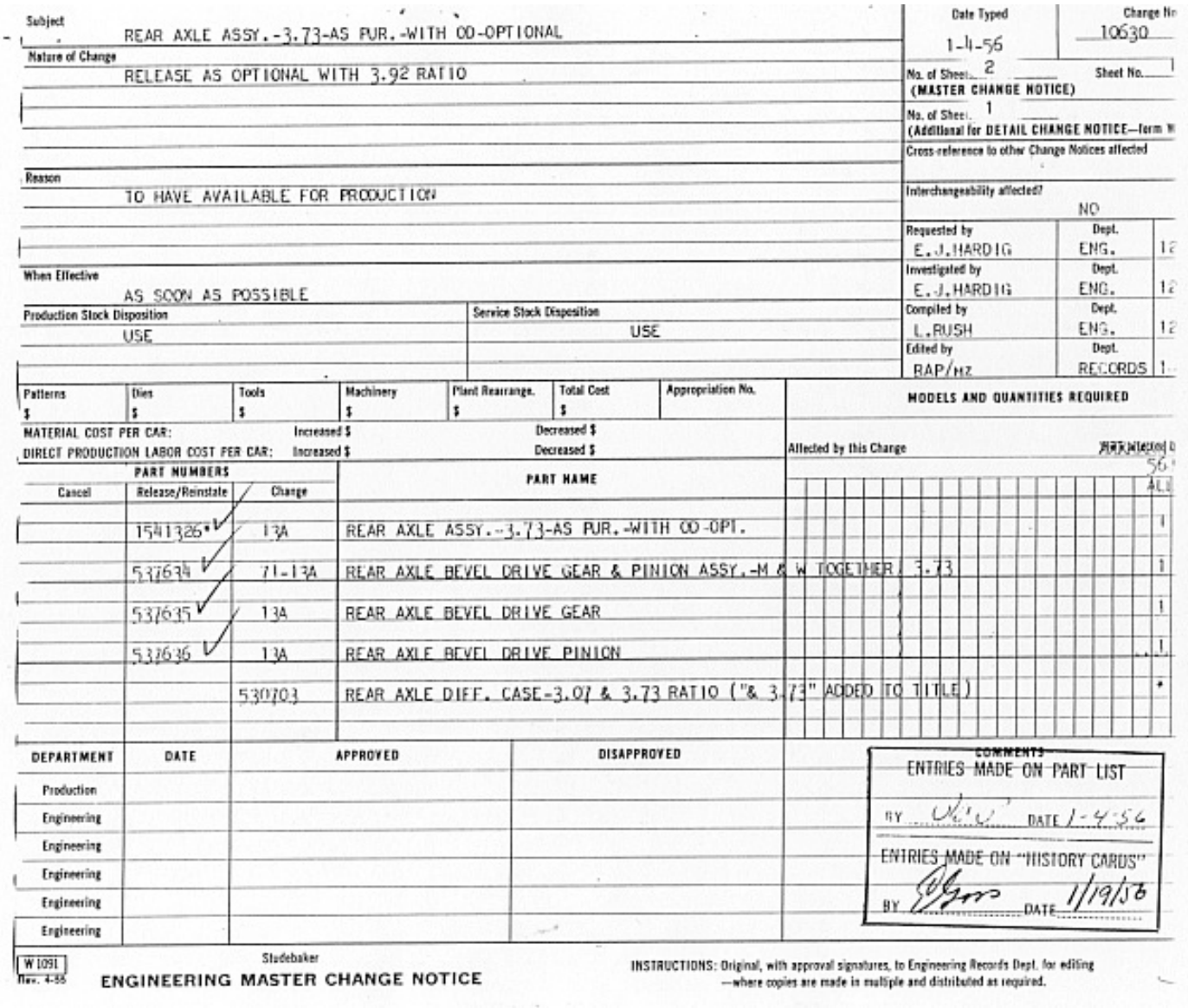
Service Stock Disposition: USE

Studebaker

W431 REV. 4-55 ENGINEERING DETAIL CHANGE NOTICE

INSTRUCTIONS: Made in original by Engineering Records Dept. from W1091. Copies made in multiple and distributed as required.

RAP/HZ Compiled by



Subject: REAR AXLE ASSY.-3.73-AS PUR.-WITH OD-OPTIONAL

Nature of Change: RELEASE AS OPTIONAL WITH 3.92 RATIO

Reason: TO HAVE AVAILABLE FOR PRODUCTION

When Effective: AS SOON AS POSSIBLE

Production Stock Disposition: USE

Service Stock Disposition: USE

Date Typed: 1-4-56

Change No: 10630

No. of Sheets: 2 (MASTER CHANGE NOTICE)

Sheet No. 1

No. of Sheets: 1 (Additional for DETAIL CHANGE NOTICE—form W

Cross-reference to other Change Notices affected:

Interchangeability affected? NO

	Dept.	
Requested by: E.J.HARDIG	ENG.	12
Investigated by: E.J.HARDIG	ENG.	12
Compiled by: L.RUSH	ENG.	12
Edited by: RAP/HZ	RECORDS	1

Patterns $	Dies $	Tools $	Machinery $	Plant Rearrange. $	Total Cost $	Appropriation No.

MATERIAL COST PER CAR: Increased $ Decreased $

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ Decreased $

MODELS AND QUANTITIES REQUIRED

Affected by this Change

PART NUMBERS			PART NAME
Cancel	Release/Reinstate	Change	
	1541326	13A	REAR AXLE ASSY.-3.73-AS PUR.-WITH OD-OPT.
	537634	71-13A	REAR AXLE BEVEL DRIVE GEAR & PINION ASSY.-M & W TOGETHER / 3.73
	537635	13A	REAR AXLE BEVEL DRIVE GEAR
	537636	13A	REAR AXLE BEVEL DRIVE PINION
		530703	REAR AXLE DIFF. CASE-3.07 & 3.73 RATIO ("& 3.73" ADDED TO TITLE)

DEPARTMENT	DATE	APPROVED	DISAPPROVED
Production			
Engineering			
Engineering			
Engineering			
Engineering			
Engineering			

COMMENTS:
ENTRIES MADE ON PART LIST
BY V.L.V. DATE 1-4-56
ENTRIES MADE ON "HISTORY CARDS"
BY [illegible] DATE 1/19/56

W 1091 Rev. 4-55

Studebaker
ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.

Letter Regarding the Hood Flying Open

See Below Jan. 6, 1956

H. E. Churchill

To Messrs. R. D. Felck
E. J. Hardig
M. F. deBlumenthal

cc: Mr. R. B. Bender

I was advised yesterday that our dealer in Birmingham had had a customer Golden Hawk hood fly open, and upon checking with Mr. Bender, I find that there have been several similar cases.

Mr. Felck advises me that this may be due to maladjustment, but that there is also a possibility of the safety hook being damaged if the hood is lowered from one side.

This should be immediately investigated and corrected.

I would appreciate knowing what design changes, if any, are necessary to make the correction.

HEC:RD

[redacted]

Dealer Delivery Order Deadline Letter

STUDEBAKER

DIVISION OF STUDEBAKER-PACKARD CORPORATION

KANSAS CITY ZONE OFFICE
3726 MAIN STREET
KANSAS CITY 3, MISSOURI

July 12, 1956

TO ALL STUDEBAKER DEALERS:

This bulletin is being directed to you to provide you with the last opportunity to properly balance your current stock and also to enable you to determine your future requirements as to body type, colors and specifications for the remainder of 1956 production schedules.

We have been advised that July 26th has been designated as final date by which you will be given the opportunity to order 1956 passenger cars and trucks with specifications to meet your needs. However, we will continue to give you our full cooperation in matching models as closely as possible to your specifications, but we will be unable to schedule in production your specific orders with definite equipment beyond July 26th.

Gentlemen, the above information certainly requires your immediate and most thoughtful consideration and planning for the remaining few months of 1956.

With present dealers' inventories low, definite increased sales activity, and the possibility of a crippling steel shortage, do you now have a representative stock, sufficiently balanced, to assure you definite deliveries for remainder of '56 production???

PLACE YOUR ORDERS NOW - THE WAY YOU WANT THEM BUILT

JULY 26 DEADLINE JULY 26

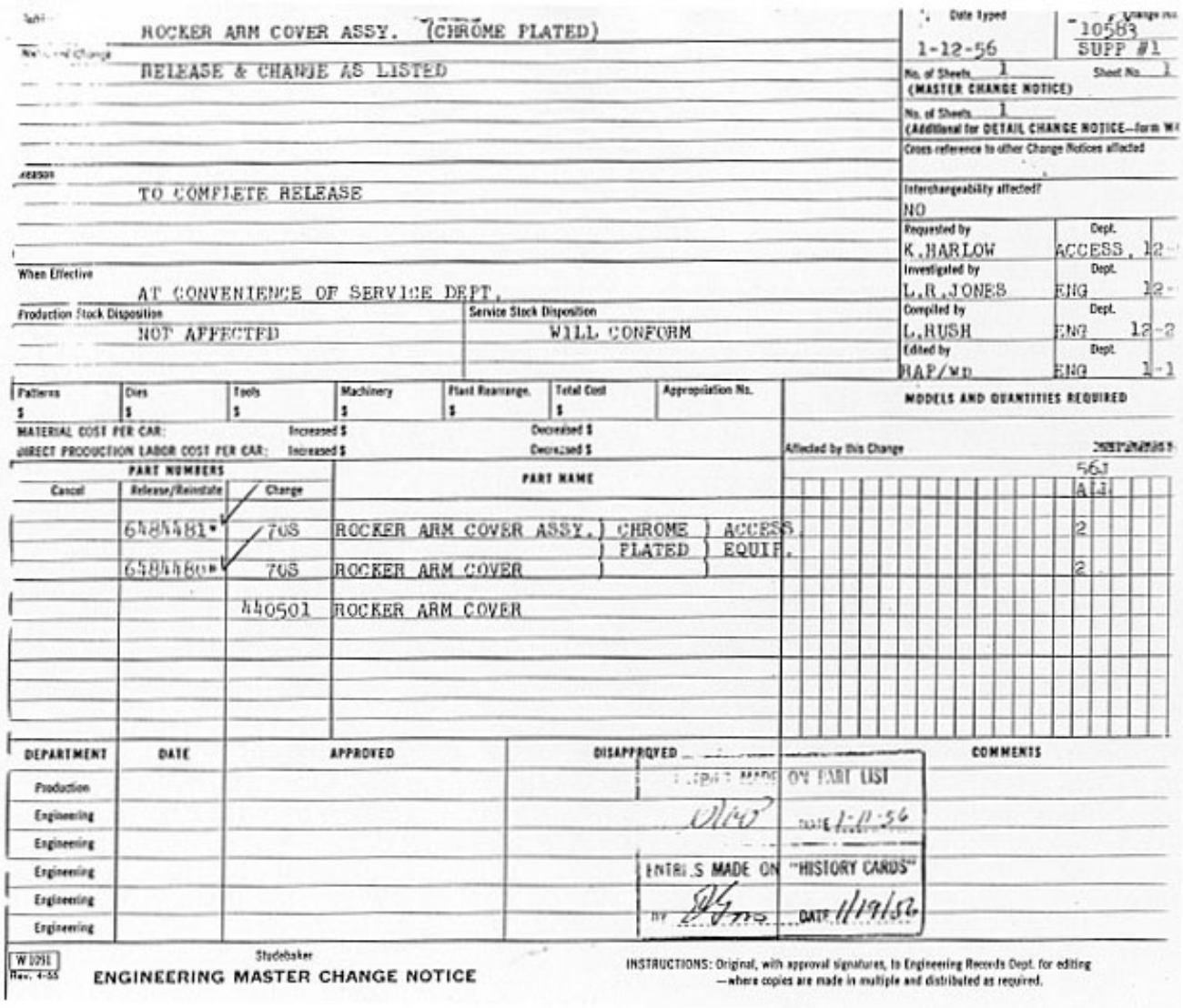
Very truly yours,

J. C. Corrington
J. C. Corrington
Car Distributor

JCC:mg

Supporting Documentation

Rocker Arm Control Assembly - 10583 Supp #1



ROCKER ARM COVER ASSY. (CHROME PLATED)

RELEASE & CHANGE AS LISTED

TO COMPLETE RELEASE

When Effective: AT CONVENIENCE OF SERVICE DEPT.

Production Stock Disposition: NOT AFFECTED

Service Stock Disposition: WILL CONFORM

Date typed: 1-12-56

Change No.: 10583 SUPP #1

No. of Sheets: 1 Sheet No. 1

(MASTER CHANGE NOTICE)

No. of Sheets: 1

(Additional for DETAIL CHANGE NOTICE—form W-

Cross reference to other Change Notices affected

Interchangeability affected? NO

	Requested by	Dept.
	K.HARLOW	ACCESS. 12-
Investigated by	L.R.JONES	ENG 12-
Compiled by	L.RUSH	ENG 12-2
Edited by	RAP/MD	ENG 1-1

Patterns $	Dies $	Tools $	Machinery $	Plant Rearrange. $	Total Cost $	Appropriation No.

MODELS AND QUANTITIES REQUIRED

MATERIAL COST PER CAR: Increased $ Decreased $

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ Decreased $

Affected by this Change

PART NUMBERS Cancel	Release/Reinstate	Change	PART NAME			56J ALL
	6485481*	70S	ROCKER ARM COVER ASSY.	CHROME PLATED	ACCESS. EQUIP.	2
	6584480*	70S	ROCKER ARM COVER			2
		440501	ROCKER ARM COVER			

DEPARTMENT	DATE	APPROVED	DISAPPROVED
Production			
Engineering			
Engineering			
Engineering			
Engineering			
Engineering			

COMMENTS

CHANGE MADE ON PART LIST

[illegible] DATE 1-11-56

ENTRIES MADE ON "HISTORY CARDS"

BY [illegible] DATE 1/19/56

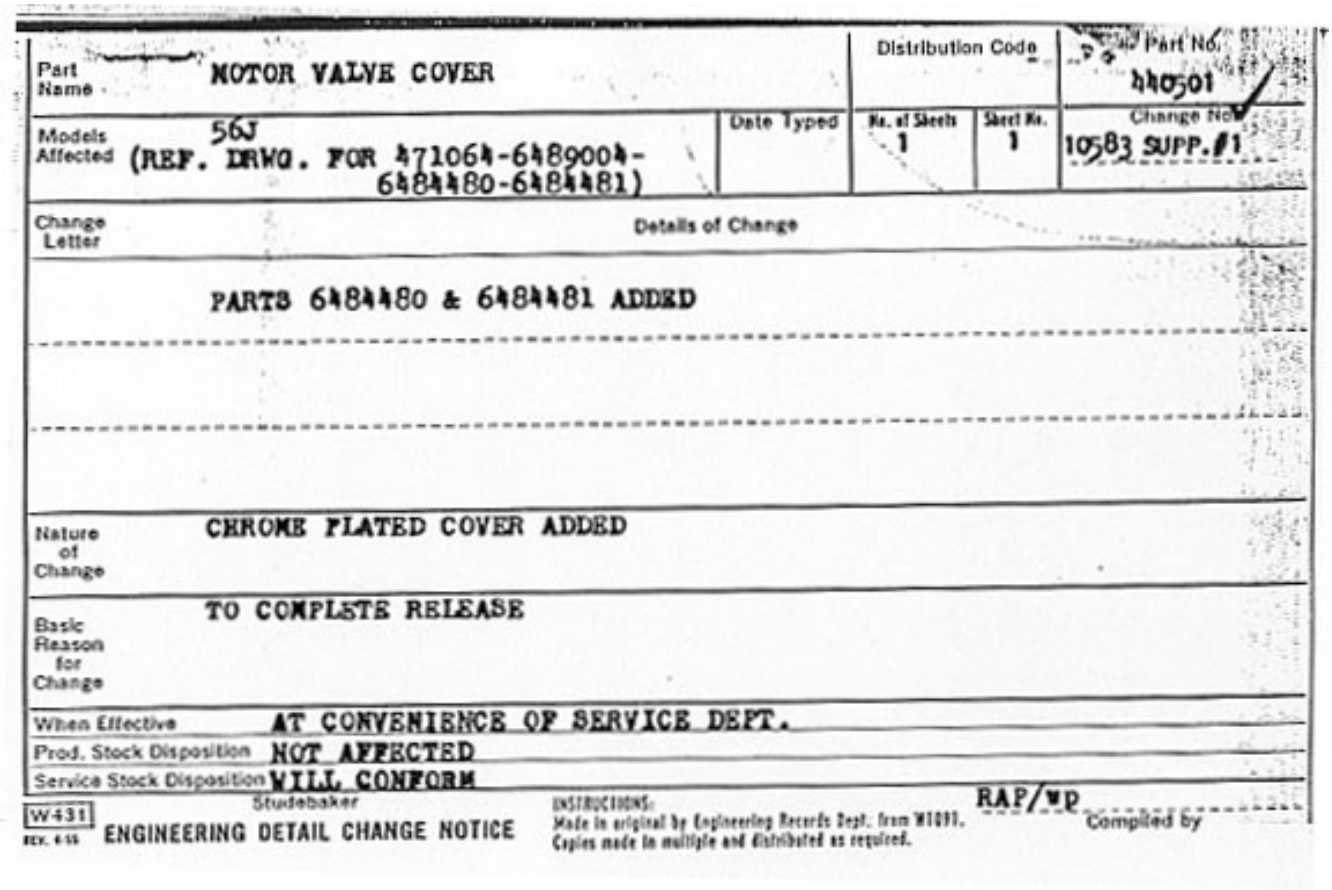
W 1291 Rev. 4-55

Studebaker

ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.

Motor Valve Cover - Part No. 440501 (Change No. 10583 Supp.#1)



Part Name	MOTOR VALVE COVER		Distribution Code		Part No. 440501
Models Affected	56J (REF. DRWG. FOR 471064-6489004-6484480-6484481)	Date Typed	No. of Sheets 1	Sheet No. 1	Change No. 10583 SUPP. #1

Change Letter

Details of Change

PARTS 6484480 & 6484481 ADDED

Nature of Change: CHROME PLATED COVER ADDED

Basic Reason for Change: TO COMPLETE RELEASE

When Effective: AT CONVENIENCE OF SERVICE DEPT.

Prod. Stock Disposition: NOT AFFECTED

Service Stock Disposition: WILL CONFORM

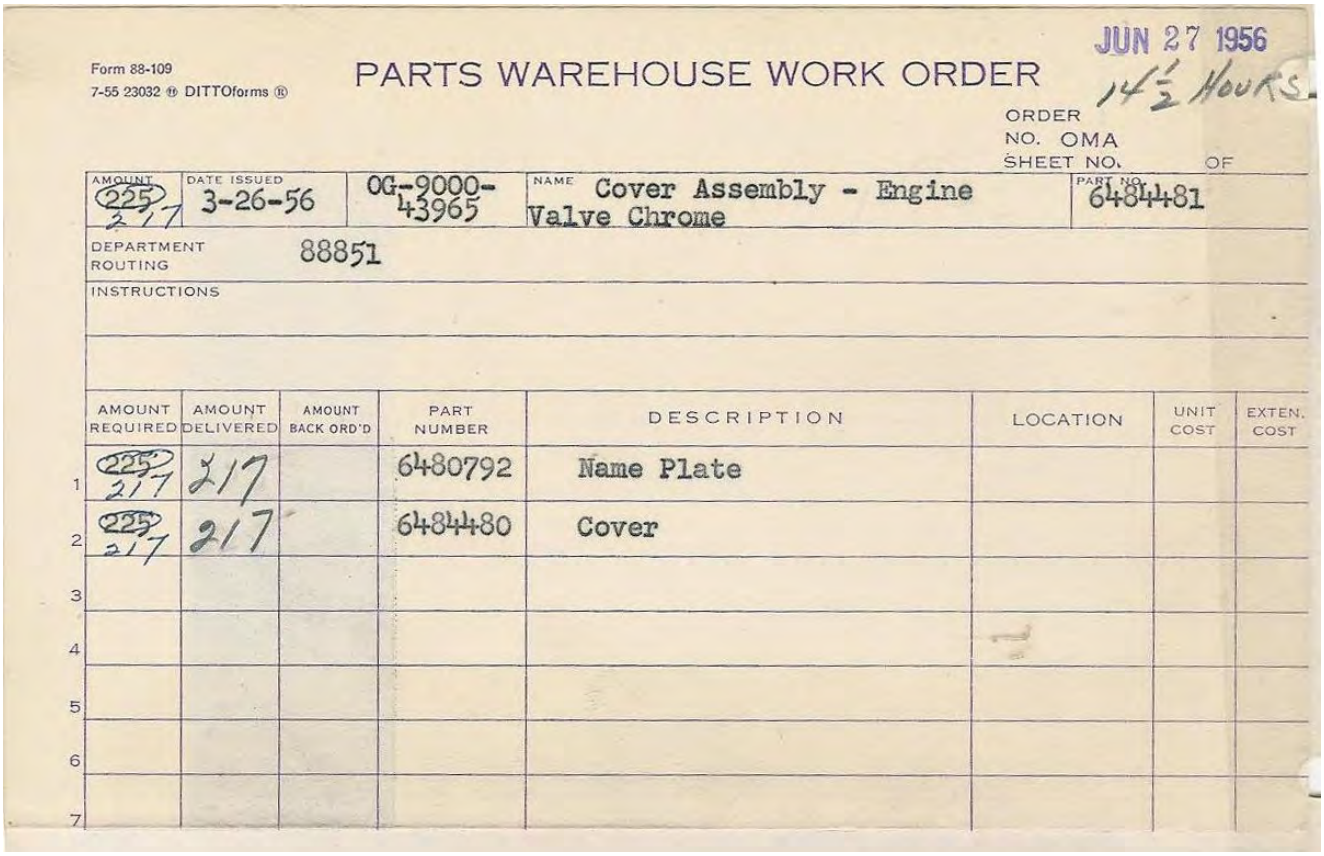
W431 REV. 4-55 Studebaker ENGINEERING DETAIL CHANGE NOTICE

INSTRUCTIONS: Made in original by Engineering Records Dept. from W1001. Copies made in multiple and distributed as required.

RAP/wp Compiled by

Supporting Documentation

Cover Assembly - Engine Valve Chrome - Part No. 6484481



Form 88-109
7-55 23032 ® DITTOforms ®

PARTS WAREHOUSE WORK ORDER

JUN 27 1956
14½ Hours

ORDER NO. OMA
SHEET NO. OF

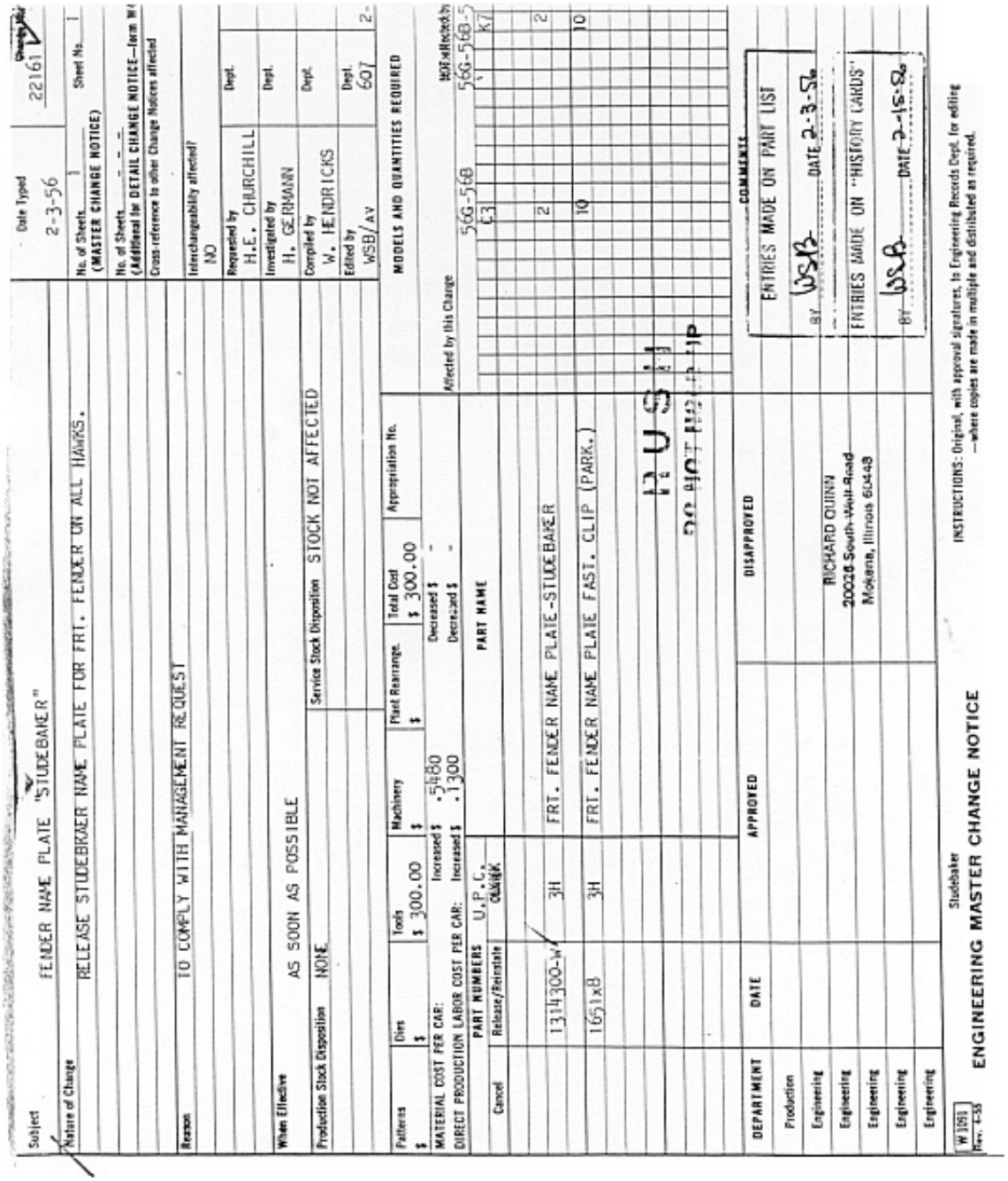
AMOUNT	DATE ISSUED		NAME	PART NO.
225 217	3-26-56	OG-9000-43965	Cover Assembly - Engine Valve Chrome	6484481

DEPARTMENT ROUTING 88851

INSTRUCTIONS

	AMOUNT REQUIRED	AMOUNT DELIVERED	AMOUNT BACK ORD'D	PART NUMBER	DESCRIPTION	LOCATION	UNIT COST	EXTEN. COST
1	225 217	217		6480792	Name Plate			
2	225 217	217		6484480	Cover			
3								
4								
5								
6								
7								

Fender Nameplate - Studebaker - 22161



Subject: FENDER NAME PLATE "STUDEBAKER" — Date Typed: 2-3-56 — 22161

Nature of Change: RELEASE STUDEBAKER NAME PLATE FOR FRT. FENDER ON ALL HAWKS.

No. of Sheets 1 (MASTER CHANGE NOTICE) — Sheet No. 1

No. of Sheets - - - (Additional for DETAIL CHANGE NOTICE—form W-1)

Cross-reference to other Change Notices affected

Reason: TO COMPLY WITH MANAGEMENT REQUEST

Interchangeability affected? NO

When Effective: AS SOON AS POSSIBLE

Requested by H.E. CHURCHILL — Dept.

Investigated by H. GERMANN — Dept.

Compiled by W. HENDRICKS — Dept.

Edited by WSB/AV — Dept. 607 — 2-

Production Stock Disposition: NONE

Service Stock Disposition: STOCK NOT AFFECTED

Patterns $ — Dies $ — Tools $ 300.00 — Machinery $ — Plant Rearrange. $ — Total Cost $ 300.00 — Appropriation No.

MATERIAL COST PER CAR: Increased $ .5480 — Decreased $ -

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ .1300 — Decreased $ -

MODELS AND QUANTITIES REQUIRED

Affected by this Change: 56G-56B, 56G-56B-5, 63, K7

PART NUMBERS Cancel	PART NUMBERS Release/Reinstate	U.P.C. CODE	PART NAME	Affected by this Change
1314300-W	3H		FRT. FENDER NAME PLATE-STUDEBAKER	2
1651x8	3H		FRT. FENDER NAME PLATE FAST. CLIP (PARK.)	10

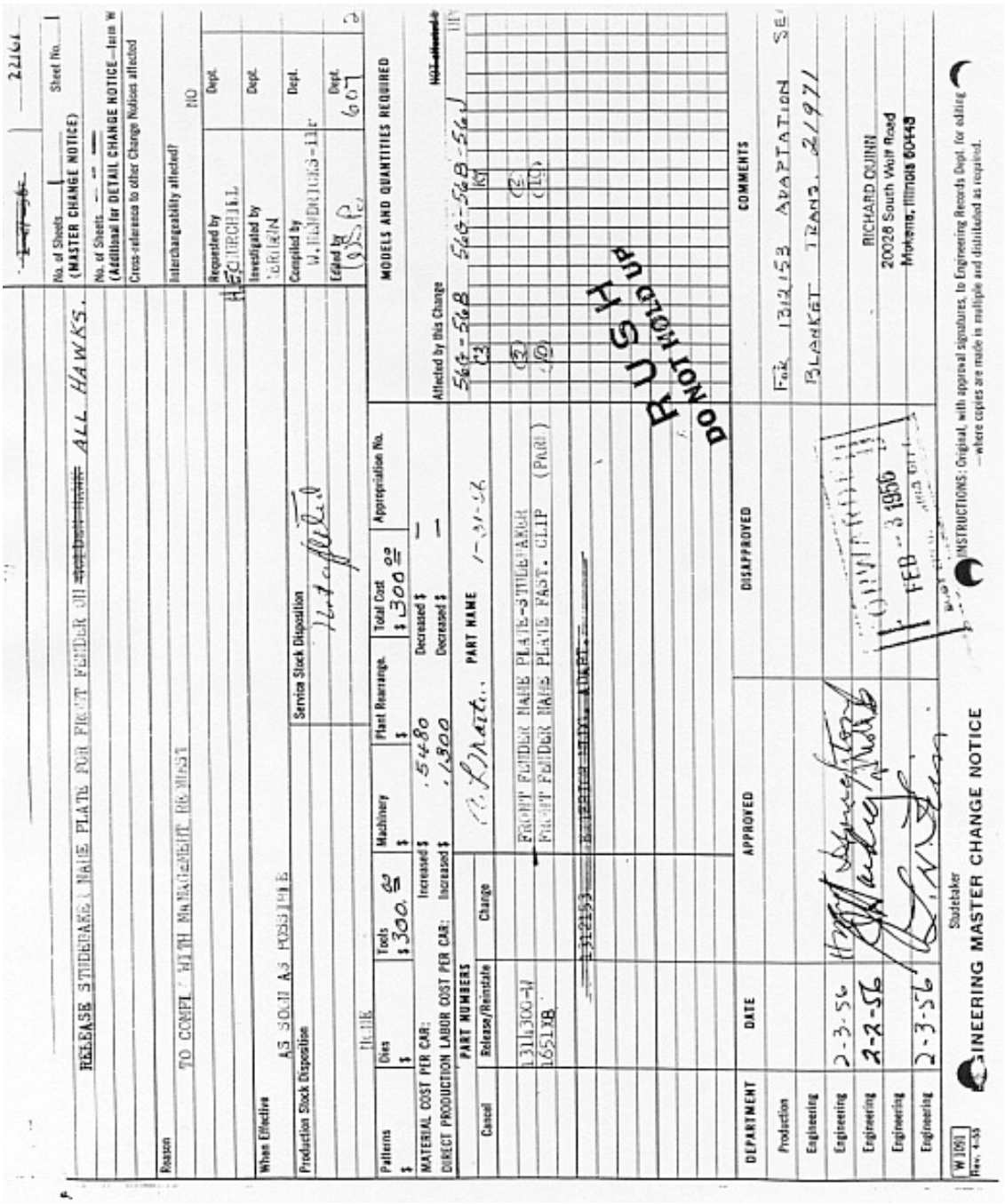
DEPARTMENT | DATE | APPROVED | DISAPPROVED | COMMENTS

DEPARTMENT	DATE	APPROVED	DISAPPROVED	COMMENTS
Production				ENTRIES MADE ON PART LIST BY WSB DATE 2-3-56
Engineering				
Engineering		RICHARD QUINN 20028 South Wolf Road Mokena, Illinois 60448		ENTRIES MADE ON "HISTORY CARDS"
Engineering				BY WSB DATE 2-15-56
Engineering				
Engineering				

W 1051 Rev. 4-55 — Studebaker — ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.

Supporting Documentation



Sales Letter - New Spoke Wheel Discs

SALES LETTER

STUDEBAKER DIVISION
STUDEBAKER-PACKARD CORPORATION

New Spoke Wheel Discs For All New Studebaker Models — No. 63
William A. Keller — Date Feb. 7, 1956

The smartest things on wheels -- any way you look at them -- are Studebaker's sparkling new spoke wheel discs -- No. AC 2799. And effective immediately you can order them from South Bend or Los Angeles, for inclusion with any model of the new Studebakers, directly on your R948 order form.

These new spoke type discs of sparkling stainless steel, featuring rich gold center with Studebaker shield superimposed, are a real dress-up item which will add to the beauty and distinction of whichever big new Studebaker model your customer selects.

When ordered from the factory for inclusion with cars, suggested retail price for a set of four (4) discs is $18.50 list, with dealer net at $14.06.

Here is an item you should be able to sell to a substantial percentage of your new car customers, so, don't miss the opportunity to cash in on this plus-profit business! Be sure you and each of your sales people see the announcement bulletin now being released by our Parts and Accessories Division which fully illustrates these new discs, so that each of you will be in a better position to describe and sell these sets to your new car customers -- right now!

Effective with the release of these spoke type discs, wire wheel discs (AC 2425) will no longer be available as a factory installation

WILLIAM A. KELLER
General Sales Manager

Wheel Cover - Spoke Type - 10681

Part Name: WHEEL COVER-SPOKE TYPE

Part No.: 1541487

Models Affected: 56G-56H-56J

Date Typed: 2-9-56

No. of Sheets: 1

Sheet No.: 1

Change No.: 10681

Change Letter:

Details of Change

REVISED TO VENDOR'S PRINT

Nature of Change: OPENINGS BETWEEN SPOKES CLOSED & GOLD ENAMEL SPECS. CHANGED

Basic Reason for Change: TO IMPROVE APPEARANCE

When Effective: AS SOON AS POSSIBLE

Prod. Stock Disposition: NOT AFFECTED

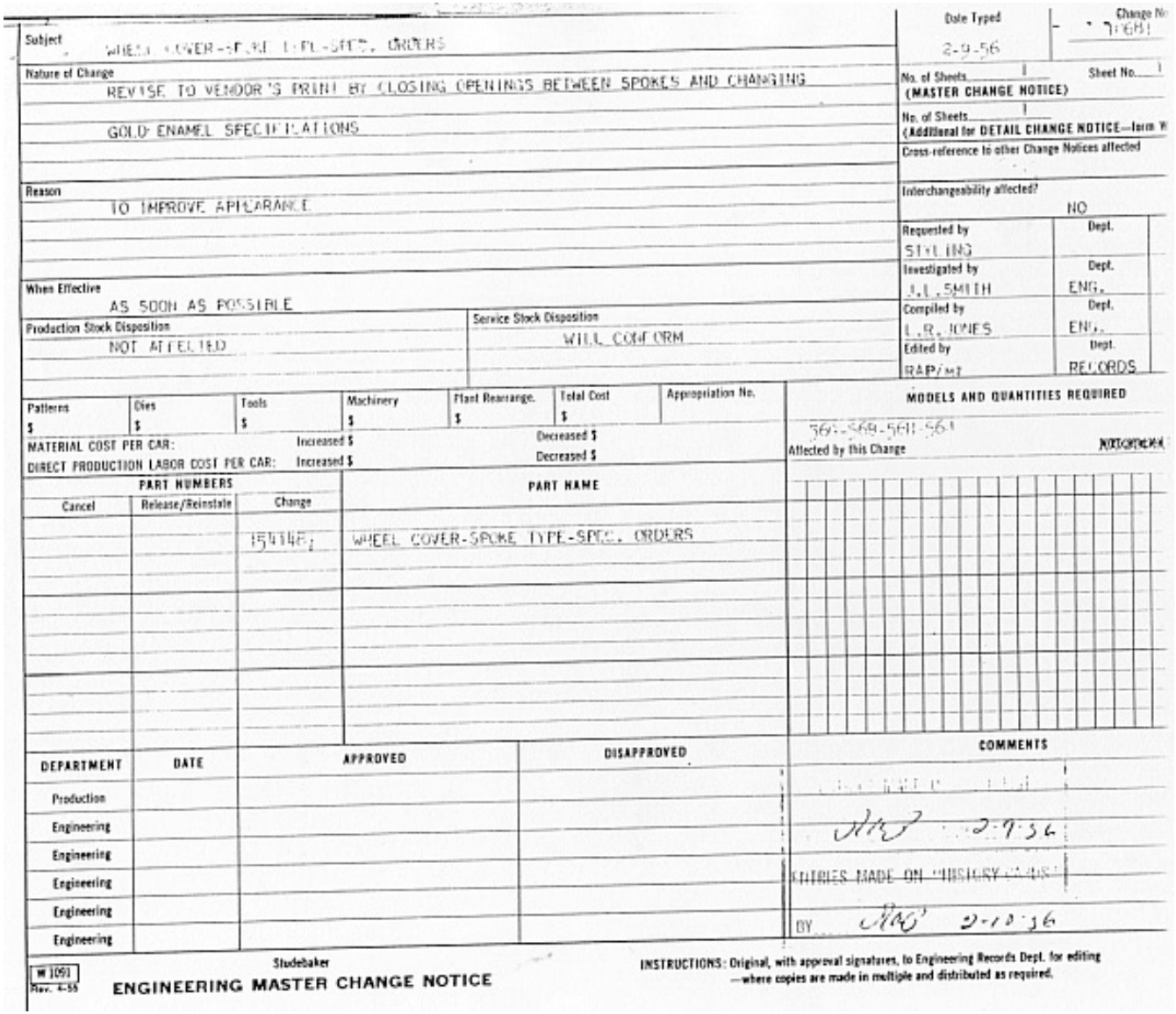
Service Stock Disposition: WILL CONFORM

Studebaker

W431 rev. 4-55 ENGINEERING DETAIL CHANGE NOTICE

INSTRUCTIONS: Made in original by Engineering Records Dept. from W1051. Copies made in multiple and distributed as required.

RAP/HZ Compiled by



Subject: WHEEL COVER-SPOKE TYPE-SPEC. ORDERS

Nature of Change: REVISE TO VENDOR'S PRINT BY CLOSING OPENINGS BETWEEN SPOKES AND CHANGING GOLD ENAMEL SPECIFICATIONS

Reason: TO IMPROVE APPEARANCE

When Effective: AS SOON AS POSSIBLE

Production Stock Disposition: NOT AFFECTED

Service Stock Disposition: WILL CONFORM

Date Typed: 2-9-56

Change No.: 17681

No. of Sheets: 1 Sheet No.: 1 (MASTER CHANGE NOTICE)

No. of Sheets: 1 (Additional for DETAIL CHANGE NOTICE—Item 9)

Cross-reference to other Change Notices affected:

Interchangeability affected? NO

Requested by	Dept.
STYLING	
Investigated by	Dept.
J.L.SMITH	ENG.
Compiled by	Dept.
L.R.JONES	ENG.
Edited by	Dept.
RAP/MT	RECORDS

Patterns $	Dies $	Tools $	Machinery $	Plant Rearrange. $	Total Cost $	Appropriation No.

MATERIAL COST PER CAR: Increased $ Decreased $

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ Decreased $

MODELS AND QUANTITIES REQUIRED

Affected by this Change: 561-569-561-561

PART NUMBERS			PART NAME
Cancel	Release/Reinstate	Change	
		15414F	WHEEL COVER-SPOKE TYPE-SPEC. ORDERS

DEPARTMENT	DATE	APPROVED	DISAPPROVED
Production			
Engineering			
Engineering			
Engineering			
Engineering			
Engineering			

COMMENTS

[illegible] 2-9-56

[illegible] MADE ON [illegible]

BY [illegible] 2-10-56

W 1091 Rev. 4-55 Studebaker

ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.

36 STUDEBAKER-PACKARD CORPORATION
LETTER TO STUDEBAKER EXPORT PASSENGER CAR DEALERS

SUBJECT NEW FACTORY INSTALLED SPOKE TYPE WHEEL DISC

SENT TO EPC; EM, ER, BC

SOUTH BEND, INDIANA
EXPORT

AIR MAIL

NO. 1919-S

DATE Feb. 10,1956

Occasionally an accessory creation comes along that is an overnight sensation. We believe the new Spoke Type Wheel Disc. has a very good chance of being phenomenally successful. It's new, it's distinctive, and it has a flair that fits the new Studebaker perfectly.

Center or hub portion of the new wheel disc. has the Studebaker crest emblem on a gold-colored background with the spoke wheel appearance achieved by chrome-plated "spokes" with the area between finished in black enamel. Shaped in stamping to bring out the "spokes" of the wheel, the black and chrome combination create a very realistic and attractive effect.

The Spoke Type Wheel Disc. is now available for factory installation on your car orders. Parts and Accessories Division are preparing a flash illustrating the new accessory for release as soon as warehouse stocking is completed.

Returning to the list of factory installed accessories are Stainless Wheel Trim Rings which have been popular with many owners over a period of years.

Prices for these ornamental accessories are:

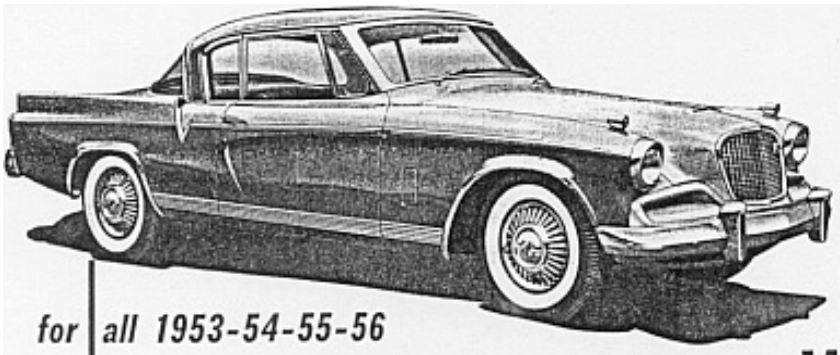
TECHNICAL LANGUAGE	DESCRIPTION	INSTALLED U.S. LIST PRICE	INSTALLED EXPORT NET PRICE
A2799	Spoke Type Wheel Disc. (set of 4)	$18.50	$14.06
A1401	Stainless Wheel Trim Rings (set of 5)	$12.00	$ 7.32

Enter the above on page 26 of your Studebaker Dealers Price List for passenger cars. At the same time delete from page 26 under Ornamental Accessories the A2425 Regal Wire Wheel Disc. which is no longer available.

Dress up your demonstrators and showroom floor cars with new accessories in variety. The additional profit factor at year's end will be a pleasant statistic.

P.D. Fagan
Sales Manager

PDF/GGC



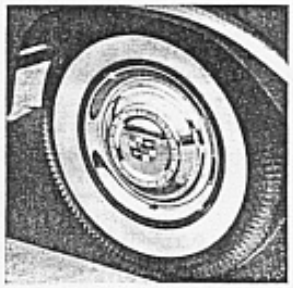
Look...It's HOT!

for all 1953-54-55-56 STUDEBAKER CARS AND STATION WAGONS

New Spoke-Type WHEEL DISC

- Sparkling Chrome & Gold Stainless Finish
- Exclusive Spoke-Type Construction
- Distinctive Studebaker "Coat-of-Arms" Emblem
- Glimmering Attractiveness—Still or in Motion
- Snug Snap-In Mounting
- Easy-to-Clean and Keep Clean

Here's the hottest accessory that's come over the horizon in a long, long time. Get in on the ground floor—order quick—and start cashing in on the extra sales and profits now. Fits all late model Studebakers; in fact, it can be installed on most cars with 15" wheels. Four are required per car. Equip demonstrators and show cars . . . put 'em on your accessories displays in the showroom, parts store and service station . . . or on actual spare wheels you may have lying around. Tell all your salesmen . . . and fire them up to present, demonstrate and SELL Spoke-Type Wheel Discs.



REMEMBER — Full Chrome Discs are still highly popular. Display and sell these too. Give 'em a choice and you'll not lose a single sale.

WHEEL DISCS H

TESTED AND STUDEBAKER PACKARD APPROVED

ORDER FROM YOUR ZONE PARTS DEPOT

(Use Order Blank Attached)

Accessory No.	Description	Suggested Uninstalled List Price	Uninstalled Dealer Net Price
AC-2799	Chrome & Gold Stainless Spoke-Type Wheel Disc, Set of 4	See Trade Letter	$15.90
AC-2738	Chrome Stainless Full Wheel Disc, Set of 4	See Trade Letter	12.29

S-P SUPERIOR PERFORMANCE Guaranteed

PRECISION-BUILT PRODUCTS

Parts and Accessories Division

STUDEBAKER-PACKARD CORPORATION

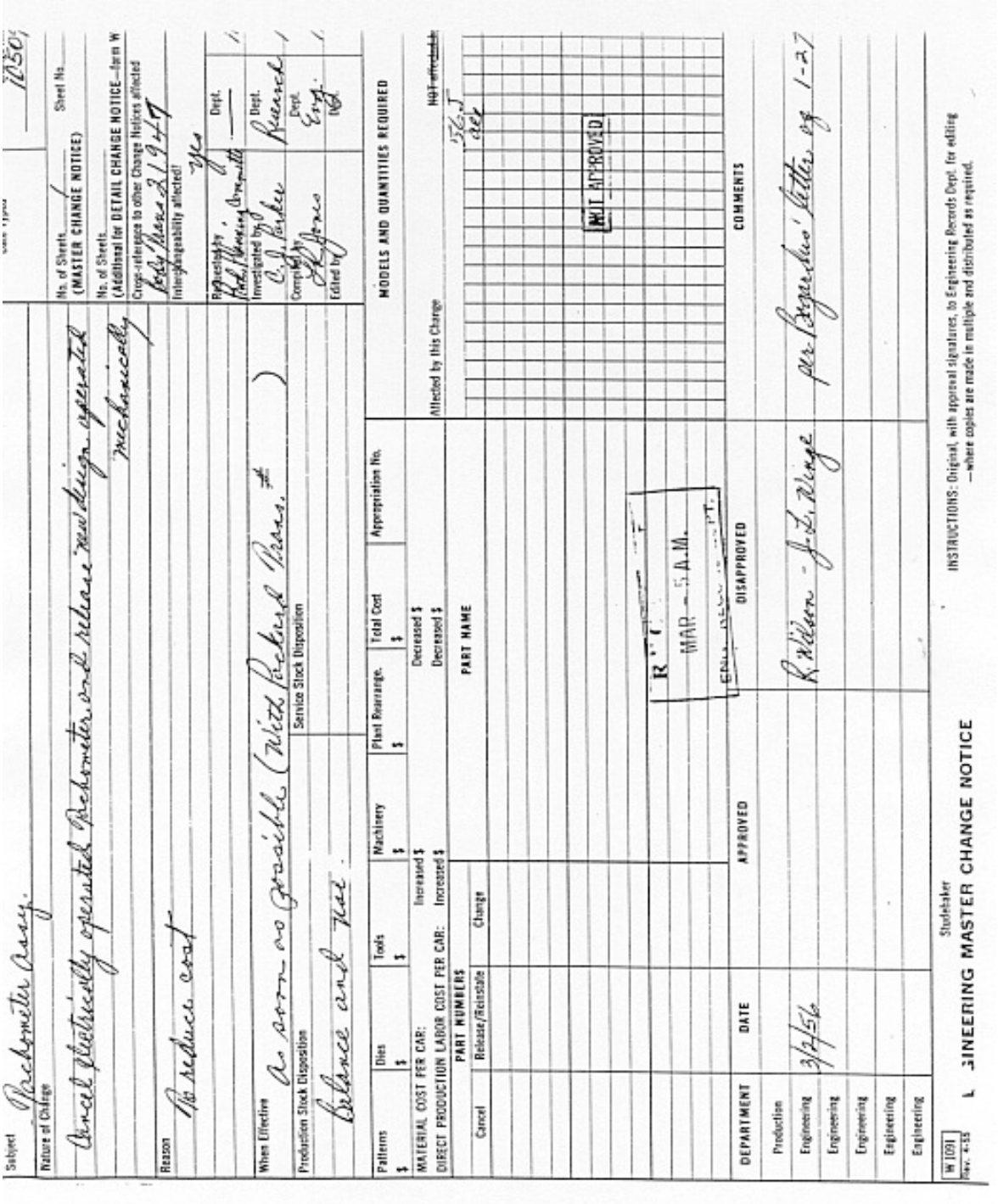
SOUTH BEND 27, INDIANA

Printed in U.S.A.

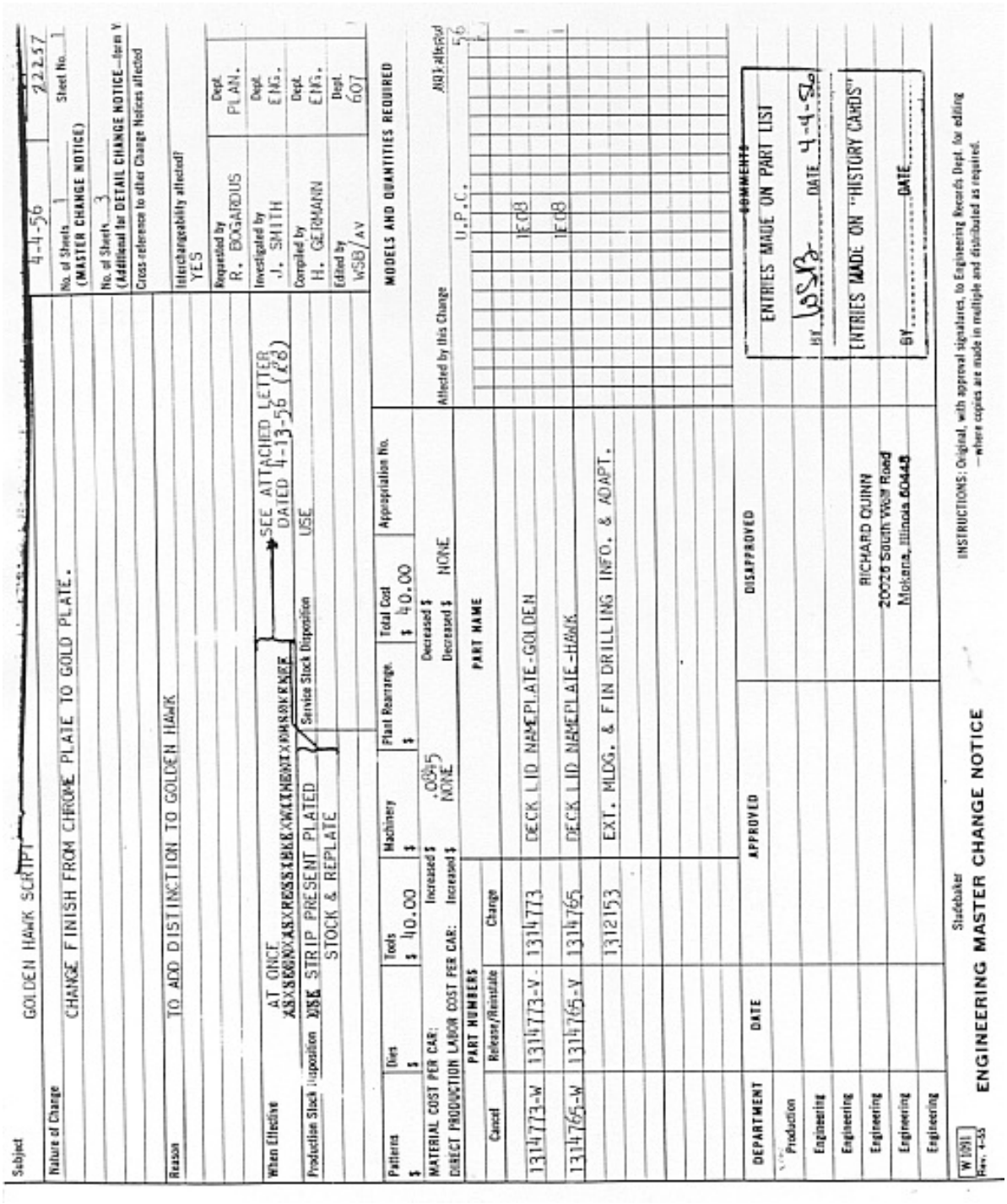
584 (2-21-56)

Supporting Documentation

Tachometer Assembly - 10509



Golden Hawk Script - Trunk - 22257



Subject: GOLDEN HAWK SCRIPT — 4-4-56 — 22257

Nature of Change: CHANGE FINISH FROM CHROME PLATE TO GOLD PLATE.

No. of Sheets 1 — Sheet No. 1 (MASTER CHANGE NOTICE)

No. of Sheets 3 (Additional for DETAIL CHANGE NOTICE—form Y)

Cross-reference to other Change Notices affected

Reason: TO ADD DISTINCTION TO GOLDEN HAWK

Interchangeability affected? YES

When Effective: AT ONCE

Requested by R. BOSARDUS — Dept. PLAN.

Investigated by J. SMITH — Dept. ENG.

Compiled by H. GERMANN — Dept. ENG.

Edited by WSB/AV — Dept. 607

SEE ATTACHED LETTER DATED 4-13-56 (CB)

Productive Stock Disposition: USE STRIP PRESENT PLATED STOCK & REPLATE

Service Stock Disposition: USE

Patterns $ — Dies $ — Tools $ 40.00 — Machinery $ — Plant Rearrange. $ — Total Cost $ 40.00 — Appropriation No.

MATERIAL COST PER CAR: Increased $ .0845 — Decreased $

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ NONE — Decreased $ NONE

MODELS AND QUANTITIES REQUIRED

Affected by this Change: U.P.C. — All Affected 56

PART NUMBERS Cancel	Release/Reinstate	Change	PART NAME	U.P.C.
1314773-W	1314773-V	1314773	DECK LID NAMEPLATE-GOLDEN	1EC8
1314765-W	1314765-V	1314765	DECK LID NAMEPLATE-HAWK	1EC8
		1312153	EXT. MLDG. & FIN DRILLING INFO. & ADAPT.	

DEPARTMENT	DATE	APPROVED	DISAPPROVED
Production			
Engineering			
Engineering			
Engineering			
Engineering			
Engineering			

COMMENTS

ENTRIES MADE ON "PART LIST" BY WSB DATE 4-4-56

ENTRIES MADE ON "HISTORY CARDS" BY ..... DATE .....

RICHARD QUINN
20026 South Wolf Road
Mokena, Illinois 60448

Studebaker

W 1991 Rev. 4-55 — ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.

Studebaker Division

To: R. Biddle Location: Eng. Records Date: April 12, 1956

From: L.H. Lein Location: Body Engineering

Subject: TRANSACTION #22257

CC-Messrs: E.A. Houghton
E.J. Hardig

Please refer to Transaction #22257, dated March 26th, and make the following changes:

Change When Effective from "As soon as possible without obsolence"
To - "At Once."

Change Production Stock Disposition from "Use"
To - "Strip present plated stock and replate."

Requested by - Mr. E.J. Hardig.

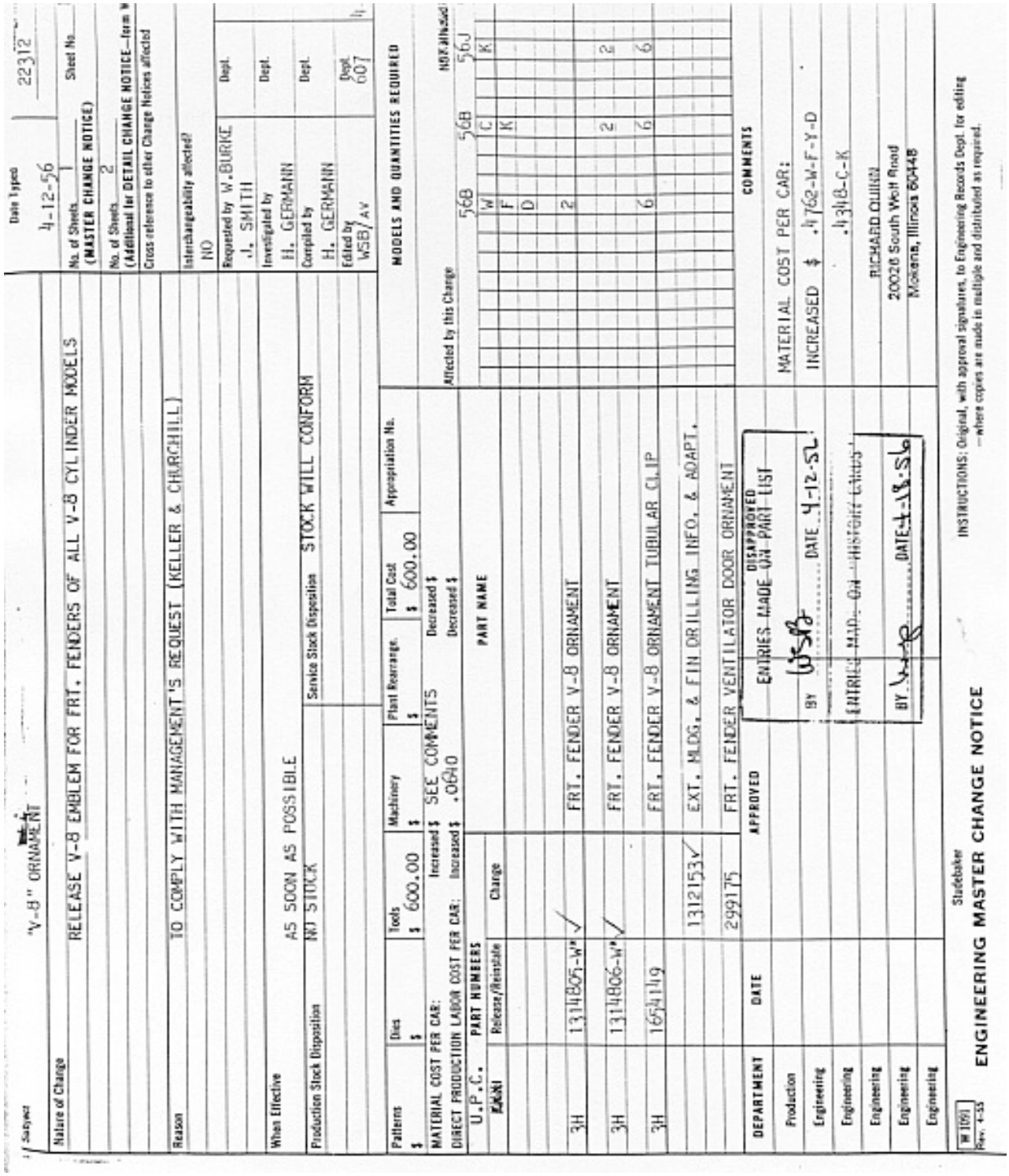
L.H. LEIN

L.H. Lein

em

RICHARD QUINN
20028 South Wolf Road
Mokena, Illinois 60448

Release of V8 Emblem - 22312



Date Typed 4-12-56 — 22312

Subject: "V-8" ORNAMENT

Nature of Change: RELEASE V-8 EMBLEM FOR FRT. FENDERS OF ALL V-8 CYLINDER MODELS

No. of Sheets 1 — Sheet No. (MASTER CHANGE NOTICE)

No. of Sheets 2 — (Additional for DETAIL CHANGE NOTICE—Form W)

Cross reference to other Change Notices affected

Reason: TO COMPLY WITH MANAGEMENT'S REQUEST (KELLER & CHURCHILL)

Interchangeability affected? NO

When Effective: AS SOON AS POSSIBLE

Requested by W.BURKE — Dept.

Investigated by J. SMITH — Dept.

Compiled by H. GERMANN — Dept.

Edited by WSB/AV — Dept. 607

Production Stock Disposition: NO STOCK

Service Stock Disposition: STOCK WILL CONFORM

Patterns $ | Dies $ | Tools $ 600.00 | Machinery $ | Plant Rearrange. $ | Total Cost $ 600.00 | Appropriation No.

MATERIAL COST PER CAR: Increased $ — SEE COMMENTS — Decreased $

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ .0640 — Decreased $

MODELS AND QUANTITIES REQUIRED — NEW/Altered

Affected by this Change: 56B 56B 56J

W F D 2 6 — C K K — K 2 2 6 6

U.P.C. PART NUMBERS

DEPT.	Release/Reinstate	Change	PART NAME	DATE	APPROVED	DISAPPROVED
3H	1314805-W ✓		FRT. FENDER V-8 ORNAMENT			
3H	1314806-W ✓		FRT. FENDER V-8 ORNAMENT			
3H	164119		FRT. FENDER V-8 ORNAMENT TUBULAR CLIP			
	1312153 ✓		EXT. MLDG. & FIN DRILLING INFO. & ADAPT.			
	29975		FRT. FENDER VENTILATOR DOOR ORNAMENT			

ENTRIES MADE ON PART LIST

BY (illegible) DATE 4-12-56

ENTRIES MADE ON HISTORY CARDS

BY [illegible] DATE 4-18-56

COMMENTS

MATERIAL COST PER CAR:

INCREASED $ .4762-W-F-Y-D

.4348-C-K

RICHARD QUINN

20026 South Weil Road

Moraine, Illinois 60448

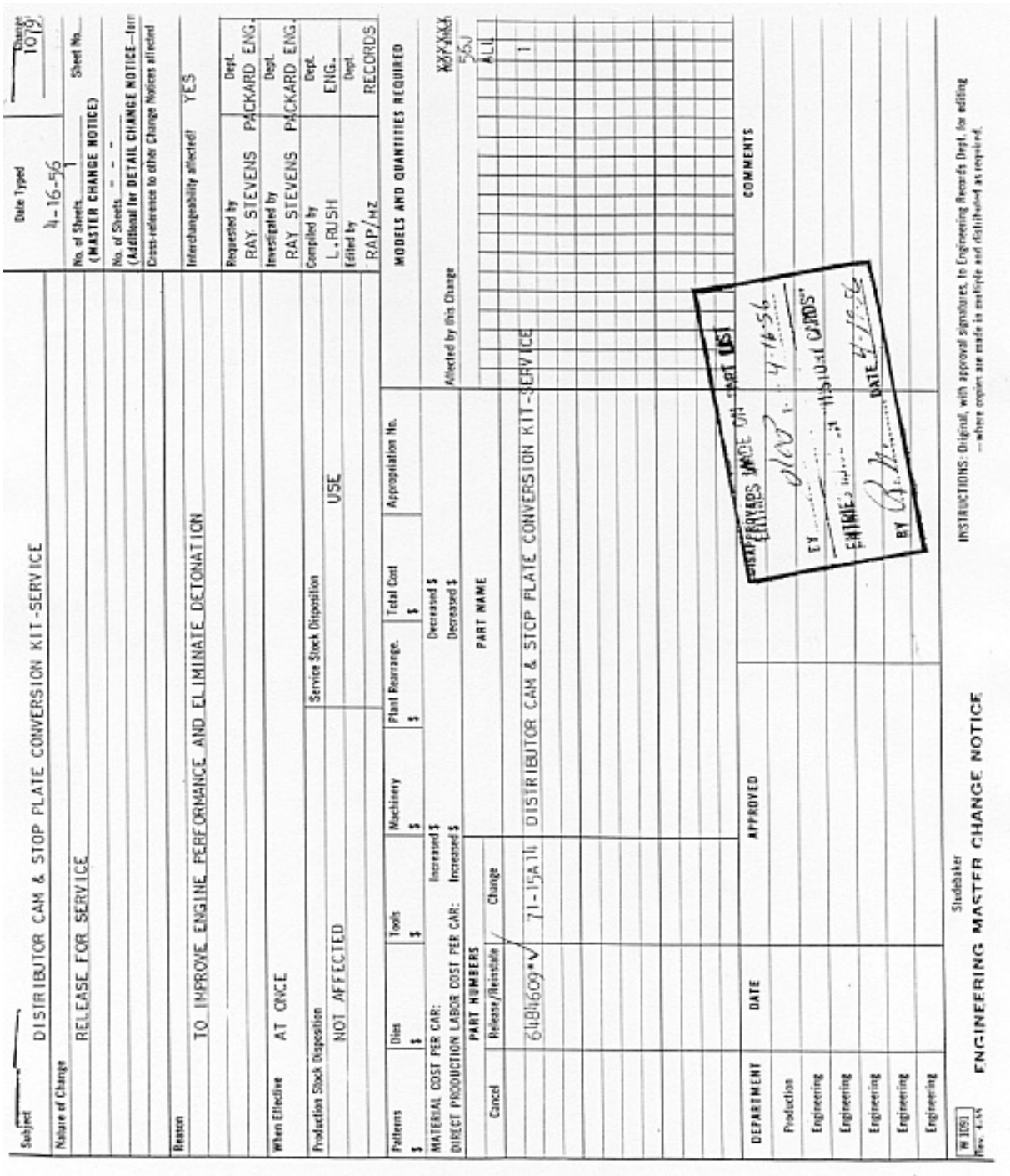
Studebaker

W 1691 Rev. 4-55

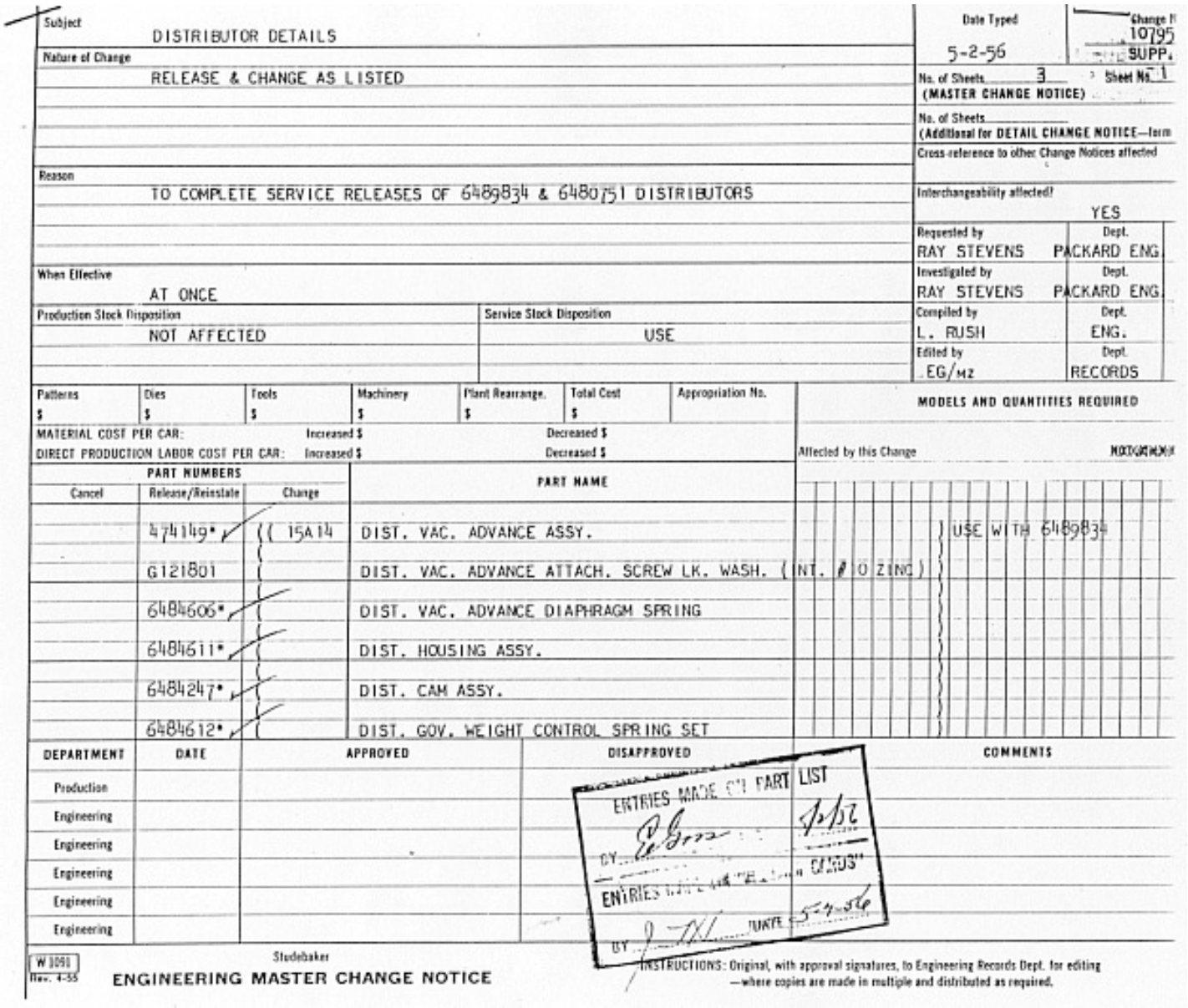
ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.

Distributor Cam & Stop Plate Conversion Kit - 10795



Subject: DISTRIBUTOR CAM & STOP PLATE CONVERSION KIT-SERVICE
Date Typed: 4-16-56
Change: 1079
Nature of Change: RELEASE FOR SERVICE
No. of Sheets: 1 (MASTER CHANGE NOTICE)
Sheet No.
No. of Sheets -- - -
(Additional for DETAIL CHANGE NOTICE—Item
Cross-reference to other Change Notices affected
Reason: TO IMPROVE ENGINE PERFORMANCE AND ELIMINATE DETONATION
Interchangeability affected? YES
When Effective: AT ONCE
Requested by: RAY STEVENS — Dept. PACKARD ENG.
Investigated by: RAY STEVENS — Dept. PACKARD ENG.
Compiled by: L.RUSH — Dept. ENG.
Edited by: RAP/HZ — Dept. RECORDS
Production Stock Disposition: NOT AFFECTED
Service Stock Disposition: USE
Patterns $ | Dies $ | Tools $ | Machinery $ | Plant Rearrange. $ | Total Cost $ | Appropriation No.
MATERIAL COST PER CAR: Increased $ Decreased $
DIRECT PRODUCTION LABOR COST PER CAR: Increased $ Decreased $
MODELS AND QUANTITIES REQUIRED
Affected by this Change: XXXXXX 56J
PART NUMBERS: Cancel | Release/Reinstate / Change
PART NAME
6184609*V / 71-15A14 — DISTRIBUTOR CAM & STOP PLATE CONVERSION KIT-SERVICE — ALL — 1
DISTRIBUTORS MADE ON THIS PART LIST
BY ... DATE 4-16-56
ENTERED ... DATE 4-16-56
DEPARTMENT | DATE | APPROVED
Production
Engineering
Engineering
Engineering
Engineering
Engineering
COMMENTS
Studebaker
ENGINEERING MASTER CHANGE NOTICE
INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing — where copies are made in multiple and distributed as required.



Subject: DISTRIBUTOR DETAILS

Nature of Change: RELEASE & CHANGE AS LISTED

Reason: TO COMPLETE SERVICE RELEASES OF 6489834 & 6480751 DISTRIBUTORS

When Effective: AT ONCE

Production Stock Disposition: NOT AFFECTED

Service Stock Disposition: USE

Date Typed: 5-2-56

Change # 10795 SUPP.

No. of Sheets: 3 Sheet No. 1

(MASTER CHANGE NOTICE)

No. of Sheets

(Additional for DETAIL CHANGE NOTICE—form

Cross-reference to other Change Notices affected

Interchangeability affected? YES

Requested by	Dept.
RAY STEVENS	PACKARD ENG.
Investigated by	Dept.
RAY STEVENS	PACKARD ENG.
Compiled by	Dept.
L. RUSH	ENG.
Edited by	Dept.
EG/MZ	RECORDS

Patterns	Dies	Tools	Machinery	Plant Rearrange.	Total Cost	Appropriation No.
$	$	$	$	$	$	

MATERIAL COST PER CAR: Increased $ Decreased $

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ Decreased $

MODELS AND QUANTITIES REQUIRED

Affected by this Change

PART NUMBERS			PART NAME	
Cancel	Release/Reinstate	Change		
	474149*	15A14	DIST. VAC. ADVANCE ASSY.	USE WITH 6489834
	G121801		DIST. VAC. ADVANCE ATTACH. SCREW LK. WASH. (INT. # 0 ZINC)	
	6484606*		DIST. VAC. ADVANCE DIAPHRAGM SPRING	
	6484611*		DIST. HOUSING ASSY.	
	6484247*		DIST. CAM ASSY.	
	6484612*		DIST. GOV. WEIGHT CONTROL SPRING SET	

DEPARTMENT	DATE	APPROVED	DISAPPROVED	COMMENTS
Production				
Engineering				
Engineering				
Engineering				
Engineering				
Engineering				

ENTRIES MADE ON PART LIST 5/5/56 BY ...

ENTRIES MADE IN "E..." CARDS DATE 5-4-56 BY ...

W 1051 Rev. 4-55

Studebaker

ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.

STUDEBAKER-PACKARD CORPORATION STUDEBAKER DIVISION

To Mr. R. B. Bender Location General Service Dept. Date April 23, 1956

From Mr. H. M. Williams Location Service Engineering Dept.

Subject: #6484609 Distributor Cam and Stop Plate Conversion Kit.

cc: Messrs. W. F. Gehle, E. J. Challinor, W. J. Moeller, M. L. Weaver, M. J. VanVreede, J. F. Wilson, Henry Bullock, H. N. Kyser, J. Soelch, W. W. Liebig, J. M. Wilder, A. D. Whitmer, W. R. Petty, K. D. Berry, R. L. Wilson, B. G. Fontaau, C. A. Holmes, C. H. Scott

Engineering Transaction 10795 releases the above kit for use on all 56J engines where required. We are informed by the Packard Division that installation of this kit will stop detonation complaints providing the gasoline used has a reasonable octane rating. I refer you to Packard Service Bulletin 56T-14, Dealer 11, Dated April 3, 1956 for complete installation instructions.

The above kit includes a name plate which should be installed in place of the current plate which states that the distributor is an Auto-Lite No. IBJ-4001C. The new plate revises the model number to IBJ-4001E.

The Parts Department should obtain a small stock of 6484609.

H. M. WILLIAMS

:grm

SECTION 8
Miscellaneous Items

The remaining pages are included and thus complete *The 1956 Studebaker Golden Hawk Authenticity Guide*. I hope the *Guide* has been of value and that it will continue to provide help in the future for anyone interested in this one of a kind model.

Included in this section:

A few forms which I designed to help each owner document the items on his or her car. The top portion is patterned after the original production order form and the lower area lists the most common accessories.

The serial, body, and engine numbers along with the final assembly date and destination of all the 1956 Golden Hawks exported (including Canada). These were located through the original production orders. My totals do not agree with other published sources, but these are the only ones I could find thus far.

Most reports indicate a total of 51 cars shipped to Canada, but I could only find 49. Serial # 6032229 was originally destined for Hamilton, Ontario, however the destination was crossed out and a destination of Murray, Utah was written in.

Most reports I've seen show a total of 241 exports, but I can only account for 239. Serial # 6033430 was originally scheduled for export with a destination of United States Misc. A note on the production order for this car says to divert to domestic, change to American Speedometer.

If these two cars were included in the Canada and export totals, that would explain part of the discrepancy.

1956 Golden Hawks Sent to Canada

SERIAL	BODY	ENGINE	DATE	FINAL ASSEMBLY SHIPPED	DATE	DESTINATION
6030094	189	S1015	11/04/55	11/08/55		HAMILTON ONT CANADA
6030581	839	S1089	12/05/55	12/06/55		WINDSOR ONTARIO
6030586	832	S1493	12/05/55	12/06/55		WINDSOR ONTARIO
6030753	1046	S1177	12/12/55	12/13/55		WINDSOR ONTARIO
6031194	1563	S2294	01/11/56	01/17/56		HAMILTON ONT CANADA
6031200	1564	S2015	01/11/56	01/17/56		HAMILTON ONT CANADA
6031202	1568	S2304	01/11/56	01/16/56		HAMILTON ONT CANADA
6031230	1575	S2498	01/12/56	01/16/56		HAMILTON ONT CANADA
6031233	1581	S2459	01/12/56	01/16/56		HAMILTON ONT CANADA
6031261	1573	K1201	01/13/56	01/17/56		HAMILTON ONT CANADA
6031276	1627	S2587	01/13/56	01/24/56		HAMILTON ONT CANADA
6031340	1685	S2739	01/17/56	01/25/56		HAMILTON ONT CANADA
6031468	1762	S2528	01/17/56	01/19/56		HAMILTON ONT CANADA
6031524	1898	S2903	01/23/56	01/27/56		HAMILTON ONT CANADA
6031532	1915	S2838	01/24/56	01/27/56		HAMILTON ONT CANADA
6031553	1935	S2929	01/24/56	01/30/56		HAMILTON ONT CANADA
6031578	1942	S2965	01/25/56	01/27/56		HAMILTON ONT CANADA
6031749	2175	S2928	02/02/56	02/06/56		HAMILTON ONT CANADA
6031770	2187	S3065	02/02/56	02/06/56		HAMILTON ONT CANADA
6031801	2184	S3038	02/06/56	02/07/56		HAMILTON ONT CANADA
6031812	2160	S3140	02/07/56	02/08/56		HAMILTON ONT CANADA
6032028	2494	S3259	02/21/56	02/22/56		HAMILTON ONT CANADA
6032035	2498	S3078	02/21/56	02/23/56		HAMILTON ONT CANADA
6032041	2497	S3113	02/22/56	02/23/56		HAMILTON ONT CANADA
6032046	2477	S3551	02/23/56	/ /		HAMILTON ONT CANADA
6032058	2501	S3177	02/22/56	02/23/56		HAMILTON ONT CANADA
6032068	2489	S3151	02/22/56	02/23/56		HAMILTON ONT CANADA
6032082	2531	S3153	02/23/56	02/27/56		HAMILTON ONT CANADA
6032124	2552	S2857	02/24/56	02/28/56		HAMILTON ONT CANADA
6032126	2574	S2856	02/24/56	02/28/56		HAMILTON ONT CANADA
6032145	2522	S3229	02/24/56	02/29/56		HAMILTON ONT CANADA
6032209	2641	S3019	03/05/56	03/06/56		HAMILTON ONT CANADA
6032282	2754	S3558	03/13/56	03/14/56		HAMILTON ONT CANADA
6032295	2782	S3188	03/14/56	03/14/56		HAMILTON ONT CANADA
6032352	2894	S3692	03/15/56	03/16/56		HAMILTON ONT CANADA
6032381	2925	S3513	03/16/56	03/19/56		HAMILTON ONT CANADA
6032386	2938	K1442	03/16/56	03/19/56		HAMILTON ONT CANADA
6032454	2911	S3723	03/21/56	03/21/56		HAMILTON ONT CANADA
6032465	3004	S3797	03/22/56	03/23/56		HAMILTON ONT CANADA
6032498	3008	S3726	03/23/56	04/17/56		HAMILTON ONT CANADA
6032678	3149	K1550	04/10/56	04/19/56		HAMILTON ONT CANADA
6032682	3231	K1552	04/11/56	04/19/56		HAMILTON ONT CANADA
6032689	3242	S3816	04/11/56	04/12/56		HAMILTON ONT CANADA
6032762	3291	K1548	04/17/56	04/23/56		HAMILTON ONT CANADA DETROIT VI
6032804	3244	S3821	04/23/56	04/24/56		HAMILTON ONT CANADA
6032989	3497	S4085	05/15/56	05/15/56		HAMILTON ONT CANADA
6033008	3584	S4077	05/16/56	05/17/56		HAMILTON ONT CANADA
6033011	3589	S4078	05/16/56	05/17/56		HAMILTON ONT CANADA
6033067	3679	S4100	05/25/56	05/25/56		HAMILTON ONT CANADA

TOTAL = 49

NOTE: Some sources set the number of 1956 Golden Hawk shipped to Canada as 51. I have only been able to account for 49. One car, serial number 6032229 was diverted from Hamilton, Ontario to Murray, Utah.

1956 Golden Hawks Exported

SERIAL	BODY	ENGINE	BOOK	INST DATE	FINAL ASSEMBLY DESTINATION	
6030003	0	S1554	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030004	0	S1565	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030005	0	S1566	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030006	0	S1567	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030007	0	S1588	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030008	0	S1590	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030009	0	S1592	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030010	0	S1593	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030011	0	S1636	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030012	0	S1688	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030013	0	S1689	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030014	0	S1693	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030015	0	S1695	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030016	0	S1698	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030017	0	S1703	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030018	0	S1789	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030019	0	S1801	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030020	0	S1810	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030021	0	S1817	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030022	0	S1818	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030023	0	S1819	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030024	0	S1820	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030025	0	S1831	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030026	0	S1832	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030034	99	S1066	FREN	11/01/55	BRUSSELS, BELGIUM	
6030063	0	S1004	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030064	0	S1007	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030065	0	S1016	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030066	0	S1018	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030067	0	S1019	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030068	0	S1020	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030069	0	S1022	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030070	0	S1023	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030071	0	S1028	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030072	0	S1031	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030073	0	S1033	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030074	0	S1034	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030075	0	S1036	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030076	0	S1042	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030077	0	S1043	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030078	0	S1044	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030079	0	S1045	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030080	0	S1048	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030081	0	S1074	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030082	0	S1439	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030083	0	S1440	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030084	0	S1459	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030085	0	S1477	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030086	0	S1478	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030105	198	K1003	ENG	11/07/55	VADUZ LIECHTENSTEIN	
6030130	0	K1036	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030131	0	K1037	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030132	0	K1043	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030133	0	K1052	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030134	0	K1053	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030135	0	K1064	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030136	0	S1003	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030137	0	S1010	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030138	0	S1012	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030139	0	S1014	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030140	0	S1026	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030141	0	S1030	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030142	0	S1520	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030143	0	S1548	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030144	0	S1617	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030145	0	S1778	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030146	0	S1782	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030147	0	S1868	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030148	0	K1029	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030149	0	K1038	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030150	0	K1042	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030151	0	K1044	SPANISH	11/11/55	MEXICO CITY, MEXICO	
6030152	0	K1047	SPANISH	11/11/55	MEXICO CITY, MEXICO	

1956 Golden Hawks Exported

SERIAL	BODY	ENGINE	INST BOOK	FINAL ASSEMBLY DATE	DESTINATION
6030153	0	K1048	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030159	193	S1653	SPAN	11/10/55	CARACAS VENEZUELA
6030171	253	S1618	ENG	11/10/55	ROME ITALY
6030180	280	S1569	ENG	11/11/55	HONOLULU HAWAII
6030189	294	S1641	SPAN	11/14/55	CARACAS VENEZUELA
6030216	290	S1574	SPAN	11/15/55	CARACAS VENEZUELA
6030268	448	K1073	FREN	11/18/55	LAUSANNE SWITZERLAND
6030276	427	S1816	SPAN	11/19/55	CARACAS VENEZUELA
6030281	446	S1731	SPAN	11/19/55	CARACAS VENEZUELA
6030291	467	S1805	ENG	11/21/55	BASLE SWITZERLAND
6030440	657	S1093	SPAN	11/28/55	CIUDAL TRUJILLO DOM REP
6030579	837	KIO09	ENG	12/05/55	HILO HAWAII
6030601	845	S1950	ENG	12/05/55	BELGIUM MISC
6030630	854	S2012	SPAN	12/06/55	CARACAS VENEZUELA
6030662	928	S2002	ENG	12/07/55	HAVANA, CUBA
6030665	948	S2045	FREN	12/07/55	BERN SWITZERLAND
6030671	972	S2085	SPAN	12/08/55	HAVANA CUBA
6030673	977	S2088	SPAN	12/08/55	PINAR DEL RIO CUBA
6030675	982	S2079	FREN	12/08/55	USUMBURA BELGIAN CONGO
6030677	979	S1985	SPAN	12/08/55	HAVANA CUBA
6030715	992	S1117	ENG	12/09/55	P E TIS
6030719	1019	S1114	FREN	12/09/55	BERN SWITZERLAND
6030724	1024	K1140	ENG	12/10/55	BEYROUTH LEBANON
6030819	1096	S2042	ENG	12/15/55	ZURICH SWITZERLAND
6030826	1120	S1159	SPAN	12/15/55	SAN JUAN PUERTO RICO
6030869	1097	S1289	FREN	12/17/55	PARIS FRANCE
6030889	1198	K1120	ENG	12/19/55	GOTHENBURG SWEDEN
6030891	1164	S2203	ENG	12/19/55	HONOLULU HAWAII
6030898	1210	K1128	ENG	12/19/55	MALMO SWEDEN
6030911	1186	S1092	FREN	12/19/55	PHNOM PENH CAMBODIA INDO CHINA
6030913	1217	K1145	ENG	12/20/55	STOCKHOLM SWEDEN
6030948	1149	S2291	ENG	12/21/55	BEYROUTH LEBANON
6030968	1239	S2379	FREN	12/23/55	LUGANO SWITZERLAND
6031001	1272	S2391	ENG	12/23/55	CURACAO, N W I
6031029	1361	S1205	FREN	01/05/56	PARIS FRANCE
6031065	1308	S2385	SPAN	12/29/55	LIMA PERU
6031073	1338	S1367	ENG	12/30/55	ZURICH SWITZERLAND
6031074	1297	S2352	ENG	12/30/55	ZURICH SWITZERLAND
6031077	1359	S2244	ENG	01/03/56	ZURICH SWITZERLAND
6031079	1363	S1189	ENG	01/03/56	ZURICH SWITZERLAND
6031097	1380	K1161	FREN	01/07/56	CASABLANCA FRENCH MOROCCO
6031214	1512	K1163	ENG	01/09/56	PANAMA REPUBLIC OF PANAMA
6031219	1483	S2389	FREN	01/09/56	LAUSANNE SWITZERLAND
6031259	1560	S2589	ENG	01/13/56	BASLE SWITZERLAND
6031269	1600	K1204	ENG	01/13/56	STOCKHOLM SWEDEN
6031283	1565	K1172	FREN	01/10/56	CASABLANCA FRENCH MOROCCO
6031284	1566	K1110	FREN	01/10/56	NIDAU BIENNE SWITZERLAND
6031304	1629	S2581	ENG	01/16/56	KUWAIT PERSIAN GULF
6031312	1652	K1224	FREN	01/16/56	TANGIER MOROCCO
6031329	1584	S2652	FREN	01/17/56	LUGANO SWITZERLAND
6031331	1661	S2634	SPAN	01/17/56	HAVANA CUBA
6031333	1675	S2760	FREN	01/17/56	USUMBURA BELGIAN CONGO
6031339	1677	S2737	SPAN	01/17/56	CARACAS VENEZUELA
6031342	1612	S2617	SPAN	01/17/56	CARACAS VENEZUELA
6031354	1688	K1231	SPAN	01/18/56	SAN SALVADOR EL SALVADOR
6031395	1760	K1266	SPAN	01/19/56	GUAYAQUIL ECUADOR
6031398	1756	S2732	FREN	01/19/56	PARIS FRANCE
6031399	1759	S2731	ENG	01/19/56	U.S. MISC.
6031403	1775	S2708	SPAN	01/19/56	CARACAS VENEZUELA
6031404	1764	S2705	FREN	01/19/56	USUMBURA BELGIAN CONGO
6031431	1828	K1234	FREN	01/20/56	LAUSANNE SWITZERLAND
6031432	1832	S2852	SPAN	01/20/56	SAN SALVADOR EL SALVADOR
6031455	1682	S2219	FREN	01/16/56	USUMBURA BELGIAN CONGO
6031461	1736	S2527	SPAN	01/17/56	ICA PERU
6031489	1831	S2504	SPAN	01/20/56	HAVANA CUBA
6031501	1856	S2827	FREN	01/23/56	LAUSANNE SWITZERLAND
6031539	1909	K1257	SPAN	01/24/56	HAVANA CUBA
6031587	1943	S2945	ENG	01/25/56	UNITED STATES MISC
6031645	1986	S2609	FREN	01/27/56	LUGANO SWITZERLAND
6031695	2089	S2584	ENG	01/31/56	ZURICH SWITZERLAND
6031745	2167	S2951	SPAN	02/01/56	LIMA PERU
6031754	2171	S2724	FREN	02/02/56	PARIS FRANCE

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SERIAL	BODY	ENGINE	INST BOOK	FINAL ASSEMBLY DATE	DESTINATION
6031807	2178	S3085	FREN	02/07/56	PARIS FRANCE
6031866	2243	S3098	SPAN	02/08/56	HAVANA CUBA
6031896	2259	S3637	SPAN	02/13/56	HAVANA CUBA
6031906	2328	S3633	SPAN	02/13/56	SAN SALVADOR EL SALVADOR
6031921	2286	S3629	ENG	02/14/56	FRANKFURT AM MAIN GERMANY
-6031926	2263	S3237	SPAN	02/14/56	HAVANA CUBA
6031959	2344	S3362	FREN	02/15/56	PARIS FRANCE
6031988	2350	S3476	ENG	02/16/56	UNITED STATES MISC
6032039	2442	S3082	ENG	02/22/56	MILANO ITALY
6032057	2479	S3179	ENG	02/22/56	PANAMA REPUBLIC OF PANAMA
6032156	2624	S2938	SPAN	02/28/56	SAN SALVADOR EL SALVADOR
6032189	2634	K1359	SPAN	02/29/56	SAN SALVADOR EL SALVADOR
6032194	2655	K1405	ENG	03/05/56	STOCKHOLM SWEDEN
6032200	2653	K1390	ENG	03/05/56	STOCKHOLM SWEDEN
6032223	2643	K1476	ENG	03/05/56	GOTHENBURG SWEDEN
6032240	2689	S3121	PORT	03/12/56	LOURENCO MARQUES P E A
6032249	2668	K1438	FREN	03/12/56	LAUSANNE SWITZERLAND
6032252	2670	S3397	ENG	03/12/56	BANGKOK THAILAND
6032292	2795	S3096	SPAN	03/14/56	HAVANA CUBA
6032321	2698	S3712	ENG	03/14/56	NURNBERG GERMANY
6032336	2785	K1504	FREN	03/14/56	CASABLANCA FRENCH MOROCCO
6032351	2690	K1458	FREN	03/15/56	LAUSANNE SWITZERLAND
6032353	2876	S3593	FREN	03/15/56	LUGANO SWITZERLAND
6032358	2907	K1418	FREN	03/15/56	TANGIER MOROCCO
6032387	2886	S3429	ENG	03/16/56	FRANKFURT AM MAIN GERMANY
6032398	2930	S2709	SPAN	03/16/56	MADRID SPAIN
6032413	2900	S2925	FREN	03/16/56	ZURICH SWITZERLAND
6032433	2895	S3689	FREN	03/20/56	LAUSANNE SWITZERLAND
6032464	2984	K1515	SPAN	03/22/56	GUATEMALA MISC
6032473	2983	S3777	FREN	03/22/56	LAUSANNE SWITZERLAND
6032474	2902	K1518	FREN	03/22/56	LUGANO SWITZERLAND
6032488	3002	S3927	ENG	03/23/56	SAN SALVADOR EL SALVADOR
6032506	3053	S3728	SPAN	03/28/56	SAN SALVADOR EL SALVADOR
6032513	3028	K1533	ENG	03/27/56	SUNDSVALL SWEDEN
6032544	3082	K1571	ENG	03/29/56	CALCUTTA INDIA
6032564	3096	S3995	ENG	03/30/56	UNITED STATES MISC
6032648	3155	S3673	FREN	04/05/56	CASABLANCA FRENCH MOROCCO
6032658	3174	S3529	ENG	04/10/56	VADUZ LIECHTENSTEIN
6032666	3204	S3498	ENG	04/10/56	ROME ITALY
6032685	3227	S3823	ENG	04/11/56	ROME ITALY
6032690	3214	K1549	ENG	04/11/56	PANAMA REPUBLIC OF PANAMA
6032696	3199	S3822	ENG	04/11/56	ROME ITALY
6032710	3252	K1635	SPAN	04/12/56	MATAMOROS TAMPS MEXICO
6032716	3206	K1545	ENG	04/12/56	ORANGESTAD ARUBA N W I
6032776	3293	K1538	FREN	04/18/56	LUGANO SWITZERLAND
6032792	3325	K1648	SPAN	04/20/56	HAVANA CUBA
6032794	3317	K1539	ENG	04/20/56	STOCKHOLM SWEDEN
6032795	3285	S3836	FREN	04/20/56	LUGANO SWITZERLAND
6032801	3334	K1551	ENG	04/20/56	GOTHENBURG SWEDEN
6032816	3333	K1541	FREN	04/23/56	BERN SWITZERLAND
6032831	3344	S3835	ENG	04/24/56	UNITED STATES MISC
6032833	3361	K1543	ENG	04/25/56	OKINAWA RYUKYU ISLANDS
6032835	3329	S3834	FREN	04/25/56	PARIS FRANCE
6032836	3321	S3831	ENG	04/25/56	MARACAIBO VENEZUELA
6032839	3273	S4065	ENG	04/25/56	DUSSELDORF GERMANY
6032841	3367	K1544	SPAN	04/25/56	SAN SALVADOR EL SALVADOR
6032851	3371	K1540	ENG	04/26/56	TEHERAN IRAN
6032860	3364	S3820	ENG	04/26/56	BASLE SWITZERLAND
6032863	3360	S4098	ENG	04/26/56	BASLE SWITZERLAND
6032869	3372	S4094	FREN	04/27/56	PARIS FRANCE
6032878	3373	K1547	SPAN	04/27/56	HAVANA CUBA
6032900	3423	S4096	ENG	05/01/56	THE HAGUE THE NETHERLANDS
6032928	3409	S4059	ENG	05/03/56	ZURICH SWITZERLAND
6032960	3476	S3999	ENG	05/09/56	MILANO ITALY
6032966	3481	S4128	ENG	05/10/56	MILANO ITALY
6032967	3489	K1705	SPAN	05/10/56	SAN SALVADOR EL SALVADOR
6032977	3500	K1542	ENG	05/14/56	GOTHENBURG SWEDEN
6032993	3573	S4088	ENG	05/15/56	UNITED STATES MISC
6032994	3583	K1704	ENG	05/15/56	STOCKHOLM SWEDEN
6033009	3595	S4087	FREN	05/16/56	PARIS FRANCE
6033019	3604	S4075	SPAN	05/16/56	CARACAS VENEZUELA
6033020	3602	S4076	SPAN	05/16/56	CARACAS VENEZUELA

1956 Golden Hawks Exported

SERIAL	BODY	ENGINE	INST BOOK	FINAL ASSEMBLY DATE	DESTINATION
6033030	3608	S4072	SPAN	05/22/56	CARACAS VENEZUELA
6033034	3628	K1708	SPAN	05/22/56	HAVANA CUBA
6033035	3625	S4081	SPAN	05/22/56	HAVANA CUBA
6033051	3621	S4084	ENG	05/23/56	HONOLULU HAWAII
6033057	3634	S4090	ENG	05/24/56	ZURICH SWITZERLAND
6033065	3682	S4089	ENG	05/25/56	AGANA GUAM
6033068	3685	S4095	SPAN	05/25/56	PANAMA REPUBLIC OF PANAMA
6033086	3651	S4080	ENG	06/13/56	UNITED STATES MISC
6033091	3640	S4086	ENG	06/14/56	UNITED STATES MISC
6033092	3692	S3268	ENG	06/14/56	ST THOMAS VIRGIN ISLANDS
6033093	3666	S3909	FRENCH	06/14/56	TANGIER, MOROCCO
6033110	3710	S4082	SPAN	06/19/56	HAVANA CUBA
6033129	3718	K1709	ENG	06/20/56	BAHRAIN ISLANDS
6033139	3689	S4093	SPAN	06/21/56	MARACAIBO VENEZUELA
6033188	3776	K1900	ENG	07/10/56	FRANKFURT AM MAIN GERMANY
6033205	3783	S4130	FREN	07/13/56	PARIS FRANCE
6033380	3998	S4071	ENG	08/10/56	UNITED STATES MISC
6033384	3991	S4074	ENG	08/10/56	LONDON, ENGLAND
6033385	3893	S4073	FREN	08/10/56	PARIS FRANCE
6033388	3954	S4311	FREN	08/10/56	PARIS FRANCE
6033446	3888	S4067	ENG	08/14/56	NURNBERG GERMANY
6033457	4034	S3746	ENG	08/14/56	NURNBERG GERMANY

TOTAL = 239

NOTE: Some sources set the number of 1956 Golden Hawk exports as 241. I have only been able to account for 239. Serial Number 6033430 was originally destined for export to UNITED STATES MISC, but was diverted to domestic.

Modified Production Order Form - South Bend

DATE TO SHIP	DATE WRITTEN	SALES ORDER NO.	ITEM	QUAN.	INST. BOOK	LINE NO.	FACTORY ORDER NO	SERIAL NO.
								603_____

DESTINATION

SHIP VIA

DESCRIPTION OF UNIT AND EQUIPMENT

ZONE CODE

ENGINE NUMBER

BODY NUMBER

IGN. KEY NUMBER

TRUNK KEY NUMBER

FINAL ASSY. DATE

DATE SHIPPED

INVOICE NUMBER

INSTRUCTIONS: Prepared by Car Order Dept. distribute as required

PAINT (P56XX) P56____ _____

TRIM _____ POWER SEAT (18) ___ POWER WINDOW (20) ___

TINTED GLASS (23) ___ POWER STEERING (35) ___ POWER BRAKES (51) ___

OVERDRIVE TRAN (27) ___ ULTRA TRAN (28) ___ 710 X 15 4 WHT (55) ___ DIR SIG (61) ___

SPECIAL OPTIONS

AC-235 __ LOCKING FILLER CAP, GAS TANK
AC-1855 __ MIRROR, VISOR VANITY
AC-2028 __ FRONT FENDER SPLASHGUARDS, PAIR
AC-2029 __ COVER, ACCELERATOR PEDAL
AC-2302 __ SPEAKER KIT, REAR SEAT (USE AC-2777)
AC-2334 __ SWITCH KIT, BACK-UP LAMP-LHC (WITH ST, AND OD LESS POWER STEERING)
AC-2340 __ MIRROR, STRAT-O-VUE OUTSIDE (RIGHT OR LEFT SIDE)
AC-2354 __ INTERIOR GLARE PROOF TILT MIRROR
AC-2366 __ KLEENEX DISPENSER
AC-2367 __ MAT, LEFT FRONT FLOOR CARPET - C-K - LHC
AC-2368 __ MAT, RIGHT FRONT FLOOR CARPET - C-K -LHC
AC-2425 __ CAP AND DISK, HUB (WIRE WHEEL) (63)
AC-2444 __ SWITCH KIT, BACK-UP LAMP-LHC (WITH ST, AND OD WITH POWER STEERING)
AC-2495 __ RETAL LICENSE PLATE FRAME (PLASTIC WINDOW)
AC-2499 __ WINDSHIELD WASHER
AC-2516 __ CLIMATITIZER AND DEFROSTER KIT W/HEATER - C-K (CANADA)
AC-2688 __ ANTENNA KIT, INTERNALLY CONTROLLED (68)
AC-2689 __ ANTENNA KIT, FRONT EXTERNALLY CONTROLLED (67)
AC-2699 __ DOOR HANDLE GUARDS, PAIR
AC-2701 __ DEFLECTOR, OUTLET PIPE, ROUND EXH DEFLECTOR
AC-2704 __ GAS DOOR GUARD
AC-2728 __ MIRROR, SUPER-VUE OUTSIDE (RIGHT OR LEFT SIDE)
AC-2730 __ SPOTLIGHT-LEFT SIDE
AC-2738 __ CAP AND DISK, HUB (FULL DISK) 15" EQUIP (62)
AC-2743 __ LICENSE PLATE FRAME
AC-2747 __ RADIO, "STRATOLINE" AUTOMATIC TUNING - C-K (66)
AC-2748 __ RADIO, "STARLINE" MANUAL TUNING - C-K (65)
AC-2750 __ CIGAR LIGHTER COMPLETE (75)
AC-2752 __ LIGHT, COMPARTMENT - C-K
AC-2754 __ DEFLECTOR, OUTLET PIPE (incls. screw) C-K
AC-2756 __ CLOCK KIT, ELECTRIC (74)
AC-2762 __ BACK-UP LAMP KIT - C-K-D (70)
AC-2765 __ SPOTLIGHT ASSEMBLY, LEFT
AC-2766 __ SPOTLIGHT ASSEMBLY, RIGHT
AC-2767 __ TRUNK AND UTILITY LIGHT EQUIPMENT (CORD, REEL, BRACKET, GROMMET, CABLES)
AC-2769 __ CLIMATIZER AND DEFROSTER KIT W/HEATING UNITS - C-K (USA) (60)
AC-2774 __ WASHER KIT, WINDSHIELD - LHC (71)
AC-2775 __ ANTENNA KIT, REAR DUAL, EXTERNALLY CONTR. - C-K (68A)
AC-2776 __ KIT, PARKING BRAKE WARNING LIGHT
AC-2777 __ SPEAKER KIT, REAR SEAT (69)
AC-2780 __ WIRE WHEEL OVERLAY (PROTOTYPE)
AC-2787 __ AUTO COMPASS
AC-2796 __ COVER KIT, VALVE ROCKER ARM CHROME
AC-2799 __ CAP AND DISK, HUB (SPOKE TYPE) (81)
AC-2810 __ GUARD, CHROME DOOR EDGE - SET OF 2 - C-K
AC-2836 __ MIRROR, STARLINE OUTSIDE (FOR RIGHT OR LEFT SIDE)
AC-2861 __ MIRROR, REGAL OUTSIDE (FOR RIGHT OR LEFT SIDE)
SP-50023 __ CURB ALARM, PAIR
SP-50048 __ DELUXE LICENSE PLATE FRAME
SP-50049 __ BRAKE FLUID SAFETY RESERVOIR
SP-50055 __ TRAFFIC LIGHT VIEWER
SP-50056 __ TRUNK AND UTILITY LIGHT EQUIPMENT (CORD, REEL, BRACKET, GROMMET, CABLES) (AC-2767)
SP-50060-65 __ FRONT SEAT BELT KIT (80)
SP-50070-75 __ REAR SEAT BELT KIT (GREY, GREEN, RED, BLUE, BROWN, BLACK)
__ SAFETY PADDED SUNVISORS
__ LC HEAD, 825 TO 1 CYL HEAD (ENGINE XH)
__ DELUXE STEERING WHEEL (72)
__ UNDER HOOD LIGHT

STUDEBAKER
PASSENGER CAR ORDER
AND INSPECTION RECORD

INSTRUCTIONS: MADE ON DUPLICATOR MASTERS FROM SALES ORDERS. BY PRODUCTION CONTROL DEPARTMENT. COPIES DISTRIBUTED AS REQUIRED.

FACTORY ORDER NO.

ENGINE NO.

SERIAL NO. **680**_____

DATE WRITTEN

TRANSMISSION
OVERDRIVE | STD. | AUTOMATIC

MODEL AND BODY TYPE
56J K7

SALES ORDER NO.

ELECTRIC WIPER

CYL. HEAD

BODY NO.

ITEM NO.

CONTROL
LEFT | RIGHT

IGNITION KEY NO.

DATE TO SHIP

W.A.CLEANER

TINT GLASS

TRUNK KEY NO.

TRIM NO.

HOW TO SHIP

GEAR RATIO

POWER STEERING

TIRES
BLACK | WHITE

HILL HOLDEN

OTHER SPECIAL FEATURES

DESTINATION:

DATE FINAL ASSY.

FINAL INSPR.

DATE

DATE SHIPPED

INVOICE NUMBER

SHIPPER NO.

PAINT (P56XX) **P56**____ _____ ULTRAMATIC _____

TRIM 84_____ IC_____ OVERDRIVE _____

ACCESSORIES AC-XXXX

15 __ SAFETY PADDED DASH
16 __ AIR CONDITIONING
18 __ POWER SEAT
20 __ POWER WINDOWS
23 __ TINTED GLASS
24 __ ELECTRIC WIPERS
27 __ OVERDRIVE TRANSMISSION
28 __ ULTRAMATIC TRANSMISSION
35 __ POWER STEERING
37 __ HIGH POWER KIT
41 __ WET AIR CLEANER
42 __ HEAVY DUTY SPRINGS & SHOCKS
48 __ HILL HOLDER
51 __ POWER BRAKES
55 __ WHITE SIDEWALL TIRES
60 __ CLIMATIZER AND DEFROSTER KIT W/HEATING UNITS - C-K (USA) (AC-2769)
61 __ DIRECTIONAL SIGNALS
62 __ CAP AND DISK, HUB (FULL DISK) 15" EQUIP (AC-2738)
63 __ CAP AND DISK, HUB (WIRE WHEEL) (AC-2425)
65 __ RADIO "STARLINE" MANUAL TUNING - C-K (AC-2748)
66 __ RADIO "STRATOLINE" AUTOMATIC TUNING - C-K (AC-2747)
67 __ ANTENNA KIT, FRONT EXTERNALLY CONTROLLED (AC-2689)
68 __ ANTENNA KIT, INTERNALLY CONTROLLED (AC-2688)
68A __ ANTENNA KIT, REAR DUAL, EXTERNAL CONTROL - C-K (AC-2775)
69 __ SPEAKER KIT, REAR SEAT (AC-2302 AC-2777)
70 __ BACK-UP LAMP KIT - C-K-D (AC-2762)
__ __ SWITCH KIT, BACK-UP LAMP-LHC (W/ST & OD LESS P.S.) (AC-2334)
__ __ SWITCH KIT, BACK-UP LAMP-LHC (W/ST AND OD, W/PS) (AC-2444)
71 __ WASHER KIT, WINDSHIELD - LHC (AC-2774)
72 __ DELUXE STEERING WHEEL
74 __ CLOCK KIT, ELECTRIC (AC-2756)
75 __ CIGAR LIGHTER COMPLETE (AC-2750)
76 __ APPEARANCE GROUP #1
77 __ APPEARANCE GROUP #2
78 __ SAFETY GROUP
79 __ CONVENIENCE GROUP
80 __ FRONT SEAT BELT KIT (GREY, GREEN, RED, BLUE,BROWN,BLACK) (SP-50060 - SP-50065)
__ __ REAR SEAT BELT KIT (GREY, GREEN, RED, BLUE, BROWN, BLACK) (SP-50070 - SP-50075)
81 __ CAP AND DISK, HUB (SPOKE TYPE) (AC-2799)
82 __ ??