

# The Cadillac Serviceman

VOLUME XXXI

No. 8

AUGUST, 1957

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Howard Osgood

## BROUGHAM WINDSHIELD INSTALLATION PROCEDURE

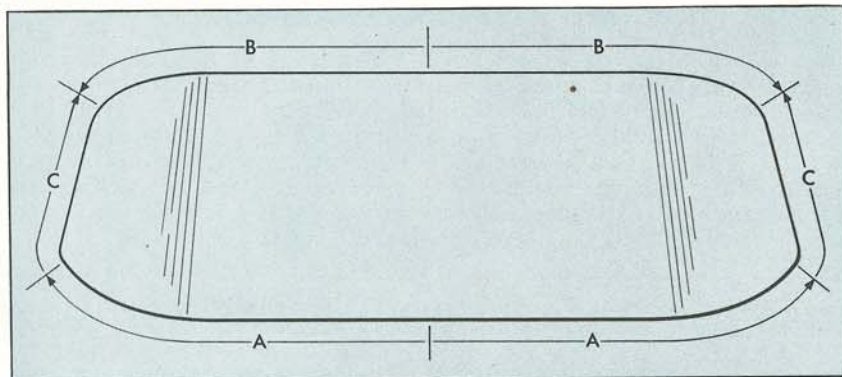


Fig. 1

A REVISION should be made in Step 5 of the Brougham windshield glass installation procedure given on Page 17-4 of the Eldorado Brougham Service Information Manual. This step concerns the string pulling sequence required to seat the rubber channel over the pinchweld flange.

Step 5 should read as follows: When glass and channel are properly positioned in the opening, slowly pull ends of cord from bottom center of windshield to seat lip of rubber channel over pinchweld flange. The string should be pulled in the following sequence:

- A. From bottom center of windshield to approximately 1" from the right and left lower corner of the windshield.

NOTE: After performing Step A, make sure that the engaging lip of the windshield rubber channel is seated adjacent to the outer surface of the pinchweld flange along distances indicated by "B" and "C" in Fig. 1. This is necessary to relieve as much strain on the glass as possible and to permit easier engagement of the lip over the pinch-

weld flange when the string is pulled to seat the lip of the rubber channel.

- B. From top center of windshield to right and left windshield side pillar.
- C. From right and left lower corner of windshield to upper end of windshield side pillar.

## USE CORRECT OIL COOLER ON ALL SERIES CARS

WHEN installing a new transmission oil cooler assembly on a 1956 or 1957 series car, it is important to select the correct cooler for installation.

There are two different types of oil cooler assemblies: one with two plates and another with only one plate. Installing the wrong cooler may result in engine overheating.

For the correct part numbers and series application, check the latest Master Parts List.

## WATCH FOR "B" TYPE HEAT CONTROL VALVE

ON a limited number of 1957 series cars, at approximately Engine Number 090000, a manifold heat control valve was installed that may adversely affect engine performance and contribute in some degree to carburetion difficulties such as poor performance during warm-up. This control valve, type "B" as shown in Fig. 2, has a different spring calibration than the standard 1957 control valve, and the valve bore is smaller in diameter. There is also a possibility of mechanical interference between the valve counterweight and adjacent engine parts.

On any lubrication or tune-up job, and in any case of a performance complaint, the operation of this important valve should be checked. If the type "B" valve is found, replace it with type "A", shown in Fig. 2, which is the standard 1957 manifold heat control valve, Part No. 3510508.

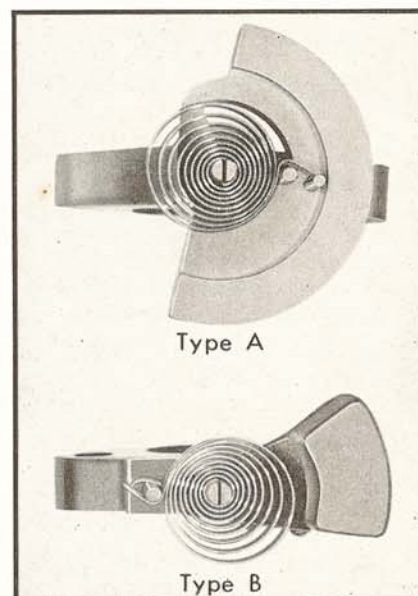


Fig. 2



## 1957 ELECTRIC ANTENNA ASSEMBLY CONDITIONS

**I**N cases where it becomes necessary to overhaul the electric antenna assembly on 1957 cars prior to Engine No. 092000, the body tube drain hole in the drive gear housing should be enlarged from 1/8" to 3/16". Another 3/16" hole should then be drilled in the drive gear housing opposite the present drain hole.

These two drain holes will allow water condensation to escape, and lessen the possibility of low radio sensitivity and failure of the antenna to operate upward and downward.

### Inner Rod Removal

Difficulty encountered when trying to retract the antenna inner rod assembly to the "down" position after disassembling the antenna may be due to a kink in the nylon cord.

Removal of the inner rod and cord in such cases can be accomplished by placing the tip of the inner rod in a vise and, while stretching the nylon cable, push the other sections toward the vise until the kinked section of cable clears the bottom of the rod assembly. This method will eliminate the necessity for replacement of the entire rod assembly.

## COMPLETE CLUTCH PLATE ASSEMBLY NOW AVAILABLE

**A** COMPLETE Clutch Plate, Part Number 5913711, is now available from the factory Parts Warehouse to facilitate servicing of 1956 and 1957 Air Conditioner compressor clutches. Included in this assembly are front and rear clutch plates, actuating springs and graphite balls.

The new complete Clutch Plate will supersede the following 1956 and 1957 front and rear clutch plates:

5912765—1956 Front Clutch Plate  
5913710—1957 Front Clutch Plate  
5912762—1956 Rear Clutch Plate  
5913707—1957 Rear Clutch Plate

The clutch actuating springs and graphite balls for 1956 and 1957 clutches are still available as listed in the Parts Book.

## WINDSHIELD SUN GLARE CAN BE REDUCED

**D**UE to the relative angles that occur in the contours of the panoramic windshields used on 1957 cars, it is possible for sun glare on the instrument panel covers to be reflected into the windshield.

Two different types of glare have been reported. One gives a magnified image of the grain of the instrument panel top, and the other occurs as a "haze" of color. If desired by the owner, the glare can be reduced or eliminated by one of the methods suggested below:

1. To reduce the image of the vinyl grain, apply a clear vinyl non-glare coating material to the panel cover and, if necessary, to the windshield inner molding. This material can be secured from the Arndt-Palmer Laboratories, Inc., 17730 Dora Street,

Melvindale, Michigan. The cost of the clear material is \$2.50 per quart.

2. If the problem is persistent color "haze", which occurs particularly with red and blue colors, the clear material may not provide a satisfactory correction. In such cases, it will be necessary to apply black vinyl non-glare material, which covers the existing color and corrects the condition. This material is available from the source mentioned above at a price of \$2.60 per quart.

The anti-glare material can be applied either with a spray or with a brush. A very satisfactory application can be made with a brush, avoiding the need for masking and other spray precautions. One quart of the anti-glare material is a sufficient amount for about five cars.

## EXERCISE EXTREME CARE WHEN CLOSING 1957 HOODS

**W**HEN closing the hood on a 1957 Cadillac, it is important to avoid twisting the hood panel sideways, as damage to the hood latch mechanism or the lacquered finish along the fender edges might result. The approved method of closing the hood is to let it drop freely from the point at which the hinge springs do not support the hood's weight.

In some cases, friction of the hood hinges on new cars will prevent the hood from dropping freely. When a car has been in service for several months, the hinges will free up to the point where the hood will lock itself when dropped. It is advisable to compensate for the initial tightness of

some hinges by guiding the hood into a closed position with pressure of one hand centered above the "Vee" and crest emblem.

If the hood latch does not engage under these conditions, or if the hood can be depressed at the center or either front corner after locking, the hood should be adjusted as described in Section 16, Note 4 of the 1957 Cadillac Shop Manual.

After adjusting, check to see that the hood cannot be pressed down at the center or either front corner. When properly adjusted, the hood will be held firmly by the rubber bumpers at the cowl and the shoulder on the hood lock pilot.

## CAUSE OF OIL LEAKS AT THE REAR WHEEL BEARING

**I**N many cases, oil leaks at the rear wheel bearing on 1957 series cars have been discovered to be caused by a defective "O" ring. If the "O" ring,

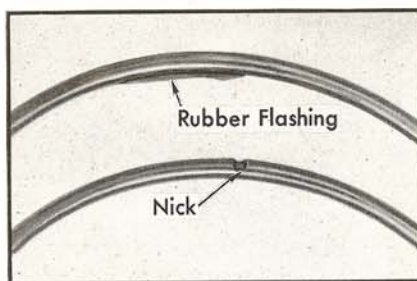


Fig. 3

which is located between the bearing and housing, contains rubber flashing or nicks, as shown in Fig. 3, leakage will eventually result.

Inspection at the factory of returned parts indicates a high number of bearings, wheel bearing seals, and "O" rings are being replaced unnecessarily in the field. When faced with a report of an oil leak at the rear wheel, Servicemen are requested to make a thorough and careful inspection for the cause of leakage before replacing any parts.



## CHECK THREE POSSIBLE A/C HOSE INTERFERENCE CONDITIONS

**T**HREE separate possibilities of Air Conditioner hose interference have been noted in the area near the compressor. It is recommended that each Air Conditioned 1957 car be checked for these conditions during regular service contacts, or at the time of the Pre-Season Check-Up suggested in the April, 1957 Serviceman, as a valuable service in avoiding customer inconvenience at a later date.

The three possible points of interference and the recommended corrections for each, are as follows:

1. Equalizer hose may touch corner of battery support tray: This condition can result in the hose being cut by the metal edge. The possibility of this occurring on cars built after Engine No. 057624 has been eliminated by rerouting the hose. Reroute the hose on earlier cars on which the interference exists, in accordance with the following procedure:
  - a. Disconnect positive battery cable from battery and front retainer clip on RF fender inner panel, just ahead of the generator regulator. Reroute the cable inboard of the charging circuit harness.
  - b. Pull equalizer hose away from the battery tray and move it rearward of the battery cable clip. Position the hose outboard of the other two hoses in the retainer above the regulator, and pull slack length of hose back towards the evaporator.
  - c. Replace battery cable in the retainer clip, to hold equalizer hose against the fender, and connect the cable to the battery.
2. Hot by-pass hose may rub corner of battery: Since the battery has a rough surface, it is advisable to correct any interference at this point to realize the full service life of the hose. It is important not to attempt bending the by-pass valve

support bracket, as this might damage the front diaphragm in the by-pass valve and cause a leak. Instead, tape the hose, or remove the battery support tray and enlarge the two mounting screw holes so the tray can be repositioned as close as possible to the radiator. This will allow the battery to be shifted inboard sufficiently to obtain adequate hose clearance.

3. High pressure hose, compressor to condenser, may touch hood reinforcement rod: This interference does not damage the hose, but may transmit normal engine and compressor vibrations to the hood panel, making them audible. The point of contact, usually marked by a slight indentation in the hose, is about 3" in back of the hose clamp on the radiator support. Correction can be made quickly by bending the hood reinforcement rod upward, and pulling the hose rearward as far as possible.

### NEW KIT PROVIDES FIXES FOR CONVERTIBLE WICKING

**T**o correct wicking conditions at the seams on 1957 convertible style cars, a Convertible Top Leak Fix Kit has been made available. The Kit, Part Number 3630951, may be ordered from the factory Parts Warehouse and consists of the following parts:

- 2—1098735—Anti-Wicking Solution (Pint)
- 1—1098736—Black Top Dye (Pint)
- 1—1098737—Top Sealer (Pint)

Sufficient material for use on approximately four cars is contained in each Kit. The use of this Kit is limited to black and white tops only, because they have black interior liners and only black top dye is available at the present time.

However, the Anti-Wicking Solution and Top Sealer can be ordered separately for sealing purposes on convertible tops of other colors.

Detailed, illustrated instructions for sealing the top material, removing water wicking stains, and dyeing the black inner lining have been sent to each Distributor's and Dealer's Service Manager.

### LOCATION OF LOW PRESSURE HOSES ON 75 A/C CARS

**A**s the evaporator unit on 1957 series 75 cars is located in the trunk, the routing of the Air Conditioner hoses underneath the hood is different than on other series cars. One of these hoses passes very close to the exhaust manifold.

Servicemen should check the position of the low pressure hose on all 75 series cars, after Engine No. 044576, to be sure that it does not contact the right hand exhaust manifold. If contact occurs, damage to the low pres-

sure hose can result, which could allow Freon to leak out from the evaporator return line.

When the hose is found to be contacting the manifold, Servicemen should check underneath the body to make certain that the hold-down clamp, Part No. 5888086, that holds the high and low pressure lines hoses, is securely in place. This clamp should be positioned at the number two body mounting bracket on the right side and attached to the underbody. Without this clamp to secure the hoses, excess slack may result, allowing the low pressure hose to contact the exhaust manifold. Secure the hoses in the clamp or install a clamp if necessary to correct the condition. Also, be sure that the clamp on the right fender, inside of the hood, holds the hoses securely, as shown in Fig. 4.

The routing of the hose on 75 series cars before Engine No. 044576 was in a different location — routed down around the right front fender to the general area of the antenna motor so that there was no problem of possible contact with the right hand exhaust manifold.

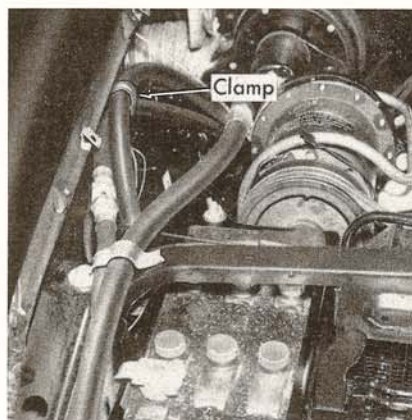


Fig. 4



## PARTS AND SERVICE CLUB MEETINGS

## DIPLOMA PRESENTATION

SPRINGFIELD,  
MASS.MINNEAPOLIS,  
MINN.

## Service Managers Graduate

Mr. H. C. Hey, Assistant General Service Manager, presented recent graduates of the Service Management Training Program at the General Motors Institute with diplomas at the factory.

Graduates receiving diplomas at this time were: Mr. William E. Beaver, Dew Motor Co., St. Petersburg, Florida; Mr. Oliver Davis, McKellar Cadillac, Inc., Orlando, Florida; Mr. Frank E. Holm, M. P. Tomlinson Co., Lakeland, Florida; Mr. Edward J. Dansek, Superior Cadillac Co., McKeesport, Pennsylvania; Mr. Clyde B. Harrison, B. & G. Motor Co., Inc., Gainesville, Florida; and Mr. James G. Davis, Jack Saunders Motor Co., Clarkville, Tennessee.

## Springfield, Massachusetts

The Hotel Shelton in Springfield, Massachusetts, was the site of the regular meeting of the Hartford District Parts Managers. A turn-out of 28 persons were on hand including Mr. R. L. Foulke, District Parts and Service Manager.

## Minneapolis, Minnesota

A meeting of the North Central States Parts and Service Manager's Club was held at the General Motors Training Center, Golden Valley, Minnesota. A total of 23 people were present at this session.

Mr. G. W. Warren, Factory Owner Relations Manager, and Mr. F. L. Doan, District Parts and Service Manager, were guest speakers.

## Columbia, South Carolina

The regular bi-monthly meeting of the Palmetto Parts and Service Managers Club was held recently at Columbia, South Carolina. Mr. J. T. Dickinson, District Parts and Service Manager, conducted an informative product discussion.

## St. Louis, Missouri

Members from Tulsa, Oklahoma; Salt Lake City, Utah; Denver, Colorado; Kansas City, Missouri; and St. Louis Missouri attended a gathering of the Midwest Service Managers Club at St. Louis. Mr. H. J. White, District Parts and Service Manager, gave an interesting talk before the 18 persons who were in attendance.

CADILLAC  
VISITORS

RECENT visitors to the Cadillac Service and Parts Departments were:

Mr. W. E. Davis, Claude Nolan, Inc., Jacksonville, Florida.

Mr. C. B. Wilson, Taylor-Wilson Chevrolet Cadillac, Inc., Paducah, Kentucky.

Mr. A. Quantrell and Mr. D. Grobe, Quantrell Cadillac, Inc., St. Paul, Minnesota.

Mr. W. O. Newman and Mr. J. F. Galka, Warren-Cadillac, Inc., Minneapolis, Minnesota.

Mr. P. M. Bartel, Mr. M. J. Dragan, and Mr. E. Zsanboky, Conway Cadillac, Shaker Heights, Ohio.

Mr. A. B. Caudill, Thompson Brothers, Inc., Cincinnati, Ohio.

Mr. F. Curtis, Ralph Nichols Company, Nashville, Tennessee.

Mr. B. Schooley, Schooley Cadillac, Inc., West Palm Beach, Florida.

Mr. J. Austin, Jim Austin Motor Co., Inc., Baton Rouge, Louisiana.

CARTER AFB CARBURETOR  
SERVICE INFORMATION BOOK

On some 1957 cars built with single carburetors after Engine No. 101833, a new Carter AFB 4-barrel carburetor is being used. A Service Information Book on this carburetor has been sent to all distributors and dealers.

The Carter AFB Carburetor Service Information Book points out the many new features incorporated in this Carter AFB 4-Barrel carburetor. There are 16 pages of descriptive technical information, and 33 helpful illustrations showing correct procedures and proper identification of parts.

A change in idle speed specifications, made since the book went to press, should be noted on your copy. The idle speed is now 450 RPM in "Dr" for all cars.

## NOTE

There is an error in the No. 4 Serviceman Supplement dated July 8. The  $\frac{3}{16}$ " measurement in the instructions for Float Toe Adjustment should be  $\frac{1}{16}$ " as specified in Fig. 3.