

the

Cadillac



SERVICEMAN

VOLUME XXXI

No. 12

DECEMBER, 1957

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IMPROVED TYPE POWER VENTILATOR WINDOW REGULATOR

An improved type electric ventilator window regulator assembly has been developed to resist entry of rain water through the gear box, and is incorporated in 1958 cars equipped with this option, after Engine Number 009858. The improved type, now available from the factory Parts Warehouse, should be installed on all cars equipped with the original type during the owner's next routine service visit.

On 1958 cars prior to the above Engine Number, the electric regulator assembly has been reported to fill with water. This accumulation of water and an emulsion of soluble grease from the gear box in the electric motor may have a corrosive

effect, which will cause electrical failure of the motor.

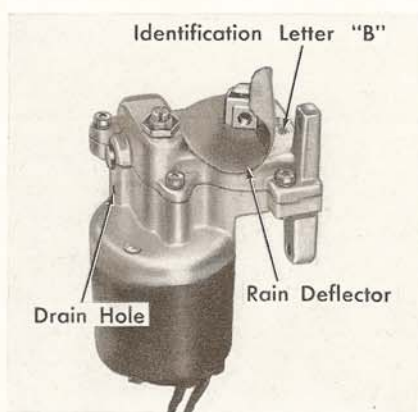


Fig. 1

The late type ventilator regulator assembly incorporates design improvements to prevent this condition, including: rain deflector washer; waterproof, non-corrosive grease in the gear box; an overlap at the split line of the motor shell; undercoating material over the entire motor assembly; and drain holes on lower sides of gear box and motor.

Identification of early and late assemblies must be made by inspection of the code letter adjacent to the date code, as shown in Fig. 1. Code letter "B" designates the late type, as compared to the letter "A" on the early type. Part Numbers remain 4719528 right, and 4719529 left, as originally released.

PARKING BRAKE ADJUSTMENT AFFECTS PEDAL RETURN TRAVEL

ANUMBER of reports have been received from the field concerning incomplete release of the parking brake assembly when the release pedal has been depressed. When this occurs, the pedal must be pulled up by hand to release the parking brake.

The majority of these cases can be corrected by performing the Parking Brake Adjustment as described in Section 8, Note 4 of the 1958 Cadillac Shop Manual Supplement. When adjusting the distance from the rear relay lever to the end of the slot in

the frame side member, add an additional $\frac{1}{8}$ ", making the total distance $\frac{1}{4}$ " as shown in Fig. 2 rather than $\frac{1}{8}$ " as specified in the Shop Manual.

If, after the above adjustment is made, the parking brake does not return to the fully released position, check the intermediate cable from the bell crank to the relay lever for interference at either the No. 2 body hanger, Fig. 3, or the point where this cable enters the frame from within the No. 2 body hanger. If a slight amount of interference is noted at these points, the intermediate cable may be reversed, end for end, attaching the large, trunnion end of the cable to the relay lever, and allowing the smaller end of the cable to pass through the No. 2 body hanger and frame. If adequate clearance cannot be obtained by reversing the cable, it will be necessary to remove the interference, using a file or a draft punch and hammer. The area in which interference usually occurs is indicated by the dotted line in Fig. 3.

If the parking brake still will not release, after all parking brake adjustments have been performed and all cable interference has been eliminated, the parking brake pedal assembly should be checked for excess friction or interferences, and lubricant added at pivot points. If the release pedal must be pushed below flush with the apply pedal to release the brake, or if excess friction cannot be alleviated by "freeing up" the assembly, replace the complete parking brake pedal assembly.

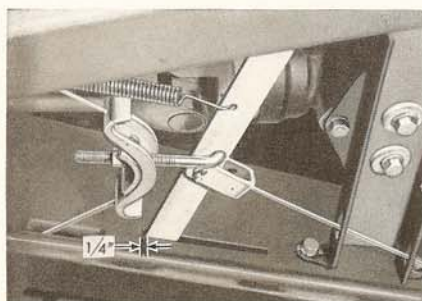


Fig. 2



Fig. 3

DISPLAY OF AIR SUSPENSION CARS IN DEALER SHOWROOMS

CADILLAC Dealers who desire to demonstrate the automatic leveling feature of 1958 Air Suspension cars in the showroom may purchase, from an independent supplier, a simple, compact unit which provides an auxiliary source of pressure for the system. This unit is ideal for Dealers who have no other means of maintaining a constant pressure in the suspension system to meet the leveling requirements imposed by customers getting in and out of the car. One such unit is available from the Ohio Chemical and Surgical Equipment Co., 1400 East Washington Avenue, Madison 10, Wisconsin. A sales bro-

chure, outlining the advantages of this unit and giving full details as to availability and price, is being sent to all Cadillac Dealers by the factory Sales Merchandising Department.

As a temporary stop-gap until an auxiliary source of pressure is obtained, or for those occasions such as turntable display where a functional Air Suspension system is not required, a set of wooden blocks may be made from standard sized two-by-four lumber, as shown in Figures 4 and 5, to support Air Suspension cars at normal height. These blocks may easily be placed in position by lifting the bumper of the car up by hand.

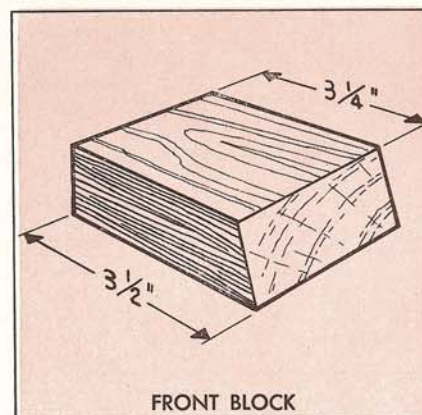


Fig. 4

Place each front block, Fig. 4, just outboard of the air spring with the slanted edge resting on the lower control arm and the other edge supporting the frame. The shorter side of each block ($3\frac{1}{4}$ ") should face toward the wheel, while the longer side ($3\frac{1}{2}$ ") should face the air spring.

The cut-out ends of the rear blocks, illustrated in Fig. 5, will fit over the axle housing with the crowned ends supporting the frame side members.

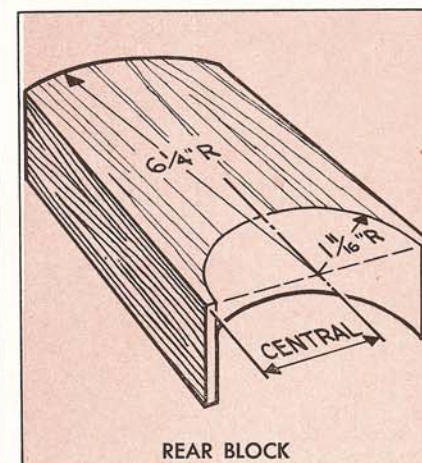


Fig. 5

Once the blocks have been positioned, exhaust the air out of the system. To remove the blocks, run engine or use external air source by connecting to the service fitting on the accumulator tank. Raise the car into rebound position by using air lift valve. This will permit air to enter the air springs so that the blocks can easily be slipped out.

CAUTION: Do not drive or tow any car with these wooden blocks in position.

CADILLAC TRAINING CENTER CLASSROOM SCHEDULE

B.-Brakes(2) P.S.-Power Steering(2) E.T.-Engine Tune Up(2) A.C.-Air Conditioning(3)
O.R.-Owner Relations(3) PM.-Partsmen's(3) A.F.A.-AFA Preparation & Pitfalls(1)
E.P.U.-Electric Power Units(2) D.-Diagnosis(3) H.D.-Hydramatic Diagnosis(2) H.O.-
Hydramatic Overhaul(2) C.S.-Chassis Suspension(2) C-4-Carburetor 4 barrel(2) C-2-Car-
buretor 3-2 barrel(2).

CITY	DEC. 2	DEC. 9	DEC. 16	DEC. 23	DEC. 30
Atlanta			C.S. P.S.		
Boston	C.S. C.S.			C.S.	C.S.
Buffalo	C.S. A.F.A.	H.D. H.O.			
Charlotte	C.S. P.S.	C.S. P.S.			
Chicago	C.S. C.S.	C.S. C.S.	C.S. C.S.		
Cincinnati	C.S. C.S.	C.S.	H.D. H.O.		
Cleveland	C.S. C.S.	C.S. C.S.			
Dallas	C.S. C.S.	H.D. H.O.			C.S.
Denver	C.S. C.S.				
Detroit	C.S. C.S.		H.D. B.		
El Paso					
Houston			H.D. H.O.		
Jacksonville	C.S. C.S.	C.S. C.S.	C.S. C.S.		
Kansas City					
Los Angeles	C.S. C.S.	C.S. C.S.	C.S. P.S.		B. B.
Memphis	C.S. C.S.	C.S. C.S.			
Milwaukee					
Minneapolis	C.S. P.S.		C.S. P.S.		
New Orleans					
N.Y.-Tarrytown		C.S. C.S.	C.S. C.S.		
N.Y.-Union	C.S. C.S.	C.S. H.D.			
Oklahoma City		C.S. C.S.	H.D. H.O.		
Omaha		C.S. P.S.	H.D. H.O.		
Philadelphia	C.S. C.S.	C.S. C.S.	C.S. C.S.		
Pittsburgh					
Portland		C.S. C.S.	C.S. P.S.		
St. Louis					
Salt Lake City					
San Francisco	C.S. C.S.	C.S. C.S.	H.D. H.D.	H.D.	H.D.
Washington			C.S. C.S.		

NEW SPIRALOX SNAP RINGS ON 1958 TRANSMISSIONS

IN 1958 transmissions beginning with serial numbers C58-19360, CA58-1663, and CB58-1163, a new Spiralox snap ring, Part No. 8618738, is being used at each end of the intermediate shaft. The new snap ring is of the double wrap design, incorporating improved retaining qualities.

Service stock of the Truarc type snap ring, Part No. 8616492, previously used to retain the drive torus and rear clutch hub to the intermediate shaft, should be used up on 1956 and 1957 series transmissions. Only the new Spiralox type should be used for service replacement on 1958 transmissions, because of the new design incorporating a needle bearing to transfer thrust from the controlled coupling to the intermediate shaft snap ring.

In the event that the Truarc snap ring which retains the drive torus member to the intermediate shaft on early 1958 transmissions becomes dislodged, it is necessary to replace the intermediate shaft, and any other parts which may be damaged or worn due to movement of the shaft. Also replace the Truarc type with the Spiralox snap ring.

Snap Ring Installation

Extreme care should be used when installing any snap ring of the Truarc type used in the Hydra-Matic transmission. These snap rings are convex on one side and concave on the other, as shown in the cross section illustration,

Fig. 6, and must be installed properly to assure maximum holding force.

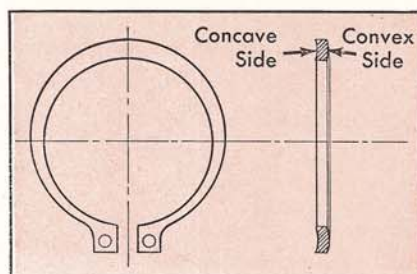


Fig. 6

The snap rings should be installed with the convex, or rounded side, contacting the hub of the part being retained, as shown in Fig. 7, so that

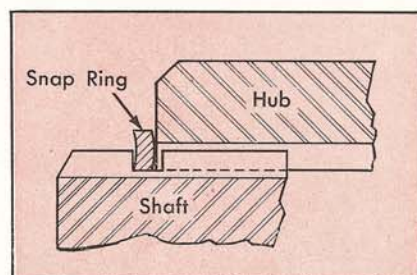


Fig. 7

the sharp edge will engage the opposite shoulder of the snap ring groove. Always use a new snap ring on reassembly, and avoid expanding either type ring any further than necessary during installation.

POWER STEERING PUMP BRACE CORRECTS VIBRATION

AN extremely noticeable vibration similar to a "growl" has been reported at about 1000 RPM on some early production 1958 series cars. This vibration is prevented on later

production cars by a power steering pump rear brace, Part Number 1471269, with attaching bracket, Part Number 5686162, as shown in Fig. 8. However, this brace did not reach production until Engine Number 003214 on cars equipped with coil springs. A similar brace and bracket has been installed on all Air Suspension cars since the beginning of production.

An installation kit, Part Number 3631146, has been shipped by the factory as a shortage item for all coil spring cars prior to Engine Number 003214. This kit contains the brace, bracket, bolts, nut and washer necessary to install the needed brace.

If a similar vibration is noted on any car already equipped with this brace, then check the exhaust system carefully for proper alignment.

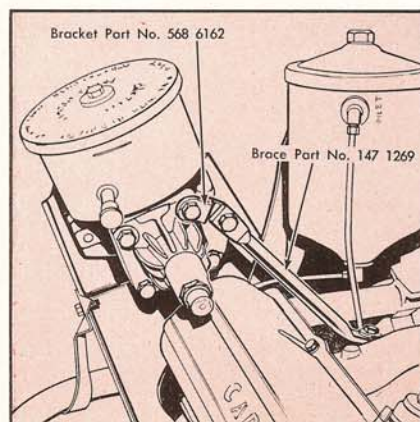


Fig. 8

PROPER POSITIONING OF AIR BELLOWS IN AIR DOME

WHEN installing an air spring bellows on 1958 series cars equipped with Air Suspension, particular care should be taken to be certain that the bellows are positioned correctly. This can be easily accomplished by locating the yellow dot on the carcass of the bellows as specified below.

The dots on the rear air bellows should face toward the front of the car, and the dots on the front bellows should face toward each other. This positions the lap joint of reinforcing fabric toward the pivot point of the lower control arm in each case, for minimum stress on this area of the bellows. These instructions do not pertain to diaphragms used on the Eldorado Brougham, which uses air springs of different design.

SIX-WAY SEAT ADJUSTERS UTILIZE PLASTIC SLIDE

ANEWLY designed plastic slide is being used between the seat adjuster upper slide assembly and lower base assembly on all 1958 series cars incorporating six-way seat adjuster assemblies. The new slide, which replaces the old ball and race assembly, helps to eliminate front seat chocking and makes the seat more stable.

The seat adjuster upper slide assembly, Part Numbers 4746537-9; the lower base, Part Numbers 4746536-8; and the plastic slide, Part Number 4746052, as shown in Fig. 9, may be serviced separately by sliding one section from the other. However, it is first necessary to remove the seat adjuster from the seat assembly and disengage the adjuster from the torque tubes.

If a new base assembly is to be installed on a 1958 series car with a six-way adjuster assembly, transfer the old slide to the new base.

Seat Adjuster Upper Slide Assembly



Seat Adjuster Plastic Slides



Seat Adjuster Lower Base Assembly

Fig. 9

Service Briefs

Past Model Shop Manuals

THE factory supply of Cadillac Shop Manuals for 1950 and prior years is completely exhausted. Future orders for these manuals cannot be filled.

6239D Rear Coil Spring Part Number

The correct Part Number for the rear coil spring for 1958 series 6239D cars is 1469459, which is coded with a yellow color daub. The rear coil spring application chart in the 1958 Shop Manual Supplement and the listing in Group 17.0015 of the 1958 series preliminary Parts List should be corrected to agree with this model application.

Trunk Water Leaks

Sealer has now been added at the rear deck emblem attaching studs on 1958 series cars, to prevent the possibility of water entering the trunk through the holes in the deck lid. If a leak is discovered on early cars, simply add caulking compound as required, making certain that each attaching stud is completely covered.

ROUND TABLE SLIDE FILM



A job done right and on time is a job well done. This month's Round Table Slide Film, entitled "Deadline", is one which illustrates the importance of maintaining a reputation for dependability.

HOW AN OWNER MEASURES THE SERVICE HE RECEIVES

IN the infancy of our Company—1907 to be exact—Cadillac was the first manufacturer to import the Johansson Gages to America. Through their accuracy and dependability, together with the skill of Cadillac craftsmen, Cadillac became the first American automobile to be awarded the DeWar Trophy by the Royal Automobile Club of London for achieving interchangeability through standardization of parts.

This achievement signaled the beginning of assembly line methods in the production of automobiles and, for the first time, replacement parts could be distributed throughout the world, enabling skilled craftsmen to provide immediate, dependable service for Cadillac owners. The same standards of precision that enabled Cadillac to accomplish the first interchangeability of parts over fifty years ago has become a tradition of Cadillac Servicemen everywhere.

While the Johansson Gage Blocks did, and still do, provide the precision means of manufacturing parts to close tolerances, the human element is of equal importance. Here, too, gages may be applied. Cadillac owners measure the service performed by you, using the following gages:

1. Does the Serviceman know what work is needed?
2. Are promises made that cannot be fulfilled?
3. Does the Serviceman recommend only that service which is in the best interest of the owner?
4. Is the job done right the first time.

In this way, the Cadillac Serviceman upholds the standard of fine craftsmanship that have made him recognized as the most reliable in the industry and justifies the Cadillac owner's faith in our motto, "Craftsmanship a Creed, Accuracy a Law."

CADILLAC PARTS AND SERVICE MANAGERS' CLUB

Phoenix, Arizona

The initial meeting of the Arizona Cadillac Service Managers Club, pictured on the right, was held at the Westward Ho Hotel in Phoenix, Arizona, with eighteen people present.



Mr. S. L. Quisenberry, District Parts and Service Manager, presented a well-received discussion on current product problems and special policies.

Chicago, Illinois

The Chicago Cadillac Dealers Service Managers Club held their regular

monthly meeting at the General Motors Training Center with 48 people in attendance.

Mr. C. Frick, General Service Manager; Mr. F. J. Campbell, Training Center Instructor; Mr. A. V. Pesavento, Service Representative; and Mr. R. Larson, Fisher Body Representative, participated in an informative product discussion.

NEW TYPE VALVE LIFTERS FOR PAST MODEL ENGINES

NEW two-piece body hydraulic valve lifters, Part No. 5231806, will now be provided for service replacement in 1949 through early 1957 engines and will supersede the one-piece body lifter, Part No. 5231375, when Dealer's and Distributor's stocks are exhausted. The new lifters are similar in appearance to those used in late 1957 and in all 1958 production engines, because both have $\frac{1}{2}$ " wide oil grooves. However, the

two lifters are not interchangeable and can be recognized if separated from their packages by the relative depth of the push rod seat.

The bottom of the push rod seat in the new lifter, Part No. 5231806 for past models, is $\frac{1}{16}$ " below the top of the lifter body, whereas the bottom of the seat in Part No. 5231740, used in late 1957 and all 1958 engines, is only $\frac{1}{4}$ " below the top of the lifter body.