

The Cadillac Serviceman

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ATTENTION TO DETAIL ASSISTS IN CORRECTING BRAKE PULL

WHEN attempting to correct a brake pull condition, it is vitally important that attention be given to all details. In this article, some timely hints are given to assist Servicemen in correcting and preventing brake pull conditions.

Minor brake adjustments should include blowing dust out of the brakes. On the front, insert the air hose nozzle in the adjusting hole, and rotate the drum in a forward direction while the air blast is taking place.

Incorrect contact of linings to drums may cause brake pull on new cars. If so, use emery cloth in a circumferential direction on the drum surface to restore a normal finish and aid initial break-in of the linings. Another contributing factor is a flake scale on the lining caused by severe use, or grease and paint contamination, which can be cleaned off with sandpaper.

Unless the linings are contaminated or cracked, or have been worn out of shape by incorrect anchor adjustment, avoid lining replacement. Use only common sandpaper to clean linings, because the sand grains are not hard enough to imbed themselves in the surface. The importance of sanding off greasy fingerprints, which usually can be found after the shoes have been replaced, should be re-emphasized.

Pull at Light Pedal Effort

Remove drums and operate brakes with observers watching to see if primary and secondary shoes leave the anchors at the same time on both sides of the car. If not, check for a restricted fluid line, sticky (dirty or gummy) wheel cylinders, excess friction of shoe to backing plate, or unequal tension retracting springs.

Pull at Heavy Pedal Effort

On hard stops, unequal shoe travel cannot be a factor in brake pull unless one or more shoes were previously

dragging, causing brakes to be overheated. Check for complete release, and also for deposits of oil or grease soaked into the pores of the cast iron drum surface from some previous contamination. Clean carefully with suitable solvent, preferably a vapor or steam type degreaser. This is equally necessary on any service replacement drums.

Another possibility for heavy-effort pull is off-center contact between starwheel adjuster and brake shoe web, or pinching of the adjuster by the shoe, as illustrated in Fig. 1.

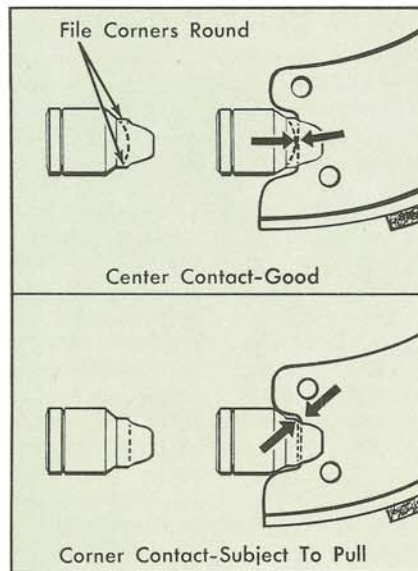


FIG. 1

It may be necessary to file the brake shoe web for sufficient clearance, or file the base of each adjuster slot to provide sufficient "crown" for contact at the center of the adjuster slot. The point of contact between shoes and adjuster influences the amount of self-energization of the brake, which must be identical on both sides to avoid brake pull.

Choice of Lining

Due to the heavier gross weight of the 1957 Cadillac car, all brake lining replacements should be made with the following kits: Brake Shoe & Lining Kits 545 6091 (60S, 62) or 363 0504 (75, 86); Brake Lining and Rivet Sets 545 6142 (60S, 62) or 363 0505 (75, 86).

Any field stock of Brake Shoe & Lining Kits Part No. 545 6084 and Brake Lining and Rivet Sets, Part No. 545 6085 should be used up on the lighter weight 1956 and previous 60 and 62 series cars.

LONGER FRONT CIGAR LIGHTER BASE CLAMP

A LONGER front compartment cigar lighter base clamp, Part No. 146 8983, is being installed on all 1957 series cars beginning with approximate Engine No. 057514. With the longer clamp, either lighter element receptacle, the one with short retainer tangs, Part No. 146 8786, or long retainer tangs, Part No. 146 2640, may be used. (See Fig. 12 in February issue of Serviceman).

The diameter of the hole in the cigar lighter housing bracket has also been enlarged to allow the base clamp to extend through and rest against the retainer plate assembly.

In early production, prior to Engine No. 057514, a short base clamp, Part No. 146 5047 was used. This clamp does not extend through, but rests against the housing bracket. Only a receptacle with short retainer tangs should be used with this clamp.

The lighter element receptacles with short retainer tangs, Part No. 146 8786, can be used with either base clamp and are available from the factory Parts Warehouse for service replacement.

CORRECTION OF FOLDING TOP GAP AT REAR QUARTER

IF a gap between the folding top material and the rear quarter pinchweld finishing molding presents an objectionable appearance, or allows an excessive amount of water to be directed into the folding top compartment drain gutter on 1957 Convertible styles, the following procedure should be performed to correct the condition:

1. Detach the folding top compartment bag from the rear seat back panel, and check the outer ends of the rear trim stick assembly for rubber fillers between the trim stick and inner panel. See Fig. 2. If the fillers are present,

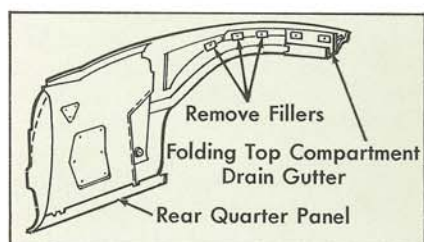


FIG. 2

remove the trim stick outer attaching screws and the fillers.

NOTE: On early production bodies with 11 trim stick attaching screws and fillers, remove the 2 outer fillers from each end of the trim stick. On later production bodies with 13 trim stick attaching screws and fillers, remove the 3 outer fillers from each end of the trim stick.

2. Install the trim stick attaching screws and check top fit for gap. If gap is still present after removing the rubber fillers, continue with the procedure.
3. Unlock the front roof rail at the windshield header and raise top sufficiently to release tension on top material at rear quarter area.

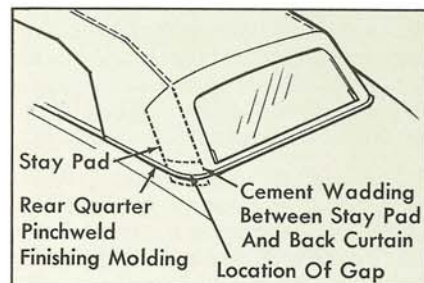


FIG. 3

4. Cement a piece of sheet wadding to the stay pad at the location shown in Fig. 3. The wadding should be located between the back curtain and the stay pad along the gap area.

NOTE: The size of the wadding and the amount used will vary with the condition encountered; however, it is important that the stack height and the appearance of the top in the quarter area is not objectionable due to the installation of an excessive amount of wadding. In cases where extreme gaps are encountered, it may be necessary to remove the pinchweld finishing molding and rework the pinchweld to obtain the proper top material-to-molding fit.

FACTORY PERSONNEL TAKE PART IN CLUB MEETING

A MEETING of the Alabama Parts & Service Managers' Club held recently at the Cove Hotel in Panama City, Florida was highlighted by the attendance and participation of factory personnel. Ten of fourteen dealers in the club were represented. Mr. H. Hicks of Birmingham was in charge of the arrangements.

The meeting was opened by Mr. R. Livingston, Club President. Mr. H. C. Hey, Assistant General Service Manager, led a discussion on the 1957 product and showed two films entitled, "The Final Touch For Customer Satisfaction" and "The Last Frontier". Mr. J. C. Wittenberg, Parts & Accessories Merchandising Manager, gave a general discussion on functions of the Parts Department at the factory and in the field. Mr. F. W. Spikerman, Service Training Manager, covered the General Training Program and Mr. W. V. Brewer, Cadillac District Manager, emphasized the importance of the parts and service departments in the dealership.

Also taking an active part in this session were Mr. M. F. Beasley, District Parts & Service Manager, and Mr. N. S. Kell, Training Center Instructor.

Service Briefs

Rear Main Bearing Seal

WHENEVER installing a rear main bearing seal, a light application of DC-4 Silicone should be applied to the surface of the seal contacting the crankshaft to prevent the crankshaft from whipping the seal around and mispositioning it in the bearing cap. This recommendation applies to all series Cadillac engines.

Craftsman League Exam Qualifying Grade Lowered

Due to a mechanical error made during tabulation of the Number Two 1957 Craftsman League Examination, Servicemen who had answered Question I with the correct answer of Number 3, were marked wrong.

In order to compensate for this mistake, the qualifying passing grade for a craftsman award this year has been lowered from 85 to 84.

Brougham Radio Foot Control Switch

The standard type radio foot control switch cannot be used on the Eldorado Brougham transistor radio. If the switch is installed and operated, a dead short will be created, resulting in the 7½ Amp. radio fuse blowing out.

At the present time, there is no foot control available for the Brougham radio.

Radio Diagnosis and Service Procedure Addition

There is an addition to the 1957 Radio Diagnosis & Service Information Procedure published on page 52, of the June Serviceman.

When removing the radio tuner unit, the interconnecting "A" lead must be disconnected at the connector. This step should be performed after step 5 in the procedure for removal.

Interchangeability of 1957 Clocks

In cases where electric car clocks have been removed for repairs, it is advantageous to remember that "drum type" and rectangular styled face clocks are interchangeable on all style 1957 cars, except the Brougham series.

ADDING OIL TO SERIES 75 A/C COMPRESSORS

THE new procedure for adding oil to Air Conditioner compressors, published on page 47 of the May, 1957 Serviceman, is not applicable to 75 and 86 Series 1957 Cadillac cars.

On 60, 62, and 70 Series cars, the gauge connection on the valve is linked to the junction line at the evaporator via the equalizer hose. The gauge fitting on the 75 and 86 Series is connected internally to the exit port of the valve. It is not connected to any part of the system that would be at vacuum pressure when the hoses are clamped off.

Whenever adding oil to the Air Conditioner compressor on 75 and 86 Series 1957 Cadillac cars, follow the procedure outlined on page 13-9, Section 13, Note 8B of the 1957 Cadillac Shop Manual.

USE CARE WHEN CHOOSING LEATHER CLEANING AGENTS

SERVICEMEN should use extreme care when choosing a cleaning agent for the genuine leather trim on Cadillac cars. Many of the commercial cleaners now marketed contain chemicals that may have a detrimental effect on the trim, either causing mild bleaching of the color or spotting of the trim. Among the solvents recently tested were; gasoline, methyl chloroform, carbon tetrachloride, methyl alcohol and naphtha, all of which affected the original color.

While there are undoubtedly many cleaners marketed that are safe to use, experience has indicated that excellent results are obtained, and with no danger of damage to the trim, with the use of Cadillac Kar-Kleen or any mild soap or detergent.



PICTURED above is Mr. C. Risberg receiving his twenty year Service Manager Pin from Mr. H. K. Anderson, partner in the Herb Anderson Motors of Virginia, Minnesota.

"SAFETY SERVICE" MAIL PIECE SENT TO OWNERS



THE mail piece illustrated above has been sent to all five-year Cadillac owners whose names are on the factory mailing list.

This particular season of the year an owner's car is his constant companion, whether it be a 1,000 mile journey or a day's outing in the country. This is the reason for impressing

upon the owner the importance of "Safety Service" in the mail piece.

Won't you as a Cadillac Serviceman help impress owners on the need for checking brakes, steering, lights, tires and all the other features that contribute to a safer automobile. Partsman can contribute by checking their inventories of related parts.

CORRECT USAGE OF SPRINGS AND SHIMS IN A/C KITS

SERVICEMEN should disregard the instructions pertaining to the front coil springs in the field installation of the 1957 Air Conditioner Kits as published in the May issue of the Serviceman.

The correct usage of springs and shims is as follows:

- a. Both front coil springs on the series 6237, 6237D, 6239 and 6239D are to be replaced by the springs included in Adapter Kit, Part No. 146 7931. No shims should be used on these cars.
- b. On the series 60S, 6237S, 6267 and 6267S cars, it is not necessary to replace the springs; but one shim should be installed under the left hand front spring and *one shim* under the right hand front spring.

AROMATIC FUEL CAN SPELL TROUBLE FOR CAR FINISHES

SOME of the high-octane gasolines recently made available to the public are said to contain a relatively high percentage of aromatic type ingredients, which may cause surface damage to acrylic lacquer finishes or plastic tail light lenses.

Gasoline low in aromatic content may be considered safe. Any fuel containing over forty percent aromatics would be likely to strip the acrylic lacquer off a car if left in contact with the finish for any length of time.

As it is impossible for Servicemen or the owner to determine the aromatic content of the fuel being used, the safest procedure is to avoid spillage of fuel on the car during the refueling operation. Any fuel accidentally spilled should be washed off immediately with generous amounts of water.

DEALER - DISTRIBUTOR ACTIVITIES THROUGHOUT THE COUNTRY

Indianapolis, Indiana

Members from Indianapolis, Dayton, Cincinnati, Columbus, Lexington, Huntington, Charleston, Louisville and Evansville attended a meeting of the Ohio Valley Parts & Service Managers' Club held at Indianapolis.

Mr. G. W. Warren, factory Owner Relations Manager, was guest speaker. He presented a program based on the importance of Owner Relations. Mr. H. B. Wilhoyte and Mr. J. I. Hamilton, Cadillac District Parts & Service Managers, led a discussion of current service and parts problems.

Service Managers Graduate

Mr. R. M. Phillips, General Service Manager, presented graduates of the Service Management Training Program at the General Motors Institute in Flint with diplomas at the factory.

In receipt of diplomas were Mr. K. H. Baker, Frank Kent Motor Company, Forth Worth, Texas; Mr. R. Bruederle, Burkitts Service Station, Park Ridge, Illinois; Mr. R. R. Pontius, Bewley Allen Company, Alhambra, California; and Mr. K. S. Porterfield, General Motors Products of Canada Limited, Winnipeg, Manitoba.

Columbus, Ohio

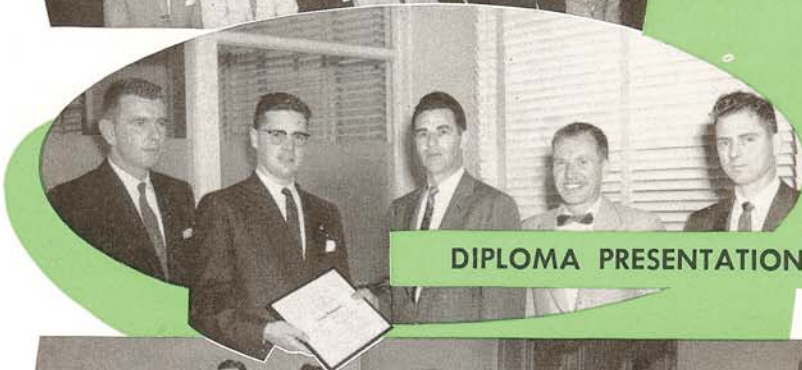
A general product discussion conducted by Mr. J. I. Hamilton, Cadillac District Parts & Service Manager, highlighted a recent meeting of the Columbus, Ohio Parts & Service Managers' Club. Seventeen out of nineteen dealer members were represented at this gathering.

Philadelphia, Pennsylvania

A meeting of the Delaware Valley Parts & Service Managers' Club was held at the General Motors Training Center in Moorestown, New Jersey with 35 members attending. The President of the club, Mr. Hugh Mc Henry conducted the sessions. Mr. George Mathers served as Vice-President, and Mr. Cliff O'Neill as Assistant Secretary-Treasurer.

An open product discussion featured the meeting with Mr. N. W. Metzger, District Parts & Service Manager, and Mr. F. W. Milo, Training Center Instructor, taking an active part.

INDIANAPOLIS, INDIANA



DIPLOMA PRESENTATION



COLUMBUS, OHIO

Los Angeles, California

The Burbank Training Center was the site of the monthly meeting of the Southern California Parts & Service Managers' Club. Mr. S. L. Quisenberry, District Parts & Service Manager, reviewed the product and discussed service problems. Mr. W. E. Keane, General Service Manager, Mr. R. L. Barter, Wholesale Service Representative, and Mr. W. G. North, Training Center Instructor, also participated.

"Golden Touches" Kalamazoo, Michigan

A "Golden Touches" program was held recently at the Paper City Motor Sales Company in Kalamazoo. Among the 58 persons in attendance were representatives of the following dealers: Reed Motor Sales, South Haven; Jack Royeton, Inc., Sturgis; and Hinckley Marvin, Three Rivers.

The program was presented by Mr. C. W. Ferrell, District Parts and Service Manager, and Mr. C. C. Wagner, Training Center Instructor.

Milwaukee, Wisconsin

The Parts and Service Club of Wisconsin held a meeting at the Milwaukee Training Center.

A discussion of minor product changes was held by Mr. Joseph Doyle, Cadillac District Parts and Service Manager.

An election of new officers took place with the following officials being chosen: President, Mr. Jack Foley; Vice-President, Mr. Earl Halverson; Secretary, Mr. Harry Knope; and Treasurer, Mr. Rudy Vogel.

Canton, Ohio

The Tri-State Parts and Service Manager's Club held a meeting in Canton, Ohio with thirty guests in attendance.

Current problems were the chief topic at a discussion in which Cadillac District Parts and Service Managers, Mr. J. R. Sandstrom and Mr. D. G. Adams, took an active part. Also participating was Mr. C. Chynoweth Cadillac District Sales Manager.