

The Cadillac Serviceman

VOLUME XXXI

No. 6

JUNE, 1957

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MOTORS CORP.

MR. J. A. DUNN APPOINTED GENERAL PARTS AND ACCESSORIES MANAGER

MR. F. H. MURRAY, General Sales Manager, announced the appointment of Mr. John A. Dunn as General Parts and Accessories Manager, succeeding Mr. Claude Read who has retired.

Mr. Dunn, an automotive engineering graduate of the General Motors Institute has been associated with Cadillac since 1929. After a short period with the Engineering Department and the Retail Branch, he transferred to the Parts and Service Department where he held successive assignments as Office Manager, Service Promotion Manager, and Assistant General Service Manager.

Prior to his recent appointment he was Administrative Assistant to the General Parts and Accessories Manager.

As a result of his experience, Mr. Dunn is very well qualified to handle

his new assignment and to render assistance to Distributors and Dealers on any problems they may have in their parts and accessories operations.



TIGHTEN AIR SUSPENSION TUBING NUTS CAREFULLY

SERVICEMEN should exercise extreme care when tightening Air Suspension tubing nuts on the Eldorado Brougham. If the tubing nuts are overtightened, the "O" rings may be damaged, causing an air leak.

The torque tightness specification for all tubing nuts is 5-10 foot pounds. The proper tightening procedure is to turn the nut with a 2" long open end wrench until the nut is seated into position. Then, turn the nut one to two additional flats.

All Air Suspension tubing nut fittings should be checked with a soapy water solution after tightening. If a leak exists, remove the nut and examine the "O" ring for damage, and replace if necessary. Whenever any air line tubing nut is disconnected, the "O" ring, Part No. 1467287, should be replaced.

NEW WARRANTY PARTS RETURN LIST ISSUED

A REVISED list of warranty parts to be returned for inspection and credit has been issued. The new list also indicates where these parts are to be shipped.

It is important that all AFA'S listing parts which must be returned be filled in completely before being mailed to the factory. The item number and destination of return parts must be indicated at the bottom of the AFA form in the space which reads "As instructed, item _____ has been shipped to _____".

Warranty Parts formerly shipped to the Riopelle plant should now be sent to the address shown below:
Cadillac Motor Car Division
General Motors Corporation
2860 Clark Avenue
C-10 Receiving
Detroit 32, Michigan
Attention—Department IP-21

RECOMMENDED CARPET CLEANING PROCEDURE

CARPETING in 1957 Cadillac cars may be cleaned effectively, provided certain procedures are followed. Factory tests have shown that salt, dirt, and grease deposits are removable with the use of proper cleaning agents.

Cleaning the front and rear carpets with a vacuum cleaner at least every two weeks will take care of normal accumulations of dirt. For more stubborn cases, a more detailed procedure must be followed.

The cleaning procedure varies with the degree of soilage. A slightly soiled carpet may be cleaned in the car, whereas the carpet must be removed from the car in cases where more extensive cleaning is necessary.

Remove any grease before attempting to remove other types of stains. Cleaning ordinary dirt first may cause the grease to take a permanent set. The recommended cleaning procedure is as follows:

In Car

1. Remove all loose dirt with vacuum cleaner.
2. If carpet is soiled with grease, remove with Cadillac Fabric Cleaner, following directions on label. If necessary, clean further with Cadillac Kar-Kleen.
3. Prepare Kar-Kleen as instructed on label.
4. Using a stiff brush, apply suds over soiled area. Do not attempt to clean more than one square foot of carpeting at a time.
5. Remove foam with vacuum cleaner.
6. Repeat Steps 4 and 5 until complete carpet is cleaned.

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CARPET CLEANING

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7. Allow carpet to dry. Then use vacuum cleaner again to "fluff" the carpet pile.

NOTE: Never use an air hose inside the car. The resulting dust may damage the radio.

Out of Car

1. Carefully remove carpet from car. When removing the rear carpet, use a flat, blunt-edged tool, and carefully break any cement bond between the carpet and the floor pan along the door area.
2. Follow same procedure as outlined under "carpet installed".

NOTE: An air hose may be used to "fluff" the pile, and a heat lamp may be used to cut the drying time. Also, larger quantities of Kar-Kleen may be used for the more soiled carpets. Flood the pile with suds, but avoid soaking the carpet backing.

3. Install carpet, removing all wrinkles. When installing rear carpet, apply cement only at the jute locations. Do not apply cement directly to the carpet backing, because this may cause tufts of material to be pulled through the backing, resulting in bare spots.

Service Briefs

Cowl Fresh Air Vent Grilles

THE cowl fresh air vent grilles under the dash panel have been discontinued on all 1957 series cars after Engine Number 077398. Two 12" metal strips are mounted below the vent openings for the purpose of retaining the front carpet on all cars after the above engine number.

Rear Unit End Play

When assembling the rear unit assembly on 1956 and 1957 transmissions, make certain that the mainshaft end play is limited to .004" to .013". This is accomplished by the use of selective thrust washers as illustrated in Fig. 6-99 of the 1957 Cadillac Shop Manual.

Brougham Upper Control Yoke

In the April issue of the "Cadillac Serviceman" and in the Eldorado Brougham Service Information Manual, reference is made to a lubrication fitting at the rear mounting of the rear suspension upper control yoke.

Although this fitting was used in a few early Broughams having a spherical joint at this location, later cars use a rubber bushing that does not require lubrication. On these cars, the lubrication fitting is replaced by a threaded plug. Under no conditions should the plug be removed and a fitting installed for lubrication purposes.

CHECK WIPER ARM TENSION WHEN WIND LIFTS BLADES

THERE may be instances on some 1957 cars where the windshield wiper blades leave an unwiped area when the car is traveling at high speeds, as the force of the wind tends to lift the blades off of the glass. A contributing cause, however, could be insufficient tension in the spring joint of the wiper arm.

Whenever Servicemen encounter complaints relating to this condition, the wiper arm tension should be checked as follows:

1. Remove the windshield wiper blade.
2. Position the windshield wiper arm at the center of its travel.

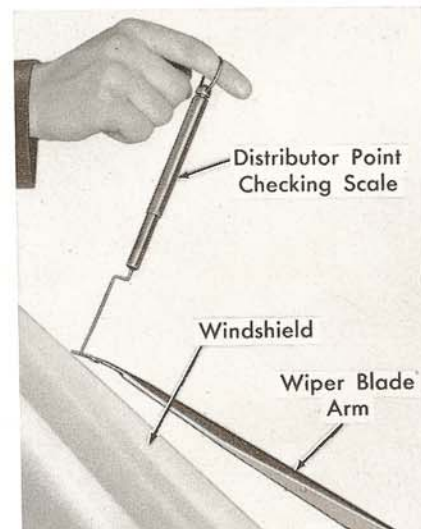


Fig. 2

3. Hook a distributor point checking scale under the tip of the wiper arm as shown in Fig. 2. Pull upward on the checking scale, and note the reading on the scale at the instant the arm leaves the glass. If the reading noted is not within the required specification of 10½ to 12½ oz., the wiper arm should be replaced.

AIR CONDITIONER DIAGNOSIS CHART CORRECTION

A CORRECTION is necessary in the Air Conditioner Diagnosis Chart which appears on Page 13-6 of the Eldorado Brougham Service Information Manual, and in Fig. 4 of the April 24 Serviceman Supplement.

The Diagnosis Chart lists "Trouble Corrected" under "Evaporator Pres-

sure High". However, this is an error, for the chart should indicate "Trouble Corrected" under "Evaporator Pressure Low", as shown in Fig. 1.

To assure an accurate air conditioner diagnosis, Servicemen should make this correction in the above mentioned publications.

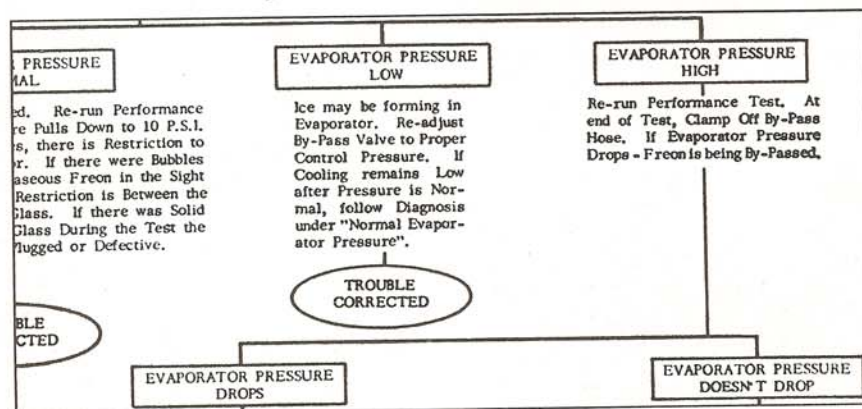


Fig. 1

Thought of the Month

What some of us need is more horsepower and not so much exhaust.

—Holicoa Review

THE MOST IMPORTANT SINGLE STEP TO OWNER SATISFACTION

THE importance of New Car Pre-Delivery Conditioning has been stressed many times in the past. Cadillac Servicemen generally are aware of the value of this work in assuring owner satisfaction, and realize the need to strive for perfection in this exacting and essential activity.

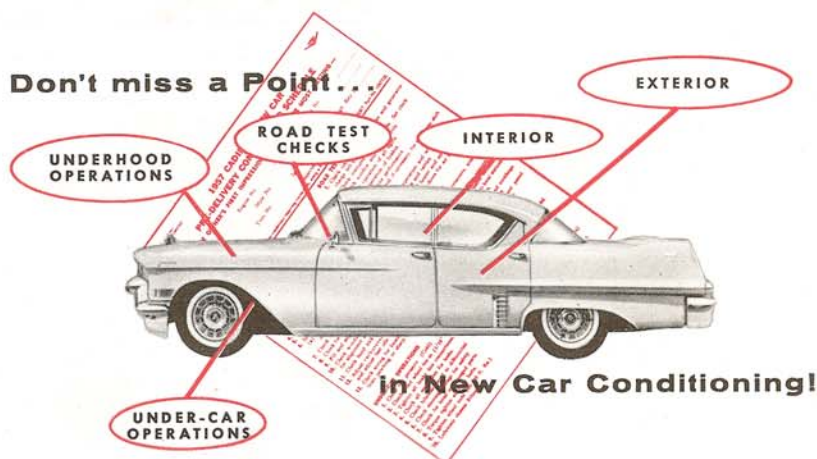
Mr. F. H. Murray, Cadillac General Sales Manager, has emphasized the importance of Pre-Delivery Conditioning in a personal letter recently sent to every Cadillac dealer. The following excerpts taken from his letter will be of interest to every Cadillac Serviceman:

"To assure owner satisfaction and continued goodwill, the most important single step is thorough New Car Conditioning in order to deliver each new Cadillac in the best possible condition.

"Conditioning new cars for delivery is not just a routine mechanical operation. It is, rather, one of the most important activities in the retail organization, requiring assignment of the best personnel for both mechanical and appearance work and deserving of careful follow-up by top management."

The Serviceman's role in Pre-Delivery Conditioning of new cars is of extreme importance. There are a

Don't miss a Point...



few things that *must* be done to assure a good conditioning operation. The first is to be sure that you are up-to-date on all of the latest information released in the Serviceman and other factory service publications. The second is to make sure that every necessary item has been checked and every operation performed. Don't rely on your memory for this and don't tie strings around your fingers. Save the fingers to do the job.

Instead, always use the 1957 Pre-Delivery Conditioning Schedule Check Sheet. Go over each item, all 45 of them, and check each one off as it is inspected or performed. This check sheet provides a permanent record of each item checked on a new car. It also provides a work guide. It

lists the various operational steps in the most practical work sequence under the following five headings: 1. Under Hood, 2. Under Car, 3. Road Test, 4. Interior, and 5. Exterior.

Use of this form is the easiest, the fastest, and the most correct procedure for handling all details to assure, as a finished product, a completely conditioned car that reveals to all who see it a truly Cadillac quality.

You Cadillac Servicemen have the "know-how", the equipment, the procedures, and—in the new car itself—the finest production automobile. Use these things with a dedicated interest and enthusiasm, and you will turn out each car with that quality and perfection that will assure satisfied Cadillac owners.

FRONT SUSPENSION UPPER ARM MOUNTING BOLTS

SERVICEMEN may notice that the front suspension upper control arm mounting bolts on some 1957 series cars are installed with the heads of the bolts facing inboard, while on other 1957 series cars, the bolt heads are facing outboard.

Either way is acceptable. However, a torque wrench can only be used on the outboard side due to limited accessibility. As a result, when tightening is required, the wrench will be used on the nut in some cases, and in other cases on the bolt head. The correct torque specifications when the wrench is used on the nut are 130-140 ft. lbs. When the wrench is used on the head of the bolt, a torque tightness of 150-160 ft. lbs. is recommended. Never exceed 160 ft. lbs.

BRAKE SQUEAK MAY BE CAUSED BY SPRING WASHER

IN cases of owner complaint on brake squeak in 1957 cars, Servicemen should check for proper functioning of the special, flat spring washer in the star wheel adjuster.

The adjuster screw has a recess in the face of the star wheel into which the washer flexes as the brakes are applied. If the washer is not up to the required hardness specification, it

may become permanently distorted and fail to flex as prescribed. If, upon examination, the washer is not perfectly flat, it should be replaced.

The washer, Part No. 5456106, is available separately from the factory Parts Warehouse, and is also included in the Brake Shoe Adjuster Kit, Part No. 5456379.

Another important factor that may cause the brakes to squeak is insufficient clearance between the brake shoe webs and the star wheel adjuster, as illustrated in Fig. 3. This interference can cause the brake shoe webs to bind the adjuster and prevent the flat washer from functioning. This condition may be corrected by filing the brake shoe webs to provide adequate clearance at the adjuster.

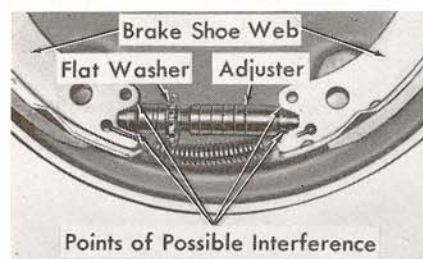


Fig. 3

DIAGNOSIS OF MINOR RADIO TROUBLES

| TROUBLE | CAUSE | REMEDY |
|--|--|---|
| Radio Dead—Tuner Fails to Start. | Blown fuse. | Check fuse and replace if necessary (7½ amp.) |
| | Vibrator defective. | Check vibrator and replace if necessary. |
| | Interconnecting "A" leads improperly connected. | Check "A" leads (tuner to audio-power unit) for loose connections. |
| | Shielded cable at audio-power unit improperly connected. | Check for loose socket connection or plug installed upside down. |
| | Defective tube. | Test 0Z4 tube by substitution. Change if weak. |
| Tuner Fails to Stop. | Loose antenna connection. | Check antenna cable connections at set and at top of antenna body tube. |
| | Short in antenna. | Substitute a test antenna consisting of three feet of insulated wire connected to a standard antenna lead-in. If radio picks up stations on test antenna, check car antenna and lead-in for continuity or shorts. |
| Antenna Fails to Operate. | Antenna control binds or stroke is too short. | If stroke is too short, adjust knob by repositioning on shaft. If shaft binds, loosen spanner nut slightly. |
| | Blown fuse. | Check antenna fuse in clip holder on fire wall. Replace if necessary (14 amp). If 9 amp fuse was previously used cut off five coils of compressed end of spring to accommodate change from 9 amp to 14 amp fuse. |
| | Loose antenna connections. | Check green and blue leads at left rear switch connector, also check junction near antenna motor. |
| | Antenna motor inoperative. | Retest after 15 minutes to check for open circuit breaker, then replace motor if necessary. |
| | Antenna switch not adjusted properly. | Remove tuner unit and adjust antenna switch. |
| Antenna motor continues to run after control knob is released, or antenna control will not move "in" or "out". | | |
| Radio operates on push buttons but tuner fails to start. | Instrument panel bind. | Loosen spanner mounting nuts slightly on control bushings |
| Audio fails on known station settings. | Loose speaker connection. | Check speaker connections. |
| | Weak output tubes. | Replace both 12V6 tubes in audio-power unit. |
| No audio in front speaker. | Loose connections or short. | Check interconnecting leads and control knob. |
| | Defective speaker. | Substitute test speaker—replace if necessary. |
| No audio in rear speaker. | Loose connections or short. | Check connections at set and trunk. Check body wiring for short. |
| | Defective speaker. | Substitute test speaker by connecting to green lead and ground in trunk. Replace original speaker if necessary. |

CAUTION: Never attempt to test radio by by-passing 7½ amp fuse, otherwise extensive damage to set may result.

1957 RADIO DIAGNOSIS AND SERVICE INFORMATION

THE diagnosis chart of minor radio troubles at the left has been prepared to provide a much easier and more systematic method of locating and correcting 1957 radio troubles. The information in this diagnosis chart should be used in conjunction with the one contained in Section 15 of the 1957 Cadillac Shop Manual.

In many cases, minor radio troubles can be corrected without removing the set from the car. Check the condition, and with the aid of the diagnosis chart, perform the operation or operations necessary to correct the trouble. If these minor repairs do not correct the condition, the radio unit requiring service must be removed from the car.

When removing the radio tuner unit, follow the revised, simplified procedure outlined below, being careful not to disturb the pulley and belt drive mechanism on the end of the manual shaft when removing or installing the unit.

a. Removal

1. Remove glove compartment box on all cars below Engine No. 010160. On later cars, an opening has been cut in the top of the glove compartment box, making this unnecessary. To remove glove compartment box, refer to Section 17, Note 17 of the 1957 Shop Manual.
2. Disconnect radio lead (black) from fuse connector.
3. Disconnect antenna motor lead (brown) from fuse connector.
4. Disconnect front speaker lead (black) at connector for speaker unit. Also disconnect rear speaker lead (green) from harness connector.
5. Remove antenna control connectors (green and blue) at bottom left rear of tuner unit.
6. Disconnect shielded socket from audio-power unit.

NOTE: Early production units connect on the left side of the audio-power unit, accessible through the instrument panel cluster opening. Late production units connect on the right side of the audio-power unit, accessible through the glove box.

(Continued on Page 53)

1957 RADIO DIAGNOSIS

(Continued from Page 52)

7. Remove manual selector control knob, spring, and speaker fader control ring from right hand shaft. Following the same procedure, remove volume control knob and tone control ring from left hand shaft.
 8. Remove spanner nuts that retain the shafts, and remove holding screw from bottom left side of unit. Also remove bolt from mounting bracket at lower right front side of tuner unit.
 9. Remove tuner unit through glove compartment, disconnecting two dial lights from top of unit.
- b. Installation
- To install tuner unit, reverse the above procedure. When replacing dial lights, make sure that long bulb assembly is installed on top left side of unit to right of speaker and tone controls. Check operation of radio.

Audio-Power Unit

The proper procedure for removing and installing the audio-power unit is described below:

- a. Removal
 1. Remove instrument panel cluster. Refer to Section 12, Note 67 of the 1957 Shop Manual.
 2. Disconnect shielded socket at side of audio-power unit.
NOTE: Early production units connect on the left side of the audio-power unit, accessible through the instrument panel cluster opening. Late production units connect on the right side of the audio-power unit, accessible through the glove box.
 3. Disconnect interconnecting "A" lead at connector.
 4. Remove end bolt from left side of audio-power unit that supports unit to mounting bracket.
 5. Remove two supporting bolts from right side of audio-power unit.
 6. Remove unit through instrument panel cluster opening.
 - b. Installation
- To install audio-power unit, reverse the above procedure. Check operation of radio before installing instrument panel cluster. Recheck all instruments.

CADILLAC TRAINING CENTER CLASSROOM SCHEDULE

H.M.—Hydra-Matic(4) P.B.—Power Brakes(3) P.S.—Power Steering and Suspension(3)
E.T.—Engine Tune Up Test(2) A.C.—Air Conditioning(3) O.R.—Owner Relations(3) Carb.—Carburetion(3). PM.—Partsmen's(3). A.F.A.—AFA Preparation & Pitfalls(1) E.P.U.—Electric Power Units(2). D.—Diagnosis(3).

| CITY | JUNE 3 | JUNE 10 | JUNE 17 | JUNE 24 | JULY 1 |
|----------------|-------------|---------|-------------|---------|--------|
| Atlanta | E.P.U. E.T. | | | | P.M. |
| Boston | | | D. | | |
| Buffalo | | D. | D. | | |
| Charlotte | | | | | |
| Chicago | A.C. | O.R. | O.R. | P.M. | A.F.A. |
| Cincinnati | D. | | | D. | D. |
| Cleveland | | | | | D. |
| Dallas | | | | | D. |
| Denver | | | | | |
| Detroit | | D. | D. | A.C. | |
| El Paso | | | | D. P.M. | |
| Houston | H.M. | | Carb. | D. | D. |
| Jacksonville | H.M. | H.M. | | H.M. | |
| Kansas City | D. | D. | | | |
| Los Angeles | D. | D. | D. | D. | O.R. |
| Memphis | D. | D. | | | |
| Milwaukee | | | | | |
| Minneapolis | | | A.F.A. O.R. | D. | |
| New Orleans | | | | | |
| N.Y.—Tarrytown | P.M. | D. | D. | D. | D. |
| N.Y.—Union | P.B. | P.B. | Carb. | Carb. | |
| Oklahoma City | | | | | |
| Omaha | | | P.M. | A.F.A. | |
| Philadelphia | Carb. | Carb. | | | D. |
| Pittsburgh | A.C. | A.C. | | | |
| Portland | D. | D. | | | |
| St. Louis | D. | D. | | | |
| Salt Lake City | | | | | |
| San Francisco | D. | D. | | P.S. | P.B. |
| Washington | D. | D. | D. | D. | D. |

CRAFTSMEN EXAM QUESTION TRIPS MANY SERVICEMEN

OVER seventy percent of the participating Servicemen in the 1957 Craftsman's League Program missed Question I of the Second Examination. Apparently there was some confusion concerning the correct answer, and a review of this question is advisable.

QUESTION I: Which of the following procedures should be used for eliminating a whistling noise that is apparent at shift points on early production 1957 Hydra-Matic transmissions?

The correct answer is number three, which reads as follows: Collapse the extreme lower end of the breather tube until the outside narrow cross

section of the tube measures approximately $\frac{1}{4}$ ". This answer is taken from an article entitled "Simple Fixes Correct Transmission Noises", on Page 18 of the February, 1957 Serviceman. Included in this same article was a fix for a "buzzing" noise, in no way related to the "whistling" noise. Apparently, most of those Servicemen who answered the question incorrectly checked the answer for the "buzzing" noise which was listed in the examination as one of the possible right answers for the question.

To avoid any confusion when confronted with a transmission noise complaint, Servicemen should review that article as soon as possible.

1957 EVAPORATOR ASSEMBLY REMOVAL AND INSTALLATION

A SIMPLIFIED method has been established, for removing and installing the evaporator unit on 1957 series 62 and 60S Air Conditioned cars. Use of the method outlined below will eliminate the necessity for completely removing the right front fender.

Removal of Evaporator:

1. Purge the system. Allow 2 to 5 pounds refrigerant pressure to remain, in order to lessen contamination of air when disconnecting Freon lines.
2. Disconnect both neoprene hoses at the by-pass valve, the large return pressure hose at compressor and the liquid line at the sight glass. Cap all lines immediately to prevent dirt and moisture from entering the system. Remove retainer clamp positioning Freon hoses at radiator support.
3. Lower antenna and, using Tool No. J-6624, remove the antenna upper bushing retaining nut. Disconnect the antenna lead-in cable.
4. Remove right windshield wiper blade and arm assembly. Using Tool No. J-6592, remove the windshield wiper transmission outer spanner nut and remove cam ring, washer, and escutcheon plate.
5. Remove $\frac{3}{8}$ " Allen screw and cap screw attaching fender to hood hinge.
6. To protect the edge of the finish, place masking tape on the door and fender edges.
7. With right front door fully open, remove upper fender support bolt from cowl.
8. Remove right hand cowl kick pad and disconnect both the molded rubber boot and the smaller air tubes.
9. Raise front of car and remove right front wheel.
10. Remove eight rocker sill molding attaching bolts, and remove molding.
11. Remove the two bolts at the rear of the fender that attach the lower fender bracket to frame.
12. Remove eight hexagonal and three Phillips head attaching screws on the inner fender panel dust shield, and remove shield.

13. Remove gas line support bracket and lower antenna support screws. Disconnect antenna junction block and ground wire. Remove antenna from fender.
14. Disconnect fresh air inlet hose and bowden cable to air valve.
15. Using wooden blocks below upper hinge, carefully block fender out away from body to provide access to evaporator.
16. Remove four evaporator attaching screws and remove evaporator, being careful not to damage evaporator to cowl mounting flange gasket.

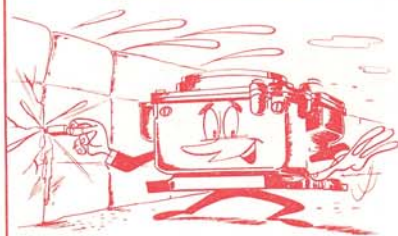
Installation of Evaporator:

1. Set evaporator assembly carefully into position against body opening, and with mounting gasket properly in place, install the four attaching screws.
2. Connect fresh air inlet hose, and bowden cable to air valve.
3. Install antenna assembly, connecting the junction block and ground wire. Replace the gas line support bracket bolt.
4. Remove wooden blocks and, while positioning fender in proper alignment with front door, install and tighten the two lower fender bracket to frame attaching screws.
5. Install the inner fender dust shield with eight hexagonal and three Phillips head attaching screws.
6. Install rocker sill molding.

7. Install the right front wheel, being certain to tighten the lug nuts to 90 to 100 ft. lbs. torque.
8. Lower car. With right door fully open, tighten the upper fender support bolt while aligning fender to door and cowl. Remove the masking tape from door and fender edges.
9. Connect the small and large air duct tubes to the evaporator under the dash.
10. Reinstall the right hand cowl kick pad.
11. Install the $\frac{3}{8}$ " Allen screw and cap screw that attach the hood hinge to the right front fender.
12. Install windshield wiper transmission escutcheon plate, washer, cam ring and outer spanner nut, using Tool No. J-6592. Install wiper arm and blade assembly.
13. Connect the antenna lead-in cable and install the upper bushing retaining nut, using Tool No. J-6624.
14. Uncap the Freon lines one at a time, and using a light amount of Frigidaire oil No. 75 over the threads, install the hoses to the compressor, by-pass valve, and sight glass. Install the retaining bracket, positioning the Freon hoses to the radiator support bar.

The system is now ready for evacuation and recharging, as explained in the 1957 Shop Manual.

AGAINST THE FLOOD



{ NO. 6 CHART }

To help avoid troublesome carburetor conditions, it is necessary that Servicemen keep informed and up-to-date on all the latest improvements. A big step in this direction will be offered in this month's Round Table Chart Presentation, "Against The Flood."

* * *

Servicemen, the June Round Table Film will be delayed several weeks due to the special emphasis which is being placed upon the subject chosen for this release. Don't fail to attend this meeting when it is scheduled, as the subject of this Film carries a message of extreme importance to all personnel.

TENSIONER SPRING ELIMINATES FRONT SEAT "CHUCK"

IF objectionable "chucking", or fore and aft movement of the front seat, is encountered on 1957 cars equipped with electric horizontal seat adjusters, anti-chuck springs, Part No. 4734125, should be installed as follows:

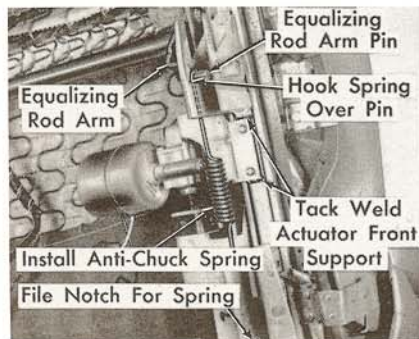


Fig. 4

1. Remove seat side panels. Install an anti-chuck spring, Part No. 4734125, at both the right and left seat adjuster, as shown in Fig. 4. NOTE: File notch for spring in rear leg of adjuster approximately $\frac{1}{2}$ " up from bottom of leg.
2. Check operation of seat adjusters, and check for seat chucking. If chucking condition has been satisfactorily corrected, install seat side panels.

If chucking still exists to an extent not acceptable to the owner, the following additional steps may be performed:

1. Operate seat to a position midway between extreme forward and rearward positions.
2. Remove seat assembly, including seat adjusters, and place assembly upside down on a protected surface. Remove tension spring at right adjuster. Remove anti-chuck spring at both adjusters. Remove left adjuster, including actuator assembly, from seat. Remove equalizing rod from seat.

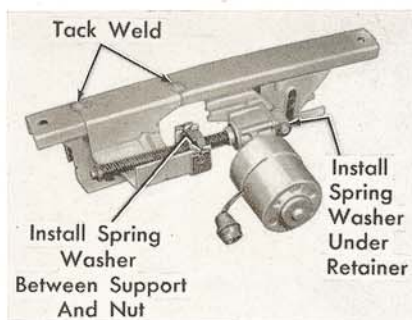


Fig. 5

3. Place equalizing rod in vise. Check arm and pin (shown in Fig. 4) on each end of equalizing rod for looseness, and if loose, weld securely.
4. On the left seat adjuster, tack weld (arc weld) the actuator front and rear supports, as shown in Fig. 4 and Fig. 5.
5. Install spring (wavy) washer, Part No. 4574152, between actuator rear support and jack screw nut, as indicated in Fig. 5.
6. Install spring (wavy) washer, Part No. 4574152, between actuator and retainer at actuator front support, as shown in Fig. 5.
7. Install and center equalizing rod. If necessary, install flat fiber or metal washer(s) on equalizing rod support pins, between support and arm of equalizing rod, to properly center rod.
8. Install left seat adjuster tension spring and anti-chuck springs, and install seat assembly.
9. Check operation of seat assembly.

ROUTE HYDRAULIC BRAKE LINES TO AVOID CHAFING

Possible interference between hydraulic brake lines and the power steering gear flexible coupling was eliminated in production at Engine No. 058200. This has been accomplished by locating the brake lines leading from the master cylinder to the power unit and the remote reservoir under retaining clips attached under the head of one of the steering gear upper cover screws.

When removing the power steering gear assembly from one of these late production cars, it is necessary to disengage the clips from the brake lines to permit the steering gear to drop down in the usual manner. This can be done easily by prying the clips away from the pipes, using a long screwdriver or other suitable tool.

When installing the steering gear, it will not be necessary to bend the retaining clips back around the brake lines, provided the positioning of the lines is carefully checked and adjusted to maintain adequate clearance with the flexible coupling. The clips were used to facilitate car assembly, and are not necessary after the power brake unit and its lines have once been installed correctly. If the steering gear is disassembled for any reason, the clips may be omitted entirely.

CORRECTION OF STICKING POWER WINDOW SWITCHES

IN several cases of sticking power window master switches recently investigated, it was found that the upper or lower edge of the switch escutcheon opening did not allow sufficient clearance for the curved surface of the switch lever.

Although binding was not noticeable through mid-travel of the switch, the edge of the switch lever was found to catch on the edge of the escutcheon opening at extreme "up" or "down" positions.

A simple correction for this condition can be performed by using a distributor point file to clean off extra casting flash from the edges of the escutcheon openings as shown in Fig. 6. This requires removal of the switch from the escutcheon, to avoid getting metal filings in the switch. When the switch assembly has been removed from the car, the switch can

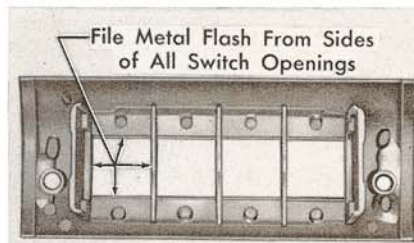


Fig. 6

easily be removed from the escutcheon by disengaging four spring tangs of the retainer clips at either end of the switch. Filing can be done on the escutcheon at such an angle that the file marks are not visible from the outer side, and the filed surface will then be approximately parallel to the curved surface of each switch lever. As a protective measure against file marks, masking tape should be placed over the finished surfaces at the outer edges of the escutcheon.

Always check to see that the switch cover plate is securely attached to the plastic housing, as a loose cover would also cause the switches to stick.

To assemble the switch, simply place it in the escutcheon and push the four retainer clips in position so that their retainer tangs snap into the holes in the die cast escutcheon. Be sure to install the switch with the feed stud of the master control switch pointed toward the rear of the car, so it will plug into the harness connector.

NEW FACTORY SERVICE APPOINTMENTS ANNOUNCED

THE following personnel changes in the factory service organization were recently announced by Mr. R. M. Phillips, General Service Manager.

Mr. W. F. Heick has been appointed as Service Representative of the Milwaukee District, effective May 20.



W. F. HEICK

Mr. Heick, who was formerly a Cadillac Training Center Instructor at St. Louis, will assist Mr. J. Doyle, Cadillac District Parts and Service Manager.

Mr. M. W. Dittmer, who has been a member of the Cadillac organization for 16 years, was appointed to the position of factory Service Department Office Manager. Mr. Dittmer leaves the post of Supervisor of Parts and Accessories Merchandising, a position which he has held for the past 8 years.



M. W. DITTMER

Mr. J. K. Goldnetz has been appointed to the position of Service Promotion Supervisor. Mr. B. L. Morgan, formerly a Cadillac Training Center Instructor, at Kansas City, has been assigned to the home office as Supervisor of Training Programs.



J. L. WILSON

Servicemen everywhere will be saddened to hear of the sudden death of J. L. Wilson, Service Department Office Manager, on April 25.

Mr. Wilson had spent 37 years with Cadillac, first in the Parts and then in the Service Department, and over the last decade, had made countless friends throughout the field in his contacts on Owner Relations and Claims activities.

SERVICE MANAGER ACTIVITIES NATIONALLY

COLUMBIA, S. C.



SPRINGFIELD, MASS.



Springfield, Massachusetts

TWENTY-SIX persons attended a meeting of the Hartford District Service Managers at Springfield, Massachusetts. Mr. R. L. Foulke, Cadillac District Parts and Service Manager, took an active part at this gathering.

Columbia, South Carolina

The Palmetto Parts and Service Managers Club was recently organized in Columbia, South Carolina. Mr. F. O. Utley, Cadillac District Parts and Service Manager, assisted at the organizational meeting.

Jacksonville, Florida

An organizational meeting of the Jacksonville District Parts and Service Managers Club was held at the Jacksonville Training Center. Officers elected were Mr. E. P. Femoyer, President, and Mr. W. E. Davis, Secretary-Treasurer. Cadillac was represented by Mr. M. B. Walker, Cadillac District Parts and Service Manager, and Mr. T. W. Allen, Cadillac Instructor and Service Representative.

Hinsdale, Illinois

The General Motors Training Center at Hinsdale, Illinois was the scene of a recent gathering of the Service Managers Club of Chicago.

All forty-five persons in attendance, including Mr. C. Frick, General Service Manager of the Chicago Branch, and Mr. M. Schleyer, Fisher Body Representative, participated in active discussion throughout the meeting.

Canton, Ohio

The Tri-State Cadillac Service Managers held their recent meeting in Canton, Ohio and were entertained by the Timken Roller Bearing Company for the day.

Service Managers Graduate

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

Recipients of the diplomas were Mr. C. D. Johnson of Black Cadillac Olds, Inc., Greensboro, North Carolina; and Mr. T. A. McCormick, Raymond S. Roberts, Inc., Brattleboro, Vermont.