

The Cadillac Serviceman

VOLUME XXXI

No. 5

MAY, 1957

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Howard Osgood.

CADILLAC PARTICIPATES IN NATIONAL SAFETY CHECK CAMPAIGN

EACH year at this time a special effort is made to help insure safer motor vehicles on our nation's highways. This is accomplished by means of a National Safety Check Campaign beginning on May 1.

Again Cadillac Motor Car Division is cooperating with the Inter-Industry Highway Safety Committee in this program. Every effort should be made to impress upon motorists the vital importance of a safety-checked car driven by a safety-conscious operator.

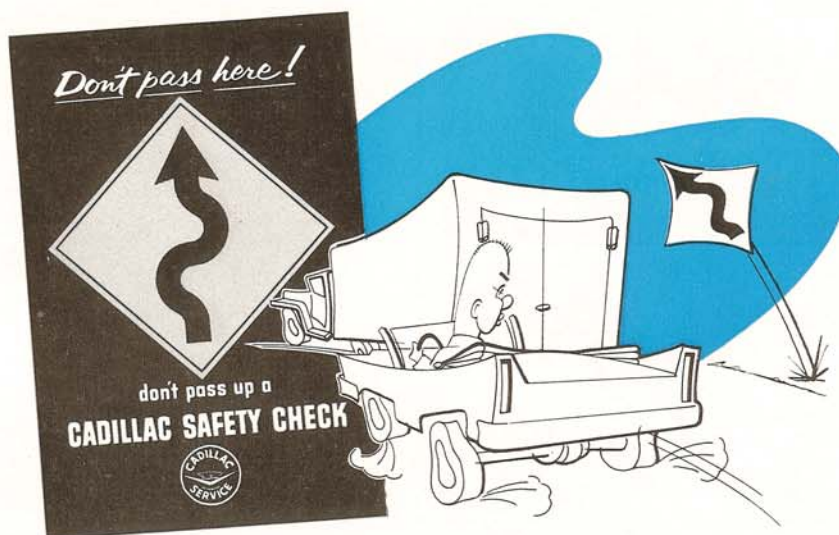
Surveys made during the past year revealed that two out of every three cars and trucks that are driven on our nation's highways have not been safety-checked. They also revealed that one-half of all vehicles checked failed to pass a safety test and that one-quarter of all accidents are caused by defective vehicles.

It is the moral obligation of retail automotive dealers to support this campaign and to emphasize to car owners that an unsafe automobile affects not only the lives of others, but also the lives of their families. Every effort should be made to make drivers conscious of this program. The program will also be promoted nationally through the media of television, radio, magazines, newspapers, bill boards and direct mail.

Cadillac Dealer Participation

It is suggested you identify your organization with this campaign by using the material supplied in the promotional kit. If your community is one of those conducting a community-wide program, you are urged to cooperate in supplying the needed manpower to maintain the safety lanes.

All Distributor and Dealer personnel are urged to participate in this program by having a ten-point safety check on their automobiles and by



obeying all traffic and safety regulations.

Distributors and Dealers that participate in the Cadillac Service Advertising Poster Program have been sent the Safety Poster, illustrated on this page, which should be prominently displayed in service reception areas.

Service and Parts Personnel

Service Salesmen and Servicemen play an important role in the Safety Check Campaign. They are the persons entrusted with the initial inspection and the final corrective work.

Parts Managers should make certain that an adequate supply of safety items; such as wiper blades, sealed beam units, brake cylinder kits, exhaust system parts, and steering linkage parts are on hand to meet the anticipated demand.

Summary Report Card

To assist in determining the success of this year's Safety Check Campaign, every Cadillac Distributor and Dealer is requested to fill out the self-

addressed Summary Report Card received from the factory Service Promotion Department. This card must be mailed to the Inter-Industry Committee office promptly on June 1.

1957 BROUGHAM SERVICE BOOK READY THIS MONTH

THE 1957 Cadillac Eldorado Brougham Service Information Book will be distributed early this month.

The book contains service information on chassis and body operations which differ from those on other 1957 series Cadillac cars. Servicemen should refer to the 1957 Cadillac Shop Manual for any operation not included in the Eldorado Brougham Service Information Book.

Distribution will be on a basis of two copies to each Cadillac retail outlet. Additional copies, if desired, may be obtained from the factory Parts Warehouse under Part No. 1098733. The price is \$1.50 per copy.

POSITION BATTERY CABLE RETAINER CLIP CORRECTLY

ON early model 1957 series cars, the battery cable retainer clip on the right front fender inner dust shield was incorrectly positioned. As a result, the battery cable might contact the choke heater pipe, which might burn away the insulation and cause a short circuit in the battery cable.

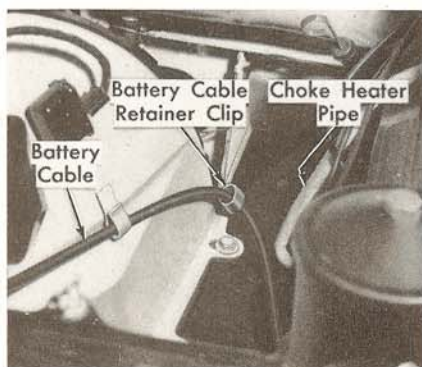


Fig. 1

To remedy this condition in production, effective with Engine No. 055227, the battery retainer clip has been turned inward as illustrated in Fig. 1. This will allow more clearance between the battery cable and the choke heater pipe.

When performing any work underneath the hood on cars built previous to Engine No. 055227, Servicemen should bend the battery cable retainer clip sufficiently to obtain adequate clearance at the choke heater pipe.

A/C INSTALLATION KIT INSTRUCTIONS REVISED

THE printed instructions with the 1957 Air Conditioner field installation kits for series 60 and 62 cars include the following statement regarding front springs: "Install new front coil springs and shim right side." This statement is incorrect in two respects, as follows:

While both front coil springs on series 6237, 6237D, 6239 and 6239D cars, are to be replaced by the springs contained in Adapter Kit, Part No. 1467931, *no shims* should be used on these cars.

On series 60S, 6237S, 6267 and 6267S cars, it is *not* necessary to replace the front coil springs; but *one* shim should be installed under the *left* hand front spring and *two* shims under the *right* hand front spring.

WIRE RELOCATIONS UNDER SIX-WAY POWER SEAT

WHENEVER wiring interference is encountered in the six-way seat adjuster mechanism, or if the seat adjuster control wiring is disturbed during service operations on 1957 series 60 and 62 style cars, the following instructions should be observed:

1. Remove front seat assembly (Refer to Section 17, Note 85 of the 1957 Shop Manual).
2. Check to see that the rear solenoid connector is installed under snap-on clip, as shown in Fig. 2.
3. Where present, remove snap-on clip securing front solenoid wire to adjuster linkage. Tape solenoid wire and lead wire to the center torque tube, as in Fig. 2.
4. The location of the wire harness clips on the floor pan should be checked. If clips are present at locations "X" and "Y", as in Fig. 2, remove clip at location "X" and move clip at location "Y" to new position, shown in Fig. 2. This new location should position the clip away from the front of the actuator motor, while keeping it in the area between the front and rear floor carpets.
5. Remove tape that binds the front and rear solenoid lead wires together, for a length of 5".
6. Install seat adjuster wire harness under newly located clip "Y" on floor pan.
7. Connect seat adjuster control switch to junction block on wire harness temporarily. Operate seat adjusters to limits of horizontal and vertical positions to determine that there is no wiring interference with adjusters.
8. Install seat assembly to seat adjusters. Install seat adjuster wire harness and, where present, seat-back lighter harness to clips on seat bottom frame.
9. Connect harness to lead wires. Install front solenoid wire connector and snap-on clip to inner flange of seat bottom frame as illustrated in Fig. 2.
10. Operate seat assembly to the full "forward" and "up" position. Wire harness should be positioned under newly located clip "Y" on floor pan, to take up slack in wire harness between the seat and clip on floor pan.
11. Check operation of seat to limits of horizontal and vertical positions.

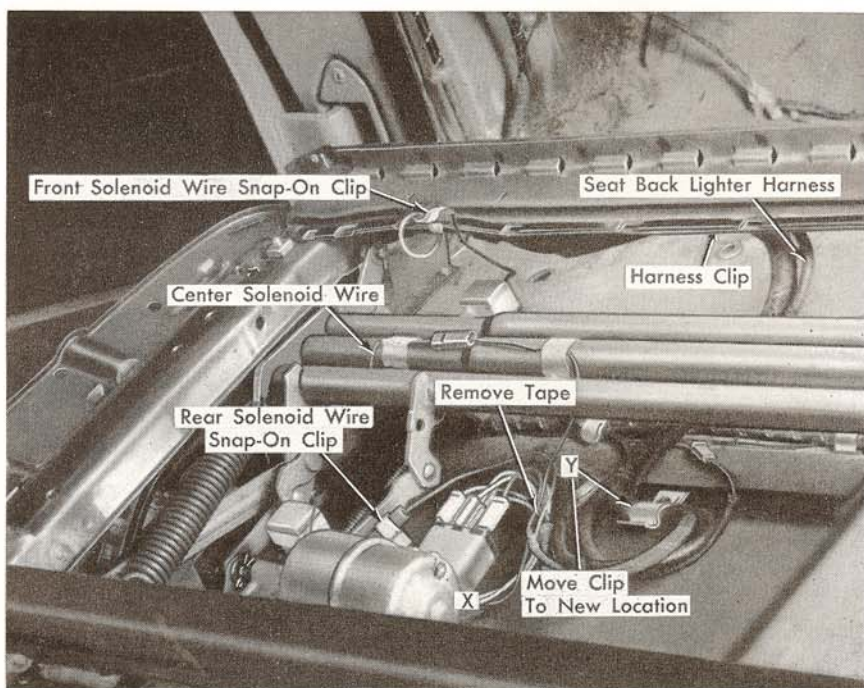


Fig. 2

PERMANENT ANTI-FREEZE AVAILABLE YEAR-ROUND

THE use of methanol anti-freeze in new cars shipped from the factory has been discontinued as of May 1. Ethylene glycol will still be installed at the factory, year-round, when requested on the sales order.

Servicemen should remind owners that permanent type anti-freeze should not be used over one year without draining and flushing the cooling system. Although the anti-freeze may retain its protective qualities for more than one season, there is a possibility of damage to the hoses and other parts of the cooling system due to chemical reactions.

RECHECK TORQUE OF PITMAN ARM SHAFT RETAINING NUT

RECHECKING the torque of the pitman arm shaft retaining nut should be performed on all new cars during Pre-Delivery Conditioning. This is necessary because the pitman arm may move upward on the tapered pitman shaft after the car has been driven over a few bumps on the initial road test. The torque loss in such cases may amount to as much as 25 ft. lbs.

Tighten the nut to 100-125 ft. lbs. Please note that on Page 5-10 of the 1957 Shop Manual, the torque is incorrectly given as 105-150 ft. lbs. Servicemen should change this in their Shop Manual to the correct 100-125 ft. lbs. figure.

TRUNK LOCK MICRO SWITCH NOW REPLACEABLE IN FIELD

REPLACEMENT of the complete automatic deck lid lock assembly because of damage to the micro switch is no longer necessary. The micro switch is now available through the factory Parts Warehouse for service replacement. The part number of the micro switch for 1957 cars is 4902033.

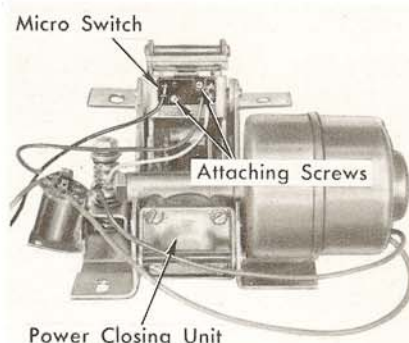


Fig. 3

An inoperative micro switch is, in most cases, due to misalignment of the deck lid or mispositioning of the deck lid lock unit. If either situation exists, the deck lid lock may not engage the lock striker properly as the deck lid is closed, resulting in damage to the switch.

To replace the switch, unsolder the wire leads at the switch, Fig. 3, and remove the two attaching screws. Install the new switch and reattach the wire leads, making certain that they are connected to the correct terminals.

After installing a new switch, check the deck lid and deck lid lock unit adjustments. Refer to Notes 108 and 111 in Section 17 of the 1957 Shop Manual.

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). P.M.—Partsmen's(3). A.F.A.—AFA Preparation & Pitfalls(1) E.P.U.—Electric Power Units(2). D.—Diagnosis(3).

| CITY | MAY 6 | | MAY 13 | | MAY 20 | | MAY 27 | | JUNE 3 | |
|----------------|--------|--------|--------|------|--------|------|--------|------|--------|------|
| Atlanta | A.C. | | A.C. | | E.P.U. | E.T. | E.P.U. | E.T. | E.P.U. | E.T. |
| Boston | Carb. | | A.C. | | D. | | D. | | | |
| Buffalo | E.P.U. | E.T. | | | | | | | | D. |
| Charlotte | | | | | H.M. | | H.M. | | | |
| Chicago | A.C. | | | | | | A.C. | | A.C. | |
| Cincinnati | A.C. | | | | | | D. | | D. | |
| Cleveland | | | D. | | D. | | | | | |
| Dallas | | | | | | D. | P.M. | | | |
| Denver | | | | | | | | | | |
| Detroit | | | | | | | | | | |
| El Paso | | | | | | | | | | |
| Houston | | | | | | | | | H.M. | |
| Jacksonville | Carb. | | Carb. | | A.C. | | A.C. | | | |
| Kansas City | P.M. | | | | | | D. | | D. | |
| Los Angeles | P.M. | | P.M. | | P.B. | | P.S. | | D. | |
| Memphis | | | | | | | | | D. | |
| Milwaukee | | | Carb. | | D. | | | | | |
| Minneapolis | | | | | | | | | | |
| New Orleans | P.M. | | O.R. | | | | | | | |
| N.Y.—Tarrytown | | | | | | | | | | |
| N.Y.—Union | E.P.U. | E.T. | E.P.U. | E.T. | E.P.U. | E.T. | | | P.B. | |
| Oklahoma City | | | P.M. | | Carb. | | | | | |
| Omaha | | | Carb. | | D. | | | | | |
| Philadelphia | | | E.P.U. | E.T. | P.M. | | P.M. | | Carb. | |
| Pittsburgh | | | | | | | A.C. | | A.C. | |
| Portland | | | P.M. | | P.M. | | D. | | D. | |
| St. Louis | A.F.A. | A.F.A. | | | | | D. | | D. | |
| Salt Lake City | | | | | | | | | | |
| San Francisco | H.M. | | H.M. | | D. | | D. | | D. | |
| Washington | | | | | | | | | | |

Service Briefs

Correction

ON Page 27 of the March, 1957 issue of the "Serviceman," it was stated that a mislocated Autronic Eye wire clearance notch could cause a short.

This statement is inaccurate. The actual effect of this condition is that a pinched and grounded red wire will hold the headlights on high beam when in automatic position.

CASTER, CAMBER AND TOE-IN ADJUSTMENTS

MANY factors cause variables in caster and camber settings, therefore, the need for adjustment should be determined by performance only.

If it is found that a car steers and handles properly during a road test, it is not necessary to check caster and camber adjustment. Caster and camber are adjusted on each car before it leaves the factory.

This does not mean, however, that the pre-delivery toe-in check should be ignored. Although toe-in is originally set at the factory, a recheck after shipping is an important function of pre-delivery conditioning, and is necessary to insure correct steering and minimum tire wear after delivery.

DRAIN HOSE ELIMINATED ON CONVERTIBLE COUPES

THERE have been a few reports of inadequate water drainage through the folding top rear quarter gutter drain hoses in the 1957 convertible coupes, resulting in water leaks into the trunk compartment.

To prevent water leaks in this area on cars built after Engine No. 055470, the drain hose has been eliminated. The elongated hole in the bottom of the drain gutter which held the drain hose has been removed, and a flanged hole was added in the side of the drain gutter near the original hole. The original drain hose hole in the rear quarter side inner panel has also been removed, and another added to the inner panel to accommodate the flanged hole in the drain gutter. Water will now drain directly through the flanged hole in the gutter into the rear quarter assembly as on past styles.

Correction of existing leaks on early production cars is possible by detaching the folding top compartment bag from the back of the rear seat in order to gain access to the drain hoses. Inspect drain hoses for kinks or obstructions. Make sure that drain hose grommet is properly seated in elongated hole in drain gutter. If necessary, apply rubber cement to secure grommet. Make certain that bottom of drain hose is fitted properly in hole in rear quarter side inner panel.

CHECK BRAKE PEDAL TRAVEL FROM CORRECT LOCATIONS

MEASUREMENT of brake pedal travel as illustrated in Fig. 8-5 of the 1957 Shop Manual is incorrect. The $4\frac{7}{8}$ " measurement between the seal retainer and the pedal reinforcement should be taken between the points indicated in Fig. 4.

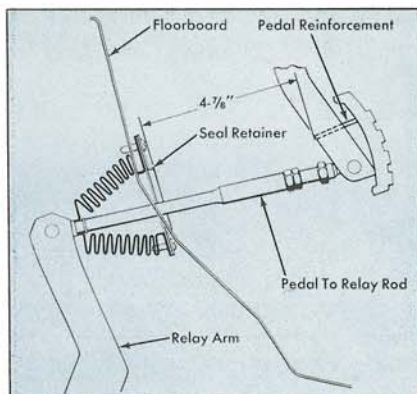


Fig. 4

Each Serviceman should correct the illustration in his copy of the Shop Manual, to assure correct measurement for this important adjustment.

BELT TENSIONER GAUGE RELEASED FOR FIELD USE

To provide satisfactory belt adjustment on past and present model Cadillac cars, a new Belt Tensioner Gauge, tool No. J-6733, has been released for field use.

The tool has been developed to meet a growing necessity for more accurate belt tensions. Use of the new tool will assist in providing better cooling and more efficient Air Conditioner operation by reducing the possibility of belt slippage. Accurate belt tensions may also materially reduce vibrations often set up by overtight-

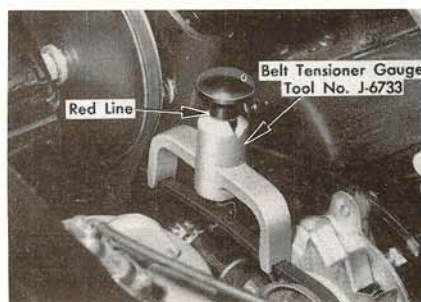


Fig. 5

NON-STAINING WINDSHIELD WASHER HOSES NOW USED

THERE is a possibility of paint stains adjacent to the windshield washer hose in the under hood area, resulting from the reaction of engine compartment fumes contacting the washer hoses used on early production cars. These stains are only noticeable on light colored 1957 cars.

Beginning with Engine Number 051812, a non-staining hose has been used in production to eliminate any possibility of this condition occurring.

The service replacement hose, available from the Factory Parts Warehouse for the windshield washer function, is made from non-staining rubber. The part numbers are as follows:

| PART NUMBER | INNER DIAMETER |
|----------------|-------------------|
| 109 7559 | $\frac{1}{8}$ " |
| 109 7560 | $\frac{3}{16}$ " |
| 109 8356 | $\frac{7}{32}$ " |

When ordering for field use, specify the length of hose required.

ening of the belts. Other results of improper tension are faster belt wear and generator bearing wear.

To check the tightness of the compressor, generator, or steering pump belt with the Belt Tensioner Gauge, Tool No. J-6733, the following procedure should be carefully followed:

1. Place Belt Tensioner Gauge on belt as shown in Fig. 5.
2. If the red line does not line up with gauge shoulder, as illustrated in Fig. 5, loosen the belt tension adjusting nuts and tighten or loosen belt until the red line on the barrel of the Gauge is even with the shoulder.
3. Tighten belt adjusting nuts.

The Belt Tensioner Gauge, Tool No. J-6733, is listed on the 1957 Special Tool Order Form recently sent to all Distributors and Dealers. Orders may be placed in the usual manner.

PROCEDURE FOR ADDING OIL TO A/C COMPRESSORS

A PROCEDURE has been developed, for adding oil to the Air Conditioner compressor on 1957 series Cadillac cars, that eliminates the necessity for removal of the compressor.

If, after checking the oil level as described in Section 13, Note 8a of the 1957 Shop Manual, it is necessary to add oil, follow the procedure outlined below:

1. With gauge set connected to compressor, attach oil charging line to center connection of gauge set as for 1955 and 1956 models.
2. Operate engine at slow idle in "Dr" (Drive) range with Air Conditioner "On", and crack open high and low pressure valves on gauge set. This allows Freon vapor to purge the air out of the gauge set and lines.
3. While Freon vapor is still escaping, insert oil charging line to the bottom of a graduated bottle of Frigidaire 525 viscosity oil. Close high and low pressure gauge set valves.
4. Clamp by-pass hose from by-pass valve to evaporator, and the liquid

line from sight glass to evaporator, using wooden blocks and "C" clamps as described in the April Serviceman Supplement. Operate engine at slow idle until 10 to 20 inches vacuum is maintained on low pressure gauge.

5. Slowly open low pressure valve on gauge set, allowing oil to be drawn into equalizer line. Close valve when 2 ounces have been added.
6. Remove oil charging line and cap center gauge set connection with dead-head fitting. Open low pressure valve on gauge set.
7. Slowly open high pressure valve on gauge set, allowing Freon pressure to force all oil out of equalizer line into evaporator.
8. Close both gauge set valves and remove hose clamps.
9. Run engine at 2000 RPM in "Park" position for 5 minutes. Recheck oil level. If oil level is still low, repeat procedure to add 2 ounces more. If oil level is satisfactory, remove gauge set and replace caps on gauge connections.

COMPLETE PROPELLER SHAFT ASSEMBLIES AVAILABLE

To make certain that no undesirable vibrations will be created in a 1957 car as the result of a propeller shaft replacement, it is now recommended that only a factory-balanced, complete propeller shaft assembly be installed when either front or rear tubular member requires replacement.

Front and rear propeller shafts are being withdrawn from factory and field parts stock, and only the complete assemblies, which include the front yoke, front propeller shaft, center bearing and support, rear propeller shaft and three universal joints, are now listed in the Master Parts List. Part numbers for the complete assemblies are as follows:

| SERIES | PART NO. |
|--------|----------|
| 57-60S | 146 6161 |
| 57-62 | 146 6162 |
| 57-75 | 146 6164 |
| 57-86 | 146 6165 |

The intermediate bearing and support assemblies and replacement universal joints and yokes will continue to be listed separately as before.

SERVICE MANAGERS MEET AT DALLAS, TEXAS



A SERVICE MANAGERS CLUB meeting, held at the Dallas, Texas Training Center in March, was attended by members of the Midwest Service Manager's Club, the Dallas Service Managers Club, the Houston Service Managers Club and the Memphis Service Managers Club. In all, representatives from 15 states were among the 75 persons present. A total of eight Service Districts were represented by seven District Parts

and Service Managers and two District Managers during this two-day meeting.

Mr. R. M. Phillips, General Service Manager, and Mr. A. J. Renc, Final Assembly Superintendent, conducted product discussions, while Mr. K. Willoughby, of Fisher Body, offered a body discussion. Mr. H. C. Hey, Assistant General Service Manager, presented a sequel to the "Golden Touches" Program, entitled

"Final Touch for Owner Satisfaction."

Mr. L. D. Craig, Service Manager at Tyler, Texas, was in charge of this meeting of the combined clubs. Mr. W. D. De Sanders, President of Lone Star Cadillac in Dallas, was the Host speaker. In addition to the general discussion of the Service Managers present, dealer management reactions were also obtained from Mr. W. W. Bland, President of Bland-Willis Cadillac Company in Houston, Texas.

SERVICE MANAGER ACTIVITIES THROUGHOUT THE NATION

Sioux City, Iowa

An organizational meeting of the Sioux Valley Cadillac Parts and Service Manager's Club was held at Sioux City, Iowa recently with 28 people in attendance. In their first election, Mr. Al Houchins was elected President and Mr. Vert Paulsen, Secretary-Treasurer.

Mr. George LaGraff, Cadillac District Parts and Service Manager, led a discussion on current policy problems.

MR. PHILLIPS ANNOUNCES NEW FIELD APPOINTMENTS

MR. R. M. PHILLIPS, General Service Manager, has announced the appointments of Mr. J. T. Dickinson and Mr. F. L. Saxe as new District Parts and Service Managers in the field, effective May 1.



MR. J. T. DICKINSON

Mr. Dickinson, who has taken over the Charlotte District, has been associated with Cadillac since 1937 in various retail outlets as a service salesman and Service Manager.

Mr. Saxe, who has assumed the responsibilities of the St. Louis District, has eleven years of Cadillac retail experience, of which the last eight have been as a Service Manager.



MR. F. L. SAXE

Albuquerque, New Mexico

Members from Omaha, Nebraska; Denver, Colorado; Salt Lake City, Utah, and Oklahoma City, Oklahoma attended a recent meeting of the Midwest Service Managers Club at Albuquerque, New Mexico. The seventeen persons in attendance took part in a program which included a discussion of current service problems.

San Francisco, California

Service and Parts Managers gathered at the Training Center in San Leandro, California for a discussion of current problems under the direction of Mr. H. P. DeYoung, General Service Manager of the San Francisco Branch. Sixty-two persons were present for this enlightening meeting.

Philadelphia, Pennsylvania

Forty-eight persons turned out at the General Motors Training Center in Moorestown, New Jersey to form a Parts and Service Manager's Club for Scott Smith Cadillac Company, Philadelphia, and its dealers.

Mr. Hugh McHenry was elected President and Mr. Frank Powell, Secretary-Treasurer, in the group's first election.

Nashville, Tennessee

The middle Tennessee Parts and Service Club was recently organized at Nashville, Tennessee. In their initial election, the following officers were chosen: Mr. Ralph Irwin of Nashville, President; Mr. John Rosson of Columbia, Vice-President; and Mr. Marcus Moffat of McMinnville, Secretary-Treasurer.

Los Angeles, California Craftsman Awards

The Los Angeles Branch and Wilshire Sub-Branch held their annual Craftsman League Award Dinner at the Burbank Training Center recently. There were 215 persons in attendance. Mr. W. E. Keane, General Service Manager, acted as Master of Ceremonies while Mr. S. L. Quisenberry, District Parts and Service Manager, and Mr. R. L. Barter, Training Center Instructor, also participated.

San Francisco, California Craftsman Awards

The annual San Francisco Craftsman League Award dinner for the Van Ness Avenue Branch and Stonestown Sub-Branch took place recently with approximately 100 men in attendance.

Dallas, Texas Bowling Tournament

Lone Star Cadillac, of Dallas, Texas defeated Bland-Willis of Houston, Texas for the first leg of the Cadillac Bowling Championship of Texas. The winner will be designated as Champion of Texas and open to challenge. For full particulars, contact Mr. R. F. Pancoast, Service Manager of Bland-Willis.

Thought of the Month

A customer's friendship is far more vital and necessary than getting his dollar.

—Milton S. Florsheim

FAIR AND COOLER



{ NO. 5 CHART }

Let's be prepared when owners come in for a pre-season Air Conditioner check-up! For a quick run-through on what to look for, see this month's Round Table Chart Presentation "Fair and Cooler".

* * *

Learn how valuable time is lost and car owner-dealer relationships weakened through practical jokes in this month's enlightening Film Supplement, "Last Laugh".

GET A CHUCKLE FROM THE ...



MAY, 1957 ... FILM NO. 5