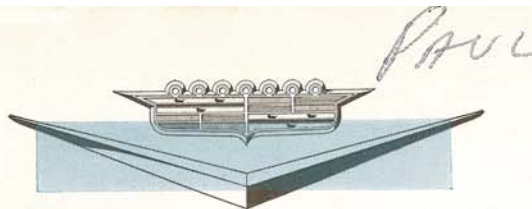


the

Cadillac



# SERVICEMAN



VOLUME XXXI

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## INTRODUCING THE SERVICE STORY ON THE 1958 CADILLACS

**T**HE 1958 Cadillac car, with its many new mechanical and styling features, will be on display to the general public on November 13 at Cadillac Distributors and Dealers throughout the country.

Retaining the distinctive quality and styling that has made it the leader in its field, the 1958 Cadillac incorporates a wealth of new features, among which are:

- A four headlamp system.
- A new sedan body style.
- Longer hood and wider fenders.
- A new conception in grille design.

- Four-link rear suspension on all models.
- Air Suspension available on all models.
- Coil spring suspension at front and rear.
- Increased compression ratio.
- Increased horsepower.
- A greater-than-ever choice of interior trims.

In addition to the above items, there are many other interesting features, as outlined below, which add to the appearance and the performance of the 1958 Cadillac car.

### CHASSIS SUSPENSION

This year, Air Suspension is available as optional equipment on all models except the series 86 chassis. This system uses air springs instead of steel springs to keep the car at a constant height, regardless of load, and to provide a softer ride by virtue of a lower spring rate. An automatic leveling feature insures that front wheel alignment and headlight aim will not vary as the passenger load is changed.

The Air Suspension system, Fig. 1, incorporates features that differ from

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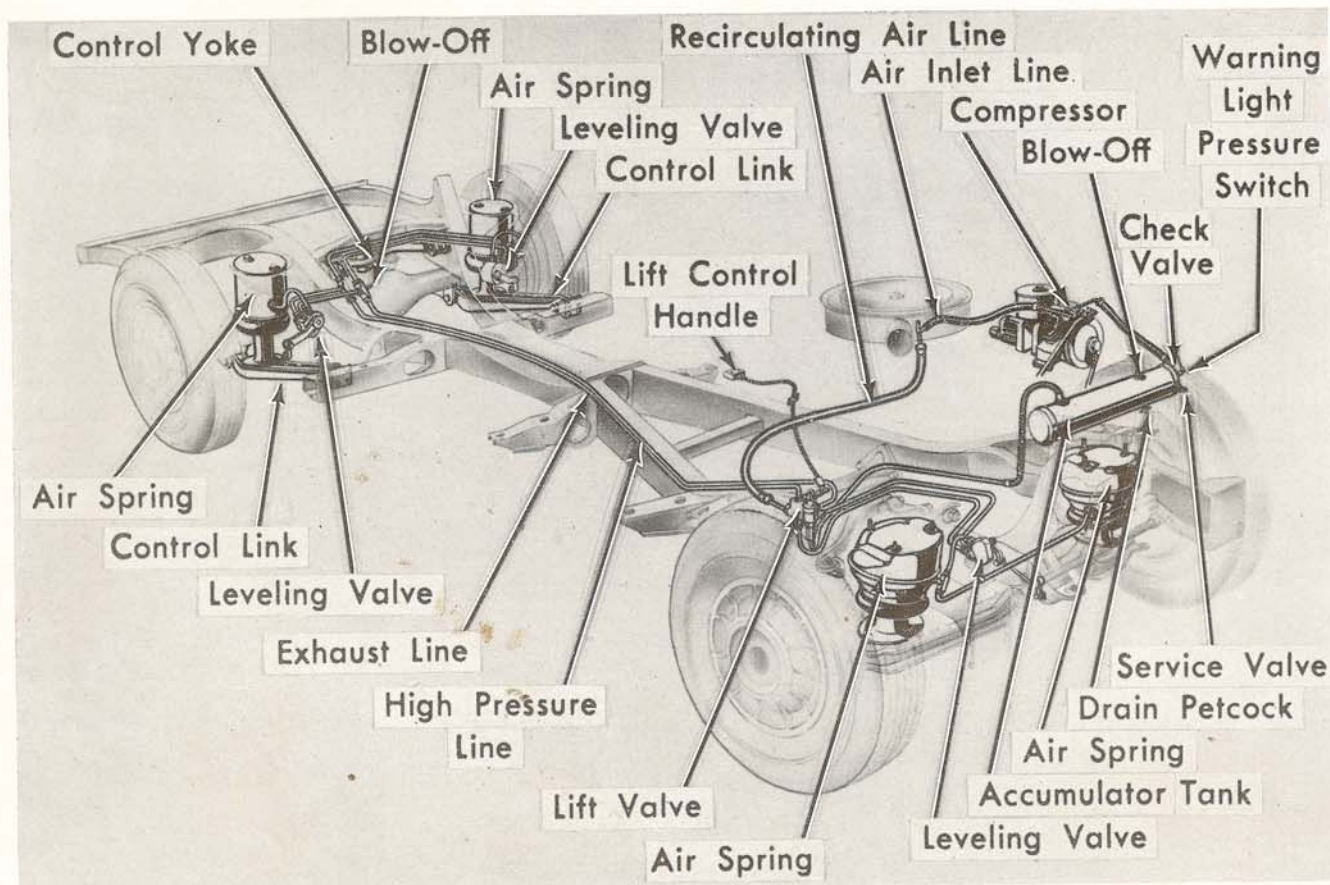


Fig. 1



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those on the Eldorado Brougham. The system, used on the 1958 Cadillac, incorporates a re-circulating air line between the exhaust port on the lift valve and an open "tee" fitting on the carburetor air cleaner. Air, instead of being exhausted to atmosphere, is directed back to the compressor which re-circulates it throughout the system. If the system is not "demanding" air, the excess is exhausted to the atmosphere through the carburetor air cleaner. As a result, water accumulation in the system is greatly reduced. The re-circulating air line, added since the 1958 Cadillac Shop Manual Supplement went to press, may be seen in Fig. 1.

The air compressor is a reciprocating, two cylinder, single-acting type. It is belt driven from the crankshaft pulley, in contrast to the electric type compressor on the Brougham, and maintains an air pressure in the accumulator tank of approximately 275 psi. The power steering pump is bolted directly to the back of the compressor and is driven by the compressor shaft.

A new four-link rear suspension system, Fig. 2, utilizing either air

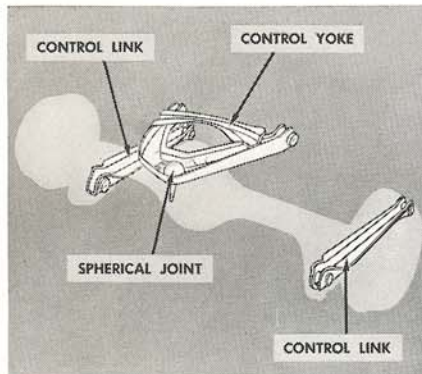


Fig. 2

springs or steel coil springs, is used in place of the semi-elliptical leaf spring suspension on all 1958 series Cadillac cars except the 86 series.

The rear suspension linkage consists of two lower control links and an upper control yoke. Conventional steel coil springs are mounted with their lower ends seated on the lower control links, and the upper ends seated in brackets welded to the frame side members.

The accumulator tank has a smaller capacity (300 cubic inches) than the one on the Brougham, but maintains greater air pressure.

The system has a single leveling speed determined by the bleed action of the check valves at each air dome

and each leveling valve, while the Brougham utilizes electric solenoid valves to provide fast and slow leveling.

The system incorporates an air lift valve having three functions:

1. Regulates line pressure.
2. Directs all exhaust air from each leveling valve to either the compressor or the air cleaner.
3. Provides a means of lifting the car when more ground clearance is needed.

The complete air lift valve assembly consists of two major sections:

1. Pressure regulator valve.
2. Override valve.

The function of the pressure regulator valve is to control air pressure from the accumulator tank through the leveling valves to the air springs. Regulated pressure is 125 pounds for series 60 and 62, and 150 pounds for series 75.

The function of the override valve is to supply regulated air pressure through the exhaust lines to the air springs if extra ground clearance is needed.

This valve is actuated manually by means of a bowden cable attached to an "Air Lift" control handle on the instrument panel. When the "Air Lift" control is pulled out, the car will raise about 5 inches to full "rebound" position. To return the car to normal standing height, push in the "Air Lift" control.

When servicing the Air Suspension system, it must be determined whether or not any leveling action is desired. If not, pull out the "Air Lift" control handle on the instrument panel. If leveling action is desired, have engine running with "Air Lift" control handle pushed in.

**NOTE:** Make sure that the "Air Lift" control handle is either fully in or out whenever it is used. If left in midway position, it can bleed all the air from the system.

The leveling valves do not incorporate a dash pot as on the Brougham. All three leveling valves are non-delay. Ball check orifices have been added to the intake and exhaust fittings of these valves to give the same air flow control that dash pots originally provided. This change, incorporated since the 1958 Cadillac Shop Manual Supplement was printed, tends to conserve air under all driving conditions.

The front and rear air domes differ in shape and size from those on the Brougham. The air line fitting in each air dome restricts air flow in the exhaust direction only, instead of in both directions.

The system incorporates the use of rubber bellows in the air springs rather than the diaphragm type on the Brougham.

There are three methods of exhausting all air from the system, depending upon the nature of the service being performed.

1. Raise car and place jack stands at front and rear under frame, allowing front and rear suspension to hang in full rebound position. Open drain petcock on bottom of accumulator tank.
2. With car on ground, pull "Air Lift" control handle out and open drain petcock on bottom of accumulator tank.
3. With car on ground, open drain petcock on accumulator tank and push down on front and rear bumpers, allowing sufficient time for air springs to exhaust.

For rapid replenishment of the air supply, all wheels must be on the ground or the "Air Lift" control handle must be pulled out. Introduce external air at service valve in left hand end of accumulator tank. The air supply can also be replenished by running the engine, but this is a slower process.

#### Air Suspension Precautions

The following precautions must be observed when servicing Air Suspension equipped cars:

1. Never raise rear end of car with rear shock absorbers disconnected. Rear shock absorbers serve as rear suspension rebound stops and, when disconnected, the car could be raised off its suspension, resulting in separation of the rear air spring assemblies.
2. Shock absorbers on Air Suspension equipped cars are not interchangeable with those on coil suspension equipped cars.
3. Never undercoat a car equipped with Air Suspension. Undercoating material will cling to various Air Suspension parts, affecting their operation. The rubber bellows, for example, could become chafed, reducing their service life considerably.

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Periodic service requirements for Air Suspension equipped cars are as follows:

1. Purge the system of dirt and moisture by draining the petcock on the accumulator tank every 2,000 miles or at the time of lubrication.
2. Replace filters, gaskets, and "O" rings in leveling valves and air lift valve every 25,000 miles.
3. Leak test the system as required.

### Raising Car on Hoist

When hoisting Air Suspension equipped cars on the frame contact hoist, refer to Fig. 3, for contact locations. The "Air Lift" control handle should be pulled out. This provides more ground clearance to prevent possible under-body damage when driving car onto the hoist. This also "locks out" the leveling action and conserves high pressure air. This same procedure should be followed when driving the car onto any other type of hoist. By "locking out" the system, the car cannot level itself, which will prevent it from shifting on the hoist.

## Towing

When towing the car with the front or rear wheels raised off the ground, with air in the suspension system, pull out the "Air Lift" con-

trol handle to lock the air in the system. Then, depress the service valve on the accumulator tank and exhaust enough air to let the car down off the rebound snubbers to approximate normal standing height. This will prevent air consumption or unexpected loss of air, and will cause the air springs to behave like coil springs by trapping air in the air springs.

## Leak Testing

Air and Gas Leak Detector Fluid, Part No. 1470927, is available for performing leak tests on the Air Suspension system. It will aid in locating the source of an unknown leak and should be used on all fittings disturbed when any component part of the system is replaced or repaired.

**NOTE:** This leak test fluid is in concentrated form, available in 4 oz. bottles. Mix in the proportion of 1 oz. per gallon of water before using. One capful of concentrate per quart of water will give the correct mixture.

Complete service information pertaining to the Air Suspension system is covered in the 1958 Cadillac Shop Manual Supplement, which should be revised to include notes on the re-circulating air line and omission of leveling valve dash pots as covered above.

### Rail Shipment Unloading Procedure

When cars equipped with 1958 belows type Air Suspension are shipped by rail, line pressure in the system is maintained by the use of nitrogen supplied from cylinders inside the freight cars. In the event the nitrogen supply should fail, special rubber spacers are used at the front and rear for support.

Unloading instructions for the Eldorado Brougham remain unchanged from those covered in the April, 1957 "Serviceman," but different instructions apply to all other 1958 cars. These instructions are:

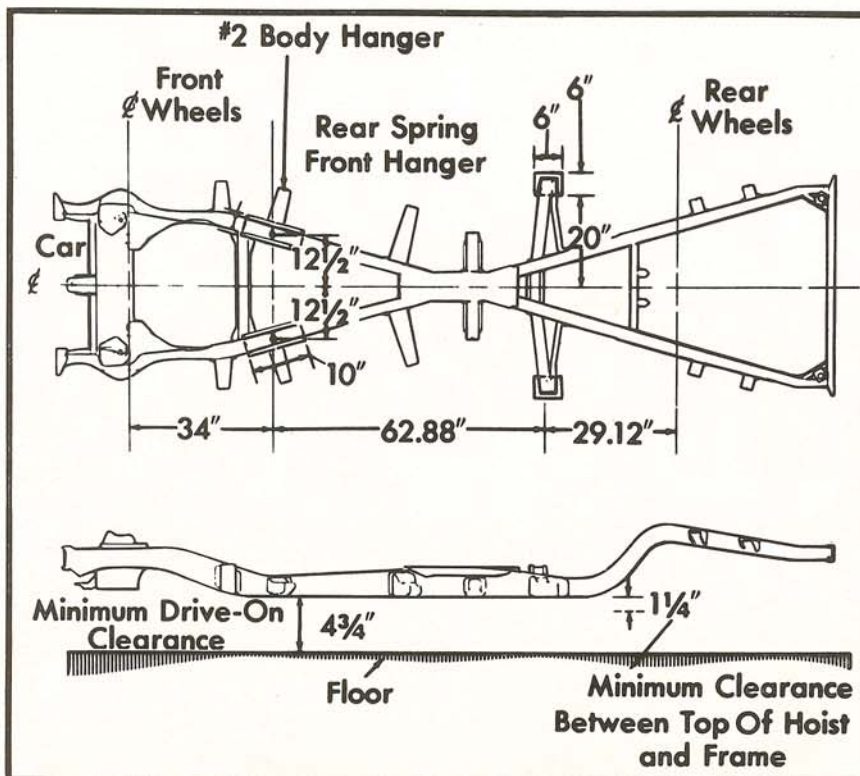
1. Push lift valve control handle fully in.
  2. Remove tie down chains from clevises, front and rear.
  3. If car is loaded on upper rack, lower rack to floor of freight car.
  4. Shut off valve at nitrogen cylinder and slowly disconnect nitrogen supply line from service valve on accumulator tank. A discharge of nitrogen will take place.
- NOTE: Nitrogen can be left in suspension system.
5. Store supply line in storage box by nitrogen cylinder.
  6. Connect battery ground strap.
  7. Pull "Air Lift" control handle out, release parking brake, and remove vehicle from freight car.
  8. Remove rubber spacers from compression bumpers at front suspension.
  9. Loosen nuts on rear axle housing spacer blocks, and remove spacers.
  10. Lower car by pushing "Air Lift" control handle fully in.

On standard cars shipped by rail with Air Suspension, the rubber spacers are the property of the railroad company and must be placed in the storage receptacle provided in the freight car. They will be charged to the distributor or dealer if not returned.

On cars delivered by truck, the driver will assume complete responsibility for the correct unloading procedure.

Shipping clevises installed on the car frame *must* be removed before delivery of the car. Rail shipment clevises may be discarded, however, truck shipment clevises should be turned over to one of the truck drivers who will return them to the factory.

(Continued on the next page)



**Fig. 3**



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**Wheels**

Due to the new, redesigned wheel discs, wheel weights cannot be installed at the outer rim. However, weights can be installed on the inner rim for static balancing, which is the factory approved method for balancing Cadillac wheels.

**HYDRA-MATIC TRANSMISSION**

The transmission oil cooler has been relocated to the radiator lower tank. Careful checks must be made whenever the transmission or radiator have been removed and installed, so that the oil cooler-to-transmission pipe and hose fittings do not leak.

Other transmission improvements are:

1. New front seal and bushing in the flywheel housing.
2. Dirt trap on flywheel.
3. Thicker neck on torus cover to improve durability.
4. Redesigned front pump intake pipe.
5. Redesigned governor.
6. Redesigned parking brake in transmission.
7. Revised oil passages in shift and coupling valve bodies.
8. Needle bearing added to front unit gearset.

Consult the 1958 Cadillac Shop Manual Supplement for further information concerning these and other items relating to the transmission.

**FUEL AND EXHAUST**

There are three two-barrel Rochester carburetors, as illustrated in Fig. 4, used as standard equipment on all Eldorado series cars. This installation is also available as optional equipment on all other series cars. Engines that have the triple carburetor installation will be designated as Eldorado engines. The Rochester and Carter four-barrel carburetor will again be used on standard cars.

Due to the difference of fuel mixture requirements between the Eldorado and standard engines, there is a difference in the ignition timing setting. The ignition timing is set at 10° B.T.D.C. on the triple carburetor engine, and at 5° B.T.D.C. on the single four-barrel units. This setting is used, providing the available fuel has an octane value of 99 or better by the research method. However, if the best available fuel is only 98 octane, the timing should be set back to 7½° B.T.D.C. and 2½° B.T.D.C. respectively. When timing either the Eldorado or standard engine, the idle speed should be 450 RPM and the vacuum advance line to the distributor should be disconnected and taped.

There are two types of air cleaners used on 1958 cars. The larger air cleaner for the triple carburetor has two trumpet inlets with tuned passages for the muffling of intake noises, while the smaller air cleaner for the single carburetor has only one trumpet. Both air cleaners are the "dry" type. The dry paper filter ele-

ment used should be cleaned every 2,000 miles. This may be done by tapping it gently on the workbench. The filter element should never be washed or cleaned with compressed air. Replace element every 12,000 miles or once a year.

**ENGINE MECHANICAL**

Internal engine mechanical changes are: Redesigned pistons, new rocker arm shaft and brackets, larger exhaust valves and new camshaft.

The 1958 piston has a slotted head to increase combustion turbulence and to provide extra clearance for larger exhaust valves.

Due to the larger exhaust valves, a change was needed in the spacing of the rocker arm brackets. This was accomplished by a wider boss on one side of the bracket. When installing a new rocker arm shaft, the two outer brackets point outward and the two inner brackets point inward.

Valve lifters may now be removed, providing the lifters have not become varnished with oil deposits, without removing the intake manifold. This operation is covered in the 1958 Shop Manual Supplement.

**ELECTRICAL**

All 1958 series Cadillac cars incorporate a dual headlamp system.

The upper beam, when in "On" position, utilizes all four lights. The two inner lamps reach far down the road, like spotlights, while the two

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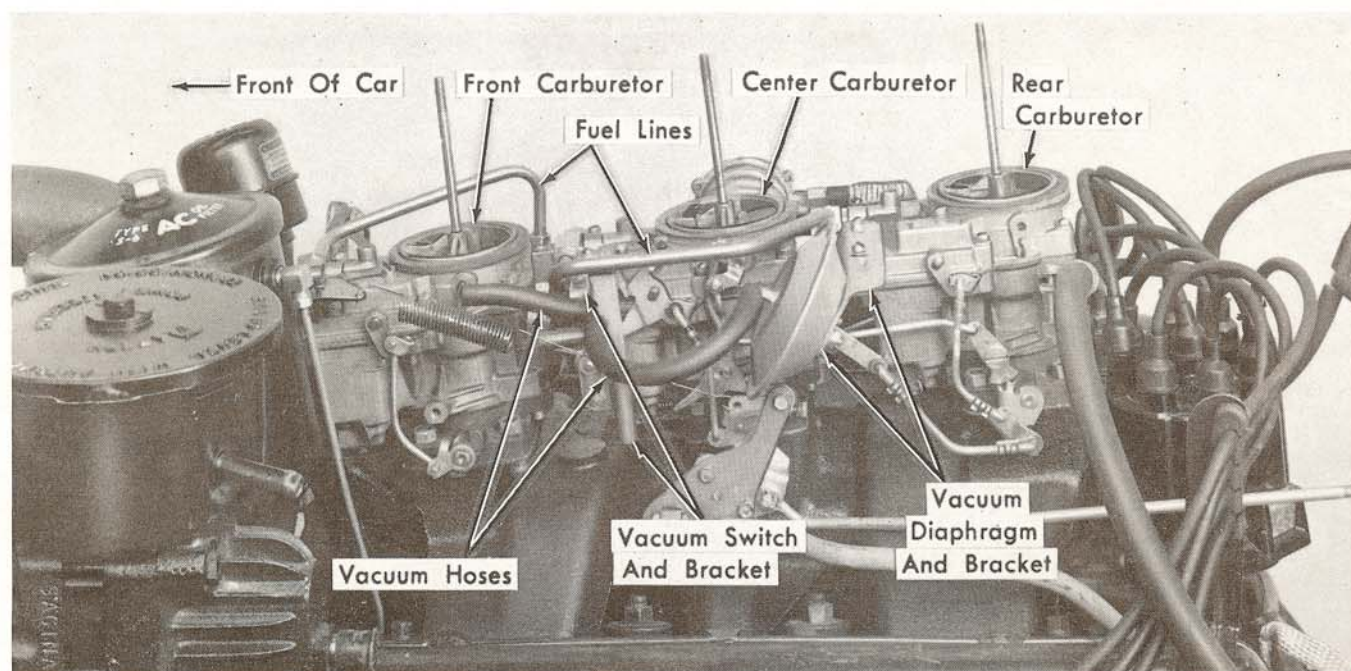


Fig. 4



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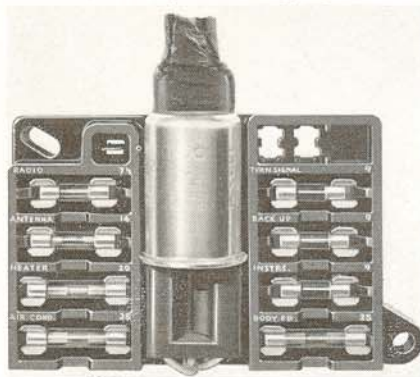


Fig. 5

outer lamps give a wide pattern of light for visibility directly ahead of the car.

For "city" driving, the two outer lamps on low beam reach far down the road and they are aimed to the right. The inner lamps are "off" for "city" driving.

Either the T-3 Safety Aimer method or the screen method may be utilized for aiming headlamps. However, local state laws may vary, so be sure to comply with the laws in your state for headlamp aiming.

Both headlamp aiming methods are explained in the 1958 Cadillac Shop Manual Supplement.

A new fuse panel as shown in Fig. 5 is mounted under the instrument panel on the cowl insulating board just to the left of the center of the car. The radio, antenna, heater, Air Conditioning, turn signal, back-up light, instrument and body feed have their fuses located on this panel. In addition, the directional signal flasher is mounted on the fuse panel.

The ignition switch connector has a locking tang which makes it necessary to remove the ignition switch from the dash panel before the ignition switch multiple connector can be disconnected from the switch, as illustrated in Fig. 6.

The instrument cluster used on all

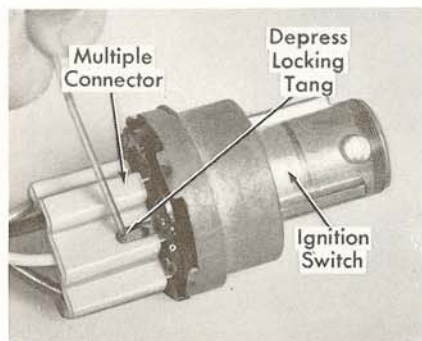


Fig. 6

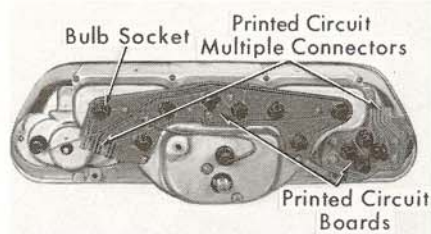


Fig. 7

1958 series cars incorporate a printed circuit, whereby all wires can be disconnected by simply removing the two printed circuit multiple connectors shown in Fig. 7.

### RADIO

The front radio speaker for 1958 is located in the instrument panel and is easily accessible through the top of the glove box.

The radio audio and tuner units are joined together for compactness. All radio tubes and the vibrator, as identified in Fig. 8, may be removed and installed without removing the radio assembly from the car.

Once the heater crossover duct and rubber connector are removed, the tubes and vibrator in the audio section will be accessible from below the instrument panel.

To remove tubes from the tuner section, remove four screws, accessible through the top of the glove box, which secure the bottom radio cover to the tuner section. Then, pull down on right edge of the plate and remove by pulling to the right.

### AIR CONDITIONER

Modifications have been made in the 1958 Cadillac Air Conditioner to improve performance.

The radiator and condenser have been moved forward to provide room

for a new, full fan shroud to increase Air Conditioner capacity and engine cooling. The condenser is the same basic design as in 1957, but with a larger capacity.

A larger compressor (12.2 cubic inches) of welded construction is used, with the head welded to the body. This eliminates the possibility of any service on the internal parts of the compressor in the field. The compressor is driven by one belt instead of two as used in 1957.

The sight glass has been removed from the liquid line and is now an integral part of the dehydrator-receiver assembly.

Series 60 and 62 cars incorporate design features that provide controlled re-circulation while retaining the advantages of the fresh air system.

### BODY

One new model, the 6239E, extended deck sedan, is added to the 1958 line. The body for this series is the same as the Sedan de Ville, differing in interior trim and standard equipment.

A manually operated ICV window is located in the rear door window on all four door models in the 60 and 62 series. Power operated front ICV windows are standard on the Eldorado styles and the 60 Special and are optional on other models with power windows.

On the 6237D, 6239D and 6237S styles, a new two-piece molded fiberglass headliner is used. It is of striking appearance, improves the acoustical properties and is easily serviced.

Electric door locks are optional equipment on all models with electrically operated windows.

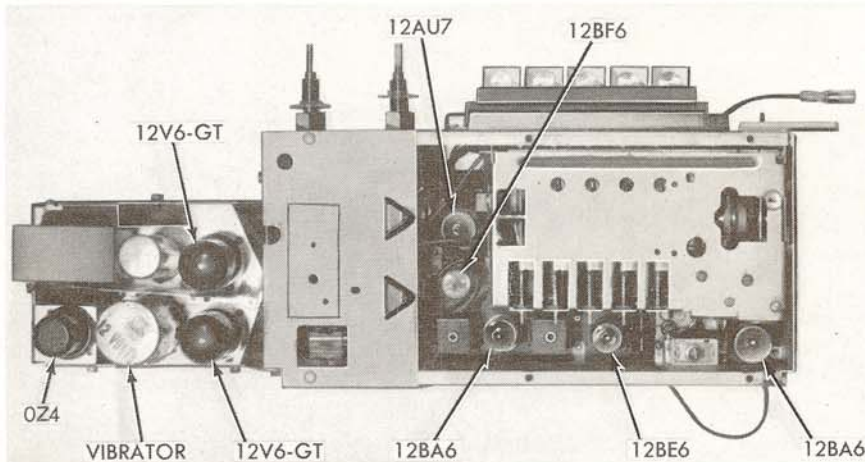


Fig. 8



## AIR CONDITIONER IDLE SPEED CONTROL ADJUSTMENT

It has been the practice in past model Cadillac cars equipped with Air Conditioning to utilize the Air Conditioner idle speed-up control to increase engine idle speed in neutral to 900. This would provide improved Air Conditioner operation and superior engine cooling.

However, on 1958 Air Conditioned cars, the Air Conditioner idle speed-up control is being used to boost engine RPM slightly at idle, in any transmission range when the Air Conditioner is turned on. This change has been made to compensate for the added load that the larger capacity 1958 compressor imposes on the engine.

The wiring of the idle speed-up control which formerly led to the neutral switch is now grounded so as to operate the control whenever

the A/C is switched on regardless of the transmission range being used.

The correct procedure applicable to all 1958 single or triple carburetor installations is as follows:

1. Remove air cleaner and be sure that the Air Conditioner is turned off.
2. Disconnect Freon compressor clutch feed wire from plastic connector, at outboard side of compressor.
3. Adjust carburetor so engine will idle at 450 RPM in Drive (normal adjustment).
4. Turn Air Conditioner on and adjust the idle speed-up control until the engine RPM is raised to 525. Do not readjust carburetor to obtain this speed.

## 1958 EDITION OF FLAT RATE SCHEDULE RELEASED

THE 1958 edition of the Cadillac Flat Rate Schedule is now being shipped. This schedule contains not only information on the 1958 series car, but also on the 1957 series.

As an aid in assuring accuracy and completeness, a replacement page service is being instituted this year. This service, which is available at no

additional charge, will cover all changes in time allowances that might be necessary due to changes in job procedure.

Quantities being shipped are taken from the 1958 Service and Parts Activities Order Forms which have been received by the factory.

### 1958 Body Styles

Listed below is a complete chart of all the 1958 body styles. Note that the body code letter has been incorporated into the engine serial number. For example, the first 62 series engine number in the 1957 model was 5762-000001. In 1958, this same number might be 58K-000001 for the standard sedan, or 58L-000001 for a Sedan de Ville.

Regardless of car series and/or type of engine, the last six digits of all engine serial numbers run in numerical sequence, beginning with 000001 as shown in the examples below.

Body Style	Series	Body Code	Engine Serial Number
Biarritz	6267S	E	58E-000001
Convertible	6267	F	58F-000002
Standard Coupe	6237	G	58G-000003
Seville	6237S	H	58H-000004
Coupe de Ville	6237D	J	58J-000005
Standard Sedan	6239	K	58K-000006
Sedan de Ville	6239D	L	58L-000007
Sixty Special	6039	M	58M-000008
Extended Standard Sedan	6239E	N	58N-000009
Eldorado Brougham	7059	P	58P-000010
75 Sedan	7523	R	58R-000011
75 Imperial	7533	S	58S-000012
Commercial Chassis	8600	Z	58Z-000013

## IMPORTANCE OF PROPERLY FILLED-IN P. I. R. REPORTS

THE importance of reporting unusual conditions on 1958 Cadillac cars to the factory on Product Information Reports cannot be over-emphasized. These reports provide vital information for directing quality control activities.

All pertinent information should be included on the report as shown in Fig. 9. This includes the name of

CAD 4400 10-55		PART NO. 1097728	
PRODUCT INFORMATION REPORT			
SERVICE DEPARTMENT			
CADILLAC MOTOR CAR DIVISION—GENERAL MOTORS CORP.			
DISTRIBUTOR	Hometown Motors	DATE	11-12-57
CITY	Hometown	STATE	U. S. A.
ENGINE NO.	STYLE NO.	MILEAGE	UNIT NO.
58F005132		New	FW-363
WHAT IS TROUBLE—BE BRIEF			
THESE CONDITIONS APPLY TO ALL CARS LISTED ABOVE.			
Thin paint on hood panel, primer shows through.			
WHAT CAUSES CONDITION:			
Thin paint buffed through.			
WHAT DID YOU DO TO CORRECT TROUBLE:			
Refinished hood panel.			
PRINTED IN U.S.A. SIGNED Service Manager			

Fig. 9

the distributor, the engine number of the car, body style, mileage driven, and the number of units involved. Also include a clear and precise statement of the condition, cause if known, and the corrective steps taken.

When listing the engine serial number, the style number will automatically be included. The engine serial number has been revised this year to carry the body code identification letter.

Another important item that should not be overlooked is the unit number. If the complaint is one concerning the carburetor, power brakes, or tires, merely distinguish the make. For example, Carter, Bendix, or Firestone. However, if the complaint is one concerning body, transmission, radio, or any other assembly that has a unit or serial number, the number must be furnished.



## TRAINING CENTER CLASSES WELL ATTENDED IN '57

**T**HE Cadillac Training Center Program drew to a successful close for the 1957 season after setting a new record in man hours of training for the year.

Each year since the General Motors Training Centers have been established, the Cadillac Motor Car Division has added additional new courses to train, not only mechanics, but all dealer personnel, in subjects that will assist them in the performance of their duties.

During the 1957 program year, two completely new courses were offered. One on Diagnosis and one on AFA Preparation. The 1958 program, which will begin November 18, will offer all of the courses previously available, plus a new course on Chassis Suspension.

### Active Participation Provided

Continued interest in the Training Program is essential to its success and growth. An excellent example of interest was demonstrated at the final 1957 session held at the Detroit Training Center. Students from every one of the dealers under the Cadillac Distributor at Bay City, Michigan, attended the class.

Dealer personnel in attendance at this session, as shown above, were: Mr. R. Leavesley, Alpena; Mr. W. Mitchell and Mr. T. Dennis, Bay City; Mr. C. Schmitgal, Sault Ste. Marie; Mr. W. Bergstrom, Newberry; Mr. D. Becker, Bad Axe; Mr. G. Kroush, Charlevoix; Mr. S. Schell, Caro; Mr. C. Peterson, Grayling; Mr. P. Beadore, Standish; Mr. W. Harkness, Cheboygan; and Mr. L. Wagner, Tawas City.

Training Center Instructors, Mr. J. E. Burkholder and Mr. F. J. McNulty, with the Assistance of the District Parts and Service Manager, Mr. C. W. Ferrell, conducted this final session at the Detroit Center.



## SOME 1958 STEERING PUMPS USED IN LATE 1957 CARS

**T**HE 1958 type power steering pump assembly was used in place of the 1957 pump on a few 1957 cars after approximately Engine Number 146566. The 1958 pump has a flat cover, which distinguishes it from the 1957 pump having a crowned cover, as illustrated in Fig. 10.

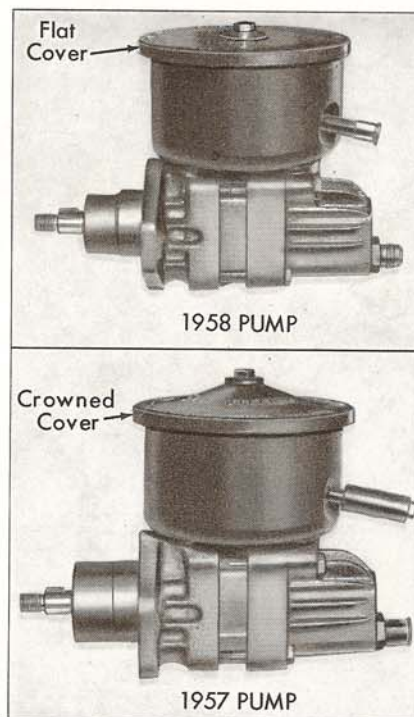


Fig. 10

In the event that service operations are required on 1958 type pumps in a 1957 car, refer to the 1958 Cadillac Shop Manual for information and applicable procedures.

## AIR SUSPENSION RIDE NOT RELATED TO LINE PRESSURE

**T**HE question has arisen as to whether the ride qualities of a Cadillac equipped with Air Suspension can be changed by adjusting the pressure regulator to increase or decrease line pressure. The only purpose of this valve is to regulate line pressure so that sufficient air pressure is available for leveling. The setting of this valve in no way affects the ride of the car.

The pressure in each air spring remains at approximately 90 psi for 60-62 series and 105 psi for 75 series cars. This is controlled by the leveling valves. When the car is leveling, line pressure (125 psi for 60-62 series and 150 psi for 75 series) is applied to the air springs through the leveling valves. This causes the car to raise until standing height is reached, at which point the leveling valves are closed. The operating pressures of 90 and 105 psi, as mentioned above, are the pressures required to raise the car to standing height. With the leveling valve closed, the higher line pressure is stopped at this point and cannot enter the air spring.

Decreasing the line pressure would increase the time required for leveling because of the decreased pressure difference between the line and the air spring. The line pressures of 125 and 150 psi are determined to be near the point of diminishing returns such that any increase in line pressure above these points would not cause a corresponding decrease in leveling time. Line pressures above the recommended values would not offer much gain and would increase the possibility of developing leaks due to excess pressure.

## WASHER SOLVENT PROTECTS GLASS JAR FROM BREAKING

Servicemen should call Cadillac owners' attention to the fact that windshield washer solvent is not a positive protection against freezing of water on the windshield or in the windshield washer system. Failure of the washer to respond to the control button, due to ice crystals in the jar or the discharge nozzles, merely signifies that the weather is too cold for satisfactory washer operation.

The recommended solvent contains a sufficient amount of anti-freeze to prevent solid ice from forming down to -20° F and breaking the glass jar.

### 1958 TOE-IN REVISION

Late engineering changes have affected the toe-in specifications for 1958 series cars equipped with air suspension as covered in the 1958 New Car Pre-Delivery Conditioning Form.

The correct toe-in specification is  $\frac{1}{16}'' \pm \frac{1}{32}''$ .



## RESET CARBURETOR CHOKE THERMOSTAT FOR WINTER

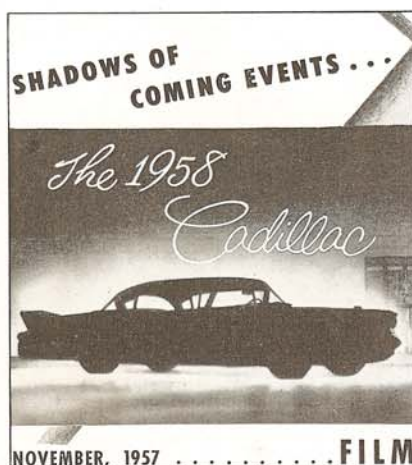
On all 1957 Rochester carburetors before approximate Engine Number 123341, the recommended setting for the choke thermostat was two notches rich for summer months, as covered in the September, 1957 "Serviceman" article, "Fast Idle Changes In Rochester Carburetors". This was also true of Air Conditioned cars before approximate Engine Number 126849 having Rochester carburetors. However, with cold weather approaching, all 1957 Cadillac carburetor chokes should now be reset to the index mark.

### Choke Coil Part Numbers

In the same article mentioned above, identification for both the old and new Rochester choke coil and cover assembly was given by code number, and Parts Numbers were not listed.

Part Number 7010862 identifies the old choke coil and cover assembly, Number 20, while Part Number 7012410 is used for the new coil and cover assembly, Number 14. For identification purposes, stock of Part Number 7012410 is marked with orange paint on the thermostat pointer.

## ROUND TABLE SLIDE FILM



Don't be caught off guard without having seen "The 1958 Cadillac", this month's outstanding Round Table Film. Be prepared for the 1958 season by becoming acquainted with the many new and exciting features your customers will want to know about.

## RECENT DISTRIBUTOR AND DEALER ACTIVITIES



Alhambra, California



Oklahoma City, Oklahoma

### Award Presentation Alhambra, California

Bewley Allen Co., Alhambra, California Cadillac Dealer, staged a banquet at which awards were presented to employees in honor of their long meritorious service.

Reading from left to right: Mr. J. B. Allen, Vice-President; Mr. Bewley Allen, President; Mr. R. E. Norris, 15-year pin award winner; Mr. L. F. Moore, 10-year pin; Mr. W. Dean, 10-year pin; Mr. A. Palmer, 10-year pin; and Mr. G. Suda, 5-year pin. Mr. J. Provansol, not shown in the picture, received a 10-year pin.

It was pointed out by Mr. Bewley Allen that 35% of his employees have been with the organization for over 5 years and a total of over 167 years.

### Oklahoma City, Oklahoma

A meeting was held recently at the Oklahoma City General Motors Training Center for the purpose of organizing a Service Manager's Club for the Oklahoma City Zone. Members of the club chose the name "The Plains States Cadillac Service Managers Club".

An election of officers took place with Mr. Herschal Randall, of Lubbock, Texas being elected President, and Mr. J. Lankford of Pampa, Texas, Secretary.

Among the guests present were Mr. J. F. Koonce, Zone Service Manager, Mr. A. S. Meador, Training Center Instructor, and Mr. E. D. Black, Service Representative.

### East Aurora, New York

The Buffalo Area Cadillac Service Managers Club held a meeting at the Roycroft Inn in East Aurora, New York which was attended by 23 Parts and Service Managers from the Western New York State area.

Mr. J. O. Spengler, District Parts and Service Manager, presented a well-received discussion on transmissions, carburetion, brakes and owner relations.

### Sioux City, Iowa

Twenty-one people were present for a meeting of the Sioux Valley Parts and Service Managers Club at Sioux City, Iowa.

Mr. G. D. LaGraft, District Parts and Service Manager, led a discussion concerning application of AFA's and TSI's. Mr. H. V. Strait, Training Center Instructor, also participated.

## ADJUST HEADLAMP AIMING ON ELDORADO BROUGHAM

In some instances, the low beam on Eldorado Broughams was not adjusted before the car left the factory. Dealers should make certain that this important adjustment has been made, on all Broughams which they have delivered. This operation is a pre-delivery inspection item.

Either the Aiming Screen shown in the Brougham Shop Manual, or the 1958 T-3 Aimer may be used to perform the adjustment.