

# The Cadillac Serviceman

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## FALL CONDITIONING PROGRAM NOW IN FULL SWING

THERE is nothing more discouraging to a motorist than experiencing trouble with his automobile on a cold wintery morning. To avoid such trouble, each and every Cadillac owner should start the fall season with his Cadillac properly conditioned so that he can have the utmost confidence in it.

Some owners neglect seasonal adjustments, usually unintentionally, and permit their automobiles to get into such shape that the expenditure of a considerable amount of time and money is necessary to condition the car properly. However, the Serviceman can step in and ward off such unpleasant and unnecessary situations with a reminder to the owner that "Fall Conditioning" time is rapidly approaching. Not only will the owner be alerted, but it will also make him conscious of the fact that the Serviceman is concerned with the welfare of his car.

Every five-year Cadillac owner has been mailed an attractive four-color mail piece as an added seasonal reminder from the factory. Large attractive posters have been sent to distributors and dealers for display in their Service Departments. To be fully utilized, these posters should be placed in a prominent eye-catching location as constant reminders to the owner of the necessity of having his Cadillac thoroughly checked.

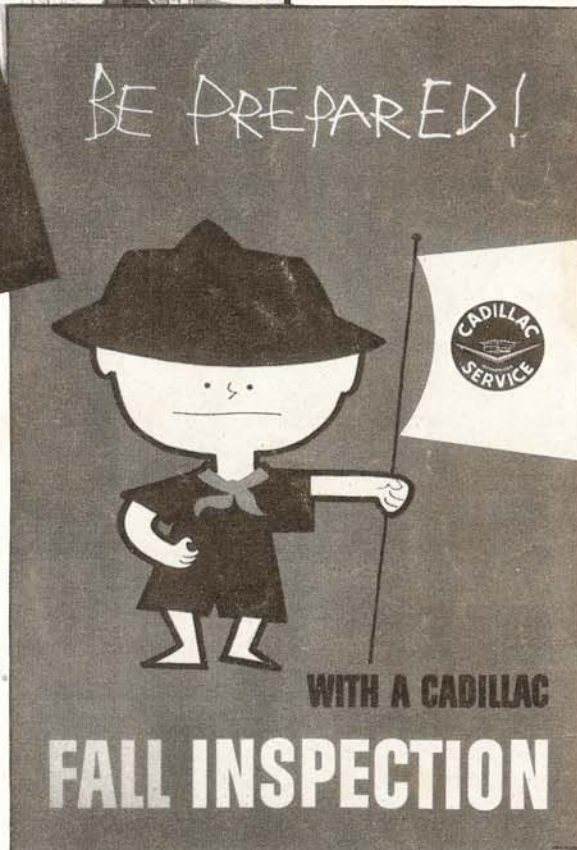
Servicemen are familiar with all the points of a Cadillac car that should be checked for proper winter operation, and their responsibility is to bring these things to the owner's attention. Owners usually recognize that the cooling system must be flushed with Cadillac Cooling System Cleaner, the correct amount of Anti-Freeze required added and summer thermostats replaced, if used. To prevent formation of rust and scale in the radiator, add Cadillac Cooling



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POSTER



System Inhibitor. Also, be sure that Solvent is added to the windshield washer to protect against solid ice forming and breaking the glass jar.

Advise the owner that an excellent way to pinpoint any weak spots existing in the ignition or fuel systems, that may cause driving difficulties in cold, winter weather, is to invest in a Cadillac Thoro-Check.

A check of the electrical system for positive, quick starting will be helpful. To assure a continuous flow of clean fuel, clean the fuel system. Do not neglect a thorough and complete lubrication to assure added cold weather protection. Be sure that the exhaust system is examined for leaks.

It is the duty of the Serviceman to  
(Continued on page 70)



## EARLY FLUID CHANGE MAY PREVENT 2 - 3 SHIFT NOISE

**I**F a 1957 Cadillac owner should complain about a transmission noise during the 2-3 shift, Servicemen should investigate the possibility of its being caused by deteriorated Hydra-Matic fluid that has been broken down because of excessive use.

When this condition is present, varnish glazes up the rear clutch plates, causing slippage which leads to a rough shift in spite of the cushioning effect of the accumulator. This slip and bump condition cannot be corrected by a TV adjustment.

To eliminate this "clanking" noise, it is necessary to change the Hydra-Matic fluid. The presence of fresh fluid should clear the glaze off the clutch plates. Once the fluid has been changed and the car driven a few miles, the noise should soon fade out. If the noise persists, it is an indication that the fluid was not changed soon enough, and it will be necessary to replace the clutch plates.

Although a similar noise was prevalent on some 1956 cars, the cause was not the same, and this should not be confused with the 1957 condition. Excessive play in the gear train was found to be the cause of the noise on most 1956 cars.

The recommended maximum interval between Hydra-Matic fluid changes is recognized by most owners as 12,000 miles or one year, whichever occurs first. However, when the car is operating under conditions that tend to cause rapid oxidation of the fluid, more frequent changes should be made. Frequent use of the car in heavy city traffic, prolonged driving during hot weather periods, or continuous operation in mountainous country would necessitate a fluid change interval of 6,000 miles.

## FALL CONDITIONING PROGRAM

*(Continued from page 69)*

suggest these important service operations to each owner. Any additional items that may have been overlooked while the repair order was being written should also be pointed out. Don't put off 'till tomorrow what should be done today.

## SEAL DOOR INNER PANEL WATER DEFLECTOR PROPERLY

**W**HEN performing service operations on a door assembly, where it is necessary to disturb the door inner panel water deflector, the deflector should be properly sealed to prevent water leaks.

During service operations that require access to a particular area of the door inner panel, the water deflector may be cut (not torn) and turned back to provide the necessary opening. The deflector should be cut in a straight line and over a portion of the door inner panel with the least depressions. Waterproof body tape must be used to reseal the cut area.

In performing service operations that require installation of a replacement water deflector, a sharp scraper should be used to break the cement bond that secures the deflector. Using the old deflector as a template, trim the replacement deflector. When installing the new deflector, use a continuous application of weatherstrip cement along the edges.

Following complete or partial water deflector removal, it is important that the lower edge of the deflector be checked to make certain it is properly inserted in the slot along the lower portion of the door inner panel. Waterproof body tape must be applied to the deflector and door inner panel at the ends of the retaining slot to provide a weather seal.

## UNDERCOATING ON ELDORADO BROUGHAM NOT RECOMMENDED

**A**T the time of delivery of an Eldorado Brougham to the owner, it is important to explain why undercoating is not recommended.

Undercoating material or other foreign matter of any kind should not be allowed to enter the air spring diaphragm skirts or to contact the pistons or diaphragms. Failure to observe these precautions can cause chafing of the diaphragm and eventual failure of the air spring. In addition, hose connections and pipe fittings must not be covered.

The importance of keeping undercoating material off the propeller shaft, power steering pulley, fan, fan pulleys, and harmonic balancer on all model cars should be re-emphasized. The addition of weight to one side of any rotating part will throw it out of balance, causing undesirable vibrations and premature wear.

## OPPORTUNITY UNLIMITED IN AUTOMOTIVE SERVICE WORK

**I**N our economy of today, the automotive industry plays a leading role. This year, over 5,000,000 cars will be produced, compared to 4,337,000 five years ago, and 3,355,000 ten years ago. In years to come, these figures will undoubtedly increase to meet the needs of our growing population.

Because of this increase in production, more and more jobs are being created in automotive fields. In the retail automotive business, there are many advantageous career opportunities that should be emphasized to the young people of today by those of us who are already engaged in this type of work.

Many young people finishing school are in doubt as to where to begin their future. Some become employed in jobs that require no skill or training and, therefore, possess no positive security.

However, by becoming better acquainted with the skills required in some of the occupations open in automotive service, such as salesmen, testers, mechanics, or bodyworkers, these same young people will learn that they can acquire special knowledge to provide them with a safe, sound and secure future.

Each individual member of a dealership organization should be prepared to point to his own personal work with a great deal of pride and a sense of accomplishment as an example for these career-seeking young people. These accomplishments, if properly presented, will encourage more young people to become better acquainted with the opportunities available in the retail automotive business today.

## USE OF NEW HYDRA-MATIC SPACER PLATE LIMITED

**T**HE article "Latest Hydra-Matic Revisions", in the September issue of the "Serviceman", which listed the spacer plate, channel plate to valve body, Part No. 8618188, as being superseded by Part No. 8618189, was not entirely correct.

The change, as mentioned, is effective only on 1957 transmissions beginning with unit numbers C-125449 and CA-5035, for use on cars with single carburetors. On cars with dual carburetors, use of spacer plate, Part No. 8618188, will be continued.



## BROUGHAM COMPRESSOR OIL INLET FITTINGS MODIFIED

**A**n improved oil inlet fitting at the air suspension compressor went into production on the Eldorado Brougham at Engine Number 5770-122962. The new fitting incorporates a pendulum-type weight on the "jiggle" pin that meters engine oil pressure to the compressor, so that any build-up of varnish deposits from the oil will not block the orifice.

It is recommended that this new type oil inlet fitting be installed on all Eldorado Broughams built previous to the above engine number.

To install the improved fitting, Part No. 5534103, simply disconnect the oil feed pipe from the air suspension compressor, remove the original fitting (brass finish), install the new type fitting (silver finish), reconnect the oil feed pipe, and operate engine and compressor to check for leakage. It is not necessary to exhaust the air suspension system to perform the work.

At the same time, check the tightness of the Allen head set screw holding the compressor ventilating fan and crankshaft to the electric motor shaft. This operation can also be performed with the compressor on

the car, since the inner and outer set screws are accessible through the upper air vent hole adjacent to the compressor name plate. If these set screws were to loosen up, the electric motor could not turn the compressor.

To make this important check, direct a light into the air vent hole, and use a piece of stiff wire or an Allen wrench to turn the ventilating fan until the counterweight is visible. The outer set screw will then be accessible when the counterweight is rotated just below the vent hole.

Use a  $\frac{5}{64}$ " Allen wrench to remove the outer set screw, exposing the inner Allen head screw. Tighten this screw securely, and lock it in place by installing the outer screw.

This recheck of screw tightness has been performed at the factory starting with Engine Number 5770-127593, and an identifying white daub of paint has been placed next to the air vent hole. A similar marking is suggested for the earlier cars when checked. Broughams between Engine Numbers 122962 and 127593 should have the set screw tightness checked at the next routine service contact.

## LIST CORRECT NUMBER ON COMPRESSOR AFA'S

**W**HEN submitting an AFA to the factory Claims Department for repair of an Air Conditioner compressor, it is important that the correct compressor serial number be listed on the AFA and compressor return tag.

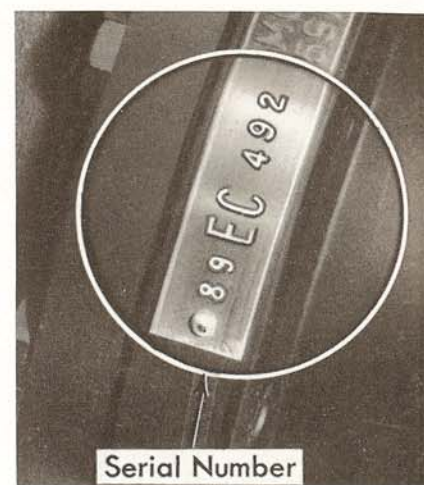


Fig. 2

There have been occasions in the past where the model number was erroneously listed in place of the serial number, causing unnecessary delay and additional paper work. Unless the correct serial number, as illustrated in the sample, Fig. 2, is listed on the AFA, the claim cannot be processed.

Also, be sure to attach the compressor return tag to the AFA and include the bill of lading to verify that the Air Conditioner compressor has been shipped to Moraine, Ohio.

## AVOID CONTACT BETWEEN AIR CLEANER AND RESISTOR

**S**ERVICEMEN should exercise extreme care when installing the air cleaner during service operations on all dual carburetor model cars. Contact between the air cleaner and heater resistor, electric terminals, or power steering hoses can result in troublesome vibrations.

Be sure the covers of the dual air cleaners are pivoted off center forward or rearward of the power steering hoses during installation. They should be located in the position that provides the most clearance and the least possibility of the air cleaner encountering any mechanical interference.

### Brougham Heater Resistor

Early in 1957 production, the left hand heater blower motor resistor on the Brougham was changed to a new location to eliminate any possibility of the left hand air cleaner making contact with the resistor at the wire terminals.

The resistor should be installed parallel to the body name plate as illustrated in Fig. 1. If the resistor has not been relocated on any early 1957 Brougham, then any Serviceman is authorized by the factory to make this change. In doing so, the procedure as outlined on Page 27 of the March, 1957 issue of the "Serviceman" should be carefully observed.

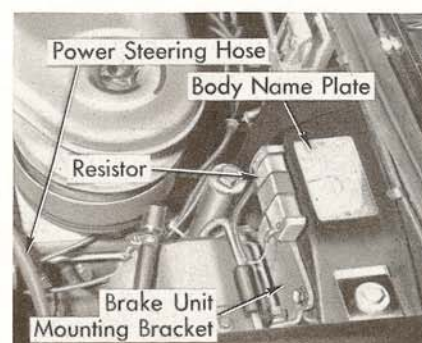


Fig. 1

## BE CAREFUL WHEN USING COOLING SYSTEM INHIBITOR

**S**ERVICEMEN should be cautious about the type of cooling system inhibitor added to the cooling system of Cadillac cars. Some of the inhibitors now on the market are detrimental to cooling system parts.

The undesirable types of inhibitors contain a chemical which reacts to copper and solder, and will eventually permit corrosive action to take place. Recent tests have also revealed that some commercial inhibitors tend to cause metal perforation at several areas in the cooling system.

While many other types of inhibitors are safe to use, you can be assured of maximum protection and safety by using Cadillac Cooling System Inhibitor at all times.



## 1958 SHOP MANUAL TO BE READY THIS MONTH

SOME TIME this month, copies of the 1958 Cadillac Shop Manual Supplement will be available for distribution to Servicemen throughout the country. This Manual contains the new service information on the 1958 Cadillacs. It is to be used in conjunction with the 1957 Cadillac Shop Manual.



Distribution of the 1958 Shop Manual Supplement will, as in the past, be based on participation in the Cadillac Craftsman's League Examination. Each Cadillac Serviceman who has finished four examinations of the 1957 program with an average of 84% or better, and every Service Manager, will automatically receive a copy.

Upon receipt of their initial shipment, distributors and dealers may order additional copies through the factory Parts Warehouse at \$1.50 per copy, under Part Number 1098777.

## SHIPMENTS OF WARRANTY PARTS RECEIVED DAMAGED

RECENT shipments to the factory material return room containing warranty parts have been received in poor condition. Extreme care should be exercised when packing fuel and temperature gages, dash units and other fragile items which can easily be damaged while in transit. It is the dealer's responsibility to package the items so that they may be tested at the factory for the condition listed on the claim tag. Items damaged due to poor packaging will not be credited.

## CLUB MEETING HIGHLIGHTS THROUGHOUT THE NATION

### Denver, Colorado

THE Midwest Cadillac Service Managers' Club held its 30th meeting at the Park Lane Hotel in Denver, Colorado. In attendance were members from Denver, Albuquerque, Kansas City, Oklahoma City, Omaha, St. Louis and Tulsa.

An election of new officers took place with Mr. Jim Gaut being elected President and Mr. Noel Gardner, Secretary. Then Mr. R. B. Hopson and Mr. H. J. White, District Parts and Service Managers, and Mr. E. D. Black, Service Representative, conducted an open product discussion.

### Chicago, Illinois

Forty-five people turned out for the monthly meeting of the Chicago Dealers' Service Managers' Club. Mr. Carl Frick, General Service Manager, and Mr. A. V. Pesavento, Wholesale Parts and Service Manager, led a product and policy discussion.

### Providence, Rhode Island

A meeting of the New England Parts and Service Managers Club, Atlantic Division, recently gathered at Terry McGovern's farm, "Trim Acres", in Providence, Rhode Island.

An informative product discussion was presented by Mr. G. W. Fisher, Training Center Instructor, Mr. J. W. Rice, District Parts and Service Manager, and Mr. T. Smith, Fisher Body Representative.

## VARIATION OF BRAKE PARTS USED ON SOME BROUGHAMS

IN 1957 cars built beginning with Engine Nos. 131264 through 132203, and 132354 through 133293, certain brake assembly parts are used which differ in some respects from standard production parts. These are:

1. Shoe hold down springs and cups.
2. Brake drums.
3. Shoe retracting springs.
4. Parking brake lever and pin assembly (rear only)

If any of the above parts require replacement on one brake, use standard replacement parts. However, the corresponding part on the opposite wheel must also be replaced at the same time to assure satisfactory brake operation.

## SERVICE MANAGER CLUBS ENJOYING GREAT SUCCESS

CADILLAC Parts and Service Manager's Clubs throughout the country are having great success in keeping abreast of current service and parts developments. These clubs meet periodically within their own territories with men from other organizations to discuss product problems and possible solutions.

Special talks on such important subjects as AFA procedures, Parts Distribution methods, Owner Relations, and servicing procedures are usually arranged. On occasions factory representatives attend some of these meetings to give special demonstrations or talks on current problems.

At the present time, there are 46 active clubs participating in these meetings. Organizations that are not already included in such groups are advised to seriously consider doing so. It is an opportunity to have informal gatherings where common everyday problems can be discussed by the men who must face them and make the decisions.

Contact your District Parts and Service Manager for the complete details on how to organize a caucus. He will be pleased to be of assistance in helping your organization take this step forward.

## ROUND TABLE SLIDE FILM



While it might look brighter on the other side of the street, don't let false impressions sway your decisions. See WHY in this month's Round Table Film Supplement, entitled "The Lure".