

Cadillac

SERVICEMAN SUPPLEMENT

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POWER DECK LID CLOSING UNITS

Reports received from the field indicate that some trouble has been encountered with the power deck lid closing units on early 1958 series cars.

Two separate conditions have been reported to date. These are: Continuous motor operation after the deck lid is closed and locked, or an inoperative motor. In both cases, the only means of correction is to replace the complete closing assembly. However, as an interim fix to permit manual operation of the deck lid until such time as a replacement unit can be installed, the procedure outlined below for each condition should be followed:

Continuous Motor Operation

Open the deck lid, and place the tip of a screwdriver between the spring steel contact at the striker pin yoke and the lower side of the insulated striker pin, thus grounding the unit and completing the circuit for the "down" cycle. This will allow the jack screw nut to move toward the "down" position. When the jack screw nut guide screws are about half-way down the vertical slots in the housing, remove the screwdriver and disconnect the feed wire at the connector under the trunk floor trim. With the power lock in this position, the deck lid may be opened or closed manually, using the lock key.

Inoperative Motor

If the motor fails when the deck lid is in the closed position, open the lid with the key and disconnect the feed wire under the trunk floor trim. Manual operation will then be in effect.

If the motor fails when the power lock assembly is in the fully "up" or "down" position, the following procedure must be followed to adjust the lock striker pin on the closing unit to the correct height for manual operation:

1. Disconnect deck lid lock assembly feed wire at connector under trunk floor trim.
2. Remove protective shield from jack screw nut housing.
3. Scribe a line on housing $\frac{3}{4}$ " below bottom edge of jack screw nut.
4. Cut green closing cycle ground wire close to connection on striker pin yoke.
5. Disconnect and remove all plastic connectors and wires from jack screw nut.
6. Remove two guide screws, one on each side of jack screw nut.
7. Insert a screwdriver or similar tool through striker pin yoke, and rotate jack screw nut downward until bottom edge of jack screw nut is even with scribed mark on housing. The offset side of the striker pin yoke must be toward right hand side of car.

8. Install jack screw nut guide screws (guide screws should be located approximately midway in housing slots).

After the above procedure has been followed, the deck lid may be operated manually, using the lock key.

USE OF FRAME CONTACT HOIST ON 1958 CARS

Fig. 4-7 in the Chassis Suspension Section of the 1958 Cadillac Shop Manual Supplement, and Fig. 3 in the November issue of the "Cadillac Serviceman", were published in error. Specifications for raising all 1958 Cadillac cars, except series 7059, on frame contact hoists are shown in Fig. 1 below. Written instructions remain the same as outlined in the Manual.

Only equipment that engages the suspension, axle or wheels should be used in lifting the series 75 and 86 cars. This equipment is the preferred type for lifting all Cadillac cars.

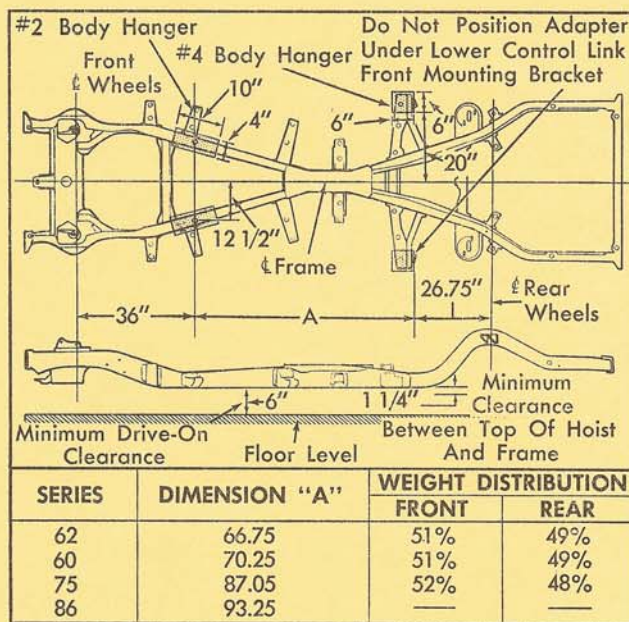


Fig. 1

Instructions for the 1958 Eldorado Brougham remain as outlined in the Eldorado Brougham Service Information Manual, published in June, 1957.

1958 TV SETTING

The 1958 transmission incorporates a new double orifice oil supply to the 2-3 shift valve. Therefore, the initial factory adjustment of the Hydra-Matic TV linkage of 3 turns is the correct setting regardless of mileage. It is no longer necessary to have a new car setting and then a final setting after the car has been driven 500 miles.

AIR COMPRESSOR OIL SLINGING

If an Air Suspension compressor slings oil from the breather hole in its pulley nut, the probable cause is leakage between the die cast manifold in the power steering pump tank and the tank itself, which would allow a gravity feed to flood the compressor crankcase when the engine is stopped. If the die-cast manifold has been distorted by over-torquing the cover hold-down screw, the manifold should be replaced.

Also check the gasket under the manifold and securely tighten the manifold to tank attaching screws to stop possible leaks.

If the oil leakage from the compressor oil pump breather hole cannot be traced to a distorted manifold, the probable cause lies within the air compressor pump assembly. In this event, it will be necessary to replace the compressor oil pump and bearing plate assembly, Part No. 5540197.

BRAKE FLUID SEEPAGE

Several reports of Moraine power brake fluid seepage from the welch plug in the master cylinder reservoir have been received from Servicemen. Only an insignificant amount of brake fluid is lost through this seepage, and it will not affect brake operation as the leak does not originate from a pressure area.

In cases of owner complaint on the appearance of the seepage, it will be necessary to replace the complete power brake assembly. Do not attempt to correct the condition by replacing the welch plug.

STEERING PUMP COVER TORQUE

Care should be exercised to be sure the correct torque specification of 7-9 foot pounds is maintained when tightening the power steering pump reservoir cover hold-down screw. If the torque on the screw exceeds this limit, the excess pressure could distort the pump cover and break the seal, causing an oil leak.

There is a possibility also of excessive torque distorting the manifold at the bottom of the reservoir, causing a leak between the manifold and the bottom of the reservoir.

FRONT SUSPENSION FRICTION

With either coil or air springs, "harshness" in boulevard ride may be due to excessive friction in the lower control arm pivot shaft bushings. If present, this friction might also be responsible for erratic leveling of a car with Air Suspension. To check, follow the procedure given under "Riding Complaints" in the 1958 Shop Manual Supplement, Section 4, Note 8. If friction is excessive, and chassis lubrication will not alleviate the condition, the alternative is to install a shaft and bushing kit in the lower control arm.