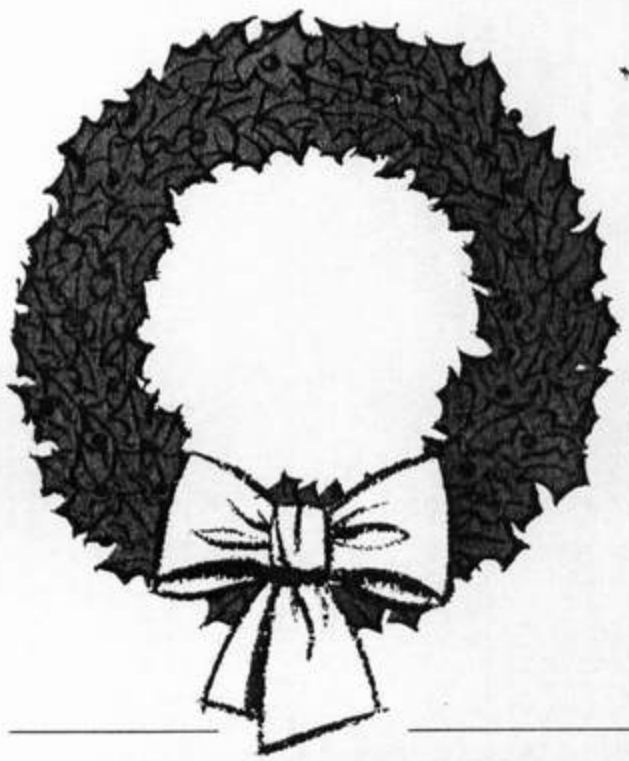
John Haines

THE CADILLAC SERVICEMAN

PUBLISHED BY
CADILLAC MOTOR CAR DIVISION
DETROIT, MICHIGAN

DECEMBER
1960

VOLUME XXXIV No. 12



Season's Greetings

WITH BEST WISHES FOR
CHRISTMAS AND THE NEW YEAR

ERRATIC CRUISE CONTROL SELECTOR ACTION CAN BE IMPROVED

SOME cases of erratic cruise control selector action may be encountered on early 1961 cars. This condition can be caused by the cable wire binding in the housing due to the tendency of early cables to twist into a spiral.

If this condition is encountered on cars before approximate Engine No. 002000, an improved service cable, Part No. 1474873, (1476569-75 Style and Commercial Chassis), should be installed. The wire in the new cable does not have spiraling tendencies and is Teflon coated. The new cable can be easily identified by a depression in the ball at the end of the cable; see Fig. 1. Early cables had no markings in this area. All 1961 cars after approximate Engine No. 002000 have the late type cables.

The installation of the new type cable should eliminate most selector control problems; however, a few isolated cases may arise where the difficulty is caused by some component of the control assembly itself. This is especially true of cases where the control lever binds at the high or low limit of its movement.

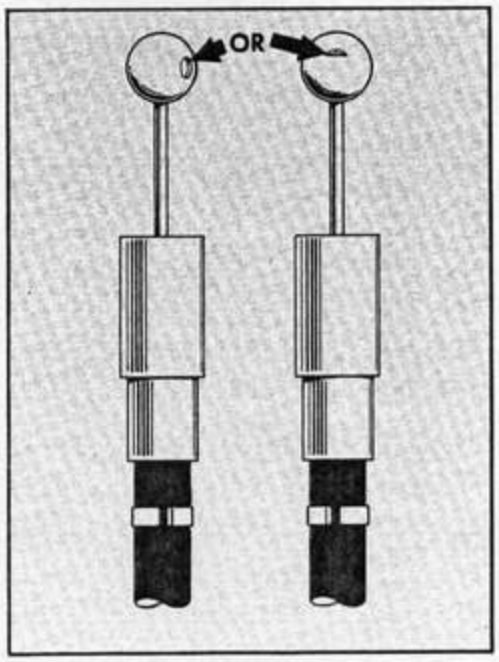


Fig. 1

Since there are several places where an interference can occur within the assembly, each component should be checked as outlined below when the assembly is removed, and the conditions corrected where necessary.

Cable Housing

The cable housing should be positioned so that the end of the housing is flush with the end of the relay bracket, see "A" Fig. 2,—not one coil past the clamp as stated in the 1961 Shop Manual. This will allow the ferrule to be positioned properly in the dust shield.

Cable Position On Pin

The cable wire must be installed on the pin so the wire is next to the relay arm and the coils of the cable extend toward the open end of the pin, "B" Fig. 2. If the cable is not positioned this way, it will kink where it enters the housing.

(Continued on Page 70)

ERRATIC CRUISE CONTROL SELECTOR ACTION

(Continued from Page 69)

Relay Arm

Early selector relays did not have the portion of the arm cut out as shown in "C" Fig. 2; consequently, the relay arm travel was restricted by the lower instrument panel extension screw. Any selector encountered with this portion *not* cut out should be replaced.

Screw Washers

Some early selectors had washers under these two Phillips head screws, "D" Fig. 2. This could raise the height of the screws sufficiently so the head would contact the relay arm and restrict its travel. If washers are found under these screws, they should be removed.

Retaining Bracket Escutcheon

This bracket should be positioned so that ends of bracket are exactly parallel with the escutcheon—not angled, "E" Fig. 2. The retaining nut should not be tightened to the point where the center of the bracket is bowed and distorted. Either condition could restrict the relay arm travel on the low speed side.

Escutcheon Rivets

The rivets, "F" Fig. 2, on early escutcheons had a tendency to pull away, and allow the escutcheon to separate, causing the lever to bind. This condition has been corrected on all cars after Engine No. 004270 by placing a drop of special adhesive over the staked end of each of the rivets. On those early escutcheons where the rivets have pulled loose, the escutcheon should be replaced.

Spring Retaining Tab

The spring retaining tab, "G" Fig. 2, has been shortened to prevent contact with body sheet metal when the instrument panel extension is installed. If contact is noted on early relays, file approximately 1/16″ off tab to eliminate interference.

In addition, one instance was reported where an electrical shock was received by the driver when the lock-in button was touched. This was probably due to a poor ground at either of the points, shown in "H" Fig. 2. To correct this problem, be certain that there is an external tooth type lock washer under each ground wire terminal, and that the teeth of the washer penetrate the painted metal of the assembly and the escutcheon bracket. This will assure adequate grounding.

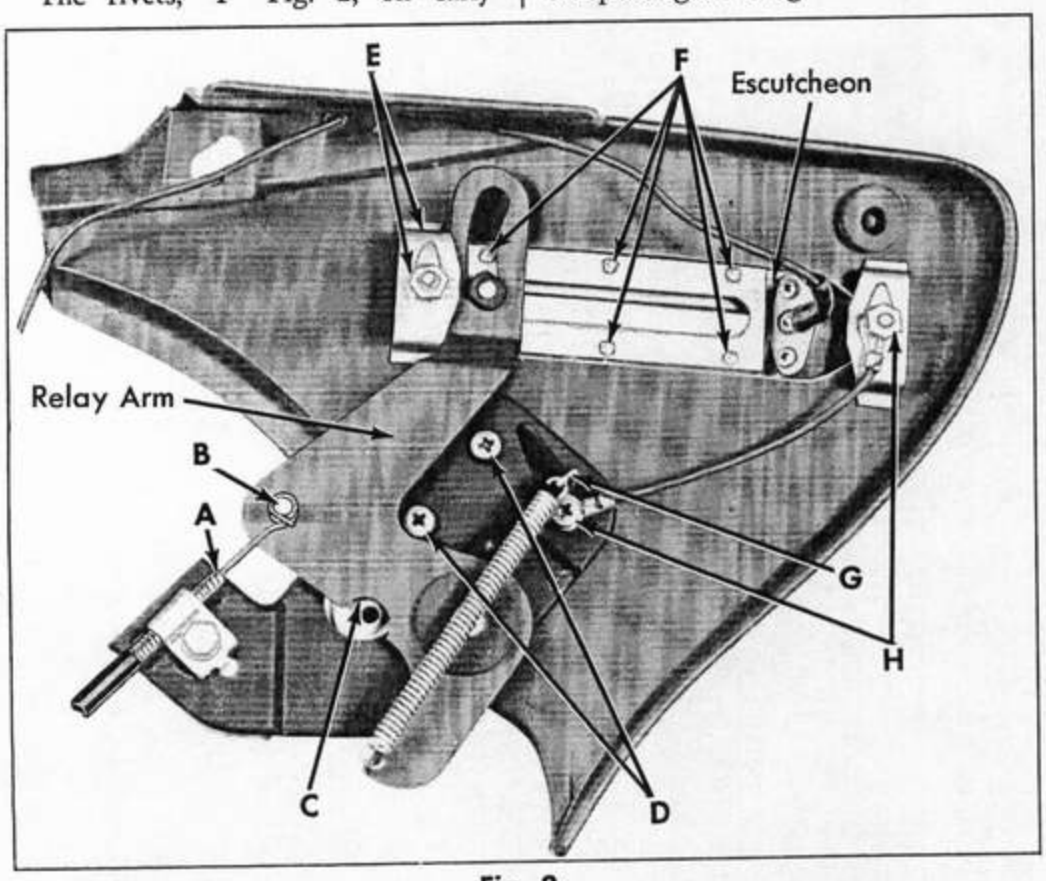


Fig. 2

NEW APPOINTMENTS MADE IN SERVICE FIELD STAFF

MR. R. M. PHILLIPS has recently announced the following changes in the Service field staff.

J. F. Koonce

Mr. J. F. Koonce, former District Parts and Service Manager of the Jacksonville District has been appointed to the new Atlanta Zone as Zone Service Manager.

G. J. McDonald

Mr. G. J. McDonald, who has been associated with the automotive service field, has been appointed Instructor at the Portland Training Center.

FASTENING FRONT WHEEL SHIELD—FRAME BRACKETS

ON 1961 cars before Engine No. 015520, there is a bracket welded to the rear corner of the front wheel shields and bolted to the frame. The bracket does not add structurally to the support of the dust shield, but was used mainly as a fixture to hold the dust shield in position during assembly.

On cars before this engine number, some brackets were unattached at the lower end and bent away from the frame. This was done to avoid excessive rigidity of the sheet metal in this area. The bracket should not be bolted to the frame as its use as a support is unnecessary.

An improved method of assembly is now used in production. The fixture has been redesigned, so that it can be removed after assembly has been completed. This new method of assembly, however, necessitates the use of two nuts that are welded to the dust shield in the same general attachment area. The holes in these welded nuts are sealed with screws when the bracket is removed.

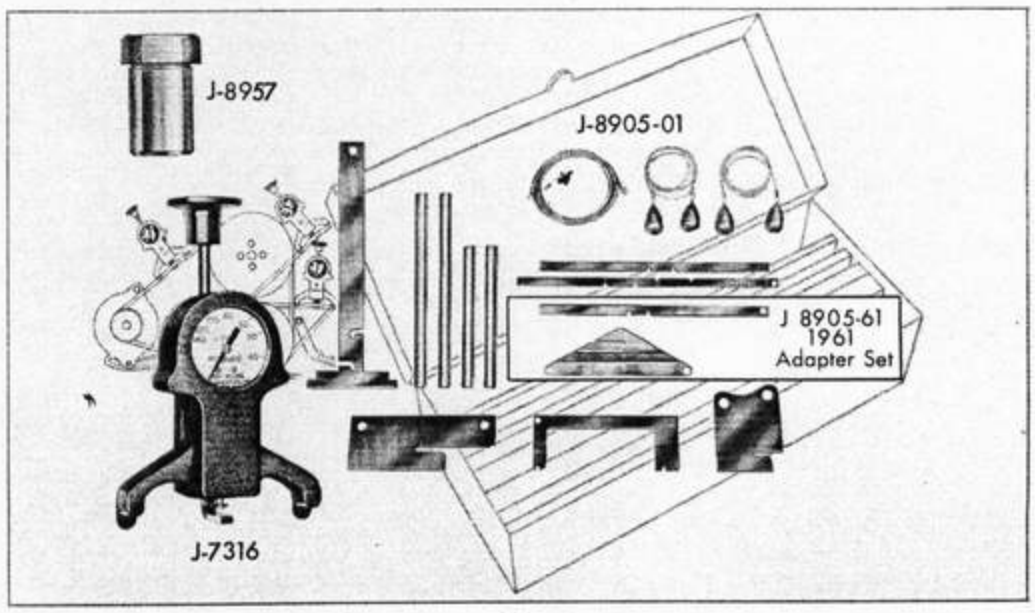
ADDITIONAL SPECIAL SERVICE TOOLS ARE NOW AVAILABLE

THREE Special Service Tools that have been recommended for service use in the 1961 Cadillac Shop Manual are now available to Cadillac dealers.

For dealers that have a 1959-60 model Propeller Shaft Alignment Gage set, an Adapter Set, J-8905-61 is now available to up-date these sets for use on 1961 cars. Dealers who have not previously ordered a Propeller Shaft Alignment Gage set and do so now, will receive a complete set, J-8905-01 for use on 1959-1961 cars.

The Water Pump Refinishing Fixture, J-8957, referred to in the 1961 Shop Manual, is also available. This fixture allows Servicemen to use common engine valve grinding equipment to refinish the pump seal surface. The use of this tool is illustrated on Page 11-6 of the 1961 Cadillac Shop Manual.

The third tool is the variable reading Belt Tension Gage, J-7316. This tool will permit setting of the belt tension at the specifications given on Page 11-10 of the 1961 Shop Manual.



The prices for these tools are:

J-8905-01 Propeller Shaft Alignment Gage Set (Complete—includes J-8905-61 Adapter Set) $32.75

J-8905-61 1961 Adapter Set (Part of J-8905-01)—(includes J-8905-20 & 21). For dealers who have purchased J-8905 . . . . . $5.75

J-8957 Water Pump Refinishing Fixture $8.05

J-7316 Universal Belt Tension Gage $19.25

Orders for the above tools should be sent directly to the Kent-Moore Organization, 28635 Mound Road, Warren, Michigan.

CHANNEL RETAINING TAB CONTACT MAY DAMAGE DOOR GLASS

ON some early production 1961 Cadillac cars, the front door window glass may crack in a diagonal pattern (from upper front to lower rear corners) when the door is slammed with the window in the partially open position.

This damage occurs due to the upper forward edge of glass contacting the ventilator division channel retaining tabs. If this condition is encountered, the following corrective steps should be taken:

1. Open the two tabs which secure the ventilator division channel insert to the ventilator division channel. These tabs are located below the division channel upper rubber bumper as shown in Fig. 3.

2. Pull division channel insert rearward to disengage insert from retaining tabs and securely clinch (flatten) retaining tabs against the ventilator division channel frame.

CAUTION: Open ventilator and firmly support division channel frame during rework of retaining tabs to prevent damage to ventilator glass or channel frame.

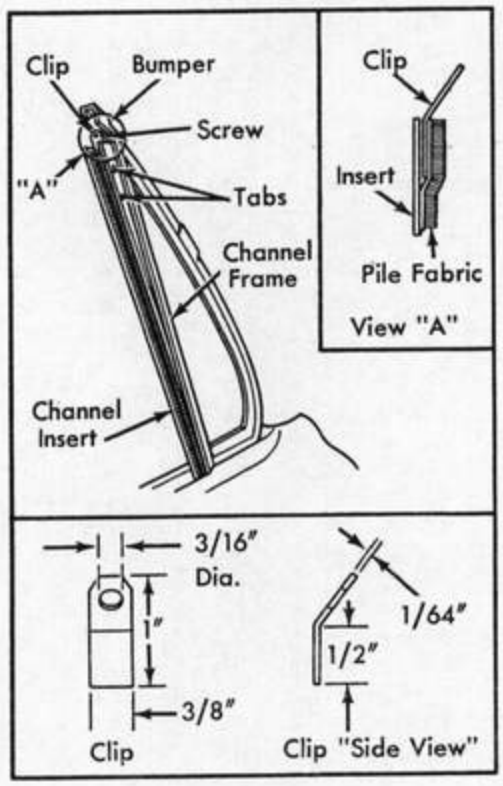


Fig. 3

3. Install a small piece of waterproof sealing tape inside of division channel frame over each of the flattened retaining tabs.

4. As the two reworked retaining tabs no longer secure the division channel insert, make and install a non-corrosive metal clip between the pile fabric and metal backing of the division channel insert. See Fig. 3.

5. Remove the ventilator division channel upper rubber bumper.

6. Replace the division channel insert in the division channel and secure the new clip beneath the upper rubber bumper with the existing retaining screw.

7. Check inner surface of division channel insert to insure a smooth surface for glass contact.

TRANSMISSION TROUBLES TRACED TO VALVE SPRING

A NEW 2-3 shift valve spring, Part No. 8620807, with redesigned end coils has been released for service and production in 1961 and late 1960 transmissions.

The new spring is designed to eliminate any possibility of the 2-3 valve bind condition experienced on some early cars due to the 2-3 shift valve spring hanging up on a step in the valve bore. This 2-3 valve bind condition causes the transmission to stay in third gear when the car is stopped.

If any cases are encountered with the above condition, on 1961 cars before Engine No. 024382, the new spring should be installed, together with the spacer shown in Fig. 5 of the November, 1960 "Serviceman". This is also true of late 1960 transmissions which use the spacer in the 2-3 shift valve bore. All 1961 transmissions after Serial Number C-28001 and CA-2106 have the new type springs.

The new spring is dyed red for identification.

NEW 1961 HORN BUTTON SWITCH STOPS BINDING

ON some early 1961 cars equipped with early type horn button switches the horn button switch may bind causing a malfunction in the horn circuit.

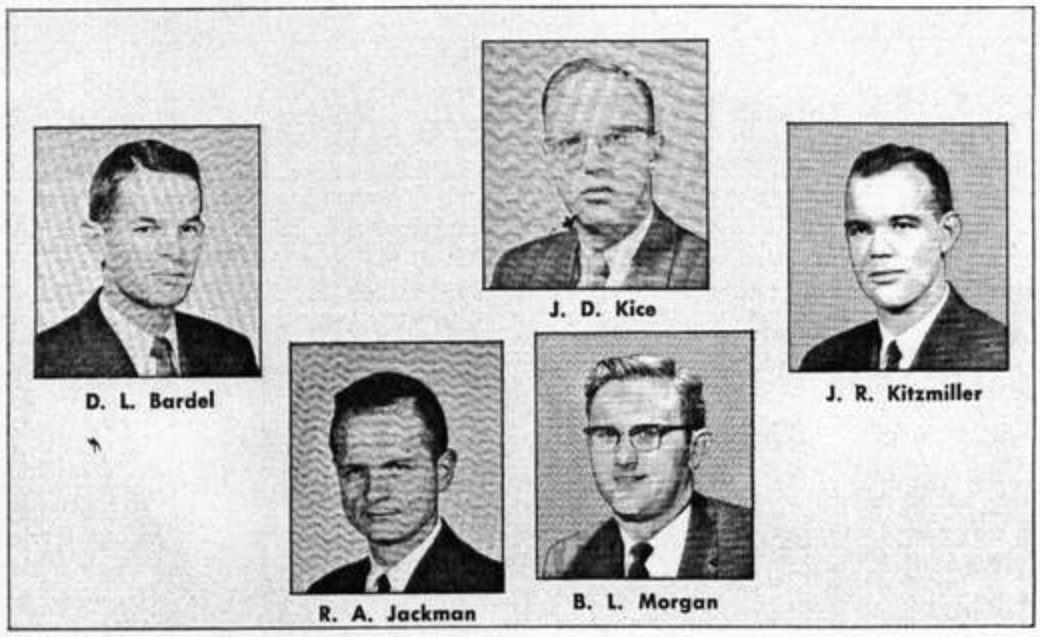
To correct this condition, install a new improved switch with a flange on the lower plate that extends down over the plastic contact. This improved switch, Part No. 1476487, has the same Part Number as the early type switches; however all stock presently available from the factory Parts Warehouse is of the late type. Dealers are requested to dispose of their early type stock.

A/C EVAPORATOR CORE SERVICE DISCONTINUED

THE special Air Conditioner evaporator core repair service offered by the Harrison Radiator Division has been discontinued. This service was initially announced in the September issue of the Serviceman.

However, in an effort to reduce the consumers cost on replacement evaporator cores, the factory Parts Warehouse has lowered the prices on all evaporators, effective December 5, 1960. The new prices will be included in the December issue of replacement pages to the Parts and Accessories Numerical Price List.

FACTORY SERVICE PERSONNEL CHANGES ANNOUNCED



IN line with Cadillac's product quality program, a special activity of the Service Department has been set up to provide technical field research on problems reported by dealers.

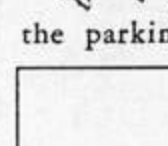
Mr. J. D. Kice, former factory Service Engineer, has been appointed to the position of Service Field Research Engineer. In this capacity, he also will handle the responsibilities of Brougham Service Specialist and special assignments.

Mr. R. A. Jackman, former Supervisor of Service Promotion Section, has been assigned to the Service Engineering Section as Assistant Service Engineer. Mr. D. L. Bardel, former Parts Engineer at the factory Parts Warehouse, has also been assigned to the Service Engineering Section as Assistant Service Engineer. Mr. Jackman and Mr. Bardel will assume the responsibilities of the Service Engineering Section.

Mr. B. L. Morgan, formerly of the Service Engineering Section, has been assigned Supervisor of Service Publications, replacing Mr. Kitzmiller.

Mr. J. R. Kitzmiller has been assigned Supervisor of the Service Promotion Section, assisting Mr. J. S. Davis, Service Promotion Manager.

SPRINGS SUPPORT PARKING BRAKE HOSES



MANY servicemen are not aware of the two springs extending into the vacuum hoses from the parking brake release switch mounted on the neutral safety switch, see Fig. 4.

Fig. 4

These springs prevent the vacuum hoses from bending or pinching near the switch area, where they are routed at a sharp angle, eliminating any possibility of the parking brake unit failing to release automatically because of an obstructed vacuum supply hose.

Many times when a hose is removed, the spring also comes off and remains inside the hose unnoticed. Then it is positioned incorrectly when the hose is reinstalled. In this case, the spring should have been removed from the hose with a piece of hooked wire, and several coils of the spring rotated into the tube on the switch. The hose should then be slipped over the spring and on to the switch tube.

Front Carpet Installation

Care should be taken when installing the front carpet to make certain that the adjustment of the fresh air vent bowden cable is not changed, as this could result in a cold air leak. Use the procedure outlined in the November Serviceman, if adjustment of the vent cable is necessary.

Pinion Bearing Seal

The correct Part Number of the new Pinion Bearing Oil Seal for many 1941 through 1958 cars, mentioned in the November Serviceman is 1474906.

Guide-Matic Controls

The control knob on the Guide-Matic phototube unit is turned clockwise to increase the sensitivity, and counterclockwise to decrease the sensitivity. Please correct Page 14-52 in your 1961 Shop Manuals accordingly.

Torque Specifications

The torque specifications on Page 13-10 of your 1961 Shop Manual should be changed to agree with the following:

Front Bumper Mounting Bar to Frame 9/16-18, 40-60 foot-pounds. Rear Bumper Mounting Bar to Frame 1/2-20, 35-50 foot pounds. Front or Rear Bumper Mounting Bar to Bumper 1/-20, 35-50 foot pounds.

Radio Servicing

To facilitate installation of the auxiliary foot control unit without removing the radio, the receptacle in the rear of the radio case was lowered in all 1961 cars after Engine No. 023661. Radios that have this change in receptacle location have a red printed antenna trimmer label and a black or red mark on the edge of the antenna trimmer hole, or a black printed antenna trimmer label.

Water Pump

A bead has been added to the outer edge of the water pump inlet to provide for a more positive clamping of the lower radiator hose. This change went in production at approximate Engine No. 003500.

INSTRUMENT PANEL ASSEMBLY NOISE CORRECTIONS

SOME servicemen have encountered miscellaneous friction squeaks and rattle conditions in the instrument panel assembly and its mounting area on 1961 cars.

The friction squeak conditions are usually caused by the frictional movements of vinyl, metal, or rubber parts against each other. In cases where vinyl and rubber parts are involved, the entire contact area should be lubricated with a light coat of 4X silicone, or Lubriplate. Use Lubriplate in all cases where refinishing may be necessary, to avoid complicating the repainting process with silicones. Referring to section "A" of Fig. 5, and the insert of the extension in section "B", the green outlined areas in these illustrations locate most of the contact points and the areas to be lubricated.

Metal-to-metal squeaks, in most cases, are caused by improper seating or assembly of parts, or loose screws. The alignment of parts and the secure installation of the instrument panel and its components to the cowl may also be a factor. A good example of this is the chrome-plated headlight

(Continued on Page 74)

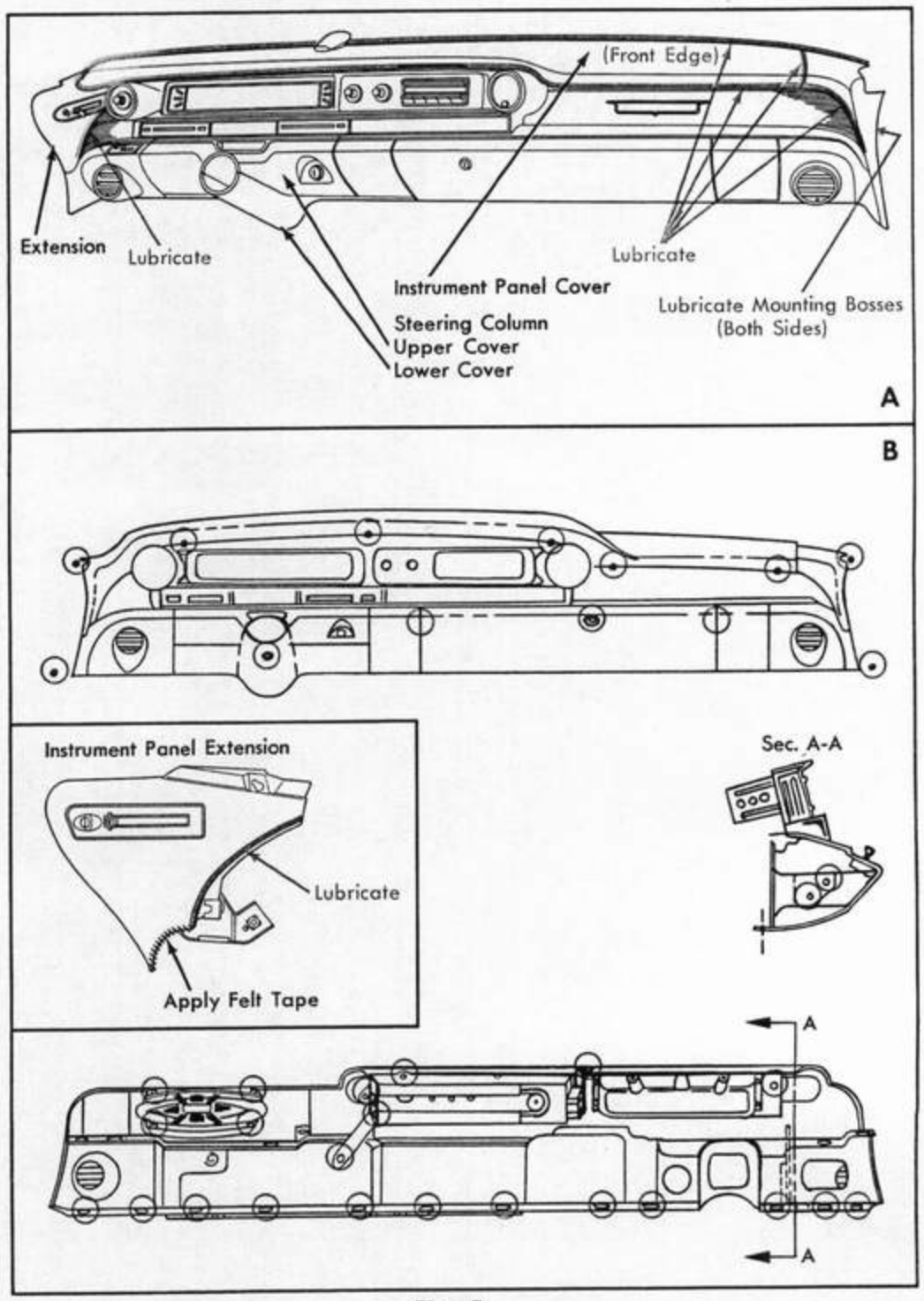


Fig. 5

INSTRUMENT PANEL NOISE

(Continued from Page 73)

switch housing contacting the cowl inner panel on some early cars. In this case, clearance would be secured by prying, or repositioning the instrument panel, depending on the amount of movement necessary.

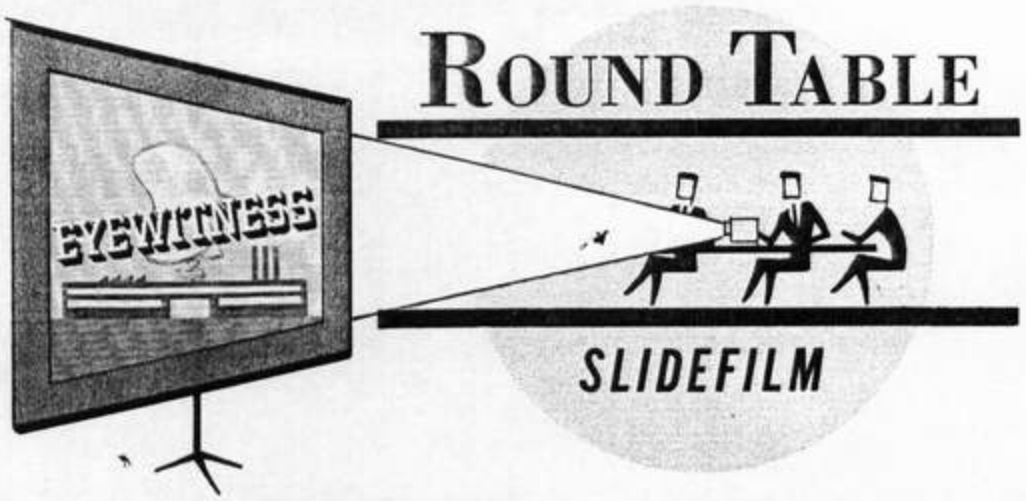
In the case of dash rattles, locate and securely install any loose or missing screws. The green circles in section "B" of Fig. 5 are screw location points that should be checked for this possibility. In addition, any bowden cables or electrical connectors found loose and noisy should be taped.

Also, check the alignment and mounting screws of the steering column and its upper and lower covers. One case was reported where the shift lever casting was too close to the upper steering column cover, causing a buzz and rattle under the instrument panel. This condition was corrected by repositioning the steering column and tightening the mounting screws.

Steering Wheel Creaks and Noises

Some of these noise conditions may be traced to the steering wheel assembly. A horn button may rattle, or a plastic-to-metal friction squeak may occur in the spoke covers.

The horn button rattle can be corrected by removing the spoke covers and bending the return spring up for greater preload. If the button bottoms before the return spring touches it, replace the horn contact switch with Part No. 1476487, improved type.



Meet Mr. H. G. Warner, General Manager of Cadillac, and others in the December Round Table film "EYEWITNESS". The importance of Product Improvement Reports and how they are used at the factory will be revealed to you on the screen. Don't miss it!

Also check the seating of the upper and lower spoke covers, and file off any attaching screw bosses as required to seat these parts. Lubricate all the plastic-to-metal and plastic-to-plastic points shown in green in Fig. 6, install the spoke covers, and tighten the screws securely.

In addition, some trim moldings, such as roof rail or windshield pillar garnish moldings, may develop creaky conditions. These may be corrected by applying felt-backed tape under the ends of overlapping moldings, and tightening the attaching screws. The felt tape should also be installed on the curved lower ends of the instrument panel extensions, as shown in the inset of section "B", Fig. 5.

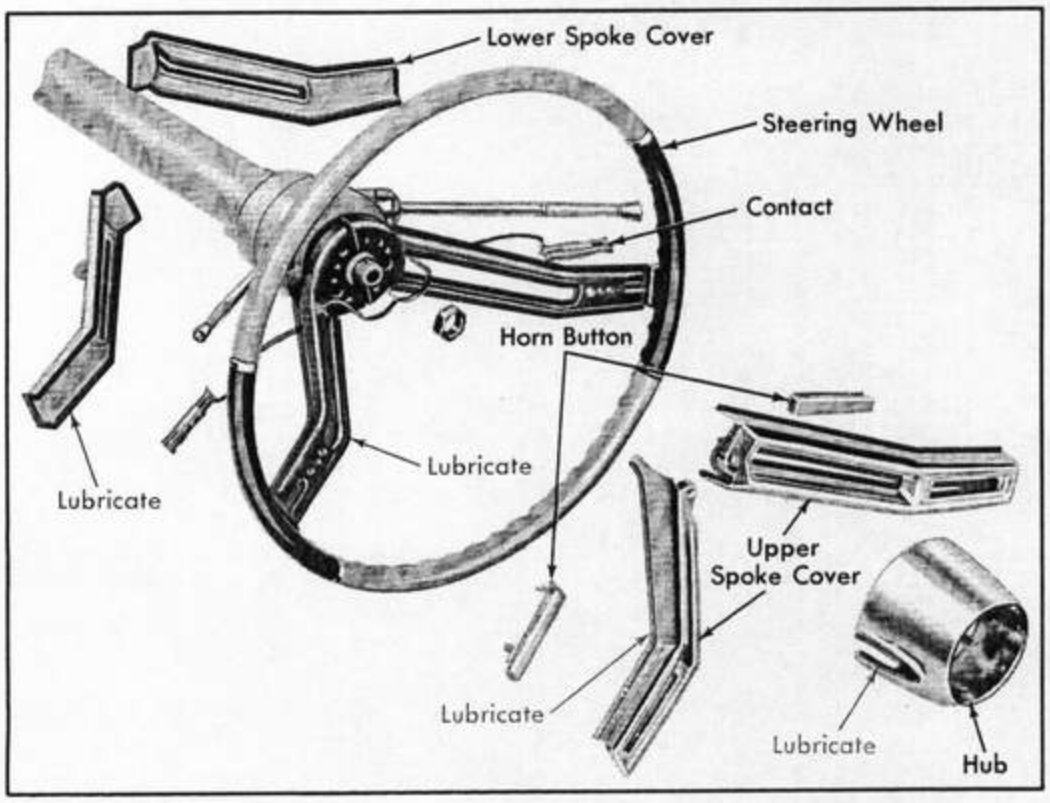


Fig. 6

WIRING IDENTIFICATION CHANGED FOR A/C CARS

To aid in the identification of Air Conditioning wiring, the dark blue wires (16 DBL) were changed to orange with a black stripe. This change became effected at approximate Engine No. 014000.

In addition, in Fig. 14-32 of the 1961 Shop Manual, the markings of the wires 16-DBL and 14-Y, shown in the Air Conditioner control switch connector, should be reversed.

Club MEETINGS

Burbank, California

The Southern California Parts and Service Managers Club held their monthly meeting at the General Motors Training Center at Burbank, California. New officers elected at the meeting were, Mr. W. Wright of Hermosa Beach, California, President; Mr. M. Tricas, also of Hermosa Beach, California, Vice-President and Mr. B. Klopfer of Sherman Oaks, California, Sergeant at Arms. 64 members in attendance.

Escanaba, Michigan

The Wisconsin Parts and Service Manager Club held its quarterly meeting at the House of Ludington in Escanaba, Michigan. Mr. D. Opsahl of Fisher Body Division was guest speaker. Ten members were in attendance.

LITHO IN U. S. A.
20 M 12-1-60