

## NEW PROCEDURE FOR CLEANING CADILLAC CYLINDER BLOCKS

CARS THAT HAVE BEEN IN USE for a long period may accumulate a considerable amount of rust and scale deposit in the water passages of the cylinder block.

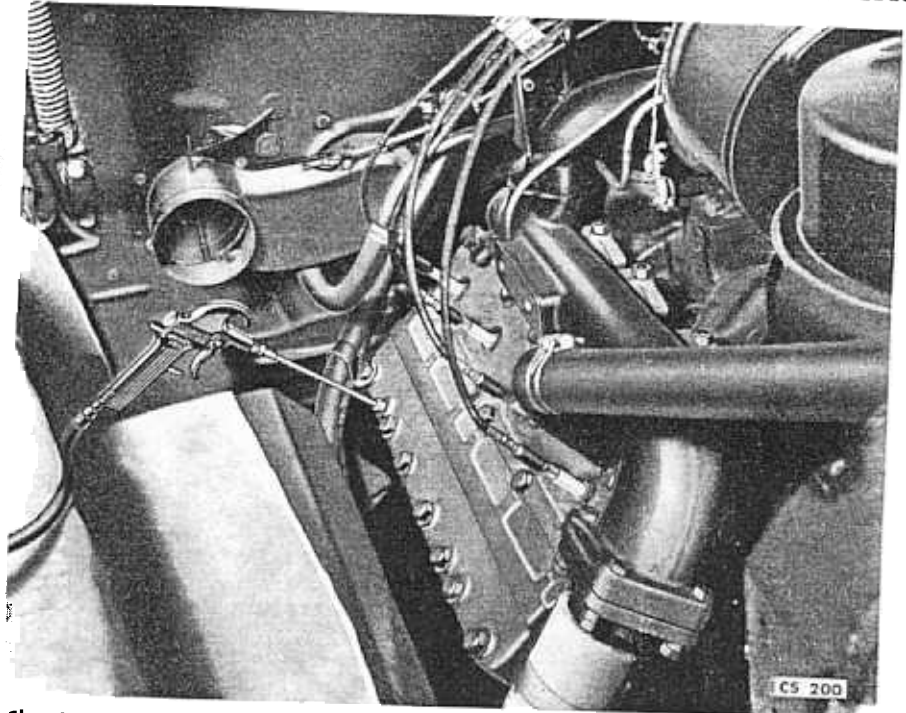
In most cases, ordinary reverse flushing of the cylinder block, as prescribed in the Cadillac Cooling System Cleaner (Part No. 143 5736) instructions, will correct this condition. If an inspection of the cylinder blocks reveals that deposits of rust and scale remain after the cooling system has been cleaned with Cadillac Cooling System Cleaner, Servicemen should use the following procedure to correct this condition:

1. Remove one or two lower rear cylinder head cap screws which are located between the cylinder bores on both of the cylinder blocks.
2. Insert a long rod or tube through the bolt holes to the bottom of the coolant or water passage.
3. Remove the rod or tube and note the presence of any sludge clinging to it.

If rust and scale deposits are found in the cylinder blocks, the blocks themselves must be given a thorough cleaning. A good cleaning procedure for restricted cylinder block passages is as follows:

1. Remove water pump. The right block can be further checked for rust and scale deposits through the water pump opening.
2. Connect water supply to left cylinder head outlet.
3. Starting from the rear of the left cylinder block, remove the bolts in the lower row, insert Cylinder Block Air Gun, Special Tool No. J-1543 (See illustration), and blast with air. NOTE: This operation should be performed one bolt at a time.

This operation should be performed on each bolt on the lower and center rows on the left bank before proceeding to the right bank. The same procedure



Cleaning a Cadillac cylinder block with Cylinder Block Air Gun, Special Tool No. J-1543.

should be followed on the right bank except for the front bolt in both the lower and center rows, which need not be removed.

After this operation is completed on both sides of the cylinder block, all excess water should be drained by removing the hex-head brass plugs on each side of the cylinder block. Using a flashlight, Servicemen should examine the water passages in the cylinder block to make certain that all deposits of rust and scale have been completely removed. If some deposits remain in the water passages, the operation should be repeated.

If the radiator was not reverse flushed before removing the water pump from the cylinder block for this cleaning operation, it should be reverse flushed before the water pump is installed in order to prevent rust and scale deposits in the radiator core from finding its way into

the now clean cylinder block.

When this has been done, Servicemen should install the water pump, using a new water pump gasket, and also install the hose connections which were removed for the cleaning operation. The cooling system should then be filled, making sure that Cadillac Cooling System Inhibitor has been added to the new cooling fluid.

The engine should then be run until its operating temperature is reached, at which time the cylinder head bolts should be checked for their proper torque tightness.

The new trigger-equipped Cylinder Block Air Gun, J-1543, complete with the extension nozzle which is used in the cylinder block cleaning operation, is priced at \$3.35 and may be ordered from the Kent-Moore Organization, Inc., 5-105 General Motors Building, Detroit 2, Mich.

220 An 18" piece of 1/4" copper tubing and a valve connected to a compressed air line is a good substitute for the tool mentioned.

not  
after  
40-50  
years