

INFORMATION ON INSTALLATION AND MAINTENANCE OF 1941 CENTER PARTITION ELECTRIC WINDOW REGULATOR

CADILLAC STYLES 6019SF—6719F—6733—7219F—7233—7233F—7259

Since the introduction of the center partition Electric Window Regulator on the above-mentioned body styles, service men have been wondering what this mechanism looks like, also its manner of installation and likewise the adjustments and service necessary for its complete operation. Accordingly, in order that each service man concerned may be better informed, an outline drawing of this new type center partition window regulator mechanism, together with its method of installation and also the precautions and service necessary for its maintenance, is here given.

NOTE: In order to better understand the descriptive names of the electric center partition window regulator parts and their location as referred to in this outline, kindly refer to the diagram shown on the center page.

HOW INSTALLED

The regulator is assembled to the seat back panel before the panel is trimmed and the wires are attached as shown in the diagram. A 30-ampere fuse is installed in the fuse receptacle in the battery line. The partition glass is next set in the glass run channel. The balance arm assembly is fastened to the board, the arms are compressed, and the board tilted so that the lift pins enter into the lower sash channel. The board is then raised and fastened in its proper location. The stud in the cable clamp plate is then entered into the slot in the lower sash channel. After this, the regulator is operated approximately ten inches (10") either way to determine if assembly is functioning properly.

ADJUSTMENT (Read Carefully)

To adjust, lower the auxiliary seats and remove the housing cover from the seat back. Raise the glass slowly and note the position of same when the motor cuts out. If the glass does not raise high enough to seal properly, lower the glass to the half-way position and proceed as follows:

The lower adjusting rod nut "B" (see diagram) is to be loosened and the rod raised slightly. Tighten the upper adjusting rod nut "A" and again operate the regulator. This procedure should be followed until the correct adjustment is reached. Care is to be exercised not to raise or lower the adjusting rod too much at one time.

To adjust the lower position, lower the glass until the regulator motor cuts out and observe glass height. If the glass is too high above the garnish molding, raise the glass to the half-way position, loosen the nut "C" below the sleeve on the adjusting rod, lower the sleeve, tighten the nut, and again operate the regulator. Repeat this operation until glass stops in the proper position. When the glass is in the proper location, the operating cable must be taut both front and rear. If the cable is loose and all

adjustment is taken up, proceed as follows: Tighten all moldings to increase tension of bailey channel on the glass. If this does not produce the desired results, put a shim between the bailey channel and the molding. The shim should be 1/32" cardboard (black preferred), 1/4" to 5/16" wide and approximately 10" long. This shim should be hidden behind the head of the bailey channel and is to be assembled to both sides of the glass.

If at the initial tryout the glass does not stop soon enough in either the up or down position, same is to be adjusted in the reverse of that already described.

IMPORTANT: The adjusting rod is not to protrude more than 1 1/4" below the ear of the slide plate on Cadillac 6733-7233-7233F and Buick 4933 styles. And not more than 1 1/8" on Cadillac 6019F-6719F-7219-7259 and Buick 4919F styles. **IN NO CASE ALLOW REGULATOR TO BE OPERATED** with a rod that bows when at the end of either the up or down stroke.

To replace adjusting rod, run the glass down to within one or two inches above the garnish molding, remove the ash tray or electric clock on jobs using same so that rod will be visible and enter the rod from the bottom. Make certain that rod enters the guide hole in the upper pulley plate. Replace the garnish molding and adjust as described above.

Never attempt to release jammed gears by prying up on the motor housing. In case of gears becoming jammed, remove the plug in the gear housing at the end of the motor shaft and use a screwdriver to turn the motor shaft. Turn the shaft by hand until the gears are free, then replace plug.

The battery should be fully charged and never lower than five volts when checking and adjusting the regulator.

Moving parts on the lower portion of the regulator should never touch the housing cover. If contact occurs, the cover is to be bowed out so that the parts are always free.

Precautions are to be exercised to insure that no bare wires touch the case of the control switch in the arm rests (up and down buttons).

WHEN REGULATORS FAIL TO OPERATE

If the regulator fails to operate, lower the auxiliary seats and remove the housing cover. Check the fuse on the main feed wire at the relay and, if blown or burned out, replace with a new one. **NOTE:** On early regulators, a 50-ampere fuse was used at this location; however, on later regulators, a 30-ampere fuse is specified and should also be used for replacement purposes at this point. Causes of blown fuse are then to be checked and corrected. Possible causes of burned fuse are: (a) Gears jammed in housing, (b) Failure of limit switch to cut off current, (c) Cable tangled or off drum or pulley.

Check all wire connections, making certain that all are tight and in the proper location (see diagram). Check the "Up" and "Down" switches in the arm rest. Terminals or bare wires must not touch the case or a short circuit will result, causing body fuse to be blown. Check fuse.

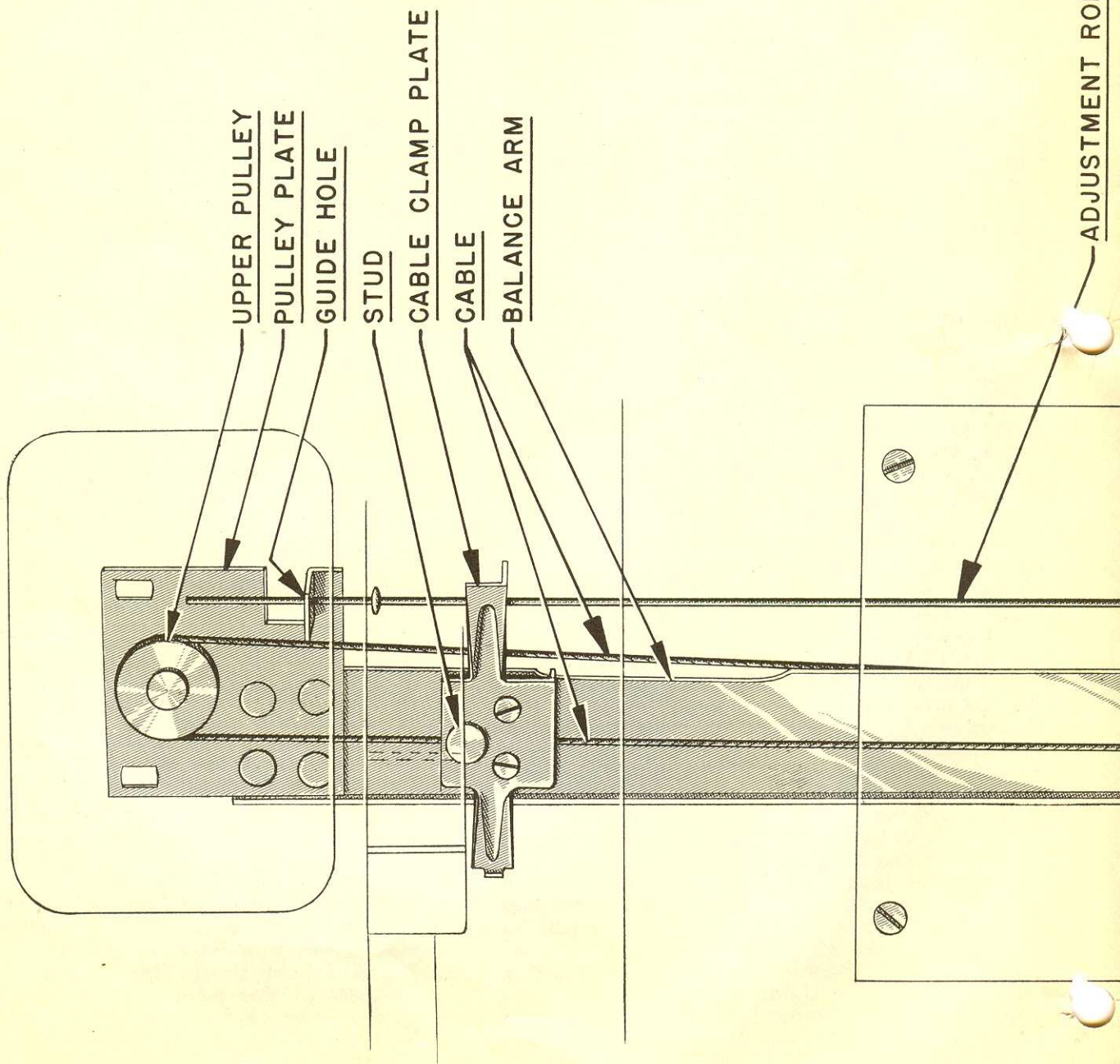
If the regulator operates in one direction only, check relay to see if it is operating. This can be accomplished by connecting one terminal of a battery to the center terminal of the relay, and touching a wire from the opposite battery terminal to the limit switch terminal. If the switch is operating properly, this connection will cause the relay to operate, producing an audible clicking sound. Check both relays in this manner.

To remove relays, loosen screws on relay support and slide relay off. It is not necessary to remove screws in relay support because the relay base is slotted. When relay is replaced, be sure all terminals are re-taped.

To check the limit switches, operate the "Up" and "Down" switch and trip the limit switch by hand. If the plunger feels sluggish or does not operate, remove the two attaching screws and gently pull out switch, being careful not to break wires. Reinsert cover and clean contacts. If switch still fails to operate, replace with a new switch.

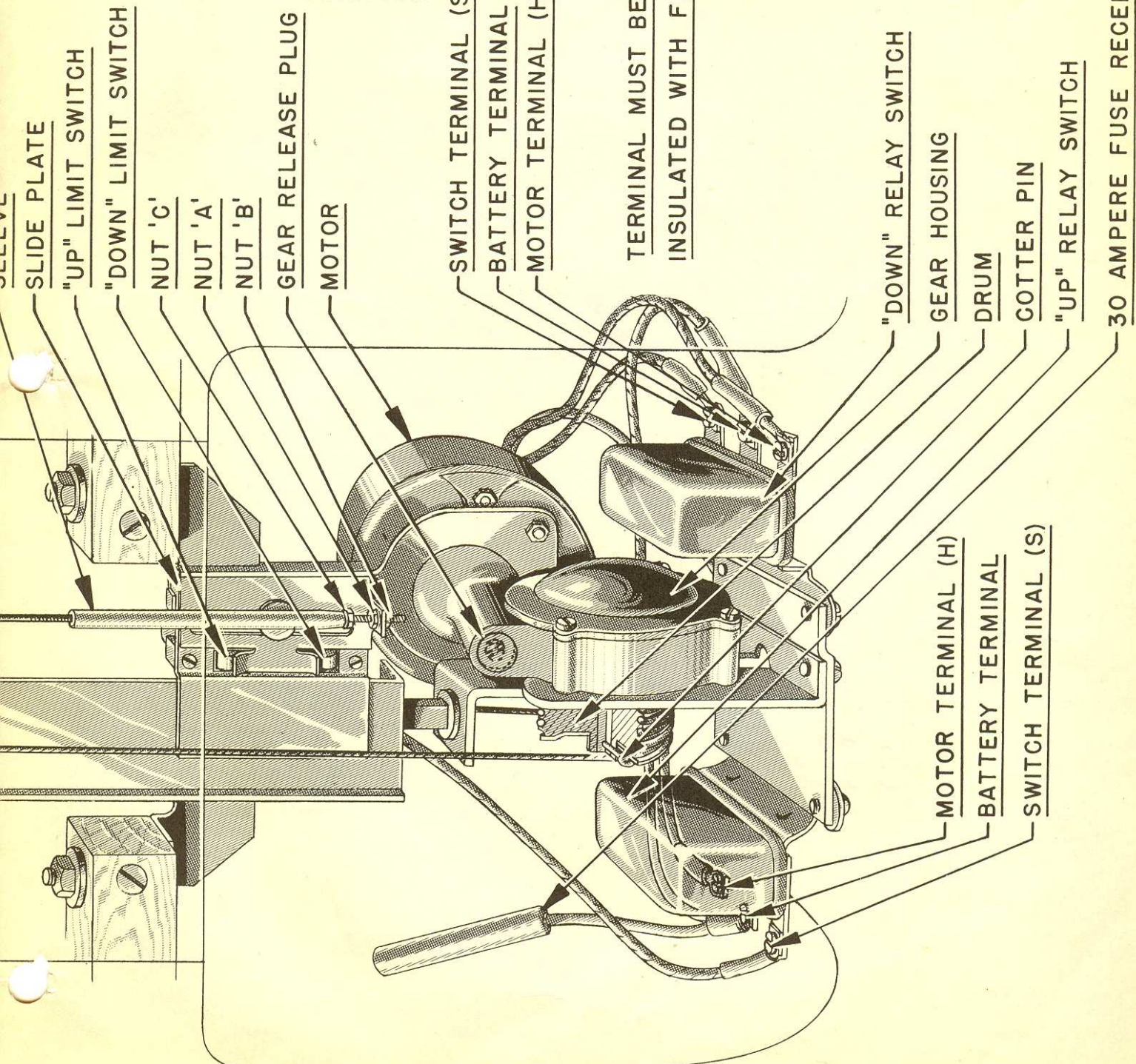
If gears in the housing have become jammed due to the glass being out of adjustment, they can be relieved as follows: Remove the small plug in the end of the gear housing at the motor shaft end, insert a screwdriver in slot in the end of motor shaft and turn shaft by hand until gears again turn smoothly, after which the plug is to be replaced.

If the motor operates but glass does not move, the cotter pin in the cable drum should be checked. If this pin has been sheared, replace same by removing plug in the end of the gear housing and turn motor shaft with screwdriver until hole in drum shaft lines up with slot in the drum; install new cotter pin and replace plug. If the regulator operates with either direction of its own accord, check the



control switch for short circuits (wire touching case). If this occurs OK, a relay may be sticking due to burned points or too narrow a gap allowing arcing between contacts. Replace any faulty relays with new ones.

On late bodies, the electric regulator motor of this assembly has been changed somewhat in interior construction. This new motor may be identified by a daub of red or white paint on the motor housing. Service No. 4128589. In the event of motor failure, the earlier motors not having this identification mark should be replaced with the new. In conjunction with this change, order out also a new limit switch and wire assembly, part No. 4123091, for use with the new motor (see diagram). This new switch incorporates three screws for cover attachment instead of the usual five screws.



SLIDE PLATE

"UP" LIMIT SWITCH

"DOWN" LIMIT SWITCH

NUT 'C'

NUT 'A'

NUT 'B'

GEAR RELEASE PLUG

MOTOR

SWITCH TERMINAL (S)

BATTERY TERMINAL

MOTOR TERMINAL (H)

TERMINAL MUST BE PROPERLY
INSULATED WITH FRICTION TAPE

"DOWN" RELAY SWITCH

GEAR HOUSING

DRUM

COTTER PIN

"UP" RELAY SWITCH

30 AMPERE FUSE RECEPTACLE

MOTOR TERMINAL (H)

BATTERY TERMINAL

SWITCH TERMINAL (S)