

Three-Terminal Current and Voltage Regulators Are Supplied for Service Use on Previous Models

THE SIX-TERMINAL current and voltage regulator originally installed on 35-50, 36-Series and 37-70, 75, 85, 90 and 38-75, 90-Series Cadillac and La Salle cars is not furnished for service replacement. Instead, a special three-terminal regulator unit has been supplied.

Effective immediately, this replacement regulator will be supplied in an assembly which includes the mounting bracket. Use of this bracket permits mounting the regulator unit with the same attaching screws in the same drilled holes as the original unit.

The regulator and bracket assembly carries Part No. 1886970 and a list price of \$7.15. It will be supplied on all orders for 005559, 005818, 005831, the original six-terminal regulators, or for 1118230, the replacement regulator unit.

Mounting the new regulator unit on the dash presents no problem, as the same screws and mounting holes are used, but it is important that the connections be made exactly as indicated in the illustration (at left below).

Connect the "F" lead to the "F" terminal, the battery lead to the battery terminal, and the generator lead to the generator terminal. Also connect the "R" (starting relay) lead to the generator terminal.

Cut off the ignition lead close to the harness opening and tape end of wire to harness. Lastly, install terminal of ground lead under one of the regulator bracket mounting screws, cleaning off any paint or corrosion to insure a good ground.

A different three-terminal regulator is also supplied for service use on those 37-50, 60, 65 and 38-50, 60, 60S, 65-Series cars on which a five-terminal voltage regulator, Part No. 005817, was used as original equipment.

This replacement regulator carries Part No. 005860, and a list price of

\$3.90. No special mounting bracket or attaching parts are required, as the new regulator uses the same screws and the same mounting holes as the original one.

In connecting the replacement regulator, follow the illustration at the right below. Connect "F", generator, and battery leads to the corresponding terminals; connect ground lead to generator terminal also; and cut off ignition lead at harness opening and tape to harness.

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Hydra-Matic Governor Plug

HYDRA-MATIC Drive units now being installed on 42-Series cars in production have a plug in the governor sleeve which is changed in thread size. The new plug has a $\frac{5}{16}$ -18 thread instead of the $\frac{1}{4}$ -20 thread cut in previous plugs.

Because of this change, a $\frac{5}{16}$ -inch cap screw must be used to pull this plug from the governor sleeve when checking pump pressure according to the procedure given on page 87 of the Shop Manual. Servicemen should mark their copy of the manual to indicate that the $\frac{1}{4}$ -inch cap screw is used on early cars, and a $\frac{5}{16}$ -inch cap screw on later cars.

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Correction

IN THE ARTICLE on checking spring heights which appeared on page 39 of the October issue of the "Serviceman", the maximum variation between the heights of both front or both rear springs was incorrectly given.

The difference in height between both front springs, or both rear springs, should not exceed $\frac{3}{8}$ -inch. This applies to 42-Series as well as 41-Series cars. Each serviceman should correct his copy of the magazine and use these corrected limits when checking spring heights.

Clutch Service

(Continued from page 51)

clutch connection shaft (in the transmission) is to be installed, check the fit of the disc hub on the shaft splines to assure against dragging after installation, using Lubri-Plate or graphite on splines to assure free operation.

Install driven disc and pressure plate loosely on flywheel, making certain that the driven disc is installed with oil-guard toward rear (see illustration on page 47) and that balance marks on flywheel and pressure plate are in line.

Then use Tool No. J-1031 to align hub of driven disc, and tighten retaining screws while aligning arbor is in place. Finally, reinstall clutch housing pan and transmission, and readjust pedal linkage to allow $\frac{7}{8}$ - $1\frac{1}{8}$ " free play.

Caution: Never allow transmission to hang on clutch connection shaft, or carry transmission by clutch connection shaft, as this will spring clutch disc or injure front mainshaft bearing.

Balancing Clutch

Ordinarily, the clutch will remain in proper balance, providing the pressure plate is assembled to the flywheel in accordance with the balancing marks. If an out-of-balance condition exists, however, it can be corrected in the following manner:

Install one or two washers with $\frac{5}{16}$ " diameter hole on one of the clutch pressure plate assembly cap screws, starting at the point where the clutch has been drilled for balancing. This will make the condition either better or worse. Then on repeated trials, add or take away one or two washers at each screw until a satisfactory balance is achieved.

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Parts Manager's Notice

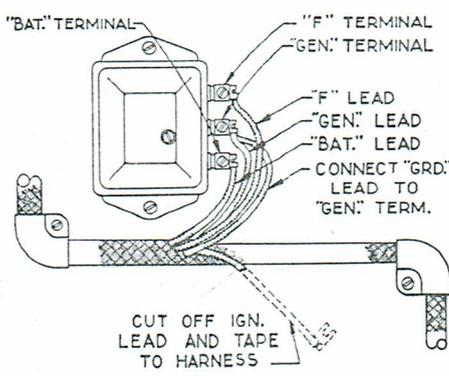
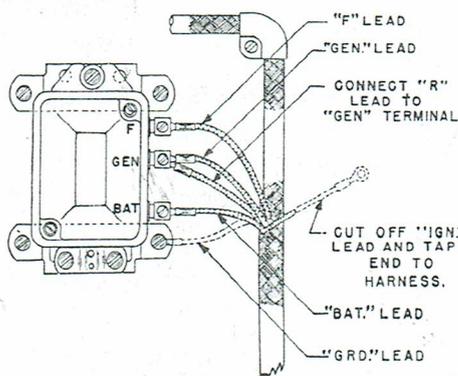
Parts Managers are asked to check their stock for Group No. 20.0600, Part No. 890513, Coupling, and send a Surplus Parts Return Request covering any surplus of this item to the factory Parts Department at once.

For Sale

Series 40-72 Black, 5-Passenger Sedan, Trim No. 66, complete with radio and vacuum aerial and dual underseat heater. Car was in collision but body in good condition, except for a few minor dings. Price and further particulars available from Dietrich Motors, Easton, Pennsylvania.

Wanted

Sedan Body, either style, for mounting on 41-61 chassis. Please advise price and condition. Communicate direct with Mr. A. G. Overpack, 85 Durant Avenue, San Leandro, California.



The changes in connections required when installing replacement regulator 1886970 are shown at the left; those required when installing regulator 005817 are shown at the right.