

PONTIAC



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CASCO AND ROCHESTER LIGHTER CORRECTIONS

CORRECTION OF CIGAR LIGHTER DIFFICULTIES

As in the past, the cigar lighters used in 1957 Pontiacs are produced by two manufacturers. One lighter, made by Rochester Products Division, is installed in all cars manufactured at the Pontiac Plant. It incorporates a circuit breaker instead of a fuse. The lighter installed in BOP built cars is manufactured by Casco and uses a fuse. The plug assemblies of the two lighters are not interchangeable.

We have received reports from the field that problems are being experienced with both lighters.

ROCHESTER LIGHTER

There may be a misalignment of holes in the instrument panel chrome trim plate and the instrument panel on custom models, which will distort the lighter socket assembly when it is installed in production. The distortion of the socket binds the lighter element after it is pushed in by the driver. Thus, it cannot "pop-out" normally. This allows the element to get too hot causing the circuit breaker to open. Further use of the lighter is impossible until the circuit breaker is reset and the misalignment corrected.

In cases of this nature, disconnect the connector and contact cover at the rear of the lighter socket and remove socket assembly. File the chrome trim plate or instrument panel enough to relieve distortion of the socket.

Check the socket for damage and replace if necessary. Before installing either the original socket or a new one reset the circuit breaker. This is done

by pushing the circuit all the way in. Install the socket making sure there is no distortion, and connect it to the wiring harness.

The irregularity has been corrected in production.

CASCO LIGHTERS

The Casco lighter has three bi-metal "fingers" in the socket assembly which complete the circuit when the plug assembly is pushed in. These fingers also hold the plug assembly in place while the element is heating.

On some early production cars, when the plug is inserted by the driver for heating, the fingers are pushed out against the metal lamp housing assembly which holds the lighter in place. This causes a short, and burns out the fuse, making the lighter inoperative.

To remedy this difficulty, remove the socket assembly and file three notches in the metal lamp housing at the points where the fingers would contact it. This eliminates the possibility of a short between the fingers and housing. When installing the socket assembly see that the bi-metal fingers "index" with the notches.

The problem has been corrected in production by "dishing" the housing so that the fingers will not contact it. The clamping shell has been changed accordingly. This makes it necessary to use the original clamping shell whether installing a new socket assembly or the original socket.

Always check your parts catalogue for proper part names and numbers.

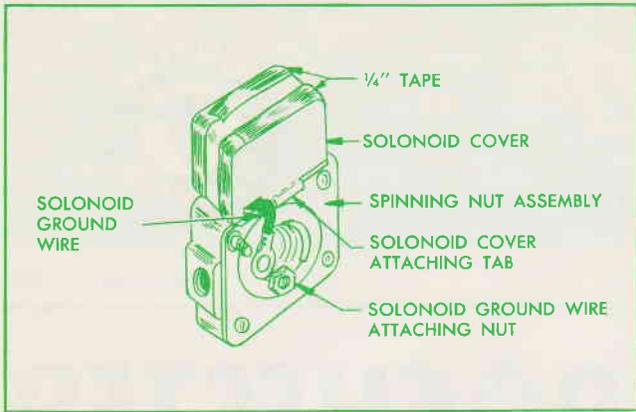


Fig. 1 Taping of Power Seat Solenoid Cover

TAPING SOLENOID COVER REDUCES RATTLES

We have received several field reports concerning loose solenoid covers on early production bodies equipped with power operated six-way seat assemblies. This condition can be corrected by first disconnecting the solenoid to spinning nut ground wire, straightening the solenoid cover attaching tabs; then wrapping three (3) or four (4) layers of 1/4" wide tape around the front and rear edge of the solenoid cover as shown in Fig. 1.

When the cover has been securely taped, carefully crimp the solenoid cover attaching tabs tight over the tape and secure ground wire with the attaching nut.

Changes have been made to correct this condition in production by using a specially designed clip to retain the solenoid cover.

NEW ACRYLIC COLOR RELEASED FOR BONNEVILLE INSERT

A new Acrylic Lacquer, Bonneville Red, has been released for use in painting the insert of Bonneville Convertible Models. It is to be used only in combination with Kenya Ivory.

Initial quantities of this paint can be ordered by your local duPont dealer only from the duPont Plant located at 19930 Conner, Detroit, Michigan.

The duPont stock number of this paint is 2649-LH.

HOLES IN CRANKSHAFT DOWEL PINS MAKE INSTALLATION EASIER

Crankshaft dowel pins, used for locating bearing caps to the engine block now have a 1/8" hole drilled through the center. This change has no functional value but facilitates installation in production.

DELCO CAUTIONS AGAINST INCORRECT CONNECTION OF RADIO SPEAKER

Below is a story concerning proper connection of radio speaker leads, which was taken directly from the Delco "TESTING TIPS" publication.

These instructions should be followed carefully.

PONTIAC SPEAKER "BURN-UP"

We have found that the connections of the radio unit and speaker in the installation or re-installation of Pontiac radio Model #988671 has caused some confusion in the field resulting in speaker failures. The radio has three leads that may connect to the car and there are two leads from the speaker to the radio. The diagram below identifies these leads.

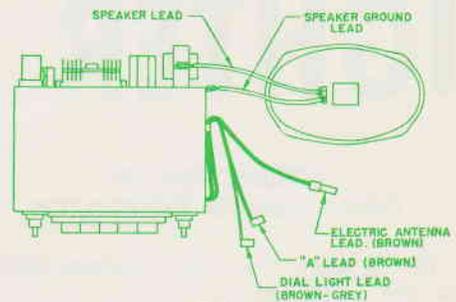


FIG. 14

The "A" lead and dial light lead are a two wire "rip-cord" type cable and the dial light section of the lead has a gray strip. The electric antenna lead is a single lead with a plastic connector and is used only when the car has an electric antenna. The speaker leads are also in a "rip-cord" type cable. The signal lead has a green strip and plugs into a connector on the output transformer. The ground lead connects to a lance stamped from the radio case at the base of the output transformer.

Speakers can be damaged by incorrect connection of the speaker leads to the radio. The ground lead can be forced into the electric antenna lead and this places 12 volts D.C. on the voice coil of the speaker and ruins the speaker. This lead should connect to the ground lance on the radio case near the output transformer.

REAR DOOR WINDOW RATTLES ELIMINATED BY NEW SPRINGS

If rear door window rattles are encountered on 4 Door Catalina bodies they may be due to insufficient tension of the rear door window center guide shoe against the center guide. The lack of tension is a result of the long center guide shoe spring (See Fig. 2) used in some early production 1957 bodies. This condition may be corrected by bending the spring, as indicated in Fig. 2, to increase the tension of the shoe against the guide. A shorter spring is now being used in production which will provide the required tension.

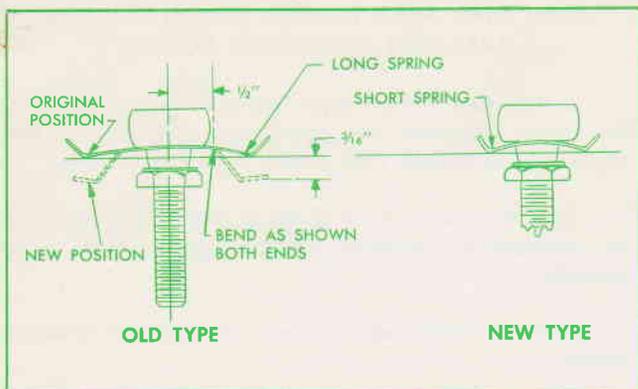


Fig. 2 Old and New Rear Door Guide Shoe Spring

THREE POLISHES APPROVED FOR EARLY USE ON ACRYLIC LACQUERS

When Acrylic Lacquers were first introduced dealers were advised not to use any type of wax or silicone polishes on this finish for a period of 60 days.

Recently, several companies have developed polishes which are suitable to use on Acrylic finishes a few days after final application of this paint. The use of these polishes will improve the luster and appearance of new cars for delivery.

The polishes that may be used are Porcelainize, Luster Seal and Dupont #7. The instructions in the Pontiac Owner's Guide and the "Caution Card" placed in the glove box of new cars will still remain in effect as there are waxes and polishes that are marketed through independent outlets that may not be suitable to the finish if used before the 60 day period.

1957 TORUS COVER AND FLYWHEEL USED FOR '56 SERVICE

The two dowel pins which were part of the torus cover assembly in 1956 are pressed into the flywheel assembly in 1957 Hydra-Matic transmissions.

The 1957 torus cover assembly and 1957 flywheel assembly only, will be available for service on 1956 and 1957 transmissions. To provide complete interchangeability, two 1956 dowel pins are furnished loose with the 1957 service torus cover assembly.

When attaching a 1957 service flywheel to a 1956 torus cover, remove the two dowel pins from the torus cover and discard. The dowel pins in the 1957 flywheel will then enter these holes.

When attaching a 1957 service torus cover to a 1956 flywheel, press the two 1956 dowel pins into the cover. The two dowel pins have different diameters to ensure installation in their proper holes.

USE CORRECT PROCEDURE FOR REMOVING RADIO

It appears that some mechanics are having difficulty removing the radio whenever it is necessary to make repairs. The operation is relatively simple to perform when the following procedure is used.

1. Disconnect battery.
2. Remove the three sheet metal screws which retain the speaker housing to the floor pan and remove speaker housing. Disconnect speaker wires.
3. Remove speaker from housing (on transistor radios only).
4. Remove glove box.
5. Disconnect speaker wires at rear speaker switch if so equipped.
6. Disconnect radio wire at fuse block and disconnect antenna lead-in at radio.

Electromatic radio only: Remove power unit from right side of dash by disconnecting three (3) wires to receiver and removing two (2) Phillips type screws and one (1) wing nut.

7. Remove nut, lock washer and plain washer from radio to rear brace stud at left rear side of radio.
8. Loosen set screws in two outer control knobs; remove all control knobs, washers, and nuts which bear against instrument panel finish plate and remove radio assembly.
9. Reverse the above procedure to replace radio.

CAUTION: Be sure radio control is in off position when replacing radio. Do not turn radio on unless speaker is connected.

Flat rate time for performing this operation is .7 hour.

TWO METHODS FOR CHECKING FUEL GAUGES

Any problems in the operation of fuel gauge units can be isolated by using either an extra tank unit which is known to be in good operating condition, or an A. C. Gas Gauge Tester. The tester can be procured from A. C. Service Stations under A. C. number 1516000.

Difficulties in the tank-unit, instrument panel unit or wire lead can be detected by both methods.

Consult Section 12 in your Pontiac Shop Manual for instructions on how to make these tests.

News About Your TRAINING CENTER



NEW CAR DELIVERY SCHOOL OFFERED AT TRAINING CENTERS

A New Car Delivery School is now available at your General Motors Training Center.

This one day program, designed to help you perform a more efficient new car get-ready, will present a streamlined, step by step method of locating and correcting any "out-of-line" conditions. Demonstrations will be made on an unserviced 1957 Pontiac, covering correct procedures on inspections and adjustments.

Your dealer will be advised when this school will be held and when you are scheduled to attend.

RAISE CONVERTIBLE REAR WINDOW CORRECTLY

Damage to a convertible top rear window zipper often results when the improper procedure is used for raising the rear window to the closed position. The following instructions, as outlined in the folding top booklet, eliminate the possibility of placing excessive strain on the zipper.

Lift the window and hold it in its approximate closed position in the opening, then slide the zipper along the sides and top of the window.

NOTE: In some instances the rear window zipper can be more easily operated if the top is released at the windshield to relieve tension on the zipper.

1956 AND 1957 POWER STEERING GEAR BALL NUT RETAINING SCREW

A new hex socket type ball nut retaining screw has been released for production and service that replaces the slotted type screw used heretofore.

The hex socket size in the screw is 5/16". It can be removed or replaced using a regular 5/16" Allen wrench.

Removal and replacement of ball nut retaining screw.

1. Remove upset metal staked in groove of rack piston using a punch or similar tool.
2. Remove screw using 5/16" Allen wrench with suitable extension for leverage.
3. With ball nut removed, retap threaded hole in rack piston using 5/8-18 UNF tap to purge the threads of foreign material and straighten threads burred from staking.
4. Position ball nut in rack piston using new screw and tighten to 30-35 lb. ft. torque.
5. Stake screw two (2) places in groove provided in rack piston using staking tool J-6285.

ORDER "ACRYLIC FINISH CARDS" FROM ZONE OFFICE

Some dealers report that they have received Acrylic finished cars without the yellow Paint Caution Card in the glove box.

It is important that all cars finished with Acrylic Lacquer have this card installed before delivery. Therefore, all zone offices have been supplied with cards which they will send to dealerships upon request. Please order any cards that are needed from your zone (Form S-5711).

SERVICE MANAGER—IMPORTANT

This News contains important service information on Pontiac cars. Each subject should be cross-referenced in the space provided at the end of each section in the Shop Manual or its Supplement. **Be sure and cover every point with your entire organization.**

Each service man should sign in the space below after he has read and understands the information in this issue.

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