PONTIAC
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No. 5 S-272 May, 1955

INSTALLATION OF 1955 HANDICAP CONTROLS

NEW ACCELERATOR AND BRAKE HAND CONTROLS FOR HANDICAPPED

New accelerator and brake controls for handicapped persons are available for 1955 Hydra-Matic models under part No. 988507. The new controls are entirely mechanical in operation and through their design can be operated very easily with only slight hand pressure on the hand lever.

OPERATING INSTRUCTIONS

The new accelerator and brake hand controls are easy to operate and have a feature that could be thought of as dual-control which enables the driver to depress the accelerator pedal while the brakes are still applied. This is a desirable feature for moving the car after stopping on a hill or in similar circumstances where it is desirable to depress the accelerator pedal before completely releasing the brakes.

STARTING ENGINE

When starting the engine good safety practice requires that the parking brake be firmly applied until after engine is started and gearshift selection has been made.

OPERATION OF HAND LEVER

After engine is started and gearshift selection has been made, the car is ready to drive by moving the hand lever down toward the driver to depress the accelerator pedal. Easy accelerator operation can be attained by hooking thumb of right hand over the steering wheel rim and using the middle fingers to control the lever. When the hand lever is released it will return to the closed throttle position.

Returning the hand lever to its stop against bracket releases the accelerator pedal and pressing hand lever down toward brake pedal applies the brakes. After a few applications driver will develop a natural method of using hand lever to control accelerator and brakes.

More movement of the hand lever will be required to apply the brakes as the linings wear; therefore, from a safety and comfort standpoint, it is desirable to keep the brakes in good adjustment to reduce lever movement.

When parking car on a hill or grade, press down firmly on lever to apply foot brake and also apply parking brake. If engine is not running, the gearshift lever can be moved to "R" position to provide additional holding force.

INSTALLATION INSTRUCTIONS (Fig. 1)

1. Remove Hydra-Matic shift lever.
2. With nylon washer (513975) on accelerator shaft (521131) install accelerator shaft assembly in upper bracket (521120). NOTE: Lubricate all moving parts and bearing points with a small quantity of Lubriplate during assembly.

EDITOR'S NOTE: The Third 1955 Service Craftsman Examination is included in this issue. Remove the examination, complete and return to the zone office by July 15, 1955.

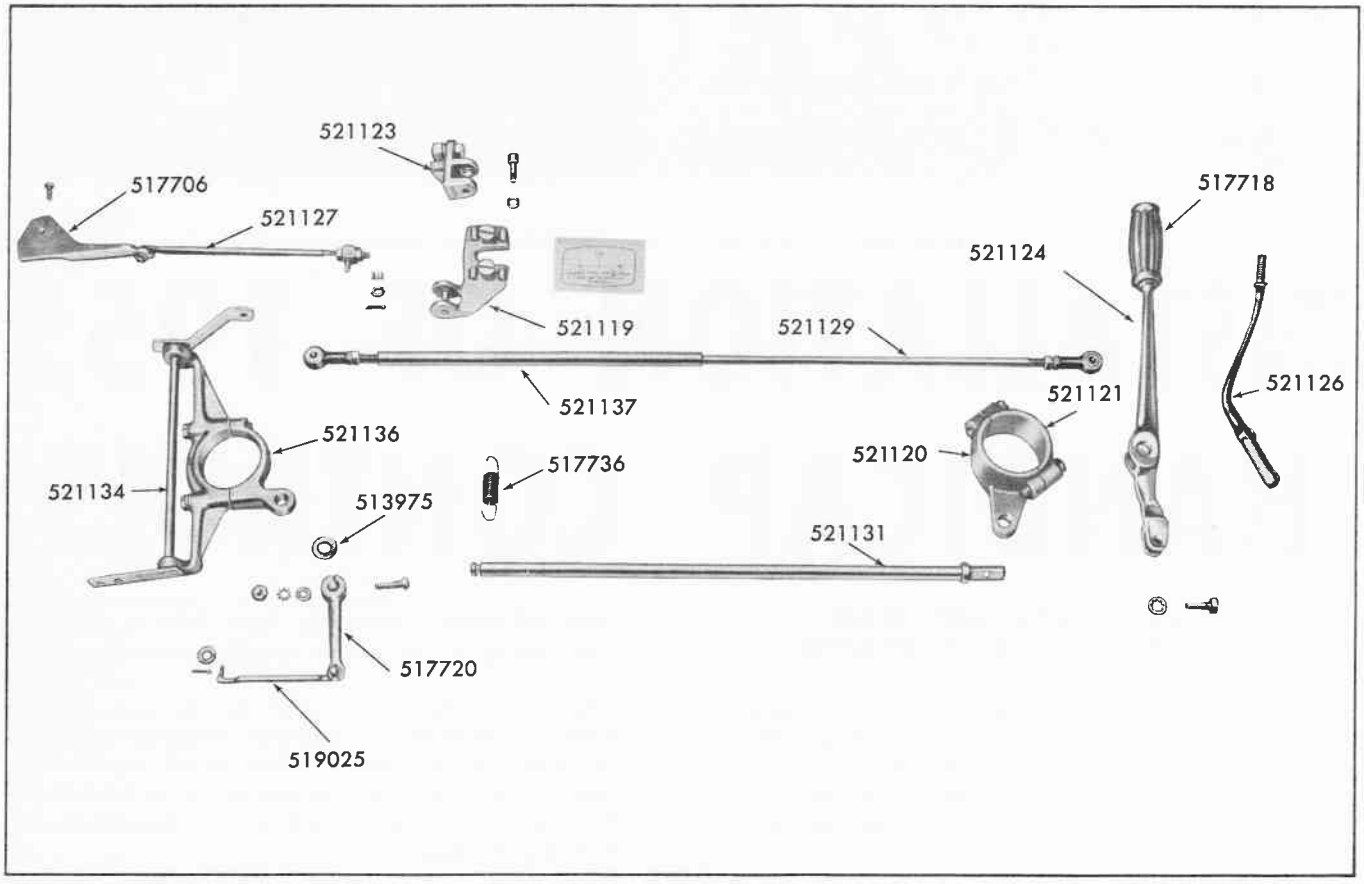

Fig. 1 Accelerator and Brake Hand Controls Package - 988507

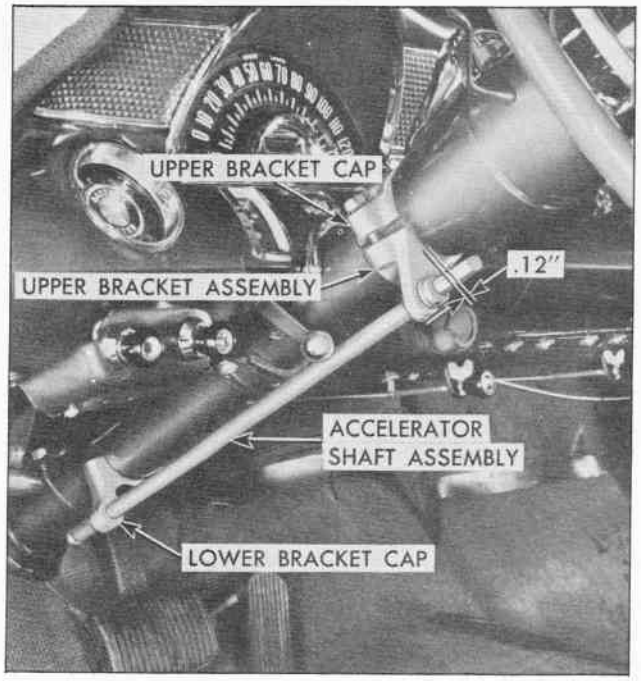

Fig. 2 Accelerator Shaft in Position on Steering Column

3. Locate upper bracket and cap (521121) on steering column approximately 1/8" from gearshift upper housing using short clamp bolts threaded finger tight (See Fig. 2).

4. Locate lower bracket cap (521136) over lower end of accelerator shaft on steering column as shown in Fig. 2).

5. Assemble accelerator cross shaft bracket assembly (521134) and lower bracket cap to steering column with long clamp bolts threaded finger tight (See Fig. 3).

6. Assemble second nylon washer (513975) and accelerator shaft idler lever (517720) with offset up, to lower end of accelerator shaft using 1/4-20 x 1" clamp bolt, nut, lockwasher and plain washer through lever and shaft (See Fig. 3).

7. Position upper and lower brackets and caps so that accelerator shaft rotates freely with accelerator cross shaft in a horizontal position and a minimum of play between nylon washers and brackets. Tighten clamp bolts with 12-15 lb. ft. torque.

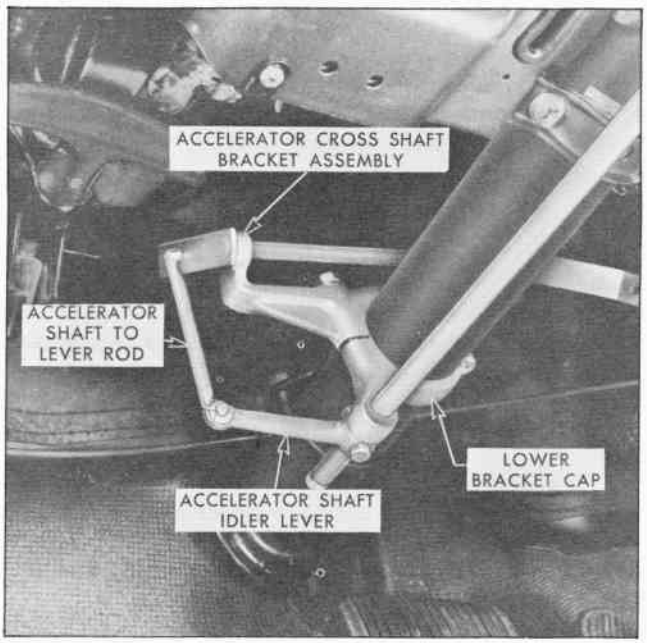

Fig. 3 Accelerator Cross-Shaft Assembly Installed

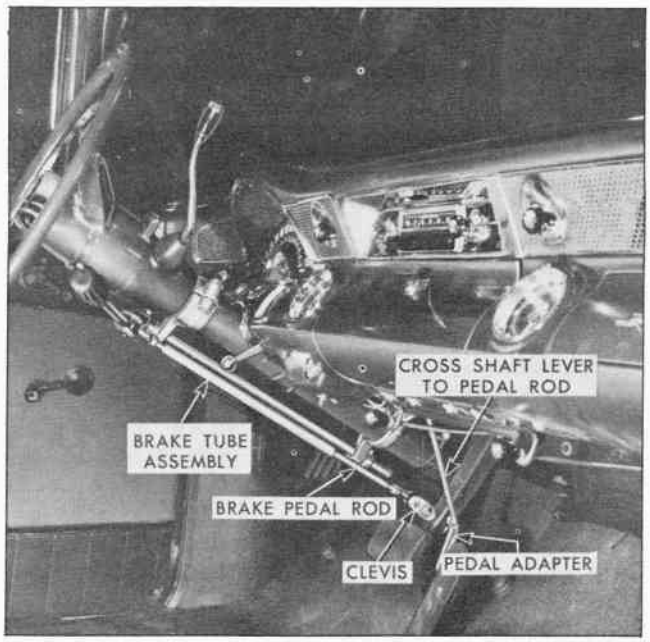

Fig. 4 Brake Tube Assembly in Position

8. Remove rubber pad from brake pedal on mechanical brakes, drill and countersink two 11/32" diameter holes in pedal as per Template. Drill 13/32" diameter hole, 1" from Treadle pad on power brakes.

9. Remove accelerator pedal and remove rubber in hole on underside of pedal (approximately 2" from the upper end.)

10. Assemble accelerator pedal adapter (517706) to accelerator pedal using round head screw. Remove rubber around hole if necessary to allow screw to be nearly flush with surface of pedal. Boss on adapter should be at left of pedal.

11. For mechanical brakes shorten brake rod assembly (521129) 1-1/4". Assemble brake rod assembly to adapter (521119) using special screw and washer, then assemble to brake pedal using flat head screws. Reinstall rubber brake pedal pad.

12. On power brakes install clevis (521123) in 13/32" hole drilled in step 8 and assemble brake rod to clevis (See Fig. 4).

13. Assemble brake tube assembly (521137) to hand lever (517718) using special screw and washer.

14. Assemble brake tube assembly over brake assembly and then to upper end of accelerator shaft using special 5/16" bolt and lock washer (See Fig. 4).

15. Install accelerator shaft to lever rod (519025) between accelerator shaft idler lever and cross shaft bracket lever (See Fig. 4).

16. Install accelerator pedal return spring (517736) between grooved end of accelerator shaft and cross shaft bracket lever.

17. Install accelerator cross shaft lever to pedal rod assembly (521127) between accelerator pedal adapter and accelerator cross shaft bracket lever (See Fig. 4).

18. Install new Hydra-Matic shift lever (521126).

ADJUSTMENTS

1. Adjust accelerator shaft to provide a positive closed throttle condition when accelerator return spring brings cross shaft lever against its stop.

2. Adjust brake tube assembly to bring hand lever against its stop on the accelerator shaft without depressing brake pedal.

NEW TYPE HOSE CLAMPS USED IN PRODUCTION

New type intake manifold to radiator inlet and radiator outlet to water pump hose clamps are being used in production. To facilitate removal and replacement of these clamps, special tool J-5284, Corbin hose clamp pliers, is required. These pliers are available from Kent-Moore Organization.

"SAFARI" BODY STYLE 2564DF TAIL GATE AND LIFT GATE WATERLEAK CORRECTION

The correction of waterleaks is largely a matter of proper watertesting to locate the point of water entrance into the body and determining the corrective procedure to follow. Generally, each leak requires individual treatment for correction.

The following information has been prepared to assist in the elimination of waterleaks in the lift gate and tail gate area of the subject station wagon style.

Since one of the parts mentioned in this procedure is "unpublished", warehouses will not have knowledge of its existance. Therefore, orders for all parts mentioned in the procedure should be directed to the Parts Sales Department, Administration Building, Pontiac, Michigan.

GENERAL—LIFT AND TAIL GATE

The service operations in this GENERAL section concern procedures applicable to all lift and tail gates.

The following operations should be performed before attempting any corrective repairs on individual points of water entrance.

1. Remove interior moldings adjacent to lift gate to allow for proper visual inspection, then perform standard, over-all watertest on lift and tail gate area. Test should be conducted with a man inside body checking for leaks while another man applies the water spray to the body.

2. "Spot" watertest lift and tail gate from bottom to top, using a small stream of water, at low pressure, from a hose. Observer inside body should note each point of water entrance.

3. Check and correct any lift and/or tail gate misalignment. Gate adjustments are:

   a. Lift Gate:

      Up and Down - adjust hinge on body.
      Right and Left - adjust hinge on body (also adjust bumper on bottom of lift gate)
      In at Top - shim between hinge and body
      Out at Top - shim between hinge and lift gate casting

   b. Tail Gate:

      Up and Down - shim between hinge and body
      Right and Left - adjust hinge on body (also adjust bumper on bottom of lift gate)
      In and Out at Bottom - adjust hinge on body
      In and Out at Top - adjust lock strikers

4. Check and correct weatherstrips which may be loose, damaged or misaligned. IMPORTANT: When using weatherstrip cement, carefully follow the directions of the manufacturer to insure a proper bond.

5. Check and correct any back window leaks (between glass and rubber channel or between channel and castings).

LIFT GATE

Since the start of production, the lift gate has been sealed by two (2) methods: (A) Weatherstrip on the body; (B) Weatherstrip on the lift gate.

A. Lift Gate Weatherstrip Applied on Body:

The following procedure outlines suggested repairs for correcting lift gate waterleaks on bodies having the weatherstrip applied to the body. NOTE: Any operations listed under GENERAL, above, which are required should be performed first.

1. Check contact of weatherstrip to lift gate:

   a. Correct any irregularities on gate casting which may be preventing a good seal.

   b. Check weatherstrip at each leak location. If weatherstrip is damaged, deeply creased or deformed (See inset of Fig. 5 for proper weatherstrip contour), replace with Lift Gate Weatherstrip Assembly Body Side, Part No. 4671303.

      Cemented bond between new weatherstrip and body must be secure.

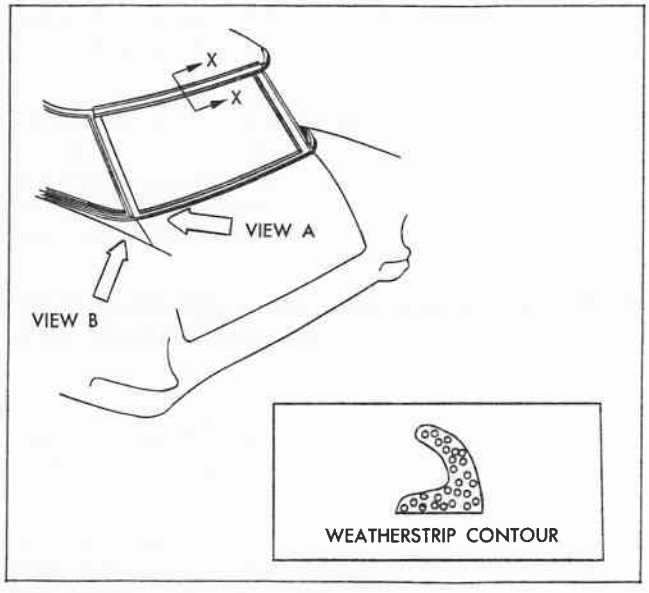

Fig. 5 Safari Lift Gate Weatherstrip Contour

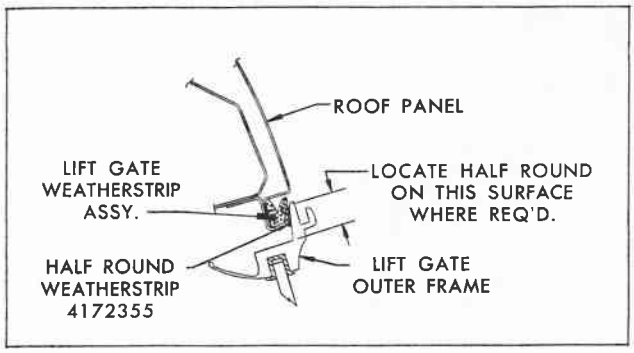

Fig. 6 Cross Section Through X-X Fig. 5

c. Check contact of original or new weatherstrip to lift gate across the top of the gate. If sealing lip of weatherstrip does not contact the lift gate or has too little compression, install half round rubber weatherstrip to the lift gate, as shown in Section X-X, Fig. 6. It is important that half round rubber of proper size be used to insure adequate sealing. Generally, 1/4 inch thick half round rubber is satisfactory. (Group 12.269 Part No. 4172355)

Locate half round weatherstrip on gate to contact sealing lip of body weatherstrip as shown. Half round weatherstrip should extend the full width of the lift gate and must be tapered for a distance of 2 inches at both ends to form a smooth sealing surface where ends of half round contact the body weatherstrip. Seal exposed raw sponge rubber with weatherstrip cement at ends of half round weatherstrip to prevent water soaking and resultant swelling.

2. If it is necessary to replace either of the small weatherstrips located at the lower corners of the lift gate, use a new part of the same design. (Lift Gate Lower Corner Weatherstrip, Part No. 4662654 Rt., 4662655 Lt.) (Fig. 7).

3. Watertest the repaired installation.

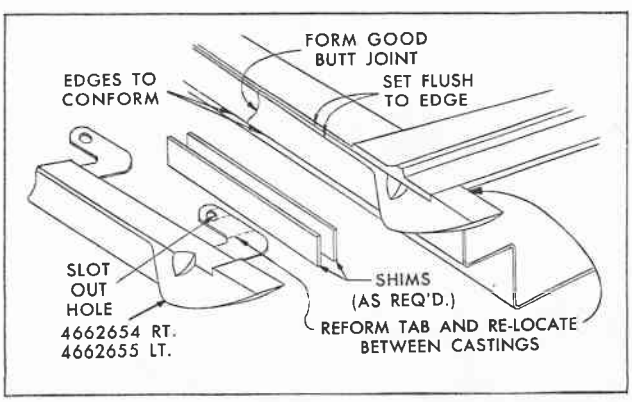

Fig. 7 View B in Fig. 5

B. Lift Gate Weatherstrip Applied on Lift Gate:

The following procedure outlines suggested repairs for correcting lift gate waterleaks on bodies having the weatherstrip applied to the lift gate. If the lift gate weatherstrips are damaged and must be replaced, install part #4671303 on the body and perform the sealing operations described in "A" above. If the weatherstrips are in good condition, the lift gate can be sealed as outlined below. NOTE: Any operations listed under GENERAL which are required should be performed first.

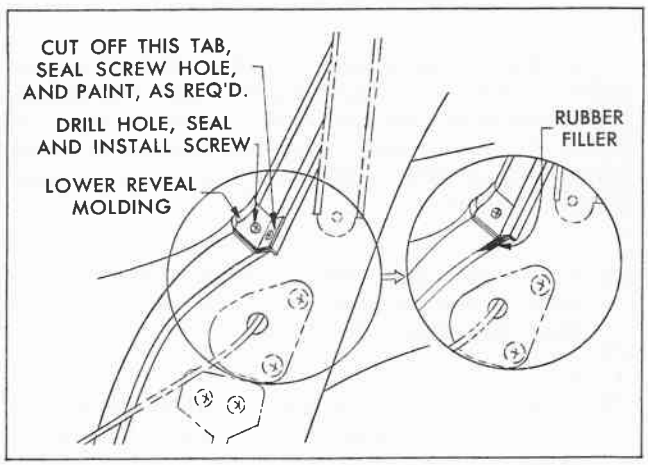

Fig. 8 View A in Fig. 5

1. Check contact of weatherstrip to body:

a. As indicated in View "A", Fig. 8, cut tab from rear quarter window lower rear reveal molding. Seal original screw hole with caulking compound and paint area previously covered by tab, as required. Then drill hole, seal and install screw to secure molding to back body pillar rabbet side facing.

b. If necessary, install a flat, tapered rubber filler beneath the edge of the rear quarter window rear reveal molding, as shown in View "A", Fig. 8, to provide a smooth sealing surface.

2. If necessary, to provide a seal at lift gate lower corner weatherstrips, relocate corner weatherstrips outboard as follows:

a. Remove corner weatherstrip from lift gate.

b. As shown in View "B", Fig. 7, cut away the hole to form a slot in the integral retainer tab to permit outboard adjustment.

c. Reform retainer tab slightly to permit outboard adjustment and insert tab between the two (2) castings.

d. Shim weatherstrip and cement to set flush with edge of casting. Edge of corner weatherstrip must conform to sealing lip of adjacent lift gate weatherstrip, as indicated in View "B".

e. Form a good cemented butt joint between the corner weatherstrip and adjacent lift gate weatherstrip.

3. Watertest the repaired installation.

REPLACEMENT OF TAIL GATE SUPPORT CABLE RETAINERS

If the tail gate support cable retainer spreads under extreme loads, allowing the cable to disengage, a new stronger retainer should be installed on both sides of the tail gate. The part number of the new retainer is 4668227. Following are complete installation instructions:

1. Lower tail gate, then provide support for tail gate to prevent damage to outer panel during repair operation.

2. Remove screws (A in Fig. 9) and disassemble tail gate support cable retaining plate, support retainer and support.

CAUTION: Form a loop in the cable to prevent the reel from drawing the end of the cable through the cable guide in the back body pillar.

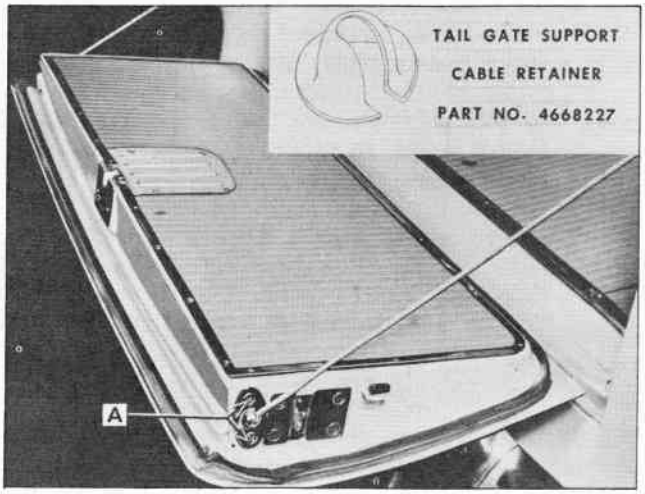

Fig. 9 Location of Tail Gate Support Cable Retainers

3. Install new tail gate support cable retainer part No. 4668227 on tail gate.

4. Repeat operation on opposite side of tail gate.

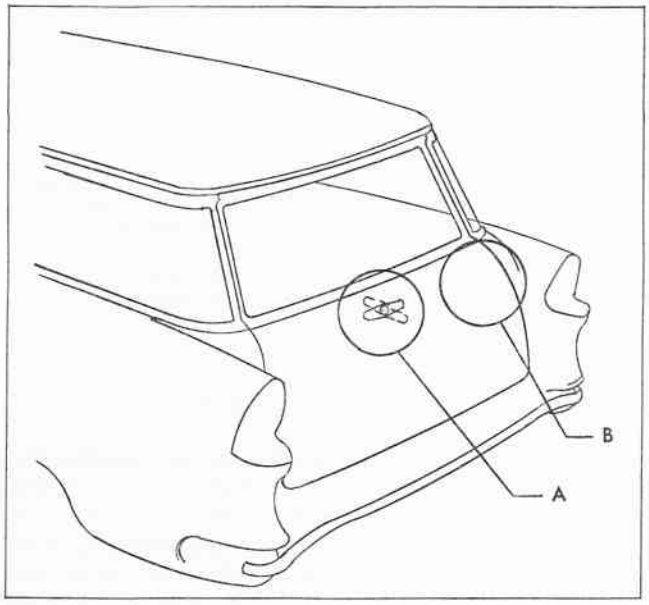

Fig. 10 Tail Gate Handle in "Cocked" position

STATION WAGON TAIL GATE LOCK OUTSIDE HANDLE REPAIR

If the tail gate outside handle remains in a "cocked" position, as indicated by dotted lines in Fig.10, the following steps may be performed to correct the condition.

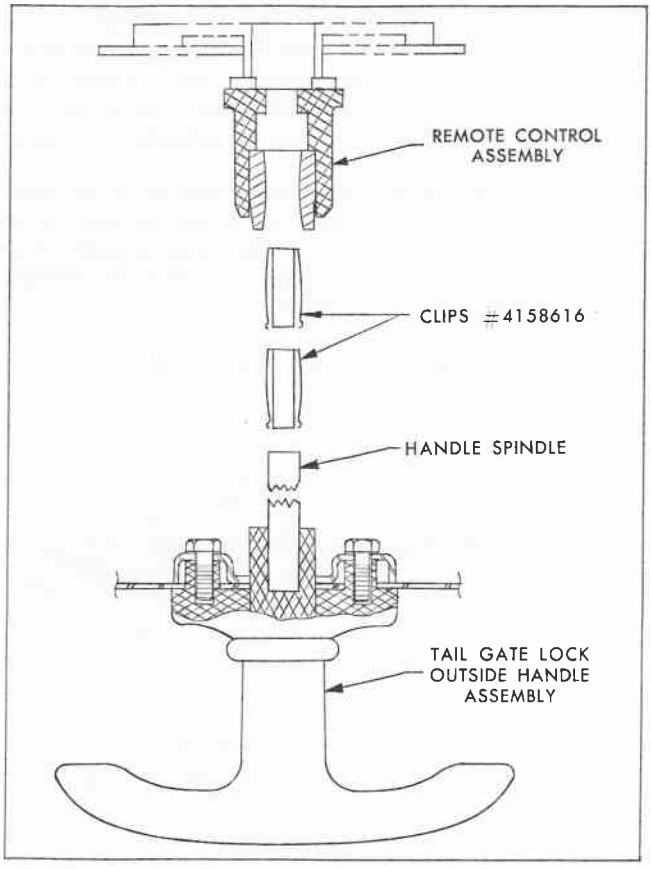

Fig. 11 Tail Gate Handle and Remote Control Assembly

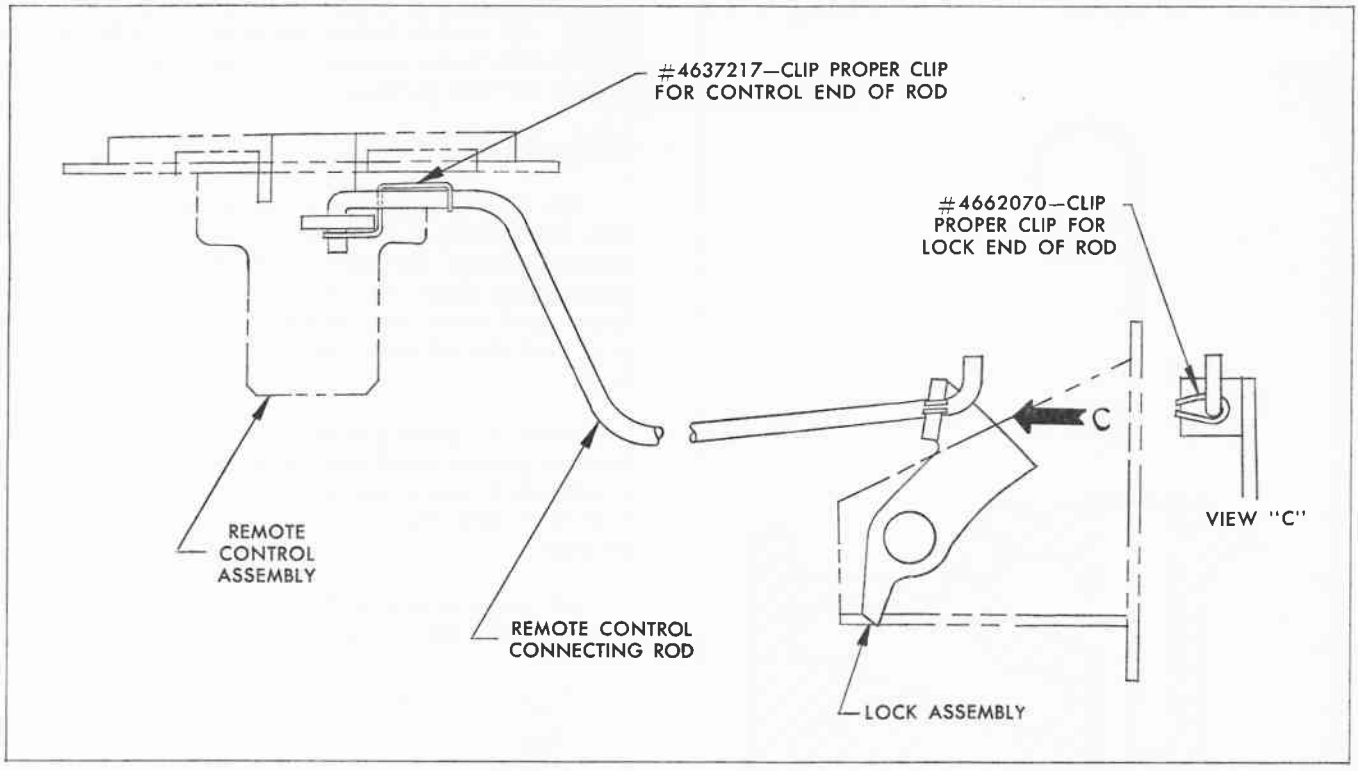

Fig. 12 View Through Area B Fig. 10

1. Remove remote control assembly.

2. Check remote control assembly and outside handle spindle for clips #4158616, indicated in Fig.11. Two (2) clips are required for proper handle spindle to remote control fit. Some early production bodies have no clips or only one clip. Install the proper number of clips where required.

3. Reinstall remote control assembly, close tail gate and actuate handle. If handle still remains "cocked", perform steps 4 and 5.

4. Remove remote control assembly and both lock assemblies with connecting rods attached.

5. Check for clip #4662070, shown in Fig. 12, View "C", used at lock end of connecting rod. If a different type clip is used at one or both locks, remove clip(s) and install correct clip, as shown in Fig. 12.

INSUFFICIENT REAR END REBOUND TRAVEL-STATION WAGONS (STYLE 2562 & 2563)

The lack of sufficient rear end rebound travel on some of the subject station wagons under certain conditions originates in the rear shock absorbers. To relieve this situation a new shock absorber, part number 5515727, having 1" additional rebound travel is now available as a factory warehouse item.

CYLINDER BLOCK AND HEAD CORE HOLE AND OIL PASSAGE PLUG REPLACEMENT

All plugs in the block and cylinder head can be replaced with the engine in the car. The rear plugs in the block can be reached by removing the transmission, flywheel, and flywheel housing (Synchro-Mesh). In order to remove and replace water jacket plugs, it helps to lower the rear of the engine. CAUTION: To avoid bending engine front insulator it should be removed.

REMOVING PLUGS

Rear plugs in left cylinder head can be reached through toe plate hole in floor, but right cylinder head must be removed for replacement of rear plugs.

Water jacket plugs in sides of block can be reached by removing engine side aprons and engine components which are in the way.

Old plugs can be removed by using a punch to knock a hole through the center of the plug and then working the plug out. Punching through the plug also serves to distort and loosen the plug. When removing cylinder head oil gallery plugs, drive punch through plug near bottom so as not to damage rocker arm stud.

Remove small oil passage plug in top of cylinder head as follows:

1. Remove cylinder head bolt from bolt hole which feeds gallery.

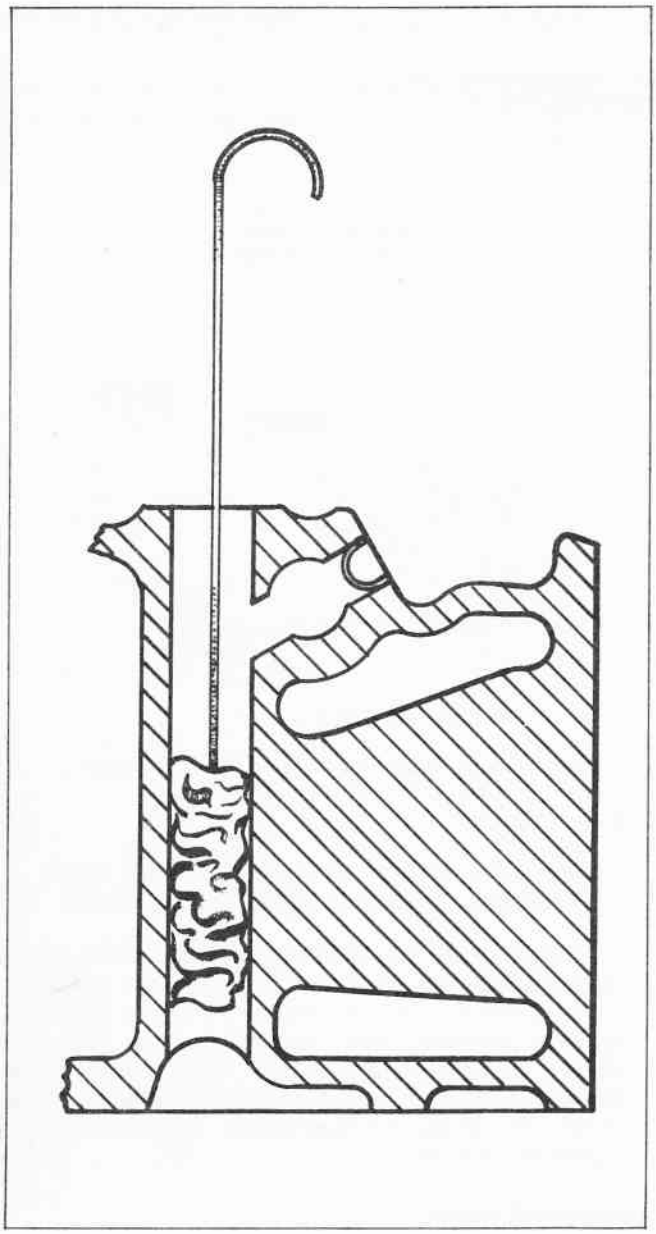

Fig. 13 Removing Oil Passage Plug

2. Attach wire to piece of rag (for removal) and push rag down into bolt hole past oil passage in which plug is located (Fig. 13).

3. Drive old plug through passage into bolt hole where it will fall on top of rag.

4. Pull rag out of bolt hole, bringing old plug with it.

PREPARING HOLES AND PLUGS FOR INSTALLATION

After plug is removed, carefully clean up the hole so the new plug will seal properly. Check for sharp edges on the holes, especially when replacing the camshaft plug. Any sharp edges must be removed to prevent damaging the new plug when it is installed.

All pressed-in plugs and pipe plugs should be coated with sealer before installation. G.M. Perfect Seal Gasket Paste, available through G.M.P.D. is excellent for this purpose.

INSTALLING NEW PLUGS

The following plugs can be installed by driving into place using a flat piece of metal or hard wood bearing against the outer surface: Camshaft plug, water jacket plugs, rear oil gallery plug in block, cylinder head core hole plugs, valve spring chamber plug, and the oil hole plug in the top of the cylinder head.

Front oil gallery plugs in the block, and cylinder head oil gallery plugs must be driven into place using a tool which bears against the bottom of the plug. A 1/2" x 3" bolt will make a satisfactory tool for this purpose.

All plugs should be driven in until the outer edge is flush with the surrounding surface.

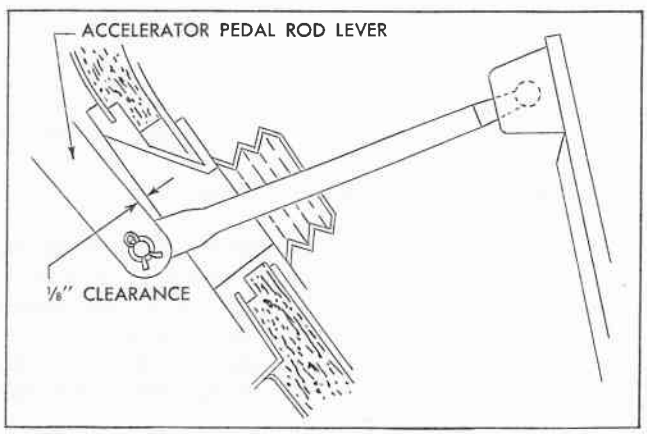

Fig. 14 Accelerator Pedal Rod Lever Clearance

UNLOADING CARTER 4-BARREL CARBURETORS HYDRA-MATIC EQUIPPED CARS

Several Product Information Reports have been received reporting hard starting due to the difficulty in unloading the Carter WGD 4-Barrel Carburetor. If cases of this nature are encountered, which cannot be corrected by a normal unloader adjustment installation of the following parts will be necessary; part number 7008801 Throttle Flex Spring and 521986 Engine Throttle Control Bracket Assembly. These parts are available from the Factory Warehouse only and should be ordered in the usual manner. The following procedure should be followed:

1. Install new Throttle Flex Spring (#7008801) as shown in Fig. 19 of the February 1955 Service Craftsman News. This is a lighter spring than the one originally used and will reduce the effort needed to unload the carburetor.

2. Install new Engine Throttle Control Bracket Assembly (#521986). This assembly has been redesigned to transmit unloading effort more effectively to the carburetor.

3. Adjust throttle control linkage. Proceed as outlined on pages 39-40 of the 1955 Hydra-Matic Shop Manual steps 1 thru 7. Disregard step 8 and position throttle control intermediate rod as follows: Push throttle control intermediate rod downward until the end of the accelerator pedal rod lever is felt to touch the end of its travel. Shorten throttle control intermediate rod enough to allow 1/8" clearance between end of accelerator pedal rod lever and rubber bellows assembly. See Fig.14. Three turns of the trunnion nut usually gives the correct clearance. This adjustment gives the maximum allowable accelerator pedal travel.

4. Remove and inspect the accelerator pedal. If pedal hinge pin or pedal rod holes are worn oversize or out of round, it will be necessary to replace pedal.

5. Check for any interference between accelerator pedal lever and the throttle control dash bracket at the wide open throttle position. See Fig. 15. If possibility of interference exists, grind a 1/16" relief at the point of contact as shown. This step is especially applicable to early production cars that were originally equipped with a two-barrel carburetor and have had a four-barrel carburetor installed in the field.

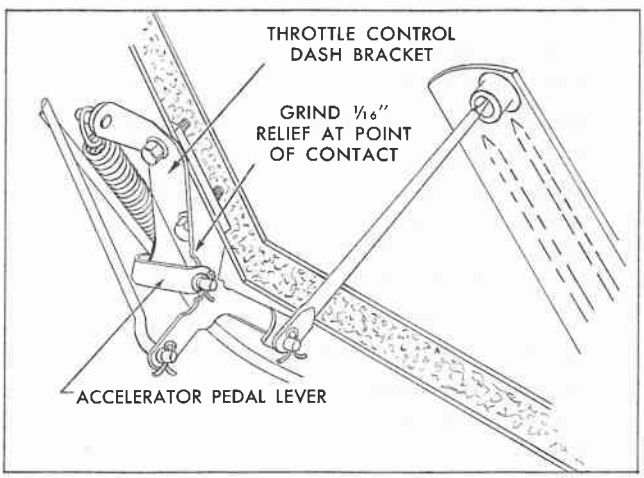

Fig. 15 Point of Interference Between Accelerator Pedal Lever and Throttle Control Dash Bracket

HYDRA-MATIC REVERSE CLUTCH SPRING COMPRESSOR MODIFIED

Hydra-Matic special tool J-4670 Reverse Clutch Spring Compressor has been modified and is so indicated by the letter "B" after the tool number. The modified version of this tool J-4670-B does not require the use of an adapter ring and will work on all Pontiac Hydra-Matics, 1951 through 1955.

VALVE LIFTER REMOVER AVAILABLE

Inquiries have been received as to whether a tool is available to remove valve lifters which have been stuck in the open position, especially on used cars.

A valve lifter remover (Fig.16) is available from the Kent-Moore Organization at $3.85 and is identified by the tool No. J-3049.

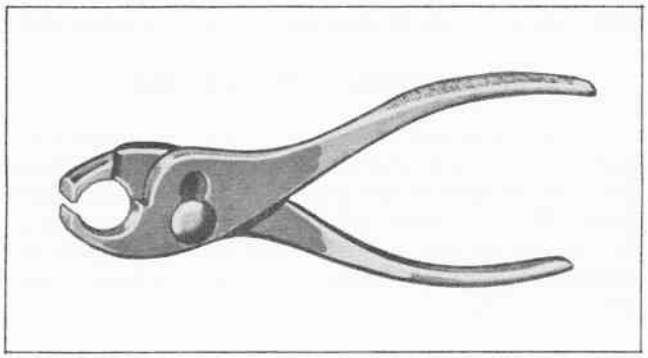

Fig. 16 Valve Lifter Remover J-3049

CORRECTION OF FREON LEAKS AT COMPRESSOR VALVE BODY

When Freon leaks are discovered at the point where the valve body attaches to the compressor, there are three possible causes, loose attaching screw, defective "O" ring seals, or bent valve body plate. These three conditions are discussed in the following paragraph.

The most common is a loose valve body attaching screw. In early production, no lockwasher was used under the screw head and as a result the screw may come loose. When a loose screw is discovered pump down the compressor, then remove valve body screw slowly while working valve body back and forth to relieve the pressure from discharge side of compressor. Remove valve body and check to see that the two "O" ring seals are in good condition. While valve body is detached check with a straight edge to see that valve body plate is perfectly flat. If the attaching screw has been tightened excessively at some time (tighter than 10-12 lb. ft. torque), the plate may be bent. In this case it would be necessary to replace the valve body assembly. Re-install valve body and screw using a 3/8" plain lockwasher. Tighten screw to 10-12 lb. ft. torque. (CAUTION: Excessive torque will distort valve body plate causing leakage.) After valve body attaching screw is tightened, open suction valve and loosen relief valve for 30 seconds to purge air from compressor. Then open discharge valve.

The lockwasher should be installed any time the valve body has been removed or when a leak has been discovered. Do not remove valve body attaching screw expressly for the purpose of installing a lockwasher.

A few valve body assemblies may be found to leak around the valve stems when the valves are moved off their seats. Since these will not leak in their normal operating position, they will cause no trouble except when testing or working on the system. Normally trouble can be forestalled by keeping the valve stem caps (with gaskets) in place anytime the valve stem is not actually being turned. In other words, remove the valve stem cap, turn valve stem to position desired for work being performed, then immediately replace cap. If severe leak is found around valve stem, it will be necessary to replace valve body.

IDENTIFICATION OF SEAT TRIM

When ordering cushions, or back assemblies and cushions, or back trim assemblies for 1955 2511D and 1955 2519D body styles with trim combinations 55260 (blue), 55261 (green), and 55271 (gray), it is necessary to inspect closely the dark cloth panels, because two different kinds of cloth have been used in these areas. (See Fig. 17).

The two types of material are almost identical in color. The only means of visual identification is the difference in weave; one is gabardine, the other is plain cloth with a ripple finish.

Although material will vary among cars, seat assemblies in a particular car will use the same kind of cloth; that is, it will be either "Plain Cloth" or "Gabardine". To insure getting a replacement trim assembly that will match the rest of the trim, inspect the dark cloth areas very closely to determine the specific material used. Then indicate on your order either "Gabardine" or "Plain Cloth", whichever is desired.

In each case, the part number and trim number will remain unchanged.

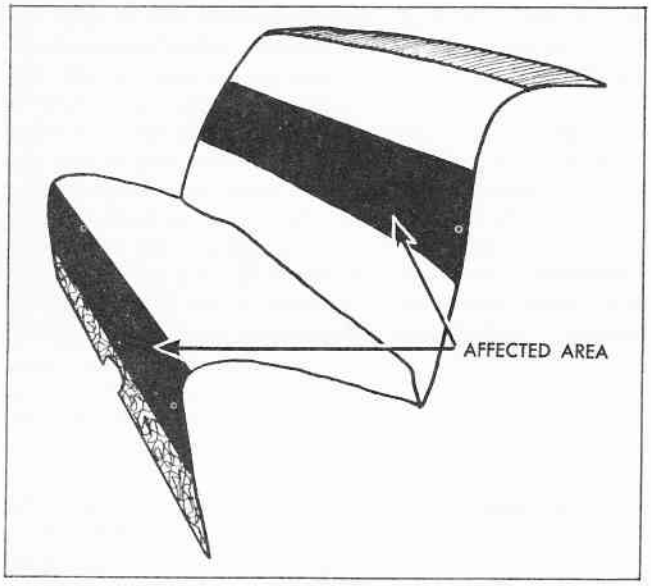

Fig. 17 Dark Cloth Panels (Rear Seat Shown)

HYDRA-MATIC OIL COOLER INSTALLATION INSTRUCTIONS

The 1955 Hydra-Matic Oil Cooler Package available under part number 984999 is recommended for cars in heavy-duty or severe service such as police cars, taxi-cabs and rural mail carriers. Transmissions equipped with the oil cooler and operated under severe conditions will give service equal to or exceeding those in normal service that are not equipped with the oil cooler.

Installation of the 1955 unit has been simplified as transmission removal or internal modification is not required. Following are the installation instructions. Fig. 18 illustrates this installation.

1. Drain radiator and block.
2. Remove floor mat and brake pedal cover plate. If car is equipped with power brakes, brake cylinder assembly will have to be removed.
3. Remove welch plug from rear of left cylinder head, working through pedal cover plate opening.
4. Install elbow and tube assembly, 521007, with hose using 518094 gasket.
5. Reinstall pedal cover plate and floor mat.
6. Drain Hydra-Matic transmission. NOTE: It will not be necessary to drain torus assembly.
7. Install oil cooler mounting bracket, 521004, to rear bearing retainer.
8. Disconnect throttle and shift linkage at transmission.
9. Remove transmission pressure test plug and install oil inlet elbow fitting.
10. Install cooler assembly connecting oil inlet and outlet pipes.
11. Tighten all connections and mounting bolts.
12. Connect Hydra-Matic linkage.
13. Attach water return hose (previously connected to cylinder head) to cooler using 1335545 clamp.
14. Locate and drill 1.5" hole through frame cross member web as shown on installation drawing.
15. Remove underseat heater return pipe. If car is not equipped with underseat heater it will be necessary to use package 985000 to supplement 984999.
16. Using heater pipe as guide, assemble pipes 521010 and 521012 with heater and oil cooler water hose connector 521005.
17. Install new pipe assembly using same attaching parts.
18. Refill Hydra-Matic transmission.
19. Refill radiator.

This installation is covered by operation #14-440. Time allowance is 2.9 hrs. Add 1.2 hrs. for cars equipped with power brakes and .1 for cars equipped with air conditioning.

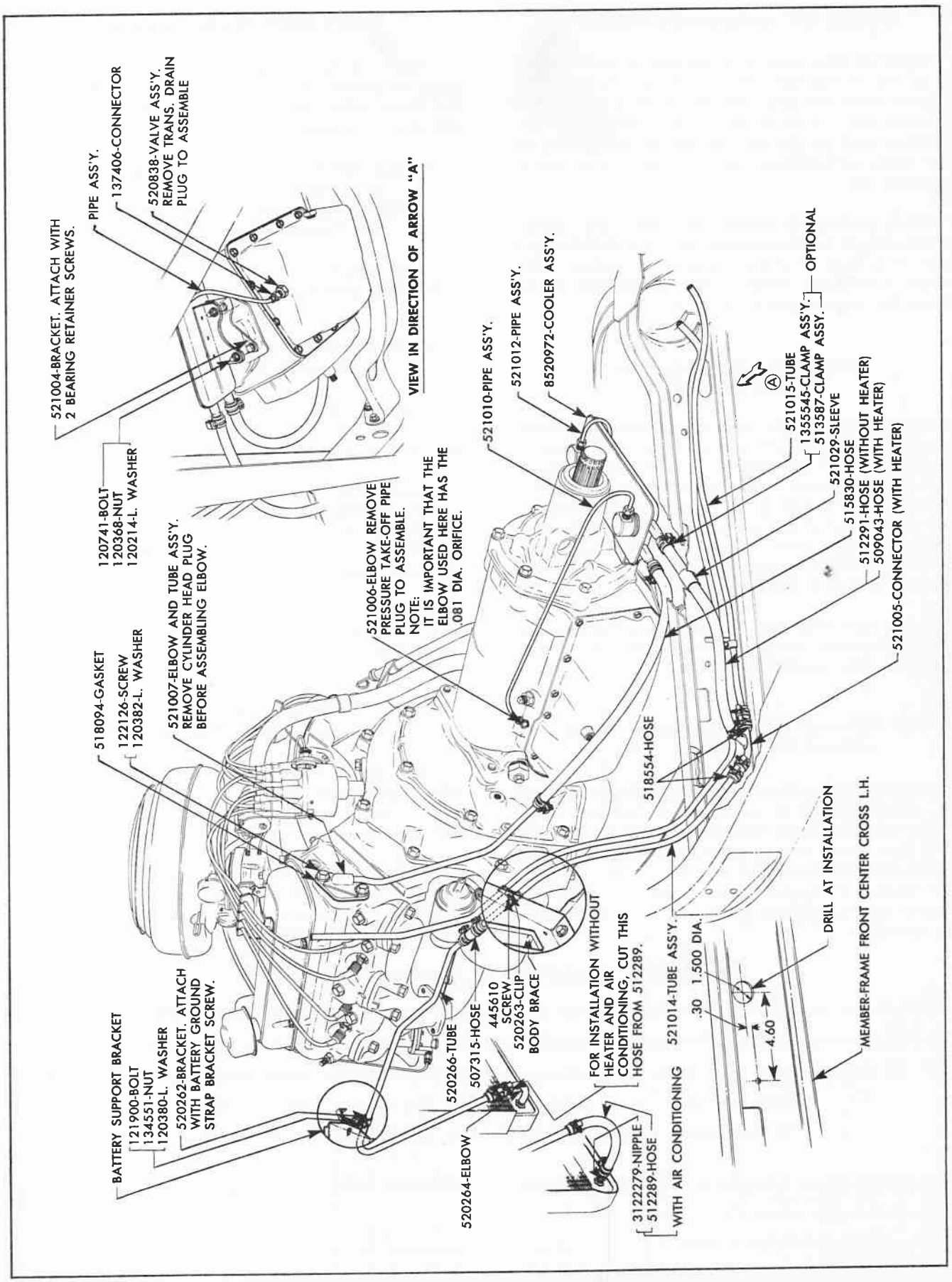

Fig. 18 Transmission Oil Cooler Installation

ENGINE OIL WINDSHIELD STICKER

Inquiries have been received concerning the wording of the windshield sticker on new cars calling attention to the fact that "ES-39" oil must be added to the crankcase. This is the Pontiac Engineering specification used to identify the special heavy duty oil (with extra EP additives) which is used for the initial crankcase fill.

When adding oil before the 1,000 mile change, dealers should follow instructions in the 1955 Owner's Guide or on page 73 of the October - November, 1954, Service Craftsman News. Oils designated by the letters MS or DG should be used.

1955 AIR CONDITIONING FREON CAPACITY

Recent tests of the 1955 air conditioning system with the combination dehydrator, filter, and receiver have proven that the system will operate at its maximum efficiency with 3 3/4 lbs. of Freon. While it is not harmful to install 4 1/4 lbs. as originally specified, the additional half pound may cause higher head pressures. For this reason, whenever recharging the system with a combination dehydrator, filter and receiver, install 3 3/4 lbs. of Freon.

Early type 1955 Air Conditioning systems which had the separate receiver mounted in front of the condenser still require 5 1/4 lbs.

USE CORRECT WHEEL WEIGHTS WHEN BALANCING TUBELESS TIRES

When balancing tire and wheel assemblies equipped with tubeless tires it is important that only wheel weights with short type mounting clips be used. Many older type wheel weights have a mounting clip which is long enough to interfere with the rim seal on tubeless tires. It is recommended that Pontiac Wheel Weights serviced under group no. 6.367 be used in this operation.

BODY BOLT USAGE CHANGED

The following changes in body bolt use have been made in production. Engineering tests have shown that these bolts are not necessary and their removal will decrease road noise.

#4 Bolt Inner removed from all sedans and station wagons
#5 Bolt Inner removed from Convertibles, Catalina Coupes and 28 HD Chassis

This information should be inserted on page 1-1 of the 1955 Preliminary Shop Manual.

TABS REMOVED FROM RADIATOR GRILLE CENTER BAR MOLDING

A new method of attaching the 1955 Radiator Grille Center Bar Moldings to the Radiator Grille Center Bar is now being used in production.

Early-type moldings (Part Numbers 519754, 519755, 519756) had eight metal tabs for attaching the moldings to the Radiator Grille Center Bar. The four center tabs and the corresponding slots in the center bar have now been removed.

Service Replacement moldings having eight tabs may be installed on the late-type center bar by removing the four center tabs.

NO TEMPLATES NEEDED FOR SUN VISOR INSTALLATION

All outside Sun Visor packages (Part Numbers 988501 and 988502) now being shipped from the Warehouse include complete instruction sheets for their installation.

By carefully following this step-by-step procedure, the Visors can be easily installed. These instructions eliminate the need for separate templates, as were used in previous years.

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.
