

# PONTIAC



## Service Craftsman News

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September-October, 1957



Zone Service Managers, Representatives, and Instructors recently attended the 1958 National Service Meeting at the G. M. Training Center in Detroit. Instructors will soon be holding New Model Schools on the 1958 Pontiac for Dealership Service personnel. Be sure you attend.

## NATIONAL SERVICE MEETING TO BENEFIT DEALER SERVICE MEN

Pontiac's field and Central Office personnel, in the picture above, recently spent 10 days at the 1958 National Service Meeting learning all about the 1958 Pontiac. Everyone left with a feeling of confidence . . . that they will be able to take good care of the new Pontiac. Equally important is the fact that our Service Representatives and Instructors will pass along what they learned at this meeting to Pontiac Dealer Service personnel.

All the new features of the 1958 Pontiac were discussed in the school, with the mechanical aspects of the car taking the major portion of the Service

Meeting. Such features as the new frame, suspension, body construction and propeller shaft were discussed.

A presentation of the new addition to the Pontiac family - the Vauxhall - was given at the end of the first week to acquaint our Service personnel with the

(See Meeting, Page 72)

EDITOR'S NOTE: The fifth 1957 Service Craftsman Examination is included in this issue. Remove the examination, complete and return to the Zone Office by November 1, 1957.

## Properly Seal Door Inner Panel Water Deflector

Whenever service operations are performed on a door assembly where it becomes necessary to disturb the door inner panel water deflector, the deflector must be properly sealed to prevent serious door waterleaks.

For service operations which require access to a particular area of the door inner panel (See Fig. 1), the water deflector may be cut (DO NOT TEAR) and turned back to provide the necessary access. It is recommended in these instances that the deflector be cut in a straight line and over a portion of the door inner panel with the least depressions. The cut area must be resealed with waterproof body tape.

(See Door Deflector, Page 72)

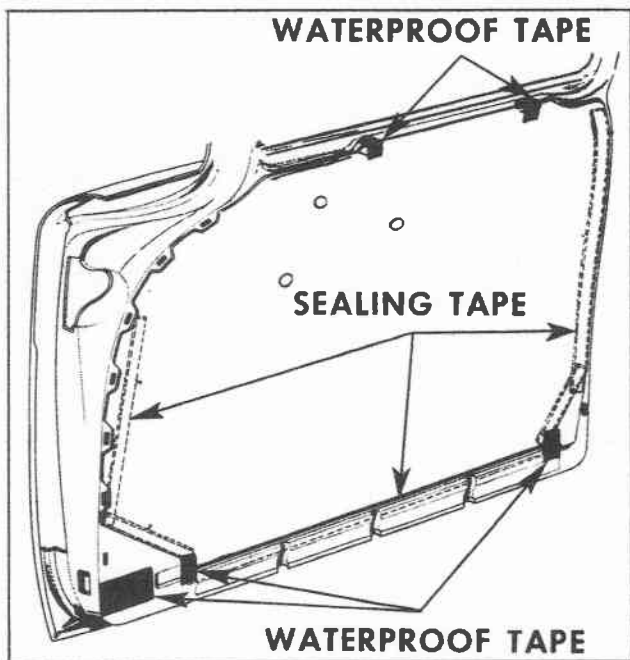


Fig. 1 Door Inner Panel Water Deflector

## REPLACE SNAP RING WHEN REMOVING DRIVE TORUS

Whenever service work is performed on a 1956 or 1957 Strato-Flight transmission wherein the drive torus is removed, DESTROY USED SNAP RING AND USE NEW SNAP RING (Gr. 4.186) when reassembling drive torus on intermediate shaft. DO NOT OVERSTRESS SNAP RING; EXPAND JUST ENOUGH TO CLEAR OUTER DIAMETER OF SHAFT SPLINES. Install snap ring with square inner edge away from drive torus to ensure retention in groove; inside diameter of snap ring must be tight in groove.

## CHECK SPECIFIC GRAVITY ON NEW CARS

Modern high compression engines require greater starting effort when new, partly because of the compression pressures and partly because of fits of new parts until they are "broken-in". It is imperative that the specific gravity be checked in each new car before delivery to the owner to assure that it is not less than the readings listed below.

When temperature is 40°F  
or lower . . . . . 1.250 sp. gr.

When temperature is 40°F  
or higher . . . . . 1.215 sp. gr.

Air Conditioned cars (at any  
temperature) . . . . . 1.250 sp. gr.

It is important to make allowances for temperature readings. When electrolyte temperature is above 80 degrees F, add 4 points (.004) to the reading for each 10 degrees above 80 degrees F. When the electrolyte temperature is below 80 degrees F, subtract 4 points for each 10 degrees below 80 degrees F.

Following the above recommendations will insure that new cars which may have been in transit or limited storage will have sufficient battery performance and capacity to crank new engines satisfactorily either cold or hot.

## CORRECTION IN TOOL KIT NUMBER

The July issue for this year announced the release of a tool kit through the Kent-Moore Organization for replacing Hydra-Matic bushings. There is a correction in the kit number which should be noted. The correct release number is J-7142 and the kit lists for \$58.75.

This kit will adequately service all serviceable bushings in dual range Hydra-Matics from 1949 to date and covers all cars and trucks.

### IMPORTANT

Revised Air Conditioning Test Specifications are shown on Page 71. You will notice that these specifications for suction pressure, discharge pressure and air temperature at the right nozzle are greatly affected by relative humidity. These data are to replace those shown in the 1957 Air Conditioning Manual.

## 1957 AIR CONDITIONING TEST SPECIFICATIONS

### Test Condition

Engine Speed - - - - - 1200 RPM  
Hood - - - - - Open

Fan in front of Radiator

If car is modified with cowl type recirculation pull right vent control to "open" position.

Rancostat by-passed (wire from compressor clutch to battery).

Five minute engine warm-up followed by five minute test period

NOTE: If necessary to extend test period allow ten minute de-ice period with Air Conditioning system off and control lever in "Off", and control lever in "Vent" position and blower on "Hi".

### Test Specifications

Relative Humidity	Test Location	Ambient Air at Radiator Grille		
		100° F.	90° F.	80° F.
80	Suction Pressure in psi. Discharge Pressure in psi. R.H. Nozzle Air Temperature in ° F.			15-20 150-160 38-42
70	Suction Pressure in psi. Discharge Pressure in psi. R.H. Nozzle Air Temperature in ° F.		19-24 180-190 42-46	15-20 150-160 36-40
60	Suction Pressure in psi. Discharge Pressure in psi. R.H. Nozzle Air Temperature in ° F.	24-29 210-218 48-52	18-24 175-185 40-44	14-19 150-160 35-39
50	Suction Pressure in psi. Discharge Pressure in psi. R.H. Nozzle Air Temperature in ° F.	22-28 205-215 46-50	18-23 175-185 39-43	14-19 145-155 35-39
40	Suction Pressure in psi. Discharge Pressure in psi. R.H. Nozzle Air Temperature in ° F.	21-27 205-215 44-48	17-22 170-180 38-42	14-18 140-150 34-38
30	Suction Pressure in psi. Discharge Pressure in psi. R.H. Nozzle Air Temperature in ° F.	20-25 200-210 42-46	16-21 170-180 37-41	14-17 140-150 33-37



# CHANGE MADE IN 1957 POWER STEERING GEAR

A change has been made in the 1957 power steering gear providing for alternate size balls in the recirculating ball-type nut. These alternate balls act as separators and insure rolling rather than sliding action of the load carrying balls within the ball nut. This will keep friction at a minimum and result in less required driver effort and better steering wheel return. In addition, the tendency of the gear to become sticky is minimized.

The larger balls have a bright finish and the smaller balls, a black finish. When assembling a power steering unit make sure that 11 bright and 11 black balls are alternately spaced in the circuit. Other than this, follow procedures in the 1957 shop manual.

## DEFLECTOR

(Continued from Page 70)

For service operations necessitating the installation of a replacement water deflector, it is recommended that a sharp scraper be used to break the cement bond which secures the deflector. The replacement water deflector should be trimmed, using the old deflector as a template. Installation of the new deflector should be performed, using a continuous application of approved weatherstrip cement along the edges.

For both complete and partial water deflector removal, the lower edge of the deflector should be checked to make certain it is properly inserted in the slot along the lower portion of the door inner panel. Waterproof body tape should be applied to the water deflector and door inner panel at the ends of the retaining slot to provide a weather seal.

Complete service procedures concerning the door water deflector may be found in the 1957 issue of the Fisher Service News covering Pontiac body information.

## MEETING

(Continued from Page 69)

mechanics of this car. The Vauxhall, a General Motors import from Britain, will soon be sold and serviced through many Pontiac dealers.

Group sessions afforded opportunities for discussion of field problems, policies and procedures. This will ultimately benefit Dealership Service personnel, since the answers to product problems will be relayed to the field.

We feel confident in saying that the 1958 National Service Meeting was one of the most constructive held and this should benefit our dealer service personnel by keeping them fully informed and supplying them with the best training possible. For this reason we feel assured that our dealer personnel will be prepared to furnish top service on the 1958 Pontiac.

## New Model Schools On 1958 Pontiac

Dealership Service personnel will receive information and instruction on the 1958 Pontiac at General Motors Training Centers throughout the country.

Both Fisher Body and Mechanical New Model schools will be scheduled at the Training Centers.

Full participation in new model schools is necessary to maintain our reputation for qualified and well trained Service personnel in Pontiac dealerships.

## 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.
