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CADILLAC BODY INFORMATION



1955 MODEL

This 1955 Service News supplements the 1954 Fisher Body Service News, Numbers 1 and 2 for Cadillac, which were issued at the start of 1954 production. The information contained in this supplement covers items which are new for 1955. For major disassembly and assembly operations not covered in this publication, please refer to the 1954 Service News, indicated above.

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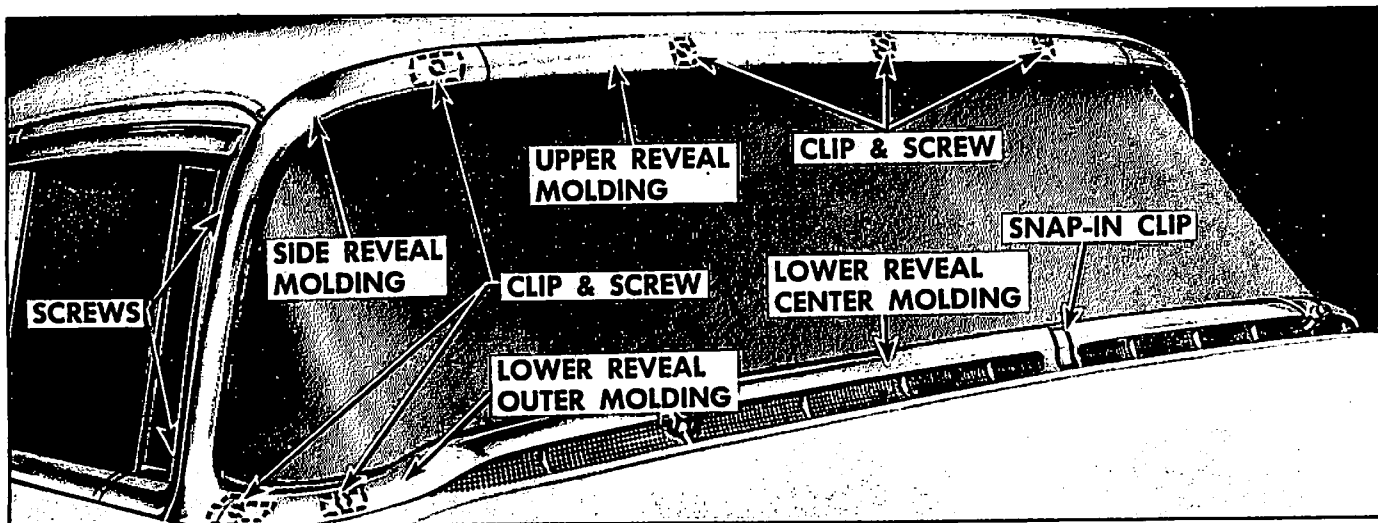
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FRONT END

WINDSHIELD ASSEMBLY

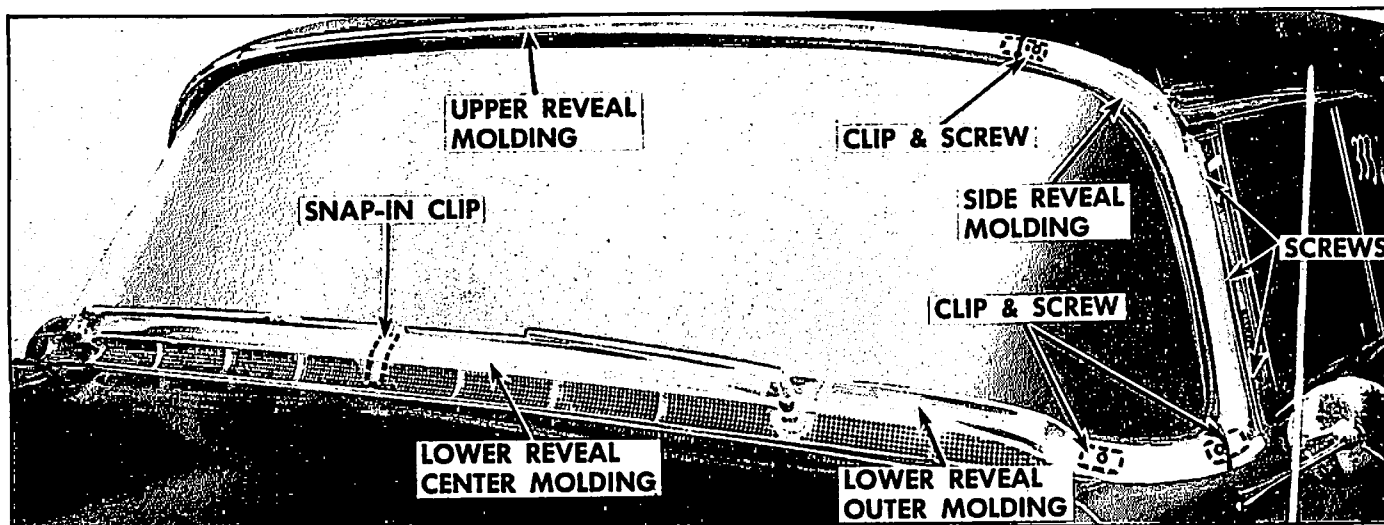
1955 CADILLAC "60" AND "62" SERIES STYLES

The 1955 Cadillac is designed with a large one-piece wrap-around windshield which is secured in the windshield opening by a one-piece rubber channel.



The illustration above shows the names of the reveal moldings on a sedan style and the location of the reveal molding attaching screws and clips.

The illustration below shows the names of the reveal moldings on a special coupe style and the location of the reveal molding attaching screws and clips. The reveal moldings on the convertible styles are similar.



Unless otherwise indicated, the following procedure outlines the removal and installation of the windshield reveal moldings and windshield glass for the sedan and coupe styles.

REMOVAL

1. On convertible styles, lower the top.
2. Place suitable protective covering over front seat assembly, instrument panel, hood and front fenders.
3. Remove windshield wiper blade and arm assemblies. At each transmission, remove escutcheon spanner nut and escutcheon.
4. With a suitable tool, carefully pry the center lower reveal molding with attached clip away from rubber channel.

5. On inside of body, remove windshield garnish moldings and rear view mirror support. On convertible styles, remove sunshade supports, sunshade rod retainers and windshield header moldings.
6. On outside of body, carefully pull each outer lower reveal molding toward front of car to disengage molding lower flange from clip, then pull molding toward center of car until end of lower molding disengages from under the side reveal molding.

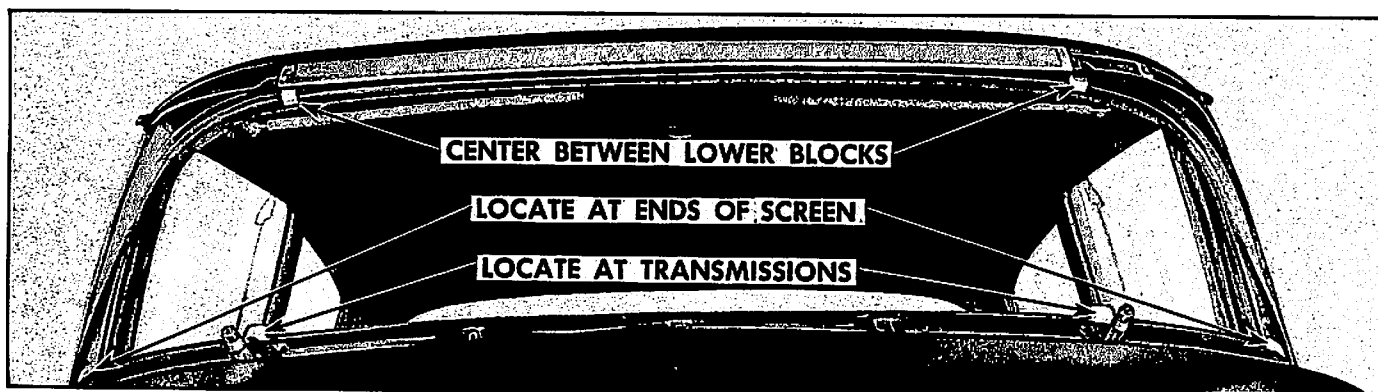
7. Remove the windshield side reveal molding attaching screws located along front body hinge pillar.
8. On Sedan styles under the roof panel extension remove screw securing upper end of side reveal molding.
9. Remove screw securing lower end of each side reveal molding.
10. Disengage upper end of each side reveal molding from upper reveal molding and remove from body. On Coupe styles, remove screws securing ends of upper reveal moldings.
11. On Sedan styles, remove windshield reveal upper corner finishing molding by disengaging molding from roof panel extension.
12. On inside of body, loosen lip of rubber channel from pinchweld around the perimeter of the glass as follows: With the palm of hand, apply pressure close to edge of glass as shown in illustration. At the same time use a putty knife or other suitable tool and carefully assist lip of rubber channel over pinchweld flange as indicated in illustration.
13. With aid of helper carefully remove the windshield assembly from the body and place on a covered bench. **IMPORTANT:** On Sedan style, move the lower edge of the windshield assembly forward and downward when removing assembly from body.
14. On Coupe styles, remove the windshield upper reveal molding from the windshield rubber channel. On all styles, remove the rubber channel from the glass.



CHECKING THE BODY WINDSHIELD OPENING

Due to the size and contour of the wrap-around windshield, it is important that the body windshield opening be checked thoroughly before the installation of a replacement windshield glass. The procedure below outlines the method which can be used to check the windshield opening:

1. Check the windshield rubber channel for any irregularities.
2. Clean off old sealer from around windshield opening and check entire body opening flange for irregularities.
3. Support and center new glass in the windshield opening with six wood spacers located as shown. **CAUTION:** Be certain that glass does not strike body metal during this temporary installation. Chipped edges can result in future breaks.



4. The drawing shows a typical cross-section taken through the glass and body opening. The spacing between the glass and metal should be as follows:

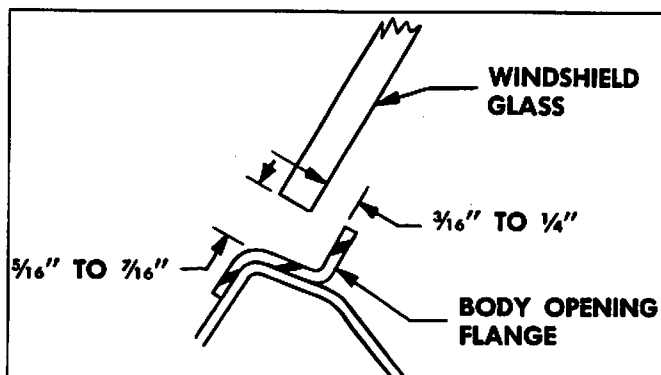
- a. Between inside surface of glass and body opening flange spacing should be uniform and from $\frac{3}{16}$ " to $\frac{1}{4}$ ".
- b. Between the edge of the glass and the body opening the spacing should be uniform and when measured in the plane of the glass should be $\frac{5}{16}$ " to $\frac{7}{16}$ ".

5. Mark any sections of the body to be re-formed (masking tape applied to the body opening can be conveniently marked without damage to the painted surfaces), remove glass, and reform opening as required.

6. Check the windshield opening again as outlined in step 4. **MARK THE GLASS AND BODY** so that glass can

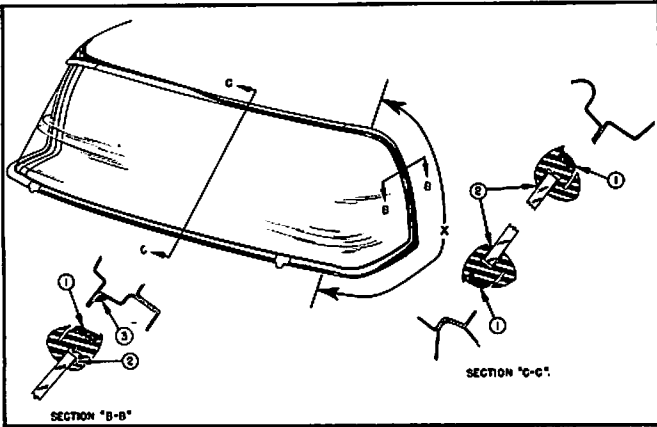
be accurately centered in opening when installed.

7. Proceed to install windshield.



INSTALLATION

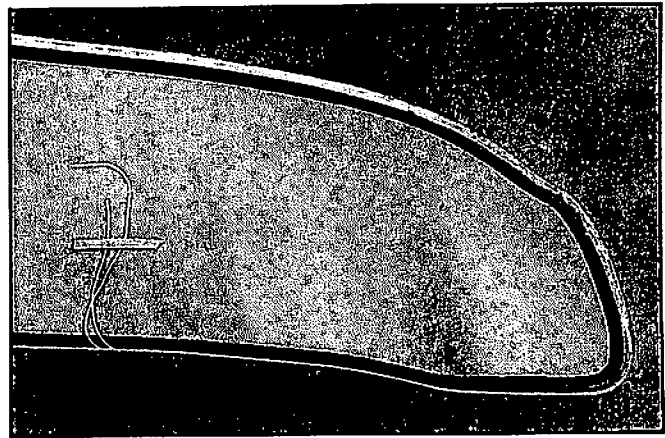
1. Check windshield drain gutter and both left and right drain hose openings for any obstructions and clean out if necessary.
2. Install windshield rubber channel to glass. On coupe styles, install and center upper reveal molding in the rubber channel. **NOTE:** To facilitate installation of upper reveal molding, apply a mild soap solution to molding groove in rubber channel and to the tee leg on the molding.
3. Insert a length of strong cord into pinchweld cavity of rubber channel completely around windshield, and tape the ends of the cord to the inside of glass at bottom center, as shown.



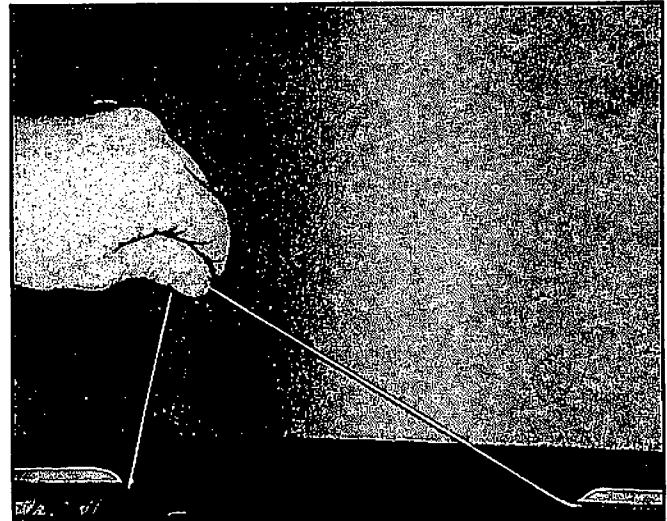
5. With aid of helper, place windshield assembly into opening. Center the glass and rubber channel in the opening.
6. While pressing firmly from the outside, have helper on the inside slowly pull cord along bottom, up the sides and along top of windshield to seal lip of rubber channel over pinchweld flange. Inspect all areas of assembly for proper installation.



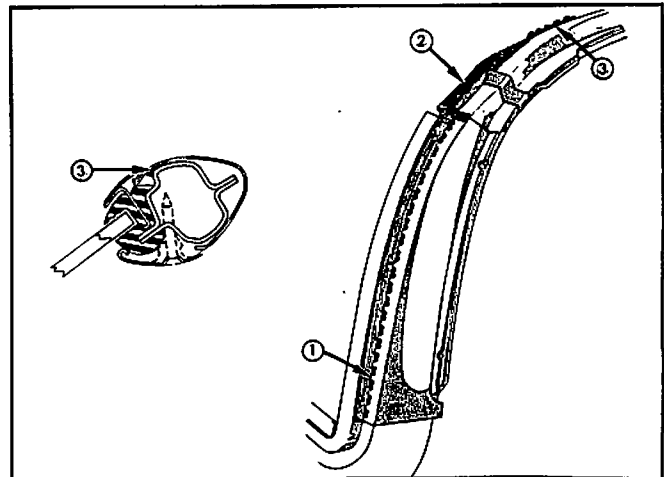
8. On convertible styles, apply a bead of medium-bodied sealer in corner of pillar finishing molding, as indicated at "1" in drawing. In addition, apply body caulking compound along joint of windshield outer frame and rear panel of front body hinge pillar, as indicated at "2". Then apply a bead of medium-bodied sealer along length of windshield outer frame, as indicated at "3": outer ends of this seal should join the previously applied caulking compound, indicated at "2".



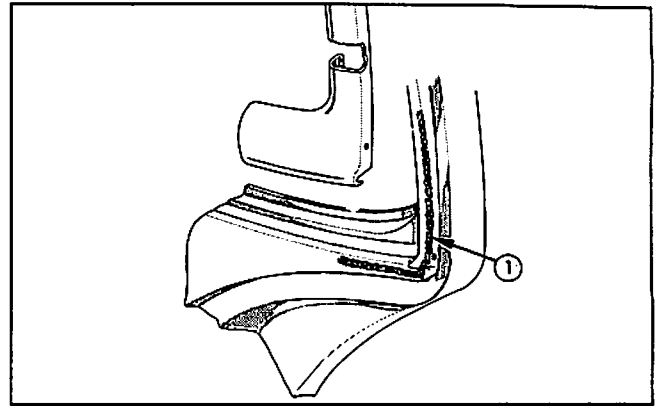
4. Apply a ribbon of medium-bodied sealer completely around base of rubber channel as indicated at "1" in the drawing. In addition, apply a ribbon of sealer along pinchweld flange as indicated at "3". This seal is to apply at each side of windshield opening along distance indicated by "X".



7. Using weatherstrip cement, seal between outside lip of rubber channel and glass, as shown in illustration. The seal is also indicated at "2" in the upper left drawing.



9. On all styles, apply a bead of caulking compound, as indicated at "1", to the windshield side pillar. In addition, apply a medium-bodied sealer to all windshield reveal molding attaching screw holes.
10. Clean off all excess sealer and reinstall previously removed parts. Remove protective coverings.



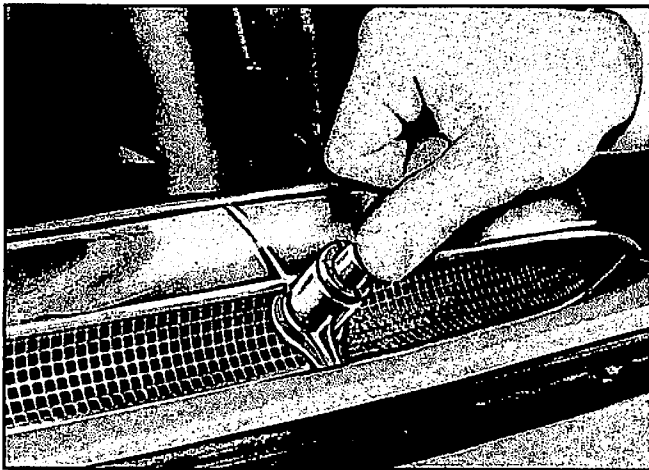
WINDSHIELD WIPER TRANSMISSION CABLE ADJUSTMENT

1955 CADILLAC "60-62" SERIES

The transmission cables are tensioned by "spring-loaded" pulleys. When the end of the transmission shaft is pushed "in" as shown in the illustration, the spring-loaded pulleys unlock and tension the cables.

ADJUSTMENTS

To obtain slack in the wiper transmission cables, proceed as follows:



1. Remove wiper arm by pulling upper section of arm upward to disengage cam follower from cam, then pull arm from transmission shaft. Push "in" end of transmission shaft as shown in the illustration.
2. While pulleys are unlocked, have helper inside of car pull cable to obtain slack. When sufficient slack is obtained, release end of transmission shaft to lock cable in slack position.
3. To restore tension in cables, push "in" on end of transmission shaft, as shown in illustration. Repeat operation on opposite transmission. NOTE: Loose cables cause blade slap or overtravel at end of stroke. If this condition exists, adjust tension of cables as outlined in step three (3).

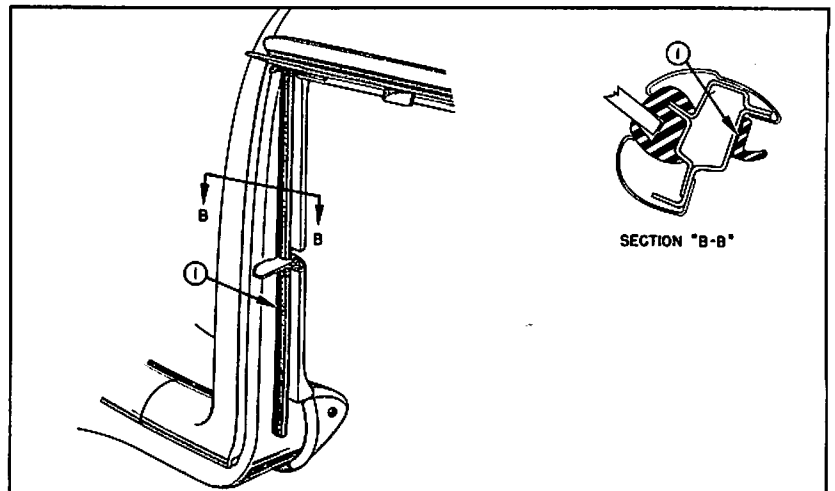
FRONT BODY HINGE PILLAR WEATHERSTRIP

1955 CADILLAC SPECIAL COUPE AND CONVERTIBLE COUPE STYLES

The weatherstrip is installed along the upper portion of the front body hinge pillar. On special coupe styles the weatherstrip is cemented in place. On convertible coupe styles, the weatherstrip is cemented and secured in place by a retainer.

REMOVAL AND INSTALLATION

1. On Convertible styles, remove three (3) screws securing weatherstrip retainer.
2. With a suitable tool break seal and remove weatherstrip from pillar.
3. To install, apply weatherstrip cement to surface indicated at one (1) and cement weatherstrip into position. Follow manufacturers directions for applying cement.
4. On Convertible styles, reinstall weatherstrip retainer.



DOORS

DOOR HINGING

1955 CADILLAC 6019X

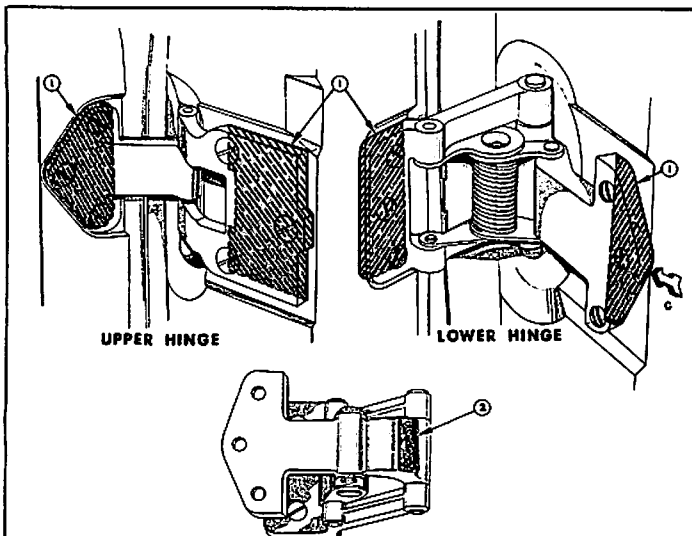
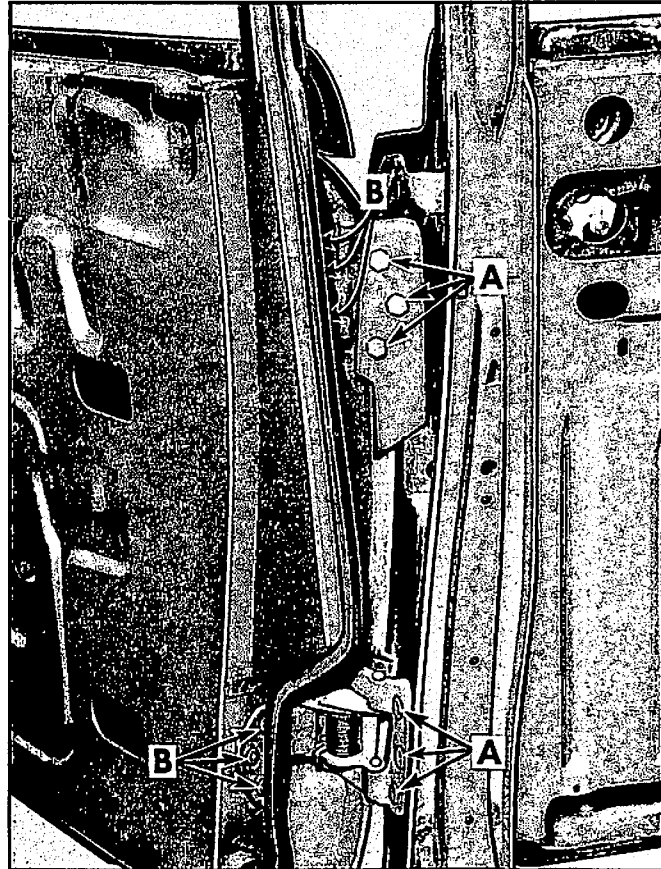
The front door hinges are the swing-out type with integral door check and hold-open. The hinges are attached to the front body hinge pillar and to the door with bolts, cage nuts and anchor plates, and are serviced and adjusted in the same manner as on the past model.

A new rear door upper hinge and center pillar upper hinge support have been incorporated in conjunction with the new narrow center pillar. Due to the new upper hinge and support the rear door hinge adjustments are performed in a different manner from those performed on the past model.

Doors may be removed from the body by either: (1) detaching the complete door and hinge assembly from the body pillar, or (2) removing the door itself from the hinge straps.

REAR DOOR HINGE ASSEMBLY—6019X REMOVAL

1. Remove two (2) screws securing electrical conduit to body center pillar, then bend down conduit tabs and remove conduit.
2. Remove door trim pad and loading hole cover.
3. Loosen clips securing wiring harness to door inner panel and disconnect motor leads from harness. Remove wiring harness from between door panels by carefully pulling harness through cut-out in rear door hinge pillar.
4. Depending on method of removal being used, detach door weatherstrip at lower hinge area sufficiently to remove hinge cover plate from door or remove hinge cover from center pillar.
5. Clean off excess sealer from around edges of hinge straps, then scribe location of each hinge strap on hinge pillar.
6. With door properly supported remove hinge attaching bolts "A" at center pillar, or bolts "B" at door hinge pillar, depending on method of removal being used. See illustration opposite.
7. With helper, remove door from body opening.



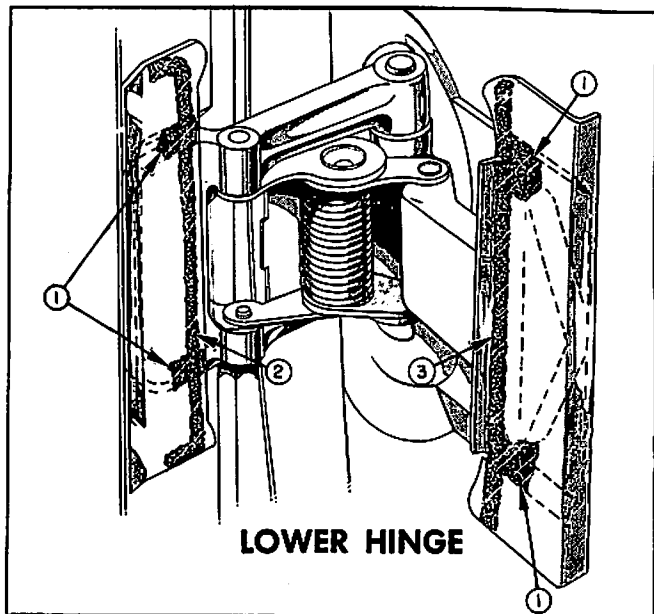
INSTALLATION AND HINGE SEALING

1. Apply a coat of heavy-bodied sealer to attaching surfaces of hinge straps or corresponding surfaces of door hinge pillar or center hinge pillar as indicated by shaded areas at "1" in opposite drawing. Sealer must be applied evenly. Apply sealer to the lower hinge strap bearing pad, as indicated at "2".

2. With a helper, lift door into position. Install bolts loosely, then align hinge strap within scribe marks on pillar and tighten bolts. Check door for alignment.

3. Before lower hinge cover plates are installed, door hinge must be weathersealed with a ribbon of medium-bodied sealer as outlined below and shown in the opposite drawing.

- a. Top and bottom of hinge shown at "1".
 - b. Underside of hinge cover plates (body side) at "2".
 - c. Underside of door hinge cover plates at "3".
4. Install hinge cover plates and clean off excessive sealer.
 5. Reinstall wiring harness and connect to motor; check operation of window.
 6. Reinstall conduit and loading hole cover. Seal inner panel as specified in "Door Inner Panel Sealing".
 7. Reinstall door trim pad and remaining door hardware.
 8. Recement door weatherstrip if previously loosened.



ADJUSTMENTS

(SEE ILLUSTRATION AT TOP OF OPPOSITE PAGE)

Due to the new upper hinge and center pillar upper hinge support the rear door hinge adjustments are performed in a different manner than on the past model. To adjust rear doors, proceed as follows:

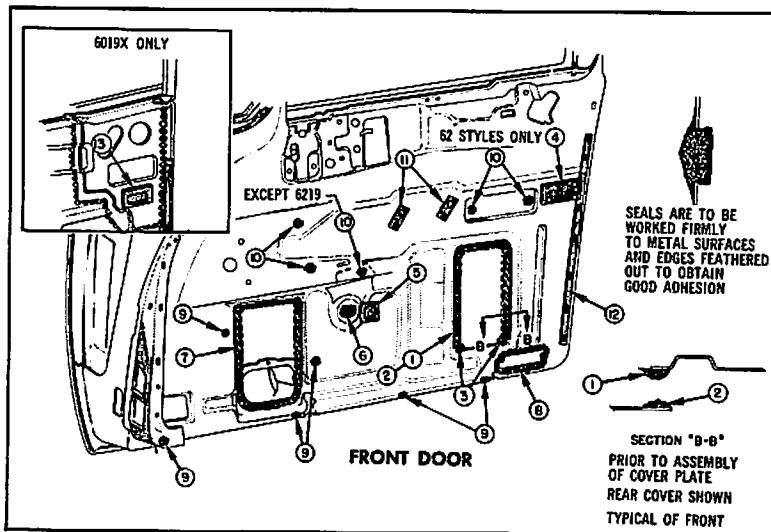
1. Remove hinge cover plate on rear door lower hinge pillar, then scribe location of hinge straps on pillar. NOTE: The door weatherstrip and door trim pad must be loosened in the area of the lower hinge to facilitate hinge cover plate removal.
2. For up and down adjustment loosen bolts "A" on center body pillar. Adjust door as required and tighten bolts.
3. For in and out adjustment, loosen bolts "B" on door hinge pillar, adjust door as required and tighten bolts.
4. For rearward adjustment, proceed as follows:
 - a. Remove bolts "A" on center body pillar at lower hinge.
 - b. Cement a waterproof shim of the required thickness to entire contacting surface of hinge strap and reinstall bolts.
 - c. Remove bolts "B" on door pillar upper hinge.
 - d. Cement a waterproof shim of the required thickness to entire contacting surface of hinge strap and reinstall bolts.

DOOR INNER PANEL SEALING

1955 CADILLAC "60" AND "62" SERIES SEDAN STYLES

Whenever work is performed on a door where any of the door inner panel weatherseals have been disturbed, the area must be resealed before the door trim pad is reinstalled. The illustrations show the door inner panel openings which are sealed to prevent water leakage and possible damage to the door trim pad.

FRONT DOORS



No. 1 Apply a ribbon of sealer across the top and down the side flanges of the loading hole opening to provide a seal between the cover plate and door inner panel.

No. 2 Apply a ribbon of sealer to the lower side flanges of loading hole cover plate before it is installed. This seal to extend approximately three inches upward from the bottom.

No. 3 After loading hole cover is installed seal the lower off-set corners.

No. 4 & 5 Apply a waterproof body tape over welding access holes and over window channel cam access hole.

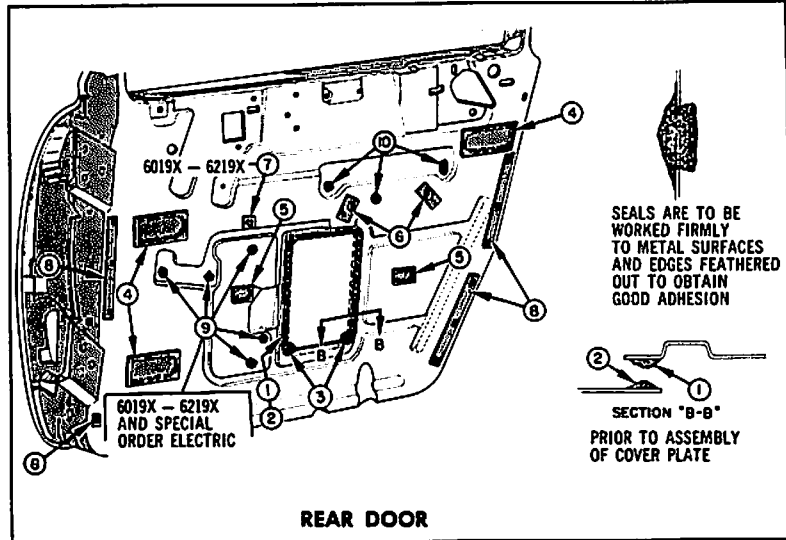
No. 6 Apply body caulking compound to seal the ventilator division channel adjusting stud and nut.

(Continued on Next Page)

- No. 7 Apply a ribbon of sealer completely around the loading hole opening to effect a seal between cover and door inner panel. See drawing at bottom of page 7.
- No. 8 Before installing the door heater outlet duct apply a ribbon of sealer to the attaching flange of duct to effect a seal between outlet duct and inner panel.
- No. 9 & 10 Apply body caulking compound to seal the trim pad retainer attaching holes, duct assembly attaching holes, wiring clip holes, stationary cam and regulator rear attaching holes.
- No. 11, 12 & 13 Apply a waterproof sealing tape over arm rest attaching holes and trim pad nail slots. On "6019X" apply tape over door lock access hole. See drawing at bottom of page 7.

REAR DOORS

- No. 1 Apply a ribbon of sealer across the top and down the side flanges of the loading hole opening to provide a seal between the cover plate and door inner panel.
- No. 2 Apply a ribbon of sealer to the lower side flanges of loading hole cover plate before it is installed. This seal to extend approximately three inches upward from the bottom.
- No. 3 After loading hole cover is installed seal the lower off-set corners.
- No. 4 & 5 Apply a waterproof body tape over welding access holes and over window channel cam access hole.
- No. 6, 7 & 8 Apply a waterproof sealing tape over arm rest attaching holes and trim pad nail slots.
- No. 9 & 10 Apply body caulking compound to seal wiring clip hole window regulator attaching holes; stationary cam and arm rest attaching holes.



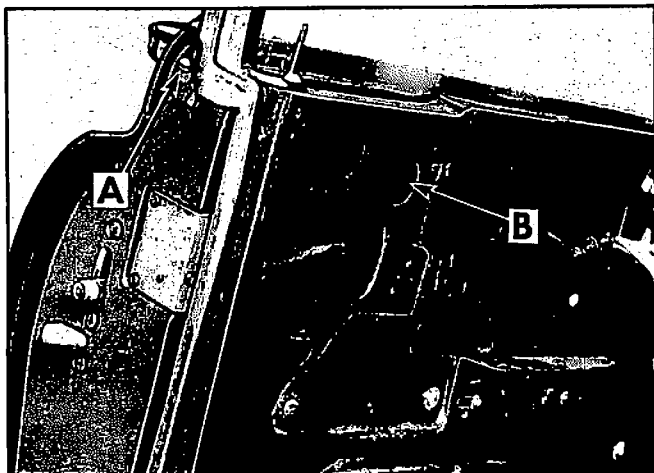
DOOR OUTSIDE HANDLES

1955 CADILLAC STYLES "60" AND "62" SERIES SEDAN STYLES

The door outside handle is of a new design secured to the door outer panel by two (2) screws. However, the push button principal of door lock operation is similar to past models.

**FRONT DOOR HANDLES - 6019X
REMOVAL**

- 1. Operate door glass to "up" position. Remove door trim pad and rubber access hole plug at "A".
- 2. Through access holes remove handle attaching screws, indicated at "A" and "B". Access to screw "B" is gained through hole in window sash channel cam. Use magnetized screw driver.



- 3. Remove door outside handle and gaskets from door. NOTE: After the outside handle assembly is removed from the door, the lock cylinder assembly can be removed from the handle in the same manner as on the past model.

INSTALLATION

- 1. Cock lock bolt by pushing to "up" position.
- 2. Depress push button on door handle, then assemble handle to door. When the push button shaft of door lock cylinder is properly engaged in door lock, lock bolt will snap down.
- 3. Install handle attaching screws, then check push button action of door handle.
- 4. Reinstall door hardware and trim.

FRONT DOOR HANDLES

6219 AND 6219X

REAR DOOR HANDLES

6019X, 6219 AND 6219X

REMOVAL AND INSTALLATION

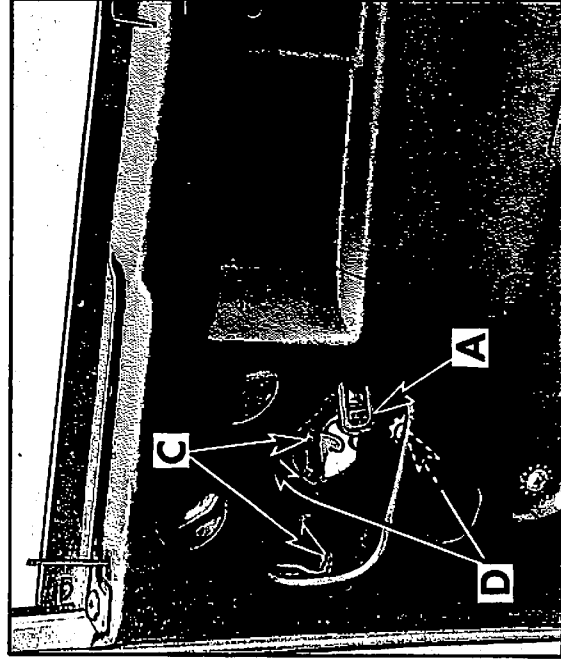
- 1. Remove door trim pad and large loading hole cover.
- 2. Detach window sash cam channel from window and lower window to gain access to attaching screw.

3. Remove handle attaching screw, indicated at "A". With a magnetized screw driver inserted through opening "B", remove the handle front attaching screw and remove handle and gaskets from door. NOTE: After the outside handle assembly is removed from the door, the lock cylinder assembly can be removed from the handle in the same manner as on the past model.
4. To install, follow "Installation Procedure" as described on opposite page for the 6019X door outside handle.

FRONT DOOR LOCK ASSEMBLY

1955 CADILLAC "6019X"

The front door lock assembly has been redesigned to facilitate attachment to the new lock support located between the door inner and outer panel. In conjunction with the new method of door lock attachment, a new door lock remote control link, located between the door panels, is used. The new attaching method enables better weathersealing of the door at the lock pillar area and improved door inner panel sealing.



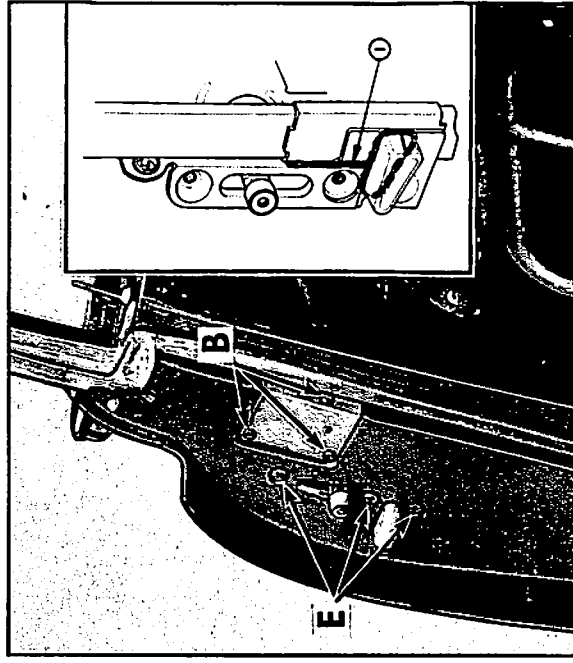
9. Remove three (3) lock attaching screws "E", then remove lock through large loading hole.
10. Before installing lock apply a 1/8 inch ribbon of medium-bodied sealer along the joint of the lock reinforcement and lock facing, extending downward completely around the base of the lock wedge, as shown at "1". After installation of lock remove any excess sealer which has squeezed out at the door panel, wedge plate and lock bolt areas.

To install lock, reverse removal procedure. Check operation of door lock using door outside handle and inside remote control handle. Seal door inner panel as specified in "Door Inner Panel Sealing". NOTE: Do not attempt to close door with lock lift bolt in up position.



REMOVAL AND INSTALLATION

1. Remove door garnish molding, finishing panel and trim pad.
2. Remove door ventilator and window assemblies as described on page 10.
3. Remove door outside handle assembly as described on page 8.
4. Remove three (3) door lock remote control attaching screws. Rotate remote control sufficiently to disengage from connecting link.
5. Rotate remote control link downward sufficiently to disengage link from door lock at "A".
6. Remove three (3) screws "B" securing locking rod control link assembly to face of door pillar. See below
7. Using a screw driver, carefully detach the spring clip ends of the locking rod control link from the lock and locking rod, indicated at "C". Remove locking rod control link assembly from door pillar.
8. Remove two (2) lock attaching screws, indicated at "D".

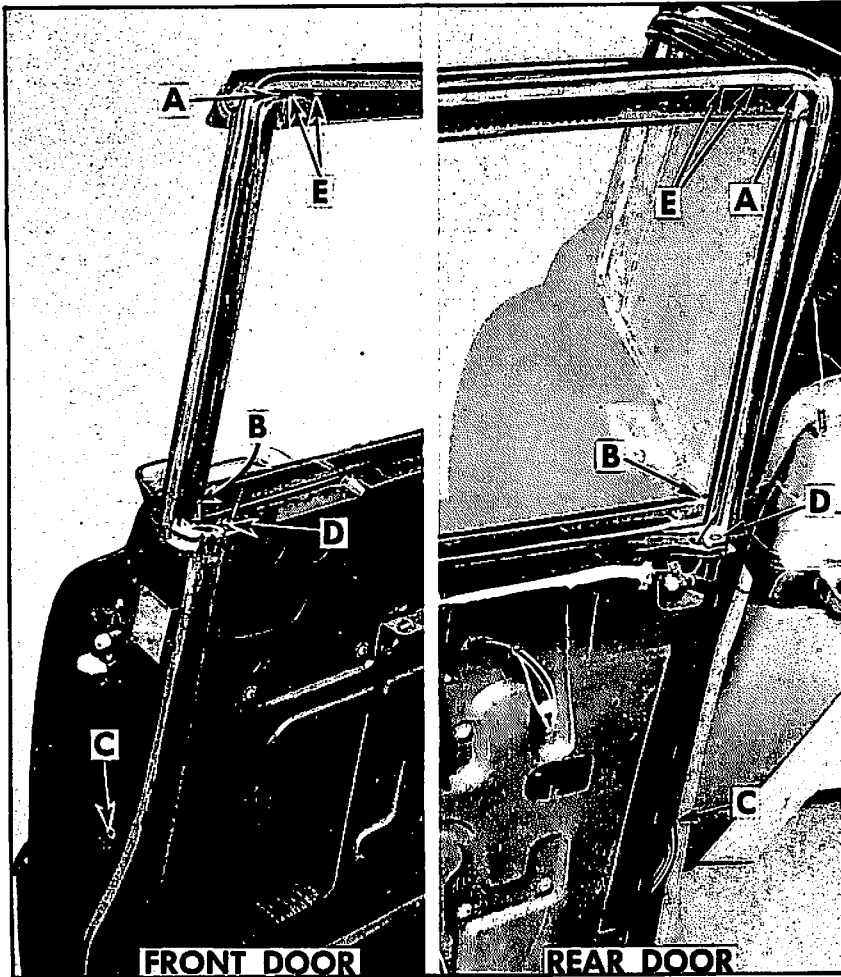


DOOR LOCK STRIKER ALL 1955 CADILLAC STYLES

All 1955 body styles have a door lock striker with a steel insert wear plate at the area contacted by the door lock lift bolt. The door lock striker is removed, installed and adjusted in the same manner as on the past model.

FRONT DOOR WINDOW REAR FRAME AND REAR DOOR WINDOW FRONT FRAME 1955 CADILLAC "6019X"

The front door window rear frame and the rear door window front frame are die castings, mounted to the window upper frame and to the door panels by screws.
The design of these window frame assemblies was developed in conjunction with the narrow center body pillar for additional strength to the window frames.



REMOVAL AND INSTALLATION

1. Remove garnish molding and door finishing panel.
2. Remove door trim pad and large loading hole cover.
3. Detach weatherstrip from window frame. Weatherstrip is retained by snap-in clips and retaining screws "A".
4. Lower window and remove four (4) screws securing window to sash channel cam. Detach cam from window and lower window sufficiently to remove frame attaching screw "B".
5. Prop glass in "up" position, then remove window frame lower attaching screw "C" from face of door pillar.
6. Remove frame attaching screws "D" and "E". Tilt top of frame to clear window upper frame, then lift upwards and remove from door.
7. To install, reverse removal procedure. Seal door inner panel as specified in "Door Inner Panel Sealing".

FRONT AND REAR DOOR WINDOWS

ALL 1955 CADILLAC "60" AND "62" SERIES STYLES

FRONT DOOR WINDOW

The front door window and window regulator are removed and installed in the same manner as on the past model. The glass run channels are retained in the same manner as on the past model with the exception of the rear channel on the "6019X" style, which is secured in the channel of the window rear frame by friction-type clips instead of rose-bud fasteners.

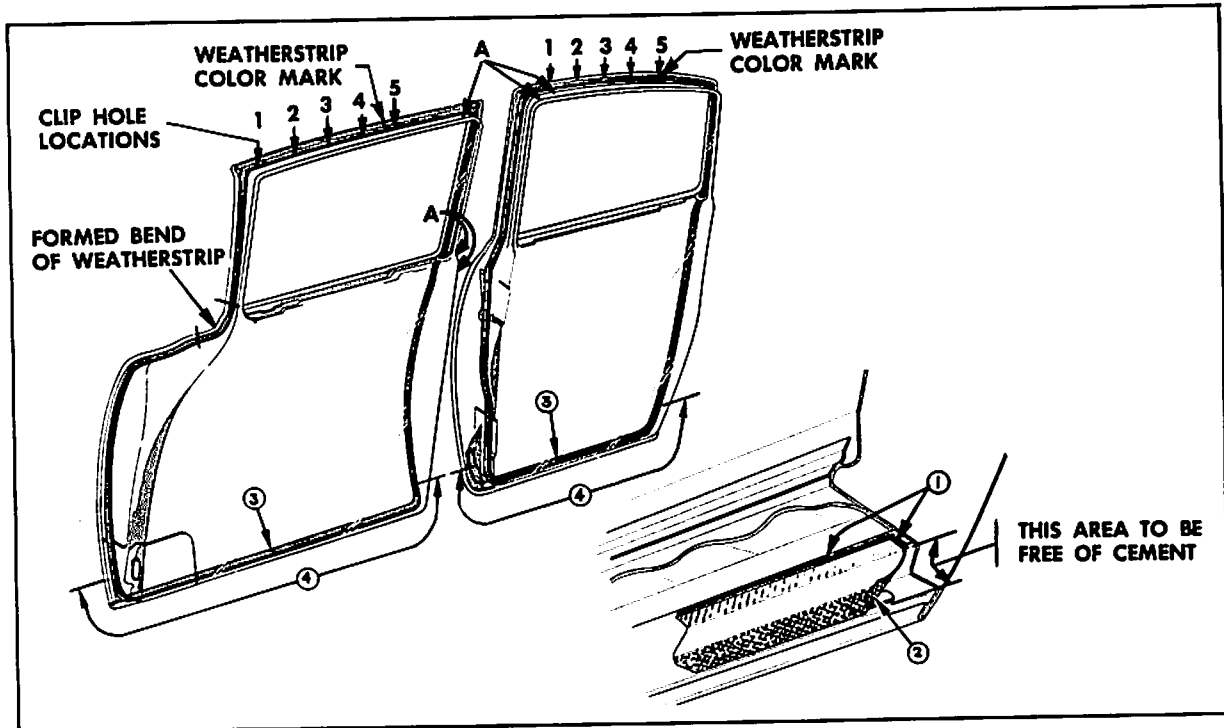
REAR DOOR WINDOW

The rear door window and window regulator are removed in the same manner as on the past model. The glass run channels are retained in the same manner as on the past model with the exception of the front channel on the "6019X" style which is secured in the channel of the window front frame by friction-type clips instead of rose-bud fasteners. A new rear door window front scalp molding is retained to the window front frame by the glass run channel and is removed with the glass run channel when removing the window.

DOOR WEATHERSTRIP

ALL 1955 CADILLAC "60" AND "62" SERIES STYLES

The door weatherstrips are a one-piece mechanically retained type. The weatherstrip is cemented across the bottom and up each side to a point just above the lower attaching clip holes to prevent any water in the door from entering into the body through the clip holes. A mechanically retained weatherstrip inserting tool may be used to install the weatherstrip clips into the holes around the perimeter of the door. A front door hinge pillar auxiliary weatherstrip is provided to direct any water in the off-set area of the hinge pillar into a drainage hole in the door pillar. The auxiliary weatherstrip is cemented to the front door hinge pillar and has two (2) snap-on clips at the lower portion of the weatherstrip. **SPECIAL NOTE:** In some instances cemented-on type door weatherstrips, comparable to the past model weatherstrip, may be used on 1955 styles. The cemented-on type weatherstrip is retained along the bottom of the door by either a metal retainer or a series of snap-on stud fasteners.



FRONT AND REAR DOOR WEATHERSTRIPS

SEDAN STYLES

REMOVAL

1. On "6019X" style remove screws securing weatherstrip retaining tabs at locations "A"
2. Using a mechanically retained weatherstrip inserting tool or suitable tool, remove door weatherstrip by removing the weatherstrip clips from the holes around the perimeter of the door. This can be accomplished by inserting the tip of the tool under the weatherstrip next to each clip and carefully snapping the clip out of the hole. **NOTE:** The door bottom drain hole sealing strips can be removed at this time if desired.

INSTALLATION

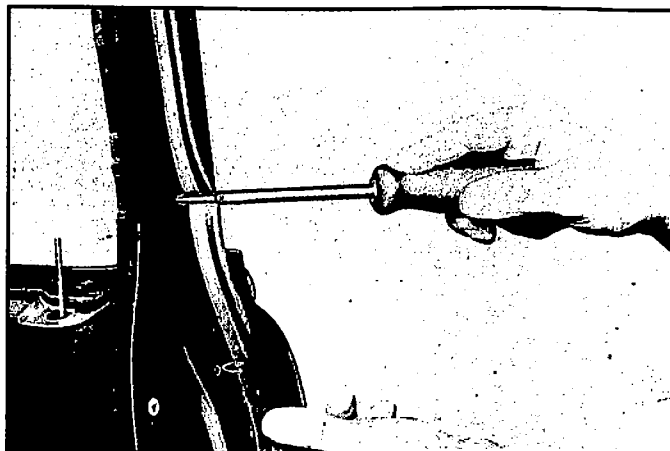
NOTE: Right and left door weatherstrips on all front doors and on the "6019X" rear doors are not interchangeable.

1. If the door bottom drain hole sealing strips have been removed, reinstall by applying weatherstrip cement to sealing strip only on surface indicated at "1",

then cement strip over door drain hole as indicated. Lubricate lip of sealing strips, indicated at "2" with an approved rubber lubricant to prevent strips from adhering to door panel and plugging drain holes. **NOTE:** Service replacement weatherstrips are longer than required in order to assure a satisfactory butt joint. Do not cut weatherstrip to form butt joint until after all clips are installed into the holes around the door. Position and install weatherstrip clips into clip holes along sides and top of door so that the weatherstrip is aligned as follows:

- A. Formed bend of front door weatherstrip should be located in the cove area of the door as indicated in the drawing.
- B. Color mark on weatherstrip should be located between the 4th and 5th clip holes from the hinge pillar upper corner on front doors and over 5th hole on rear doors from hinge pillar front corner.

- C. The butt joint of the weatherstrip, indicated at "3", should be located at the bottom of the door between the two clip holes that are closest together. All clip holes are evenly spaced except these two (2) holes. Illustration on page 11. To install clips into holes, place "V" shaped tip of weatherstrip inserting tool on loop of clip, then push clip until it snaps into position in the hole.



NOTE: Do not use excessive force or strike the tool when pushing clip into holes as it may distort the shape of the clip resulting in improper weatherstrip retention.

2. Across the bottom of the door and up each side of the door to a point just above the lower clip hole, indicated at "4" in drawing on page 11, apply a full coat of weatherstrip cement to the surface of the door contacted by the clip attaching surface of the weatherstrip.
3. Install remainder of weatherstrip clips into clip holes, making sure that a complete bond is made with the cemented area of the panel.
4. Trim and apply cement to ends of weatherstrip to form butt joint. The ends should be evenly matched to provide a continuous seal. **NOTE:** The white color strip mark on weatherstrips designates front door weatherstrips and strip shall be placed between 4th and 5th holes from the hinge pillar upper corner of door. The red color strip mark on weatherstrip designates rear door weatherstrip and strip shall be placed over 5th hole from hinge pillar upper corner.
5. Install weatherstrip retainer screws at locations "A" in drawing on page 11.

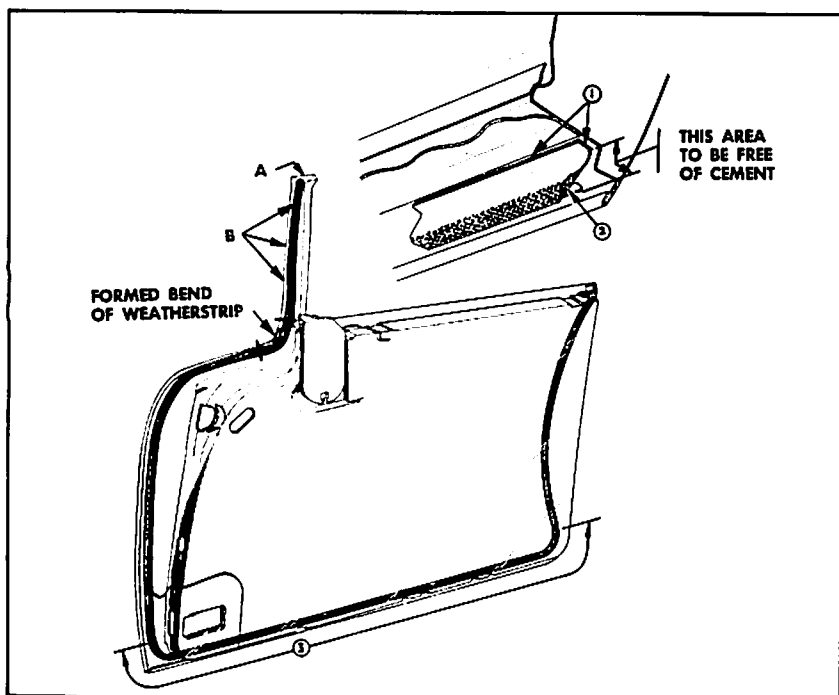
FRONT DOOR WEATHERSTRIPS

SPECIAL COUPE AND CONVERTIBLE COUPE STYLES

REMOVAL

1. At top of ventilator assembly remove weatherstrip retainer screw, at location "A".
2. Remove screws, located at "B", securing weatherstrip to ventilator frame.
3. Remove screw securing rear end of belt finishing molding.
4. Using a mechanically retained weatherstrip inserting tool or suitable tool, remove door weatherstrip by removing the weatherstrip clips from the holes around the perimeter of the door. This can be accomplished by inserting the tip of the tool under the weatherstrip next to each clip and carefully snapping the clip out of the hole. **NOTE:** The door bottom drain hole sealing strips can be removed at this time if desired.

INSTALLATION



1. If the door bottom drain hole sealing strips have been removed, reinstall by applying weatherstrip cement to sealing strips only on surface indicated at "1", then cement strip over drain hole as indicated. Lubricate lip of sealing strips, indicated at "2", with an approved rubber lubricant to prevent strips from adhering to door panel and plugging drain holes.
2. Install upper portion of weatherstrip to ventilator frame with three (3) screws and one (1) retainer. **NOTE:** Right and left door weatherstrips are not interchangeable.

3. Install weatherstrip clips into clip holes along door hinge pillar. To install clips into holes, place "V-shaped" tip of weatherstrip inserting tool on loop of clip, then push clip into hole until it snaps into position - See illustration of weatherstrip installing tool in the Door Weatherstrip Removal and Installation on Sedan styles. **NOTE:** Do not use excessive force or strike tool when installing clips into holes as it may

distort the shape of the clip, resulting in improper weatherstrip retention.

4. Across the bottom of the door and up each side of the door to a point above the lower clip hole as indicated at "3" in bottom illustration on page 12, apply a full coat of weatherstrip cement to the surface of the door contacted by the clip attaching surface of the weatherstrip.
5. Install remainder of clips into clip holes making sure that a complete bond is made with the cemented area along the bottom of the door.
6. Reinstall screw securing rear end of belt finishing molding which also secures end of weatherstrip.

FRONT DOOR HINGE PILLAR AUXILIARY WEATHERSTRIP

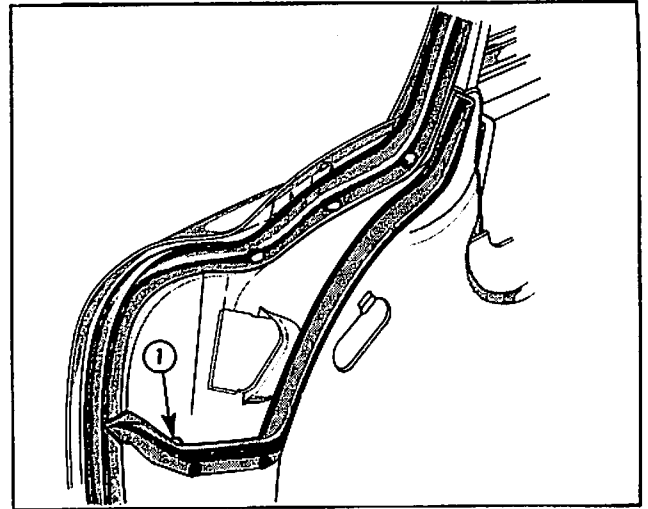
1955 CADILLAC "60" AND "62" SERIES STYLES

REMOVAL

1. With a flat-bladed tool carefully remove two (2) snap-on fasteners located at the lower portion of weatherstrip, then break weatherstrip seal and remove weatherstrip from door pillar.

INSTALLATION

1. Apply weatherstrip cement to the surface of the front door hinge pillar contacted by the weatherstrip and to the weatherstrip attaching surface.
2. Install two (2) snap-on clips to weatherstrip, then install snap-on clips and lower portion of weatherstrip to pillar to align weatherstrip with drain hole. Install remainder of weatherstrip to pillar as shown in illustration. NOTE: Weatherstrip must not cover any portion of drain hole indicated at "1".
3. Firmly press entire length of weatherstrip to hinge pillar to assure a complete cemented bond.
4. Clean off any excess cement.



REAR DOOR EXTERIOR MOLDINGS

ALL 1955 CADILLAC STYLES

On all styles the rear door molding is new for 1955, and on the 6019X style the rear door window rear reveal moldings are also new.

REAR DOOR MOLDING

ALL 1955 CADILLAC "19" STYLES

REMOVAL AND INSTALLATION

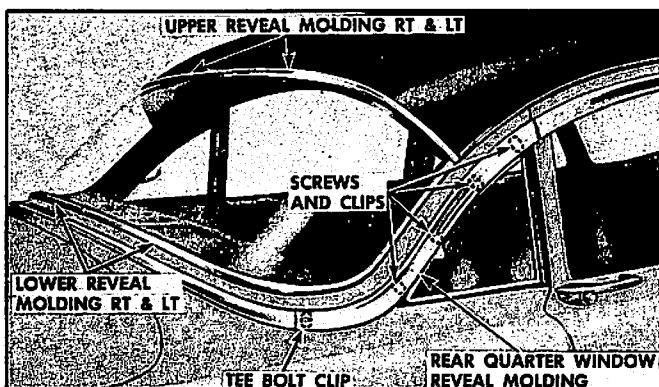
The molding is a two-piece, die cast, chrome finish molding with retaining studs which are secured to the door outer panel by nuts and cup washers. To remove molding, remove door trim pad and loading hole cover. Remove nuts and cup washers from molding stud and remove molding assembly from door. To install, reverse removal procedure.

REAR QUARTER WINDOW REVEAL MOLDING

1955 CADILLAC "60-62" SERIES "19" STYLES

REMOVAL AND INSTALLATION

The rear quarter window reveal molding indicated in the illustration is secured to the body by four (4) screws which thread into clips installed in the molding. In addition one (1) tee bolt and nut secures the rear end of the molding.



1. On outside of body, loosen rear compartment side foundation sufficiently to allow removal of tee bolt nut securing rear end of molding and remove nut and washer.
2. On inside of body, remove rear quarter window garnish molding.
3. Remove molding attaching screws and remove molding.
4. To install molding, apply medium-bodied sealer around attaching holes and reverse removal procedure.

REAR DOOR WINDOW REAR REVEAL MOLDING

1955 CADILLAC-6019X

REMOVAL AND INSTALLATION

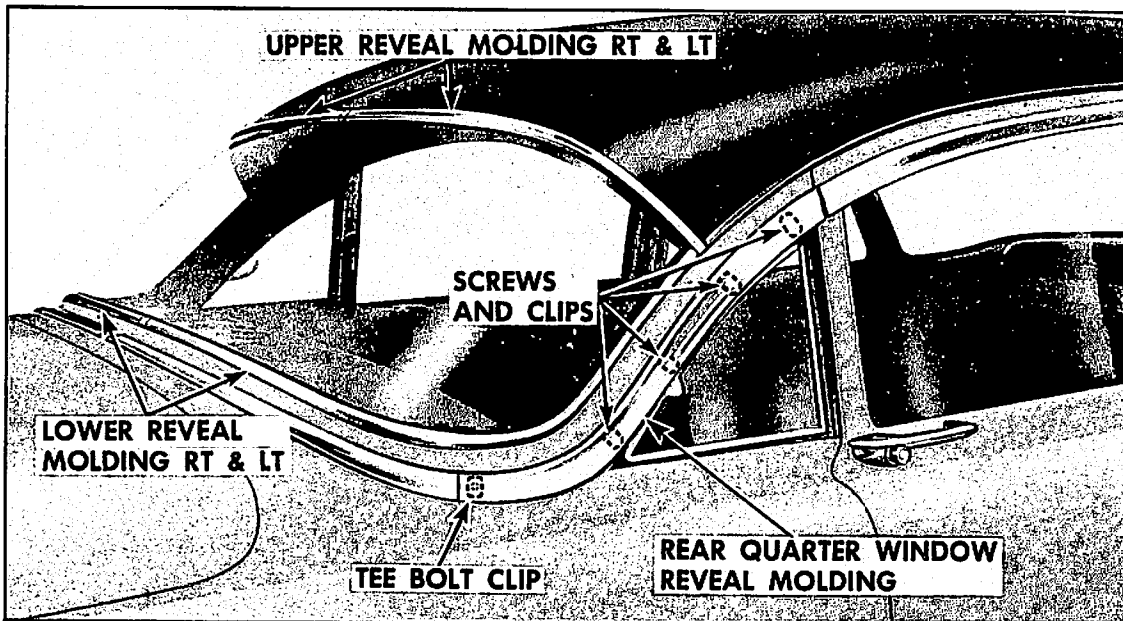
The molding is secured to the return flange of the door outer panel by two (2) screws located under the glass run channel strip. The upper end of the molding is retained under the upper reveal molding. To remove molding, lower window and detach the window rear glass run channel strip sufficiently to remove the two (2) molding attaching screws located under the strip. Remove screws securing the rear portion of the window upper reveal molding. Carefully disengage rear edge of molding from door hemming flange and remove molding from door. To install, reverse removal procedure.

BACK WINDOW ASSEMBLY


1955 CADILLAC "60" AND "62" SERIES SEDAN STYLES

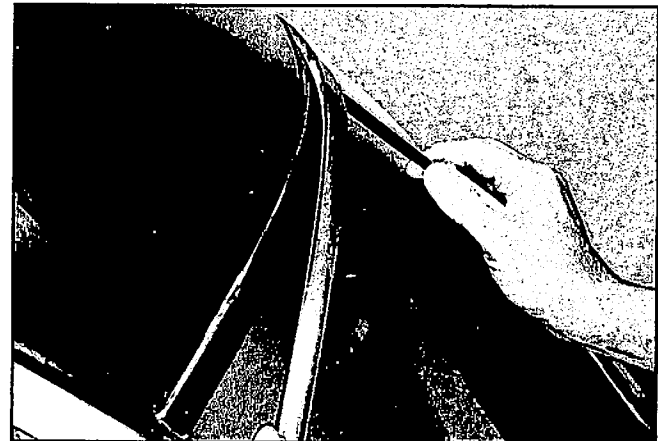
Back Window Assembly - Closed Style: A one-piece, wrap-around back window is used on all 1955 Cadillacs. Weathersealing in the glass opening is accomplished by a one-piece molded rubber channel which is sealed to the flange of the back window opening and to the glass. Basic removal and installation operations of the back window are similar to past models, however, a new two (2) piece upper reveal molding is used for 1955 and retained in the body opening in a new manner incorporating clips and bolts.

A new two (2) piece lower reveal molding is secured to the back window rubber channel in a new method. Removal of these moldings facilitates the complete removal of the back window assembly.



REMOVAL

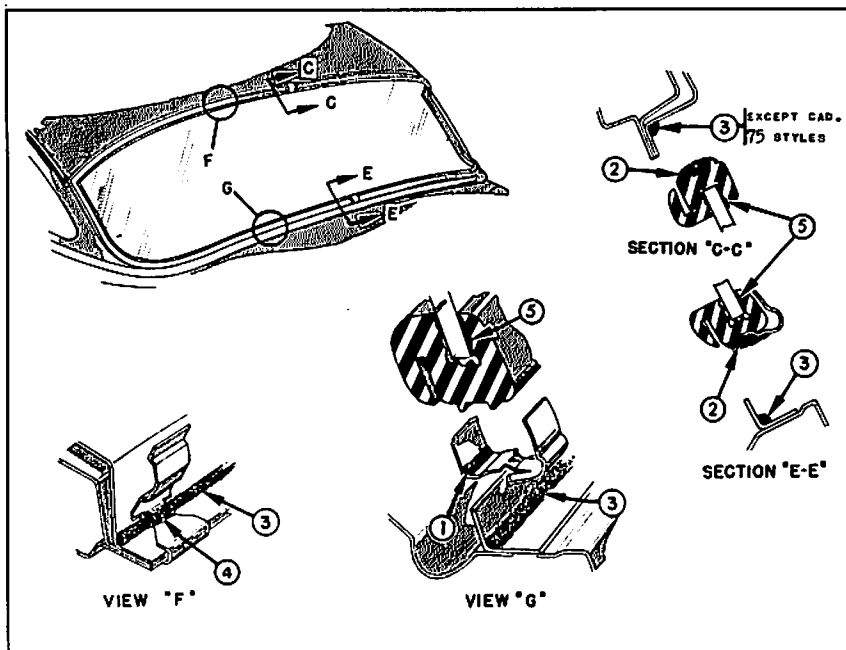
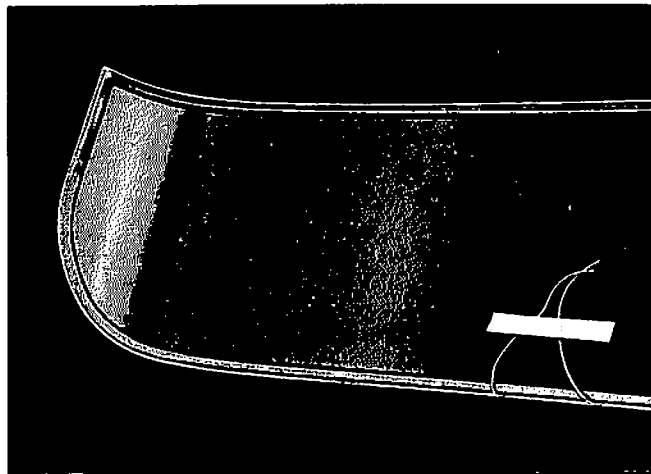
1. Place a protective covering over the painted body surface below the back window. Apply masking tape around window opening to protect body finish.
2. Place a protective covering over the parcel shelf and cover the rear seat back and cushion.
3. Remove back window garnish moldings.
4. Inside the body at the upper center and upper corners of the back window turn back lip of rubber channel and remove three (3) upper reveal molding attaching nuts and washers. 
5. Using a suitable tool, carefully pry backwindow upper reveal moldings from the retainer clips attached to the pinchweld flange.
6. With a putty knife, loosen seal between the rubber channel and pinchweld flange across the upper back window opening.
7. From inside the body, carefully push top of the glass outward with the palm of the hand until it is released from the body opening. Then, with the aid of a helper, lift complete assembly, which includes glass,



- rubber channel and lower reveal moldings, from the body opening.
8. Place back window assembly on a protected bench and remove lower reveal molding and rubber channel from glass.

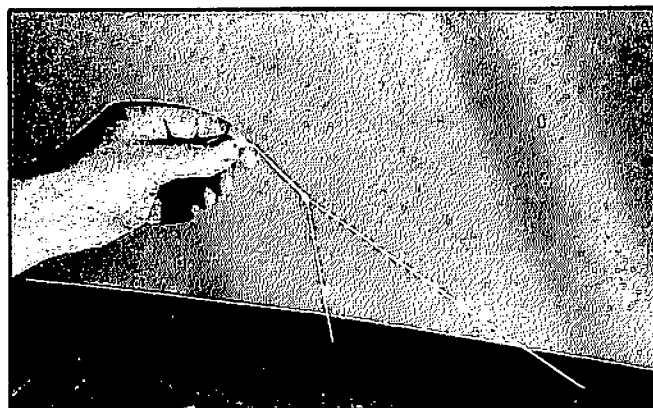
INSTALLATION

1. Clean off all old sealer from the pinchweld flange around the back window opening and also the rubber channel. Check the flange for any irregularities and correct before installing the back window.
2. Install rubber channel around edges of back window glass.
3. Make sure the lower reveal molding clips are properly secured to the moldings. Apply a bead of medium-bodied sealer in the corner of each clip, as shown at "1" in View "G" in drawing below, then install both right and left moldings to rubber channel.
4. Insert a heavy cord into the pinchweld cavity of the rubber channel and bring both ends around to the bottom center of the glass. Tie ends of cord together and tape to glass as shown in the illustration.



5. Apply a bead of medium-bodied sealer to the base of the rubber channel, as shown at "2" in Section "C-C" and "E-E", completely around its perimeter.
6. Apply a 3/16 inch bead of medium-bodied sealer to the corners of the back window opening rabbet, as shown at "3", completely around the opening. NOTE: In cases where the upper reveal molding retaining clips are replaced, apply a bead of sealer in the corner of the clip and connect this bead of sealer with the sealer previously applied to the corner of the back window opening rabbet as shown at "4" in View "F".
7. With the aid of a helper, place the back window assembly into the body opening assuring equal spacing at sides so as to center back window in opening.

8. From inside the body, carefully pull the heavy cord from the pinchweld cavity of the rubber channel, making sure that the rubber lip of the channel properly engages over the pinchweld flange.
9. Apply medium-bodied sealer around the holes into which the upper reveal molding attaching bolts are inserted. (Ends and center locations)
10. Install first left, then right upper reveal molding inserting attaching bolts through holes in glass rubber channel. Carefully insert ends of lower reveal moldings under upper reveal moldings.
11. Apply hand pressure to ends and center of upper reveal moldings to seat moldings.
12. On inside of body, assemble washers and nuts to attaching bolts at ends and center of upper reveal moldings.
13. Install back window garnish moldings.



14. Apply a bead of weatherstrip cement between the outer lip of the rubber channel and the glass, as indicated at "5" in left drawing.
15. Clean off all excess sealer and remove protective covers and masking tape.

BACK WINDOW ASSEMBLY

1955 CADILLAC "62" SERIES SPECIAL COUPE STYLES

The back window removal and installation operations are basically the same as on the past model Special Coupe styles. However, two methods of retaining both the upper and lower back window reveal moldings may be used which affect the reveal molding and back window removal as described below.

UPPER REVEAL MOLDING

1st Method - Moldings secured by clips which allow moldings to be removed from rubber channel before removing back window.

2nd Method - Moldings secured by clips in rubber channel which require removal of back window in order to remove moldings from rubber channel.

LOWER REVEAL MOLDING

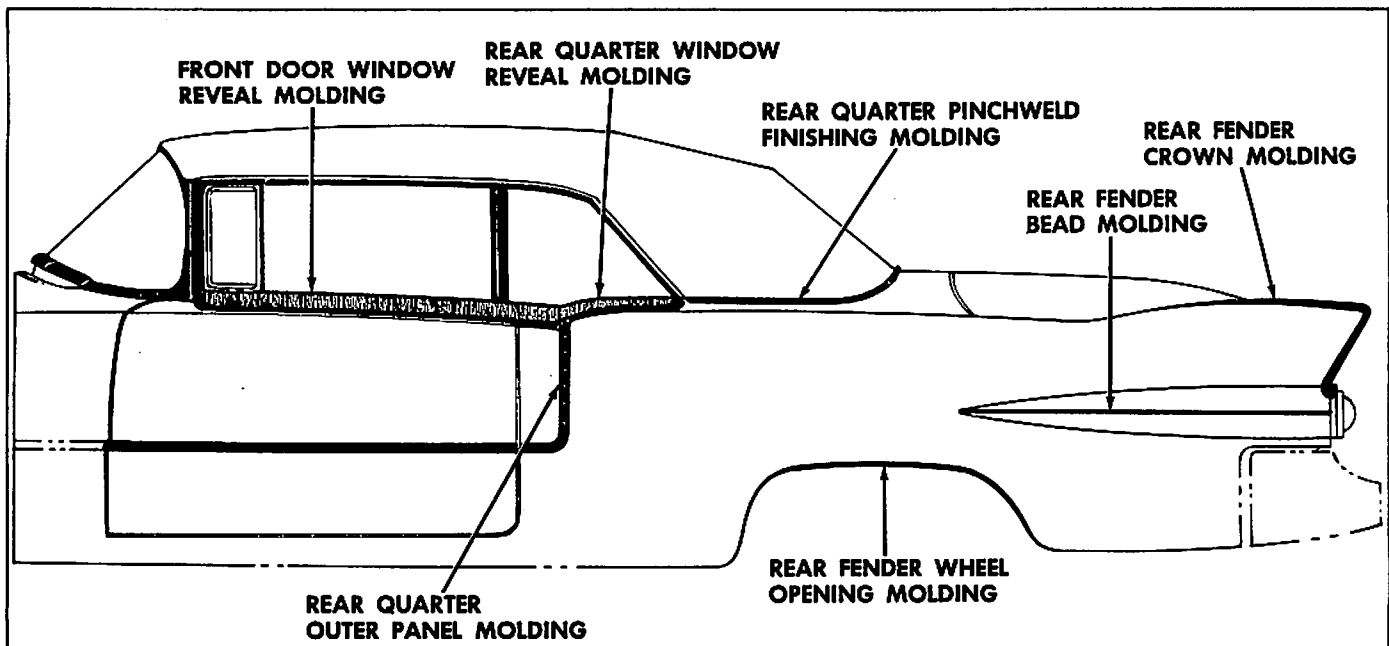
1st Method - Moldings secured by clips in rubber channel which require removal of back window in order to remove moldings from rubber channel.

2nd Method - Moldings secured to body by screws necessitating lifting the back window and rubber channel over the molding in order to remove back window from body.

EXTERIOR MOLDINGS

1955 CADILLAC "ELDORADO" (6267SX)

Many of the exterior moldings on the 1955 Cadillac "Eldorado" (6267SX) are completely new and are attached to the body in a different manner than the moldings on the past model. The illustration shows the location and names of the moldings.



REMOVAL AND INSTALLATION

FRONT DOOR WINDOW REVEAL MOLDING

The molding is secured to the door outer panel by four (4) molding studs with attaching cup washers and nuts located between the door inner and outer panel. The rear end of the molding is secured by a screw through the door hemming flange into a tapped hole in the molding. To remove molding, remove door finishing panel, door trim pad and inner panel loading hole covers. Through loading holes remove attaching nuts and cup washers from molding studs. At rear end of molding remove screw securing molding at door hemming flange and remove molding from door. To install, reverse removal procedure.

(Refer to illustration on previous page.)

REAR QUARTER WINDOW REVEAL MOLDING

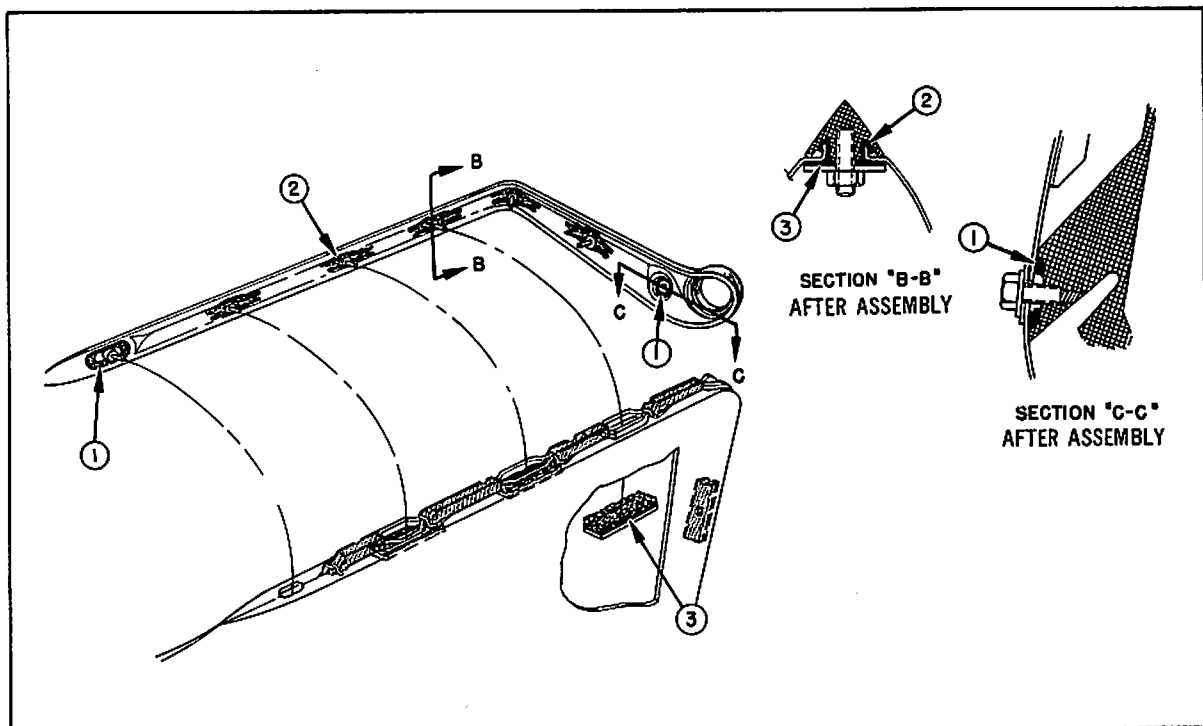
The molding is secured to the rear quarter outer panel by four (4) molding studs with attaching cup washers and nuts located between the inner and outer panels. To remove molding, remove the quarter side panel trim assembly and inner panel loading hole cover. Through loading hole remove attaching nuts and washers from molding studs and remove molding from outer panel. To install, first apply medium-bodied sealer around the rear stud attaching hole, then reverse removal procedure.

REAR QUARTER OUTER PANEL MOLDING

The molding is secured to the rear quarter outer panel by four (4) molding studs with attaching cup washers, rubber washers and nuts located between the inner and outer panels. To remove molding, remove rear quarter trim panel assembly and inner panel loading hole cover. Through loading hole remove attaching nuts and washers and remove molding from outer panel. To install, first make certain that rubber washers are installed around molding studs, then reverse removal procedure.

REAR FENDER CROWN MOLDING AND REFLECTOR

The molding is secured to the fender by molding studs with attaching retaining plates and nuts, and washers and nuts located under the fender. The lower end of the molding is secured by a screw into a tapped hole in the molding. A rear fender crown molding reflector is secured to the lower end of the molding by a retainer located behind the reflector. To remove molding and reflector, remove rear compartment side trim foundation and remove molding attaching nuts, retaining plates and washers, and screw securing lower end of molding. With molding removed from fender, reflector can be removed by removing retaining ring and cover. To install, first seal molding and fender as described below, then reverse removal procedure.



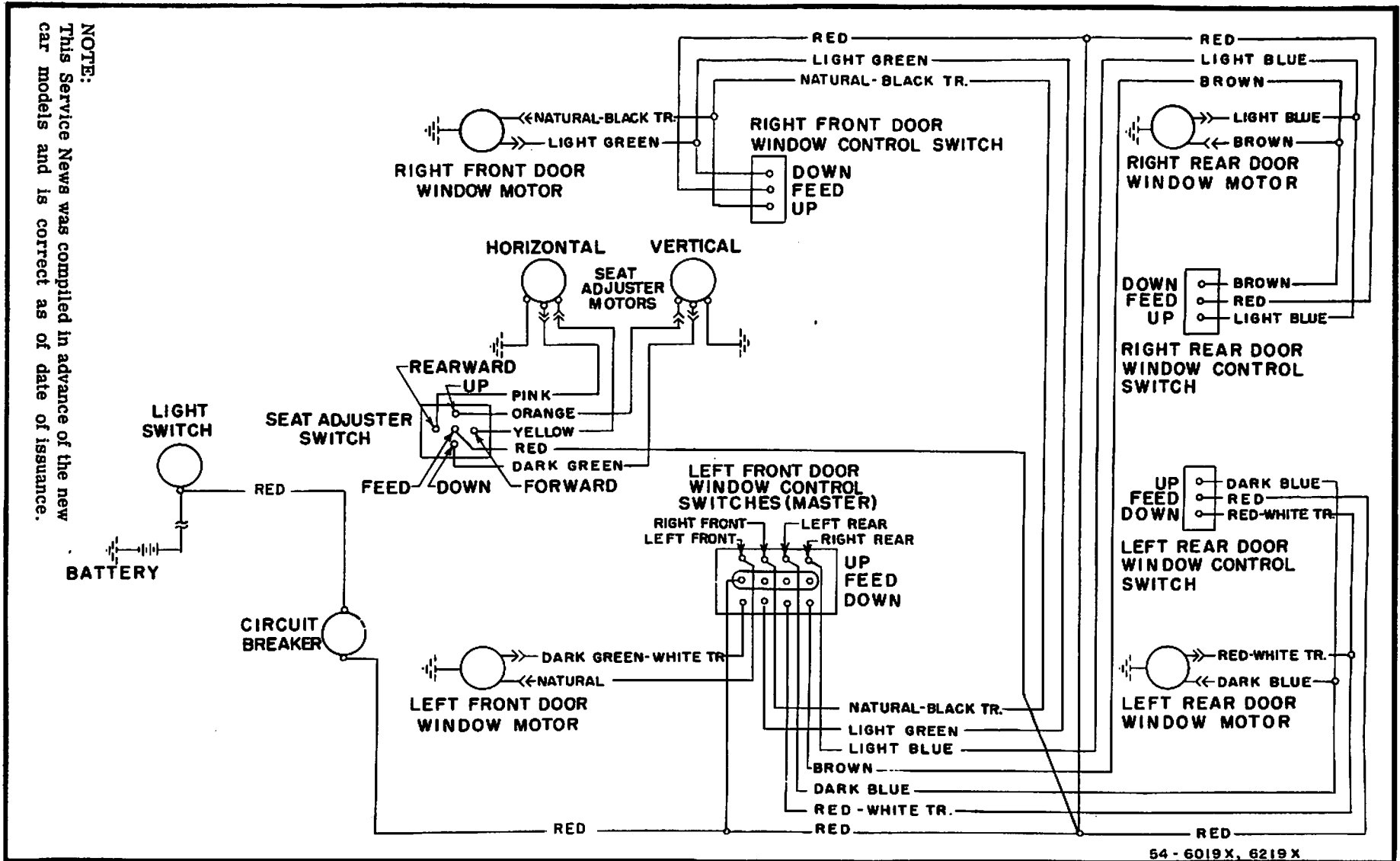
1. Apply sufficient body caulking compound in the cored section of embossment at the forward attaching stud and around the lower attaching hole, as indicated at "1" in drawing above, to effect a water-tight seal.
2. Apply a 1/4 inch bead of body caulking compound along each side of the stud embossment, as indicated at "2" in drawing above.
3. Apply a 1/8 inch coating of body caulking compound to the contacting surface of the retaining plates, as indicated at "3" above.

REAR FENDER BEAD MOLDING

The molding is secured to the fender by molding studs with attaching speed nuts. To remove molding, remove attaching speed nuts from molding studs and remove molding from fender. On left side, it will be necessary to remove the tail lamp to gain access to the rearmost attachments. To install, reverse removal procedure.

TROUBLE-SHOOTING PROCEDURE FOR WINDOW REGULATOR AND SEAT ADJUSTER CONTROL ELECTRICAL CIRCUITS

ALL 1955 CADILLAC STYLES EQUIPPED WITH ELECTRICALLY-POWERED WINDOW REGULATORS AND SEAT ADJUSTERS



FISHER BODY SERVICE NEWS

Trouble-Shooting Procedures for the 1955 styles are basically the same as on past models with the exception that circuit checks formerly made from the relay, should on 1955 styles, be made from the circuit breaker. The drawing shows the Window and Seat Control Electrical Circuit Diagram for the 1955 Sedan Styles.