

GENERAL INFORMATION

Foreword

This 1955 SHOP MANUAL SUPPLEMENT has been prepared for use with the 1954 CADILLAC SHOP MANUAL. These two manuals, when used together, provide complete information for servicing 1955 Cadillac cars. Keep this SUPPLEMENT with your 1954 SHOP MANUAL. The information included in this SUPPLEMENT covers only those features of the 1955 Cadillac cars which differ from corresponding features of the 1954 Cadillac that would in any way affect the service of that assembly.

The information contained herein, includes the latest service procedures and specifications relating to the 1955 models. This manual is intended, primarily, for Servicemen who are familiar with Cadillac cars of previous years.

The CADILLAC SERVICEMAN is published each month by the Cadillac Service Department to keep Servicemen up-to-date on the latest service information. Read the SHOP MANUAL . . . Read the SERVICEMAN . . . Enroll in the CRAFTSMAN'S LEAGUE . . . They will help you understand your job better. They will show you various short cuts and new tools for the performance of special operations. They will save you time.

Arrangement of the Supplement

The front page of this 1955 SUPPLEMENT contains a rapid reference section index with corresponding page tabs at the beginning of each section. Each section contains a brief descriptive introduction, complete specifications, and torque tightness information. In sections where service operations differ from those of 1954, complete service adjustment and replacement procedures are included along with concise notes, and clearly labeled illustrations. In addition, a list of the Special Tools required to perform the operations

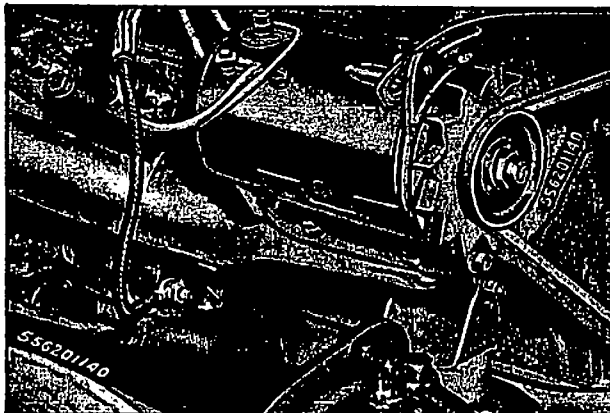


Fig. 1-1 Engine Serial Number Locations

and adjustments discussed in each section, as well as group illustrations of these tools, is provided at the end of each section.

On the final page of most sections, space is provided for personal notes and references. Here, articles from the CADILLAC SERVICEMAN should be listed along with other notes and bulletins which pertain to the material in that section.

Identification

Each Cadillac car or chassis, when shipped, carries an engine serial number and an engine unit number. The engine serial number is used in license and insurance applications and in general reference to the car. The serial number, on all 1955 Cadillac engines, is stamped on the flat machined boss cast on the upper right hand corner on the front face of the right hand cylinder block, and is at right angles to the crankshaft, the numbers starting from the bottom. Fig. 1-1. This number is also stamped on the frame right hand side bar at the rear of the engine mounting bracket, Fig. 1-1, and on a lubrication plate attached to the left front body pillar. On coupe styles this lubrication plate is located on the left door lock pillar.

The engine serial number has at least nine digits. The first two indicate the model year, the third and fourth the series, and the last five or six

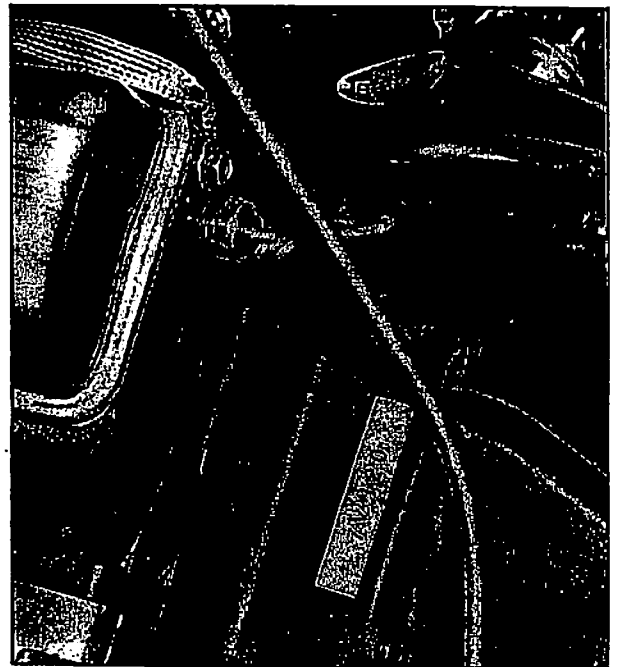


Fig. 1-2 Engine Unit Number Location

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Fig. 1-3 Body Name Plate

indicate the order in which the car was completed in final assembly and is commonly referred to as the "Broadcast Number" of the car.

ENGINE UNIT NUMBER CHART

SERIES	ENGINE UNIT NO.
55-62, 60, 75	4-V 00001
55-62, 60, 75 with Air Conditioning	4-VK 00001
55-86	5-V 00001
55-86 with Air Conditioning	5-VK 00001
55-60, 62 Eldorado Engine	7-V 00001
55-60, 62 Eldorado Engine with Air Conditioning	7-VK 00001

The engine unit number on all engines is stamped on the bell housing portion of the crankcase be-

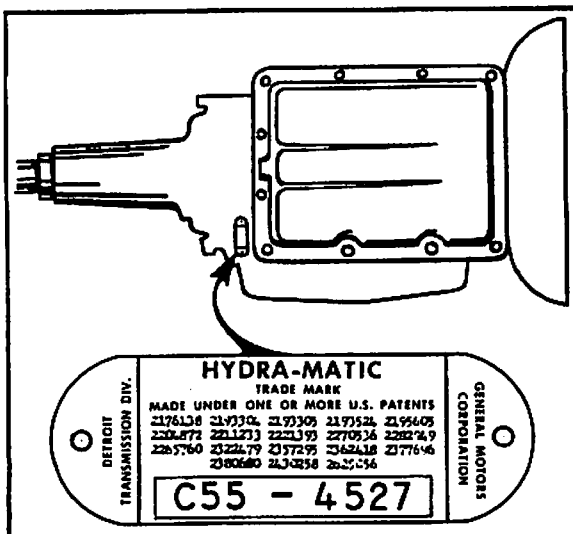


Fig. 1-4 Hydra-Matic Transmission Serial Number Location

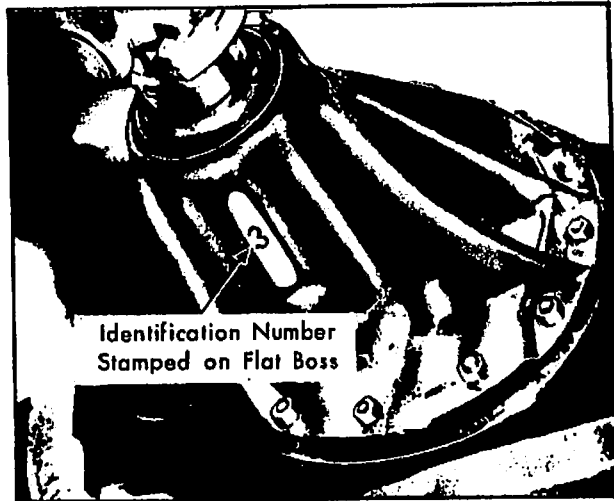


Fig. 1-5 Rear Axle Gear Ratio Identification Number

hind the left hand cylinder block, directly above the cast rib, and numbered at right angles to the crankshaft, the number starting from the left side of the housing, Fig. 1-2. The letters L.C. are added to the engine unit number on all engines built to low compression specifications. Engines assembled with .010" oversized pistons may be identified by an asterisk stamped on the block ahead of the engine unit number.

The body style number, body number, and paint and trim numbers are stamped on a plate attached to the right side of the cowl under the hood near the hood hinge. Fig. 1-3

The Hydra-Matic transmission also has a unit number stamped on a plate attached to the bottom of the case, just to the rear of the transmission oil pan. Fig. 1-4

The gear ratio of the differential assembly may be identified by a number stamped on a flat boss on the bottom of the case. Fig. 1-5

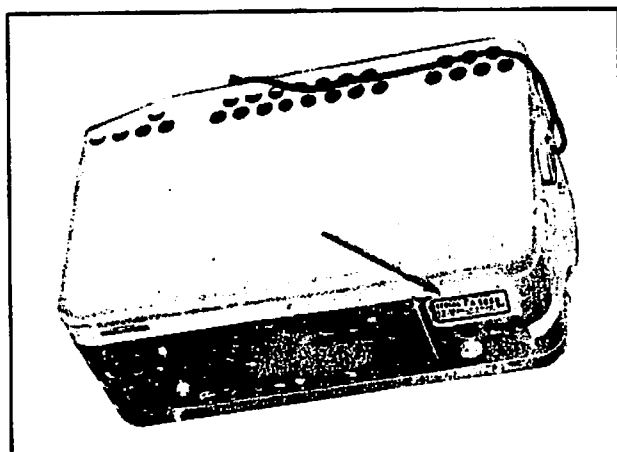


Fig. 1-6 Radio Serial Number Location