

BODY

GENERAL DESCRIPTION

The 1955 line of Cadillac cars consists of four different series and eight body styles, as described in the specifications at the end of this section. Chassis for commercial bodies are available in the 1955-86 series.

Several important design changes have been made in the various body styles to enhance interior and exterior appearance, provide greater safety, and to simplify some service operations.

The body is slightly recessed above the side molding, which extends forward from the vertical stone guard at the rear fender, to add to the appearance of width and close-to-the-ground stability. At the rear of the car, below the deck lid, six vertical chrome moldings compliment the upright lines of the rear bumper guards.

The distinctively curved rear window pillar, formerly only on closed coupes, is now used on sedan models also. In addition, the center body pillar, on 60S series cars, is narrower to provide greater passenger visibility without sacrificing structural strength.

New interior trim styles and fabrics, as well as a wide selection of new exterior colors, have been made available for 1955. Three highly iridescent colors, for the Eldorado series only, have been added.

New rear fender and tail lamp styling is used on the Eldorado coupe, with the fuel filler access door in the left fender, below the tail lamp tube.

Maximum windshield wiper blade travel has been accomplished by using a large drive pulley on the wiper motor and a special cam and follower arrangement on the transmission shaft and wiper arm which assures blade contact at the curved ends of the windshield.

Windshield molding attachment has been revised to simplify removal and installation of the windshield glass, without removal of the instrument panel cover.

Body service operations for 1955 are very similar to those outlined in the 1954 Shop Manual. Those operations which have changed are explained in the following notes.

SERVICE INFORMATION

(1) Windshield Wiper Arm and Cam Removal and Installation

1. Remove arm and blade assembly by pulling the outer section of the arm assembly toward the center of the car to disengage the cam follower

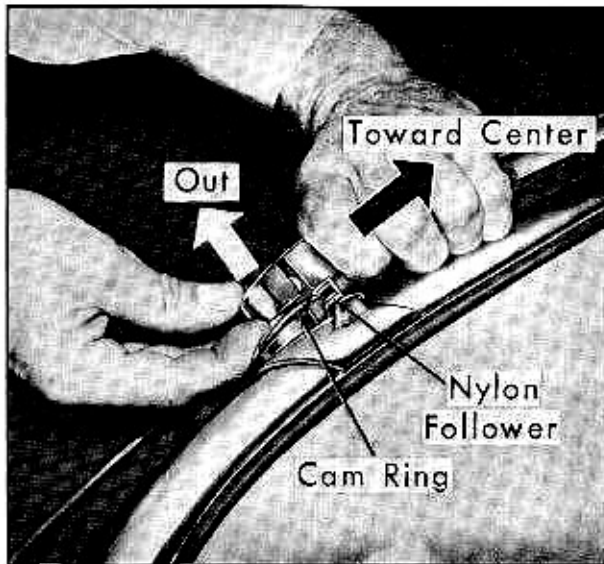


Fig. 3-1 Removing Wiper Arm

from the cam ring. Pull outward on the lower section of the arm to remove assembly from the transmission shaft. Fig. 3-1

2. Remove transmission spanner nut.
3. Remove wiper arm cam ring and escutcheon from transmission shaft.

4. Reverse above procedure to install, making certain that key on cam is located in keyway in escutcheon. Before installing wiper arm, press in on end of shaft to attain proper cable tension.

(2) Outside Door Handle Removal and Installation (60S and 6219)

a. Removal

1. Raise door window to full "up" position.
2. Remove door inside finish panel.
3. Remove rubber plug from access hole "A" directly behind the door handle on 60S series front doors. Fig. 3-2.

4. Remove attaching screw "B", using a magnetized screw driver. Do not drop between door panels.

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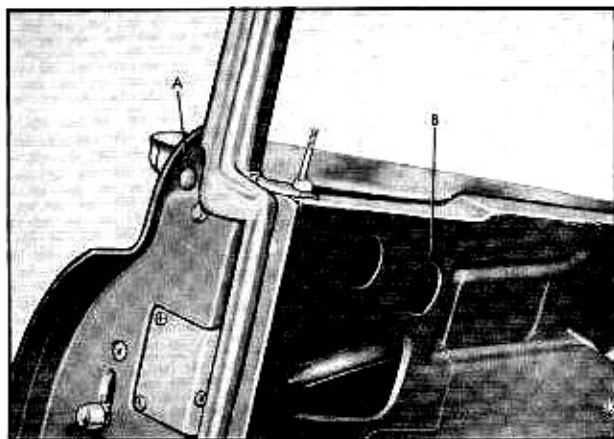


Fig. 3-2 Door Handle Screw Access Holes

5. Remove attaching screw "A" and remove handle and gaskets from door.

6. The lock cylinder assembly can be removed from the handle in the same manner as on past models.

b. Installation

1. Cock lock bolt by pushing it to the "up" position.

2. Depress push button on door handle, then assemble handle and gasket to door. When the push button shaft of the door lock cylinder is properly engaged in door lock, lock bolt will snap down.

3. Install handle attaching screws "A" and "B" and check push button action of handle.

4. Install door finish panel and hardware.

5. Install rubber plug in access hole behind screw "A" on 60S series.

(3) Front Door Lock Assembly Removal and Installation—(60S)

1. Remove door garnish molding, finishing panel and trim pad.

2. Remove door ventilator and window assemblies.

3. Remove door outside handle assembly as described in Note 2.

4. Remove three door lock remote control attaching screws. Rotate remote control sufficiently to disengage it from connecting link.

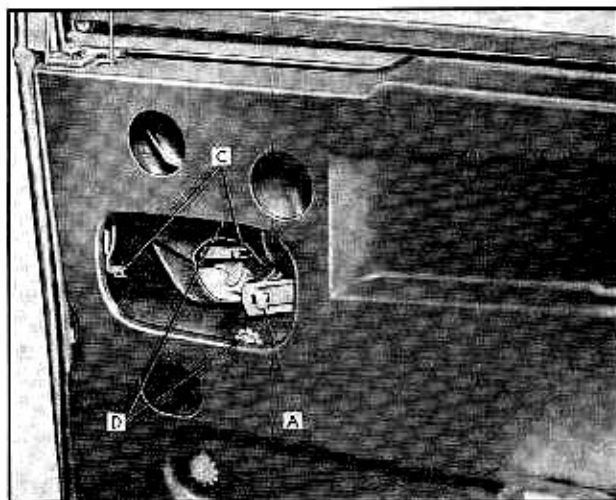


Fig. 3-3 Removing Link from Door Lock

5. Rotate remote control link downward sufficiently to disengage link from door lock at "A". Fig. 3-3.

6. Remove three screws "B" securing locking rod control link assembly to face of door pillar. Fig. 3-4.

7. Using a screwdriver, 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. Fig. 3-3.

8. Remove two lock attaching screws, indicated at "D".

9. Remove three lock attaching screws "E"; then remove lock through large loading hole. Fig. 3-4.

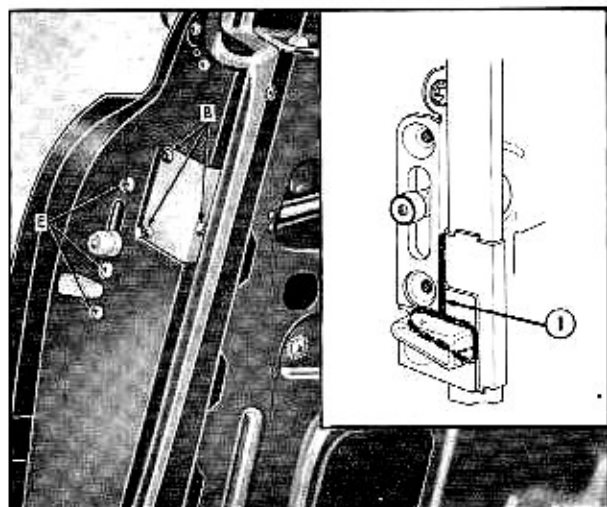


Fig. 3-4 Locking Rod Link Attaching Screws

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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. Fig. 3-4.

To install lock, reverse removal procedure. Check operation of door lock using door outside handle and inside remote control handle. Seal door inner panel.

NOTE: Do not attempt to close door with lock lift bolt in "up" position.

(4) Front Door Hinge Pillar Auxiliary Weatherstrip Removal and Installation

a. Removal

1. Remove two snap-on fasteners near the lower end of the weatherstrip with a flat bladed tool.
2. Loosen weatherstrip seal at front face of door and remove. Clean off all cement.

b. Installation

1. Apply weatherstrip cement to the surface of the door hinge pillar contacted by the weatherstrip and to the weatherstrip attaching surface.
2. Install two snap-on clips to weatherstrip, then install snap-on clips and lower portion of weatherstrip to pillar, aligning weatherstrip with drain hole. Install upper end of weatherstrip to door pillar as shown in Fig. 3-5. Weatherstrip must not cover drain hole, indicated at "1" in Fig. 3-5.

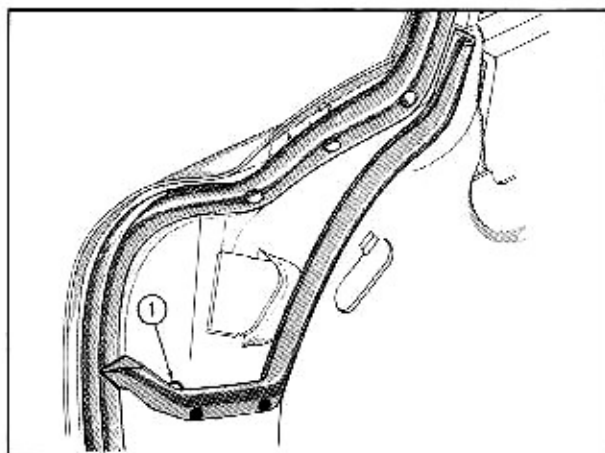


Fig. 3-5 Door Auxiliary Weatherstrip Position

3. Firmly press entire weatherstrip to hinge pillar to complete cemented bond. Clean off excess cement.

(5) Door Window Frame Removal and Installation (60S)

1. Remove garnish molding and door finishing panel.
2. Remove door trim pad and large loading hole cover.
3. Loosen weatherstrip from window frame.
4. Lower window and remove four screws securing window to sash channel cam. Detach cam from window and lower window sufficiently to remove frame attaching screw "B". Fig. 3-6.

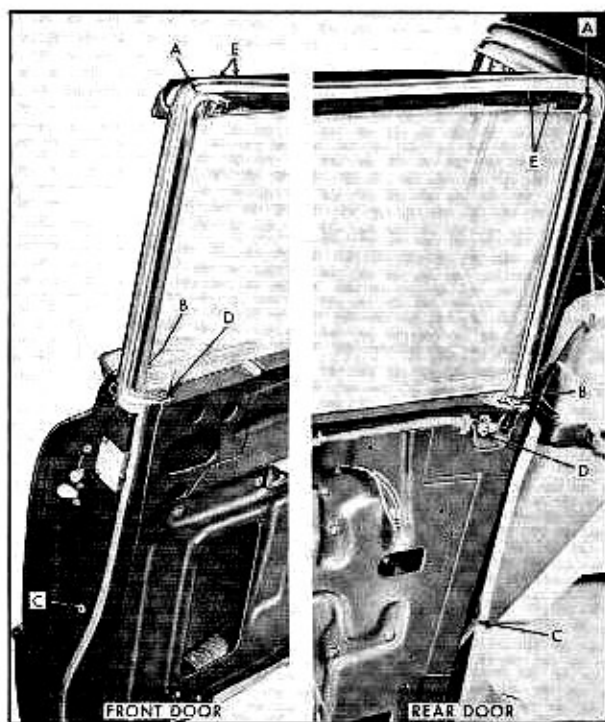


Fig. 3-6 Door Frame Attaching Screws (60S)

5. Prop glass in "up" position and 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 upward and remove from door.
7. To install, reverse above procedure.

NOTE: A cap screw and internal-external type lock washer should be used at the frame lower attaching point "C" to prevent loosening of

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the screw and excessive deflection at the top of the door frame. A few early production cars used a cross-head screw without a lock washer at this point and these should be replaced.

(6) Rear Door Hinge Adjustments—(60S)

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 cover plate for removal.

2. For up and down adjustment, loosen bolts "A", on center body pillar. Adjust door as required and tighten bolts. Fig. 3-7.

3. For in and out adjustment, loosen bolts "B", on door hinge pillar, adjust door as required and tighten bolts.

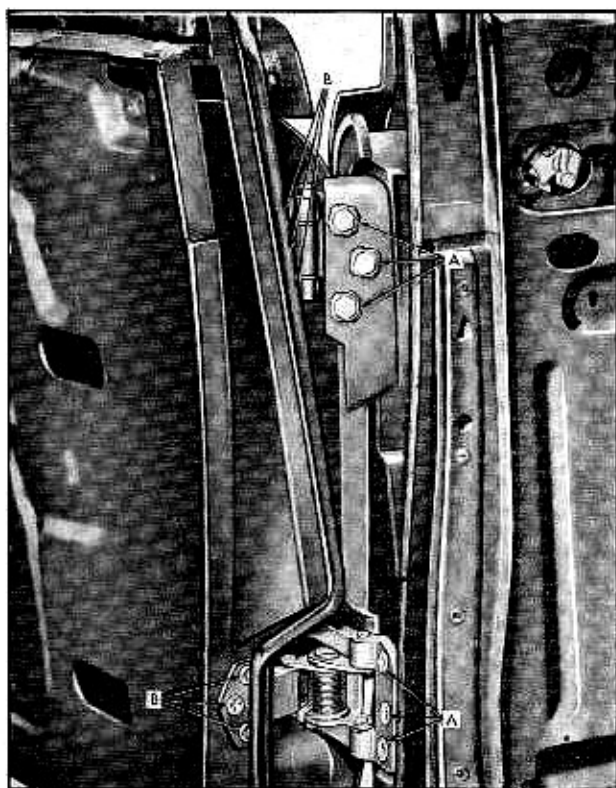


Fig. 3-7 Hinge Attaching Screws

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.

(7) Rear Door Hinge Assembly Removal and Installation—(60S)

a. Removal

1. If door is being removed from hinge strap, proceed as follows:

a. Loosen rubber weatherstrip along door hinge pillar.

b. Loosen door trim pad at hinge area sufficiently to allow removal of hinge cover plates.

2. Remove lower hinge cover plate from door or lower hinge cover plate from center pillar, depending on method of removal being used.

3. Clean off excess sealer from around edges of hinge straps, then scribe location of each hinge strap on hinge pillar.

4. On doors equipped with electric-powered regulators, proceed as follows:

a. Remove two screws securing electrical conduit to center body pillar, then bend down conduit tabs and remove conduit.

b. Remove entire door trim pad and loading hole cover.

c. Loosen clips securing wiring harness to door inner panel and disconnect motor leads from harness.

d. Remove wiring from between door panels by carefully pulling harness through cut-out in rear door hinge pillar.

5. With door properly supported, remove hinge attaching bolts at center pillar, or bolts at door hinge pillar, depending on method of removal being used.

6. With helper, remove door from body opening.

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b. Installation

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. Sealer must be applied evenly. Apply sealer to the lower hinge strap bearing pad.

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 hinges must be weathersealed with a ribbon of medium-bodied sealer or caulking compound at the following points:

- Top and bottom of hinge.
- Underside of hinge cover plates (body side).
- Underside of door hinge cover plates.

4. Install hinge cover plates and clean off excessive sealer.

5. Reinstall wiring harness and connect to motor.

6. Reinstall conduit and loading hole cover. Seal inner panel.

7. Reinstall door trim pad and remaining door hardware.

8. Re-cement door weatherstrip if previously loosened.

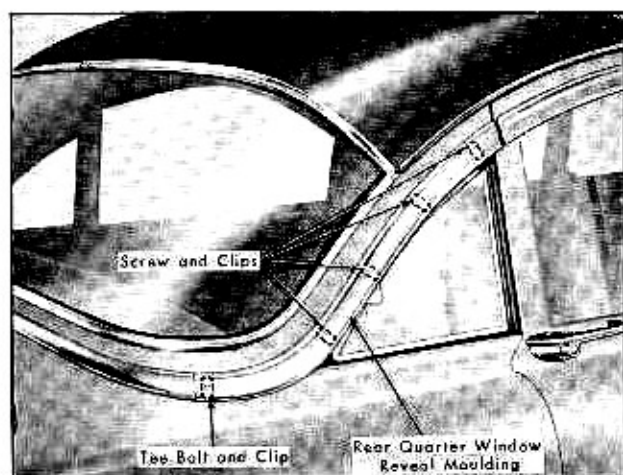


Fig. 3-8 Reveal Molding Attaching Points

(8) Rear Quarter Window Reveal Molding Removal and Installation (6219 and 60S)

1. Loosen rear compartment side foundation

sufficiently to allow removal of tee bolt nut which secures rear end of molding and remove nut and washer.

2. Remove rear quarter window garnish molding.

3. Remove molding attaching screws and remove molding. Fig. 3-8.

4. To install molding, apply medium bodied sealer around attaching holes and reverse removal procedure.

(9) Rear Door Window Rear Reveal Molding Removal and Installation (60S)

1. Lower rear door window and detach upper end of rear glass run channel.

2. Remove two molding attaching screws located under run channel strip.

3. Remove screws securing rear of the upper window reveal molding.

4. Carefully disengage rear edge of molding from door hemming flange and remove molding.

5. To install, reverse removal procedure.

(10) Eldorado Exterior Moldings Removal and Installation

NOTE: Fig. 3-9 shows the location and names of the moldings referred to in the notes below.

a. Front Door Window Reveal Molding

1. Remove door finish panel, trim pad and inner panel loading hole covers.

2. Remove four attaching nuts and cup washers through loading holes.

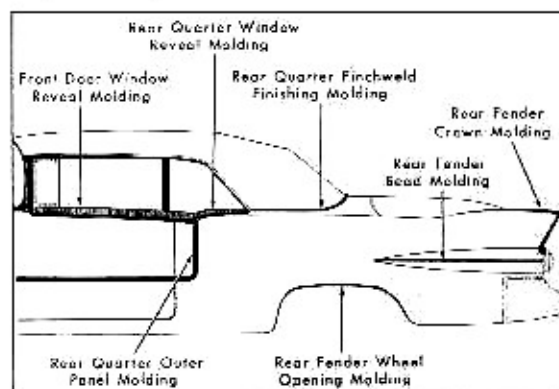


Fig. 3-9 Eldorado Exterior Moldings

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3. Remove screw securing rear end of molding at hemming flange and remove molding.

4. Install by reversing above procedure.

b. Rear Quarter Window Reveal Molding

1. Remove rear quarter side panel trim assembly and loading hole cover.

2. Remove four nuts and cup washers through loading hole and remove molding.

3. To install, first apply medium bodied sealer around rear stud attaching hole, then reverse removal procedure.

c. Rear Quarter Outer Panel Molding

1. Remove rear quarter trim panel and inner panel loading hole cover.

2. Through loading hole, remove attaching nuts and washers from molding studs and remove molding from outer panel.

3. Check to see that rubber washers are installed around molding studs, then install molding.

d. Rear Fender Crown Molding and Reflector

1. Remove rear compartment side trim foundation.

2. Remove molding attaching nuts, retaining plates and washers. Remove screw which holds lower end of retainer to molding.

3. Remove reflector retaining ring, cover and retainer.

4. Before installing, apply caulking compound to seal molding and fender as described below:

Apply sufficient body caulking compound in the cored section of embossment at the forward attach-

ing stud and around the lower attaching hole, indicated at "1" in Fig. 3-10, to effect a water tight seal.

Apply a 1/4" bead of body caulking compound along each side of the stud embossment as indicated at "2".

Apply a 1/8" coating of body caulking compound to the contacting surface of the retaining plates, as indicated at "3".

e. Rear Fender Bead Molding

1. Remove molding attaching speed nuts from studs and remove molding from fender. On left side of car, it will be necessary to remove tail lamp to remove rearmost nuts.

2. To install, reverse removal procedure.

f. Rear Fender Wheel Opening Molding

1. Remove attaching nuts, washers, and screws which secure molding to fender flange. Reverse removal procedure to install.

g. Rear Quarter Pinch Weld Finishing Molding

1. Apply masking tape below molding to protect finish.

2. Detach front end of folding top compartment bag from rear seat back panel and remove trim stick attaching screws to gain access to molding attaching screws.

3. Remove molding screws and, with a cushioned block and hammer, remove molding from pinch-weld flange.

4. To install, place new waterproof tape over flange, replace clips where required, and reverse removal procedure.

(11) Top Boot Replacement

1. Lower top and fold material correctly.

2. Slide front edge of folding top dust boot into seat back retainer indicated at "A" in Fig. 3-11. Make sure that boot is centered on retainer.

3. Carefully position top boot over linkage, making certain that the entire boot is properly positioned as shown in Fig. 3-11.

4. Lift portion of boot, indicated in area "B", out of position and apply white chalk to surface of stud fasteners (indicated by arrows) on top compartment

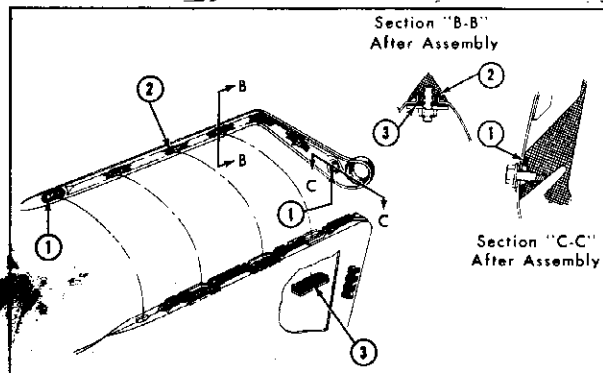


Fig. 3-10 Crown Molding Sealing Areas

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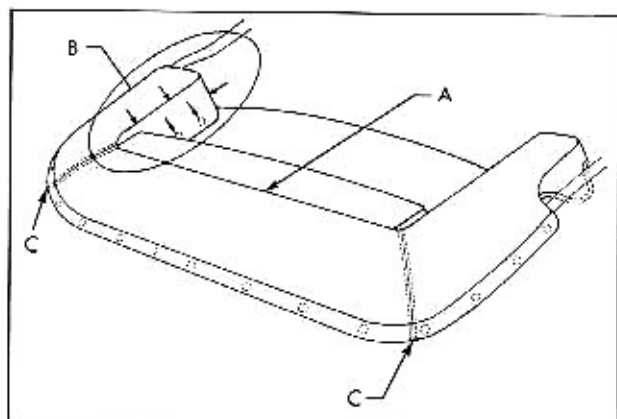


Fig. 3-11 Top Boot Position over Linkage

side panel and rear quarter pinchweld finishing molding.

5. Reposition boot in this area and carefully press material down on each stud fastener to transfer chalk to inner surface of boot.

6. Place button on die. Fig. 3-12.

7. Place boot material over button at marked location, then position fastener socket over chalk mark on material and squeeze handles of tool together until socket and button are securely attached to boot material. Fig. 3-13.

8. Repeat steps 4 through 7 on opposite side of boot.

9. Snap installed fasteners in place and carefully pull rear edge of dust boot at seam locations, indicated at "C" in Fig. 3-11, to obtain a good fit. Mark location of the first stud inboard of seam "C"

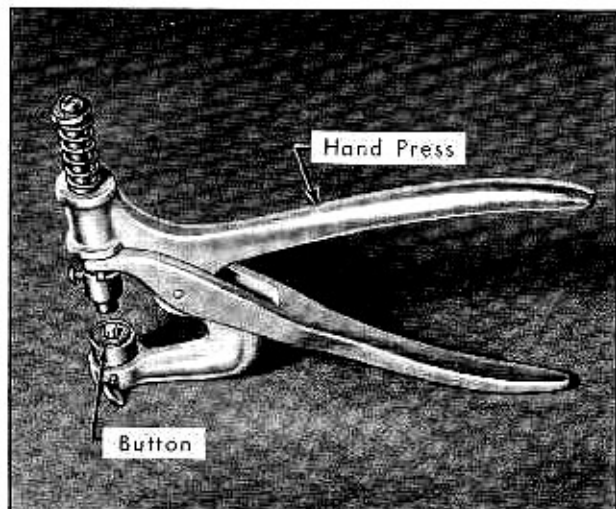


Fig. 3-12 Position Button on Tool Die

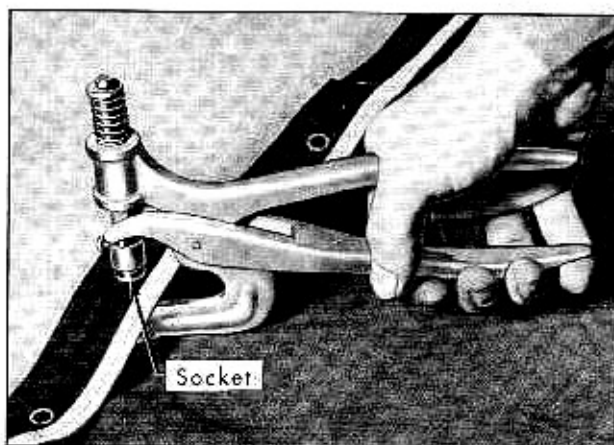


Fig. 3-13 Securing Fastener to Boot

in same manner as before, then install fasteners and snap boot in place.

10. Carefully pull rear edge of dust boot at centerline to obtain a good fit, mark location of fastener and install fastener on boot.

11. Carefully pull and position top boot material as necessary to remove wrinkles, mark location of remaining fasteners and install fasteners on boot.

12. When relocating button to improve fit of boot, use care not to move the button more than the radius of the button to avoid exposing original hole.

(12) Windshield Assembly Removal and Installation

a. Removal

1. Lower the top on convertible style coupes.
2. Cover front seat, instrument panel, fenders and hood.
3. Remove windshield wiper blade and arm assemblies; then, on each transmission, remove escutcheon spanner nut, wiper arm, cam plate and escutcheon.
4. Carefully pry the center lower reveal molding, Fig. 3-14, with clip, away from rubber channel.
5. Remove windshield garnish moldings and rear view mirror supports. On convertible styles, remove sunshade supports, sunshade rod retainers and windshield header moldings.
6. Carefully pull each outer lower reveal molding toward front of car to disengage molding lower

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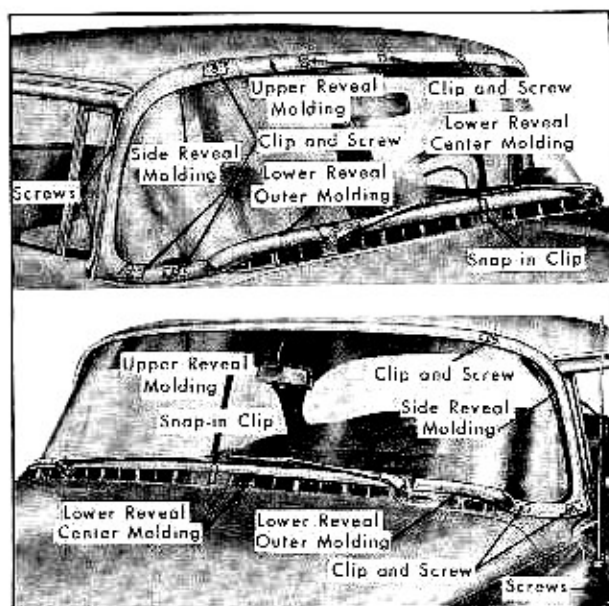


Fig. 3-14 Windshield Reveal Molding Attaching Points

flange from clip; then, pull molding toward center of car to disengage it from side reveal molding.

7. Remove the side reveal molding screws from hinge pillar and remove the screw securing the lower end.

8. On sedan styles, remove the screw attaching the upper end of side reveal molding under the roof panel extension and, on coupes, remove the screws securing ends of upper reveal molding. Remove moldings.

9. On sedan styles, remove windshield reveal upper corner finishing molding by disengaging molding from roof panel extension.

10. Apply outward pressure close to edge of glass with palm of hand and, using a putty knife, work lip of rubber channel over pinchweld flange.

11. With the aid of a helper, carefully remove the windshield assembly from the body and place on a covered bench. On sedan styles, move the lower edge of the windshield assembly forward and downward to remove.

12. Remove windshield upper reveal molding from the rubber channel and remove rubber channel from glass.

b. Checking Body Windshield Opening

NOTE: It is important that the contour and size of the windshield opening in the body be checked thoroughly before the installation of a new windshield glass.

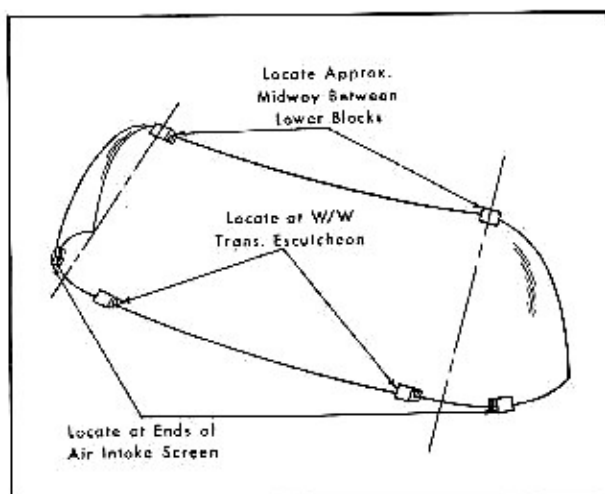


Fig. 3-15 Spacer Position for Pinchweld Alignment

1. Check the rubber channel for any irregularities.

2. Check entire body flange opening for any irregularities after old scaler has been cleaned off.

3. Carefully position glass in opening on Wooden Spacers, Tool No. J-5742, as shown in Fig. 3-15. Do not allow glass to strike body metal during this temporary installation. Chipped edges can cause future breaks.

4. Figure 3-16 shows a typical section through the glass and body opening. The spacing between glass and body should be uniform and within the specified limits.

5. Mark any sections of the body which must be reformed, remove glass and reform as necessary.

6. Recheck opening as in Steps 3 and 4 above.

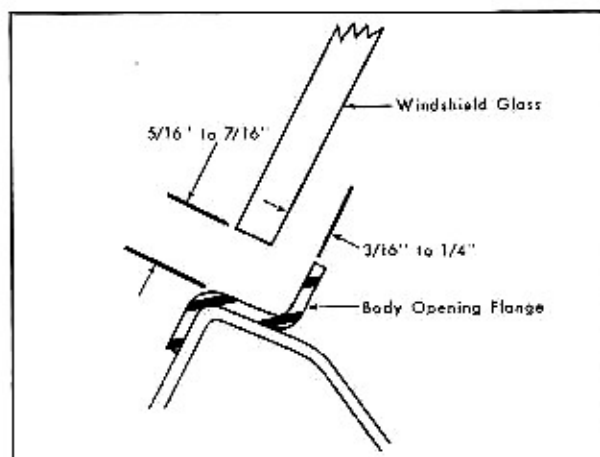


Fig. 3-16 Windshield Glass to Pinchweld Clearances

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c. Installation

1. Check windshield drain gutter and both left and right drain hose openings for obstructions and clean out if necessary.
2. Install rubber channel on glass. Install and center upper reveal molding in channel on coupes. Apply a mild soap solution to molding groove in channel to facilitate insertion of channel "Tee" leg.
3. Insert a strong cord in pinchweld cavity of channel completely around windshield and tape cords to inside of glass at the bottom center.
4. Apply a bead of medium bodied sealer completely around base of rubber channel as indicated at "1" in Figure 3-17. In addition, apply a ribbon of sealer along pinchweld flange as indicated at "3", Figure 3-17. This seal should be applied at each side of windshield opening as indicated by distance "X".
5. Place assembly, with the aid of a helper, in opening and center glass between windshield pillars.
6. Press firmly on outside of glass, while helper on the inside pulls cord along bottom, up the sides and along top of windshield to seat lip of channel over pinchweld.
7. Using weatherstrip cement, seal between outside lip of rubber channel and glass.
8. On convertible styles, apply a bead of medium bodied sealer in corner of pillar finishing molding. In addition, apply body caulking compound along joint of windshield outer frame and rear panel of front body hinge pillar. Then, apply a bead of medium bodied sealer along length of windshield outer frame. Outer ends of this seal should join previously applied caulking compound.

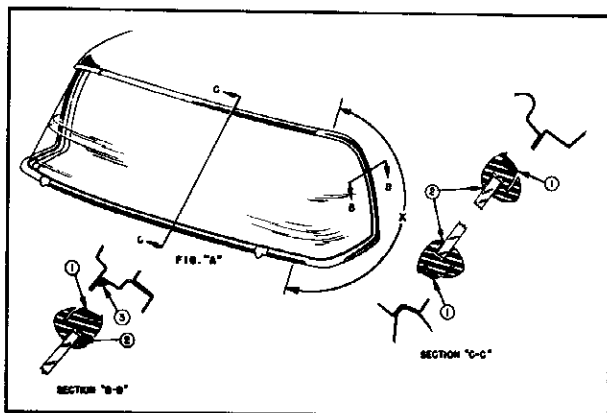


Fig. 3-17 Windshield Glass Sealing

9. On all styles, apply a bead of caulking compound to the windshield side pillar and a medium bodied sealer to all reveal molding attaching screw holes.

10. Clean off all excess sealer and reinstall all parts. Remove protective coverings.

(13) Repair and Maintenance of Metallic Lacquer Finishes

The specially compounded lacquers containing a large quantity of aluminum particles require a different method of application, repair, and finish preservation that those normally used with the non-metallic lacquers on standard exterior finishes. Familiarity with this special treatment, as explained below, is necessary to successfully perform any necessary refinishing.

Mixing Paint - Lacquer must be thoroughly agitated for a minimum of twenty minutes just before being used. Use of a commercial paint shaker is the best method of assuring the equal distribution of metallic particles through the lacquer.

Spraying - Spray car in an area where the air is as free as possible from dirt and lint. Move car to a location away from general refinishing area to prevent overspray from other paint operations settling on the newly finished surface. This is necessary as the final mist coat of high metallic lacquers should not be compounded.

When applying the paint, maintain consistent gun distance from area being painted. Air pressure and the speed of each pass should also remain constant.

Apply a final mist coat consisting of a small amount of lacquer solids diluted with a high percentage of good thinner. Do not polish final mist coat with abrasives as a break through to the under layer of paint, known as scaling, may result. Luster may be obtained by sprinkling a few drops of water on finished surface and lightly polishing with a dry sheepskin buffing wheel.

Spot Repair - Whenever a small area on a panel is repaired and retouched, the final mist coat should be applied over the complete panel to the nearest break line, such as a molding, door or trunk opening.

Finish Preservation - High metallic finishes should be washed frequently with clear water to which a small amount of detergent has been added, rinsed with clear water, then dried with an air hose. When cleaning is necessary, use Blue Coral cleaner applied by hand only. Use of a buffing wheel is not recommended.

BODY

SPECIFICATIONS

Series 55-62, 129" Wheelbase, Fisher Bodies

Series 55-60S, 133" Wheelbase, Fleetwood Bodies

55-6237 5 Passenger Sport Coupe. Manual 2-way seat adjuster and manual window regulators - standard. Electric window and/or electric 4-way seat adjusters - optional.

55-60S 5 Passenger 4-door sedan - Electric 2-way seat and electric windows - standard. Electric 4-way seat - optional.

55-6237D . . . 5 Passenger Special Sport Coupe. (Coupe de Ville). Electric 2-way seat and windows - standard. Electric 4-way seat - optional.

Series 55-75,
149-3/4" Wheelbase, Fleetwood Bodies

55-7523X 8 Passenger 4-door sedan - Electric 2-way front seat, two auxiliary seats, sliding quarter window and electric windows - standard.

55-6267X 5 Passenger Convertible Coupe - Fabric top - Hydro-Lectric control of top. Electric 2-way seat and electric windows - standard. Electric 4-way seat - optional.

55-7533X . . . 8 Passenger 4-door Imperial Sedan. Two auxiliary seats, sliding quarter window and divisional glass. Electric 2-way front seat and electric windows.

55-6267SX 5 Pass. Spec. Sport Conv. Cpe. Fabric top with plastic covered top well. Hydro-Lectric control of top. Electric 4-way seat and electric windows - standard.

NOTE: Vertical front seat adjustment is optional on all models with electric control equipment except the 75 Series: Vertical seat adjustment is not available for the 55-75 Series cars.

55-6219 5 Passenger 4-door sedan. Manual 2-way seat and manual windows - standard. Electric window and/or electric 2-way and 4-way seat adjusters optional.

55-86, 158" Wheelbase, Commercial Chassis. Bodies manufactured by:

55-6219X 5 Passenger 4-door sedan - Electric windows and manual horizontal seat - standard. Electric 2-way and 4-way seat adjusters - optional.

- The Meteor Motor Car Co., Piqua, Ohio
- The A. J. Miller Co., Bellefontaine, Ohio
- The Eureka Co., Rock Falls, Illinois
- The Hess & Eisenhardt Co., Rossmoyne, Ohio
- Superior Coach Corp., Lima, Ohio

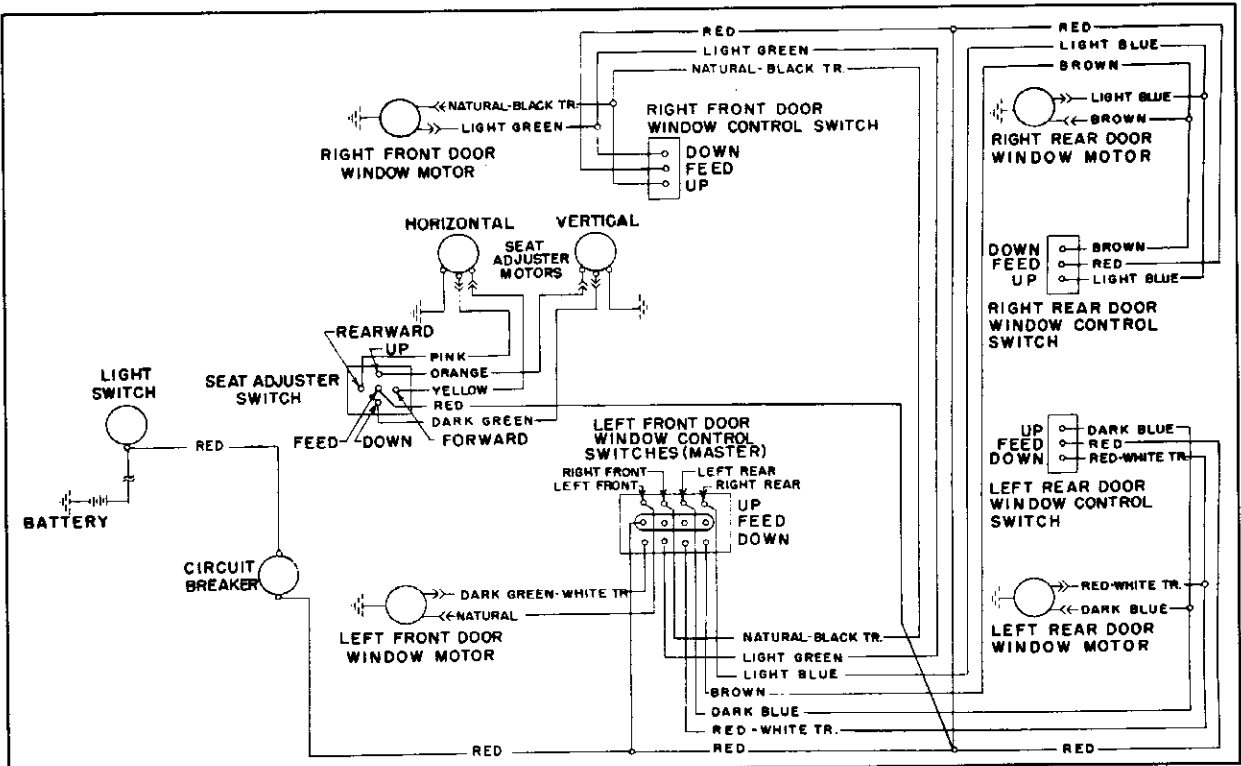


Fig. 3-18 Window and Seat Control Electrical Circuit Diagram