

FEDERAL ROLE IN TRAFFIC SAFETY

HEARINGS
BEFORE THE
SUBCOMMITTEE ON
EXECUTIVE REORGANIZATION
OF THE
COMMITTEE ON
GOVERNMENT OPERATIONS
UNITED STATES SENATE
EIGHTY-NINTH CONGRESS
SECOND SESSION

EQUIPMENT DEFECTS OR FAILURES 1960-66, INCLUDING
CORRECTION EFFORTS AND RECALL CAMPAIGNS

DECEMBER 1966

APPENDIX

Printed for the use of the Committee on Government Operations



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*Membership increased to 15 in the 90th Congress by the appointment of Senators Hansen, Wyoming, and Baker, Tennessee, to the committee. Both Senators were subsequently appointed to the subcommittee by the chairman. Senator Simpson retired at the end of the 89th Congress.

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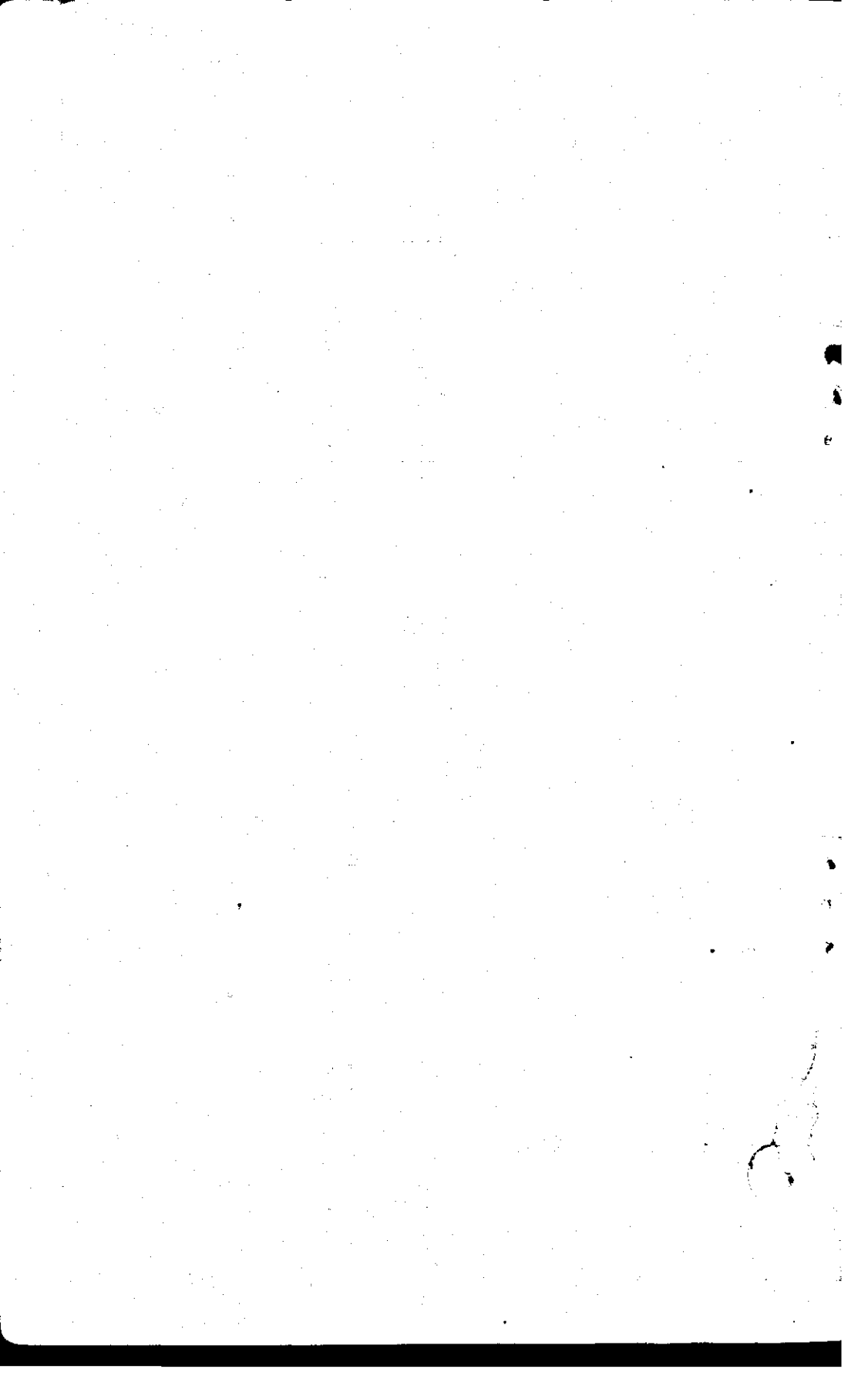
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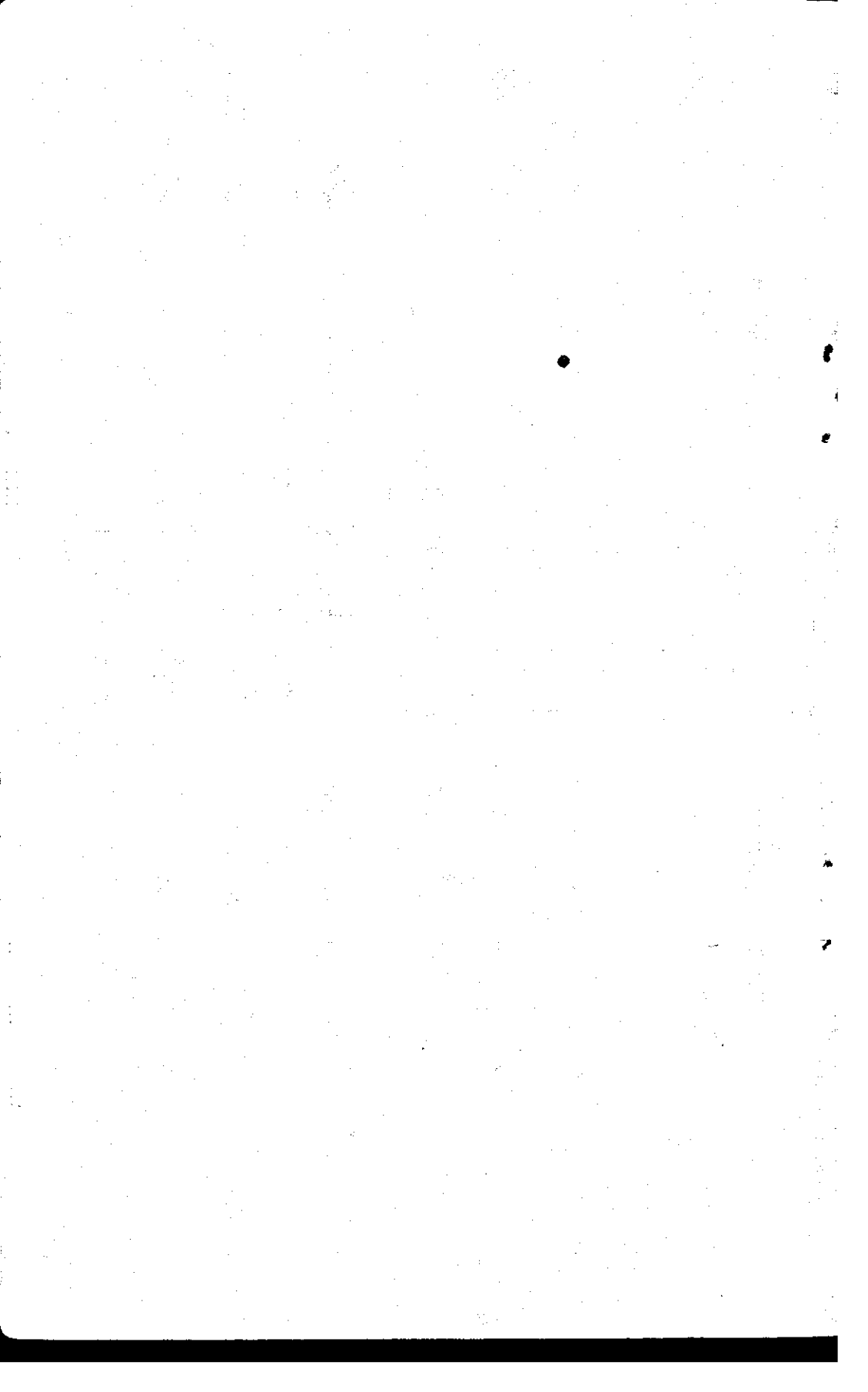
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NOTE

The material in this document concerning domestic manufacturers was submitted to the Subcommittee on Executive Reorganization in response to the request of the chairman, and was released to the public and the press on May 6, 1966. The material on foreign automobiles was prepared by the subcommittee in order that data of domestic and foreign manufacturers would be readily comparable.

Technical service bulletins and related material transmitted to the subcommittee by the foreign car manufacturers and by American Motors Corp. have been forwarded to the U.S. Traffic Safety Agency, where they are available to the public.



FEDERAL ROLE IN TRAFFIC SAFETY

(Pursuant to S. Res. 186, 89th Cong.)

U.S. SENATE,
SUBCOMMITTEE ON EXECUTIVE REORGANIZATION,
COMMITTEE ON GOVERNMENT OPERATIONS,
Washington, D.C.

Telegram by Senator Ribicoff to General Motors, Ford, Chrysler, and American Motors

APRIL 5, 1966.

Would you please furnish me with a complete listing of all bulletins, notices, and other correspondence to your dealers or owners relating to product or equipment defect or failure since 1960.

Have introduced amendments to S. 3005 requiring future submission of such information to appropriate Federal officials. Your cooperation regarding this request would be appreciated.

ABRAHAM RIBICOFF,
U.S. Senator.

GENERAL MOTORS CORP.

GENERAL MOTORS CORP.,
Detroit, May 5, 1966.

HON. ABRAHAM A. RIBICOFF,
U.S. Senate, Washington, D.C.

DEAR SENATOR RIBICOFF: You asked in your telegram of April 5 for a complete listing of all communications to our dealers or owners "relating to product or equipment defect or failure since 1960." We understand that you mean by this a listing of all bulletins regarding the recall for modification of passenger cars.

I am forwarding with this letter a listing of 171 correction efforts or "recall campaigns" which occurred over the 7 model years beginning with 1960. During this period our five domestic car divisions produced an average of 38 separate lines per year. These lines involved 1,031 different models and production totaled more than 23 million cars. I should like to point out that many recall campaigns are related solely to the comfort and convenience of the customer and the efficient operation of the vehicle. Most campaigns involved relatively few cars which in some instances never left the dealers' facilities and were still in their hands at the time of recall.

We regard these campaigns as evidence of General Motors' efforts to assure the integrity of its cars and the comfort and safety of all who use them and to pursue that responsibility both before and after a car is sold. This letter provides an opportunity for us to set forth clearly our long-term policy and determination to insure the satisfactory performance of our products.

At General Motors, our policies and procedures regarding defects which may appear in our automobiles are based on the following:

(1) It has always been and is today our objective to design and build sound, durable, and reliable vehicles. Even though our technology is far better today than it was 10 years ago, we realize it is not possible to assure that every car off the production line is a perfect vehicle. We now manufacture passenger cars which average about 14,000 parts each. Many of these are moving parts such as wheels, brakes, gears, valves, pistons, switches, electrical components, and other critical items.

In addition to the great variety of models and lines already mentioned, the large number of options and accessories available to our customers still further complicates the problem. It is hardly surprising, under these circumstances, that imperfections sometimes crop up—as they do even in a space flight system where the total efforts of thousands of engineers, scientists, and technicians are concentrated on a single unit.

(2) We establish careful quality control and testing programs designed to prevent defects. These programs begin in the laboratory up to 3 or 4 years before production of a given model automobile is ever approved, subjecting parts and assemblies to a great variety of strength and durability tests. In additional tests, parts to be evaluated are incorporated in prototype cars which are then operated under a variety of conditions at our proving grounds and on highways. Immediately after a model goes into production, random vehicles are sent to our proving ground at Milford, Mich., where they are operated night and day over every variety of road in our 36,000-mile durability run. This run covers as much distance in about 5 months as the average car owner does in 3 years over every type of road. Driving conditions in this test are much more severe than the average motorist would encounter.

Nevertheless, defects do occur. Many are such that they only become apparent under very special conditions—as, for example, at one particular temperature and humidity point, or when driven at one particular speed over a certain type of road surface.

(3) Historically we have recognized that we bear a responsibility not only for searching out actual or potential defects in our automobiles, but also for correcting these defects at no cost to the owner under our policy and warranty program. We, therefore, collect continuous information regarding the performance and reliability of our products, not only through laboratory testing, plant inspections, engineering checks and extensive tests at our proving grounds, but also through communications with our field offices, our dealer organizations, our suppliers, and the owners themselves.

(4) Our warranty program guarantees that in the event of any failure for which the company is responsible during the first 2 years

of ownership or 24,000 miles of operation, whichever comes first, the correction is at GM's expense. This warranty has been in effect since 1962, when its coverage was doubled from our 1961 warranty of 1 year or 12,000 miles. Prior to 1961 our written warranty was 90 days or 4,000 miles. (General Motors' warranty covers the entire automobile except the tires, which are warranted by the tire manufacturer.)

(5) Finally, when we detect a product failure which, in the opinion of the responsible engineering, manufacturing, and service groups, requires a recall campaign even though the cars may have been in the hands of their owners for many months, we take steps to insure that appropriate corrections are made just as soon as it is physically possible. The moment a defect is discovered, our engineers set to work to find its cause. Next, they determine the proper remedy, design any parts that may be necessary and change production techniques that may be involved. If new parts are required for the correction, they are sent to the field as soon as they can be fabricated. At the same time, steps are taken to initiate prompt action on the part of the dealers.

These procedures are designed to identify promptly the need for making product corrections, to establish how the corrections should be made, to communicate to the dealer and, if necessary through him to the owner, advising on the need for the change; and to follow up with the dealer to make sure that the change is in fact made.

Where field corrections are necessary, the program is known as a "campaign change." This means that an owner's car will be recalled to a dealership for inspection and/or modification. Product recall campaigns are usually generated by reports from dealers and our field personnel which are evaluated by the engineering change committees of the divisions. Product campaigns are also generated by problems which may be exposed by durability and engineering tests conducted at our laboratories, proving grounds, and elsewhere. In still other cases campaigns are started because it was found that a GM plant or a supplier may have produced, even if only for a short period of time, a certain part not up to our quality standards.

Our procedures on campaign changes have been continuously improved over the years. While in the past these procedures varied slightly from one division to another, in the interest of gaining companywide uniformity a standardized procedure has been adopted by all General Motors divisions. These procedures are as follows:

(1) All information relating to any suspected product defect is carefully reviewed by engineering change committees in our various divisions. These committees are made up of the divisional department heads involved, and thus contain senior technical people. The committees advise the general manager of the division of problems requiring campaign consideration. They submit to him all pertinent information and make recommendations. The general manager in turn decides whether to initiate a campaign and approves the action taken.

(2) Once it has been determined that a product defect has been uncovered and should be corrected, and as soon as correction procedures have been devised and replacement parts made available, the

division notifies all dealers with a special bulletin which describes the problem and explains what remedial action is necessary.

(3) Attached to the dealer bulletin on recall campaigns relating to safety are two suggested letters. The dealer sends the first letter to advise all owners of the condition and asks them to bring their cars in for the correction. He is also provided with a list of the serial numbers of all automobiles affected by the change, so that he can tell which buyers have cars needing the modification.

He is also urged to telephone the owners and make appointments to have the corrective work done. The dealer sends the second letter by certified mail to those owners who have failed to bring their cars in for correction within 30 days after the original notification.

(4) A further step to expedite a safety campaign calls for sending to dealers two punched data-processing cards for each affected vehicle. One of these cards is to be used by dealers to advise their respective divisions that the first contact with the owner has been made, to enable the company to determine which dealers are not promptly processing the program. Appropriate action can then be taken by the field organization. The second card is to be forwarded by the dealer to General Motors after the change has been made, and the company will then pay the dealer for the work.

Publicity recently has been given to some of the campaign changes by various auto manufacturers. The factors which are involved are illustrated by some of the General Motors campaigns:

(a) On August 13, 1965, a dealer reported a field failure of 15- by 6-inch wheels on some LeSabre and Wildcat series Buick cars produced at one of the assembly plants. The wheels involved were shipped to Buick for analysis. The problem was investigated immediately and identified in a meeting with the supplier. A bulletin was issued on August 27, 1965. Wheels were made available and shipped to dealers with instructions to replace all wheels on the vehicles involved. Sixty days after the campaign was started, more than 90 percent of the affected cars had been corrected. Total number of cars involved was 11,282. Current records show 11,257 have been corrected to date.

(b) While there had been no customer complaints or reports from the field, GM Proving Ground tests disclosed interference between the body floor pan longitudinal reinforcement and the rear brake pipe of the 1966 Chevrolet four-door hardtop sedan. A campaign was started immediately, on April 29, 1966. While it is necessary to check 295,000 cars, on the basis of the number of cars already checked we expect that only one-half of 1 percent or 1,475 cars will require change. Dealers have been furnished serial lists of cars to be inspected, with instructions to rotate the rear brake pipe clip 180 degrees to assure adequate clearance. If contact was found the instructions called for replacement of the brake pipe.

(c) On October 29, 1963, our Pontiac Division started a campaign to correct deficiencies affecting 2,052 cars produced at our Doraville, Ga., plant. It had been discovered that some vehicles had been built during a specific period with a wrong ball joint assembly in the upper control arm assembly. Dealers receiving cars from that plant were

asked to inspect all cars possibly involved. Every unit was located and the corrections made.

(d) On January 21 of this year, our Oldsmobile Division began a campaign to correct the right rear wheel spindle nut on 608 vehicles. There was a possibility on these vehicles of improper torquing of the right rear spindle nut. The campaign is to date 95 percent completed.

Most campaign changes take a considerable amount of time and effort to complete, and require the responsible cooperation of both owner and dealer. Even with the serial number in hand, the dealer frequently cannot trace the present whereabouts of the vehicle if the owner has moved away or if the ownership of the vehicle has been transferred one or more times. Even when owners are located and are urged by letter and by followup telephone calls to bring in their cars, many simply fail to do so. Despite these difficulties, 21 of our recall campaigns since 1960 have been 100 percent completed; 41 more campaigns have been completed between 95 and 100 percent; 40 campaigns between 85 and 90 percent; and 24 campaigns between 70 and 85 percent. Of the 171 campaigns in the past 7 model years, 105 or 61.4 percent involved 5,000 or fewer cars.

In light of these problems and to effect improvements in the future, we are now developing procedures under which each car division would be responsible for notifying each owner of record, by certified mail, at his last known address in the event of a recall campaign. Campaigns are never officially closed until they are completed; modifications will be made throughout the life of the affected automobiles at no expense to the customer. Also, an owner need not take his car for modification to the dealer from whom he purchased it. If more convenient, he may take it to any other franchised dealer handling the same make of car.

Of significance in this connection are the 30 training centers which General Motors operates across the Nation. These centers, established some 12 years ago, are strategically located at points of greatest dealer and vehicle population. The principal purpose of these centers is to train dealer service personnel in proper maintenance procedures for GM products. Every General Motors dealer in the United States has a particular training center to which he can send his service personnel, generally within easy driving distance. Therefore, problems requiring special training can be handled effectively. We can thus make sure that properly qualified personnel will be available in our dealerships to help carry out campaigns and provide essential service.

We all seek continuing improvement in the automobiles Americans drive and we also seek continuing improvement in the procedures we follow to make this possible. At General Motors we have made many changes over the years in our programs to this end. As we see opportunities for further improvements and innovations we will not hesitate to put them in effect.

I am sure, Senator, that this is consistent with your own concern for progress in traffic safety, and your concern is shared and appreciated by us all.

Sincerely,

J. M. ROCHE.

INFORMATION LETTERS AND BULLETINS

Date: September 29, 1959.

Division: Oldsmobile.

Bulletin No.: 60-W-4.

Subject: Warranty and policy parts to be returned by dealers.

Advises dealers relative to the return of parts by dealers to certain suppliers furnishing components to the Oldsmobile Division.

Date: February 19, 1960.

Division: Oldsmobile.

Bulletin No.: 60-W-10C.

Subject: Delco Electronic service accounts appointments and terminations.

Contains additions or deletions to the directory listing the Delco Electronic service accounts.

Date: September 25, 1963:

Division: Oldsmobile.

Bulletin No.: 64-W-5.

Subject: Warranty adjustment subsequent owners.

Provides dealer instructions to obtain Owner Protection Plan Booklet information for owners who purchase used cars.

Date: October 3, 1963.

Division: Oldsmobile.

Bulletin No.: 64-W-6.

Subject: Modification of 1964 engines for overseas operation.

Advises dealers of proper modifications to vehicles that travel in countries where gasoline fuels are of a low octane rating.

Date: April 21, 1965.

Division: Oldsmobile.

Bulletin No.: 65-W-1.

Subject: Warranty repair claims United Motors Service items form 726 UMS Olds.

Provides dealers with information to properly prepare the form to be used when work is done by a United Motors Service repair station.

Date: October 5, 1960.

Division: Buick.

Bulletin No.: 32L.

Subject: 1,000 mile inspection allowance—1961 Buick Special.

Describes the allowance that will be paid to Buick dealers for performing the 1,000 mile inspection.

Date: April 28, 1961.

Division: Buick.

Bulletin No.: 35L.

Subject: New tires for Special Series—6.50 x 13.

Describes the advantages of a new tire that is available for Special Series Buick automobile.

Date: January 2, 1963.

Division: Buick.

Letter.

Subject: Parts scrapping procedures.

Describes the proper procedure of preparing warranty parts for examination and scrapping by the Buick representative.

Date: April 12, 1963.

Division: Buick.

Letter.

Subject: Special drive line tools.

Describes a new service kit that can be ordered for all models of the drive line to replace a number of kits which have been used in the past.

Date: June 11, 1965.

Division: Buick.

Bulletin No.: 65101A.

Subject: 1965 gear ratios, speedometer gears and gear adaptors.

Describes for the general information of dealer service people, the various combinations of speedometer gears used on various models with different transmission and tire options.

Date: November 16, 1960.

Division: Pontiac.

Bulletin No.: 60-11.

Subject: Tempest engine tie-down straps.

Advises the dealers that cars are equipped with special shipping straps and to be sure to remove straps before delivering to the customer.

Date: October 9, 1962.

Division: Pontiac.

Bulletin No.: 63-1.

Subject: 1963 Pontiac and Tempest new car pre-delivery and 60 day or 2,000 mile inspection and adjustment check sheets.

Describes the new check sheets and how to use them.

Date: September 1, 1964.

Division: Chevrolet.

Bulletin No.: 63-18.

Subject: Chevrolet certified technician program.

This bulletin pertains to a recognition dinner and awards for dealer technicians who have successfully fulfilled the requirements for certification in 1963.

Date: November 1, 1963.

Division: Chevrolet.

Bulletin No.: 63-878.

Subject: Guardian maintenance film "The Only Difference."

This bulletin was issued to stimulate active dealer participation in the Guardian Maintenance program through the use of a motion picture which was developed to illustrate the importance of Owner Relations in the overall concept of Guardian Maintenance.

Date: July 19, 1962.

Division: Cadillac.

Bulletin No.: 987.

Subject: AFA credit memorandum shows status of all claims processed.

This bulletin covers procedural changes in adjustment claim procedure on credit memorandums to dealers.

Date: February 15, 1963.

Division: Cadillac.

Bulletin No.: 63-3.

Subject: Training on acrylic spot repair and refinishing.

Announces a training program at the General Motors Training Centers for body shop painters on new repair techniques.

Date: March 13, 1963.

Division: Cadillac.

Bulletin No.: 63-6.

Subject: New Cadillac service decals.

Describes new service and parts decals available to dealers.

Date: January 17, 1964.

Division: Cadillac.

Bulletin No.: 18.

Subject: Extended policy on 1963 heater core leaks.

This policy covers a special no-charge repair policy to owners of 1963 Cadillac cars for an additional 12 months or 12,000 miles beyond the standard vehicle warranty.

Date: November 12, 1965.

Division: Cadillac.

Bulletin No.: D-37.

Subject: Cadillac claim form.

Announces the release of a combination claim and repair order form to reduce the quantity of detail involved in warranty claims processed.

Date: September 1, 1964.

Division: Pontiac.

Bulletin No.: 65-1.

Subject: 1965 service information and flat-rate binders.

Advises dealer that the supplier of flat rate binders had started shipping and urges dealers service people to properly file information for quick reference.

Date: January 25, 1965.

Division: Pontiac.

Bulletin No.: 65-18.

Subject: Special paint.

Advises dealers that cars ordered with special paint will have a quart can of paint placed in the rear compartment of the car.

Date: April 21, 1965.

Division: Pontiac.

Bulletin No.: 65-12.

Subject: Pontiac UMS warranty form—form 726UMS.

Describes the procedure for the preparation of forms and the handling of repairs by United Motors Service distributor repair outlets.

Date: September 16, 1965.

Division: Pontiac.

Bulletin No.: 65-21.

Subject: Credit statement notations on return AFA's.

Advises dealers relative to having proper information on their AFA forms to expedite the issuing of credit and to prevent forms becoming lost.

Date: August 10, 1961.

Division: Chevrolet.

Bulletin No.: 61-714.

Subject: Master material return list.

This bulletin lists the effective warranty parts which are to be returned to the M.R. rooms in accordance with the instructions of the policies and procedures of the Service Department.

Date: October 24, 1961.

Division: Chevrolet.

Bulletin No.: 61-884.

Subject: Outside rear view mirror.

Mirrors are to be returned to the M.R. room. Mirrors which have been replaced due to the ball joint not holding adjustment and bearing a stamped "HL" on the underside of the base should be returned to Hall Lamp Company.

CHEVROLET MOTOR DIVISION LISTING OF PRODUCT BULLETINS—PASSENGER CAR RECALL CAMPAIGNS—1960 THROUGH 1966 PASSENGER CAR MODELS TO DATE

1960 MODEL YEAR

(Corvair heater relay installation)

Bulletin date: December 1, 1959.

Series: Corvair—All models.

Addition of a solenoid relay in the fuel solenoid circuit would prevent the possibility of fuel entering the combustion chamber in the event of any interruption in the electrical circuit to the combustion blower. This change involved 46,869 cars and dealers were requested to install a heater relay on all heater-equipped Corvairs built prior to a specified serial number. While accurate data is not available at this late date, it is believed that most cars were inspected and corrected.

1961 MODEL YEAR

(Rear wheel suspension outer front mounting support—Corvair)

Bulletin date: October 11, 1960.

Series: Corvair—All models.

The 1961 Corvair rear suspension crossmember front mounting supports were attached to the engine compartment side rails by three spot welds and two gas welds on each side of sufficient strength to hold the assembly under ordinary operation. Assembly plant checks indicated that a few early cars could have inadequate spot welds which could cause noise at the joint. This change could have involved 4,691 cars and dealers who received these cars were requested to call them in to inspect welds and correct if necessary. Many dealers did not report when only an inspection was necessary, but according to our records welds were corrected on 2,637 cars.

(Thermo-modulated fan—348 cubic inch engine)**Bulletin date:** November 16, 1960.**Series:** Chevrolet

A five-blade fan with a thermo-modulated clutch was specified for use with the 348 cu. in. engine for quiet operation and improved cooling at low speeds. Due to production difficulties, this assembly was not available until mid October, 1960. Engines built prior to this date had a substitute fan installed. When the specified fans became available, dealers were provided serial lists of units involved and requested to replace the substitute fan on approximately 12,000 cars. Completion data on this 1960 replacement program is no longer available.

(Reworking transmission-to-axle housing gasket 3-speed Corvair models)**Bulletin date:** February 21, 1961.**Series:** Corvair—All models.

An interim change in the axle housing resulted in the oil return holes in the transmission-to-axle housing gasket being mispositioned. Dealers who received the 1,800 Corvairs involved were requested to rework the gasket to prevent low mileage axle failures due to lack of lubrication. No completion records are available on this campaign but it is estimated that 95 to 100% of the cars involved were corrected.

(Intermediate steering shaft and lower coupling assembly inspection)**Bulletin date:** April 21, 1961.**Series:** Chevrolet—All models.

The steering intermediate shaft and lower coupling installed in about 10% of vehicles produced up to 3-10-61 or 12,190 cars may not have provided sufficient clamping effort to properly retain the coupling to the steering gear wormshaft. This program required the inspection of the 121,900 cars and dealers who received them were requested to call them in to make a visual inspection and replace any incorrect assemblies discovered. From our dealer reports of the cars they inspected, 2,776 units needed replacement.

1962 MODEL YEAR

(None)

1963 MODEL YEAR

(Front brake shoe anchor pin)**Bulletin date:** October 12, 1962.**Series:** Chevy II—All models.

Based on a spot inspection of 148 cars produced before September 11, 1962, eleven anchor pins were found to be excessively torqued which could have resulted in eventual anchor pin failure during a panic stop. Dealers were advised of the serial numbers of 1,363 vehicles which were called in for replacement and proper torquing of front brake shoe anchor pin assembly. Our records indicate that 1,273 cars were corrected.

(Super Sport console bracket attaching screw to brake line interference)**Bulletin date:** January 9, 1963.**Series:** Chevrolet—Super Sport model.

A possible interference condition existed between the console bracket right rear attaching screw and the right rear brake line. Dealers were furnished serial numbers of the 18,485 vehicles involved and were requested to correct interference by breaking off the end of the screw projecting through the floor pan. The brake line was also inspected for interference and replaced if damage had occurred. According to our records, 17,456 cars were inspected and corrected if necessary.

(Contaminated brake fluid—Kansas City units)**Bulletin date:** February 14, 1963.**Chevrolet and Chevy II—All models.**

Units involved were suspected of having brake fluid contaminated with engine oil which would have a detrimental effect on wheel and master cylinder

rubber cups. Dealers were provided serial numbers of the 288 units involved and they were called in for necessary corrections. Correction included instructions on proper flushing and cleaning of the complete brake system and replacement of wheel and master cylinder rubber cups and valve and seat. According to our records, all cars were corrected.

(Fuel injection modification)

Bulletin date: April 11, 1963.

Series: Corvette fuel injection models.

Two early field reports were received of engine stalling when declutching with closed throttle above 40 miles per hour. Dealers were provided serial numbers of the 1,547 units involved and requested to call them in for installation of fuel injection modification kits. According to our records, 1,224 cars were corrected.

(RPO ZO6 brake option)

Bulletin date: April 11, 1963.

Series: Corvette—All models.

Early units with a special performance brake option were subject to erratic operation under some high speed driving conditions. Dealers were requested to call in the 104 units involved, and modify the brake assembly by installing new front brake flange plates, brake shoes and drums. According to our records, 97 cars were corrected.

1964 MODEL YEAR

(Chevy II and Chevelle axle shaft revision)

Bulletin Date: October 11, 1963.

Series: Chevy II and Chevelle—All models.

Rear axle shafts on some early production units were noted with a seam or lap joint in the bearing area due to improper heat treat. This condition could have involved 2,385 units. Dealers who had received these cars were requested to call them in for replacement of axle shafts. According to our records, 2,228 cars were corrected.

(Chevelle 6-cylinder accelerator linkage)

Bulletin date: October 25, 1963.

Series: Chevelle—All models.

Dealers requested to inspect accelerator pedal rod end for proper angle. Incorrect angle would permit additional pedal travel beyond carburetor wide open throttle position, resulting in possible linkage deflection. The change involved 75 cars and dealers who had received them were furnished with serial numbers and requested to replace incorrect linkage. According to our records, 73 cars were corrected.

(V-8 engine water temperature sending unit)

Bulletin date: October 25, 1963.

Series: Chevelle—All models.

Some standard and Super Sport water temperature cylinder block sending units could possibly have been mixed which would result in improper temperature readings. Involved were 306 cars and dealers who received them were advised to call them in for visual inspection and replace any incorrect units. Some dealers did not report where only a visual inspection was involved. According to our records, 282 cars were corrected.

(Chevelle steering shaft "U" joint)

Bulletin date: October 25, 1963.

Series: Chevelle—All models.

It was determined that about 6% of early production Chevelle steering shaft couplings may have been improperly positioned which could result in distortion of the fabric joint. Dealers inspected the 1,204 cars involved for this condition and corrected those cases where coupling was mispositioned. Fabric joints were to be replaced if damaged. According to our records, 1,158 cars were inspected and correction made if necessary.

(Chevelle tie rod clamps)

Bulletin date: October 25, 1963.

Series: Chevelle—All models.

Tie rod clamp interference with stabilizer was reported on 9 cars. This condition was possible during a period involving 956 cars. Dealers were advised to call in these cars and reposition tie rod clamp bolts if necessary to eliminate interference. According to our records 927 cars were inspected and corrections made as necessary.

(Chevelle mast jacket sleeve seal)

Bulletin date: October 25, 1963.

Series: Chevelle—All models.

Some cases were reported of cold air leaks or wind noise at the steering mast jacket. A listing of the 1,162 cars involved was furnished to dealers along with instructions to correct those cars with this condition by applying sealer. According to our records, 1,140 cars were corrected.

(Chevelle brake pipe interference)

Bulletin date: October 25, 1963.

Series: Chevelle—All models.

Possible brake line interference was reported on a few cars between the Powerglide shift rod and main tee to rear brake line. The 2,268 units involved were called in, inspected for proper clearance and corrected when necessary. According to our records, 2,170 cars were corrected.

(Contaminated rear axle lubricant—Flint assembly plant—Vehicles without positraction axle)

Bulletin date: November 7, 1963.

Series: Chevrolet—All models.

One-half of the vehicles produced during one week's production at the Flint Plant had the rear axle assembly filled with contaminated lubricant which would cause objectionable gear noise and pinion bearing failure at low mileage. Dealers were notified of the 3,768 cars involved and instructed to drain and flush the rear axle and refill with proper lubricant. According to our records, 1,738 cars were corrected.

(Chevelle front and rear suspension revisions)

Bulletin date: December 16, 1963.

Series: Chevelle—All models.

During early production, 1964 Chevelle rear control arm retaining nuts were changed from nuts with lockwashers to new design lock nuts. On these same early units, there was also the possibility that some units had incorrect front upper control arms installed. The change involved 7,025 cars and the dealers who received them were requested to install and properly torque the new design rear control arm retaining nuts. Cars were also inspected for correct front upper control arms which were replaced if necessary. According to our records, 6,921 cars were corrected.

(Wiring harness sealing and routing)

Bulletin date: February 25, 1964.

Series: Chevelle—All models.

Some cases of water entry through the wiring harness connectors and accessory wire grommet into the junction block and chassis connectors were reported from the field. Condition particularly noted on station wagons. Dealers were provided with serial numbers of the 20,500 cars to be called in and sealing instructions to prevent connector corrosion and possible shorted wiring harness. According to our records, 16,786 cars were corrected.

(Convertible top hoses)

Bulletin date: April 14, 1964.

Series: Chevrolet convertible.

Factory inspection revealed that a few cars were built which may have improperly positioned folding top upper hoses that could break when the top was

lowered. Dealers were furnished with serial numbers of the 205 cars involved and requested to reposition these hoses if required. According to our records, all cars were corrected.

(Front brake hoses—Wilmington production)

Bulletin date: May 28, 1964.

Series: Chevrolet—All models.

Field reports indicated a possible condition of front brake hoses being twisted on vehicles built during a limited production period so that contact to front brake drum on full turn might occur. Dealers were notified to call in the 19,664 units involved, inspect for condition and correct if necessary. According to our records, 19,195 cars were corrected.

(Interference of Powerglide transmission control rod swivel with brake line and/or clip)

Bulletin date: June 29, 1964.

Series: Chevelle—Except El Camino and Super Sport.

The Baltimore Plant reported the improper installation of the automatic transmission control rod swivel which could cause it to rub the rear wheel brake pipe on some vehicles. Dealers were notified to call in the 422 units affected for inspection of swivel installation and correct for inadequate clearance when necessary. According to our records, 407 cars were corrected.

(Splitting of front upper control arm retaining nut)

Bulletin date: July 28, 1964.

Series: Chevelle—All models.

It was determined by Quality Control that about 20% of the front upper control arm retaining nuts, received from suppliers, were of substandard quality and might split. Dealers were notified to call in 14,041 possibly affected cars for replacement of poor quality nuts. According to our records, 10,963 cars were corrected.

(Defective part—Lower control arm strut rod)

Bulletin date: September 1, 1964.

Series: Chevy II—All models.

Quality Control at Willow Run Assembly Plant reported that some units may have been assembled with lower control arm strut rods that were cracked at one end. Dealers were notified that 153 affected units were to be called in, and according to our records, all but two were corrected.

1965 MODEL YEAR

(Corvair relay rod-to-pitman arm attachment)

Bulletin date: September 17, 1964.

Series: Corvair—All models.

A plant audit indicated that on some early 1965 Corvairs produced at Willow Run, the castellated nut at relay-to-pitman arm attachment may have been over-torqued and stripped. Serial lists of the 375 cars involved were provided to dealers who were requested to remove the nut, inspect the threads, replace as necessary and torque to 30 ft. lbs. According to our records, 367 cars were corrected.

(Brake modification)

Bulletin date: September 18, 1964.

Series: Corvette—All models.

On 521 early 1965 Corvettes, possible manufacturing deficiencies in the front and rear brake calipers necessitated their replacement. Replacement front and rear calipers were shipped to dealers involved prior to announcement day, for installation before delivery of the cars to customers. The replacement was made on 519 cars, according to our records.

(Steering coupling—tilt wheel option)

Bulletin date: October 13, 1964.

Series: Chevrolet—All models.

Early 1965 Chevrolets with tilt-wheel option were assembled with the steering shaft coupling improperly positioned and/or with inadequate torque on the retaining bolts. Serial lists of the 853 cars involved were provided to dealers, along with instructions for checking assemblies and correcting as necessary. According to our records, 804 of these cars were corrected.

(Brake pedal clevis pin retaining clip loose or missing)

Bulletin date: October 26, 1964.

Series: Chevrolet—All models.

During a Quality Control audit at the St. Louis Plant about 10% of the cars were noted with incorrectly installed or missing brake pedal clevis pins. Serial lists of the 3,510 cars involved were provided to dealers so that they could promptly check all units produced during that period, and correct as necessary. According to our records, 3,397 cars were corrected.

(Front brake crossover pipe—W/409-inch engine)

Bulletin date: October 28, 1964.

Series: Chevrolet—All models.

On production Chevrolets, with 409 engine, there was the possibility that the front crossover brake pipe was routed too close to the exhaust manifold. Serial lists were provided to dealers of the 64 affected units which were to be checked and corrected as necessary. According to our records, 62 cars were corrected.

(Steering arm inspection, 1965—Buffalo Manufacturing)

Bulletin date: October 30, 1964.

Series: Chevrolet—All models.

The Wilmington Assembly Plant reported three cases of cracked steering arms on early production cars. The crack was evident by visual inspection. Dealers were advised of the serial numbers of the 35,314 cars that could have been involved, and requested to visually inspect and replace any cracked arms. While the records show 1,317 cars corrected, it is believed that almost all cars were inspected because of the minor nature of the inspection procedure.

(Heater hose strap rework (right and left sides))

Bulletin date: November 9, 1964.

Series: Corvair—All models.

On early production 1965 model cars a plastic strap was used to retain the heater hoses. Breakage of this strap could allow the heater hoses to rub against the solenoid terminal and wear through the hose. Dealers were informed of serial numbers of the 15,002 cars affected and asked to call cars in and install a metal retaining strap. 402 corrections were reported by dealers. However, it is estimated that a high percentage of dealers did not report on corrections because of the simple hose repositioning procedure.

(Cylinder head nut torque)

Bulletin date: November 19, 1964.

Series: Corvair—All models.

Field reports advised of loss of torque on rocker arm studs and cylinder head stud nuts on early Corvair engines. This could have resulted in eventual gasket failures if corrective action, which included a special torquing procedure, was not taken. Dealers were asked to retorque the studs on 23,583 cars that could have been involved as these cars came in for service. Dealers reported 5,045 corrections. It is estimated that many more were corrected as a result of related replacements of cylinder head gaskets.

(Possible grounding of the battery positive cable)

Bulletin date: November 20, 1964.

Series: Corvair—All models.

On cars built prior to October 28, the battery positive cable was located so that grounding to the front engine shield was possible. Dealers were provided with serial number breakpoints and advised to modify the 18,596 cars that might be affected. Correction involved revisions in routing and relocation of the battery harness in the engine shield grommet. This was a minor correction which was not reported by most dealers. Our records show 920 cases corrected.

(Incorrect battery cable—Fremont production)

Bulletin date: November 20, 1964.

Series: Chevelle—All models.

On 323 early 1965 Chevelle V-8's built at the Fremont Plant, positive battery cables of insufficient length were installed. This resulted in interference between the cable and fuel pump and the possibility of insulation rub-through and an eventual direct short. Serial lists were provided to the dealers who were requested to call in possibly affected cars and replace the cable. According to our records, 293 cars were corrected.

(Rear upper control arm—Framingham production)

Bulletin date: December 11, 1964.

Series: Chevrolet—All models.

The Framingham Plant built 166 Chevrolets with the 327 or 409 engines, without the additional rear axle left upper control arm which is used on these models. Serial lists were furnished to dealers who were requested to install the additional control arm, and according to our records, 165 cars were corrected.

(Disc brake guide pin)

Bulletin date: February 1, 1965.

Series: Corvette—All models.

On a few 1965 Corvettes there was the possibility of loss of brake action due to lack of proper retention of the retainer clip at the outboard end of the brake shoe retaining pin. A new brake retainer pin entered production early in the model year. Serial lists of 4,198 possibly involved cars were provided to dealers. It was requested that all Corvettes produced prior to the production change be modified to include the new pin. The modification was made on 4,137 cars, according to our records.

(Oil level gage—Van Nuys production)

Bulletin date: March 16, 1965.

Series: Corvair—All models.

The Van Nuys Assembly Plant produced 486 Corvairs with incorrect engine oil dip sticks which indicated from one to two quarts low. Dealers were furnished with a listing of cars involved and instructions showing dimensions for the correct and incorrect dip stick. The correct dip sticks were then installed in 451 of the cars, according to our records.

(Front suspension upper control arm nuts—Baltimore production)

Bulletin date: April 7, 1965.

Series: Chevelle—All models.

The Baltimore Assembly Plant built 172 Chevilles with incorrect front upper control arm attaching nuts which would not retain proper torque. Dealers were furnished serial numbers and requested to call in cars involved and install proper design nuts. On the possibly affected cars, the correction was made on 145, according to our records.

(Front upper control arm bolt—Fremont production)

Bulletin date: April 7, 1965.

Series: Chevelle—All models.

The Fremont Plant built 351 units with front upper control arm attaching bolts which possibly had insufficient strength. The suspected bolts were identi-

fied with the letter "R" on the bolt head. Dealers were furnished with serial numbers of cars affected and were requested to call cars in for inspection and replace bolts carrying the letter "R". According to our records, 311 cars were corrected.

(Corvette steering damper interference)

Bulletin date: May 13, 1965.

Series: Corvette—All models.

There were 47 Corvettes produced with the 396 engine, with a damper on the steering linkage. It was determined that an interference condition could result between the steering damper and the oil pan. Serial number lists were provided to dealers with instructions to remove the damper assemblies. All but one of the affected cars were corrected, according to our records.

(Right front door locks)

Bulletin date: July 13, 1965.

Series: Chevrolet, Chevelle, Corvair—All models.

Defective right front door locks were installed in a number of vehicles at several assembly plants. Dealers were furnished serial numbers of cars affected and requested to call them in for replacement of the door lock assembly. Of 16,130 possibly involved cars, 12,388 have been corrected to date.

(Rear brake hose interference with air shock leveler arm)

Bulletin date: August 5, 1965.

Series: Chevelle—All models.

Some Chevelles with options G66/67 (Shock Absorbers, Superlift Air Adjustable with Automatic Level Control) were built with possible interference between the rear brake hose and leveler arm. Serial lists of 203 possibly affected units were provided to dealers who were asked to check units and modify as necessary. According to our records, 196 cars were corrected.

(Snow shield for Powerglide transmission TV linkage—1964 and 1965 Chevelle, 1965 Chevrolet—Equipped with Powerglide)

Bulletin date: February 7, 1966.

Series: Chevelle, Chevrolet—All models.

Under certain freezing conditions on slush covered roads and when driving at constant speeds with little accelerator linkage movement, the slush thrown up by the wheels could pack around the TV linkage, freeze, and prevent further throttle movement. Dealers were instructed to contact owners and arrange to install splash shield. This condition could possibly involve 1,803,119 cars. Cars corrected to date, according to our records, total 159,061.

1966 MODEL YEAR

(Revisions to base tire size)

Bulletin date: October 5, 1965.

Series: Chevelle—All; Chevrolet—Biscayne and Bel Air Models.

As a result of a change in specifications, tire sizes were increased from 6.94-14 to 7.35-14 and 7.35-14 to 7.75-14 on 3,184 cars in the Chevelle, Bel Air and Biscayne Series with base tire equipment. Prior to announcement day, dealers were advised to exchange tires on these cars at local tire distributors. Some dealers did not report exchange because it was handled by the local tire distributor, but according to our records, the exchange was made on 2,047 cars.

(Chevelle L-6 dip stick tube—Baltimore production)

Bulletin date: October 19, 1965.

Series: Chevelle—All models.

Chevrolet-Baltimore built 88 6-cylinder Chevelles with 1965 oil gauge tube which is 2 inches shorter than the 1966 tube. This would result in an overfill indication. Serial lists were provided to the dealers who were asked to replace the tube with correct length tube. According to our records, 73 of the cars involved were corrected.

FEDERAL ROLE IN TRAFFIC SAFETY

(Chevrolet tilt-telescoping steering wheel nut)

Bulletin date: October 20, 1965.

Series: Chevrolet—All models.

The Tarrytown Plant omitted the steering wheel nut on 67 cars. The steering wheel is also retained by the telescoping lock bolt and the only effect of the steering wheel nut omission is stiff operation of the telescoping feature. Serial lists were provided to dealers who were advised to correct the condition by installing the steering nut, and the correction was made on all but one of the cars involved, according to our records.

(Corvette heavy-duty disc brakes)

Bulletin date: November 22, 1965.

Series: Corvette—All models.

Source advised that the optional heavy-duty brakes on a few Corvettes were subject to brake shoe and lining separation due to improper bonding. Serial lists were provided to dealers on units involved, and brake shoe assemblies were replaced on 25 of the 27 cars involved, according to our records.

(Incorrect propeller shaft—Chevelle S.S. W/325 horsepower engine)

Bulletin date: December 13, 1965.

Series: Chevelle, Super Sport.

At the Flint and Baltimore Assembly Plants, 387 Chevelle S.S. were built with suspected incorrect propeller shafts. This could cause vibration at certain speeds. Serial lists were provided to the dealers involved. All units were to be checked and incorrect propeller shafts replaced. Corrections have been made to date on 204 cars, according to our records.

(Rear brake pipe to body floor pan longitudinal reinforcement contact)

Bulletin date: April 29, 1966.

Series: Chevrolet—4-door hardtop.

Interference between the body floor pan longitudinal reinforcement and the rear brake pipe was discovered on one 1966 proving Grounds car which had completed 15,000 miles of durability testing. Field inspection revealed the possibility that one-half of one percent of the cars built during the period in question had this condition. Dealers were furnished serial lists of 295,820 cars to be inspected. All cars were to have the rear brake pipe clip rotated 180° to assure adequate clearance. The brake pipe was to be replaced if contact was found. Because this bulletin has just been released, no data on the number of corrections made is available.

PONTIAC MOTOR DIVISION LISTING OF PRODUCT BULLETINS—PASSENGER CAR RECALL
CAMPAIGNS—1960 THROUGH 1966 PASSENGER CAR MODELS TO DATE

1960 MODEL YEAR

(Front brake support (backing plate) steering knuckle)

Bulletin date: December 24, 1959.

Series: Pontiac.

To avoid the possibility of damage to front wheel bearings due to water or foreign material entering past the seal, a new front brake support to steering knuckle sealing procedure was made effective in production. Previous to the change, 60,127 cars were built and to guard against possible failures on these cars, dealers were furnished serial numbers and requested to make this modification. According to our records, dealers located and corrected 45,186 units.

(Incorrect voltage regulator on non-air-conditioned cars)

Bulletin date: February 15, 1960.

Series: Pontiac.

Some Arlington Plant produced vehicles were incorrectly equipped with 45 amp generator regulator assemblies. Dealers were furnished with serial num-

bers of 350 cars which possibly had incorrect regulators. They were requested to install correct unit to assure dependable performance. Of the cars inspected, dealers reported replacing 118 regulator assemblies.

1961 MODEL YEAR

(Pitman arm torque)

Bulletin date: September 30, 1960.

Series: Pontiac.

A factory quality audit indicated improper torque of Pitman arm nuts on cars at the Pontiac Plant. Dealers were furnished with serial numbers of the 3,714 cars affected and requested to check torque on these units at new car pre-delivery inspection to assure that they would meet specifications. Dealers did not report on this program because correction was handled as a part of pre-delivery conditioning.

(Windshield wiper motor wiring)

Bulletin date: October 7, 1960.

Series: Pontiac.

Windshield wiper motor ground strap and washer wires on early production 1961 Pontiacs were routed in such a manner that they could possibly become hooked over the carburetor throttle rod. Dealers were requested to check 10,243 cars built before September 23, 1960, and re-route wires if necessary. Because re-routing the wires were a simple matter, dealers did not submit claims.

(Accelerator linkage)

Bulletin date: October 26, 1960.

Series: Tempest.

In order to provide positive throttle closing should the accelerator pedal rod become disconnected, a new throttle lever assembly and spring anchor were installed in production. Dealers were furnished with serial numbers of the 2,593 cars that were produced prior to the change and requested to call them in for installation of the new throttle lever assembly and spring anchor. According to our records, dealers corrected 2,575 cars.

(Propeller shaft)

Bulletin date: October 26, 1960.

Series: Tempest.

An interference condition was noted between the flywheel inside diameter and propeller shaft flange outside diameter on early production synchromesh transmission equipped Tempests. Dealers were furnished with listing of 44 units involved and requested to chamfer the propeller shaft flange to prevent contact with the flywheel to eliminate all possibility of propeller shaft to crankshaft bolts becoming loose. All cars were corrected.

(Tempest propeller shaft)

Bulletin date: November 3, 1960.

Series: Tempest.

Improper heat treat of propeller shafts was discovered in a plant quality check on early production synchromesh transmission equipped Tempests. Dealers were furnished with serial number of 900 cars affected and requested to call in owners' cars for replacement of propeller shaft to eliminate the possibility of a failure. According to our records, dealers located and corrected 880 cars.

(Electric rear window control)

Bulletin date: November 25, 1960.

Series: Tempest.

On some Tempest station wagons equipped with accessory electric tail gate window, contacts were found to be loose resulting in a possible short circuit. Dealers were furnished with listing of 74 cars where possibility of this condition existed and requested to call owners and correct by cementing the contacts. Reports show all cars corrected.

(Power steering--Installation inspection)

Bulletin date: December 2, 1960.

Series: Tempest.

Power steering booster rod cylinder bracket, power steering return hose and pump hose protection plate required inspection on 1,425 cars for proper installation to ensure against possible damage to steering hose and other parts. Correction was made to 1,381 cars.

(V-8 engine distributor)

Bulletin date: December 29, 1960.

Series: Tempest.

Dealers were requested to replace distributor vacuum control with improved control on cars to avoid the possibility of failures and to improve durability. According to our records, 142 distributor vacuum control units were replaced.

(Lower control arm compression bumper)

Bulletin date: August 21, 1961.

Series: Tempest.

Field reports indicated the need for modification of 82,910 front suspension units to increased road clearance. Clearance could possibly be inadequate under the circumstance of a high road protrusion coupled with a specific speed range and braking. The lower control arm compression bumpers were replaced on 32,517 cars with a new design compression bumper which reduced the low travel of the front suspension.

(Power brake assembly)

Bulletin date: August 25, 1961.

Series: Pontiac.

Durability problem was reported by the Quality Control Department on 130 cars produced at the end of the 1961 model run. Dealers were furnished with serial numbers of the affected cars and replacement of 127 units was accomplished.

1962 MODEL YEAR

(Standard brake cylinder clevis nut)

Bulletin date: November 30, 1961.

Series: Pontiac.

Early production of 812 standard brake equipped cars assembled at the Arlington Plant had the push rod to clevis jam nut omitted on some cars. Dealers were furnished serial numbers and requested to inspect and/or install the clevis nut where omitted. The majority of these corrections were completed prior to delivery and because this was not a time-consuming job, dealers did not report corrections.

(Power steering upper thrust bearing)

Bulletin date: May 7, 1962.

Series: Pontiac.

There were isolated field reports of failed upper thrust bearings on early production 1962 model cars equipped with power steering, which could cause binding or roughness in the steering gear. Dealers were furnished serial numbers of 186,595 cars possibly affected and were requested to call in such cars for replacement of the upper thrust bearing. Our records show that 136,522 cars were corrected.

1963 MODEL YEAR

(Tempest brake lines (Kansas City plant cars))

Bulletin date: September 26, 1962.

Series: Tempest.

The Kansas City Assembly Plant reported the possibility of rear brake line damage on 906 cars, due to incorrect installation. Dealers inspected for this condition and relocated brake lines where necessary but did not report correction because of the minor operation required.

(Tilt steering column)

Bulletin date: October 8, 1962.

Series: Pontiac.

Durability tests at the General Motors Proving Grounds revealed the possibility of a malfunction of the tilt steering wheel positioning mechanism on 65 cars. Complete steering columns were replaced on all 65 cars prior to delivery.

(1963 Lemans (console equipped) transmission parking lock level)

Bulletin date: November 6, 1962.

Series: Tempest, LeMans.

An improvement in design of the console parking lock mechanism to provide more positive parking lock application and easier release under all conditions was made in production. Dealers were furnished with the serial numbers of 769 early production cars equipped with consoles and requested to make this change. Dealer reports show 676 units were corrected.

(Power steering pump pulley wobble)

Bulletin date: December 31, 1962.

Series: Pontiac.

The Lindem Assembly Plant reported the possibility of incorrect power steering pump pulleys having been installed during a production period involving approximately 1,400 cars. Of the cars inspected dealers replaced 173 pulleys, according to our records.

(1963 voltage regulator capacitor (condensor))

Bulletin date: January 31, 1963.

Series: Pontiac and Tempest.

The capacitor which was installed to improve radio reception could cause a malfunction of the voltage regulator and prevent the battery from charging. Dealers were requested to remove capacitor from 80,078 cars. According to our records, 34,288 cars were corrected. Because of the simplicity of correction, many dealers did not report removal of capacitor.

(Engine fan)

Bulletin date: February 1, 1963.

Series: Pontiac and Tempest.

To eliminate possible fatigue breakage of certain type engine fan blades, dealers were furnished with serial numbers of cars affected and were requested to replace the fan assembly on 40,226 cars. Reports show dealers replaced fans on 39,910 cars.

1964 MODEL YEAR

(Tempest upper control arm)

Bulletin date: October 2, 1963.

Series: Tempest.

Pontiac Quality Control found that a small number of improperly formed front upper control arms were in production stock. It was determined that some had been installed during a period of production of 1,679 cars. Dealers were notified of serial numbers and requested to inspect and/or replace all upper control arms. This was accomplished on all cars.

(Tempest console)

Bulletin date: October 2, 1963.

Series: Tempest, LeMans.

980 early production models with automatic transmission and console had a malfunction of the neutral safety and back-up lamp switch. Dealers were notified in time to install a new switch prior to delivery of cars. All 980 cars were corrected.

(1964 Pontiac upper control arm ball joint—Doraville cars)

Bulletin date: October 29, 1963.

Series: Pontiac.

On 2,052 cars built at Doraville Assembly Plant, the wrong ball joint assembly was installed in the upper control arm which could result in upper ball joint

failure. Dealers were furnished with serial numbers of cars affected and corrected all cars by installation of the proper ball joint assembly.

(Modification on 1964 Tempest station wagon with power tail gate window)

Bulletin date: January 29, 1964.

Series: Tempest station wagon.

Sealing operation required at the bulkhead connector to avoid possibility of a short on power tail gate window equipped units. Dealers were provided with serial numbers of cars to be called in and according to our records, 1,629 cars were corrected.

(1964 Pontiac 23-26-28-29 series tie rod inspection and/or modification program)

Bulletin date: March 17, 1964.

Series: Pontiac 23-26-28-29 series.

Examination revealed that some inner tie rods installed on certain cars did not meet metallurgical specifications. Dealers were furnished with the serial numbers of 28,208 cars and requested to call them in for inspection to locate and replace any questionable parts. Dealers reported 26,977 cars as having been inspected and/or corrected.

(1964 Tempest GTO convertible frame modification)

Bulletin date: May 7, 1964.

Series: Tempest GTO Convertible.

It was decided to have dealers weld brackets to rear crossmember of 2,365 GTO convertibles with synchromesh transmissions to provide increased durability. Dealers were furnished serial numbers of vehicles involved and asked to call cars in for modification. According to our records, 1,810 cars were corrected.

1965 MODEL YEAR

(1965 cruise control)

Bulletin date: September 17, 1964.

Series: Pontiac.

223 early production cars equipped with cruise control required installation of spring and link assembly and replacement of a vacuum pipe to insure proper operation of cruise control. All cars were corrected before delivery to owners.

(Pontiac steering linkage program)

Bulletin date: March 10, 1965.

Series: Pontiac.

The Arlington Assembly Plant assembled 189 cars with steering linkage parts which did not meet Pontiac durability standards. Dealers were requested to install proper linkage on the cars involved and all cars were corrected.

(Right front door lock)

Bulletin date: July 6, 1965.

Series: Pontiac & Tempest.

Defective right front door locks were installed in vehicles at several assembly plants. Dealers were furnished serial numbers of cars affected and requested to call them in for replacement of the door lock assembly. Corrections of 4,438 cars have been made to date.

1966 MODEL YEAR

(6-cylinder choke sticking)

Bulletin date: December 3, 1965.

Series: Tempest except GTO.

Possible choke sticking condition was found to exist on 14 cars in four Zones. Dealers who received cars were furnished instructions to install new choke parts to eliminate this condition. This was accomplished on all cars.

(Front backing plate to steering knuckle bolts)

Bulletin date: December 29, 1965.

Series: Pontiac & Tempest.

Sub-standard front backing plate to steering knuckle bolts used during three days' production at the Pontiac Plant required replacement on 1,397 cars. Dealers were furnished serial numbers of cars affected and were requested to replace bolts. Our records show that 1,194 cars have been corrected to date.

(Front backing plate to steering knuckle upper bolt)

Bulletin date: January 26, 1966.

Series: Tempest.

The Pontiac Assembly Plant produced 30 cars with front backing plate to steering knuckle upper bolts of questionable quality. Dealers were notified and new bolts were installed on all cars.

(Loose wheel nuts)

Bulletin date: April 1, 1966.

Series: Pontiac—Tempest.

The Pontiac Assembly Plant produced about 600 cars with possible loose wheel nuts on the left side of the car. Inspection of wheel nuts is a requirement of dealer pre-delivery inspection and dealers were provided serial numbers and requested to check cars in stock and call in those delivered to customers for a recheck. Dealers reported having checked 570 cars to date.

OLDSMOBILE DIVISION LISTING OF PRODUCT BULLETINS—PASSENGER CAR RECALL
CAMPAIGNS—1960 THROUGH 1966 PASSENGER CAR MODELS TO DATE

1960 MODEL YEAR

(Hydraulic brake system (Atlanta built cars))

Bulletin date: October 14, 1959.

Series: 88, S88, 98.

Oldsmobile was advised of a possibility of some 1960 model cars built at Atlanta Assembly Plant having contaminated brake fluid. Dealers were advised of serial numbers of 4,718 cars having this possible condition and were requested to call in all such cars in order to drain and flush brake system and replace wheel and master cylinder rubber parts. According to our records, 3,815 cars were corrected.

(Car jack check)

Bulletin date: January 14, 1960.

Series: 88, S88, 98.

Possibility discovered of oversize rack bar furnished by one jack supplier which would prevent the rack bar from entering the base. Dealers were advised of serial numbers of 11,881 cars requiring inspection for this condition and according to our records, 10,185 cars were corrected.

(2-barrel carburetor intermediate choke lever campaign)

Bulletin date: February 29, 1960.

Series: 88.

Possibility discovered of choke sticking on a specific type of 2-barrel carburetor caused by the choke link going over-center on the cam of these carburetors. Dealers were requested to change the intermediate choke lever and shaft on all such 2-barrel carburetors. Serial numbers of 21,554 cars requiring correction were furnished to all dealers, and the correction was made on 19,569 of these, according to our records.

(Upper control arm ball joint inspection)

Bulletin date: September 1, 1960.

Series: 88, S88, 98.

Bearings used by one outside supplier in upper control arm ball joints were found to be improperly heat treated causing possible early failure of the bear-

ings. The maximum number of ball joints that could have been involved was 38,000. Dealers were advised of serial numbers of 147,166 cars to inspect. The inspection procedure first involved identifying the ball joint supplier. Those joints manufactured by the supplier in question were taken apart to expose the bearing. Those with a narrow groove were known to be questionable and required replacement. Our records show that 133,136 of these cars were inspected and/or corrected.

1961 MODEL YEAR

(Rear axle housing replacement and rear upper control arm bracket reinforcement)

Bulletin date: November 8, 1960.

Series: 88, S88, 98.

On an early 1961 production vehicle being tested by engineering, a rear axle housing weld failure was encountered. Dealers were given serial numbers of 16,261 cars to be called in for axle housing replacement and re-welding of upper control arm bracket. This correction was made on 15,877 cars, according to our records.

(Rerouting hydraulic brake pipe)

Bulletin date: June 1, 1961.

Series: 88, S88, 98.

Possibility discovered of interference between the brake line and the flange at the speedometer cable hole in the lower body on early 1961 models. Dealers advised of serial numbers of 40,021 possibly affected cars to be called in, and of corrective action to be taken for rerouting of brake line and location of retaining clips and screws. Dealers corrected 32,707 of these cars, according to our records.

1962 MODEL YEAR

(Hydramatic manual linkage)

Bulletin date: October 26, 1961.

Series: Starfire.

Some 1962 Starfires produced at assembly plants did not have proper manual Hydra-Matic transmission linkage adjustment which, under certain conditions, could result in incorrect gear selection. Dealers were advised of serial numbers of 1,682 cars that could be affected and of necessary manual linkage adjustments to be made. These cars were to be corrected during new car pre-delivery inspections, prior to delivery to retail purchasers, so dealers did not report corrections.

(Reposition brake line clip (Kansas City F-85 only))

Bulletin date: November 17, 1961.

Series: F-85.

Dealers advised of serial numbers of 886 cars possibly involved to inspect, and, if necessary, relocate brake line higher on the frame side rail on F-85 cars built at Kansas City. No reports are available on the number of cars corrected. Because of the limited number involved, dealers performed this work at New Car or 1,000 Mile Inspections.

(Power steering bearing replacement)

Bulletin date: May 2, 1962.

Series: 88, S88, 98.

There were isolated field reports of failed upper thrust bearings on early production 1962 model cars equipped with power steering, which could cause binding or roughness in the steering gear. Dealers were furnished serial numbers of 218,559 cars possibly affected and they were requested to call in such cars for replacement of the thrust bearing. Dealers made this correction on 191,674 cars, according to our records.

1963 MODEL YEAR

(Water pump modification)

Bulletin date: November 30, 1962.

Series: 88, S88, 98; Starfire.

Some water pump assemblies on 1963 full size cars did not meet Oldsmobile reliability standards and could allow the bearing to move forward in the pump

housing causing radiator damage. Dealers advised of the serial numbers of 33,885 cars to be called in for inspection and correction of this condition. According to our records, 31,708 of these cars were corrected.

(Carburetor pump rod)

Bulletin date: June 14, 1963.

Series: 88, S88, 98; Starfire.

Dealers advised of possible incorrect pump rod installed in production of 4GC carburetor-equipped cars. Dealers furnished with serial numbers of 3,627 cars possibly affected and requested to call them in for inspection and any necessary correction. Our records show that inspection or correction was made on 3,245 cars.

1964 MODEL YEAR

(Cruise control regulator)

Bulletin date: December 20, 1963.

Series: 88, S88, 98; Starfire, F-85, Jetstar 88.

Possibly discovered of cruise control engaging without pressing the control switch button when the switch knob was in an "on" position. Dealers were furnished serial numbers of 2,437 cars possibly affected and requested to call them in for correction. Our records indicate that 2,198 cars were corrected.

(Oil pressure regulator valve)

Bulletin date: October 28, 1963. Series F-85 with V-6 engine.

Cold oil trapped behind the relief valve in the oil pump body casting caused noisy valve lifters or damage to the oil filter. Dealers were furnished serial numbers of 1,684 cars that might be affected, and were requested to call in such cars and install a new style pressure regulator valve in the engine oil pump. According to our records, 1,601 cars were thus corrected.

(Defroster louvers)

Bulletin date: December 20, 1963. Series: F-85.

Possibility discovered in early production F-85 models that the defroster louvers could be improperly positioned causing slow defrosting of the windshield. Dealers were furnished serial numbers of cars to be called in to have the louvers readjusted. Of 37,463 cars possibly involved, corrections were made on 32,244, according to our records.

(1964 deluxe seat belts)

Bulletin date: December 20, 1963. Series 88, S88, 98 Starfire; F-85; Jetstar 88.

On deluxe seat belts the belt adjusting mechanism would slip when fastened under gradual pressure, but would hold on impact load. Dealers were furnished serial numbers of 20,321 cars possibly affected, and were requested to call in each car for installation of the new, improved seat belt parts. This change was made in 18,180 cars, according to reports received from dealers.

(Power brake vacuum check valve)

Bulletin date: January 29, 1964. Series: F-85.

Possible loss of vacuum assist on power brake equipped cars during first few brake applications in cold weather on a number of Lansing-built cars. This did not affect manual breaking operation of the system. Dealers were furnished serial numbers of 12,025 cars possibly affected and requested to call them in for replacement of the vacuum check valve. This correction was made on 10,785 of these cars, according to our records.

(F-85 wiring harness)

Bulletin date: February 3, 1964. Series: F-85 station wagon.

Possible corrosion of electrical connectors on station wagons with power tail gate window which could cause system to become inoperative. Dealers were

furnished serial numbers of 3,745 cars possibly affected and were requested to call in these cars for correction. They corrected 3,335 such cars, according to reports we received.

(88, 98 series inner tie rods)

Bulletin date: March 9, 1964. Series: 88, S88, 98 Starfire, Jetstar 88.

Examination revealed that some inner tie rods installed on certain cars did not meet metallurgical specifications. Dealers were furnished with serial numbers of all such cars possibly affected and requested to call them in for inspection to locate and replace any questionable parts. Of 39,107 cars possibly involved, dealers inspected and/or replaced 35,179, according to our records.

(1964 heater core)

Bulletin date: April 27, 1964. Series: 88, S88, 98; Jetstar 88, F-85.

Heater core leaks discovered in a number of 1964 model air conditioner equipped cars. Dealers were furnished serial numbers of 105,498 cars possibly affected and were requested to call in such cars for correction. They reported correcting 89,014 units.

1965 MODEL YEAR

(Master cylinder to junction block line full size car)

Bulletin date: September 10, 1964. Series: Jetstar 88, Starfire, 88, D88, 98.

Brake master cylinder to junction block line was redesigned shortly after the start of production to eliminate the possibility of fatigue damage due to vibration over extended time usage. Serial numbers of the 744 cars possibly involved were sent to dealers with instructions to have corrections made on such cars before delivery to retail customers. This correction was made on 742 cars, according to our records.

(Neutral safety switch with automatic transmission)

Bulletin date: November 13, 1964.

Series: Jetstar 88, Starfire, 88, D88, 98.

It was determined that 4,743 neutral safety switches used in production did not meet specifications and would allow the car to start in a range other than park or neutral. Dealers were furnished serial numbers of cars possibly affected. Switches were to be replaced on all 23,600 cars produced during a specified production period, because defective units could not be readily identified. According to our records, 21,585 switches were replaced.

(Vacuum trunk lid release)

Bulletin date: November 23, 1964.

Series: 98.

The operating shaft between the vacuum release and the trunk lock could break, making it impossible to open rear compartment with key or vacuum release. Dealers furnished with serial numbers of 5,024 cars possibly affected and requested to call them in for necessary corrections. They reported correcting 4,499 of these cars.

(1965 air conditioning fan shroud ring)

Bulletin date: January 27, 1965.

Series: Jetstar 88.

Insufficient clearance between the fan shroud ring and the radiator core or the shroud ring attaching bolts was discovered during reliability audits. This could cause radiator damage. Dealers were furnished with serial numbers of 3,685 possibly affected cars and requested to call them in for necessary corrections. This correction was made on 3,180 cars, according to our records.

(Right front door lock assembly on 88 and 98 two-door styles, all F-85's)

Bulletin date: July 1, 1965.

Series: Jetstar 88, Starfire, F-85, 88, D88, 98.

Defective right front door locks were installed in vehicles at several assembly plants. Dealers were furnished serial numbers of cars affected and requested

to call them in for replacement of the door lock assembly. Of 23,188 cars possibly involved, the correction was made on 21,664 cars to date, according to reports from dealers.

(1965 Vista Cruiser rear axle housing)

Bulletin date: July 12, 1965.

Series: Vista Cruiser.

The radial weld between the axle housing and brackets, but not the tack weld, was found to be omitted on some assemblies furnished Oldsmobile for the Vista Cruiser. Dealers were supplied with serial numbers for 21,442 cars possibly affected, and requested to call the cars in for inspection and welding if found necessary. Dealers made this inspection and/or correction on 19,429 cars, according to our records.

1966 MODEL YEAR

(Toronado wheel nut torque check)

Bulletin date: December 22, 1965.

Series: Toronado.

Zone Service Managers were furnished with serial numbers of 2,603 cars on which the wheel nuts might have been over-torqued during a short period of Toronado production. Dealers were furnished with serial numbers and requested to check and correct the torque, if necessary, on each car inspected. To date, corrections have been made on 2,490 such cars.

(Rear camshaft end plug inspection)

Bulletin date: January 14, 1966.

Series: 88, D88, 98, Toronado, Starfire, Jetstar 88, F-85.

A few 1966 V-8 engines were built with the rear camshaft plug pressed too far into the block—a condition that could cause wear of the camshaft plug and eventual oil leaks. Dealers were furnished serial numbers of 659 cars possibly affected, so that such cars could be inspected and corrective action taken if found necessary. Our records show inspections have been made on 610 of these cars to date.

(Toronado right rear wheel spindle nut)

Bulletin date: January 21, 1966.

Series: Toronado.

Because of the possibility of improper torquing of the right rear spindle nut on some cars, dealers were furnished serial numbers of 608 cars and requested to correct these cars before delivery, or if delivered, to call in cars listed so that proper inspection and adjustments could be made. This was a matter of improper bearing adjustment only. According to our records, 579 of these cars have been inspected to date and adjustments made where necessary.

(Hood latch release lever assembly)

Bulletin date: April 6, 1966.

Series: 98.

Field reports indicated that some hood latch release lever assemblies may bind due to corrosion or lack of lubricant at the pivot. Dealers were furnished with serial numbers of 59,507 cars affected and requested to call in such cars for installation of an improved release lever assembly. Because this campaign is a recent release, reports of completions have not as yet been received and processed.

("Quadrajet" carburetor fuel inlet plug)

Bulletin date: May 6, 1966.

Series: Cutlass, 4-4-2, Starfire, 98, Toronado.

Field personnel report some cases of gasoline leakage due to improperly fitted fuel inlet core plugs on cars equipped with "Quadrajet" carburetors. This condition could possibly cause a fire in the engine compartment. Dealers were furnished with serial numbers and advised to call in 49,889 cars for inspection. Of

the total cars to be inspected, 42,606 could require correction to assure that the core plug would not come out. This campaign is a current release and dealer reports on correction have not yet been received.

(Radiator core damage (L-6 with air conditioning))

Bulletin date: May 6, 1966.

Series: F-85 (L-6).

On a very limited number of F-85 six cylinder cars equipped with air conditioning, there is a possibility that after a period of driving, the horn and/or the lower radiator air seal may come in contact with the radiator core and in this event could damage the core. The first 575 cars equipped as described may be involved. Dealers were furnished with serial numbers and requested to inspect and correct if necessary. This campaign is a current release and reports have not been received and processed.

BUICK MOTOR DIVISION LISTING OF PRODUCT BULLETINS—PASSENGER CAR RECALL CAMPAIGNS—1960 THROUGH 1966 PASSENGER MODELS TO DATE

1960 MODEL YEAR

(Manual and power brake correction (Atlanta assembly plant only))

Bulletin date: October 5, 1959.

Regular series.

Analysis of brake fluid samples indicated that mineral oil contaminant was introduced into the system at the Atlanta Assembly Plant. Dealers were advised of serial numbers of 151 cars having this condition and were requested to drain and flush the brake system and replace wheel and master cylinder rubber parts. All of the affected cars were corrected.

(Installation of gas tank fuel line clip)

Bulletin date: February 29, 1960.

Regular series.

Inspection revealed that some cars had been built without a fuel line clip, which prevents the line from contacting the muffler. Dealers were furnished with serial numbers of cars affected and requested to inspect 2,744 cars and install a clip on cars as required. Checking for this condition was a simple operation and of the cars inspected, only 43 required clip installation.

1961 MODEL YEAR

(None)

1962 MODEL YEAR

(Power steering year adjuster plug modification)

Bulletin date: May 10, 1962.

Regular and special series.

There were isolated field reports of failed upper thrust bearings on early production 1962 model cars equipped with power steering, which could cause binding or roughness in the steering gear. Dealers were furnished serial numbers of 183,936 cars possibly affected, and they were requested to call in such cars for replacement of thrust bearing. According to our records, 176,709 were corrected.

(Brake pipe clip repositioning—synchromesh equipped specials)

Bulletin date: May 11, 1962.

Special series.

A field report was received indicating a clearance problem between the idler shaft linkage and brake line. Inspection in the plant confirmed the report. Dealers furnished with serial numbers of the 24,741 cars affected and requested to call them in for inspection and necessary correction. According to our records, 20,832 were corrected.

1968 MODEL YEAR

(Steering wheel nut torque)

Bulletin date: October 1, 1962.

Regular series.

Quality Control checks revealed low torque on the steering wheel nut on early production Flint built cars. Dealers were furnished with the serial numbers of the 4,274 cars affected and requested to make corrections at new car delivery inspection or to call those cars delivered back in for necessary correction. For this reason and due to the fact the correction operation was minor in nature, dealers did not submit reports.

(Cruise control modification)

Bulletin date: November 27, 1962.

Regular series.

Early production cars equipped with cruise control required installation of an improved pulley and bracket and power unit assemblies on 4,153 cars to insure proper operation of the system. Dealers were furnished with serial numbers of affected cars and reported that 3,845 were modified.

(Brake pedal retaining bolt inspection)

Bulletin date: June 5, 1963.

Regular series.

A field report indicated binding in pedal push rod. Investigation revealed possible loss of nut due to improper torque. There was no loss of brakes, but pedal would bind or become loose and move excessively. Dealers furnished with serial numbers of 4,125 Wilmington assembled cars and requested to call them in for necessary inspection. Of the 3,319 cars inspected, very few were found with low torque.

1964 MODEL YEAR

(Riviera pinion nose angle adjustments—first jobs)

Bulletin date: September 18, 1963.

Riviera series.

Pilot tests showed that original pinion angle design could cause vibration and shudder complaints on the first 900 cars built. Pinion angle was changed to correct this condition. Dealers were furnished with serial numbers and reported the correction of 684 cars.

(Torque inspection check)

Bulletin date: October 9, 1963.

Special series.

Plant quality audits showed low torque on upper front inner pivot shaft-to-frame bolts. Serial numbers were established based on torque audits covering 417 cars. Dealers were requested to perform a torque check, which was completed on all of the cars involved.

(Engine oil pump pressure relief valve change)

Bulletin date: October 21, 1963.

Special series.

Cold oil trapped behind the relief valve in the oil pump body casting caused noisy lifters and damage to the oil filter. Dealers were furnished serial numbers of the 20,336 cars that might be affected and were requested to call in such cars and install a new style pressure regulator valve in the engine oil pump. According to our records, 16,362 cars were corrected.

(Rear suspension control arm nut)

Bulletin date: December 9, 1963.

Special series.

Field survey results indicated that torque specifications were not being maintained in some instances. New torque retention nuts were released for produc-

tion and for installation on 31,500 cars in the field to insure maintenance of adequate torque. Dealers were furnished with serial numbers and requested to call cars in for correction. Our records indicate 22,272 cars had new nuts installed.

(Overheating of electrical connectors near fuse block)

Bulletin date: January 14, 1964.

Special series.

A dealer product report indicated a possible short at the fuse junction block on early production station wagons equipped with power tail gate windows. Dealers were furnished serial numbers of 3,605 cars possibly affected and were requested to call in these cars for any necessary corrections. They corrected 1,293 cars, according to our records.

("Custom" seat belt replacement)

Bulletin date: January 15, 1964.

All models.

On deluxe seat belts, the belt adjusting mechanism could slip when fastened under gradual pressure but would hold on impact load. Dealers were furnished serial numbers for 33,860 cars and were requested to call in each car for installation of the new improved seat belt parts. They reported modification of 15,014 cars. New seat belts shipped to dealers no charge. The correction operation was minor in nature and many dealers did not report corrections.

(Power brake vacuum check valve program)

Bulletin date: January 20, 1964.

Special series.

Possible loss of vacuum assist on power brake equipped cars during first few brake applications in cold weather on 6,433 Flint built cars only. This did not affect manual braking operation of the system. Dealers were furnished serial numbers of cars affected and instructed to call them in for replacement of the check valve with 3,907 cars modified according to our records.

(Replacement of right and left tie rods)

Bulletin date: March 11, 1964.

Riviera series.

Examination revealed that some tie rods did not meet metallurgical specifications. Dealers furnished with serial numbers of 3,600 cars that might be affected and they reported replacing tie rods on 2,642 cars.

(Folding top hydraulic hose repositioning)

Bulletin date: March 25, 1964.

Regular series--Convertibles.

Inspection revealed that some hydraulic hoses were improperly positioned and could break when the convertible top was actuated. Campaign was initiated to reposition the hose on the suspected 49 cars involved. Dealers furnished with serial numbers of affected cars and requested to call them in with 45 of them reported corrected.

1965 MODEL YEAR

(Transmission control lever stop plate, upper series with automatic transmission, steering column shift and without tilt steering wheel)

Bulletin date: September 21, 1964.

Regular series.

There was a possibility that a few 1965 LeSabres and Electra 225's built in Flint could have incorrect transmission control lever stop plates which could result in incorrect gear selection. Dealers furnished with serial numbers of the 499 cars involved. They reported all of them inspected and corrected as required.

(Replacement of steering intermediate rod)

Bulletin date: December 18, 1964.
Wildcat and Electra series.

Proving Ground durability tests indicated that high mileage failures of the steering intermediate rod were a possibility on the first 9,865 cars built. Dealers were furnished with serial numbers of cars affected and requested to call in cars for replacement of steering intermediate rod. Dealers corrected 9,829 cars according to our records.

(Replacing upper control arm to frame attaching bolt locking nuts)

Bulletin date: January 19, 1965.
Special series.

Quality Control daily checks revealed that 125 Baltimore produced cars may have been shipped with incorrect upper control arm to frame attaching nuts. Dealers were furnished with serial numbers and reported that correct nuts were installed on all of these.

(Possibility of incorrect torque on left tie rod end to steering arm nut)

Bulletin date: February 12, 1965.
Regular series.

Quality Control inspection showed the left tie rod attaching nut could be low on torque on 70 cars shipped. Dealers were furnished with serial numbers and requested to call cars in for retorquing of the nut. All of them were reported checked and corrected as required.

(Brake-fuel line clip installation)

Bulletin date: February 24, 1965.
Skylark (1964), Sportwagon (1965).

A field survey indicated that a rubbing condition could exist between the brake line and the frame on some cars where a clip was omitted. Dealers were furnished with serial numbers of 24,683 cars and requested to call them in and inspect for clip installation. Dealers reported inspecting and installing clips where necessary on 16,441 cars. Due to the small amount of inspection and correction cost, many dealers did not report on corrections.

(Rear brake pipe inspection and repositioning to avoid contact with tail pipe)

Bulletin date: March 11, 1965.
Wildcat and Electra series.

Quality Control checks revealed that possible interference existed between the tail pipe and the brake line which is attached to rear axle housing when a very heavy load is in the trunk. Dealers were furnished with serial numbers of 66,110 potentially affected cars and requested to inspect for possible interference and to reposition the brake pipe if necessary. Any brake lines which showed signs of contact were to be replaced. Our records reflect 47,010 were inspected and corrected as required. Many dealers did not report on this condition because the inspection and correction procedure was a minor operation.

(Headlamp visor system improvement on 1965 Riviera)

Bulletin date: June 11, 1965.
Riviera series.

Field experience and Proving Ground testing revealed corrosion of linkage bearings and binding of headlamp visor system which could restrict smooth operation. Dealers were furnished serial numbers of the 26,456 cars involved and requested to install new parts designed to correct condition as required. Our records indicate that 17,192 cars were corrected. Many owners did not return their cars for modification because they experienced no problems.

(Buick dealers receiving Fremont assembly plant special models with right front door lock to be replaced)

Bulletin date: July 21, 1965.

Special series.

Defective right front door locks were installed in a number of vehicles. Dealers were furnished serial numbers of the 1,117 cars affected and requested to call them in for replacement of the door lock assembly. 638 cars have been corrected to date.

(Rear axle housing bracket welds)

Bulletin date: July 30, 1965.

Sportwagon.

A field survey indicated that on a few cars, the radial weld between the rear axle housing and brackets but not the tack weld was found to be omitted on some assemblies. Dealers were given serial numbers of 26,100 cars and instructed to inspect each car and weld as required. They reported 14,266 cars inspected or corrected as required. Some cases were not reported by dealers where routine inspection revealed that weld was satisfactory.

(Replacement of 15" x 6" wheels on some Wilmington B-O-P built LeSabres and Wildcats)

Bulletin date: August 27, 1965.

LeSabre and Wildcat series.

Field failure reported by dealer to Flint Service Department. Wheels involved were shipped to Buick for analysis, and the problem was immediately investigated with the vendor. Serial numbers were furnished to dealers who were requested to replace all wheels on the 11,282 cars involved. The problem was limited to some LeSabres and Wildcats built at the Wilmington Assembly Plant. 11,257 cars were corrected according to our records.

(Rear brake backing plate nut replacement)

Bulletin date: October 8, 1965.

LeSabre series.

Reliability audits and results of a field survey revealed the possibility of loss or loss of torque on rear brake backing plate nuts. New design torque retention nuts were adopted in production, and these parts were furnished to dealers for correction of cars sold by them. Dealers were furnished with serial numbers of cars affected and requested to call in owners' cars for installation of new design nuts. This program was extended on April 29th to include 58,204 cars since subsequent testing indicated a possibility of other cars being affected. Original program involved 86,792 cars with corrections completed on 83,763.

1966 MODEL YEAR

(Four-speed manual transmission shifter and bracket assembly modification)

Bulletin date: November 24, 1965.

Skylark series.

Some cars in the Skylark series were built with a transmission shifter and bracket assembly that could allow for incorrect gear selection. Replacement parts avoided possible inadvertent selection of the wrong gear. Serial numbers were furnished to dealers and they reported that they called in and corrected all 251 cars involved.

CADILLAC MOTOR CAR DIVISION—LISTING OF PRODUCT BULLETINS—PASSENGER CAR RECALL CAMPAIGNS—1960 THROUGH 1966 PASSENGER CAR MODELS TO DATE

1960 MODEL YEAR

(Rear suspension lower link modification)

Bulletin date: November 2, 1959.

All series except comm'l chassis.

Engineering tests at the GM Proving Grounds and field reports revealed that some rear suspension lower link assemblies installed in early 1960 model cars