

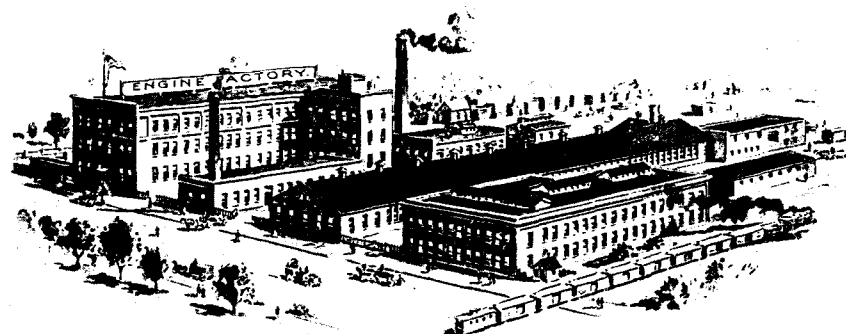
CADILLAC MOTOR CAR CO.

Miscellaneous

1906 Cadillac - advance catalog, four
cylinder cars.

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CADILLAC MOTOR CAR CO.

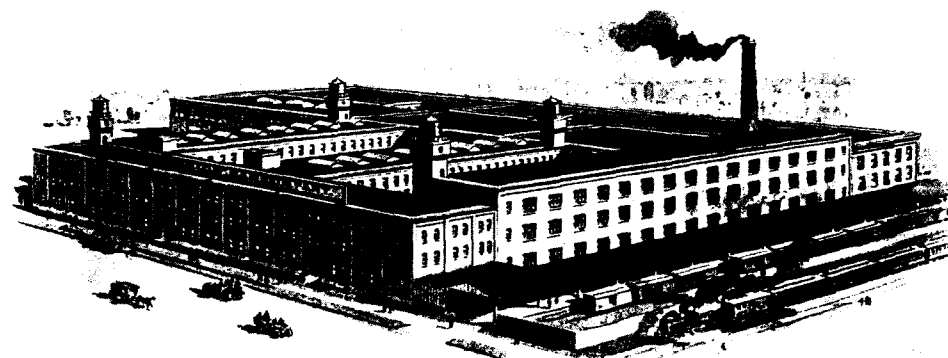
CADILLAC AUTOMOBILE CO. LELAND & FAULKNER MFG CO.

MEMBERS ASSOCIATED LICENSED
AUTOMOBILE MANUFACTURERS
FACTORY AND GENERAL OFFICES
DETROIT, MICH.

CABLE ADDRESS
"CADAUTO, DETROIT"

CODES:
A B C, 5TH EDITION, LIEBER'S
WESTERN UNION, DIRECTORY

THE LARGEST
MOST COMPLETE
AND BEST EQUIP-
PED FACTORY IN
THE WORLD DE-
VOTED EXCLUSIVE-
LY TO THE PRO-
DUCTION OF HIGH
GRADE MOTOR
CARS.



foreword

THIS Advance Catalog is issued merely as an introduction to the line of Cadillac 1906 Four Cylinder Cars.

The name "CADILLAC" is in itself so significant of all that is good in automobile construction that the illustrations in this booklet with an outline of the essential features embodied in the construction of the cars are sufficient to satisfy the experienced motorist.

We have however in course of preparation, a catalog of our Four Cylinder Cars in which we shall enter more into details, both in descriptions and illustrations and which we shall be pleased to mail upon receipt of request.

CADILLAC MOTOR CAR CO.,
Detroit, Michigan.

Cadillac "Model H" Touring Car

"Model H" Runabout

"Model H" Touring Car

"Model H" Coupe

SPECIFICATIONS

MOTOR. 30-Horse Power. Four cylinders, four cycle, $4\frac{3}{8}$ inch bore by 5 inch stroke, arranged vertically under hood, all parts readily accessible. Copper water jacket. Water cooled.

CARBURETOR. Special type for four cylinder motor, proven by exhaustive tests to be most effectual and economical.

COMMUTATOR. New and efficient design placed horizontally on vertical shaft with oil container.

IGNITION. Jump spark. Storage batteries. (Two sets.)

LUBRICATOR. Special Cadillac type, mechanical pump feed, quantity regulated by speed of engine.

RADIATOR. Honeycomb pattern of great capacity and exceptional cooling efficiency.

TRANSMISSION. Cadillac planetary type, specially cut and hardened gears, three forward speeds and reverse.

DRIVE. Direct shaft with specially cut and hardened bevel gears.

BEARINGS. Genuine Hess-Bright ball bearings throughout, including axles, front wheels, transmission and engine thrust bearings.

CONTROL. Very effectual by instantaneously acting governor.

BRAKES. Double acting, one set expanding inside and the other contracting on drums on rear wheels. Sufficiently powerful to lock wheels almost instantly.

STEERING GEAR. Our own new design, positive and reliable in its action.

FRAMES. Pressed steel, channel pattern.

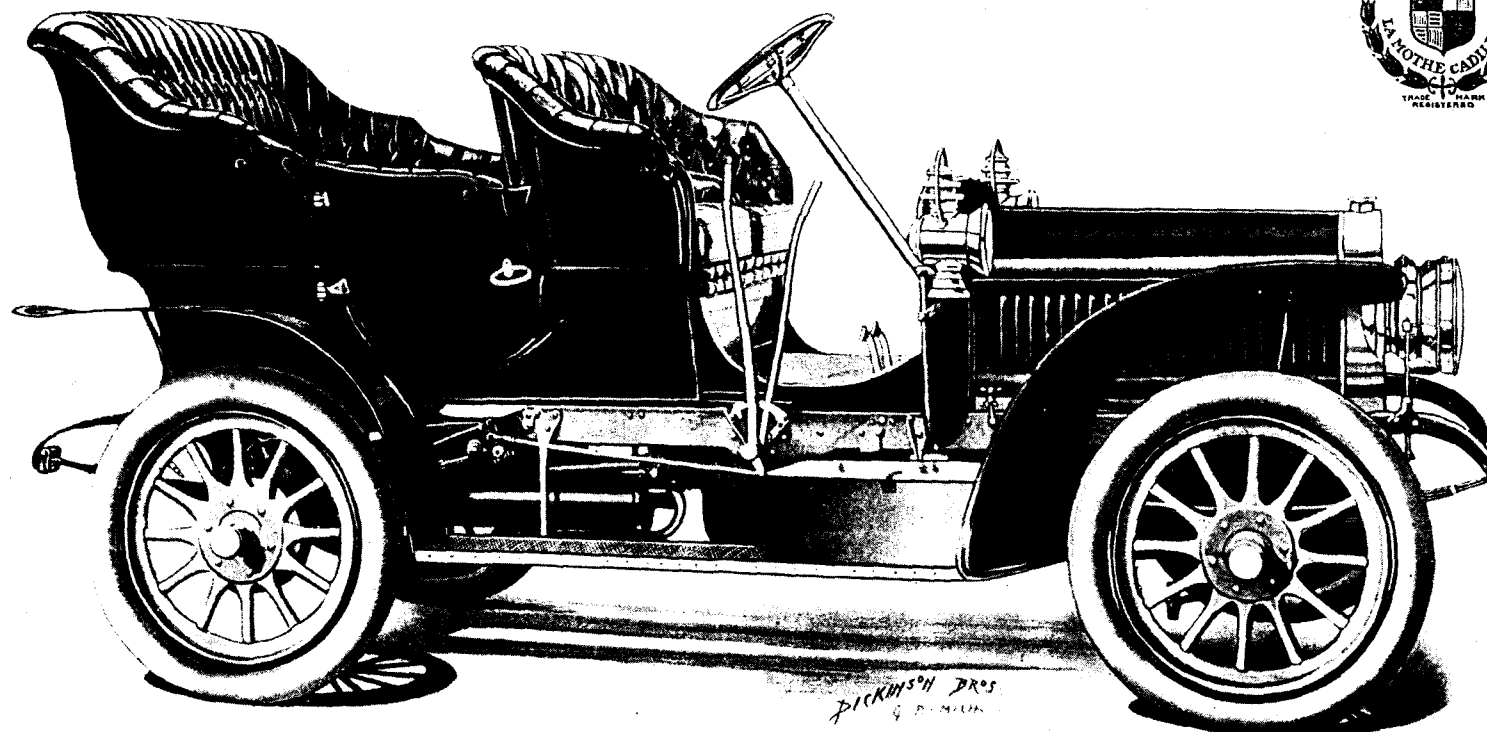
SPRINGS. Four spring suspension, semi-elliptic front, three-quarter elliptic rear.

BODIES. Exclusive Cadillac design of unusual elegance, upholstered in hand buffed leather over deep coil springs and genuine curled hair.

MATERIAL. Highest grade throughout. All parts made accurately to gauge and thoroughly interchangeable.

Wheel Base,	102 inches.
Wheel Tread,	56½ inches.
Wheels,	32 inches.
Tires,	4 inches.

Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. For tire options, see page 12.



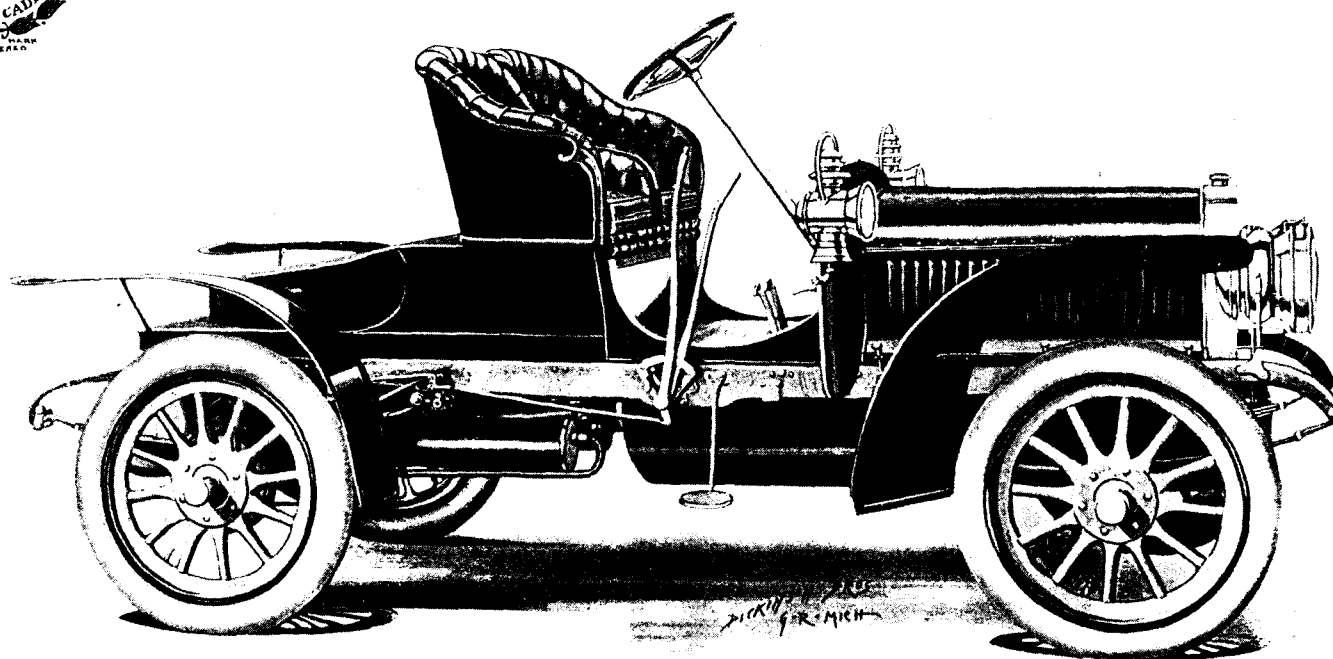
CADILLAC



See Specifications Page 8

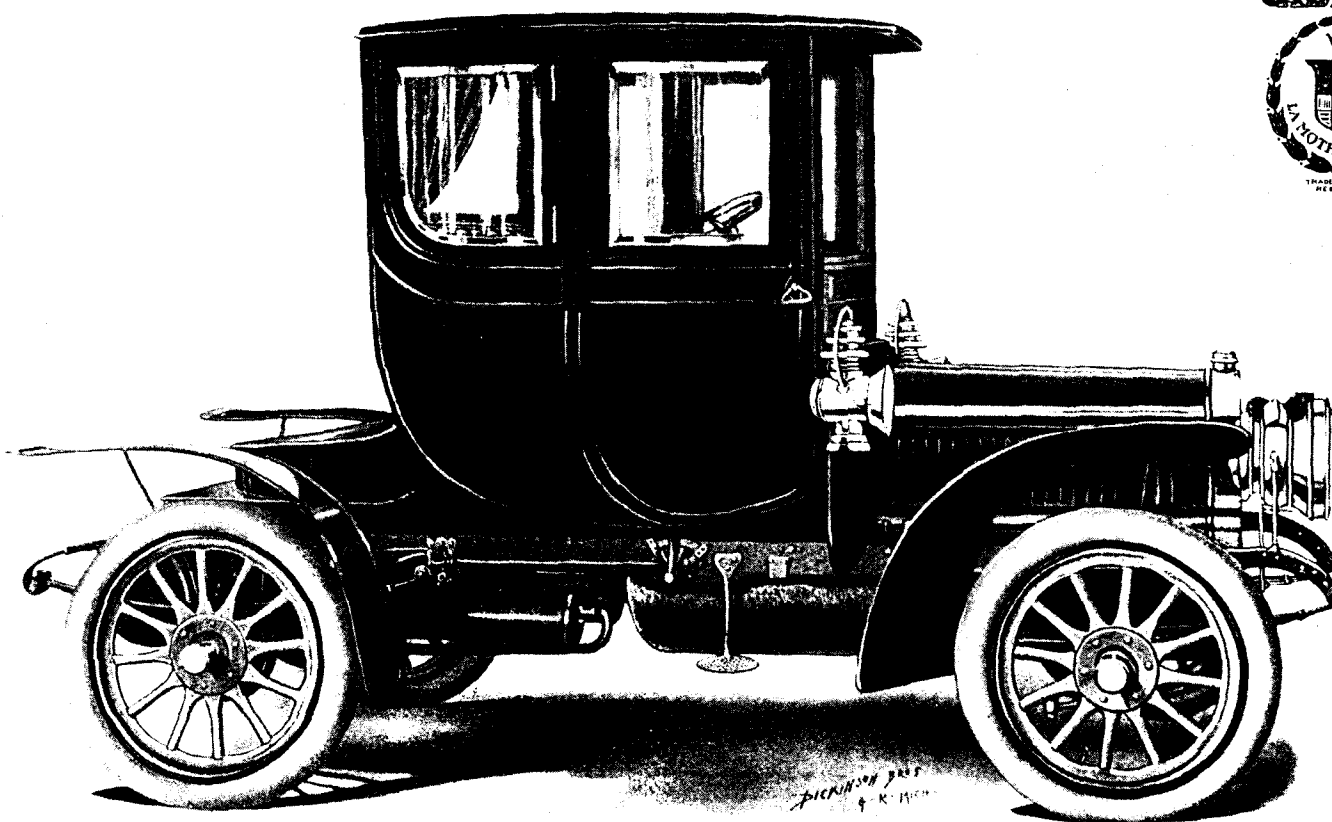
CADILLAC "MODEL H." TOURING CAR
PRICE \$2500.00 F.O.B. DETROIT
(LAMPS NOT INCLUDED)

CADILLAC



See Specifications Page 4

CADILLAC "MODEL H" RUNABOUT
PRICE \$2400.00 F.O.B. DETROIT
(LAMPS NOT INCLUDED)



CADILLAC



See Specifications Page 4

CADILLAC "MODEL H." COUPE
PRICE \$3000.00 F.O.B. DETROIT
(LAMPS NOT INCLUDED)

Cadillac "Model 5" Touring Car

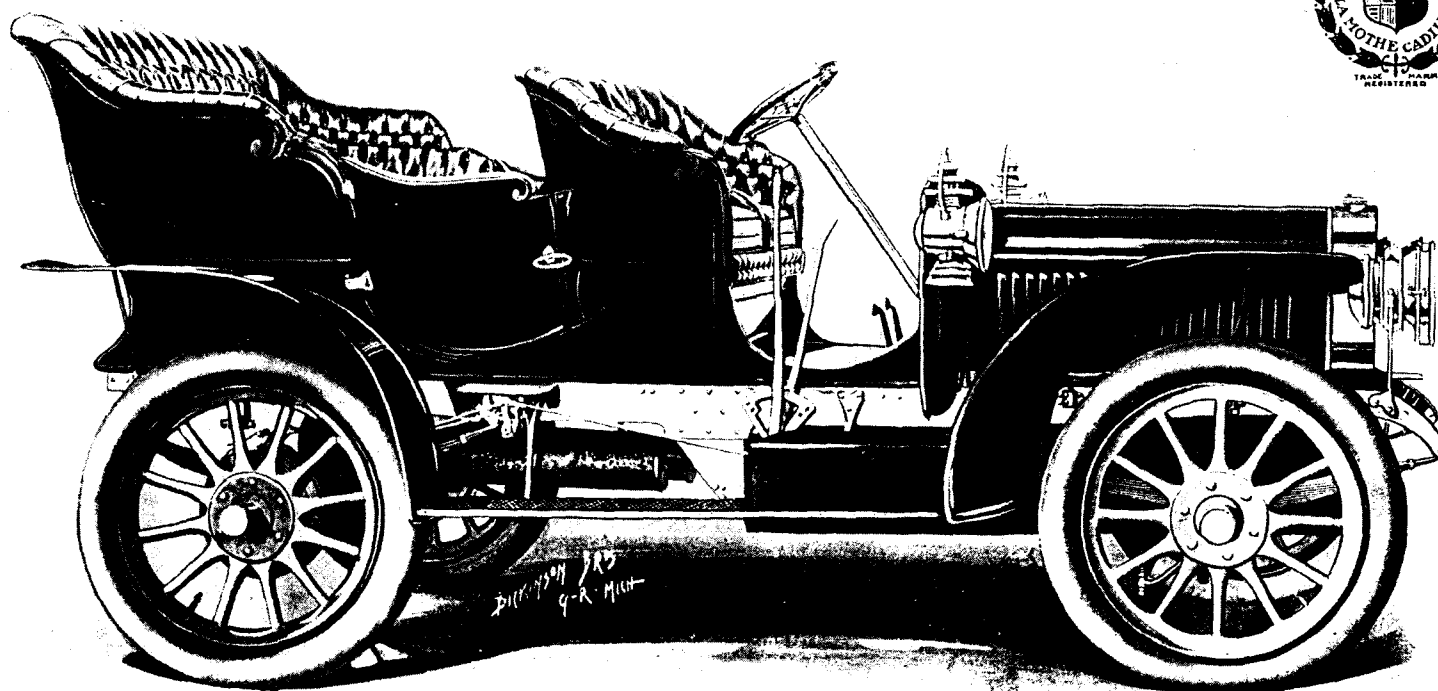
SPECIFICATIONS.

- MOTOR.** Forty horse power, four cylinders, four cycle, 5 inch bore by 5 inch stroke, arranged vertically under hood, all parts readily accessible. Copper water jacket. Water Cooled.
- CARBURETOR.** Special type for four cylinder motor, proven by exhaustive tests to be the most effectual and economical.
- COMMUTATOR.** New and efficient design placed horizontally on vertical shaft with oil container.
- IGNITION.** Jump spark. Storage Batteries. (Two sets.)
- LUBRICATOR.** Special Cadillac type, mechanical pump feed, quantity regulated by speed of engine.
- RADIATOR.** Honeycomb pattern of great capacity and exceptional cooling efficiency.
- TRANSMISSION.** Cadillac planetary type, specially cut and hardened gears, three forward speeds and reverse.
- DRIVE.** Direct shaft with specially ground and hardened bevel gears.
- BEARINGS.** Genuine Hess-Bright ball bearings throughout including axles, front wheels, transmission and engine thrust bearings.
- CONTROL.** Very effectual by instantaneously acting governor.
- BRAKES.** Double acting, one set expanding inside and the other contracting on drums on rear wheels. Sufficiently powerful to lock wheels almost instantly.
- STEERING GEAR.** Our own new design, positive and reliable in its action.
- FRAMES.** Pressed steel, channel pattern.
- SPRINGS.** Five spring suspension, two semi-elliptic front, two semi-elliptic and one transverse spring in rear.
- BODIES.** Exclusive Cadillac design of unusual elegance, upholstered in hand buffed leather over deep coil springs and genuine curled hair affording unexcelled luxuriousness.
- MATERIAL.** Highest grade throughout, all parts being made accurately to gauge and thoroughly interchangeable.

Wheel base	110 inches.
Wheel tread	56½ inches.
Wheels	36 inches.
Tires	4 inch front, 4½ inch rear.

Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. For tire options see Page 12.

CADILLAC



See Specifications Page 8

CADILLAC "MODEL L." TOURING CAR

PRICE \$ 3750.00 F.O.B. DETROIT
(LAMPS NOT INCLUDED)

Cadillac "Model L" Limousine

In the Cadillac "Model L" Limousine, we offer a car which embodies everything in automobile construction appealing to those who desire the maximum of comfort and luxury.

The Chassis is that of our regular Model L.

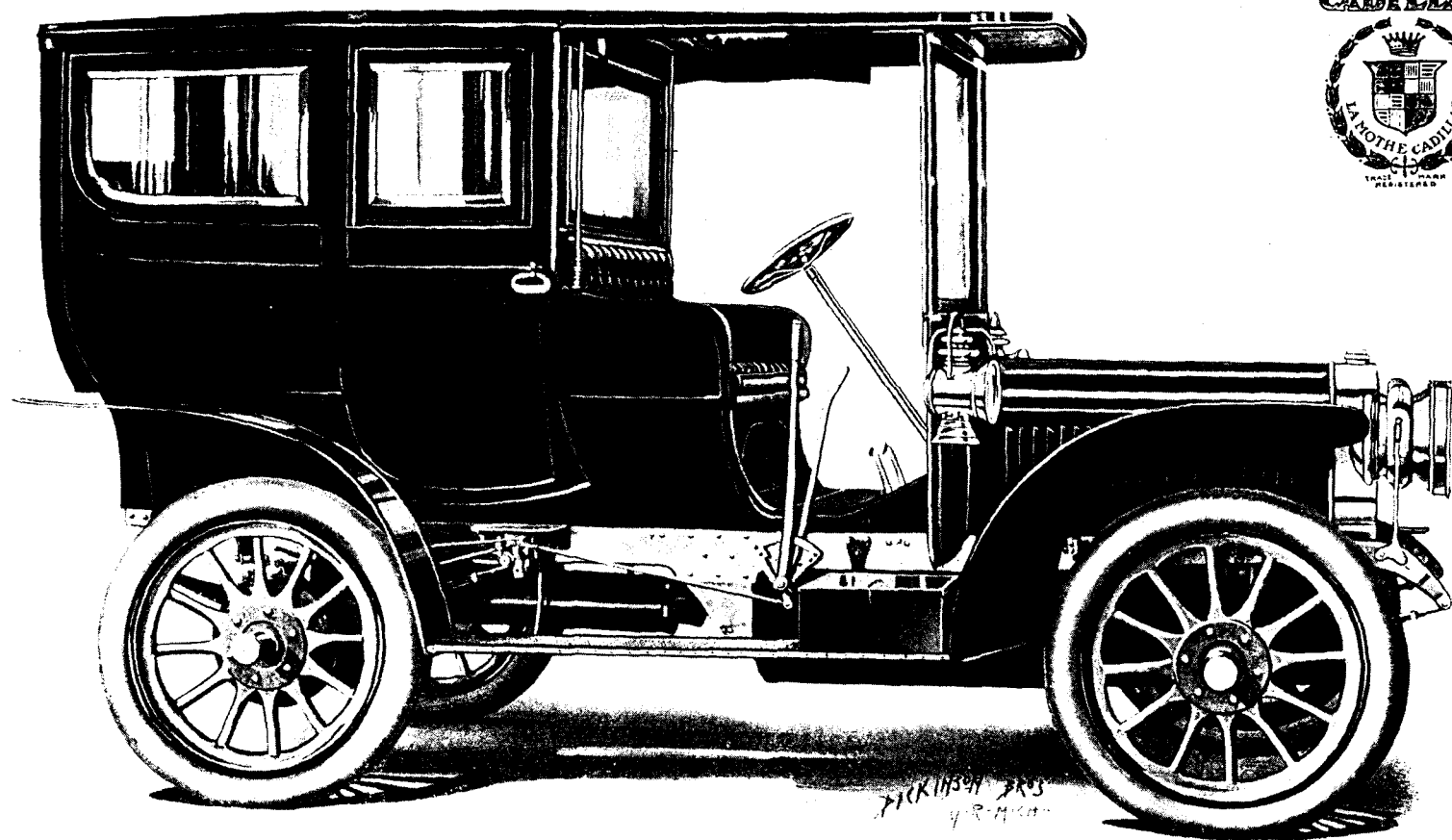
The body is large and roomy affording a seating capacity for five persons inside and for two persons on the front seat. It is substantially constructed and elegantly finished, upholstered in morocco leather over steel coil springs and the ceiling upholstered in satin. It is equipped with electric light, electric signal bell, speaking tube, etc.

The French Plate Glass in windows and doors may be lowered when so desired.

Horse Power,	40
Wheel Base,	110 inches.
Wheel Tread,	56½ inches.
Wheels,	36 inches.
Tires,	4 inch front, 5 inch rear.

Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. For tire options, see page 12.

See Special Mechanical Features, page 8.



CADILLAC



See Specifications Page 8

CADILLAC "MODEL L" LIMOUSINE
PRICE \$5000 F.O.B. DETROIT
(LAMPS NOT INCLUDED)

Tires

IN ORDER TO OFFER Cadillac purchasers the choice of a number of different tires which can be furnished without the delay usually entailed by such options, we have at heavy expense, had perfected for us a Universal Rim to which may be fitted either of the six following styles of tires.

DUNLOP TYPE
HARTFORD
MORGAN & WRIGHT
INDIANAPOLIS G & J

CLINCHER TYPE
HARTFORD
MORGAN & WRIGHT
INDIANAPOLIS G & J

Unless otherwise ordered, we will equip to this Universal Rim, the Hartford Dunlop tires on all cars listed in this catalogue. We will, however, when so ordered, equip cars with any other make of tire ABOVE MENTIONED without extra charge.

TIRE GUARANTY.

All Tires and Rims used on Cadillac Automobiles are guaranteed by their makers and should be sent to them (not to us), transportation charges prepaid.

SEND HARTFORD TIRES TO HARTFORD RUBBER WORKS COMPANY AT ANY OF THE FOLLOWING ADDRESSES

Hartford, Conn.	88 Chambers Street	Cleveland, Ohio	1831 Euclid Avenue
New York City	1769 Broadway	Detroit, Mich.	256 Jefferson Avenue
New York City	494 Atlantic Avenue	Chicago, Ill.	83 Michigan Avenue
Boston, Mass.	138 North Tenth Street	Denver, Colo.	1564 Broadway
Philadelphia, Pa.	686 Main Street	San Francisco, Cal.	501 Golden Gate Avenue
Buffalo, N. Y.		Los Angeles, Cal.	380 South Los Angeles Street

SEND MORGAN & WRIGHT TIRES TO MORGAN & WRIGHT AT ANY OF THE FOLLOWING ADDRESSES

New York City	214 W. 47th Street	Chicago, Ill.	309 Michigan Avenue
Boston, Mass.	228 Columbus Avenue	Syracuse, N. Y.	212-14 So. Clinton Street
Cleveland, Ohio	347 Huron Street	Philadelphia, Pa.	Broad and Vine Street
Dayton, Ohio	417 E. 5th. Street	Atlanta, Ga.	35 Edgewood Avenue
Minneapolis, Minn.	708 Hennepin Avenue	Denver, Colo.	1562 Broadway
Detroit, Mich.	265 Jefferson Avenue	Los Angeles, Cal.	940 So. Main Street
St. Louis, Mo.	538 N. Vandeventer Avenue	Portland, Oregon	86 Sixth Street
San Francisco, Cal.	1067 Mission Street		

SEND G & J TIRES TO G & J TIRE COMPANY AT ANY OF THE FOLLOWING ADDRESSES

Indianapolis, Ind.	337 Huron Street	San Francisco, Cal.	327 Van Ness Avenue
Cleveland, Ohio	43 Columbus Avenue	Denver, Colo.	1528 Court Place
Boston, Mass.	429 Wabash Avenue	Buffalo, N. Y.	9 W. Huron Street
Chicago, Ill.	247 Jefferson Avenue	Philadelphia, Pa.	711 No. Broad Street
Detroit, Mich.			

CADILLAC MOTOR CAR CO.

Miscellaneous

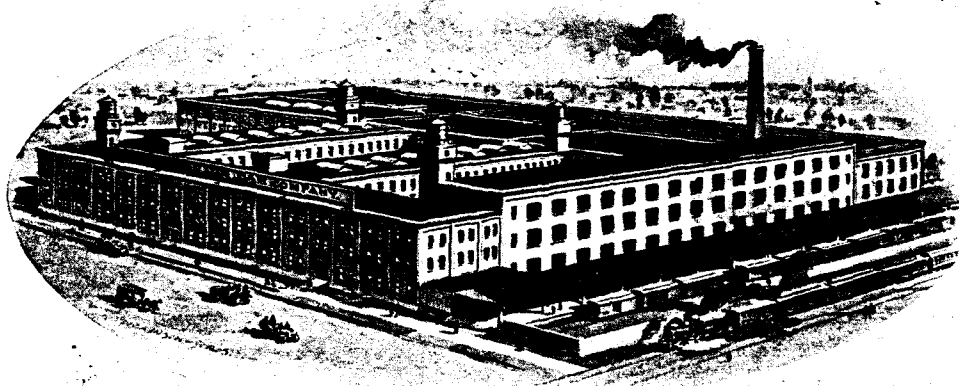
1906 - 1907

Cadillac, models K & M.

1907
CADILLAC



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CADILLAC MOTOR CAR CO.

Cadillac Automobile Co. and
Leland & Faulconer Mfg. Co.

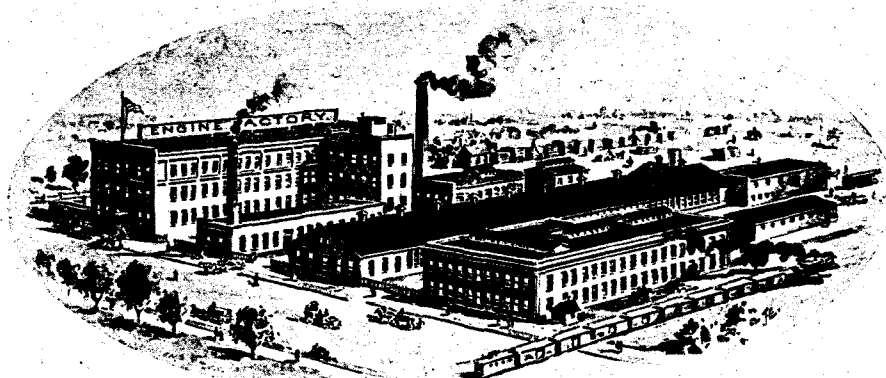
MEMBERS ASSOCIATED LICENSED
AUTOMOBILE MANUFACTURERS

Factory and General Offices
DETROIT, MICH.

Cable Address
"CADAUTO, DETROIT"

CODES:
A. B. C., 5th Edition, Liebers,
Western Union, Directory

THE LARGEST, MOST COMPLETE
AND BEST EQUIPPED FACTORY IN
THE WORLD DEVOTED EXCLUSIVE-
LY TO THE PRODUCTION OF HIGH
GRADE MOTOR CARS.



The Story of the Cadillac

THE SEASON of 1905 demonstrated the unquestioned position of the CADILLAC as AMERICA'S LEADING MOTOR CAR, a position which would have been impossible of attainment excepting as the result of "MERIT," "DEPENDABILITY" and "SATISFACTION."

The popularity of the Cadillac is evidenced by the fact, that during the past year the Cadillac Company made and sold more automobiles than any other one maker in the world, in fact nearly as many as any other two manufacturers combined.

For 1906 the already immense capacity of our plant has been greatly enlarged. The Cadillac Motor Car Company is a consolidation of the Cadillac Automobile Company and the Leland & Faulconer Manufacturing Company. The reputation of the latter for the highest grade of machine work and for excellence in motor construction is world-wide. During the past decade this Company has made more gasoline motors for automobiles and other purposes than any other factory in existence. Its product, including gasoline motors, transmission gears, and other parts requiring the highest grade of material and the most skilled workmanship, had for several years been almost entirely absorbed by the Cadillac Automobile Company, and the uniting of the two establishments into one Company, under one management, brings into existence the largest and most complete organization in the world for the production of high grade motor cars.

While this concentration has enabled us to lessen the cost of production, we are utilizing this saving by embodying it in the construction of the cars themselves, making improvements at every possible point and providing better and more costly equipment, with the result that in our entire line the purchaser receives the utmost possible value for his investment. We do this because we believe it is wise, because we believe it is good business policy and because we believe it will be the most profitable in the end by reason of the increased business it will bring us.

There are few, if any, establishments sufficiently well equipped to produce cars the equal of Cadillacs

The Story of the Cadillac

at an actual FACTORY COST of less than our selling prices, much less to retail them at Cadillac prices. It is only by our improved methods of manufacture and by building in the enormous quantities we do that we are enabled to offer our cars at the prices at which they are listed.

We have never been disposed to take advantage of public confidence nor to sacrifice our reputation for mere temporary gain. It always has been and it always will be our policy to offer only that which, by our own experience and at our own expense, has been demonstrated to be right, rather than to formulate theories, embody them in our product, and expect the public to bear the expense of trying them out.

At times extreme pressure has been brought to bear upon us to meet passing fancies by building cars in accordance with designs which many have been misguided into THINKING were what they needed, but which judgment, knowledge and practical experimenting had proven to be wrong in principle or undesirable and unsatisfactory in service.

There is nothing artificial about Cadillac success. It has been acquired by genuine merit and legitimate business methods. Specially constructed cars, driven by highly paid experts prove nothing, but simply entail an enormous expense which the purchasers of such makes of cars must help to pay. We have never been compelled to engage experts to make a showing for the Cadillac and the expense thus saved has been utilized to contribute toward selling the Cadillac at the lowest price consistent with quality.

Hundreds of wonderful performances have, however, been made by owners of single cylinder Cadillacs for their own gratification. These cars have been made to accomplish seemingly impossible feats. A mile in 1 minute 7½ seconds. Five miles in 7 minutes 14 seconds. One hundred and forty-four miles over California mountains in 5 hours and 38 minutes on one seven-gallon tank of gasoline. From New York to Boston in 12 hours. From New York to St. Louis in the World's Fair Tour, winning a first-class

The Story of the Cadillac

certificate and first place at the finish in competition with cars ranging in price from one to six thousand dollars and rated at from ten to eighty horse power.

In July, 1905, a single cylinder Cadillac was driven from Toledo to Cleveland and return, covering 244 miles actual travel, without stopping except for gasoline. The entire run consumed only 14 gallons and was made in 11 hours and 40 minutes. This was in competition with a well-known car of the two cylinder type. At the start, the two cylinder led out for some few miles, then the single cylinder Cadillac passed it and the "double opposed" was not seen again on the trip. It had not met with an accident, but owing to faults characteristic of its class, it simply did not have the STAYING QUALITIES, hence was compelled to give up the contest and return to Toledo.

The secret of Cadillac success and efficiency lies largely in the design and workmanship of our motors and their careful installation in the chassis. We build carefully and well. No cheap or unworthy material finds its way into Cadillac motors or Cadillac cars. We ask nothing of any buyer but an unprejudiced consideration and comparison, piece by piece and inch by inch; then a fair trial in the hands of a competent operator, and we shall be satisfied with the decision which good judgment will render. We know there is no automobile the equal of a Cadillac at the price of a Cadillac.

Our single cylinder model is THE IDEAL CAR for the man who desires a motor vehicle from which he will derive the maximum of pleasure with the minimum of trouble and expense. In its entire design, special attention has been devoted to the importance of ready accessibility of all parts which may require attention, and the mechanical construction in general is so simple that a comprehensive understanding of the principles embodied may very easily be acquired, enabling its possessor to take care of the car himself if he desires to do so, and save the necessity of incurring an expense for maintaining it in perfect running condition.

When you buy a Cadillac, you obtain the product of the largest, best equipped and most complete

The Story of the Cadillac

automobile factory in the world, an organization that is permanent and from which you will be able at all times to obtain parts for replacing those which may become worn by long and continued service or damaged by accident, and not be obliged to either discard your car because of inability to procure some important part, or to have such part made specially at heavy expense.

A general feature characteristic of the Cadillac, the value of which will immediately impress itself upon the careful buyer, is the provision made for adjustments of wearing surfaces, thereby obviating the necessity for frequent renewals of parts subject to wear.

The Cadillac single cylinder cars enjoy the reputation, among those who by their experience are qualified to judge, of being the most economical to operate and the least expensive to maintain. The low cost of maintenance is in no small measure attributable to our comparatively low prices on parts, it being our aim only to make this department pay for the actual cost of the parts themselves and the expense incidental to handling them. It is due also largely to the fact that all parts are made accurately to gauge and are thoroughly interchangeable, which means that all parts of a kind are exactly alike and that when a new part is needed, it can be ordered with the assurance that it will not require altering to fit.

We have records of many instances in which these cars have been run an entire season without the necessary outlay of a single dollar for repairs or for operating, beyond the cost of gasoline and oil.

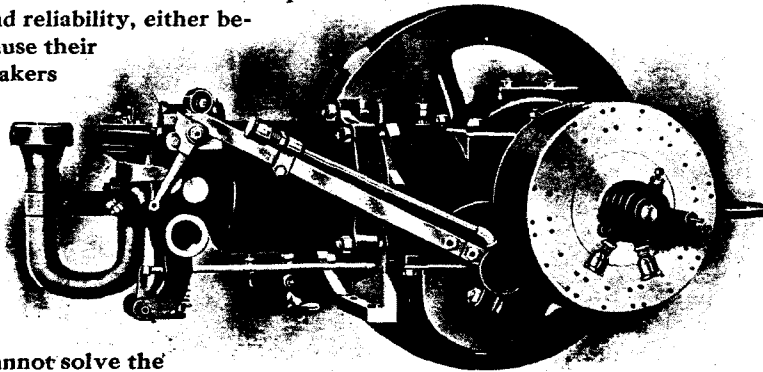
The Cadillac single cylinder cars are capable of meeting every reasonable requirement. For the business man, for the physician, or other professional man, for any man who values his time, they will soon save their cost.

They will afford more pleasure and more exhilarating recreation than the amount involved in their purchase would secure if expended for any other purpose.

They can be relied upon for service every day of the year.
They will climb any hill that any automobile will climb.
They will travel any road that any automobile will travel.
They will travel as fast as anybody ought to ride.
The Cadillac is an harmonious unit, a car upon which the public has set its seal of approval.

Cadillac Single Cylinder Motor

NO BETTER EVIDENCE of the unparalleled success of the Cadillac Single Cylinder Motor can be afforded than the fact that we shall continue its use for 1906. As it stands today, it is in all essential features the same as used in the first Cadillac built. If there is any other motor of which a similar statement can be truthfully made, we do not know of it. It was years in advance of the times, and up to the present, nothing has been made to equal it, much less excel. It has been imitated, but the imitations lack its power and reliability, either because their makers



cannot solve the secrets, cannot successfully apply the principles, or are not disposed to incur the necessary expense. Recent examinations of several of our motors which have seen three years of active service, have shown them to be practically as good as when new and in some respects even better than new, developing slightly more power than when they first left the factory. With proper general care and lubrication there is no reason why they will not remain serviceable for many years to come. But even granting that through neglect and abuse the replacement of some parts becomes necessary, it can be done at less expense and with less trouble than on any other motor we know of. For example, suppose that through lack of attention to lubrication the piston or cylinder becomes badly cut. These are the most expensive parts liable to be affected by such negligence, but the price of a new cylinder is only \$4.50 and the piston only \$3.50. The main bearings of the crank shaft are perhaps the most susceptible to wear from lack of lubrication. In the Cadillac motor, these bearings consist of the highest grade of babbitt facing backed by a finished bronze bushing. If replacement should become necessary it may be done in a few minutes, it being not even essential to remove the crank shaft.

The cheap method, the one usually adopted, is to cast the babbitt into the frame of the motor. With such construction, when renewal is necessary,

the motor must almost invariably be sent to the factory for repairs to secure proper alignment. By the special methods which we employ, our bearings are rendered much more durable than those which are simply cast into the crank case. Interchangeability of all parts and especially those of the motor, is of utmost importance to the automobile buyer as the cost of maintenance should always be reckoned with. All parts of the Cadillac motor as well as those of the chassis, are made according to our system of limit gauges which makes it next to impossible for an imperfectly made part to enter into their construction. Special attention is devoted to the finishing of the piston and cylinder bore which are smooth as glass and neither one is allowed to pass inspection if it exceeds the prescribed limits of measurement which are specified to the one-thousandth part of an inch. While this method and the refinement which it secures is expensive for us, it is the only correct method and contributes largely to Cadillac success.

The horse power of the Cadillac motor has always been underrated rather than over-rated. This action on our part has been criticised by some who say we have done an injustice not only to ourselves but to the public in not making the full truth known. The fact of the matter is, this motor develops a little more than 10 horse power by actual test. We have heretofore been deterred from making the claims to which we were entitled, knowing that those who are not so fortunate as to be fully acquainted with the capabilities of the Cadillac, would be inclined to disbelieve that a motor with five inch cylinder bore and five inch stroke could develop any such power, especially when general rules of mechanical calculation do not uphold such claims. But it is no longer a question for argument. **IT DOES DEVELOP TEN HORSE POWER.** Several exclusive features contribute to this result.

The Cadillac motor marked the beginning of a new era in the principles of gasoline engine construction and the introduction of entirely new methods in the matter of valve timing. The inlet and exhaust valves are operated independently. The inlet valve remains open longer, thereby drawing in a heavier charge and the exhaust valve is opened earlier to expel the burned charge. The Cadillac Carburetor has proven itself efficient, economical and satisfactory. The system of water cooling is positive, reliable and adequate. The merits of the Cadillac spark plug have been fully demonstrated. The valves are accurately ground that no gas may escape. All finished parts are correctly fitted that no power may be lost, and proper provision is made for the adjustment of all wear.

Further details of these several features will be found on the following pages.

Cadillac Copper Water Jacket

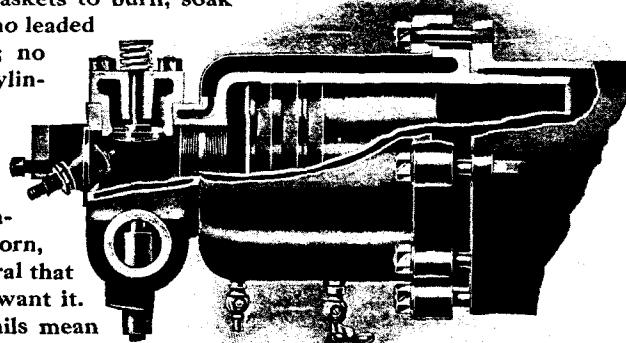
THE Cadillac Copper Water Jacket is original with us and the superiority of the system is so thoroughly recognized by other makers that a number of them are willing to pay a royalty for the privilege of embodying it in their cars.

With no gaskets to burn, soak or blow out; no leaded joints to melt; no cracking of cylinder in case of a freeze up, and but little expense in replacing cylinder if cut or worn, it is quite natural that other makers want it.

These details mean little or nothing to the novice or the driver of a Cadillac, but they do mean something to the user of some other form of construction who may have left his machine far from home and sent a mechanic to put in a new gasket. They mean something also to the chauffeur who may have tried to start his motor with a defective gasket leaking water into the combustion chamber; or to those who have been troubled with overheated horizontal cylinders. They mean much to those who have been obliged to pay almost the price of an engine for a new cylinder. When the parts shown in the accompanying illustration are not assembled, the list price of the most expensive piece is but \$4.50.

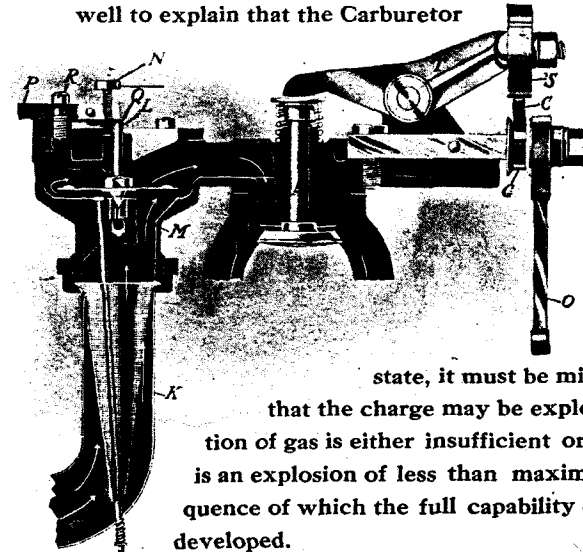
The cheap method ordinarily used, is to cast the cylinder and jacket together, coring to make the space between them. This usually does not produce a combination with a uniform space between the two for water circulation. The maker cannot detect the fault because of inaccessibility, but it will not be long until the innocent purchaser awakens to the results of its imperfection. It will be readily understood that with the thickness of the cylinder wall not uniform, it cannot be cooled evenly throughout its entire surface, the result being that the motor cannot develop the power which it otherwise might.

The Cadillac method is the only practical and correct system of jacketing; one reason why the Cadillac Motor develops more power than any other of equal dimensions.



Cadillac Carburetor or Mixer

WITHOUT an efficient Carburetor, no motor can develop its full power, although it may be perfect in every other particular. For the benefit of the novice it is perhaps well to explain that the Carburetor



(or mixer) is the instrument by means of which the gasoline is transformed into a vapor or gas and mixed with air. As this gas would not ignite if drawn into the cylinder of the motor in its pure

state, it must be mixed with air in order that the charge may be exploded. If the proportion of gas is either insufficient or too great, the result is an explosion of less than maximum force, in consequence of which the full capability of the motor is not developed.

The gasoline from the storage tank enters the mixer through the valve "M" (see illustration) and drops into the wire mesh "K." Air is drawn in through the intake tube and evaporates the liquid and the mixture is then drawn up and through the inlet valve at "A," thence into the combustion chamber of the motor where it is ignited by the electric spark emanating from the spark plug.

In the Cadillac Carburetor, we have a device radically different from any other, so simple that it is easily understood, yet capable of adjustment so precise as to give the exact mixture required. In addition to its advantages of accessibility and durability, its operation is not affected by steep grades. It can be taken apart and cleaned when necessary without in the least affecting its adjustment, a most desirable feature, and as there is but one moving part, it has no delicate mechanism to get out of order. Three years of continued use have proven its superiority as a mixer for a

single cylinder motor.

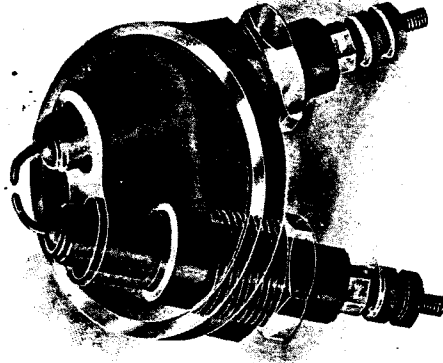
It is one of the exclusive features which have helped to make the Cadillac famous.

Cadillac Spark Plug

OUR DOUBLE INSULATED SPARK PLUG here illustrated is so simple that it needs no extended explanation and its advantages are so well known that it requires no special recommendation.

It permits the secondary current to be kept separate from the other mechanism and the expense of replacing its mica cores is almost insignificant.

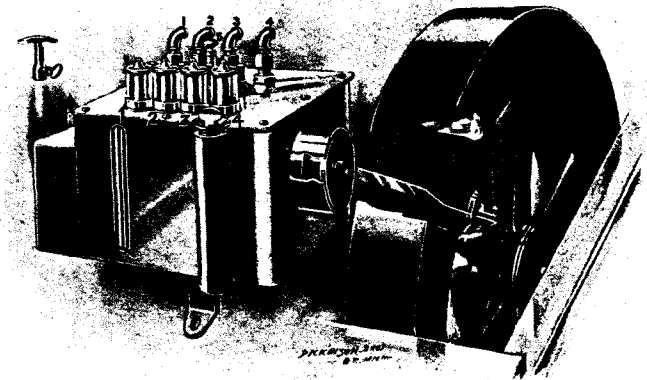
While we can provide for the use of ANY plug, we have not in a single instance furnished any other type. We have



known many cases where this plug had been used for months until it had been befouled by carbon deposits to an extent that would have rendered an ordinary plug utterly useless, yet notwithstanding these disadvantages it continued to give reasonably good results. This plug is another of our special features and is one more reason for the constancy of the Cadillac motor. The ease of accessibility to this spark plug is a worthy feature. It may be removed for examination in only a few seconds.

The Cadillac Force Feed Lubricator

A FEATURE which will at once commend itself to everyone who has had any automobile experience is the Cadillac Mechanical Lubricator. To make a motor right is one thing. To make provision for keeping it right is quite another. We have accomplished both. No one thing is more essential to the life and efficiency of a motor than proper lubrication. Proper lubrication means not too little and not too much, but exactly



enough. Too much means a fouled spark plug, sticky valves and carbon deposits on piston and cylinder. Too little means destruction to wearing surfaces. A worn cylinder and piston means loss of compression, hence loss of power. Worn bearings mean annoying pounding and destructive vibration.

It does not require a genius to realize that the more rapidly a motor is running the more oil it requires. The Cadillac Mechanical Lubricator provides for this. It is equipped with four individual feeds, one for each of the four vital points, viz.: one to the piston, one to the connecting rod and crank shaft bearing and one to each of the two main

The Cadillac Lubricator

Continued

bearings. The last two mentioned requiring quantities of oil different from the first two, each of the four feeds is adjusted separately.

The simple raising of a cut-off plunger stops the oil running to the bearings and forces it up through the sight feeds so that the supplies may be regulated. When this has been done, the plunger should be pushed down and the oil will again be forced to the bearings.

An arm extends from the Lubricator and rests on the hub of the fly-wheel where it is actuated by a cam. Every revolution of the fly-wheel causes this arm to act on the lubricator pump which positively FORCES a small quantity of oil through the tubes leading to the several bearings. Consequently when each sight feed is adjusted for a given quantity of oil per minute when the motor is running at say five hundred revolutions, it must force twice the quantity when running one thousand revolutions per minute, or only half the quantity when running two hundred and fifty revolutions per minute. In other words, the motor gets no more nor no less but exactly the quantity of oil required to produce the best results.

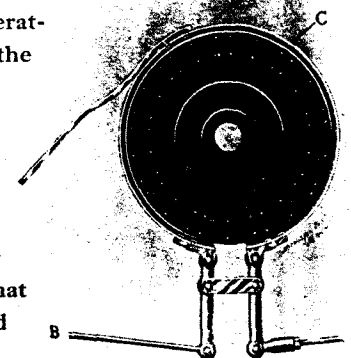
Another feature—one of vital importance. A lubricator whose feeds and passages are small, is easily clogged with dirt, lint or “gummed” oil, rendering it but little if any better than no lubricator at all. In the Cadillac Lubricator such troubles are almost impossible as the passages are all large, hence not easily obstructed, yet it can be adjusted with unerring accuracy. It is readily accessible, being located under the front seat, directly back of the heel board.

Cadillac Transmission

THE CADILLAC TRANSMISSION combines strength, durability, quietness, and requires the least possible attention. These are virtues not possessed by any other gear.

It is provided with two friction bands. One of these, operated by a foot lever, applies the slow speed; the other, operated by the control lever, reverses the movement of the car.

By moving the rod (a) in the direction indicated by the arrow, the band (c) is closed upon the transmission gear drum, the rod (b) is fastened to the rear engine support and balances the pull on (a) so that no matter how much strain is applied through (a) there is no sidepull on the transmission drum and consequently no possibility of heating the transmission drum bearings or of undue strain on the crank shaft. This of course reduces friction losses and adds correspondingly to the efficiency of the car.



The driving gear “D” is the only part attached to the engine shaft. When assembled, the cover “C” and case “H” form an oil reservoir enclosing all the working parts, thus insuring the best possible lubrication with the least attention. It has but ONE oil hole instead of the usual ten or twelve, and will hold enough oil for several days use.

If the case “H” be held by its brake band when the driving gear is rotating, all the gears in the case, except “B,” run at the same speed as the engine shaft, but no faster. The gear “B” and with it the driving sprocket “A” runs at a lower speed but in the opposite direction, thus producing the reverse. If the case be allowed to revolve, and the drum “K”

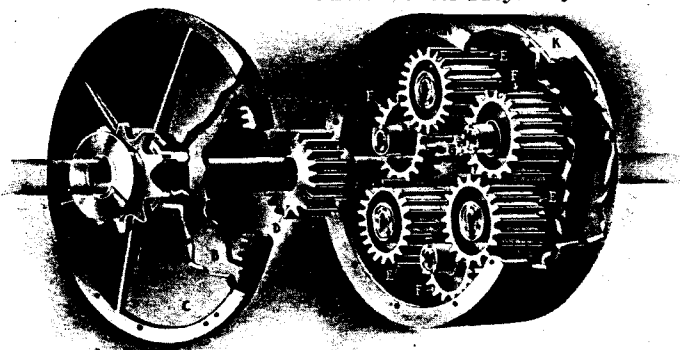
be held by its brake, all the gears run at much lower speed than the engine shaft, driving internal gear “B” around slowly forward, producing the slow speed. If brake

Cadillac Transmission

Continued

drum "K" be locked to shaft by the high speed clutch, the whole gear revolves and acts as an additional fly wheel.

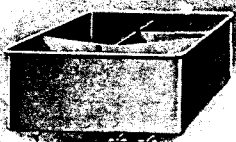
By driving through gear "B" and engaging at three points, the lowest possible tooth strains are secured. All the gears are large; none of them can ever run as fast as the engine except in backing. These strong points of advantage form a combination of virtues never before secured in any transmission and make the Cadillac transmission the IDEAL GEAR for its duty. By Cadillac



construction the entire transmission can be removed without disturbing crank shaft. In plain words, the Cadillac gear is right. Another of the reasons why a 5x5 single cylinder engine rated at 10 h. p. has been able to do the same work as some multiple cylinder engines rated at 16 h. p.

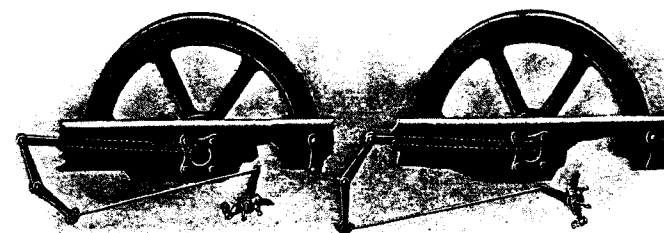
Gasoline Tank

THE Cadillac Gasoline Tank, shown in cut with top removed, is easy of access, being placed directly underneath the front seat and carries about seven gallons. It is provided with partitions at "A" which prevent undue splashing. The partition "B" forms a compartment holding about one gallon. When the gasoline in the main compartment has been consumed, the motor will of course stop, which serves notice to the driver that but one gallon remains (in the compartment) and that it will be necessary soon to renew the supply. The reserve may then be transferred to the main tank by simply opening the valve "C."



Safety Starting Device

IF, WHEN STARTING A MOTOR, the spark be advanced, it effects an early ignition of the charge. This causes the motor to start backwards or "kick back," which is liable to injure the operator by the starting crank striking him.



The Safety Device on the Cadillac makes this impossible. Attached to and operating in conjunction with the spark advance mechanism, we have a safety slide. In advancing the spark lever it also moves the safety slide into a position where it obstructs the entrance of the crank, (See Fig. 2), making it impossible to start the motor until the spark lever is moved to its normal position, (See Fig. 1.)

Cooling System

The efficiency of the Cadillac motor cooling system is well known. You do not see Cadillac "hung up" on the road waiting for the motor to "cool off."

In the first place, our method of water jacketing, previously explained, facilitates a uniform cooling of the cylinders. Secondly, our radiator has ample radiating surface, and thirdly our centrifugal pump keeps the water in rapid circulation.

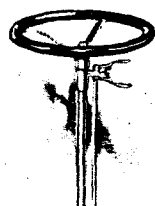
The pump is attached to the frame of the chassis. Being operated by the motor, the rapidity of its action is governed by the speed of the latter, which is the only practical method.

The water tank is accessible for filling by simply removing the cap from the top of the hood.

The water circulating pipes are of copper.

MUFFLER. The Cadillac Muffler is an effectual "silencer" and is equipped with a cut-out which acts as a safety valve.

This can also, when desired, be used as a warning signal by simply pressing with the foot on a trigger which extends up through the floor of the car.



ELECTRICAL SYSTEM. The ignition is by the jump spark system with coil and switch on the dash of the car and two sets of dry cell batteries, one for use and the other for reserve, located where they are readily accessible. The secondary wires are strung in the channel of chassis frame where they are out of the way of dirt and dampness, hence no liability of short circuiting.

CONTROL. The slow speed is applied by a foot lever and the high speed and reverse by a hand lever at the side of the car, (See explanation of action under Transmission.)

THE BRAKE mechanism consists of two friction bands which contract on the drums of the rear axle differential and are applied by a foot lever. The latter is equipped with pawl and ratchet so that the brake can be held at any tension desired. Our differential drums are extra large, being nine inches in diameter, thereby affording great friction surface and brake efficiency.

STEERING MECHANISM is of the rack and pinion type and is operated by means of the steering wheel.

THROTTLE and **SPARK** levers are placed conveniently underneath the steering wheel.

FRAMES. Our frames are of the channel pattern, pressed from a special grade of steel and tested to withstand strains much greater than they will be called upon to bear.

AXLES. Our rear axles are of steel tubing with high grade steel live axles, keyed to differential drums,

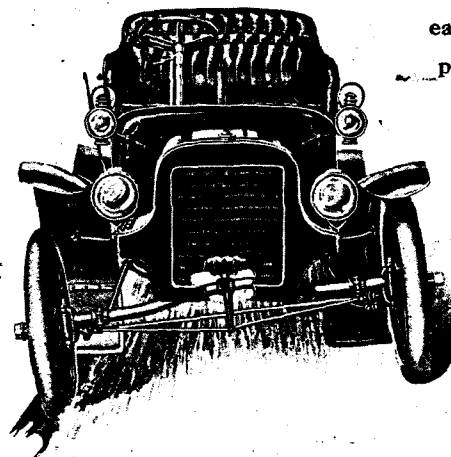
the bearings being of the roller type. Rear wheels are keyed to the live axle sections. The differentials are of the Brown-Lipe spur gear pattern. Front axles are of steel tubing with drop forged front wheel spindles, the front wheels being fitted with ball bearings.

SPRINGS Our springs are of the highest grade it is possible to obtain.

We wish to direct special attention to our front spring suspension, the advantages of which will be readily understood by referring to the accompanying illustration.

On the front axle at the point of the spring suspension, a rocker joint is provided. This joint fully doubles the efficiency of the spring and permits one wheel to pass over obstacles several inches in height or into depressions of equal depth without disturbing the "level" of the body or transmitting any material jar to the occupants of the car. By relieving the strain on the spring it reduces breakage to a minimum. The extreme ease and comfort characteristic of the Cadillac will meet with hearty approval.

DRIVE. Hardened steel roller chain with detachable links, each link pin secured by a cotter pin. In case of accident, the replacement of a link requires but a few minutes time.



BODIES. Special attention is directed to the designs of the Cadillac bodies, which are of the Victoria type, and the latest conception of the Coach Builder's Art. Illustrations fail to convey an adequate conception of their exquisite grace and beauty, which would be a credit to cars selling at several times our price.

The dash is of pressed steel, hollow, and substantially re-enforced.

The seats are luxuriously upholstered in genuine hand buffed leather of a color to harmonize with the panels. All upholstery is tufted over coil springs and fine quality genuine curled hair.

FENDERS. Our fenders are special Cadillac pattern, formed from sheet metal and so designed that they will be found very effectual in protecting both the car and its occupants.

WHEELS are of the artillery type made from specially selected second growth hickory. Rear wheels are keyed to live axle shafts and doubly secured thereto by slotted hex nuts and cotter pins. Front wheels are ball bearing with tool steel cups and cones.

FINISH. The finish of the lower part of the bodies is black while that of the upper parts including seat panels and doors, is purple lake with light carmine striping.

The frame, axles, wheels, etc., are finished in a dark shade of carmine, striped in a lighter shade of carmine and black.

The purple lake (a deep wine color) gives a finish of the very latest style and taste which for quiet richness and beauty will not be excelled.

EQUIPMENT. Each Cadillac is furnished with a set of tools for ordinary adjustments, including a pump and repair outfit for tires.

Our prices do not include lamps, horn or other accessories. If we were to furnish these we would simply be obliged to increase the selling price of our cars to cover the extra cost. Different persons have different tastes and requirements, therefore by our policy, each purchaser is free to choose and purchase such accessories in accordance with his individual preferences.

Tires

IN ORDER TO OFFER Cadillac purchasers the choice of a number of different tires which can be furnished without the delay usually entailed by such options, we have at heavy expense, had perfected for us a Universal Rim to which may be fitted either of the six following styles of tires.

DUNLOP TYPE
HARTFORD
MORGAN & WRIGHT
INDIANAPOLIS G & J

CLINCHER TYPE
HARTFORD
MORGAN & WRIGHT
INDIANAPOLIS G & J

Unless otherwise ordered, we will equip to this Universal Rim, the Hartford Dunlop tires on all cars listed in this catalogue. We will, however, when so ordered, equip cars with any other make of tire ABOVE MENTIONED without extra charge.

TIRE GUARANTY. All Tires and Rims used on Cadillac Automobiles are guaranteed by their makers and should be sent to them (not to us), transportation charges prepaid.

Send Hartford tires to HARTFORD RUBBER WORKS COMPANY, at any of the following addresses:

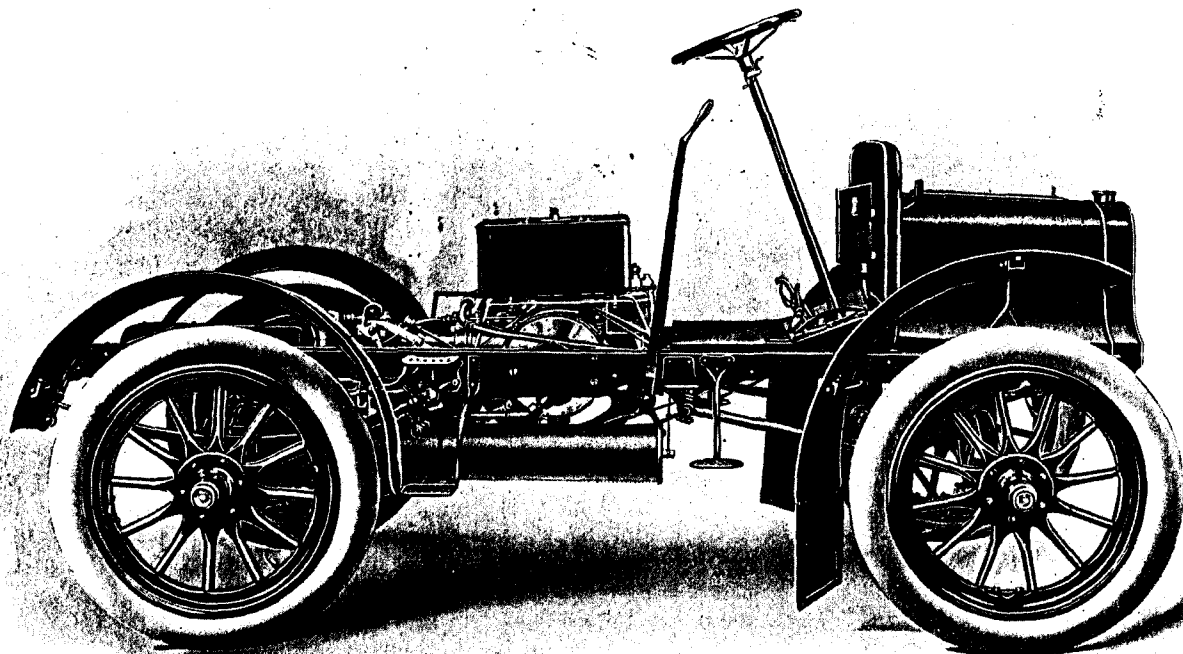
Hartford, Conn.	88 Chambers Street
New York City	1769 Broadway
New York City	494 Atlantic Avenue
Boston, Mass.	138 North Tenth Street
Philadelphia, Pa.	686 Main Street
Buffalo, N. Y.	1831 Euclid Avenue
Cleveland, Ohio	256 Jefferson Avenue
Detroit, Mich.	83 Michigan Avenue
Chicago, Ill.	1564 Broadway
Denver, Colo.	501 Golden Gate Avenue
San Francisco, Cal.	380 South Los Angeles Street
Los Angeles, Cal.	

Send Morgan & Wright tires to MORGAN & WRIGHT, at any of the following addresses:

New York City	214 W. 47th Street
Boston, Mass.	228 Columbus Avenue
Cleveland, Ohio	347 Huron Street
Dayton, Ohio	417 E. 5th Street
Minneapolis, Minn.	788 Hennepin Avenue
Detroit, Mich.	265 Jefferson Avenue
St. Louis, Mo.	538 N. Vandeventer Avenue
San Francisco, Cal.	1067 Mission Street
Chicago, Ill.	309 Michigan Avenue
Syracuse, N. Y.	212-14 So. Clinton Street
Philadelphia, Pa.	Broad and Vine Street
Atlanta, Ga.	35 Edgewood Avenue
Denver, Colo.	1562 Broadway
Los Angeles, Cal.	940 So. Main Street
Portland, Oregon	86 Sixth Street

Send G. & J. tires to G. & J. TIRE COMPANY, at any of the following addresses:

Indianapolis, Ind.	337 Huron Street
Cleveland, Ohio	43 Columbus Avenue
Boston, Mass.	429 Wabash Avenue
Chicago, Ill.	247 Jefferson Avenue
Detroit, Mich.	327 Van Ness Avenue
San Francisco, Cal.	1528 Court Place
Denver, Colo.	9 W. Huron Street
Buffalo, N. Y.	711 No. Broad Street
Philadelphia, Pa.	



CHASSIS

20

Chassis

A Summary of Points Found in All Cadillac Cars

Single cylinder 5 inches x 5 inches, 10 h. p.; water cooled horizontal motor.
Copper water jacket. (Pat. pending.)
Mechanically operated vertical valves.
Variable inlet control. (Pat.)
Two speed planetary gear. (Pat.)
Mechanical force feed lubricator.
Interchangeable adjustable motor bearings.
Safety starting device.
Pressed steel frames.
Tubular radiator.
Jump spark ignition.
Spark Coil on dash.
Brown-Lipe spur differentials.

Balanced double acting clutch bands.
Two double acting brakes, with drums keyed direct to axle sections.
Steel hubs. Rear hubs taper fitted and keyed to axle sections.
Three spring suspension with rocker joint on front spring.
Adjustable ball jointed radius rods.
Ratchet foot pedal brake action.
Automatic elastic stop diaphragm carburetor. (Pat.)
Rack and pinion steering gear.
Gasoline capacity, 7 gal. Water capacity, 3 gal.
Foot pedal, low-speed control.
High gear and reverse on hand lever.

PRICES ON INCOMPLETE CARS

Subject to Same Terms and Conditions as Complete Cars

MODEL "M" CHASSIS INCLUDING DASH AND HOOD

With wheels and 30 x 3 1/2 inch tires,

\$300.00

The tires included in above prices are either the Dunlop or Clincher types made by either the Hartford Rubber Works Co., of Hartford, Conn., Morgan & Wright, of Chicago, or G. & J. Tire Co., of Indianapolis, Ind.

BODIES

NOT INCLUDING DASH OR HOOD

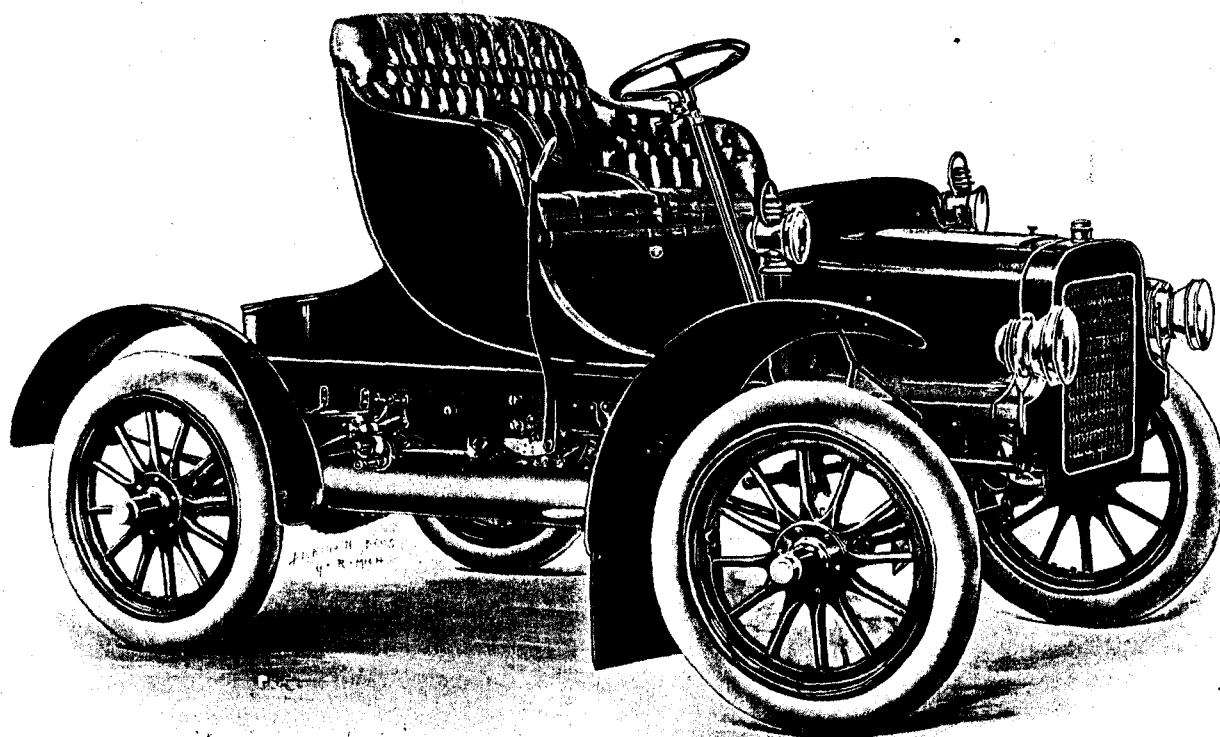
MODEL K RUNABOUT BODY

Bodies, Divided seat, standard finish, including upholstery and spring seat cushion \$75.00

MODEL M BODY

Double side door entrance, divided front seat, standard color, including upholstering and spring seat cushions, \$175.00

All quotations are f. o. b. Detroit.



MODEL "K" LIGHT RUNABOUT

Price \$750.00 F. O. B. Detroit

Lamps Not Included.

22

Cadillac Model "K"

Light Runabout

THE SPLENDID SUCCESS of our last year's runabout, which proved by far the most popular car of its type, warrants us in predicting for its worthy successor, the Model K, an even greater demand. This model includes all of the special Cadillac features described in detail on preceding pages.

The ease with which it may be controlled and handled, and the fact that it may always be depended upon makes it particularly well adapted for all around business purposes.

As a pleasure car for two persons it has never been equaled. Its light weight admits of its being geared to run at the rate of 30 to 35 miles per hour, which is faster than most people care to ride over average roads.

We gear this car with 10 tooth sprocket on the motor shaft and 38 tooth on the rear axle. This gear is considered best adapted for general use on average roads and hills. For localities where very steep grades predominate, a 10-41 combination is of some advantage while a 10-34 combination affords the maximum speed in localities where the roads are smooth and level.

MODEL "K" Light Runabout Not Convertible

Standard Specifications

Axles	Tubular Ball Front, Hyatt Roller Rear
Tread,	56 inches
Wheels,	28 inches
Wheel Base,	74 inches
*Tires,	28 x 3 inches
Body—Divided seat, trimmed in hand buffed leather	
Color,	Standard, see page 18
Gear,	10-38
Weight,	Approximately 1100 pounds
Length over all,	9 feet 2 inches
Width over all,	5 feet 8 inches
Height over all,	4 feet 6 inches

Price, \$750.00, F. O. B., Detroit
(Lamps not included)

The following options can be furnished, subject, of course, to possible delay:

Tread,	61 inches
Gear,	10-41 or 10-34

*Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. For tire options, see page 19.

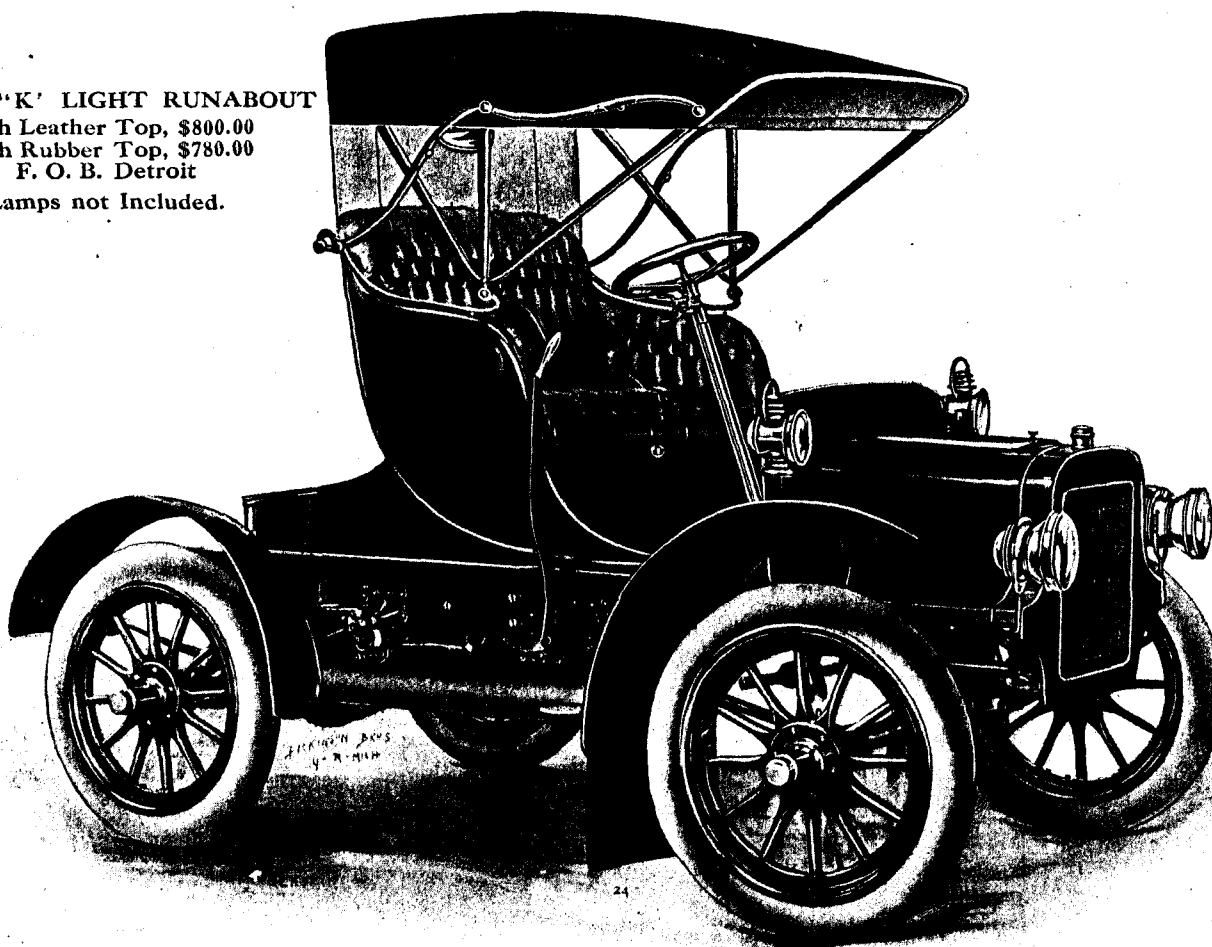
MODEL "K" LIGHT RUNABOUT

With Leather Top, \$800.00

With Rubber Top, \$780.00

F. O. B. Detroit

Lamps not Included.



Cadillac Model "K"

Light Runabout with Top

OUR Light Runabout, equipped with top, has always met with marked favor. The protection afforded in inclement weather, the ease with which the car may be handled and its general reliability, have given it a decided preference among physicians and business men whose calling necessitates their being out under all conditions.

The top is not an ordinary stock pattern but is made especially substantial to enable it to withstand the hard use to which it may be subjected.

This car will be equipped with either Rubber or Leather Top. Prices include sides and storm apron of same material.

We gear this car with 10-tooth sprocket on the motor shaft and 38-tooth on the rear axle. This combination is best adapted for general use on average roads and hills. For localities where steep grades predominate a 10-41 gear is preferable.

MODEL "K" Light Runabout With Top

Standard Specifications

Axles	Tubular Ball Front, Hyatt Roller Rear
Tread,	56 inches
Wheels,	28 inches
Wheel Base,	74 inches
*Tires,	28 x 3 inches
Body—Divided seat trimmed in hand buffed leather	
Color,	Standard, see page 18
Gear,	10-38

Price, Leather Top, Complete with Sides and Storm Apron, \$800.00

(Lamps not included)

Price, Rubber Top, Complete with Sides and Storm Apron, \$780.00

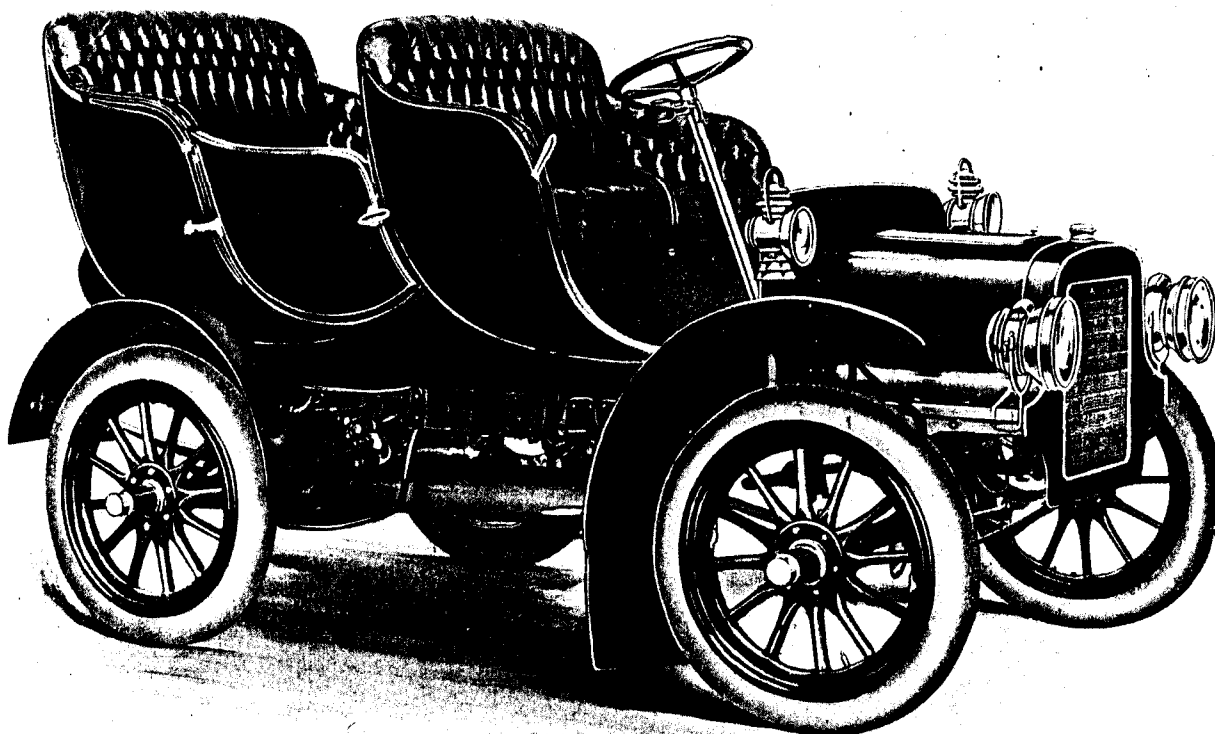
F. O. B., Detroit

(Lamps not included)

The following options can be furnished, subject, of course, to possible delay:

Tread,	61 inches
Gear,	10-34 or 10-41

*Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. For tire options, see page 19.



MODEL "M" TOURING CAR"

Price \$950.00 F. O. B. Detroit

With Cape Car Top \$1025.00

Lamps Not Included.

26

**Cadillac Model "M"
Light Touring Car**

IN THIS model we offer a car which for general utility will not suffer in comparison with any automobile regardless of cost. No effort or expense consistent with its price, has been spared to make it all that could be wished for in a light family car, easily capable of a speed of 25 to 30 miles per hour. In it are embodied all of the Cadillac special features, and we do not hesitate to assure our friends that it positively offers better value than any car selling at from 50 to 100 per cent higher, while with the advantages of economy in fuel and oil and low cost of maintenance generally, it has no competitor at any price.

The Model "M" is geared for maximum power and reasonable speed, the 10-41 sprocket combination being considered best for average roads and hills, while for specially hilly localities a 10-45 gear may be advantageous.

It will be found a constant car, ready for service at any and all times.

The seats are luxuriously upholstered and the tonneau is large and roomy.

The general design is of surpassing beauty and with our superb finish, gives it a tone of quiet richness which will not be excelled

The owner of a Cadillac Model "M" will never be ashamed of his car.

**MODEL "M"
TOURING CAR**

**Not Convertible
Standard Specifications**

Axles,	Tubular Ball Front—Hyatt Roller Rear
Tread,	56 inches
Wheels,	30 inches
Wheel Base,	76 inches
*Tires,	30 x 3½ inches
Color,	Standard, see page 18

Body—Double side door entrance, 18 inches wide, with divided front seat.

Gear,	10-41
Weight,	Approximately 1350 pounds
Length over all,	9 feet 7 inches
Width over all,	5 feet 8 inches
Height over all,	5 feet 6 inches

Price \$950.00 F. O. B. Detroit.

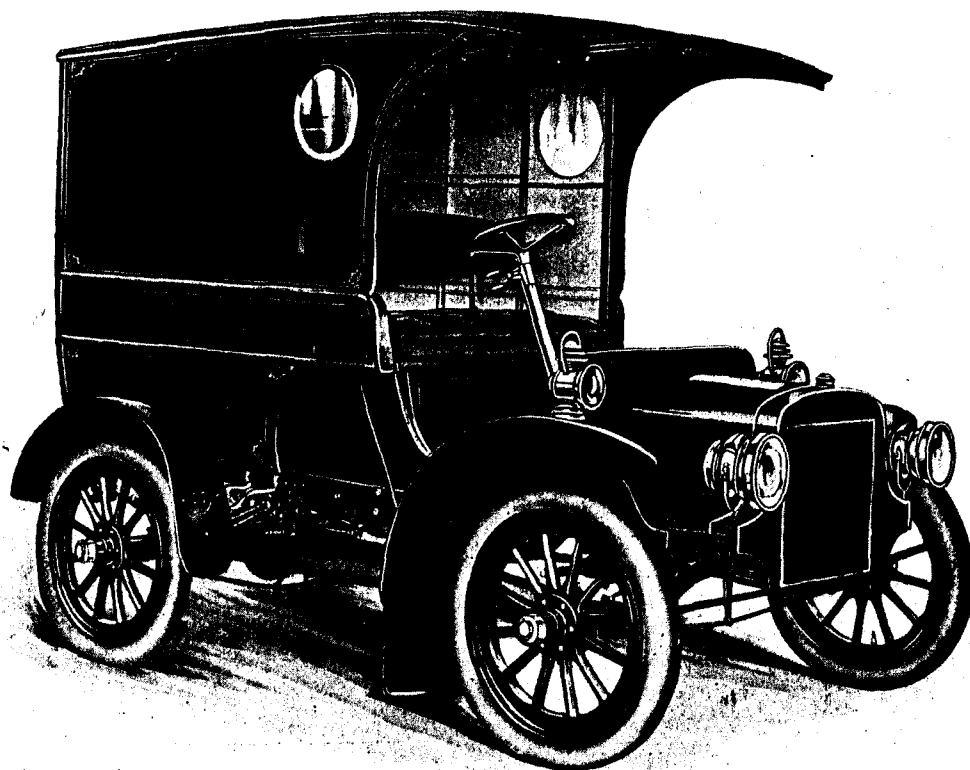
(Lamps not included.)

The following options can be furnished, subject, of course, to possible delay:

Gear,	10-38 or 10-45
Tread,	61 inches

*Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. For tire options, see page 19.

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CADILLAC MODEL "M"
Delivery Car
Price \$950.00 F. O. B. Detroit
Lamps Not Included.

28

Cadillac Model "M" Delivery

IN THIS CAR we offer a thoroughly practical vehicle for light delivery and commercial service. For the past two years we have had five of these cars in constant use at our factory, doing the work of fifteen horses. We have also supplied a large number of them to numerous prominent establishments throughout the country who require an absolutely dependable vehicle for use all the year round.

Among the various lines of business in which these cars are utilized may be mentioned, Grocery, Dry Goods, Clothing, Shoes, Men's Furnishings, Milliners, Florists, Bakers, Electrical Goods, and many others. The experiences of those who have adopted them have been so satisfactory that we have yet to hear of the first concern who would entertain the idea of reverting to horse drawn vehicles.

For commercial service, the matters of economy in operation and maintenance are prime requisites, and the marked success which has attended our cars of this type is due in a considerable degree to these generally acknowledged Cadillac features.

MODEL "M" DELIVERY Standard Specifications

Axles	Tubular Ball Front, Hyatt Roller Rear
Tread,	56 inches
Wheels,	30 inches
Wheel Base,	76 inches
*Tires,	30 x 3½ inches
Color,	Standard, see page 18
Gear,	9-45
Weight,	Approximately 1400 pounds

Top not Detachable.

Inside Dimensions—

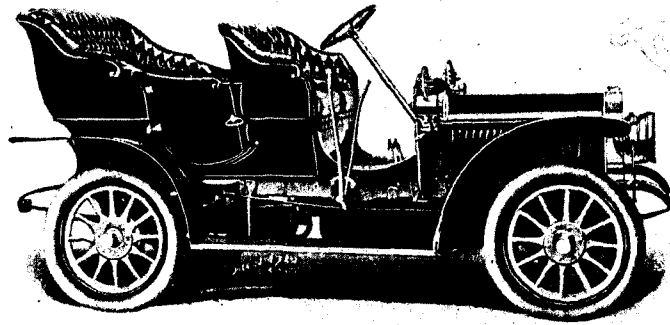
Length,	42 inches
Width,	40 inches
Height,	50 inches
Capacity,	500 to 600 pounds

Price, \$950.00, F. O. B. Detroit.

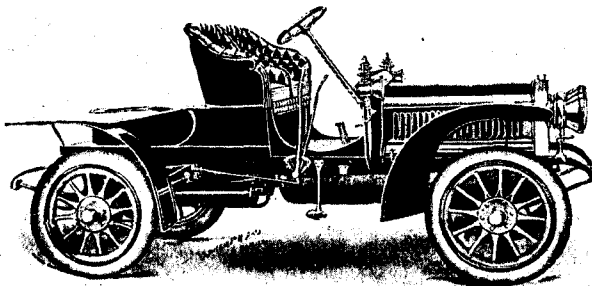
(Lamps not included)

* Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. For tire options, see page 19.

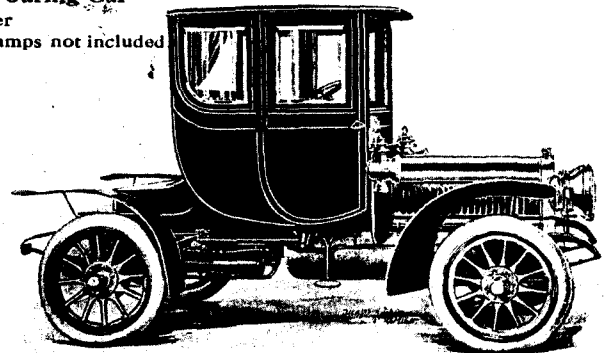
29



Cadillac Model "H" Touring Car
30 Horse Power
Price \$2,500.00 F. O. B. Detroit. (Lamps not included)



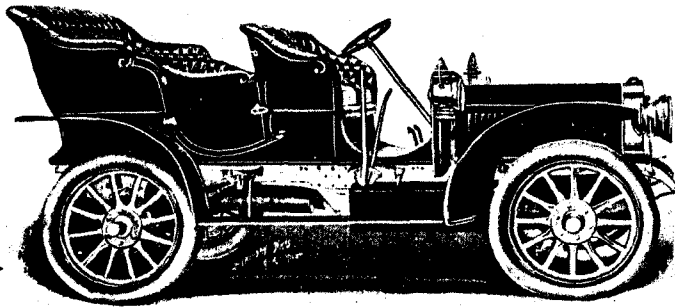
Model "H" Runabout
30 Horse Power
Price \$2,400.00 F. O. B. Detroit. (Lamps not included.)



Model "H" Coupe
30 Horse Power
Price \$3,000.00 F. O. B. Detroit. (Lamps not included)

Our Special Catalog of Four Cylinder Cars will be Mailed Upon receipt of Request.

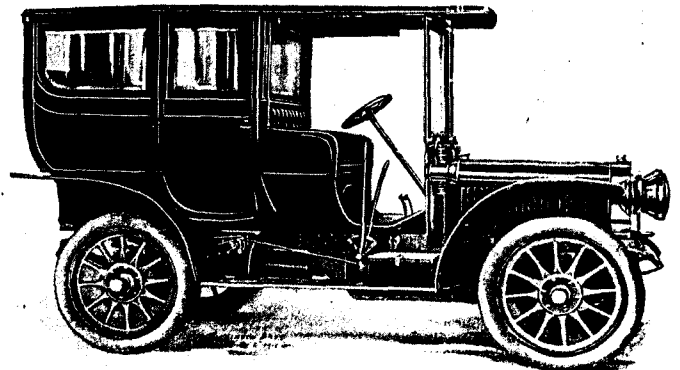
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CADILLAC
Model "L" Limousine
40 Horse Power
Price \$5,000.00 F. O. B. Detroit.
(Lamps not included.)

Our Special Catalog of Four Cylinder Cars
will be mailed upon receipt of request.

CADILLAC
Model "L" Touring Car
40 Horse Power.
Price \$3,750.00 F. O. B. Detroit.
(Lamps not included.)



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Prices, Terms and Conditions

PRICES on Automobiles and parts are positively net F. O. B. Detroit.

DISCOUNTS. We do not allow discounts excepting to bona fide automobile dealers who are properly equipped to conduct their business successfully and serve the best interests of Cadillac owners.

TERMS. Our terms on parts are strictly cash with order excepting to our regularly appointed representatives with whom we have accounts. We do not open accounts with others.

Orders accompanied by remittances will receive prompt attention, otherwise we will be obliged to hold them and write for the money.

When parts are desired by mail, the remittance must be sufficient to cover postage also. If remittance is more than sufficient, we will refund the amount overpaid.

REMITTANCES should be made by New York or Chicago exchange, Post Office money order or Express money order. When checks on local banks are sent, we hold the order until we receive returns from the check.

WHEN ORDERING, state definitely what is wanted. Do not leave anything to be inferred. Write and sign your order plainly, on a separate sheet from your letter. When ordering ANY part, always give the number of motor in your car. This is imperative. Also state the model and year's make of your automobile. A Price List of Parts will be sent to Cadillac purchasers upon receipt of request stating the Model of Car for which same is desired.

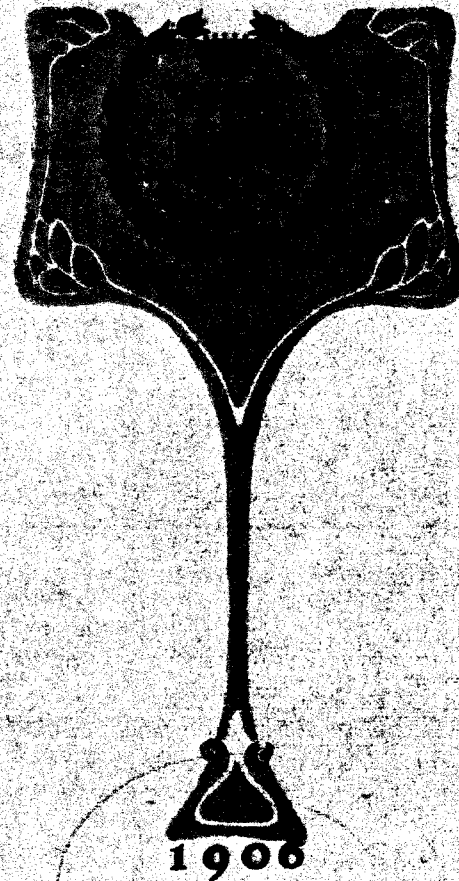
WHEN RETURNING GOODS to us for any reason, charges must be prepaid or they will not be accepted from the Railroad or Express company. They must also be tagged with YOUR name and address (or we cannot identify them) and accompanied by a letter of instructions.

CORRESPONDENCE. Our executive force is large, the finance, sales agency, order, repair and shipping departments being under separate heads. It is therefore important that correspondence bearing on different subjects should be written on separate sheets, dated and signed so that each may be sent immediately to the department to which it belongs, thereby making it unnecessary for one letter to go the rounds of several departments, which causes delay. Address all correspondence to the Company, not to individuals.

EXTRAS. When automobiles are to be shipped long distances, singly, it is sometimes advisable to have them crated. The cost of crating is \$10.00 extra, NET.

CADILLAC

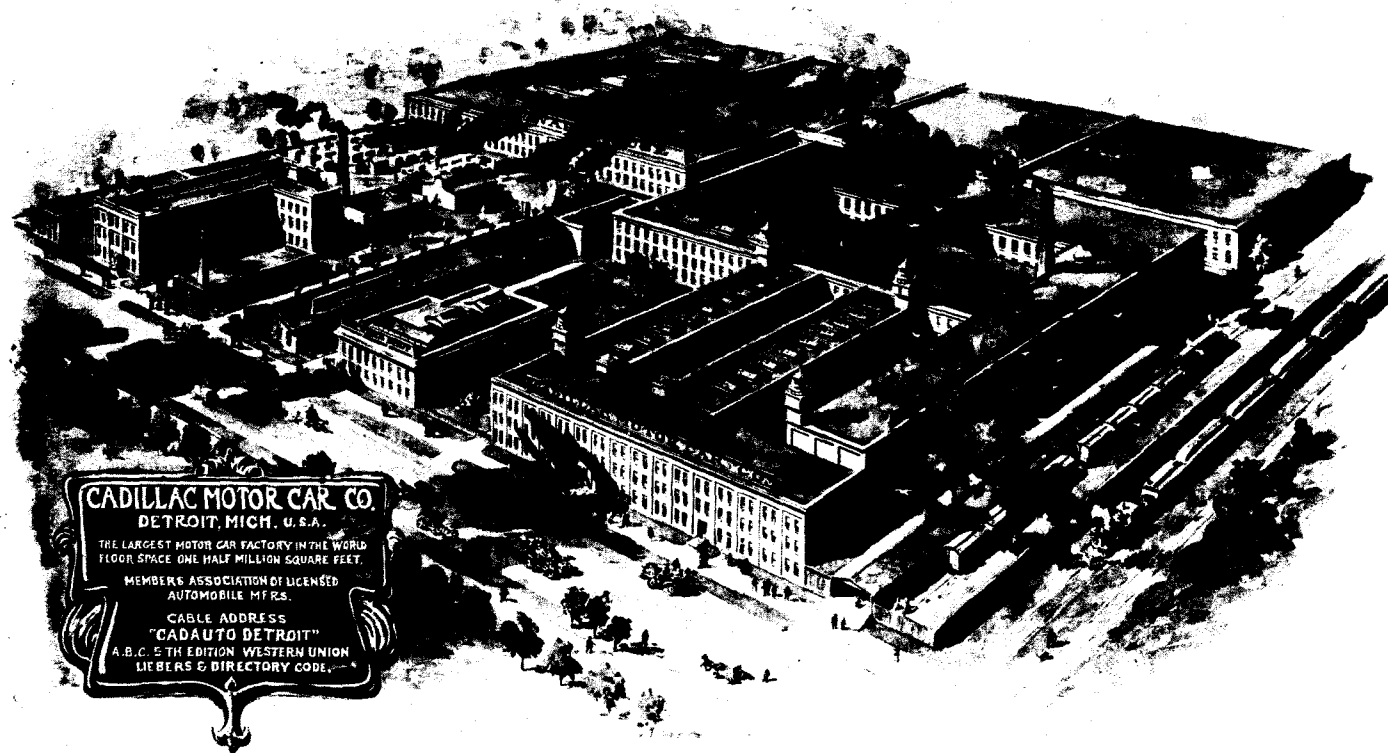
'06



FILE ONLY
PUBLIC RELATIONS

1906
H & L

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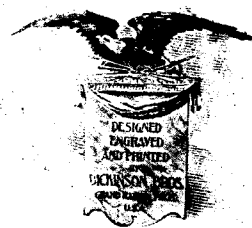
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foreword

THIS Advance Catalog is issued merely as an introduction to the line of Cadillac 1906 Four Cylinder Cars.

The name "CADILLAC" is in itself so significant of all that is good in automobile construction that the illustrations in this booklet with an outline of the essential features embodied in the construction of the cars are sufficient to satisfy the experienced motorist.

We have however in course of preparation, a catalog of our Four Cylinder Cars in which we shall enter more into details, both in descriptions and illustrations and which we shall be pleased to mail upon receipt of request.

CADILLAC MOTOR CAR CO.,
Detroit, Michigan.

Cadillac "Model H" Touring Car

"Model H" Touring Car

"Model H" Runabout

"Model H" Coupe

SPECIFICATIONS

MOTOR. 30-Horse Power. Four cylinders, four cycle, $4\frac{3}{8}$ inch bore by 5 inch stroke, arranged vertically under hood, all parts readily accessible. Copper water jacket. Water cooled.

CARBURETOR. Special type for four cylinder motor, proven by exhaustive tests to be most effectual and economical.

COMMUTATOR. New and efficient design placed horizontally on vertical shaft with oil container.

IGNITION. Jump spark. Storage batteries. (Two sets.)

LUBRICATOR. Special Cadillac type, mechanical pump feed, quantity regulated by speed of engine.

RADIATOR. Honeycomb pattern of great capacity and exceptional cooling efficiency.

TRANSMISSION. Cadillac planetary type, specially cut and hardened gears, three forward speeds and reverse.

DRIVE. Direct shaft with specially cut and hardened bevel gears.

BEARINGS. Genuine Hess-Bright ball bearings throughout, including axles, front wheels, transmission and engine thrust bearings.

CONTROL. Very effectual by instantaneously acting governor.

BRAKES. Double acting, one set expanding inside and the other contracting on drums on rear wheels. Sufficiently powerful to lock wheels almost instantly.

STEERING GEAR. Our own new design, positive and reliable in its action.

FRAMES. Pressed steel, channel pattern.

SPRINGS. Four spring suspension, semi-elliptic front, three-quarter elliptic rear.

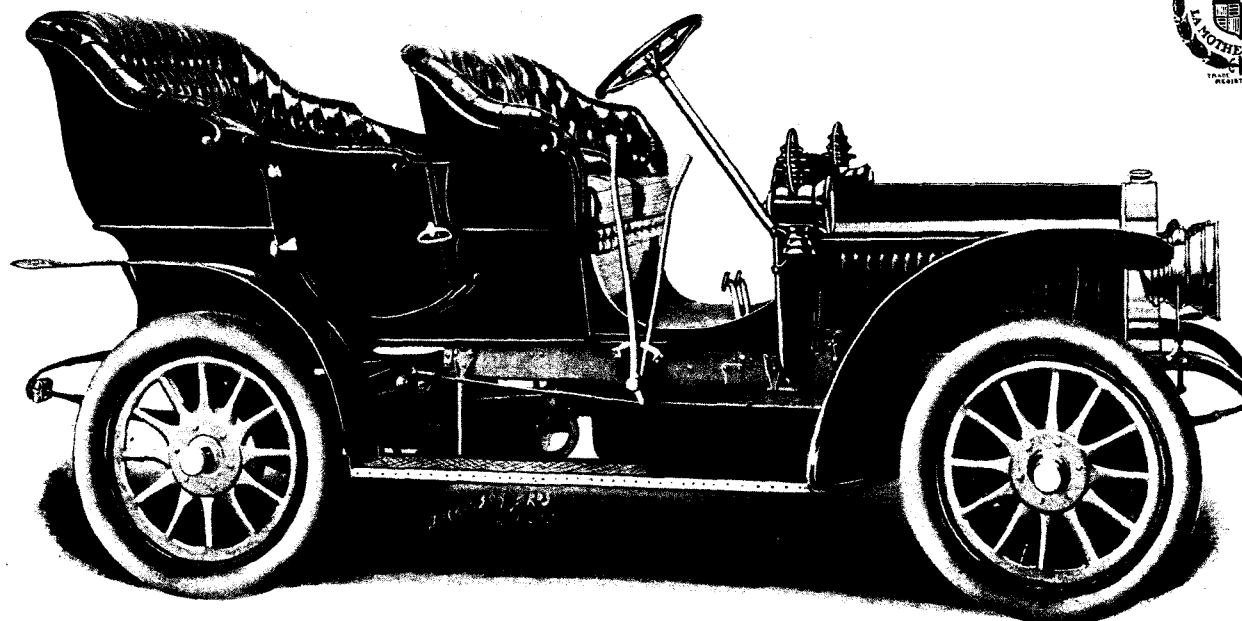
BODIES. Exclusive Cadillac design of unusual elegance, upholstered in hand buffed leather over deep coil springs and genuine curled hair.

MATERIAL. Highest grade throughout. All parts made accurately to gauge and thoroughly interchangeable.

Wheel Base,	100 inches.
Wheel Tread,	56 $\frac{1}{2}$ inches.
Wheels,	32 inches.
Tires,	4 inches.

Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. For tire options, see page 12.

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CADILLAC

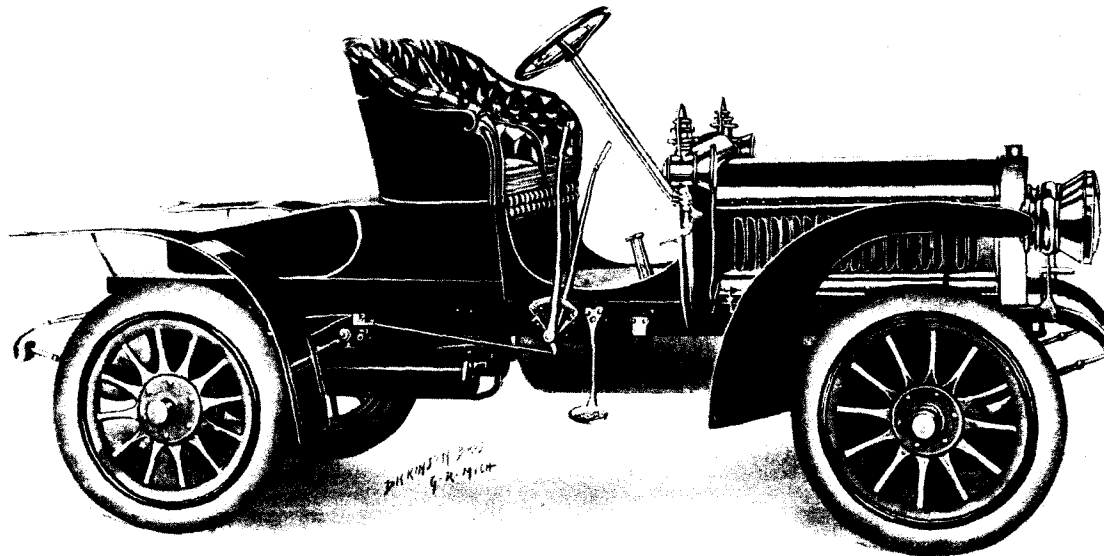


See Specifications Page 4

CADILLAC "MODEL H." TOURING CAR
PRICE \$2500.00 F.O.B. DETROIT
(LAMPS NOT INCLUDED.)

CDD COPY # 26096

CADILLAC



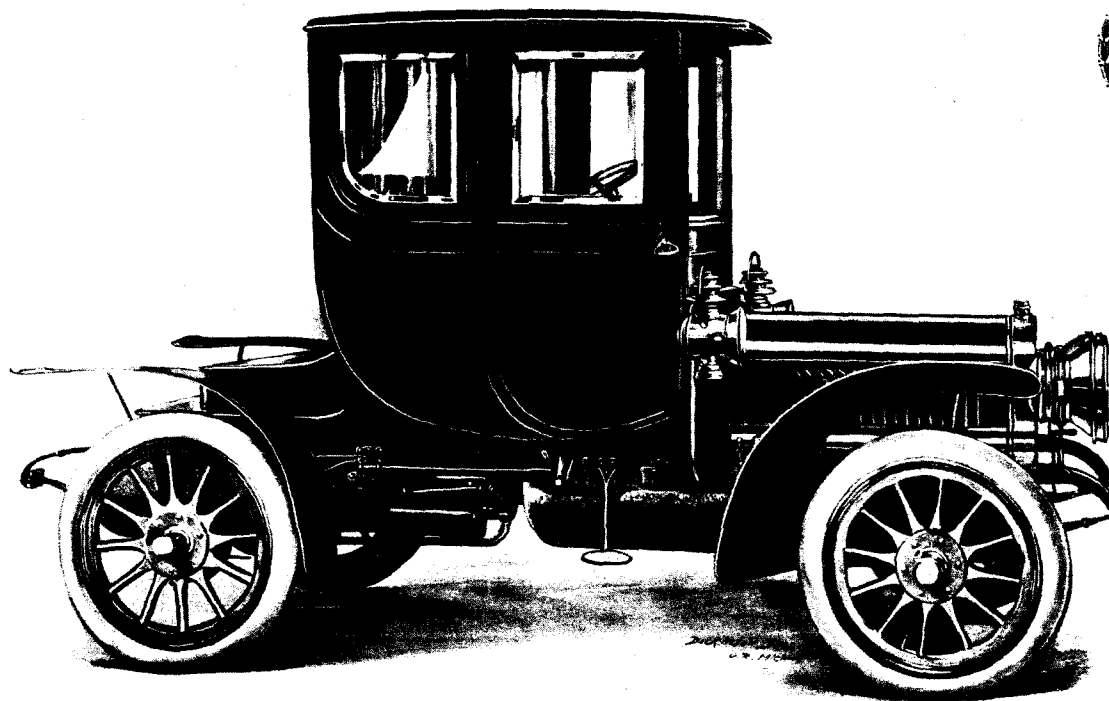
See Specifications Page 4

CADILLAC "MODEL H" RUNABOUT
PRICE \$2400.00 F.O.B. DETROIT
(LAMPS NOT INCLUDED)

6

CAD. COPY # 26504





CADILLAC



See Specifications Page 4

CADILLAC "MODEL H." COUPE
PRICE \$3000.00 F.O.B. DETROIT
(LAMPS NOT INCLUDED)

7

CAD COPY # 26097 +

Cadillac "Model E" Touring Car

SPECIFICATIONS.

MOTOR. Forty horse power, four cylinders, four cycle, 5 inch bore by 5 inch stroke, arranged vertically under hood, all parts readily accessible. Copper water jacket. Water Cooled.

CARBURETOR. Special type for four cylinder motor, proven by exhaustive tests to be the most effectual and economical.

COMMUTATOR. New and efficient design placed horizontally on vertical shaft with oil container.

IGNITION. Jump spark. Storage Batteries. (Two sets.)

LUBRICATOR. Special Cadillac type, mechanical pump feed, quantity regulated by speed of engine.

RADIATOR. Honeycomb pattern of great capacity and exceptional cooling efficiency.

TRANSMISSION. Cadillac planetary type, specially cut and hardened gears, three forward speeds and reverse.

DRIVE. Direct shaft with specially ground and hardened bevel gears.

BEARINGS. Genuine Hess-Bright ball bearings throughout including axles, front wheels, transmission and engine thrust bearings.

CONTROL. Very effectual by instantaneously acting governor.

BRAKES. Double acting, one set expanding inside and the other contracting on drums on rear wheels. Sufficiently powerful to lock wheels almost instantly.

STEERING GEAR. Our own new design, positive and reliable in its action.

FRAMES. Pressed steel, channel pattern.

SPRINGS. Five spring suspension, two semi-elliptic front, two semi-elliptic and one transverse spring in rear.

BODIES. Exclusive Cadillac design of unusual elegance, upholstered in hand buffed leather over deep coil springs and genuine curled hair, affording unexcelled luxuriousness.

MATERIAL. Highest grade throughout, all parts being made accurately to gauge and thoroughly interchangeable.

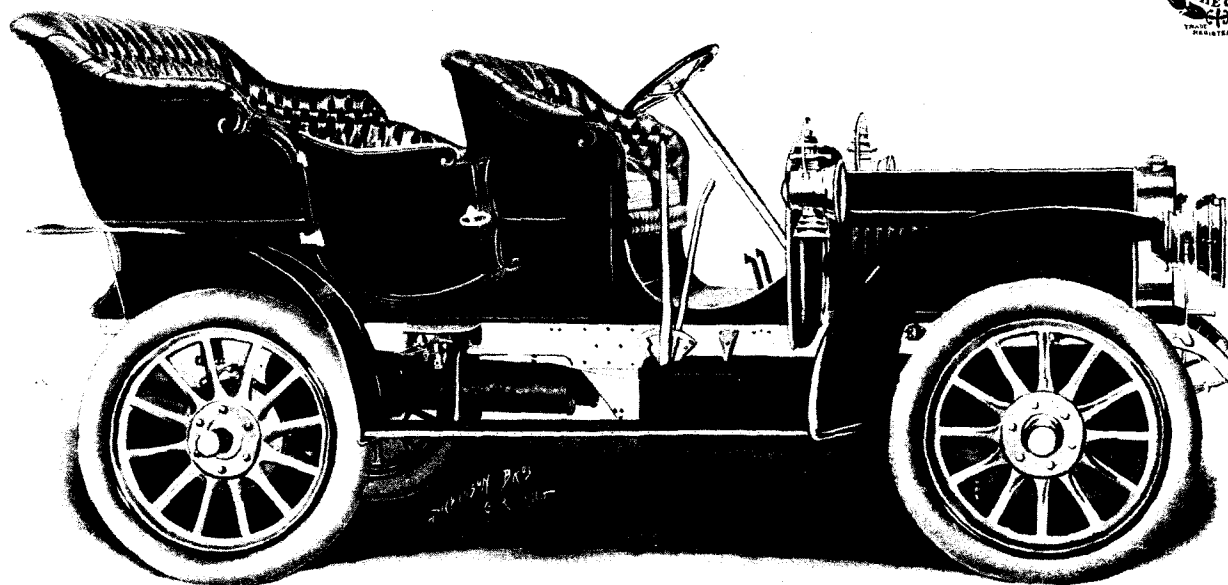
Wheel base	110 inches.
Wheel tread	56½ inches.
Wheels	36 inches.
Tires	4 inch front, 4½ inch rear.

Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. For tire options see Page 12.

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CADILLAC



See Specifications Page 8

CADILLAC "MODEL L." TOURING CAR
PRICE \$ 3750.00 F.O.B. DETROIT
(LAMPS NOT INCLUDED)

9

CAD. COPY # 26505 (S)

Cadillac "Model L" Limousine

In the Cadillac "Model L" Limousine, we offer a car which embodies everything in automobile construction appealing to those who desire the maximum of comfort and luxury.

The Chassis is that of our regular Model L.

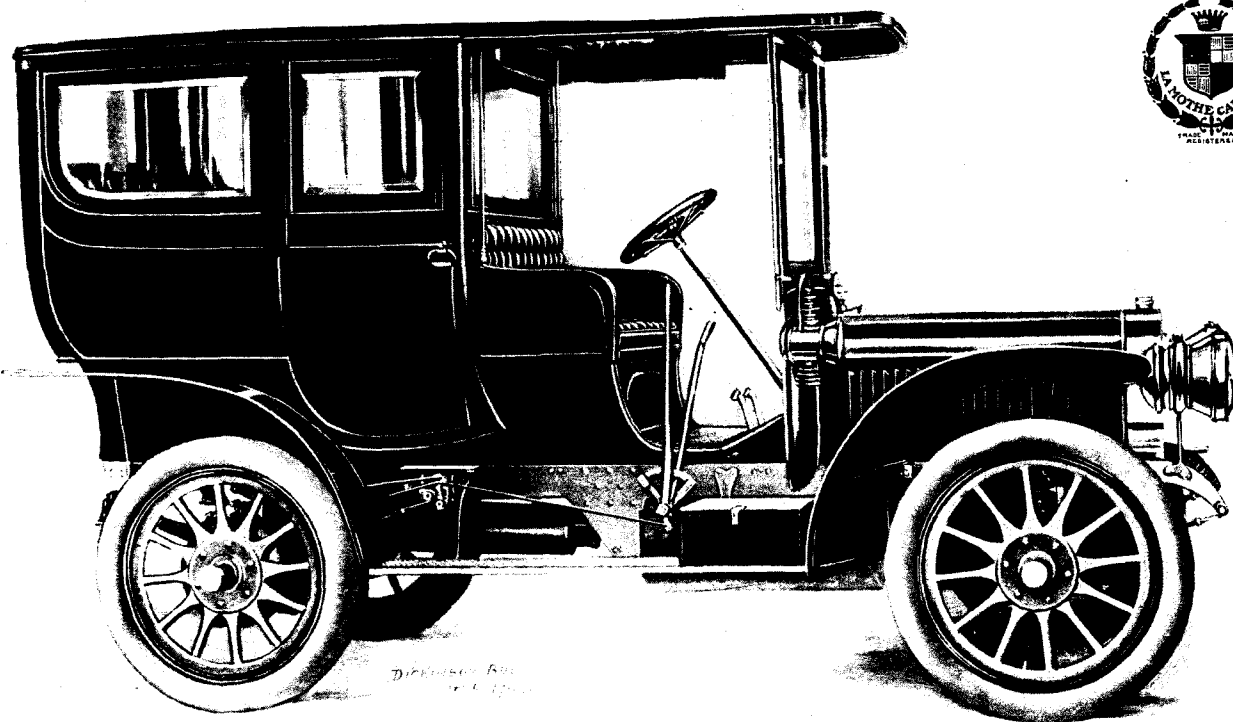
The body is large and roomy affording a seating capacity for five persons inside and for two persons on the front seat. It is substantially constructed and elegantly finished, upholstered in morocco leather over steel coil springs and the ceiling upholstered in satin. It is equipped with electric light, electric signal bell, speaking tube, etc.

The French Plate Glass in windows and doors may be lowered when so desired.

Horse Power,	. . . . .	40
Wheel Base,	. . . . .	110 inches.
Wheel Tread,	. . . . .	56½ inches.
Wheels,	. . . . .	36 inches.
Tires,	. . . . .	4 inch front, 4½ inch rear.

Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. For tire options, see page 12.

See Special Mechanical Features, page 8.



CADILLAC



See Specifications Page 8

CADILLAC "MODEL L" LIMOUSINE
 PRICE \$ 5000 F.O.B. DETROIT
 (LAMPS NOT INCLUDED)

11

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TIRES

IN order to offer Cadillac purchasers the choice of a number of different tires which can be furnished without the delay usually entailed by such options, we have at heavy expense, had perfected for us a Universal Rim to which may be fitted either of the six following styles of tires.

DUNLOP TYPE
HARTFORD
MORGAN & WRIGHT
INDIANAPOLIS G & J

CLINCHER TYPE
HARTFORD
MORGAN & WRIGHT
INDIANAPOLIS G & J

Unless otherwise ordered, we will equip to this Universal Rim, the Hartford Dunlop tires on all cars listed in this catalogue. We will, however, when so ordered, equip cars with any other make of tire ABOVE MENTIONED without extra charge.

TIRE GUARANTY

All Tires and Rims used on Cadillac Automobiles are guaranteed by their makers and should be sent to them (not to us), transportation charges prepaid.

SEND HARTFORD TIRES TO HARTFORD RUBBER WORKS COMPANY AT ANY OF THE FOLLOWING ADDRESSES,

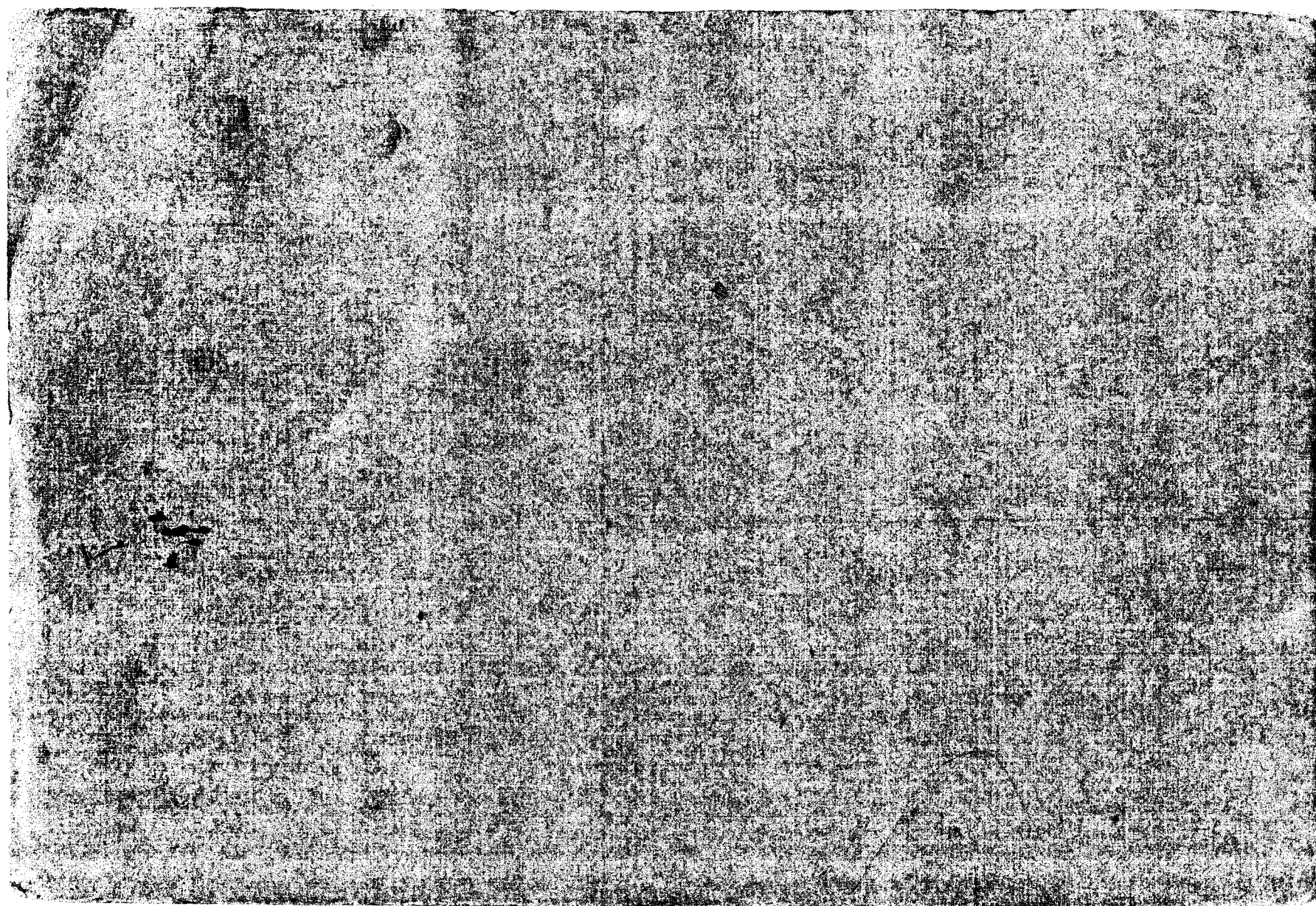
Hartford, Conn.	88 Chambers Street	Cleveland, Ohio	1831 Euclid Avenue
New York City	1769 Broadway	Detroit, Mich.	256 Jefferson Avenue
New York City	494 Atlantic Avenue	Chicago, Ill.	83 Michigan Avenue
Boston, Mass.	138 North Tenth Street	Denver, Colo.	1564 Broadway
Philadelphia, Pa.	686 Main Street	San Francisco, Cal.	501 Golden Gate Avenue
Buffalo, N. Y.		Los Angeles, Cal.	380 South Los Angeles Street

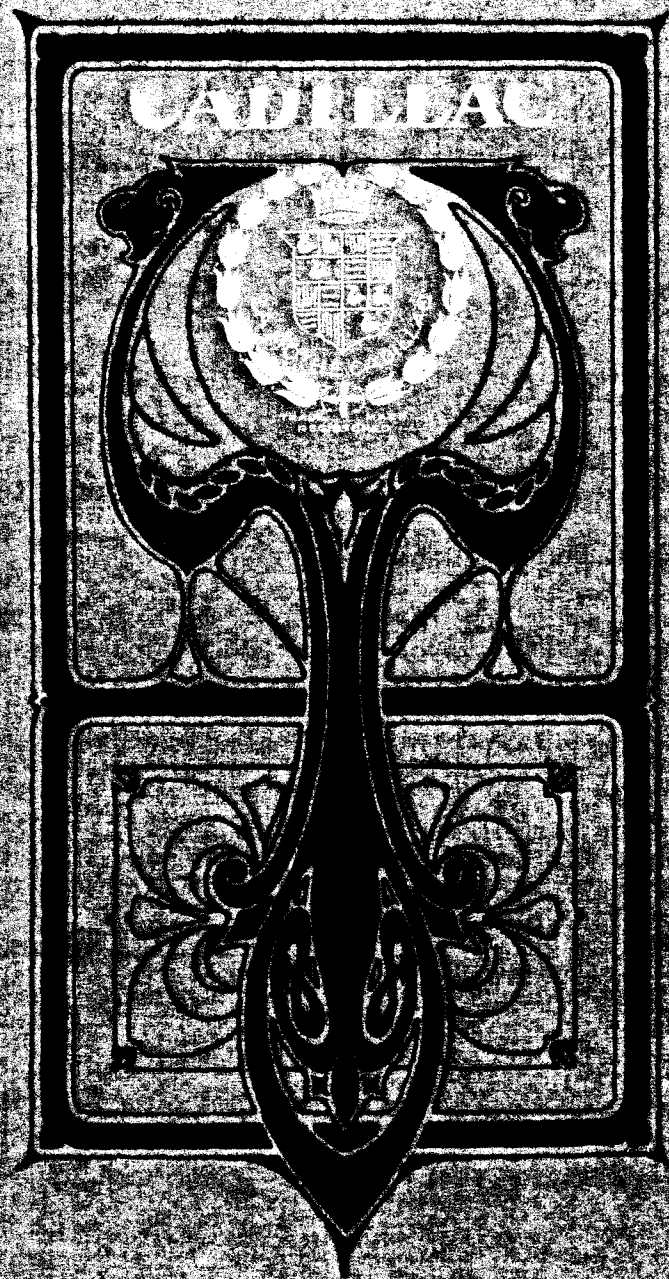
SEND MORGAN & WRIGHT TIRES TO MORGAN & WRIGHT AT ANY OF THE FOLLOWING ADDRESSES

New York City	214 W. 47th Street	Chicago, Ill.	309 Michigan Avenue
Boston, Mass.	228 Columbus Avenue	Syracuse, N. Y.	212-14 So. Clinton Street
Cleveland, Ohio	347 Huron Street	Philadelphia, Pa.	Broad and Vine Street
Dayton, Ohio	417 E. 5th. Street	Atlanta, Ga.	35 Edgewood Avenue
Minneapolis, Minn.	708 Hennepin Avenue	Denver, Colo.	1562 Broadway
Detroit, Mich.	265 Jefferson Avenue	Los Angeles, Cal.	940 So. Main Street
St. Louis, Mo.	538 N. Vandeventer Avenue	Portland, Oregon	86 Sixth Street
San Francisco, Cal.	1067 Mission Street		

SEND G & J TIRES TO G & J TIRE COMPANY AT ANY OF THE FOLLOWING ADDRESSES

Indianapolis, Ind.	337 Huron Street	San Francisco, Cal.	327 Van Ness Avenue
Cleveland, Ohio	43 Columbus Avenue	Denver, Colo.	1528 Court Place
Boston, Mass.	429 Wabash Avenue	Buffalo, N. Y.	9 W. Huron Street
Chicago, Ill.	247 Jefferson Avenue	Philadelphia, Pa.	711 No. Broad Street
Detroit, Mich.			





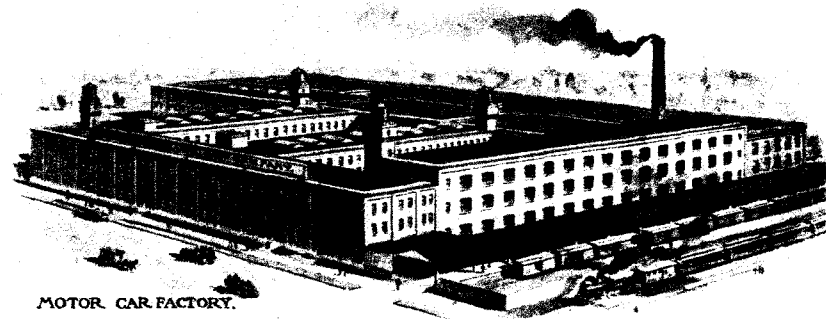
1906

CATALOGUE OF
FOUR CYLINDER
MOTOR CARS

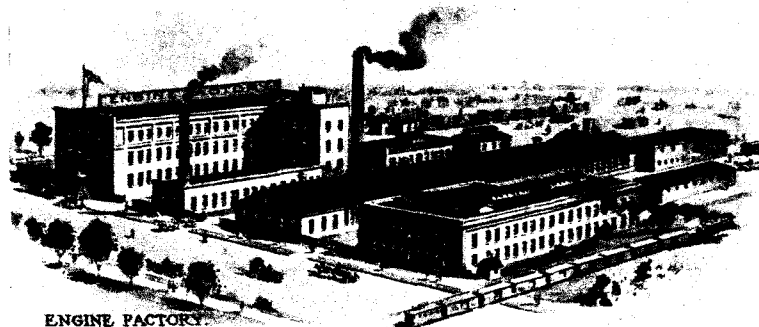
MODEL "H"

~~EXHIBIT~~
CR

[COPY # 29776]



MOTOR CAR FACTORY.



ENGINE FACTORY.

CADILLAC MOTOR CAR CO.

MEMBER ASSOCIATED LICENSED
AUTOMOBILE MANUFACTURERS
FACTORY AND GENERAL OFFICE
DETROIT, MICH.

CADILLAC ADDRESS
"CADILLAC, DETROIT"

CADILLAC
A. C. & CO. DETROIT, MICH.
A. C. & CO. DETROIT, MICH.

THE CADILLAC MOTOR CAR
CO. AND DETROIT DETROIT
MICH. ON THE CADILLAC
DETROIT DETROIT, MICH.
DETROIT DETROIT, MICH.
DETROIT DETROIT, MICH.

PR FILE
ONLY

CADILLAC





THE CADILLAC



The history of the Cadillac is largely the history of successful and practical motor car building in America.

Commencing a few years ago with the manufacture of our single cylinder car, an automobile which is by far the best known and most popular in America as well as in many foreign localities, we have not simply kept pace with the times but rather have set the pace in high grade construction.

So rapidly did the merits of the Cadillac command popular favor, that in less than two years from beginning their manufacture, our output was the second largest, and the end of the third year found us the largest makers of motor cars in the world. The past year, our output was almost, if not quite, equal to that of any two other makers combined.

Our facilities and equipment are unequalled. Our enormous plant is one of the most modern in existence and is replete with the latest, most improved and best machinery possible to obtain.

The Cadillac Motor Car Co. is a consolidation of the Cadillac Automobile Co. and the Leland & Faulconer Manufacturing Co. The reputation of the latter for the highest grade of machine work and for excellence in motor construction is world-wide. During the past decade that Company had made more gasoline motors for automobiles and other purposes than any other factory in existence. Its product, including gasoline motors, transmission gears, and other parts requiring the highest grade of material and the most skilled workmanship, had for several years been almost entirely absorbed by the Cadillac Automobile Co., and the uniting of the two establishments into one Company, under one management, brought into existence the largest and most complete organization in the world for the production of high grade motor cars.

It will be readily understood that this concentration makes possible an appreciable lessening of the cost of production, owing to the fact that nearly everything that enters into the

construction of our cars is made in our own plants, directly under our own supervision. This not only enables us to more closely dictate how and what materials shall be used, but obviates the necessity of our paying a profit to a score or more makers of the different components necessary in the construction of the modern motor car.

It is largely because of this situation, that in Cadillacs we can offer values which cannot be excelled in cars selling at from twenty-five to fifty or even one hundred per cent higher but which are necessarily produced under less favorable and less economical manufacturing conditions.

While it is true that the mechanical principles and various appliances embodied in our cars are nearly all exclusive Cadillac features, yet when their efficiency can be increased by so doing, we do not hesitate to adopt, purchase and equip our cars with appliances of outside manufacture.

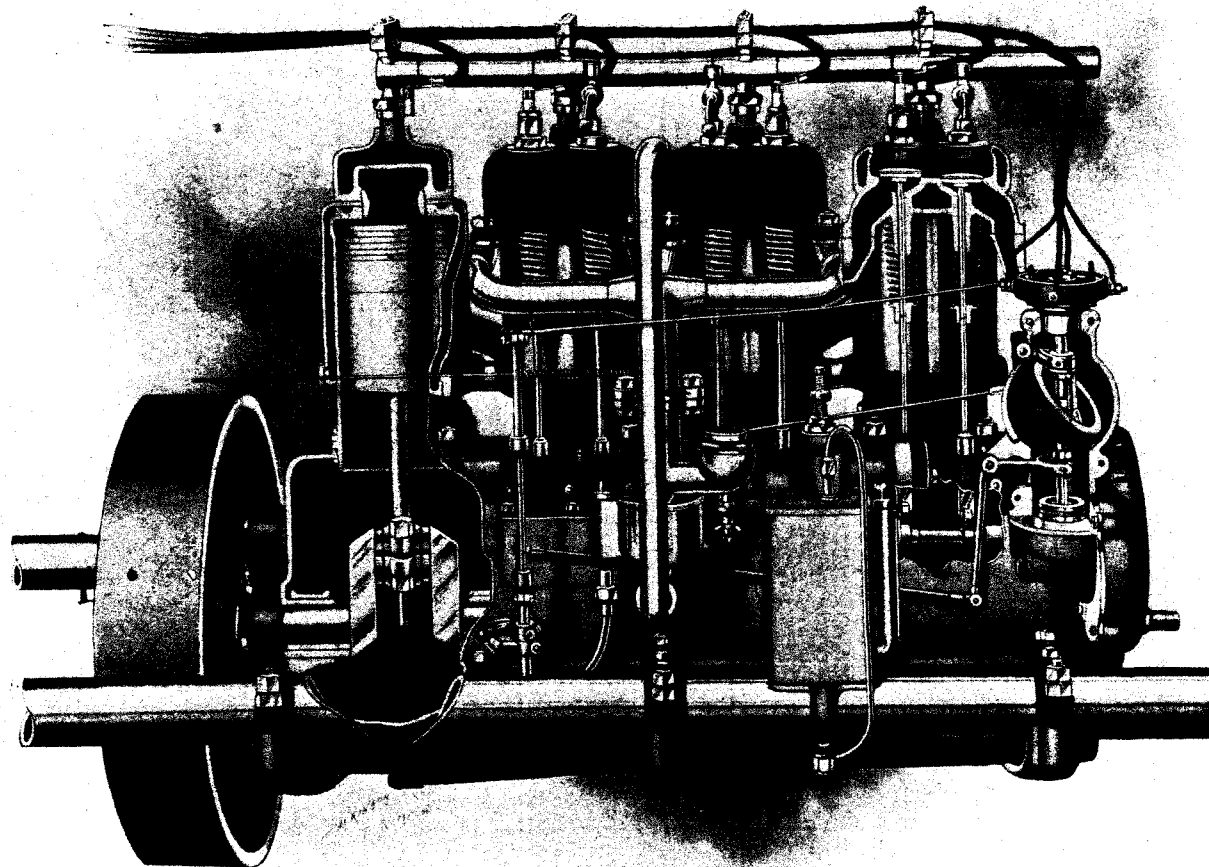
The Cadillac Model "H" described in this Catalogue, is the result of more actual experience in the manufacture of gasoline motors and motor cars than any other four cylinder car made. That the Cadillac Company knows how to build motor cars and build them right, is universally recognized. The Model "H" is the best we know how to build.

In the purchase of a motor car there are several points of prime importance which the experienced and practical motorist considers:—General Efficiency, Accessibility, Simplicity, Durability, Interchangeability, Economy and—"Value Received."

With these requisites in mind, we believe that in the four cylinder Cadillacs, we have obtained the most evenly balanced combination of the several virtues which human genius has yet been able to accomplish.

While the Cadillacs possess an abundance of "talking points," there is not one of them whose value ends in being simply a "talking point," but they are genuinely features of merit and adopted only because they are such.

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CADILLAC FOUR CYLINDER MOTOR
RIGHT SIDE
NOTE THE ACCESSIBILITY OF ALL PARTS

page four

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CADILLAC MOTORS



The Cadillac Motors, which are of the four cylinder, four cycle type, of 4 1/2 inch bore by 5 inch piston stroke, are the product of that department of our plant which for many years was owned by the Leland & Faulconer Mfg. Co., one of the oldest and best known makers of gasoline motors in the world, and which establishment is now actually part of the Cadillac organization. The supervision of the institution remains as heretofore, so it will be readily seen that we are well qualified by experience.

The cylinders are cast individually, and not in pairs or all together. The cylinder heads containing the valve chambers and combustion chambers are also cast separately and attached to the cylinders by right and left threaded nipples.

The Cadillac system of copper water jacketing is original with us, and the fact that it has been widely copied shows how highly its efficiency is appreciated by other makers. This construction, having the cylinders, cylinder heads and water jackets made separately, has several distinct advantages.

The cheap method, ordinarily used, is to cast the cylinder and jacket together, coring to make the space between them. This usually does not produce a combination with a uniform space between the two for water circulation. The maker cannot detect the fault because of inaccessibility but it will not be long until the innocent purchaser awakens to the results of its imperfection. It will be readily understood that with the thickness of the cylinder wall not uniform, it cannot be cooled evenly throughout its entire surface, the result being that the motor cannot develop the power which it otherwise might, for the reason that the expansion or contraction will not be uni-

form, in consequence of which the piston will bind at some points of its travel and be too loose at others thereby losing compression.

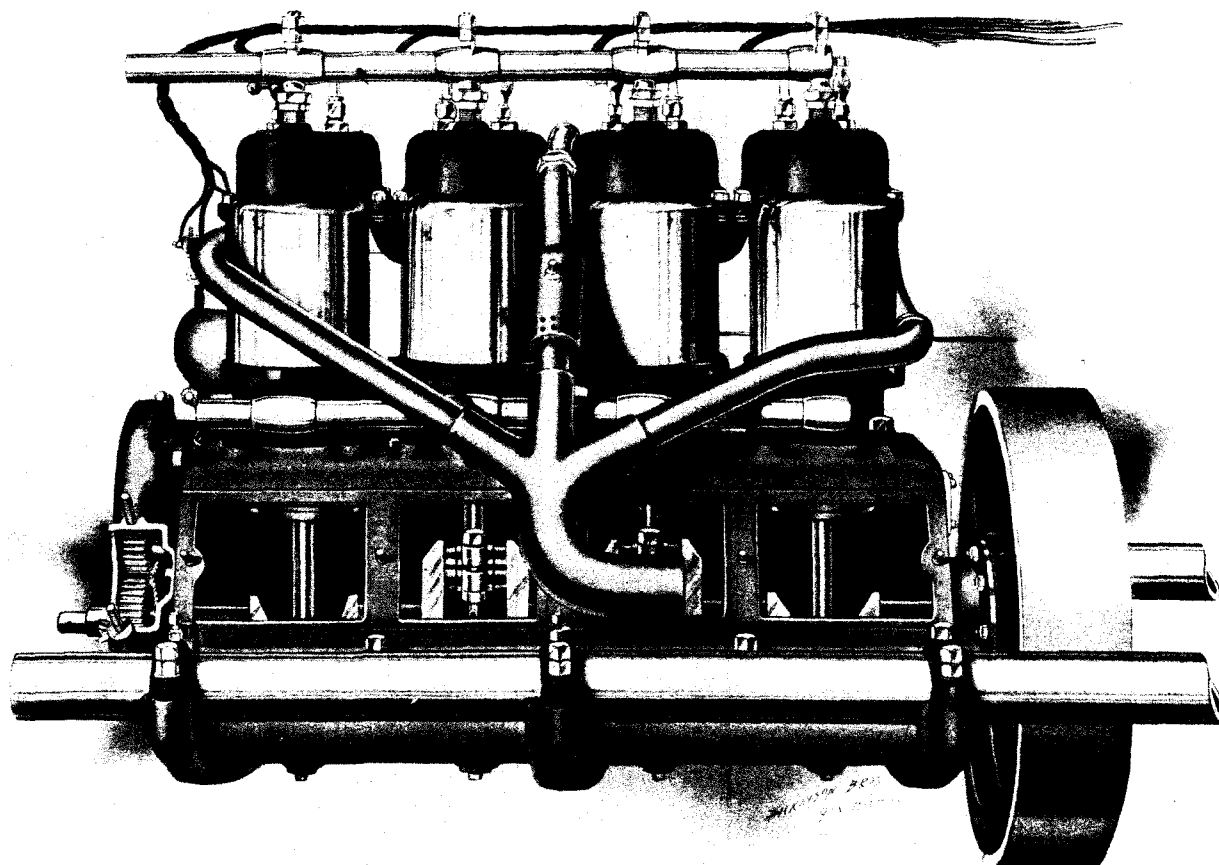
Another valuable feature in our method of making cylinders, cylinder heads and water jackets separately is, that in case of damage to one part, it is necessary to replace only that particular part. On the other hand, where two or more cylinders or cylinders and water jackets are cast together, even a slight damage to one part necessitates a replacement of the entire combination, entailing considerable expense.

The cylinders are cast in our own foundry from a special grade of metal made after our own formula, and possess remarkable strength. After being bored, they are carefully finished until smooth as glass.

The pistons are also made in the same painstaking manner and like the cylinders are made according to our system of limit gauges. Neither is permitted to pass inspection if it exceeds the prescribed limits of measurement which are specified to the one-thousandth part of an inch. The piston rings are made with the same precision.

The piston connecting rods are steel drop forgings of "H" section. The crank shaft is also a steel drop forging and undergoes a special tempering process to give it strength and toughness, the bearing surfaces being carefully ground.

The crank shaft bearings are of large surface, made of babbit and backed by bronze. As these bearings are "halved" it permits of their being removed and replaced without the necessity of disturbing the shaft.



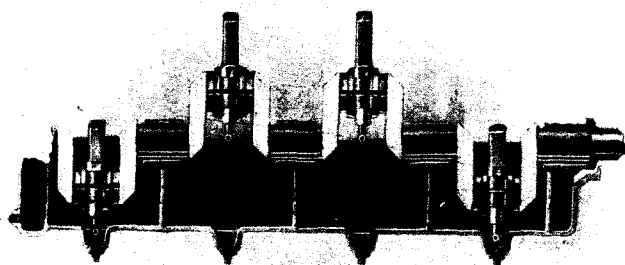
CADILLAC FOUR CYLINDER MOTOR
LEFT SIDE (REAR VIEW) SHOWING OPENINGS IN CRANK BASE

The mechanically operated inlet and exhaust valves are interchangeable, and being all located on the same side of the motor, their action is all controlled by a single cam shaft which has but a rotary movement. The cams are hardened steel, and as the lower end of each valve rod is provided with a hardened steel roller and pin; there is practically no opportunity for wear on either.

The main clutch is composed of two leather-faced discs contained within the fly wheel, which is hollow. This main clutch normally connects the motor with the transmission, but may be disengaged by a foot lever or either brake lever, permitting the motor to run with the transmission stationary.

The cylinder heads containing the valve chambers, are provided with compression relief cocks which may also be utilized for priming.

The foregoing illustrations will give a comprehensive idea of the ready accessibility of all parts of the motor which may require attention, everything being within easy reach by simply raising one side of the hood.



Cadillac Crank Base showing Crank Bearings and Oil Distributing Troughs

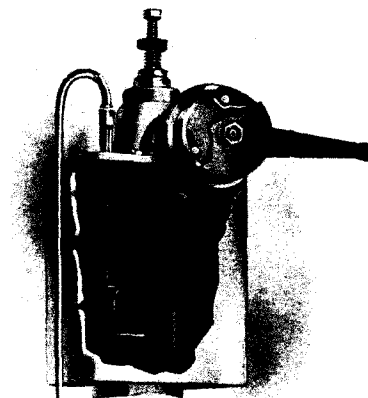
The crank shaft with the piston connecting rod bearings is accessible by removing the covers from the openings in the crank base as shown in the rear view of the motor.

All gears including those operating the cam shaft and water circulating pump are accurately cut by special machinery, encased, and positively dust-proof.

The lubrication of the motor is accomplished by an automatic splash system. The Force Feed Lubricator is situated alongside the motor, its pumping arm being attached to and operated by one of the valve lifting rods. From the lubricator, the oil flows through a sight feed located on the dash of the car and from there to the crank case of the motor where it enters the rear compartment and settles in the well. From here the revolving of the crank shaft splashes it into the sloping troughs on the side wall carrying it forward from one compartment to another. All working parts of the motor are adequately lubricated by this system, the efficiency of which has been thoroughly demonstrated, and is such that the oil is evenly distributed.

As the lubricator is operated by the motor, the supply is regulated according to its speed and when properly set, insures the correct quantity being supplied at all times.

The Motor Base or Crank Case is an aluminum casting made in two pieces, having four compartments, the dividing walls of which act also as supports for the crank shaft bearings. The motor entire is supported by heavy steel tubes which in turn are supported by the pressed steel cross members.



Cadillac Force Feed Lubricator

An especially efficient cooling system is provided. The radiator is of the honeycomb type with ample radiating surface, the air draft being augmented by a revolving fan mounted on ball bearings, and an active water circulation promoted by means of the gear driven force pump.

The commutator (shown with cover removed) is of an approved type set horizontally upon a vertical shaft directly above the governor. It has an oil container and its accessibility will be thoroughly appreciated.

The carburetor is a standard float feed type which was adopted by us for these four cylinder cars only after some months of careful and exhaustive tests both in our experimental department and on the road, and proved itself the most efficient for all around use as well as the most economical.

The material and construction of the entire motor is as near perfect as the latest improved machinery and skilled workmen can produce. Its well balanced proportions produce a smoothness, evenness and quietness in action that has never been excelled in any motor.

All parts are made accurately to gauge and are thoroughly interchangeable, which means that all parts of a kind are exactly alike and that when for some reason it becomes necessary to replace a part, that it may be ordered with the assurance that it will fit.

CADILLAC AUTOMATIC GOVERNOR

In our new balanced ring type governor, we have a device which is proving itself one of the most efficient, most appreciated and greatest improvements applied to a motor car. While the basic principles of this type of governor are not new, the ingenious application and adaptation are original with us, and it possesses many points of superior and practical advantage.

This governor is encased in an aluminum housing, but is shown in the illustration with half of the housing removed.

The vertical shaft (A) runs on ball bearings at both its upper and lower extremities and is driven by gears from the cam shaft. The governor ring (B), it will be understood, is normally in the position indicated in the illustration. As the

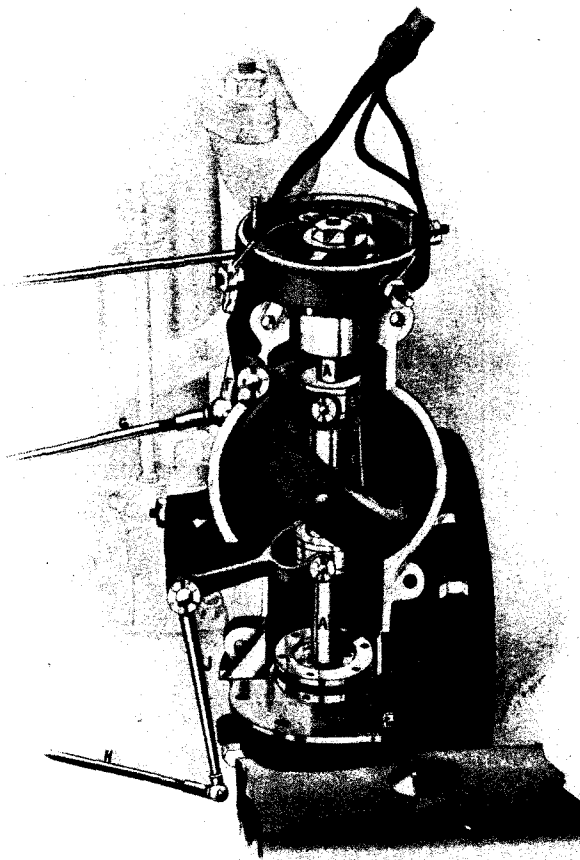
motor speed increases, revolving the shaft (A) with the ring (B), the centrifugal force tends to cause the ring to assume a horizontal position as indicated by the dotted lines. This tendency, however, is opposed to some extent by the tension of the spiral spring (C), and the tension on the spring is regulated by the driver of the car through the connecting rod (H) and arm (J) by means of the governor controlling lever at the steering wheel, which is provided for the purpose of increasing or decreasing the speed of the car.

As the ring tends toward the horizontal position, caused by the speed of the motor, it pushes upward on the link (D) which raises the collar (E). This acts on the arm (F) which pulls on the rod (G), partly closing the throttle, which of course causes the motor's speed to decrease.

With this type of governor, it is possible to maintain practically a steady speed of the car with but little variation regardless of grades up or down, or road conditions, the action of the governor being entirely automatic.

To illustrate:—Suppose a car is running at say twenty miles per hour. Upon encountering a grade the tendency of the motor would be to slow down somewhat owing to the increased power consumed to ascend the grade. But as soon as the speed of the motor commences to decrease, the governor ring will not revolve so rapidly, consequently there is less centrifugal force to hold it up and it begins to assume an oblique or slanting position. But in so doing it automatically opens the throttle further thereby giving the motor a heavier charge and more power with which to accomplish the extra labor required. This same principle applies when striking a bad piece of road, sand or mud.

Again—Suppose the car starts descending a grade; the burden on the motor being removed, the tendency would naturally be for the speed to increase, but as soon as this commences, it causes the ring to move toward the horizontal position and consequently partly closes the throttle, decreasing the charge, which, of course, decreases the speed of the motor. The same illustration will apply in cases where the main clutch is suddenly disconnected. Ordinarily this would allow a motor to "race," but the governor automatically throttles it down at once.



Cadillac Automatic Governor with Commutator Above

In case of emergency, where it is desirable to obtain an instant increase of speed, it can be accomplished by simply pressing with the foot on the accelerator pedal in the floor of the car. This opens the throttle instantly without touching the governor lever at the steering wheel, but immediately upon releasing the accelerator pedal, the car settles back to the speed at which the governor lever is set.

The governor may be set at any desired speed within the capabilities of the car and that speed will be practically maintained with but little variation, the action and efficiency of the governor being uniform at all speeds and under all road conditions.

While the commutator is located just above the governor and is actuated by the governor shaft, yet the two have no direct relationship, the timing of the spark being controlled by a separate lever at the steering wheel.

This governor is but one of the numerous exclusive features embodied in Cadillac Cars.

CADILLAC PLANETARY TRANSMISSION

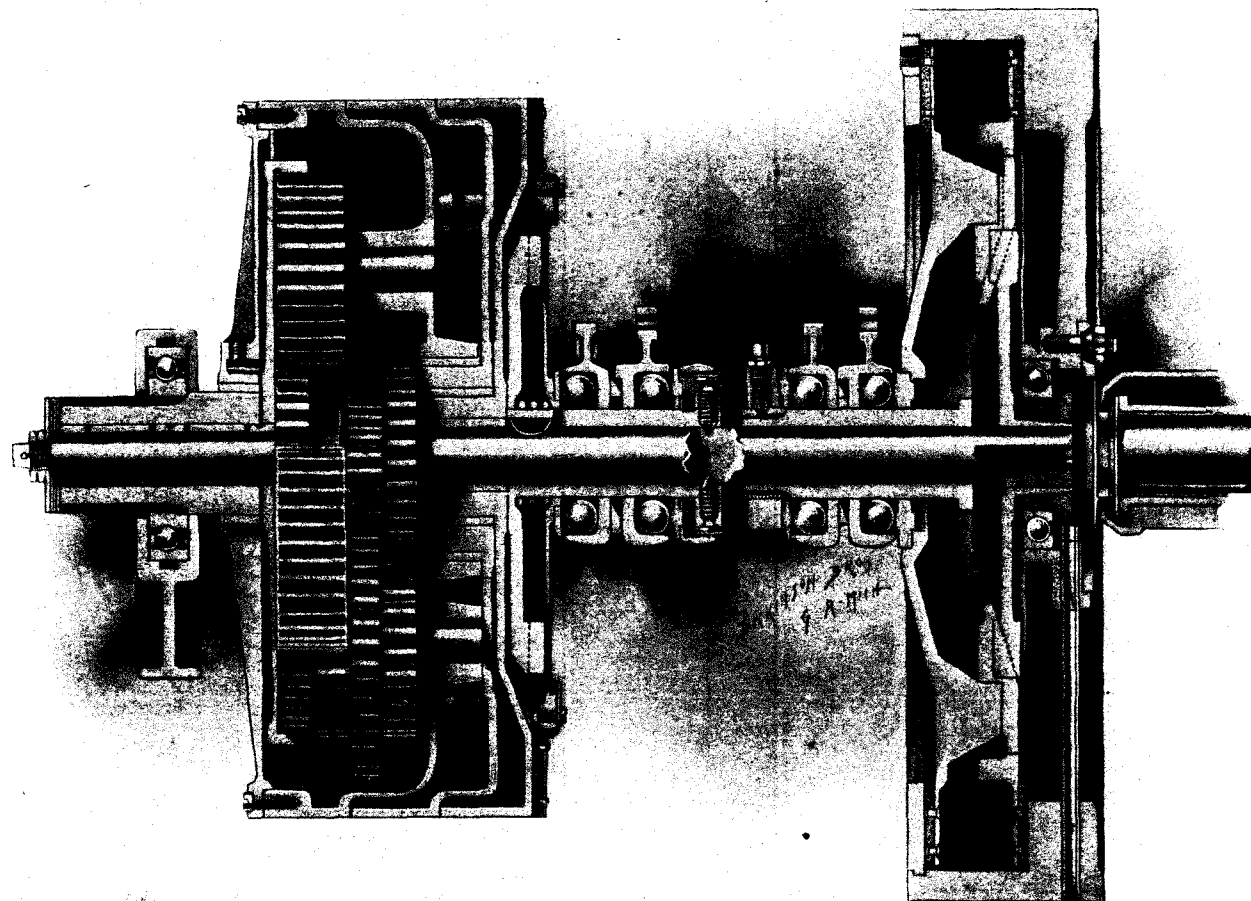
The fact that there are over ten thousand Cadillac Motor Cars in use throughout the world, every one of which is equipped with our planetary transmission and every one of them proving serviceable and satisfactory in the highest sense of the word, is ample evidence of the merit of our type of construction.

The three forward speeds and the reverse are all controlled by one lever at the side of the car.

The gears are all accurately cut by special machinery, then hardened and each runs on a bronze bushing or bearing.

This type has many decided advantages over any other form of transmission. It requires but a single movement to change from one speed to another, and as no skill is required, this can be accomplished by a mere novice as well as by an expert, it being impossible to "strip" the gears in changing.

The method of bringing the different sets of gears into service is such that when one set is engaged, the others are automatically disengaged. The car must run on one gear or another. It cannot try to run on two different gears at the



CADILLAC PLANETARY TRANSMISSION AND FLY WHEEL
MOUNTED ON HESS-BRIGHT BEARINGS.

page ten

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same time (as in some types of transmission—with a good sized repair bill as a result.)

All gears are continually in mesh. There are no sliding parts. The gears run in oil and are practically silent. There is no jar or sudden strain in starting at any speed, it being possible to start the car with the high speed engaged and proceed at a snail's pace if occasion requires.

In the Cadillac type of construction, the internal gears of transmission need be brought into service only in cases where extreme power is required. When the high speed clutch is engaged, the entire transmission is clamped together as one piece and the car is driven direct from the motor shaft, the whole transmission acting as an additional fly-wheel. There are no revolving gears when the car is on direct drive, hence but very little opportunity for wear, although amply capable of withstanding it.

The main shaft which supports the transmission, revolves on Hess-Bright Bearings, the rear bearing being located just outside the transmission gear case and the forward bearing being located inside the fly-wheel.

The entire mechanism has been most carefully designed and constructed. All parts are made accurately to gauge and are thoroughly interchangeable.

It is without question the most simple, the most durable and withal the most practical motor car transmission ever devised.

ELECTRICAL SYSTEM

The ignition is by the jump spark system with quadruple coil located on the dash of the car and two sets of storage batteries, one set for use and the other for reserve.

The commutator (shown in the illustration of motor also with the governor) is of an approved type, set horizontally upon a vertical shaft, with an oil container. While the position of the commutator is directly above the governor and is actuated by the same vertical shaft as the governor ring, yet they have no direct relation one with the other, the locating of the commutator at this point being purely a matter of accessibility.

CONTROL

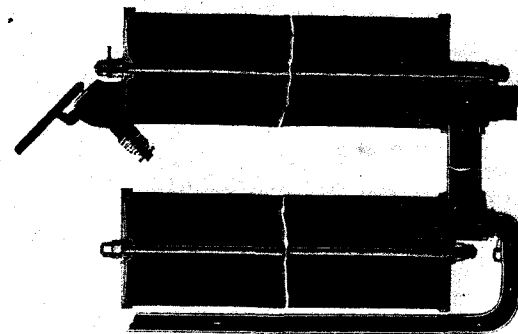
The controlling system consists of the speed change lever and the emergency brake lever located at the side of the car. There are two foot levers, one of which operates the main clutch only. The other applies the contracting brakes and disengages the main clutch at the same time.

The spark lever and the governor controlling (throttle) lever are located conveniently at the steering wheel.

The accelerator, which is explained under description of the governor, and is for the purpose of obtaining an instant increase of speed, is operated by a foot lever.

THE CADILLAC MUFFLER

The four cylinder Cadillacs are equipped with a double counter current muffler, having two chambers 30 inches long each by six inches diameter, set parallel with the chassis frame.



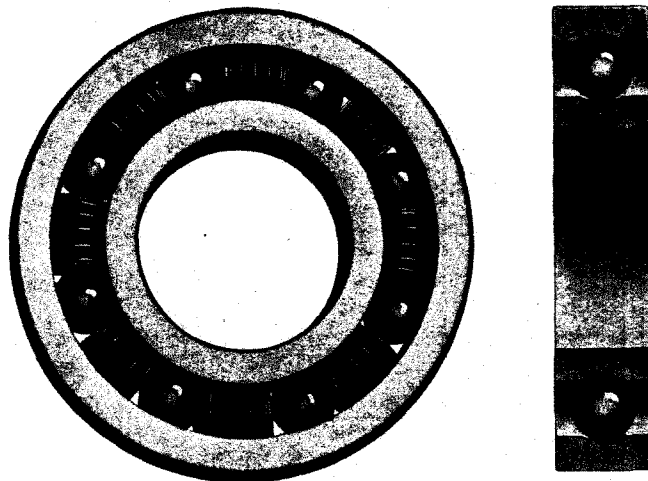
Cadillac Counter Current Muffler

The arrows indicate the course—entrance, circulation and exit—of the burnt charge from the motor. The exhaust first enters the left hand chamber where it circulates and then through the passage and into the other chamber. After circulating there it finally passes through the exhaust tube and out.

The muffler chambers are not pierced; they have no openings except as indicated. There are no metallic or mechanical obstructions to the passage of the exhaust and while back pressure is reduced to a minimum, a cut-out is also provided and operated by a foot trigger in the floor of the car.

HESS-BRIGHT BALL BEARINGS

In the average motor car, particularly those of the four cylinder class, a large percentage of the power developed by



Hess-Bright Ball Bearings

the motor is consumed by friction—lost—wasted. In some cases this has been demonstrated to be as high as 30 to 40 per cent.

In order that the greatest possible amount of power may be actually utilized, that is, "delivered to the ground," we equip the Cadillac Model "H" at the most vital points with the genuine Hess-Bright ball bearings, using ten in all, viz., two in each front wheel, one in each rear wheel, two on rear of main drive shaft and two on the transmission shaft.

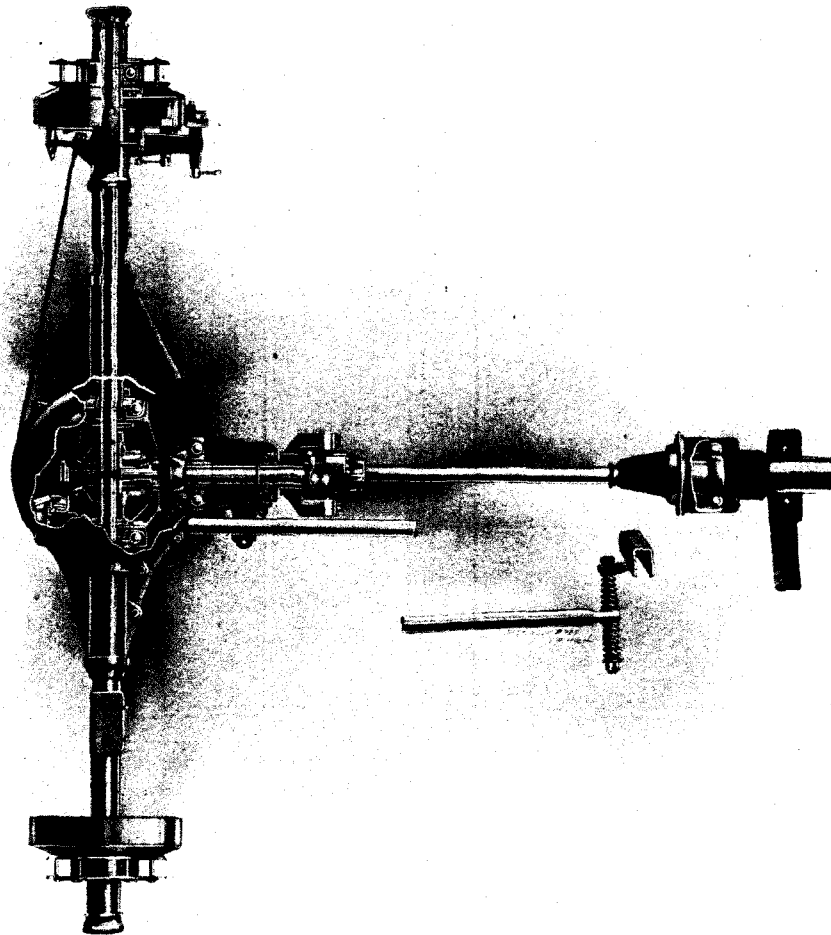
These bearings are universally recognized as the highest type and nearest perfect ever devised. They are made of the best grade tool steel and both races and balls are gauged to the one-ten-thousandth part of an inch. They are practically frictionless and indestructible, and as they are almost void of wearing possibilities, no adjustment of any kind is necessary. This obviates all opportunity for injudicious handling.

Between the balls, are steel coil springs packed with felt. The latter, after being saturated with oil, will lubricate the bearings sufficiently for months without further attention.

AXLES

The construction of the rear axle, together with the main driving shaft and the two universal joints, is shown in the accompanying illustration. The aluminum housing of the differential and driving gears affords maximum strength with minimum weight. The live-axle housing is of steel tubing which at its outer ends supports the Hess-Bright Bearings in the rear wheels. It will be noted that these bearings are directly in line with the spokes of wheel. The weight of the car is carried by the rear axle tube and not by the live axle, the duty of the latter being only to transmit rotation to the wheels, the bearings of which are supported by the axle tube.

The universal joints possess several features of superiority and their construction will be understood by reference to the illustration. Lubrication of these joints, which is of great importance, has been amply provided for. The rear joint is a double knuckle, the friction surfaces of which have their



CADILLAC REAR AXLE
SHOWING DIFFERENTIAL AND BEVEL
GEAR DRIVE WITH DRIVING SHAFT AND UNIVERSAL JOINTS
ALSO SHOWING HESS-BRIGHT BEARINGS OF REAR WHEEL.

bearings in bronze bushing caps. The construction is such that the oil is evenly distributed and the tendency is to expel rather than to admit dust to the bearing surfaces.

The forward universal joint, through which power is transmitted to the driving shaft, is of the ball and socket type, the socket being elongated to provide for the slightly variable distance between axles occasioned by different weights carried by the car and driving over rough roads. The balls and sockets are of case hardened steel and provision is made for packing the joint with lubricant.

The front axles are of steel tubing with drop forged steering knuckles and wheel spindles. Each front wheel revolves upon two Hess-Bright Bearings, the large set being in line with the spokes.

SPRINGS

Nothing contributes more to the pleasure of motoring than ease and comfort. Nothing detracts from the pleasure more than the absence of these important requisites which in the Cadillacs have been the subject of most careful consideration and skillful designing.

The spring suspension of the "Model H" consists of two semi-elliptic springs in front and two three-quarter elliptic springs in the rear.

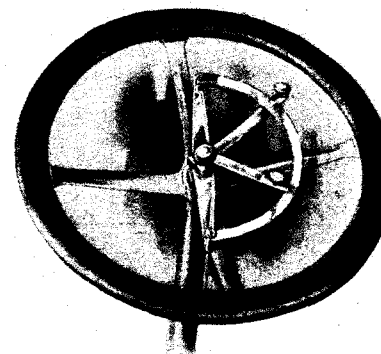
The illustration on page 16 will give a comprehensive idea of the principles and advantages of the rear suspension, permitting as it does, a wide range of movement for easy spring action and the absorption of vibration.

With the unusual comfort and luxury afforded by the "Model H," it practically carries its own good road with it.

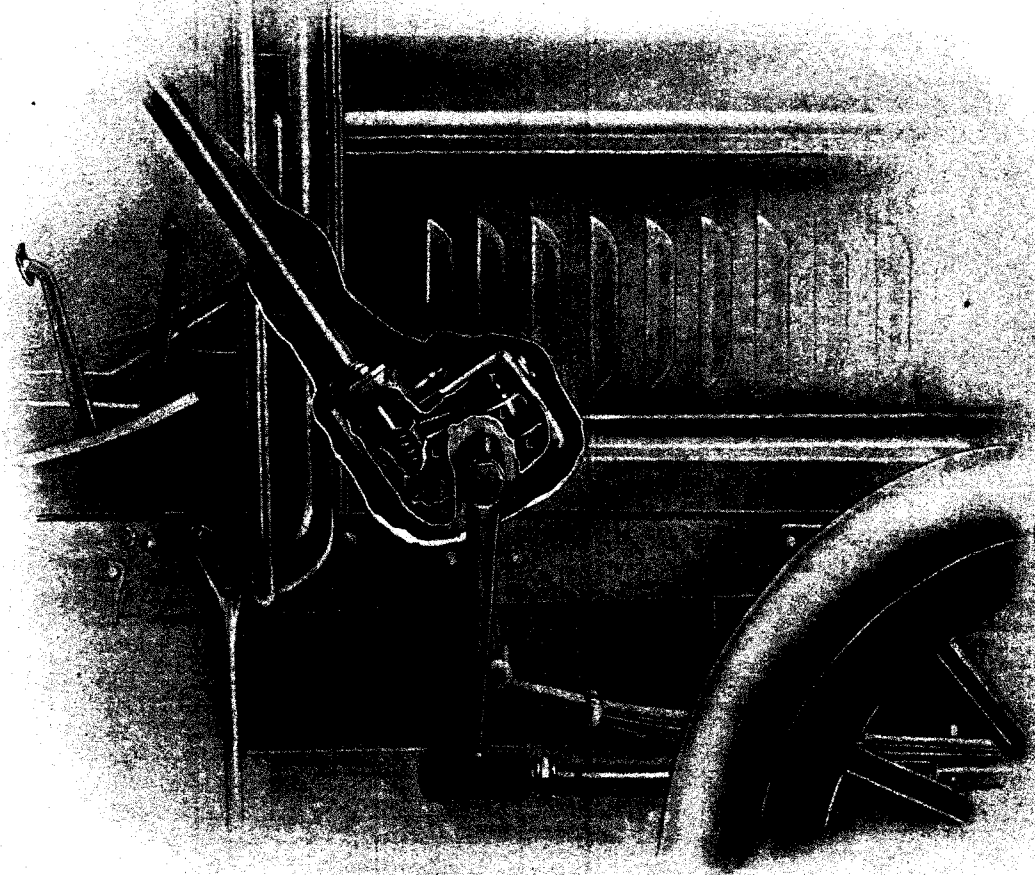
CADILLAC STEERING MECHANISM

The Cadillac Steering Mechanism is worthy of special mention. The steering staff is provided with two sets of ball bearings. The case (K) containing the steering gear is attached rigidly to the frame of the car and the yokes or jaws (L) are keyed firmly to the rocking shaft (M) which has its bearings in the gear case at (N).

The nut or sleeve (O) is threaded inside, and into these threads, the threaded end of the steering staff turns. Turning the steering wheel causes the yokes or jaws (L) with the rocker shaft (M) to swing upon its bearings (N) and this moves the arm (P) backward or forward, as the case may be, and through the connecting rod (R) controls the front wheels. It will be noted that the nut or threaded sleeve (O) is divided crosswise; and that its trunnions have their bearings in the steel blocks (S). While the opportunity for wear here and in the threads is very slight, it is important that provision be



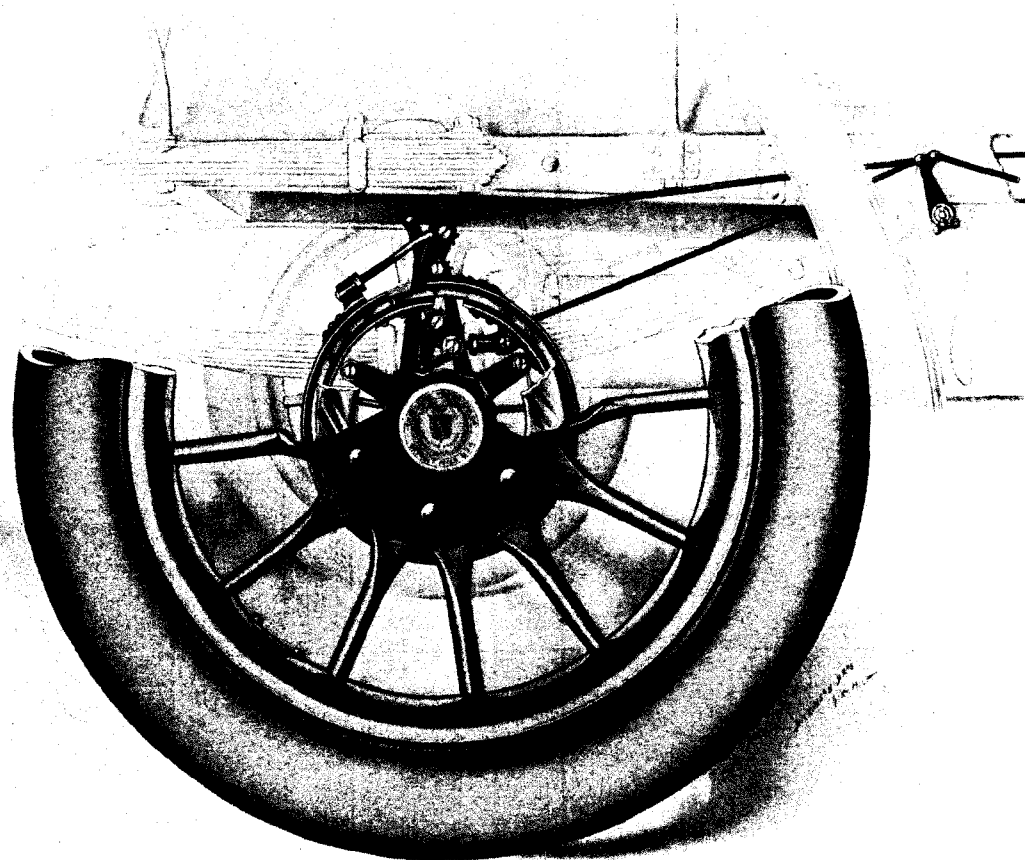
Cadillac Steering Wheel with Spark Lever and Governor Controlling Lever



CADILLAC STEERING MECHANISM.

page fifteen

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page sixteen

CADILLAC DOUBLE ACTING EXPANDING AND CONTRACTING
BRAKE SYSTEM.
ALSO SHOWING REAR SPRING SUSPENSION OF
MODEL H.

29776-12 +

made for taking up even such wear. This is accomplished simply by turning the screw (T) which clamps the opposite ends of the yokes more closely together and with them the threaded sleeve. Access to this adjusting screw is provided by an opening (U) in the steering gear case.

CADILLAC DOUBLE ACTING BRAKES

Every motorist realizes the importance of an effectual and reliable brake system. The Cadillacs are doubly equipped, having two pairs of double acting brakes, one pair contracting on and the other pair expanding within drums attached to the rear wheels, each pair being operated independently of the other.

The brakes which contract on the hub drums are applied by a foot lever and the pair which expands within the drums is applied by the ratchet hand lever at the side of the car. The arrangement is such that in applying either brake, the main clutch is thrown out, disconnecting the motor from the driving mechanism, both in one movement, although the clutch may be disengaged without necessarily applying the brakes.

An inspection of the accompanying illustration will serve to show the action of these brakes which are sufficiently powerful to lock the wheels of the car almost instantly. The mechanism is protected from dust by sheet metal shields.

WHEELS

The Wheels are the Artillery Type made from best selected second growth hickory, with steel hubs, substantially constructed.

FENDERS. Our Fenders are special Cadillac pattern, formed from sheet metal and so designed that they will be found very effectual in protecting both the car and its occupants.

THE DASH is of pressed steel, hollow and substantially re-enforced.

FINISH. The finish of the lower part of the bodies is black, while the upper parts, including seat panels and doors, is purple lake with carmine striping. The purple lake (a deep wine color) gives a finish of the very latest style and taste, which for quiet richness and beauty will not be excelled.

The seats are luxuriously upholstered in genuine hand buffed leather of a shade to harmonize with the panels. All upholstery is tufted over coil springs and first quality genuine curled hair.

The frame, axle, wheels, etc., are finished in a dark shade of carmine, striped in a lighter shade of carmine and black.

EQUIPMENT. Each Cadillac is furnished with a complete set of tools for adjustments, including a pump and repair outfit for tires.

Our prices do not include lamps, horn or other accessories. If we were to furnish these, we would simply be obliged to increase the selling price of our cars to cover the extra cost. Different persons have different tastes and requirements, therefore, by our policy, each purchaser is free to choose and purchase such accessories in accordance with his individual preferences.

GENERAL CONSTRUCTION

The general construction of Cadillac Cars is the best that we know of. In not one single instance or in one single piece have either the material or workmanship been slighted for the sake of saving in the cost. On the other hand we think there are some parts which might be constructed less expensively but we have not been disposed to take any risk. The Cadillac reputation has been built upon merit. We cannot afford to do otherwise than maintain it.

TIRES

In order to offer Cadillac purchasers the choice of a number of different tires, we have at heavy expense, had perfected for us a Universal Rim to which may be fitted any of the six following styles of tires:

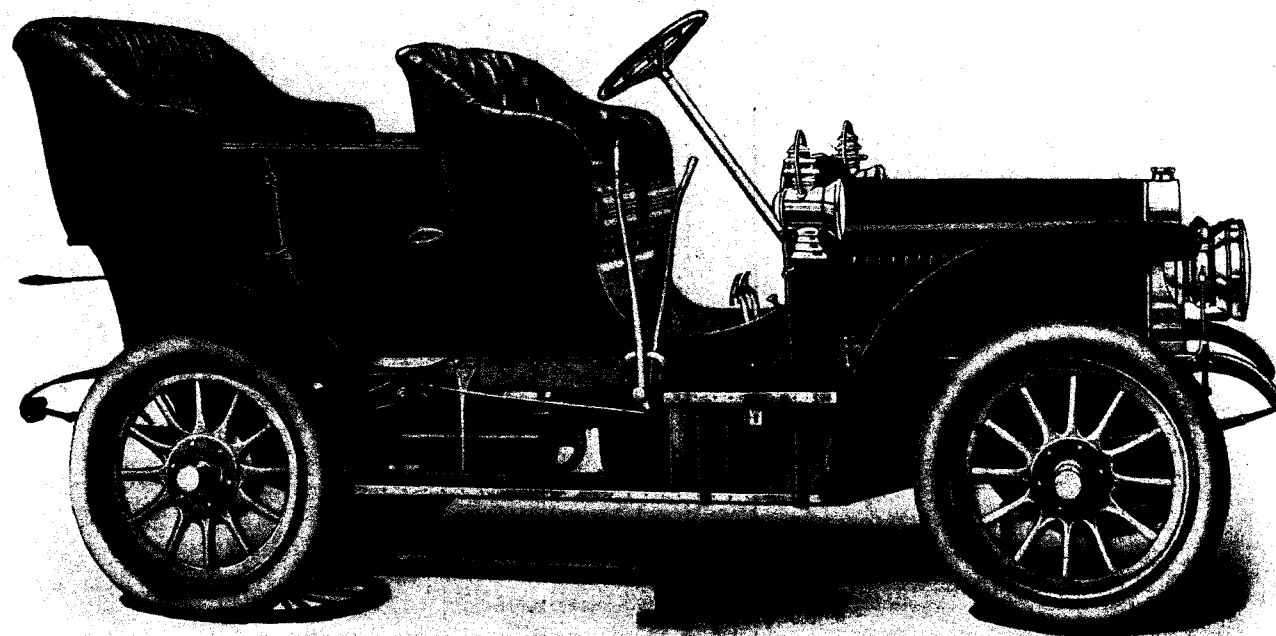
Dunlop Type—

Hartford, Morgan & Wright, Indianapolis G. & J.

Clincher Type—

Hartford, Morgan & Wright, Indianapolis G. & J.

Unless otherwise ordered, we will equip to this Universal Rim, the Hartford Dunlop tires on all cars listed in this catalogue. We will, however, when so ordered, equip cars with any other make of tire ABOVE MENTIONED without extra charge.



page eighteen

CADILLAC "MODEL H" TOURING CAR
PRICE \$2500.00, F. O. B. DETROIT
(LAMPS NOT INCLUDED)
SEE DESCRIPTION PAGE 20.
CADILLAC MODEL H WITH RUNABOUT BODY \$2400.00.

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- 2 -



CADILLAC "MODEL H" COUPE
PRICE \$3000.00, F. O. B. DETROIT
(LAMPS NOT INCLUDED)
SEE DESCRIPTION PAGE 21

page nineteen

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CADILLAC "MODEL H"

CADILLAC
 "MODEL H" TOURING CAR
 PRICE \$2,500.00 F. O. B. DETROIT

(Lamps not included.)
 See Illustration Page 18

In the Cadillac "Model H" Touring Car, we do not hesitate to assure our friends that we are offering beyond question the greatest value ever produced in a four cylinder motor car. This model embodies all of the splendid features set forth on preceding pages and we do not believe that it can do otherwise than at least meet, if not exceed, the ideals of the most exacting motorist.

It is not offered as a racing car but has developed a rate of speed of over 50 miles per hour on smooth level roads.

The easy running qualities and control of the CADILLAC "Model H" are but little short of marvelous when compared with what has heretofore been accepted as a high type of motor car.

"MODEL H" SPECIFICATIONS

MOTOR,	Four Cylinder 4 1/2 bore by 5-inch stroke
Horse Power,	30
Wheel Base,	102 inches
Wheel Tread,	56 1/2 inches
Wheels,	32 inches
*Tires,	4 inches
Finish,	Standard—See page 17
Passenger Capacity,	Five Persons

*Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. For Tire Options, see page 17.

CHASSIS

"MODEL H" CHASSIS, including tires, hood,
 dash, fenders, etc.,

Price \$2,300.00, F. O. B. DETROIT.

CADILLAC "MODEL H"

CADILLAC
"MODEL H" COUPE
PRICE \$3,000.00, F. O. B. DETROIT
 (Lamps not included.)
 See Illustration Page 19

The CADILLAC "Model H" Coupe embodies all of the mechanical features of the regular "Model H," the same chassis being used, the only difference being in the type of the body. This car is designed to meet the demand for a two passenger enclosed car of ample power, for all practical purposes. This coupe is richly finished and luxuriously upholstered, no point being overlooked to enable it to meet all requirements in this type of car.

CADILLAC
"MODEL H" RUNABOUT
PRICE \$2,400.00 F. O. B. DETROIT
 (Lamps not included.)

To meet the demand for a Runabout of high power, we equip our regular "Model H" Chassis with a body of handsome design with seating capacity for two persons.

The general specifications, wheel base, tread, wheels, tires, etc., are identical with those of the "Model H" Touring Car, the only material difference being in the style of the body.

"MODEL H"

SPECIFICATIONS

MOTOR	Four Cylinder 4 1/4 inch bore x 5 inch stroke
Horse Power	30
Wheel Base	102 inches
Wheel Tread	56 1/2 inches
Wheels	32 inches
*Tires	4 inches
Finish	Standard—See page 17

*Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. For Tire Options, see page 17.

"MODEL H."
SUMMARY OF SPECIAL FEATURES.

MOTOR. Thirty horse-power. Four cylinders, four cycle, $4\frac{3}{8}$ inch bore by 5-inch stroke, arranged vertically under hood, all parts readily accessible. Copper water jacket. Water cooled.

CARBURETOR. Special type for four cylinder motor, proven by exhaustive tests to be the most effectual and economical.

COMMUTATOR. New and efficient design placed horizontally on vertical shaft with oil container.

IGNITION. Jump spark. Storage Batteries. (Two sets.)

LUBRICATOR. Special Cadillac type, mechanical pump feed, quantity regulated by speed of engine.

RADIATOR. Honeycomb pattern of great capacity and exceptional cooling efficiency.

TRANSMISSION. Cadillac planetary type, specially cut and hardened gears, three forward speeds and reverse.

DRIVE. Direct shaft with specially cut and hardened bevel gears.

BEARINGS. Genuine Hess-Bright ball bearings on wheels, transmission and main drive shaft.

CONTROL. Very effectual by instantaneously acting governor.

BRAKES. Double acting, one set expanding within and the other contracting on drums on rear wheels. Sufficiently powerful to lock wheels almost instantly.

STEERING GEAR. Our new design, positive and reliable in its action.

FRAMES. Pressed steel, channel pattern.

SPRINGS. Four spring suspension, semi-elliptic front, three-quarter elliptic rear.

BODIES. Exclusive Cadillac design of unusual elegance, upholstered in hand buffed leather over deep coil springs and genuine curled hair.

MATERIAL. Highest grade throughout. All parts made accurately to gauge and thoroughly interchangeable.

PRICES, TERMS AND CONDITIONS.

PRICES on Automobiles and parts are positively net F. O. B. Detroit.

DISCOUNTS. We do not allow discounts excepting to bona fide automobile dealers who are properly equipped to conduct their business successfully and serve the best interests of Cadillac owners.

TERMS. Our terms on parts are strictly cash with order excepting to our regularly appointed representatives with whom we have accounts. We do not open accounts with others.

Orders accompanied by remittances will receive prompt attention, otherwise we will be obliged to hold them and write for the money.

When parts are desired by mail, the remittance must be sufficient to cover postage also. If remittance is more than sufficient, we will refund the amount overpaid.

REMITTANCES should be made by New York or Chicago exchange, Post Office Money Order or Express Money Order. When checks on local banks are sent, we hold the order until we receive returns from the check.

WHEN ORDERING, state definitely what is wanted. Do not leave anything to be inferred. Write and sign your order plainly, on a separate sheet from your letter. When ordering ANY part, always give the number of motor in your car. This is imperative. Also state the model and year's make of your automobile.

WHEN RETURNING GOODS to us for any reason, charges must be prepaid or they will not be accepted from the Railroad or Express company. They must also be tagged with YOUR name and address (or we cannot identify them), and accompanied by a letter of instructions.

CORRESPONDENCE. Our executive force is large, the Finance, Sales agency, Order, Repair and Shipping departments being under separate heads. It is therefore important that correspondence bearing on different subjects should be written on separate sheets, dated and signed so that each may be sent immediately to the department to which it belongs, thereby making it unnecessary for one letter to go the rounds of several departments, which causes delay. Address all correspondence to the Company, not to individuals.

TIRE GUARANTY

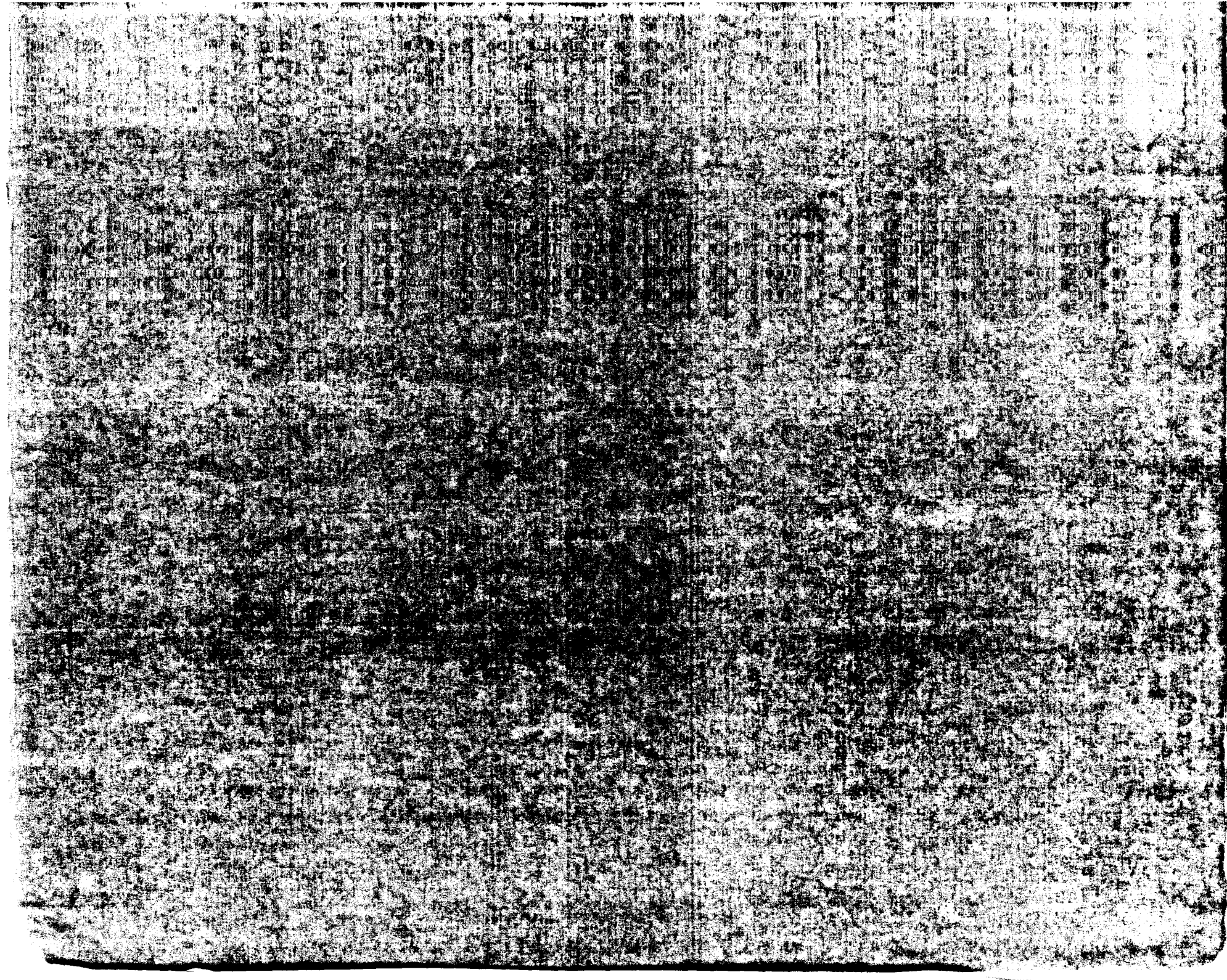
All Tires and Rims used on Cadillac Automobiles are guaranteed by their respective makers and in case of claims should be sent to the factory or any of the branches of said makers (not to us), transportation charges prepaid.

SPARK COILS AND BATTERIES

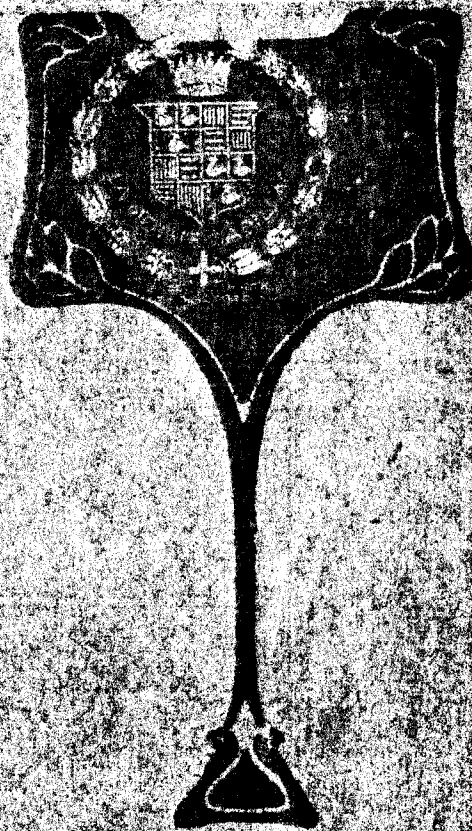
When repairing is required which necessitates shipping these to the factory, do not send them to us, but forward prepaid to their respective makers or to any of their branches which are established in most large cities.

CRATING. When automobiles are to be shipped long distances, singly, it is sometimes advisable to have them crated. The cost of crating is \$20.00 extra, NET.





1906

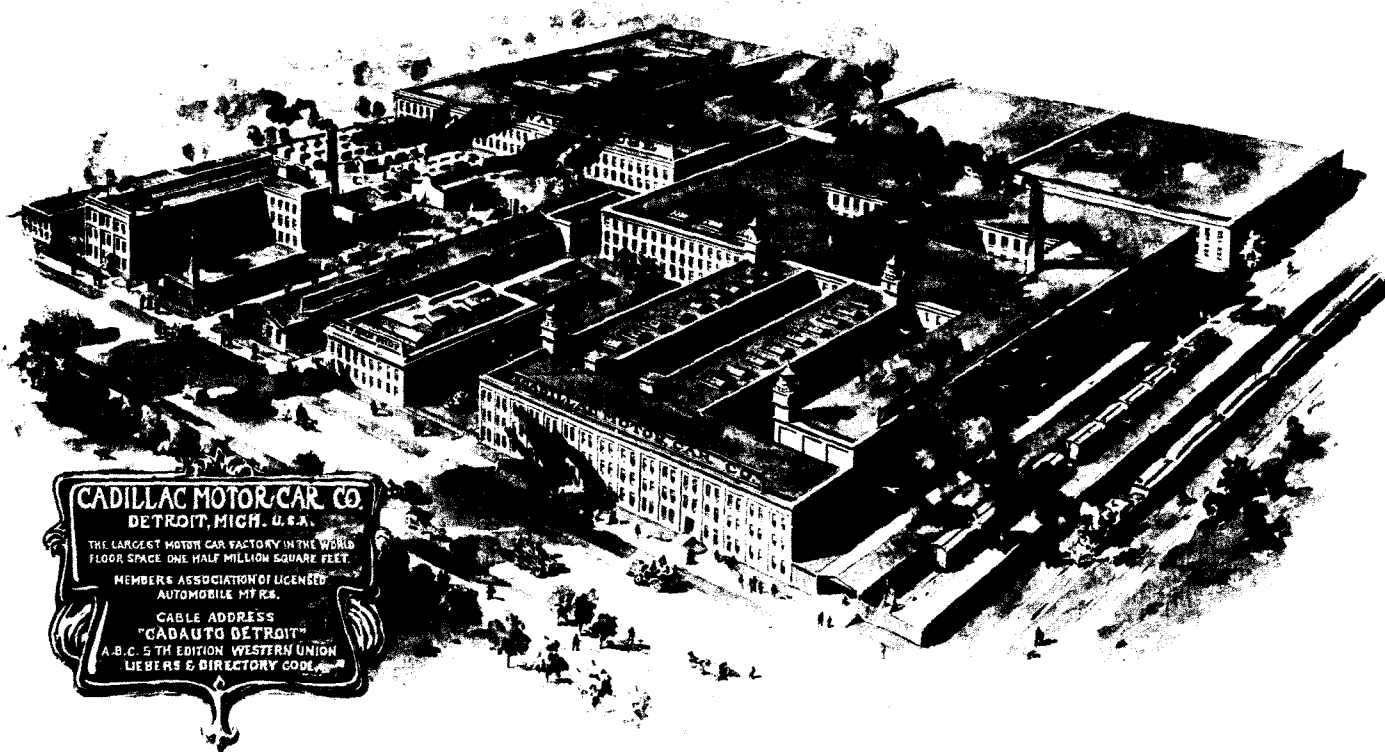


MODEL - K. AND M.

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The Story of the Cadillac

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THE SEASON of 1905 demonstrated the unquestioned position of the CADILLAC as AMERICA'S LEADING MOTOR CAR, a position which would have been impossible of attainment excepting as the result of "MERIT," "DEPENDABILITY" and "SATISFACTION."

The popularity of the Cadillac is evidenced by the fact, that during the past year the Cadillac Company made and sold more automobiles than any other one maker in the world, in fact nearly as many as any other two manufacturers combined.

For 1906 the already immense capacity of our plant has been greatly enlarged. The Cadillac Motor Car Company is a consolidation of the Cadillac Automobile Company and the Leland & Faulconer Manufacturing Company. The reputation of the latter for the highest grade of machine work and for excellence in motor construction is world-wide. During the past decade this Company has made more gasoline motors for automobiles and other purposes than any other factory in existence. Its product, including gasoline

motors, transmission gears, and other parts requiring the highest grade of material and the most skilled workmanship, had for several years been almost entirely absorbed by the Cadillac Automobile Company and the uniting of the two establishments into one Company, under one management, brings into existence the largest and most complete organization in the world for the production of high grade motor cars.

While this concentration has enabled us to lessen the cost of production, we are utilizing this saving by embodying it in the construction of the cars themselves, making improvements at every possible point and providing better and more costly equipment, with the result that in our entire line the purchaser receives the utmost possible value for his investment. We do this because we believe it is wise, because we believe it to be good business policy and because we believe it will be the most profitable in the end by reason of the increased business it will bring us.

There are few, if any, establishments sufficiently well equipped to produce cars the equal of

The Story of the Cadillac

(Continued)

24775-3
Cadillacs at an actual FACTORY COST of less than our selling prices, much less to retail them at Cadillac prices. It is only by our improved methods of manufacture and by building in the enormous quantities we do that we are enabled to offer our cars at the prices at which they are listed.

We have never been disposed to take advantage of public confidence nor to sacrifice our reputation for mere temporary gain. It always has been and it always will be our policy to offer only that which, by our own experience and at our own expense, has been demonstrated to be right rather than to formulate theories, embody them in our product, and expect the public to bear the expense of trying them out.

At times extreme pressure has been brought to bear upon us to meet passing fancies by building cars in accordance with designs which many had been misguided into THINKING were what they needed, but which judgment, knowledge and practical experimenting had proven to be wrong in principle

or undesirable and unsatisfactory in service.

There is nothing artificial about Cadillac success. It has been acquired by genuine merit and legitimate business methods. Specially constructed cars, driven by highly paid experts prove nothing, but simply entail an enormous expense which the purchasers of such makes of cars must help to pay. We have never been compelled to engage experts to make a showing for the Cadillac, and the expense thus saved has been utilized to contribute toward selling the Cadillac at the lowest price consistent with quality.

Hundreds of wonderful performances have, however, been made by owners of single cylinder Cadillacs for their own gratification. These cars have been made to accomplish seemingly impossible feats. A mile in 1 minute 7 $\frac{1}{2}$ seconds. Five miles in 7 minutes 14 seconds. One hundred and forty-four miles over California mountains in 5 hours and 38 minutes on one seven-gallon tank of gasoline.

From New York to Boston in 12 hours. From New York to St. Louis in the World's Fair Tour,

The Story of the Cadillac

(Continued)

winning a first-class certificate and first place at the finish in competition with cars ranging in price from one to six thousand dollars and rated at from ten to eighty horsepower.

In July, 1905, a single cylinder Cadillac was driven from Toledo to Cleveland and return, covering 244 miles actual travel, without stopping except for gasoline. The entire run consumed only 14 gallons and was made in 11 hours and 40 minutes. This was in competition with a well-known car of the two cylinder type. At the start, the two cylinder led out for some few miles, then the single cylinder Cadillac passed it and the "double opposed" was not seen again on the trip. It had not met with an accident, but owing to faults characteristic of its class, it simply did not have the STAYING QUALITIES, hence was compelled to give up the contest and return to Toledo.

The secret of Cadillac success and efficiency lies largely in the design and workmanship of our motors, and their careful installation in the chassis. We build carefully and well. No cheap or unworthy material finds its way into Cadillac motors or Cadillac cars.

We ask nothing of any buyer but an unprejudiced consideration and comparison, piece by piece and inch by inch; then a fair trial in the hands of a competent operator, and we shall be satisfied with the decision which good judgment will render. We know there is no automobile the equal of a Cadillac at the price of a Cadillac.

Our single cylinder model is THE IDEAL CAR for the man who desires a motor vehicle from which he will derive the maximum of pleasure with the minimum of trouble and expense. In its entire design, special attention has been devoted to the importance of ready accessibility of all parts which may require attention, and the mechanical construction in general is so simple that a comprehensive understanding of the principles embodied may very easily be acquired, thereby enabling its possessor to take care of the car himself if he desires to do so, and save the necessity of incurring a heavy outlay for maintaining it in perfect running condition.

When you buy a Cadillac, you obtain the product of the largest, best equipped and most com-

The Story of the Cadillac

(Continued)

plete automobile factory in the world, an organization that is permanent and from which you will be able at all times to obtain parts for replacing those which may become worn by long and continued service or damaged by accident, and not be obliged to either discard your car because of inability to procure some important part, or to have such part made specially at heavy expense.

A general feature characteristic of the Cadillac, the value of which will immediately impress itself upon the careful buyer, is the provision made for adjustments of wearing surfaces, thereby obviating the necessity for frequent renewals of parts subject to wear.

The Cadillac single cylinder cars enjoy the reputation, among those who by their experience are qualified to judge, of being the most economical to operate and the least expensive to maintain. The low cost of maintenance is in no small measure attributable to our comparatively low prices on parts, it being our aim only to make this department pay for the actual cost of the parts themselves and the expense incidental to handling them. It is due also largely to the fact that all parts are made accurately to gauge and are absolutely interchangeable, which means that all parts of a kind are exactly alike and that when

a new part is needed, it can be ordered with the assurance that it will not require altering to fit.

We have records of many instances in which these cars have been run an entire season without the necessary outlay of a single dollar for repairs or for operating, beyond the cost of gasoline and oil.

The Cadillac single cylinder cars are capable of meeting every reasonable requirement. For the business man, for the the physician or other professional man, for any man who values his time, they will soon save their cost.

They will afford more pleasure and more exhilarating recreation than the amount involved in their purchase would secure if expended for any other purpose.

They can be relied upon for service every day of the year.

They will climb any hill that any automobile will climb.

They will travel any road that any automobile will travel.

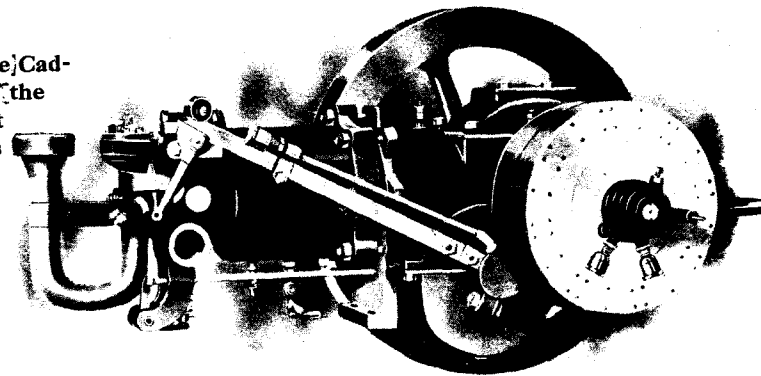
They will travel as fast as anybody ought to ride.

The Cadillac is an harmonious unit, a car upon which the public has set its seal of approval.

CADILLAC SINGLE CYLINDER MOTOR

NO better evidence of the 'unparalleled' success of the Cadillac Single Cylinder Motor can be afforded than the fact that we shall continue its use for 1906. As it stands today, it is in all essential features the same as used in the first Cadillac built. If there is any other motor of which a similar statement can be truthfully made we do not know of it. It was years in advance of the times and up to the present, nothing has been made to equal it, much less excel. It has been imitated but the imitations lack its power and reliability, either because their makers cannot solve the secrets, can not successfully apply the principles, or are not disposed to incur the necessary expense. Recent examinations of several of our motors which have seen three years of active service, have shown them to be practically as good as when new and in some respects even better than new, developing slightly more power than when they first left the factory. With proper general care and lubrication there is no reason why they will not remain serviceable for many years to come. But even granting that through neglect and abuse the replacement of some parts become necessary, it can be done at less expense and with less trouble than on any motor we know of. For example, suppose that through lack of attention to lubrication the piston or cylinder becomes badly cut. These are the most expensive parts liable to be affected by such negligence but the price of a new cylinder is only \$4.50 and the piston only \$3.50. The main bearings of the crank shaft are perhaps the most susceptible to wear from lack of lubrication. In the Cadillac motor, these bearings consist of the highest grade of babbitt facing backed by a finished bronze bushing. If replacement should become necessary it may be done in a few moments, it being not even essential to remove the crank shaft.

The cheap method, the one usually adopted, is to cast the babbitt into the frame of the motor. With such construction, when renewal is necessary, the motor must almost invariably be sent



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to the factory for repairs to secure proper alignment. By the special methods which we employ, our bearings are rendered much more durable than those which are simply cast into the crank case. Interchangeability of all parts and especially those of the motor, is of utmost importance to the automobile buyer as the cost of maintenance should always be reckoned with. All parts of the Cadillac motor as well as those of the chassis, are made according to our system of limit gauges which makes it next to impossible for an imperfectly made part to enter into their construction. Special attention is devoted to the finishing of the piston and cylinder bore which are smooth as glass and neither one is allowed to pass inspection if it exceeds the prescribed limits of measurement which are specified to the one-thousandth part of an inch. While this method and the refinement which it secures is expensive for us, it is the only correct method and contributes largely to Cadillac success.

The horse power of the Cadillac motor has always been under-rated rather than over-rated. This action on our part has been criticised by some who say we have done an injustice not only to ourselves but to the public in not making the full truth known. The fact of the matter is, this motor develops a little more than 10 horse power by actual test. We have heretofore been deterred from making the claims to which we were entitled, knowing that those who are not so fortunate as to be fully acquainted with the capabilities of the Cadillac would be inclined to disbelieve that a motor with five inch cylinder bore and five inch stroke could develop any such power, especially when general rules of mechanical calculation do not uphold such claims. But it is no longer a question for argument. IT DOES DEVELOP TEN HORSE POWER.

Several exclusive features contribute to this result.

The Cadillac motor marked the beginning of a new era in the principles of gasoline engine construction and the introduction of entirely new methods in the matter of valve timing. The inlet and exhaust valves are operated independently. The inlet valve remains open longer, thereby drawing in a heavier charge and the exhaust valve is opened earlier to expel the burned charge. The Cadillac Carburetor has proven itself efficient, economical and satisfactory.

The system of water cooling is positive, reliable and adequate.

The merits of the Cadillac spark plug have been fully demonstrated.

The valves are accurately ground that no gas may escape. All finished parts are correctly fitted that no power may be lost and proper provision is made for the adjustment of all wear. Further details of these several features will be found on the following pages.

**CADILLAC COPPER
WATER JACKET**

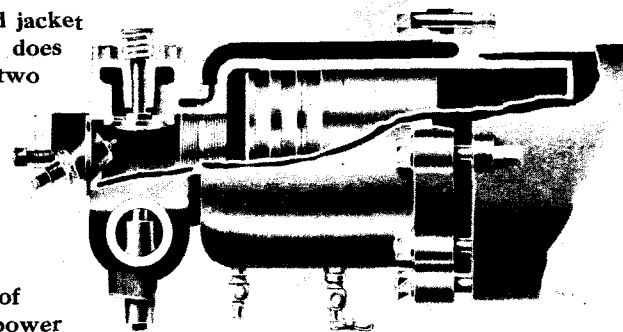
The Cadillac Copper water Jacket is original with us and the superiority of the system is so thoroughly recognized by other makers that a number of them are willing to pay a royalty for the privilege of embodying it in their cars.

With no gaskets to burn, soak or blow out; no leaded joints to melt; no cracking of cylinder in case of a freeze up, and but little expense in replacing cylinder if cut or worn, it is quite natural that other makers want it.

These details mean little or nothing to the novice or the driver of a Cadillac, but they do mean something to the user of some other form of construction, who may have left his machine far from home and sent a mechanic to put in a new gasket. They mean something also to the chauffeur who may have tried to start his motor with a defective gasket leaking water into the combustion chamber; or to those who have been troubled with overheated horizontal cylinders; they mean much to those who have been obliged to pay almost the price of an engine for a new cylinder. When the parts shown in the accompanying illustration are disassembled, the list price of the most expensive piece is but \$4.50.

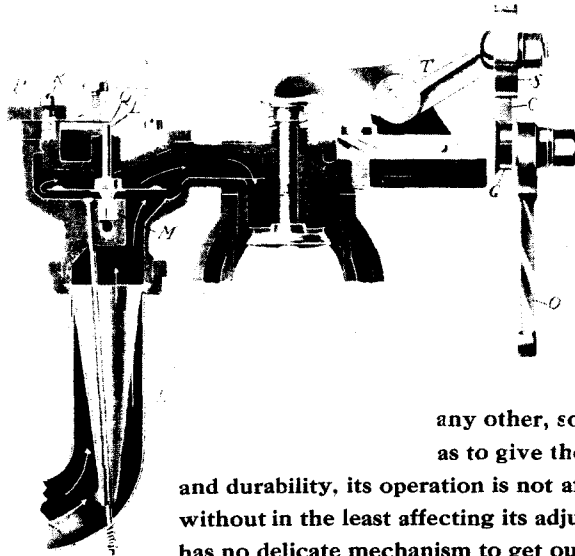
The cheap method ordinarily used, is to cast the cylinder and jacket together, coring to make the space between them. This usually does not produce a combination with a uniform space between the two for water circulation. The maker cannot detect the fault because of inaccessibility but it will not be long until the innocent purchaser awakens to the results of its imperfection. It will be readily understood that with the thickness of the cylinder wall not uniform, it cannot be cooled evenly throughout its entire surface, the result being that the motor cannot develop the power which it otherwise might.

The Cadillac method is the only practical and correct system of jacketing; one reason why the Cadillac Motor develops more power than any other of equal dimensions.



CADILLAC CARBURETOR OR MIXER

WITHOUT an efficient Carburetor, no motor can develop its full power, although it may be perfect in every other particular. For the benefit of the novice it is perhaps well to explain that the Carburetor (or mixer) is the instrument by means of which the gasoline is transformed into a vapor or gas and mixed with air. As this gas would not ignite if drawn into the cylinder of the motor in its pure state, it must be mixed with air in order that the charge may be exploded. If the proportion of gas is either insufficient or too great, the result is an explosion of less than maximum force, in consequence of which the full capability of the motor is not developed.



The gasoline from the storage tank enters the mixer through the valve "M" (see illustration) and drops into the wire mesh "K." Air is drawn in through the intake tube and evaporates the liquid and the mixture is then drawn up and through the inlet valve at "A," thence into the combustion chamber of the motor where it is ignited by the electric spark emanating from the spark plug.

In the Cadillac Carburetor, we have a device radically different from any other, so simple that it is easily understood, yet capable of adjustment so precise as to give the exact mixture required. In addition to its advantages of accessibility and durability, its operation is not affected by steep grades. It can be taken apart and cleaned when necessary without in the least affecting its adjustment, a most desirable feature, and as there is but one moving part, it has no delicate mechanism to get out of order. Three years of continued use has proven its superiority as a mixer for a single cylinder motor.

It is one of the exclusive features which have helped to make the Cadillac famous.

CADILLAC SPARK PLUG



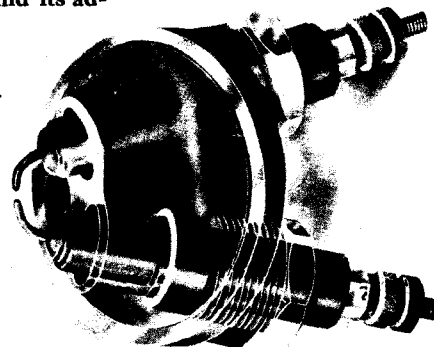
UR double insulated spark plug here illustrated is so simple that it needs no extended explanation and its advantages are so well known that it

requires no special recommendation.

It permits the secondary current to be kept separate from the other mechanism and the expense of replacing its mica cores is almost insignificant.

While we can provide for the use of ANY plug, we have not in a single instance furnished any other type. We have known many cases where this plug had been used for months until it had been fouled by carbon deposits to an extent that would have rendered an ordinary plug utterly useless, yet notwithstanding these disadvantages it continued to give reasonably good results. This plug is another of our special features and is one more reason for the constancy of the Cadillac motor.

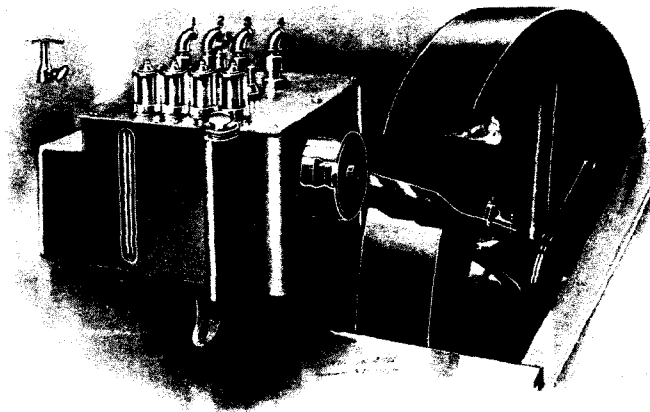
The ease of accessibility to this spark plug is a worthy feature. It may be removed for examination in only a few seconds.



THE CADILLAC LUBRICATOR

A FEATURE which will at once commend itself to everyone who has had any automobile experience is the Cadillac Mechanical Lubricator. To make a motor right, is one thing. To make provision for keeping it right is quite another. We have accomplished both. No one thing is more essential to the life and efficiency of a motor than proper lubrication. Proper lubrication means not too little and not too much, but exactly enough. Too much means a fouled spark plug, sticky valves and carbon deposits on piston and cylinder. Too little means destruction to wearing surfaces. A worn cylinder and piston means loss of compression, hence loss of power. Worn bearings mean annoying pounding and destructive vibration.

It does not require a genius to realize that the more rapidly a motor is running, the more oil it requires. The Cadillac Mechanical lubricator provides for this. It is equipped with four individual feeds, one for each of the four vital points, viz.: one to the piston, one to the connecting rod and crank shaft bearing and one to each of the



THE CADILLAC LUBRICATOR—Continued

two main bearings. The last two mentioned requiring quantities of oil different from the first two, each of the four feeds are adjusted separately.

The simple raising of a cut-off plunger stops the oil running to the bearings and forces it up through the sight feeds so that the supplies may be regulated. When this has been done, the plunger should be pushed down and the oil will again be forced to the bearings.

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An arm extends from the Lubricator and rests on the hub of the fly-wheel where it is actuated by a cam. Every revolution of the fly-wheel causes this arm to act on the lubricator pump which positively FORCES a small quantity of oil through the tubes leading to the several bearings. Consequently when each sight feed is adjusted for a given quantity of oil per minute when the motor is running at say five hundred revolutions, it must force twice the quantity when running one thousand revolutions per minute, or only half the quantity when running two hundred and fifty revolutions per minute. In other words, the motor gets no more nor no less but exactly the quantity of oil required to produce the best results.

Another feature—one of vital importance. A lubricator whose feeds and passages are small, is easily clogged with dirt, lint or "gummed" oil, rendering it but little if any better than no lubricator at all. In the Cadillac Lubricator such troubles are almost impossible as the passages are all large, hence not easily obstructed, yet it can be adjusted with unerring accuracy. It is readily accessible, being located under the front seat, directly back of the heel board.

CADILLAC TRANSMISSION

29775-13

THE CADILLAC transmission combines strength, durability, quietness, and requires the least possible attention. These are virtues not possessed by any other gear.

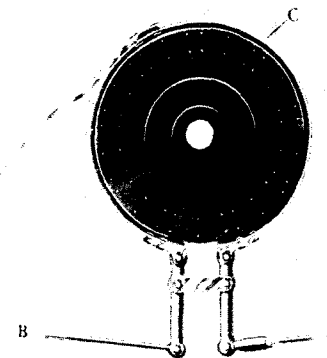
The driving gear "D" is the only part attached to the engine shaft. When assembled, the cover "C" and case "H" form an oil reservoir enclosing all the working parts, thus insuring the best possible lubrication with the least attention. It has been ONE oil hole instead of the usual ten or twelve, and will hold enough oil for several days of the hardest use.

The Cadillac Transmission is provided with two friction bands. One of these, operated by a foot lever applies the slow speed; the other, operated by the control lever, reverses the movement of the car.

By moving the rod (a) in the direction indicated by the arrow, the band (c) is closed upon the transmission gear drum, the rod (b) is fastened to the rear engine support and balances the pull on (a) so that no matter how much strain is applied through (a) there is no side pull on the transmission drum and consequently no possibility of heating the transmission drum bearings or of undue strain on the crank shaft. This of course reduces friction losses and adds correspondingly to the efficiency of the car.

If the case "H" be held by its brake band when the driving gear is rotating, all the gears in the case, except "B," run at the same speed as the engine shaft, but no

faster. The gear "B" and with it the driving sprocket "A" runs at a lower speed but in the opposite direction, thus producing the reverse. If the case be allowed to revolve, and the drum "K" be held by its brake, all the gears run at much lower speed than the engine shaft, driving internal gear "B" around slowly forward, producing the slow speed. If brake



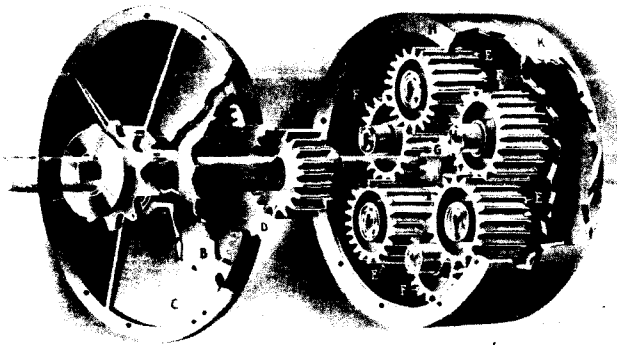
CADILLAC TRANSMISSION—Continued

drum "K" be locked to shaft by the high speed clutch, the whole gear revolves and acts as an additional fly wheel.

By driving through gear "B" and engaging at three points, the lowest possible tooth strains are secured. All the gears are large; none of them can ever run as fast as the engine except in backing.

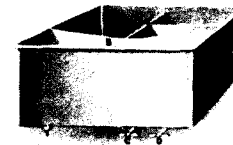
These strong points of advantage form a combination of virtues never before secured in any transmission and make the Cadillac transmission the IDEAL GEAR for its duty. By

Cadillac construction the entire transmission can be removed without disturbing crank shaft. In plain words, the Cadillac gear is RIGHT. Another of the reasons why a 5x5 single cylinder engine rated at 10 h. p. has been able to do the same work as some multiple cylinder engines rated at 16 h. p.



GASOLINE TANK

THE Cadillac gasoline tank, shown in cut with top removed is easy of access, being placed directly underneath the front seat and carries about seven gallons. It is provided with partitions at A which prevent undue splashing. The partition B forms a compartment holding about one gallon. When the gasoline in the main compartment has been consumed, the motor will of course stop, which serves notice to the driver that but one gallon remains (in the compartment) and that it will be necessary soon to renew the supply. The reserve may then be transferred to the main tank by simply opening the valve (C).



SAFETY STARTING DEVICE

IF when starting a motor, the spark be advanced, it effects an early ignition of the charge. This causes the motor to start backwards or "kick back," which is liable to injure the operator by the starting crank striking him.

The Safety Device on the Cadillac makes this impossible. Attached to and operating in conjunction with the spark advance mechanism, we have a safety slide. In advancing the spark lever it also moves the safety slide into a position where it obstructs the entrance of the crank, (See Fig. 2), making it impossible to start the motor until the spark lever is moved to its normal position. (See Fig. 1.)



Fig. 1

Fig. 2

COOLING SYSTEM

The efficiency of the Cadillac motor cooling system is well known. You do not see Cadillacs "hung up" on the road waiting for the motor to "cool off."

In the first place, our method of water jacketing, previously explained, facilitates a uniform cooling of the cylinders. Secondly, our radiator has ample radiating surface, and thirdly our centrifugal pump keeps the water in rapid circulation.

The pump is attached to the frame of the chassis. Being operated by the motor, the rapidity of its action is governed by the speed of the latter, which is the only practical method.

The water tank is accessible for filling by simply removing the cap from the top of the hood.

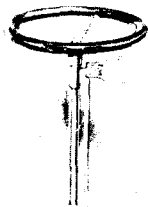
The water circulating pipes are of copper.

MUFFLER. The Cadillac muffler is an effectual "silencer" and is equipped with a cut-out which acts as a safety valve. This can also, when desired, be used as a warning signal by simply pressing with the foot on a trigger which extends up through the floor of the car.

ELECTRICAL SYSTEM. The ignition is by the jump spark system with coil and switch on the dash of the car and two sets of dry cell batteries, one for use and the other for reserve, located where they are readily accessible. The secondary wires are strung in the channel of chassis frame where they are out of the way of dirt and dampness, hence no liability of short circuiting.

CONTROL. The slow speed is applied by a foot lever and the high speed and reverse by a hand lever at the side of the car. (See explanation of action under Transmission.)

THE BRAKE mechanism consists of two friction bands which contract on the drums of the rear axle differential and are applied by a foot lever. The latter is equipped with pawl and ratchet so that the brake can be held at any tension desired. Our differential drums are extra large, being nine inches in diameter thereby affording great friction surface and brake efficiency.



STEERING MECHANISM is of the rack and pinion type and is operated by means of the steering wheel.

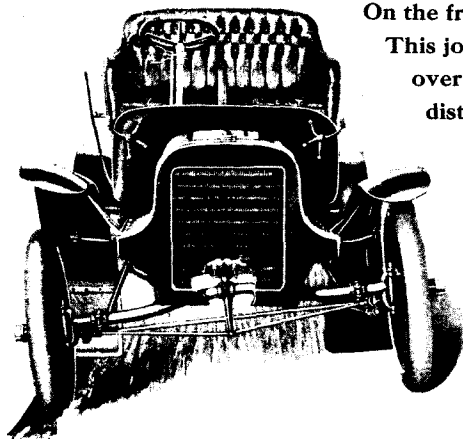
THROTTLE and **SPARK** levers are placed conveniently underneath the steering wheel.

FRAMES. Our frames are of the channel pattern, pressed from a special grade of steel and tested to withstand strains much greater than they will be called upon to bear.

AXLES. Our rear axles are of steel tubing with high grade steel live axles, keyed to differential drums, the bearings being of the roller type. Rear wheels are keyed to the live axles sections. The Differentials are of the Brown-Lipe spur gear pattern. Front axles are of steel tubing with drop forged front wheel spindles, the front wheels being fitted with ball bearings.

SPRINGS. Our springs are of the highest grade it is possible to obtain.

We wish to direct special attention to our front spring suspension, the advantages of which will be readily understood by referring to the accompanying illustration.



On the front axle at the point of the spring suspension, a rocker joint is provided. This joint fully doubles the efficiency of the spring and permits one wheel to pass over obstacles several inches in height or into depressions of equal depth without disturbing the "level" of the body or transmitting any material jar to the occupants of the car. By relieving the strain on the spring it reduces breakage to a minimum. The extreme ease and comfort characteristic of the Cadillac will meet with hearty approval.

DRIVE. Hardened steel roller chain with detachable links, each link pin secured by a cotter pin. In case of accident, the replacement of a link requires but a few minutes time.

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BODIES. Special attention is directed to the designs of the Cadillac bodies which are of the Victoria type and the latest conception of our builder's art. Illustrations fail to convey an adequate conception of their exquisite grace and beauty, which would be a credit to cars selling at several times our price.

The dash is of pressed steel, hollow, and substantially re-enforced.

The seats are luxuriously upholstered in genuine hand buffed leather of a color to harmonize with the panels. All upholstery is tufted over coil springs and first quality genuine curled hair.

FENDERS. Our fenders are special Cadillac pattern, formed from sheet metal and so designed that they will be found very effectual in protecting both the car and its occupants.

WHEELS are of the artillery type made from specially selected second growth hickory. Rear wheels are keyed to live axle shafts and doubly secured thereto by slotted hex nuts and cotter pins. Front wheels are ball bearing with tool steel cups and cones.

FINISH. The finish of the lower part of the bodies is black while the upper parts including seat panels and doors is purple lake with light carmine striping.

The frame, axles, wheels, etc., are finished in a dark shade of carmine, striped in a lighter shade of carmine and black.

The purple lake, (a deep wine color) gives a finish of the very latest style and taste which for quiet richness and beauty will not be excelled.

EQUIPMENT. Each Cadillac is furnished with a set of tools for ordinary adjustments including a pump and repair outfit for tires.

Our prices do not include lamps, horn or other such accessories. If we were to furnish these we would simply be obliged to increase the selling price of our cars to cover the extra cost.

Different persons have different tastes and requirements, therefore by our policy, each purchaser is free to choose and purchase such accessories in accordance with his individual preferences.

TIRES

In order to offer Cadillac purchasers the choice of a number of different tires which can be furnished without the delay usually entailed by such options, we have at heavy expense, had perfected for us a Universal Rim to which may be fitted either of the six following styles of tires.

DUNLOP TYPE
HARTFORD
MORGAN & WRIGHT
INDIANAPOLIS G & J

CLINCHER TYPE
HARTFORD
MORGAN & WRIGHT
INDIANAPOLIS G & J

Unless otherwise ordered, we will equip to this Universal Rim, the Hartford Dunlop tires on all cars listed in this catalogue. We will, however, when so ordered, equip cars with any other make of tire ABOVE MENTIONED without extra charge.

TIRE GUARANTY

All Tires and Rims used on Cadillac Automobiles are guaranteed by their makers and should be sent to them (not to us), transportation charges prepaid.

SEND HARTFORD TIRES TO HARTFORD RUBBER WORKS COMPANY AT ANY OF THE FOLLOWING ADDRESSES

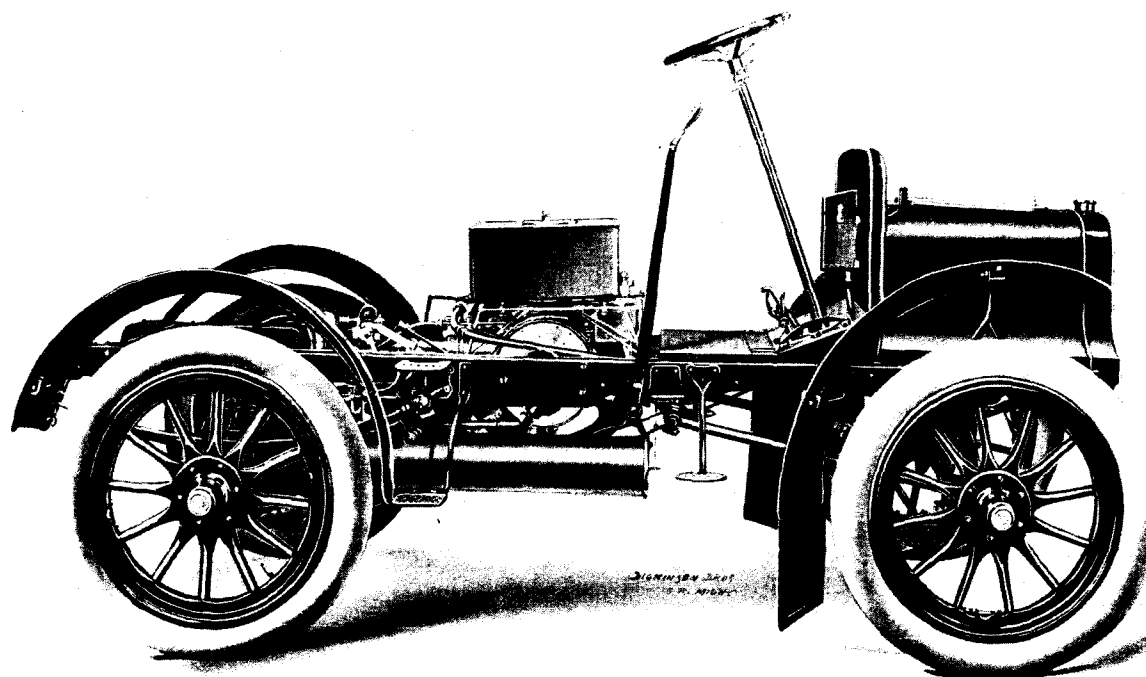
Hartford, Conn.	88 Chambers Street	Cleveland, Ohio	1831 Euclid Avenue
New York City	1769 Broadway	Detroit, Mich.	256 Jefferson Avenue
New York City	494 Atlantic Avenue	Chicago, Ill.	83 Michigan Avenue
Boston, Mass.	138 North Tenth Street	Denver, Colo.	1564 Broadway
Philadelphia, Pa.	686 Main Street	San Francisco, Cal.	501 Golden Gate Avenue
Buffalo, N. Y.		Los Angeles, Cal.	380 South Los Angeles Street

SEND MORGAN & WRIGHT TIRES TO MORGAN & WRIGHT AT ANY OF THE FOLLOWING ADDRESSES

New York City	214 W. 47th Street	Chicago, Ill.	309 Michigan Avenue
Boston, Mass.	228 Columbus Avenue	Syracuse, N. Y.	212-14 So. Clinton Street
Cleveland, Ohio	347 Huron Street	Philadelphia, Pa.	Broad and Vine Street
Dayton, Ohio	417 E. 5th Street	Atlanta, Ga.	35 Edgewood Avenue
Minneapolis, Minn.	708 Hennepin Avenue	Denver, Colo.	1562 Broadway
Detroit, Mich.	265 Jefferson Avenue	Los Angeles, Cal.	940 So. Main Street
St. Louis, Mo.	538 N. Vandeventer Avenue	Portland, Oregon	86 Sixth Street
San Francisco, Cal.	1067 Mission Street		

SEND G & J TIRES TO G & J TIRE COMPANY AT ANY OF THE FOLLOWING ADDRESSES

Indianapolis, Ind.	337 Huron Street	San Francisco, Cal.	327 Van Ness Avenue
Cleveland, Ohio	43 Columbus Avenue	Denver, Colo.	1528 Court Place
Boston, Mass.	429 Wabash Avenue	Buffalo, N. Y.	9 W. Huron Street
Chicago, Ill.	247 Jefferson Avenue	Philadelphia, Pa.	711 No. Broad Street
Detroit, Mich.			



CHASSIS

CSO Copy #26099

CHASSIS

A Summary of Points Found in All Cadillac Cars

Single cylinder 5 inches x 5 inches, 10 h. p.; water cooled horizontal motor.

Copper water jacket. (Pat. pending.)

Mechanically operated vertical valves.

Variable inlet control. (Pat.)

Two speed planetary gear. (Pat.)

Mechanical force feed lubricator.

Interchangeable adjustable motor bearings.

Safety starting device.

Pressed steel frames.

Tubular radiator.

Jump spark ignition.

Spark Coil on dash.

Brown-Lipe spur differentials.

Balanced double acting clutch bands.

Two double acting brakes, with drums keyed direct to axle sections.

Steel hubs. Rear hubs taper fitted and keyed to axle sections.

Three spring suspension with rocker joint on front spring.

Adjustable ball jointed radius rods.

Ratchet foot pedal brake action.

Automatic elastic stop diaphragm carburetor. (Pat.)

Rack and pinion steering gear.

Gasoline capacity, 7 gal. Water capacity, 3 gal.

Foot pedal, low-speed control.

High gear and reverse on hand lever.

PRICES ON INCOMPLETE CARS

Subject to Same Terms and Conditions as Complete Cars

MODEL "M" CHASSIS

INCLUDING DASH AND HOOD

With wheels and 30 x 3½ inch tires,

\$800.00.

The tires included in above prices are either the Dunlop or Clincher types made by either the Hartford, Rubber Works Co., of Hartford, Conn., Morgan & Wright, of Chicago, or G. & J. Tire Co., of Indianapolis Ind.

BODIES

NOT INCLUDING DASH OR HOOD

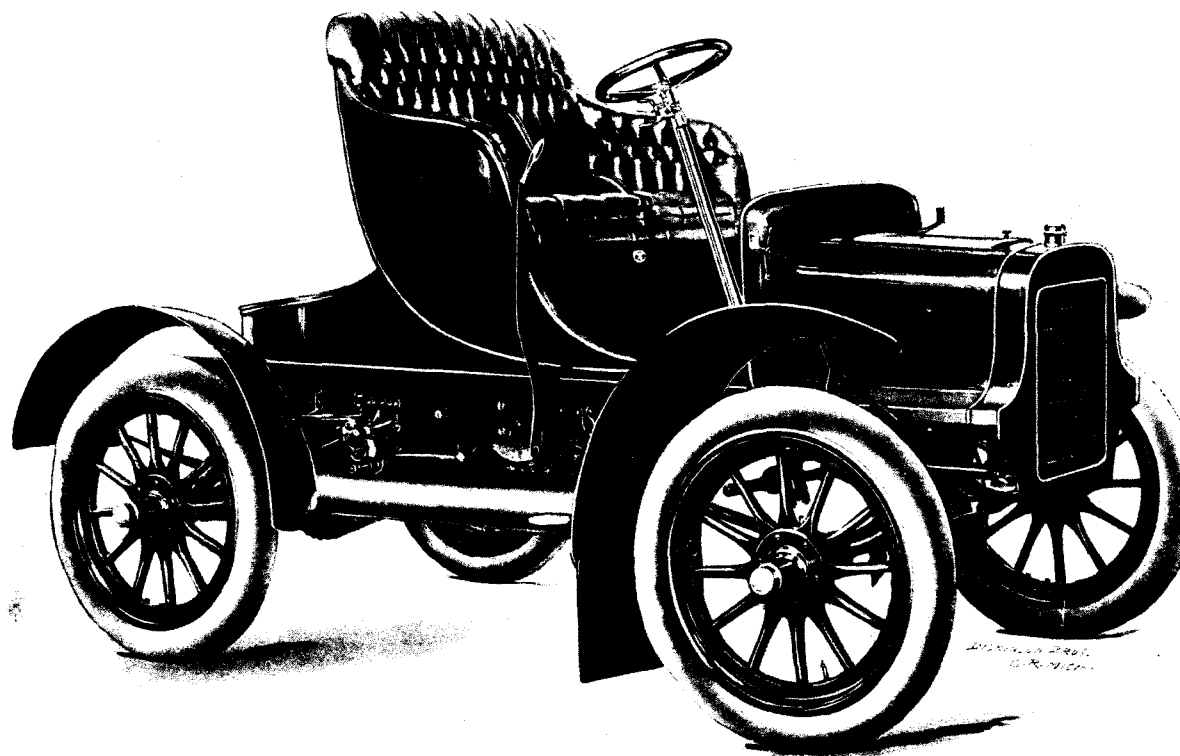
MODEL K RUNABOUT BODY

Bodies, Divided seat, standard finish, including upholstery and spring seat cushion \$75.00

MODEL M BODY

Double side door entrance, divided front seat standard color, including upholstery and spring seat cushions, 175.00

All quotations are f. o. b. Detroit.



MODEL "K" LIGHTRUNABOUT
Price \$750.00 F. O. B. Detroit

CADILLAC, MODEL "K"

Light Runabout

THE splendid success of our last year's runabout, which proved by far the most popular car of its type, warrants us in predicting for its worthy successor, the Model K, an even greater demand.

This model includes all of the special Cadillac features described in detail on preceding pages.

The ease with which it may be controlled and handled, and the fact that it may always be depended upon makes it particularly well adapted for all around business purposes.

As a pleasure car for two persons it has never been equaled. Its light weight admits of its being geared to run at the rate of 30 to 35 miles per hour which is faster than most people care to ride over average roads.

We gear this car with 10 tooth sprocket on the motor shaft and 38 tooth on the rear axle. This gear is considered best adapted for general use on average roads and hills. For localities where very steep grades predominate, a 10-41 combination is of some advantage while a 10-34 combination affords the maximum speed in localities where the roads are smooth and level.

MODEL "K"

Light Runabout

Not Convertible

Standard Specifications

Axles	Tubular Ball Front, Hyatt Roller Rear
Tread,	56 inches
Wheels,	28 inches
Wheel Base,	74 inches
*Tires,	28 x 3 inches
Body—Divided seat, trimmed in hand buffed leather	
Color,	Standard, see page 18
Gear,	10-38
Weight,	Approximately 1100 pounds
Length over all,	9 feet 2 inches
Width over all,	5 feet 8 inches
Height over all,	4 feet 6 inches

Price, \$750.00, F. O. B., Detroit

Equipped as above.

The following options can be furnished, subject, of course, to possible delay:

Tread,	61 inches
Gear,	10-41 or 10-34

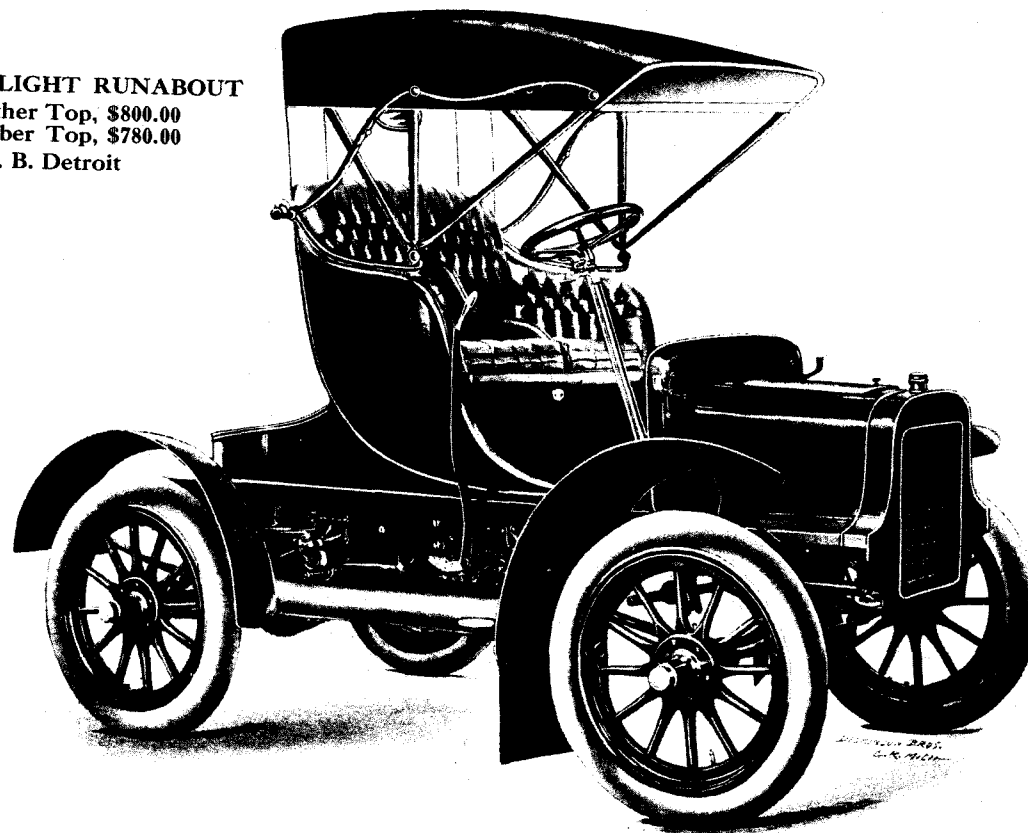
*Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. For tire options, see page 19.

MODEL "K" LIGHT RUNABOUT


With Leather Top, \$800.00

With Rubber Top, \$780.00

F. O. B. Detroit



MODEL "K"
Light Runabout
With Top

 **UR** Light Runabout, equipped with top, has in the past met with marked favor. The protection afforded in inclement weather, the ease with which the car may be handled and its general reliability, has given it a decided preference among physicians and business men whose calling necessitates their being out under all conditions.

The top is not an ordinary stock pattern but is made especially substantial to enable it to withstand the hard use to which it may be subjected.

This car will be equipped with either Rubber or Leather Top. Prices include sides and storm apron of same material.

We gear this car with 10 tooth sprocket on the motor shaft and 38 tooth on the rear axle. This combination is best adapted for general use on average roads and hills. For localities where steep grades predominate a 10-41 gear is preferable.

MODEL "K"
Light Runabout
With Top

Standard Specifications

Axles	Tubular Ball Front, Hyatt Roller Rear
Tread,	56 inches
Wheels,	28 inches
Wheel Base,	74 inches
*Tires,	28 x 3 inches
Body—Divided seat:	trimmed in hand buffed leather
Color,	Standard, see page 18
Gear,	10-38

Price, Leather Top, Complete with Sides and Apron, \$800.00

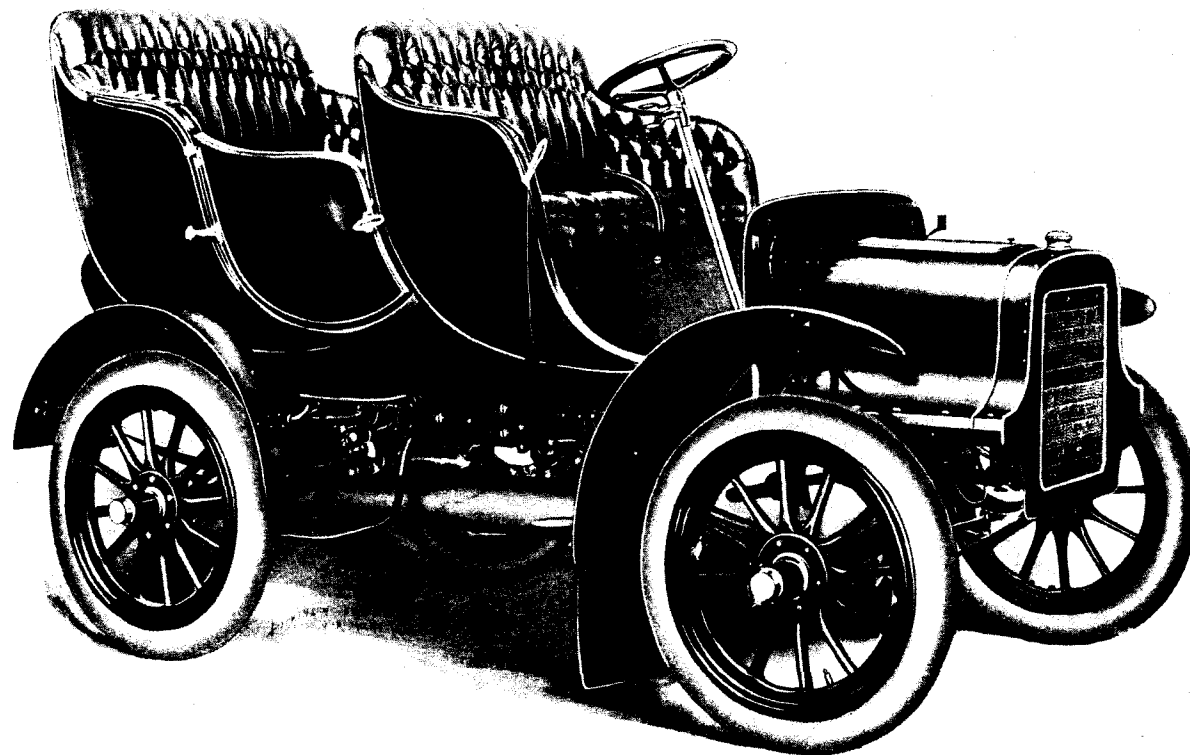
Price, Rubber Top, Complete with Sides and Storm Apron, \$780.00

F. O. B., Detroit
Equipped as above.

The following options can be furnished, subject, of course, to possible delay:

Tread,	61 inches
Gear,	10-34 or 10-41

*Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. For tire options, see page 19.



MODEL "M" TOURING CAR
Price \$950.00 F. O. B. Detroit
With Cape Cart Top, \$1025.00

CADILLAC MODEL "M"
Light Touring Car

IN THIS model we offer a car which for general utility will not suffer in comparison with any automobile regardless of cost. No effort or expense consistent with its price, has been spared to make it all that could be wished for in a light family car easily capable of a speed of 25 to 30 miles per hour. In it are embodied all of the Cadillac special features, and we do not hesitate to assure our friends that it positively offers better value than any car selling at from 50 to 100 per cent. higher, while with the advantages it offers of economy in fuel and oil and low cost of maintenance generally, it has no competitor at any price.

The Model M is geared for maximum power and reasonable speed, the 10-41 sprocket combination being considered best for average roads and hills while for specially hilly localities a 10-45 gear may be advantageous.

It will be found a constant car, ready for service at any and all times.

The seats are luxuriously upholstered and the tonneau is large and roomy.

The general design is of surpassing beauty and with our superb finish, gives it a tone of quiet richness which will not be excelled.

The owner of a Cadillac Model M will never be ashamed of his car.

MODEL "M"
TOURING CAR

Not Convertible
Standard Specifications

Axles	Tubular Ball Front—Hyatt Roller Rear
Tread,	56 inches
Wheels,	30 inches
Wheels Base,	76 inches
*Tires,	30 x 3½ inches
Color,	Standard, see page 18
Body—Double	side door entrance, 18 inches wide, with divided front seat.
Gear,	10-41
Weight,	Approximately 1350 pounds
Length over all,	9 feet 7 inches
Width over all,	5 feet 8 inches
Height over all,	5 feet 6 inches

Price \$950.00 F. O. B. Detroit.

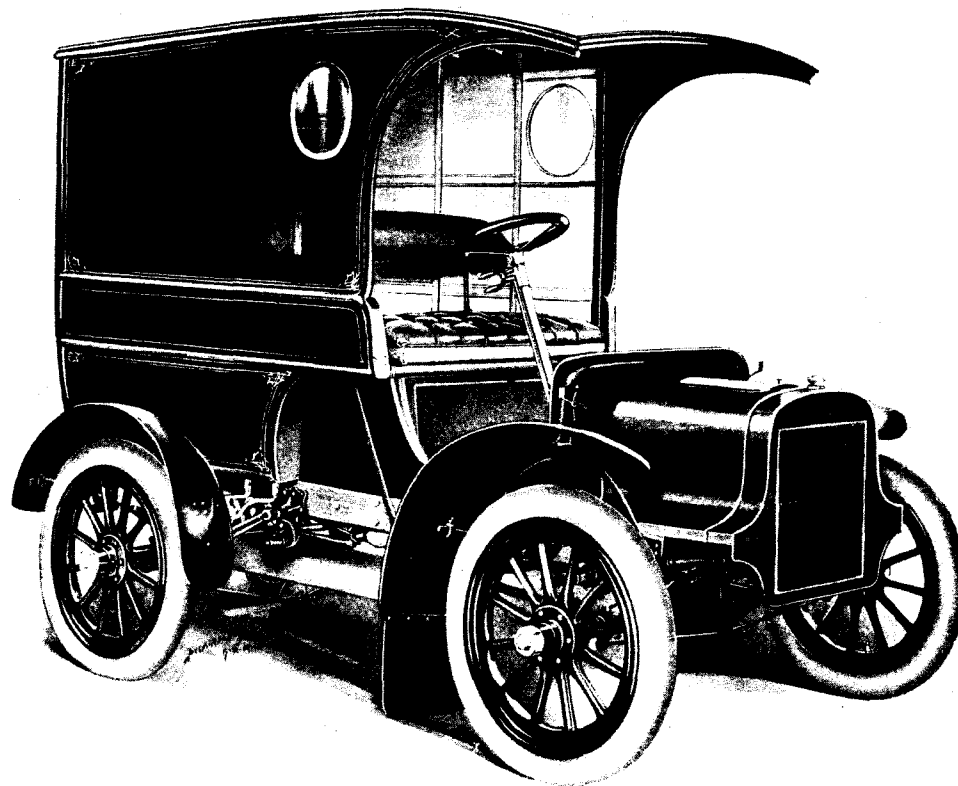
Equipped as above.

The following options can be furnished, subject, of course, to possible delay:

Gear,	10-38 or 10-45
Tread,	61 inches

*Unless otherwise specified, the Hartfor Perfected Dunlop Tires will be furnished as regular equipment. For tire options, see page 19.

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CADILLAC MODEL "M"
Delivery Car
Price \$950.00 F.O. B. Detroit

CADILLAC MODEL "M" DELIVERY

IN THIS car we offer a thoroughly practical vehicle for light delivery and commercial service. For the past two years we have had five of these cars in constant use at our factory, doing the work of fifteen horses. We have also supplied a large number of them to numerous prominent establishments throughout the country who require an absolutely dependable vehicle for use all the year round.

Among the various lines of business in which these cars are utilized may be mentioned, Grocery, Dry Goods, Clothing, Shoes, Men's Furnishings, Milliners, Florists, Bakers, Electrical Goods, and many others.

The experiences of those who have adopted them have been so satisfactory that we have yet to hear of the first concern who would entertain the idea of reverting to horse drawn vehicles.

For commercial service, the matters of economy in operation and maintenance are prime requisites, and the marked success which has attended our cars of this type is due in a considerable degree to these generally acknowledged Cadillac features.

MODEL "M" DELIVERY Standard Specifications

Axles	Tubular Ball Front, Hyatt Roller Rear
Tread,	56 inches
Wheels,	30 inches
Wheel Base,	76 inches
*Tires,	30 x 3½ inches
Color,	Standard, see page 18
Gear,	9-45
Weight,	Approximately 1400 pounds

Top not Detachable.

Inside Dimensions—	
Length,	42 inches
Width,	40 inches
Height,	50 inches
Capacity,	500 to 600 pounds

Price, \$950.00, F. O. B. Detroit.

Equipped as above.

*Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. For tire options, see page 19.

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PRICES, TERMS AND CONDITIONS

PRICES on Automobiles and parts are positively net F. O. B. Detroit.

DISCOUNTS. We do not allow discounts excepting to bona fide automobile dealers who are properly equipped to conduct their business successfully and serve the best interests of Cadillac owners.

TERMS. Our terms on parts are strictly cash with order excepting to our regularly appointed representatives with whom we have accounts. We do not open accounts with others.

Orders accompanied by remittances will receive prompt attention, otherwise we will be obliged to hold them and write for the money.

When parts are desired by mail, the remittance must be sufficient to also cover postage. If remittance is more than sufficient, we will refund the amount overpaid.

REMITTANCES should be made by New York or Chicago exchange, Post Office money order or Express money order. When checks on local banks are sent, we hold the order until we receive returns from the check.

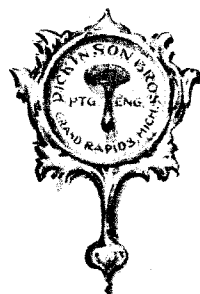
WHEN ORDERING, state definitely what is wanted. Do not leave anything to be inferred. Write and sign your order plainly, on a separate sheet from your letter. When ordering ANY part, always give the number of motor in your car. This is imperative. Also state the model and year's make of your automobile. A Price List of Parts will be sent to Cadillac purchasers upon receipt of request stating the Model of Car for which same is desired.

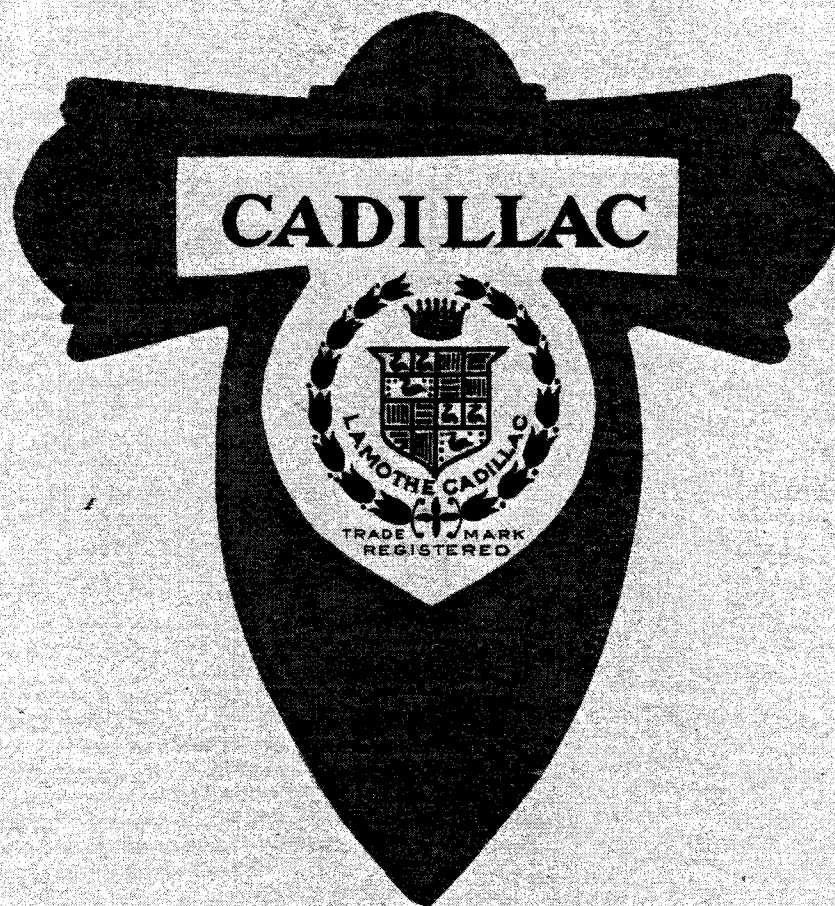
WHEN RETURNING GOODS to us for any reason, charges must be prepaid or they will not be accepted from the Railroad or Express company. They must also be tagged with YOUR name and address (or we cannot identify them) and accompanied by a letter of instructions.

CORRESPONDENCE. Our executive force is large, the finance, sales agency, order, repair and shipping departments being under separate heads. It is therefore important that correspondence bearing on different subjects should be written on separate sheets, dated and signed so that each may be sent immediately to the department to which it belongs, thereby making it unnecessary for one letter to go the rounds of several departments, which causes delay.

Address all correspondence to the Company, not to individuals.

EXTRAS. When automobiles are to be shipped long distances, singly, it is sometimes advisable to have them crated. The cost of crating is \$10.00 extra, NET.





The Story of the Cadillac

It was the SINGLE CYLINDER CADILLAC which first demonstrated that a thoroughly serviceable, dependable and economical motor car was a possibility.

Before the advent of the Cadillac, the motor car was looked upon generally as a complicated, bothersome machine possessing little practical value, but the Single Cylinder Cadillac marked the beginning of a new era in automobile construction. It proved that the truly meritorious motor car was a fact and not merely a theory. It was so far in advance of anything that had before been produced, and its efficiency and capabilities commanded such widespread recognition that in less than two years from the beginning of its manufacture the output of the Cadillac factory was the second largest, and the third year found its production the largest, in America, and during the past two years the output of Single Cylinder Cadillacs has exceeded the combined volume of any three models of other makes.

It is a most significant fact that the Single Cylinder Cadillac is the only Automobile in America, if not in the world, which can truly be accredited with having successfully withstood the test of five successive seasons, which has been made in continually increasing quantities each succeeding year, and which gives promise of continuing to be made for many years to come.

There has, during the past year, been a wonderful awakening to the fact, which is now generally conceded, that in moderate priced cars the Single Cylinder is the only type that has truly "made good" in every sense of the word, and the position of the Cadillac in that class is so preeminent that it is not even a subject for argument.

There are, on the other hand, scores of cars which have come and gone since the first Cadillac was built. Many of these are now only a memory.

The factory in which Cadillac cars are built is the largest, the most complete, the best equipped and the most thoroughly organized plant in the world devoted exclusively to the production of high grade motor cars. It is replete with the most modern and most accurate labor saving machinery which can be obtained. It is this situation which enables the Cadillac Company to produce motor cars which can be sold to the purchasers at less than it would actually cost most makers to build them.

The secret of Cadillac success is not attributable exclusively to any one individual feature but to the combination of skillful de-

CADILLAC



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HCCA CADILLAC SINGLE CYLINDER REGISTER

CADILLAC



CADILLAC



The Story of the Cadillac

(Continued)

sign, careful and intelligent selection of material and painstaking execution of every minute detail.

In its entire design, special attention has been devoted to the importance of ready accessibility of all parts which may require attention, and the mechanical construction in general is so simple that a comprehensive understanding of the principles embodied may easily be acquired, enabling the possessor to take care of the car himself, if he desires to do so, and save the necessity of incurring an expense for maintaining it in satisfactory running condition.

When you buy a Cadillac, you obtain the product of an establishment that is permanent and from which you will be able to obtain parts for replacing those which may become worn by long and continued service or damaged by accident, and not be obliged to either discard your car because of inability to procure some important part, or to have such part made specially at heavy expense.

A general feature characteristic of the Cadillac, the value of which will immediately impress itself upon the careful buyer, is the provision made for adjustments of wearing surfaces, thereby obviating the necessity for frequent renewals of parts subject to wear.

The Cadillac Single Cylinder cars enjoy the reputation, among those who by their experience are qualified to judge, of being the most economical to operate and the least expensive to maintain. The low cost of maintenance is in no small measure attributable to our comparatively low prices on parts, it being our aim only to make this department pay for the actual cost of the parts themselves and the expense incidental to handling them. It is also largely due to the fact that all parts are made accurately to gauge and are thoroughly interchangeable, which means that all parts of a kind are exactly alike and that when a new part is needed it can be ordered with the assurance that it will not require altering to fit.

We have records of many of these cars which have been run an entire season without the necessary outlay of a single dollar for repairs or for operating, beyond the cost of gasoline and oil, and many more where the expense has been merely nominal.

The reputation of the Cadillac has been acquired by the genuine merit of the cars themselves and the promotion of their sale by legitimate business methods. We have never been obliged to

CADILLAC



The Story of the Cadillac

(Continued)

engage experts to make a showing with the Cadillac. Such performances, with specially constructed cars which bear not the slightest semblance to the maker's regular product, prove nothing. They simply help to roll up an enormous expense which in the end is paid by none other than the purchasers themselves of such makes of cars.

We prefer to give the individual purchaser the utmost possible value for his investment; and we do it. We have always preferred that the Cadillac gain its reputation amongst actual users; and it has done it. That is one reason why every eighth automobile in America to-day is a Cadillac.

On the other hand, Single Cylinder Cadillacs have accomplished hundreds of remarkable performances in the hands of their owners, proving their superiority in many ways over cars rated at from two to four times their power and selling at from fifty to five hundred per cent. higher.

We do not claim for the Single Cylinder Cadillac that it will equal the speed of the highest powered cars on smooth, level roads, but it has proven times almost without number on the long, hard, tedious run, over hill and through valley, through sand and mud, and over roads as they are commonly found, that the thorough dependability of the Single Cylinder Cadillac and its bull-dog persistency enable it to frequently head the procession at the close of the day's run.

Every day adds to its prestige and every day more forcibly proves that the Single Cylinder Cadillac is THE IDEAL CAR for those who desire a motor vehicle which will afford the maximum of pleasure and service with the minimum of expense, the car which affords all there is in motoring—except the troubles.

The Single Cylinder Cadillacs are capable of meeting every reasonable requirement.

They can be relied upon for service every day in the year.

They will climb any hill that any automobile will climb.

They will travel any road that any automobile will travel.

They will travel as fast as anybody ought to ride.

They offer more actual value for every dollar invested than any automobile ever produced.

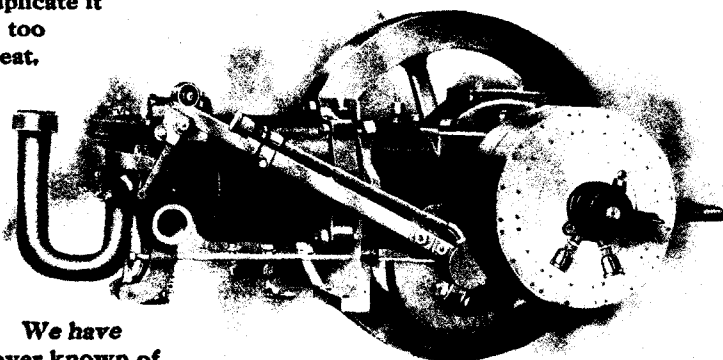
CADILLAC



The Cadillac Motor

The secret of Cadillac success and efficiency lies largely in the design and workmanship of our motors and their careful installation in the chassis.

The Cadillac Single Cylinder 10 h. p. motor to-day is practically the same as that which was installed in the first Cadillac produced. It was years in advance of anything that had ever been made, and up to the present time there has been nothing made that equals it. It set a new mark for motor builders to strive to reach. Its unparalleled success has prompted others to imitate it, but the imitations lack its power, its reliability and its efficiency; either because their makers cannot solve the secrets, cannot successfully apply the principles, or the expense of the equipment to duplicate it is too great.



We have never known of a Cadillac motor that has worn out.

Examination of several of the earliest motors we built has shown them to be practically as good as new and with proper care and lubrication, there is no reason why they should not remain serviceable for many years to come. But, even granting that through neglect and abuse the replacement of some parts becomes necessary, it can be done at less expense and with less trouble than on any other motor we know of. For example, suppose that through lack of attention to lubrication the piston or cylinder becomes damaged. These are the most expensive parts liable to be affected by such negligence, but the price of a new cylinder is only \$8.00, and, the piston only \$8.25. The main bearings of the crank shaft are perhaps the most susceptible to wear from lack of lubrication. In the Cadillac motor, these bearings consist of the highest grade of babbitt facing backed by a finished bronze bushing. If replacement should be required, it may be done in a few minutes, it being not

CADILLAC



The Cadillac Motor

(Continued)

even necessary to remove the crank shaft. The cheap method, the one usually adopted, is to cast the babbitt into the frame of the motor. With such construction, when renewal is necessary, the motor must almost invariably be sent to the factory for repairs to secure proper alignment. By our special methods, our bearings are rendered much more durable than those which are simply cast into the crank case.

Interchangeability of all parts and especially those of the motor, is of utmost importance to the automobile buyer, as the cost of maintenance should always be reckoned with. All parts of the Cadillac motor as well as those of the chassis are made according to our system of limit gauges which makes it next to impossible for an imperfect part to enter into their construction. Special attention is devoted to the finishing of the piston and cylinder bore which are smooth as glass, and neither is allowed to pass inspection if it exceeds the prescribed limits of measurement which in some cases are specified to the one-thousandth part of an inch. While this method and the refinement which it secures is expensive for us, it is the only correct method, and to it much of the success of the Cadillac is attributable.

The valves are accurately ground that no gas may escape, all parts are correctly finished and fitted that no power may be lost, and proper provision is made for adjustment of all wear.

The Cadillac Carburetor has proven itself efficient, economical and satisfactory. The system of water cooling has proven itself adequate and the reliability of the Cadillac Spark Plug has been thoroughly demonstrated.

The Motor is provided with a metal dust shield or drip apron which is attached to the frame of the chassis by means of spring hooks so that it may be removed in a few minutes when desired.

Cadillac Spark Plug

Our Double Insulated Spark Plug, here illustrated, is so simple that it needs no extended explanation, and its advantages are so well known that it requires no special recommendation.

It permits the secondary current to be kept separate from the other mechanism and the expense of replacing its mica cores is almost insignificant.

While we can provide for the use of ANY plug, we have not in a single instance furnished any other type. We have known

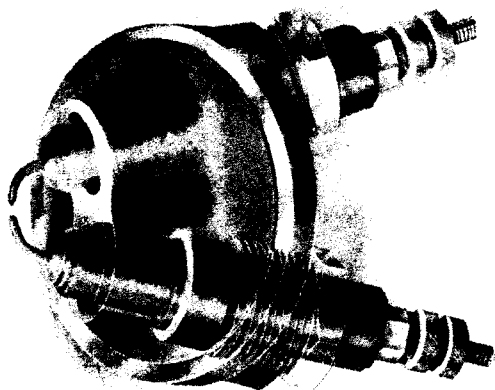
CADILLAC



Cadillac Spark Plug

(Continued)

many cases where this plug has been used for months until it had been befouled by carbon deposits to an extent that would have rendered an ordinary plug utterly useless, yet notwithstanding these disadvantages it continued to give reasonably good results.



This plug is another of our special features and is one more reason for the constancy of the Cadillac motor. The ease of accessibility to this spark plug is a worthy feature. It may be removed for examination in only a few seconds.

Cadillac Force Feed Lubricator

A feature which will at once commend itself to everyone who has had any automobile experience is the Cadillac Mechanical Lubricator. To make a motor right is one thing. To make provision for keeping it right is quite another. We have accomplished both. No one thing is more essential to the life and efficiency of a motor than proper lubrication. Proper lubrication means not too little and not too much, but exactly enough. Too much means a fouled spark plug, sticky valves and carbon deposits on piston and cylinder. Too little means destruction to wearing surfaces. A worn cylinder and piston means loss of compression, loss of power and expensive replacement. Worn bearings mean annoying pounding and destructive vibration.

It does not require a genius to realize that the more rapidly a motor is running the more oil it requires. The Cadillac Mechanical Lubricator provides for this. It is equipped with four individual feeds, one for each of the four vital points, viz.: one to the piston, one to the connecting rod and crank shaft bearing and one

CADILLAC



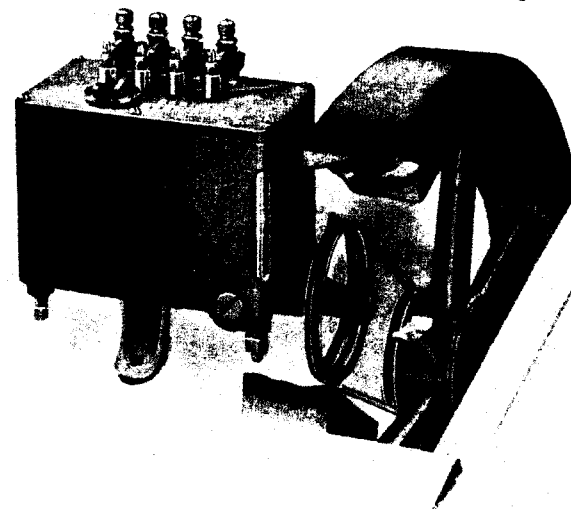
Cadillac Force Feed Lubricator

(Continued)

to each of the two main bearings. The last two mentioned requiring quantities of oil different from the first two, each of the four feeds is adjusted separately.

The simple pressing on a cut-off plunger stops the oil running to the bearings and forces it up through the sight valves so that the supplies may be regulated. When this has been done, releasing the plunger causes the oil to again be forced to the several bearings.

The Lubricator is driven by a belt running directly from a pulley on the hub of the fly-wheel. Consequently when each sight feed is adjusted for a given quantity of oil per minute when the motor is running at say, five hundred revolutions per minute,



it must force twice the quantity when running one thousand revolutions per minute, or only half the quantity when running two hundred and fifty revolutions per minute. In other words, the motor gets no more nor no less but exactly the quantity of oil required to produce the best results.

Another feature—one of vital importance. A lubricator whose feeds and passages are small is easily clogged with dirt, lint or "gummed" oil, rendering it but little, if any, better than no lubricator at all. In the Cadillac Lubricator such troubles are almost impossible as the passages are all large, hence not easily obstructed, yet it can be adjusted with unerring accuracy. It is readily accessible, being located under the front seat, directly back of the heel board.

CADILLAC



Cadillac Copper Water Jacket and Cooling System

The efficiency of the Cadillac motor cooling system is well known. You do not see Cadillacs "hung up" on the road waiting for the motor to cool off.

The Cadillac Copper Water Jacket is original with us and the superiority of the system is so thoroughly recognized by other

makers that a number of them are willing to pay a royalty for the privilege of embodying it in their cars. With no gaskets to burn, soak or blow out, no leaded joints to melt, no cracking of cylinder in case of a freeze up, and but little expense in replacing the cylinder if cut or worn, it is quite natural that other makers want it.

These details mean little or nothing to the novice or driver of a Cadillac, but they do mean something to the user of some other form of construction who may have left his machine far from home and sent a mechanic to put in a new gasket. They mean something also to the chauffeur who may have tried to start his motor with a defective gasket leaking water into the combustion chamber, or to those who have been troubled with overheated horizontal cylinders. They mean much to those who have been obliged to pay almost the price of an engine for a new cylinder.

The cheap method ordinarily used, is to cast the cylinder and jacket together, coring to make the space between them. This seldom, if ever, produces a combination with a uniform space between the two for water circulation. The maker cannot detect the fault because he cannot see it, but it will not be long until the purchaser awakens to the results of its imperfection. It will be readily understood that with the thickness of the cylinder wall not uniform, it cannot be cooled evenly throughout its entire surface, the result being that the motor cannot develop the power which it otherwise might.

Our radiator has ample radiating surface and our centrifugal pump keeps the water in rapid circulation. The pump is attached to the frame of the chassis. Being operated by the motor, the rapidity of its action is governed by the speed of the latter, which is the only practical method.

The Cadillac method is the only practical and correct system of jacketing—one reason why the Cadillac Motor develops more power than any other of equal dimensions. The water tank is accessible for filling by simply lifting the cover of the hood.

The water circulating pipes are of copper.

CADILLAC



Cadillac Carburetor or Mixer

Without an efficient Carburetor, no motor can develop its full power, although it may be perfect in every other particular. For the benefit of the novice it is well perhaps to explain that the Carburetor (or mixer) is the instrument by means of which the

gasoline is transformed into a vapor or gas and mixed with air.

As this gas would not ignite if drawn into the cylinder of the motor in its pure state, it must be mixed with air

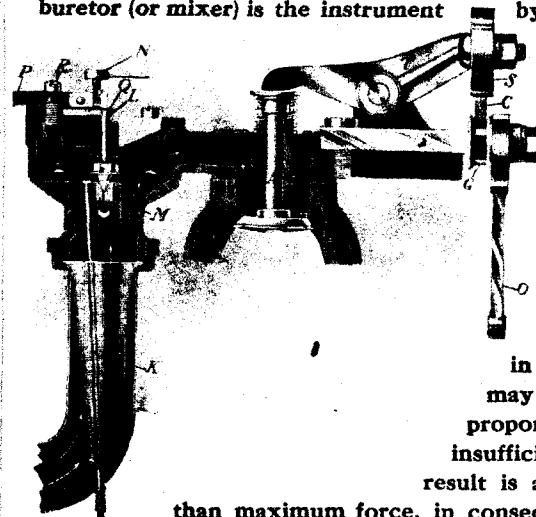
in order that the charge may be exploded. If the proportion of gas is either insufficient or too great, the result is an explosion of less

than maximum force, in consequence of which the full capability of the motor is not developed.

The gasoline from the storage tank enters the mixer through the valve "M" (see illustration) and drops into the wire mesh "K." Air is drawn in through the intake tube and evaporates the liquid, and the mixture is then drawn up and through the inlet valve at "A," thence into the combustion chamber of the motor where it is ignited by the electric spark emanating from the spark plug.

In the Cadillac Carburetor, we have a device radically different from any other, so simple that it is easily understood, yet capable of adjustment so precise as to give the exact mixture required. In addition to its advantages of accessibility and durability, its operation is not affected by steep grades. It can be taken apart and cleaned when necessary without in the least affecting its adjustment, a most desirable feature, and as there is but one moving part, it has no delicate mechanism to get out of order. Four years of continued use have proven its superiority as a mixer for a single cylinder motor.

It is one of the exclusive features which have helped to make the Cadillac famous.



CADILLAC

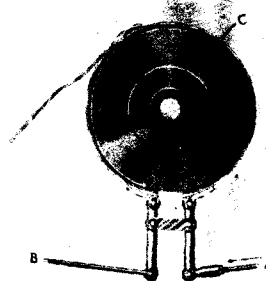


Cadillac Transmission

The Cadillac planetary transmission is entitled to special commendation. With fourteen thousand of them in constant use—some of them for over four years—we have never known a single one of them to cause trouble from any faults of its own. If there is any other transmission of which a similar statement can be truthfully made, we do not know of it.

The Cadillac Transmission combines, strength, durability, quietness, and requires the least possible attention. These are virtues not possessed by any other gear. It is provided with two friction bands. One of these, operated by a foot lever, applies the slow speed; the other, operated by the control lever, reverses the movement of the car.

By pulling on the rod (a) the band (c) is closed upon the transmission gear drum; the rod (b) is fastened to the rear engine support and balances the pull on (a) so that no matter how much strain is applied through (a) there is no side pull on the transmission drum and consequently no possibility of heating the transmission drum bearings or of undue strain on the crank shaft. This, of course, reduces friction losses and adds correspondingly to the efficiency of the car.



The driving gear (D) is the only part attached to the engine shaft. When assembled, the cover "C" and case "H" form an oil reservoir enclosing all working parts, thus insuring the best possible lubrication with the least attention. It has but ONE oil hole instead of the usual ten or twelve, and will hold enough oil for several days' use.

If the case "H" be held by its brake band when the driving gear is rotating, all the gears in the case, except "B," run at the same speed as the engine shaft, but no faster. The gear "B," and with it the driving sprocket "A," runs at a slower speed but in the opposite direction, producing the reverse. If the case be allowed to revolve, and the drum "K" be held by its brake, all the gears run at much slower speed than the engine shaft, driving the internal gear "B" around slowly forward, producing slow speed. If brake drum "K" be locked to shaft by the high speed clutch, the whole gear revolves and acts as an additional fly-wheel.

By driving through gear "B" and engaging at three points, the lowest possible tooth strains are secured. All the gears are large; none of them can run as fast as the engine except in backing.

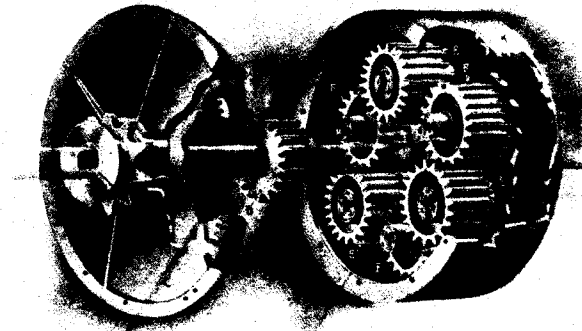
CADILLAC



Cadillac Transmission

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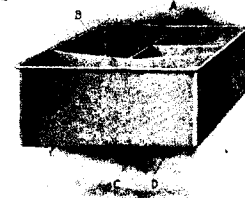
These strong points of advantage form a combination of virtues never before secured in any transmission and make the Cadillac transmission the Ideal Gear for its duty. By Cadillac construction



the entire transmission can be removed without disturbing the crank shaft. In plain words, the Cadillac gear is right. Another reason why a 5 x 5 single cylinder engine rated at 10 h. p. has been able to do the same work as some multiple cylinder engines rated at 16 h. p.

Gasoline Tank

The Cadillac Gasoline Tank, shown in cut with top removed, is easy of access, being placed directly underneath the front seat, and carries about seven gallons. It is provided with partitions at "A" which prevent undue splashing. The partition "B" forms a compartment holding about one gallon. When the gasoline in the main compartment has been consumed, the motor will of course stop, which serves notice to the driver that but one gallon remains (in the compartment) and that it will be necessary soon to renew the supply. The reserve may be transferred to the main tank by simply opening the valve "C."

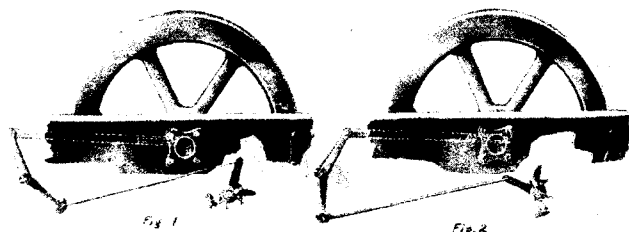


CADILLAC



Safety Starting Device

If, when starting a motor, the spark be advanced, it effects an early ignition of the charge. This causes the motor to start backwards or "kick back" which is liable to injure the operator by the starting crank striking him.



The Safety Device on the Cadillac makes this impossible. Attached to and operating in conjunction with the spark advance mechanism, we have a safety slide. In advancing the spark lever it also moves the safety slide into a position where it obstructs the entrance of the crank, (See Fig. 2) making it impossible to start the motor until the spark lever is moved to its normal position, (See Fig. 1.)

MUFFLER. The Cadillac Muffler is an effectual "silencer," and while back pressure has been reduced to a minimum, it is equipped with a cut-out which acts as a safety valve. This can also, when desired, be used as a warning signal by simply pressing with the foot on a trigger which extends up through the floor of the car.

STEERING MECHANISM is of the rack and pinion type and is operated by means of the steering wheel.

ELECTRICAL SYSTEM. The ignition is by the jump spark system with coil and switch on the dash of the car and two sets of dry cell batteries, one for use and the other for reserve, located where they are readily accessible. The secondary wires are strung in the channel of the chassis frame where they are out of the way of dirt and dampness, hence no liability of short circuiting.

CONTROL. The slow speed is applied by a foot lever and the high speed and reverse by a hand lever at the side of the car. (See explanation of action under Transmission.)

CADILLAC



THE BRAKE mechanism consists of two friction bands which contract on the drums of the rear axle differential and are applied by a foot lever. The latter is equipped with pawl and ratchet so that the brake can be held at any tension desired. Our differential drums are extra large, being nine inches in diameter, affording large friction surface and brake efficiency.

FRAMES. Our frames are pressed from a special grade of steel and tested to withstand strains much greater than they will be called upon to bear.

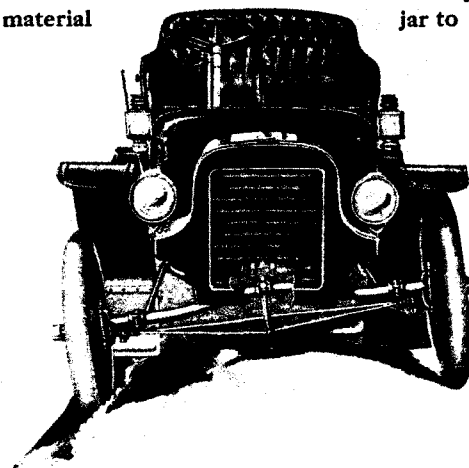
AXLES. Our rear axles are of steel tubing with high grade steel live axles, keyed to differential drums, the bearings being of the roller type. Rear wheels are keyed to the live axle sections. The differentials are of the Brown-Lipe spur gear pattern. Front axles are of steel tubing with drop forged front wheel spindles, the front wheels being fitted with ball bearings.

DRIVE. Hardened steel roller chain with detachable links, each link pin secured by a cotter pin. In case of accident, the replacement of a link requires but a few minutes' time.

SPRINGS. Our springs are of the highest grade possible to obtain.

We wish to direct special attention to our front spring suspension, the advantages of which will be readily understood by referring to the accompanying illustration.

On the front axle at the point of the spring suspension, a rocker joint is provided. This joint fully doubles the efficiency of the spring and permits one wheel to pass over obstacles several inches in height or into depressions of equal depth without disturbing the level of the body or transmitting any material jar to the occupants of the car.



CADILLAC



BODIES. Special attention is directed to the design of the several Cadillac bodies.

On the "K" runabout the Victoria type of body is used, while on the Model "M" we offer the choice of the straight line type or of the Victoria.

The straight line pattern will find favor among those whose ideas follow conventional types, while the Victoria appeals to those whose preferences are for something truly artistic and strikingly exclusive.

The dash is of pressed steel, hollow, and substantially re-enforced.

FENDERS. Our fenders are special Cadillac pattern formed from sheet metal and so designed that they will be found very effectual in protecting both the car and its occupants.

WHEELS are of the artillery type made from specially selected second growth hickory. Rear wheels are keyed to live axle shafts and doubly secured thereto by slotted hex nuts and cotter pins. Front wheels are ball bearing with tool steel cups and cones.

FINISH. The quality of the Cadillac finish is not excelled in any automobile. Each coat of color is applied with extreme care and rubbed down thoroughly before the succeeding coat is applied. This gives it the smoothness and durability for which the Cadillac finish is noted.

The sheet metal parts, such as hood, dash and fenders are not simply painted, but are finished in a number of coats of enamel, each of which is carefully baked.

The finish of the "Model K" Runabout and the "Model M's" (excepting Victoria) is brewster green bodies with hair-line red striping. The frames, axles, wheels, etc., are finished in Red with hair-line black striping.

"Model M" (Victoria Body). The finish of the lower part of the body is black, while the seat panels and doors are finished in purple lake (a deep rich wine color) with light carmine striping. The frames, axles, wheels, etc., are finished in red with hair-line black striping.

UPHOLSTERING. The seats are luxuriously upholstered in genuine black leather tufted over steel coil springs and fine quality curled hair. The leather in the "Model M" Victoria is of a color to harmonize with seat panels.

EQUIPMENT. Each Cadillac is furnished with a set of tools for ordinary adjustments, including a pump and repair outfit for tires.

Our prices do not include lamps, horn or other accessories. If we were to furnish these, we would simply be obliged to increase the selling price of our cars to cover the extra cost. Dif-

CADILLAC



ferent persons have different tastes and requirements, therefore by our policy, each purchaser is free to choose and purchase such accessories in accordance with his individual preferences.

TIRES. The standard 1907 equipment for Cadillac cars will be Hartford or Morgan & Wright Dunlop type of tires. We will also furnish without extra charge, when so ordered, either Hartford, Morgan & Wright or G. & J. Clincher tires.

We have adopted as standard equipment, the Midgley Universal Rims with which either of the above makes and either of the above types (Dunlop or Clincher) may be used.

NOTE. When make and type of tire desired (as above designated) are not specifically stated in ordering, we will equip cars with the Dunlop type of tire made by either the Hartford Rubber Works Co., or Morgan and Wright, at our option.

TIRE GUARANTY. All tires and rims used on Cadillac automobiles are guaranteed by their respective makers and in case of claims should be sent to the factory or any of the branches of said makers (not to us), transportation charges prepaid.

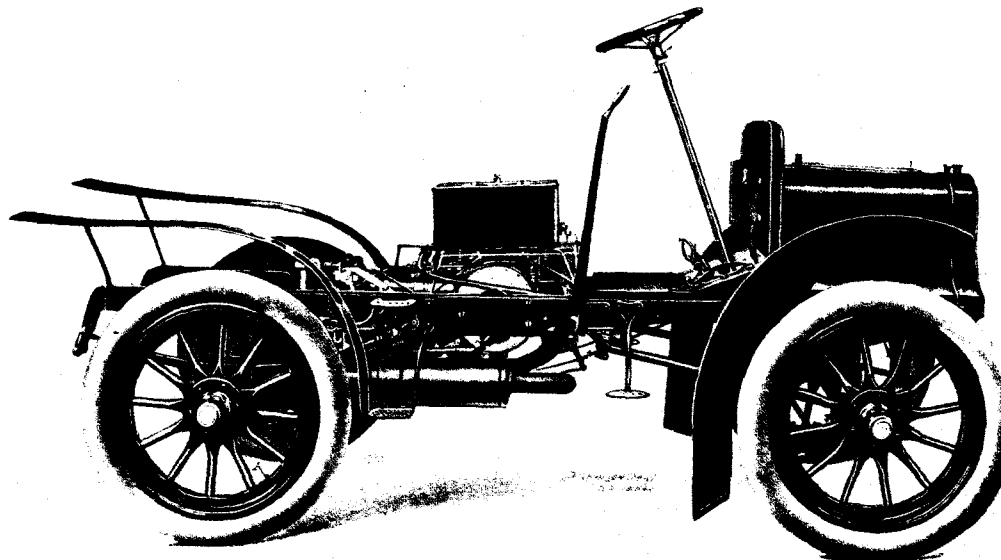


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CADILLAC





CHASSIS

CADILLAC



Page eighteen

Features of Cadillac Single Cylinder Cars

MOTOR. Ten horse power. One cylinder, 5-inch bore by 5-inch piston stroke.

MOTOR BEARINGS. Interchangeable, adjustable.

VALVES. Vertical, mechanically operated, variable inlet control.

CARBURETOR. Special Cadillac type, automatic elastic stop diaphragm.

COOLING. Copper water jacket. Tubular fin type radiator. Water capacity three gallons.

IGNITION. Jump spark. Coil and switch on dash.

LUBRICATOR. Mechanical force feed.

TRANSMISSION. Cadillac planetary, two speeds forward and reverse. Balanced double acting clutch bands.

STARTING DEVICE. Cadillac safety type.

FRAME. Pressed steel.

AXLES. Tubular steel. Rear live axle revolves on roller bearings. Ball bearing front wheels.

DIFFERENTIAL. Brown-Lipe spur gear.

WHEELS. Artillery type, best selected second growth hickory, pressed steel hubs. Rear hubs taper fitted and keyed to live axle sections.

BRAKES. Double acting on differential drums, operated by ratchet foot lever.

STEERING. Wheel, rack and pinion.

CONTROL. Throttle and spark levers at steering wheel. High gear and reverse applied by side lever, low gear by foot lever.

SPRINGS. One semi-elliptical with rocker joint in front. Two semi-elliptical rear.

GASOLINE CAPACITY. Seven gallons.

WHEEL BASE. 76 inches.

WHEEL TREAD. 56 inches (option 61 inches).

TIRES. "Model K," 30 x 3 inches "Model M," 30 x 3½ inches. For tire equipment see page 17.

PRICES ON INCOMPLETE CARS

Subject to Same Terms and Conditions as Complete Cars

"Model M" Chassis (including dash and hood), with wheels and 30 x 3½-inch tires

"Model K" Chassis (including dash and hood), with wheels and 30 x 3-inch tires

The tires included in above prices are either the Dunlop or Clincher types made by either the Hartford Rubber Works Co., of Hartford, Conn., or Morgan & Wright, of Detroit, or the G. & J. Clincher tires made by G. & J. Tire Co., of Indianapolis, Ind.

BODIES (Not including dash or hood)

"Model K" Runabout Body, divided seat, standard finish, including upholstery and spring seat cushion

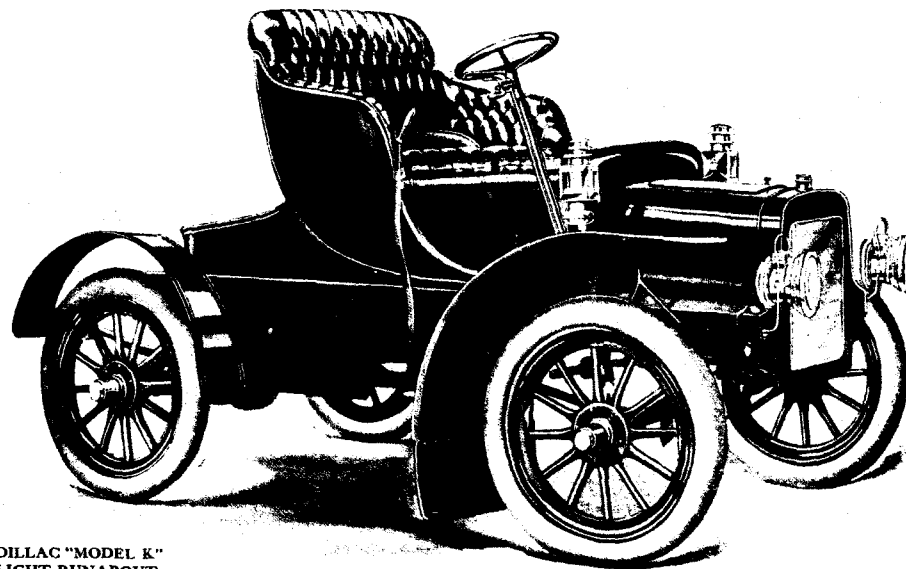
"Model M" Body, either Victoria or Straight line type, double side door entrance, divided front seat, standard color, including upholstery and spring seat cushions

All quotations are F. O. B. Detroit.

CADILLAC



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CADILLAC "MODEL K"
LIGHT RUNABOUT

CADILLAC



page twenty

Cadillac "Model K" Light Runabout

The Cadillac Single Cylinder Runabout is the most popular car of its class in America and among professional men its numbers nearly, if not fully, equal all other motor cars combined. In this model are embodied all of the meritorious Cadillac features described in detail on preceding pages.

It has of late become especially popular among owners of large touring cars, who find it a matter of great convenience to keep a Cadillac Runabout for general all around business purposes owing to its almost unfailing dependability, its ease of control in crowded thoroughfares and particularly its low cost of maintenance.

As a pleasure car for two persons it has never been equalled. Its light weight admits of its being geared to run at the rate of 30 to 35 miles per hour, which is faster than most people care to ride over average roads.

We gear this car with 10 tooth sprocket on the motor shaft and 38 tooth on the rear axle. This gear is considered best adapted for general use on average roads and hills. For localities where steep grades predominate, a 10-41 combination is of some advantage, while a 10-34 combination affords the maximum speed in localities where the roads are smooth and level.

For tops see page 27.

STANDARD SPECIFICATIONS

Axles	Tubular Ball Front, Hyatt Roller Rear
Tread	56 inches
Wheels	30 inches
Wheel Base	74 inches
Tires	30 x 3 inches
	For tire equipment see page 17
Body	Divided seat, trimmed in hand buffed leather
Color	Standard, see page 16
Gear	10-38
Weight	Approximately 1100 pounds
Length over all	9 feet 2 inches
Width over all	5 feet 8 inches
Height over all	5 feet 6 inches

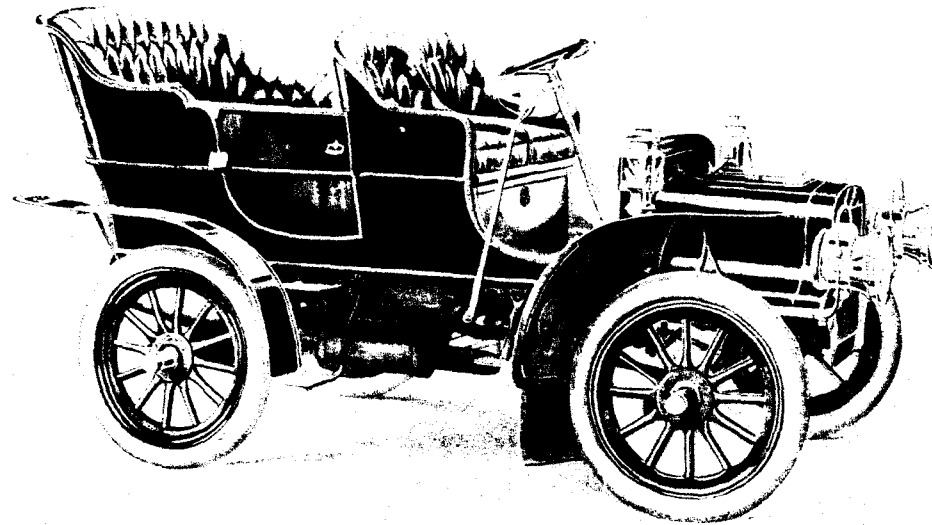
The following options can be furnished subject of course, to possible delay:

Tread	61 inches
Gear	10-41 or 10-34

CADILLAC



page twenty-one



CADILLAC "MODEL M"

CADILLAC



Page twenty-two

Cadillac "Model M"

In this model we offer a car which for general utility will not suffer in comparison with any automobile, regardless of cost. No effort or expense consistent with its price, has been spared to make it all that could be wished for in a light family car, easily capable of a speed of 25 to 30 miles per hour. In it are embodied all of the Cadillac special features, and we do not hesitate to assure our friends that it positively offers better value than any car selling at from 50 to 100 per cent. higher, while with the advantages of economy in fuel and oil and low cost of maintenance generally, it has no competitor at any price.

The Model "M" is geared for maximum power and reasonable speed, the 10-41 sprocket combination being considered best for average roads and hills, while for specially hilly localities a 10-45 gear may be advantageous.

It will be found a constant car, ready for service at any and all times.

For tops see page 26.

"MODEL M"

Not Convertible

Standard Specifications

Axles,	Tubular Ball Front—Hyatt Roller Rear
Tread,	56 inches
Wheels,	30 inches
Wheel Base,	76 inches
Tires,	30 x 3 1/2 inches
See Tire Equipment, page 17	
Color,	Standard, see page 16
Gear,	10-41
Weight,	Approximately 1350 pounds
Length over all,	9 feet 7 inches
Width over all,	5 feet 8 inches
Height over all,	5 feet 2 inches

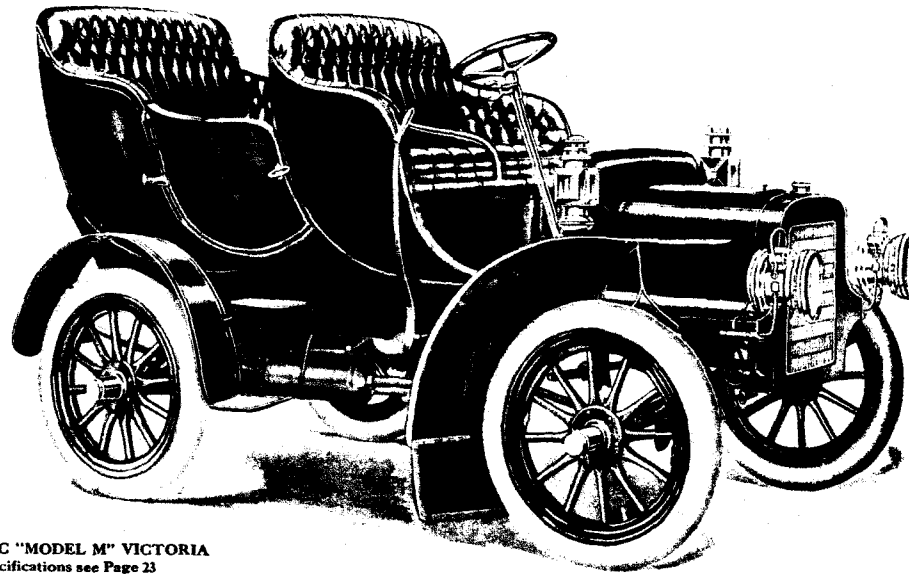
The following options can be furnished, subject, of course, to possible delay:

Gear,	10-38 or 10-45
Tread,	61 inches

CADILLAC



Page twenty-three



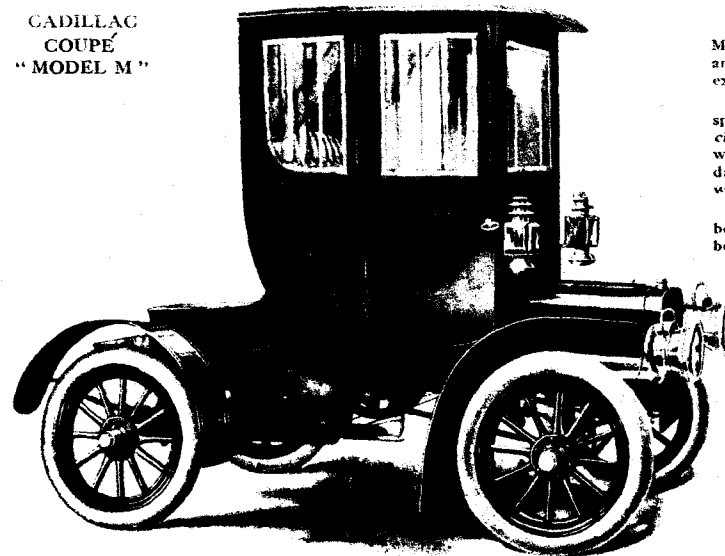
CADILLAC "MODEL M" VICTORIA
For specifications see Page 23

CADILLAC



page twenty-four

CADILLAC
COUPE
"MODEL M"



This is a handsome, finely finished Model, which for richness in appearance compares favorably with the most expensive types of enclosed cars.

This Coupe has met with widespread favor particularly among physicians and others who require a car which is specially adapted for use every day in the year, and for inclement as well as pleasant weather.

The front and rear windows may be lowered and the side windows may be opened while those in the doors are easily removable.

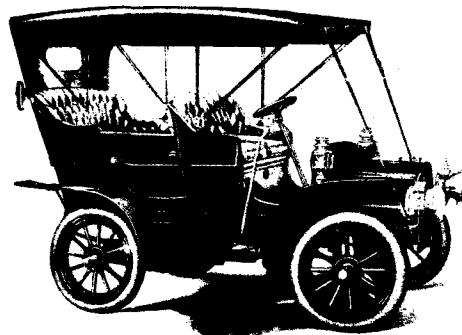
It is suitable for country as well as for city use and with the preeminent Cadillac characteristics—economy and thorough dependability—it offers advantages not possessed by any other type of motor vehicle.

The chassis, standard specifications, color, upholstery, tires, etc., are the same as those of the regular "Model M" as set forth on page 23.

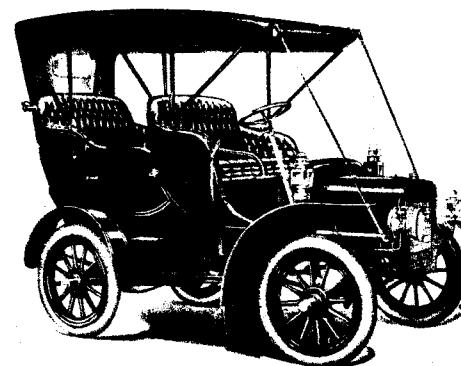
CADILLAC



page twenty-five



Cadillac "Model M"
With Cape Cart Top



Cadillac "Model M" Victoria
With Cape Cart Top

Having established a special department for the manufacture of tops, we are prepared to furnish a line that is strictly in keeping with Cadillac cars.

The material used in the covering is a special quality of reinforced rubber cloth calculated for service. The bows are ash with steel bow sockets, the rear bows being substantially reinforced. All bows are covered with hand buffed bow leather.

Double straps both in front and in rear hold the tops securely in position.

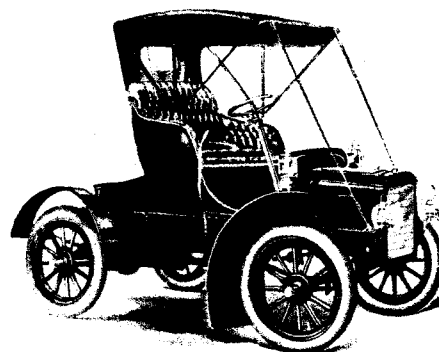
The material and workmanship is first-class in every particular. When shipped with cars, the tops are carefully fitted.

Tops include side curtains and storm front with celluloid windows.

CADILLAC



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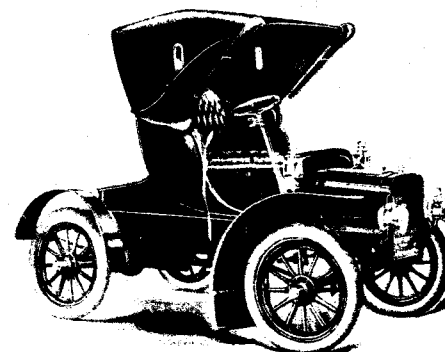
Cadillac "Model K" Runabout
With Buggy Top

Our Runabout tops are substantially made of the same material as those described on preceding page, viz.: special quality of reinforced rubber cloth over ash bows and steel bow sockets, with front and rear straps to hold top in position.

Runabout tops include side curtains and storm apron.

"Model K" with special reinforced rubber cloth top.

We also make this type of top for the "Model K" Runabout in hand buffed leather.



Cadillac "Model K" Runabout
With Victoria Top

The "Model K" Runabout equipped with full leather Victoria top offers a most desirable two passenger car for general utility.

The Victoria top is high grade in every particular. It is substantially made of hand buffed leather lined with broadcloth over ash bows and steel bow sockets.

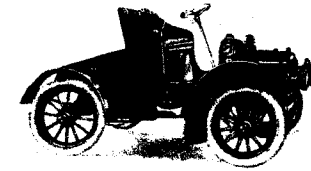
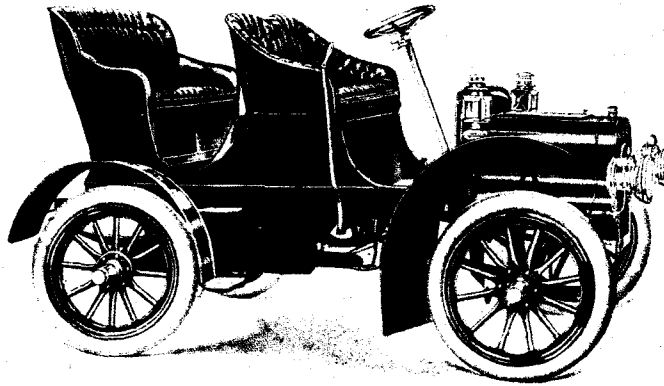
This Victoria top is built on the body by us and is not intended to be detached. It is not sold separately as it cannot be fitted to the car excepting at our factory.

CADILLAC



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Cadillac "Model M" Folding Tonneau



This model is offered to meet the demand for a convertible car suitable for carrying two or four persons as occasion may require. As will be seen by the illustrations the tonneau may be folded down converting the car into a neat runabout.

With the exception of the style of the body, this car is the same as the regular "Model M" (see specifications page 23.) This body will not be fitted to our Runabout Chassis.

CADILLAC



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Cadillac "Model M" Delivery

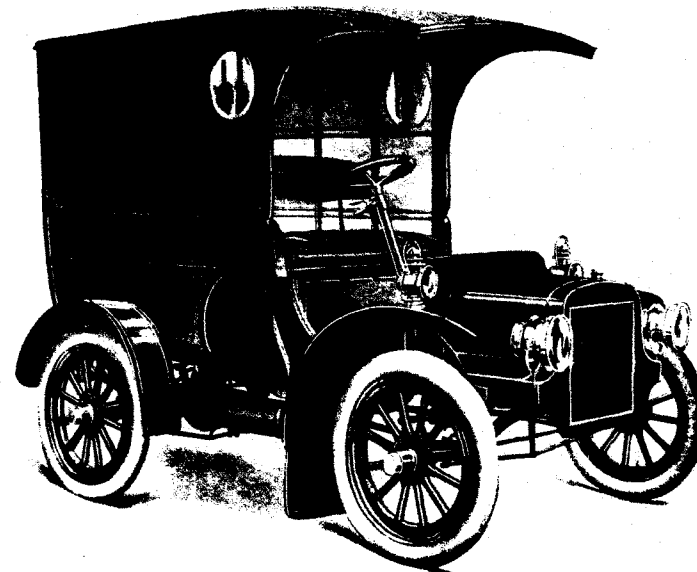
This car is offered as a thoroughly practical vehicle for light delivery service. The splendid satisfaction which these cars have afforded hundreds of merchants and others throughout the country who require a dependable vehicle for all the year round, is evidence of their efficiency.

For commercial use, economy of operation and maintenance are prime requisites and the marked success which has attended this car is due principally to these characteristic Cadillac features.

The specifications are the same as those of "Model M" (see page 23) except the gear, which is a 9-45 sprocket combination.

Inside body dimensions:

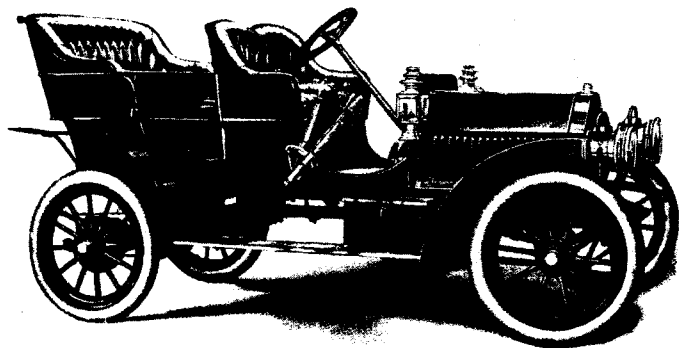
Length	42 inches
Width	40 inches
Height	50 inches
Capacity	500 to 600 pounds



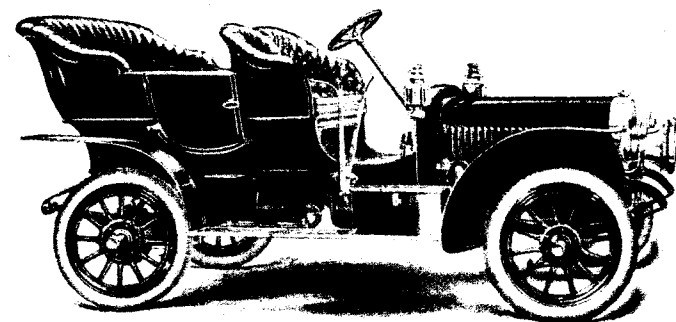
CADILLAC



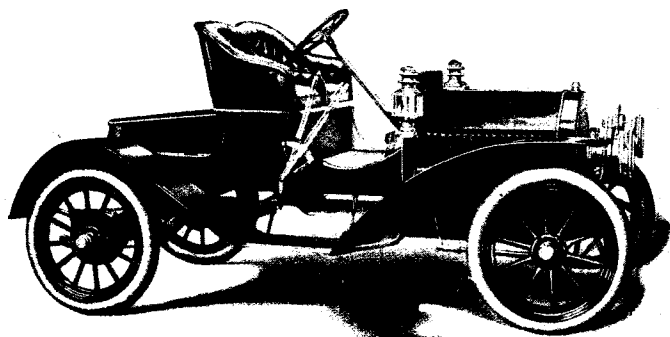
page twenty-nine



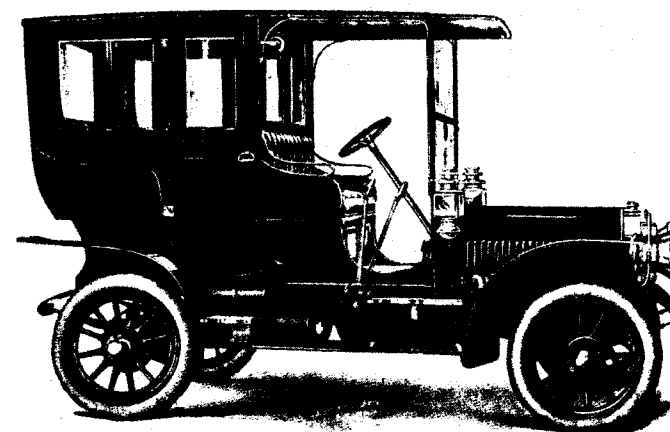
Cadillac "Model G" Touring Car
Four Cylinder, 20 H. P.



Cadillac "Model H" Touring Car
Four Cylinder, 30 H. P.



Cadillac "Model G" Runabout
Four Cylinder, 20 H. P.



Cadillac "Model H" Limousine
Four Cylinder, 30 H. P.

If interested in above, send for Special Catalog of "Model G."

If interested in above, send for Special Catalog of "Model H."

CADILLAC



CADILLAC



Terms, Conditions and Instructions for Ordering

PRICES on Automobiles and parts are positively NET, F. O. B. Detroit.

DISCOUNTS. We do not allow discounts excepting to bona fide automobile dealers, with whom we make annual contracts for quantities of cars and who are properly equipped to conduct their business successfully and serve the best interest of Cadillac owners.

TERMS. Our terms on parts are strictly cash with order excepting to our regularly appointed dealers with whom we have accounts. We do not open accounts with others.

Orders accompanied by remittances will receive prompt attention, otherwise we will be obliged to hold them and write for the money.

When parts are desired by mail, the remittance must be sufficient to cover postage also. If remittance is more than sufficient we will refund the amount overpaid.

REMITTANCES should be made by New York or Chicago exchange, Post Office money order or Express money order. When checks on local banks are sent, we hold the order until we receive returns from the check.

WHEN ORDERING, state definitely what is wanted. Do not leave anything to be inferred. Write and sign your order plainly, on a separate sheet from your letter. When ordering ANY part, always give the number of motor in your car. This is imperative. Also state the model and the year's make of your automobile. A Price List of parts will be sent to Cadillac purchasers upon receipt of request stating the Model of Car for which same is desired.

WHEN RETURNING GOODS to us for any reason, charges must be prepaid or they will not be accepted from the Railroad or Express company. They must also be tagged with YOUR name and address (or we cannot identify them) and accompanied by a letter of instructions.

CORRESPONDENCE. Our executive force is large, the Finance, Sales Agency, Order, Repair and Shipping Departments being under separate heads. It is therefore important that correspondence bearing on different subjects should be written on separate sheets, dated and signed so that each may be sent immediately to the department to which it belongs, making it unnecessary for one letter to go the rounds of several departments, which causes delay. Address all correspondence to the company, not to individuals.

EXTRAS. When automobiles are to be shipped long distances, singly, it is sometimes advisable to have them crated. The cost of crating Single Cylinder Cadillacs is \$10.00 each, extra, NET.

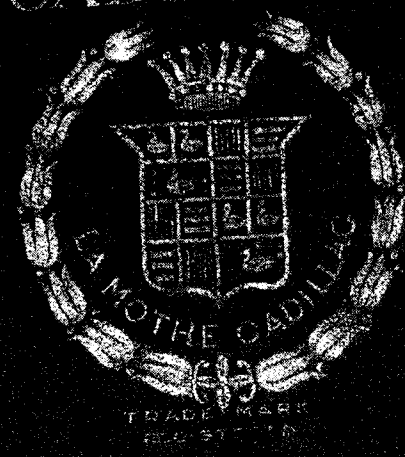
CADILLAC



DICKINSON BROS.
ENGRAVERS AND PRINTERS
GRAND RAPIDS, MICH.

1906-07-08

CADILLAC



FIRST EDITION

NUMBER ONE

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INSTRUCTIONS FOR CARE AND OPERATION OF

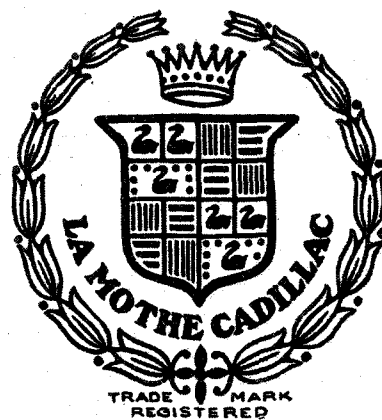
CADILLAC "MODEL H"

4 cyl. 1906
7
8

CADILLAC MOTOR CAR CO.
DETROIT, MICH.
U. S. A.

RAYNOR & TAYLOR, PRINTERS, DETROIT.

CADILLAC



✻ PARTS AND REPAIRS ✻

To the Owner:

To avoid unnecessary delay and useless correspondence **PARTS FOR REPAIRS** should, where possible, be ordered from the dealer from whom machine was purchased or from nearest local Cadillac dealer who is generally in a position to know what is desired and how to order it. (If he is not we should like to know it).

With nearly or quite ten thousand Cadillac automobiles in use it is obviously impractical for us to deal direct with all Cadillac owners. We cannot open accounts with or sell at a discount to any except regular dealers with whom we make annual contracts. Where conditions are such as to, in our judgment, warrant it we will fill orders for parts at prices listed in our parts catalogue f. o. b. factory *providing Cash accompanies the Order.*

In case orders are sent under above conditions we must have motor number, and model of machine with correct description, also sketch and exact dimensions of the part wanted. If these are not procurable, return the part properly tagged, *charges prepaid*, (or it will not be accepted), a special letter of instructions written and return instructions given. Otherwise we cannot promise prompt service or an intelligent fulfillment of the order.

Our responsibility in all cases ceases with delivery to the transportation company.

Repairs.—In the event of claims or the necessity for repairing on such parts as **TIRES, SPARK COILS, BATTERIES OR RADIATORS**, do not send these to us. It only incurs extra expense because we would be obliged to re-ship them to the factories. In all such cases correspondence should be opened direct with the makers of the parts and if necessary the same should be sent direct to said makers or their branches, transportation prepaid.

The names and addresses of makers will be found on these respective parts, excepting radiators. The latter are made by the Whitlock Coil Pipe Co., of Hartford, Conn.

To Cadillac Dealers:

We prefer to transact all our business through our regular dealers with whom we have contracts. However, in order to give Cadillac owners more prompt service we are willing to open accounts with sub-dealers in your territory with your guarantee and consent. It is our desire to protect our dealers as well as the owner and for this reason have adopted the above policy.

Broken parts must invariably be sent to us transportation charges *prepaid* for examination before any claim will be allowed. The new parts will be charged for, and if any allowance is made credit will be given for old parts if returned within 30 days.

Above instructions to owner relative to ordering parts must also be followed.

CADILLAC MOTOR CAR COMPANY.

INSTRUCTIONS FOR CARE AND OPERATION OF CADILLAC "MODEL H."

THE CARE OF A MOTOR CAR.

In the care and operation of an automobile, much must be left to the judgment of the operator, who should study the construction of his car and thoroughly acquaint himself with its mechanism, the functions of its various parts and the "why" of everything connected with it. Remember that the difference between a comprehensive understanding of your automobile and the superficial knowledge possessed by most owners and drivers is the difference between having troubles and annoyances and not having them.

The old adage "A stitch in time saves nine" applies with special significance to the motor car. This does not necessarily mean that it should be constantly tinkered with but that intelligent care and proper attention will often correct a needed adjustment or lubricate a bearing that is becoming dry, but which if neglected may cause serious and possibly expensive damage.

The care of an automobile may be boiled down to two important instructions—"Lubricate" and "Adjust." It will be readily understood that where one part moves or works upon another, there is always more or less friction and these parts must be oiled more or less frequently, including springs, shackle joints connecting rod bearings, etc.

Great care is also necessary to see that all nuts, bolts and screws about the car are kept properly tightened. Most important parts subject to wear are, wherever possible, provided with adjustments for taking up such wear and these should be inspected occasionally, and receive attention whenever required.

By far the greater portion of "automobile troubles" is the result of negligence and carelessness, while the reasonable care to which any piece of machinery is entitled, will insure long life and satisfactory service.

TO PLACE MOTOR AND CAR IN RUNNING CONDITION.

The crank case should contain enough oil in each of the compartments, so that the oil will fill each of the four wells or pockets and overflow to a depth of about one-eighth inch on the bottom of the crank case, and so that the splashers which are attached to the connecting rods will dip into this supply, thus throwing the oil over the parts to be lubricated.

See that the lubricating tank to the right of the motor is filled with good gas engine oil of high fire test, using a heavy grade in summer and a lighter grade in winter, also see that the sight feed on the dash is filled with water in summer and glycerine in winter, or a mixture composed of equal quantities of each will be found suitable for all the year round. This is filled by removing the cap from above the sight feed glass. The pump plunger is controlled by the adjustable stop screw and is locked by the nut. The quantity of oil supplied may be controlled by means of this adjustment: Turn this screw to the right to decrease the quantity and to the left to increase it, and lock it with the nut. The adjustment for the supply of oil should be so regulated that the quantity held in the bottom of the crank case, will be maintained as above indicated, and a daily inspection of the crank case should be made to see that the quantity is maintained. Be sure to use clean oil as dirt will clog the lubricator and may damage the working parts of

INSTRUCTIONS FOR CARE AND OPERATION OF CADILLAC "MODEL H."

the engine. It is best to strain all lubricating oil through cheese cloth or fine mesh wire cloth before using. The lubricator takes care of all the internal working parts of the engine. Too much oil forms carbon deposits in the combustion chambers and on the spark plugs and will, if excessive, cause premature explosion. Too much oil may cause serious annoyance; too little means the destruction of wearing surfaces. Oil with discretion. Blue smoke is an indication that too much oil is being used; when this is noticeable, cut down the supply.

It is necessary also to see that the grease cups and oil holes about the machine are properly supplied with lubricant, one of the most important being the transmission, which should always contain a supply of oil. This is readily oiled by means of an oil gun, which may be inserted into the oil tube on the side of the transmission. This oil should be the same as used in the engine, heavy in summer and light in winter. Use a pint twice a week for ordinary driving.

The universal joint next to the transmission should also be kept packed with cup grease. This should be examined occasionally to be sure that it is amply supplied. The rear universal joint is supplied by the grease cup which should be screwed down at least a turn every day.

The rear axle housing should always contain enough oil so that the large bevel gear will dip into it, keeping the bearings and gears well lubricated. This may be filled by removing the plug from the differential gear case or spherical part of the housing. The first filling will require about one quart of oil. It is also advisable not to use too much. To prevent this another plug is provided on the underside of the sphere. When placing the oil in the housing, also remove the plug from the underside of the sphere so that any excess will run out. The

quantity of oil should be maintained on a level with the under plug.

The high speed and main clutch rings are supplied with compression grease cups, which should be kept filled with heavy grease and screwed down one revolution every one hundred miles. The faces of the high speed clutch rings should be oiled at least once a day to insure them against sticking. When the high speed clutch does not release, it has the effect of stopping the motor when you try to engage any other speed.

At each end of the transmission shaft is a Hess-Bright ball bearing. While these bearings require no adjusting whatever and very little lubricating, it is well to oil them several times a year. The commutator should be oiled frequently and cleaned out occasionally with kerosene.

The fan shaft should be oiled occasionally at its ball bearings on each end of the shaft. The brake lever, transmission cam shaft and cam shaft locking plunger should be kept well lubricated by means of oil holes which are plainly visible on same. The governor should be oiled occasionally at the various friction points. The steering gear should be well lubricated with heavy oil which can be placed inside the steering gear case by removing the plug from front of same. The water pump gear shafts are supplied with grease cups which should be turned down once about every hundred miles. The parallel and steering rods should be well lubricated and are supplied with oil cups or oil holes.

The spring brackets and king bolts should have plenty of lubrication. Should the springs squeak, it will be necessary to jack up the frame of the car and insert graphite and grease between the leaves. This will keep out water and rust.

INSTRUCTIONS FOR CARE AND OPERATION OF CADILLAC "MODEL H."

TO FILL THE WATER CIRCULATING SYSTEM.

This is done by removing the brass knurled cap on top of the radiator and filling same with clean water in the summer and a good anti-freezing compound in winter. Twenty-five to thirty per cent solution of glycerine in water is a very reliable anti-freezing compound.

Make sure that the radiator is filled at all times or the water circulation will stop and cause the engine to heat and pound. This is important.

GASOLINE SYSTEM.

There are two gasoline tanks, the large main tank for regular use and the auxiliary for emergency. Both are located under the front seat. To fill these tanks, take out the left seat cushion, raise the seat board and remove the plugs from the tanks. Clean gasoline, strained through a chamois skin, should be used, as water, grit or lint will prevent the proper working of the carburetor.

The handle of the valve which stops the flow of gasoline from one tank and turns on the other, protrudes up through the floor of the car close to the heel board. Under ordinary conditions the gasoline should be used from the main tank. To open this, turn the valve handle to the left (unscrewing it) as far as it will go. To close this and open the flow from the auxiliary tank, turn the valve handle to the right (screwing it in) as far as it will go. Bear in mind that the valve handle or key, which is marked to indicate the direction in which it must be turned, must be turned until tight in either case so that the valve will seat tightly and stop the flow from the other tank.

It is not necessary to use the supply from the small or auxiliary tank excepting when the supply in the main tank is very low and an exceptionally steep grade is encountered.

The main storage tank is supplied with a settling chamber to collect any water or dirt which may be in the gasoline. This can be drawn off by removing the plug from the bottom.

TO START THE MOTOR.

First place the control lever at the side of the car, in the neutral position, then set the rear brake by means of hand lever at side of car, which also disengages the engine by releasing the main clutch, the pedal for which is at the left of the steering shaft. Place the spark lever, which is the short one at the steering wheel, on dead center. (Dead center position is indicated by the letter "C" on the sector). To retard the spark, push the spark lever from you; to advance the spark draw the lever toward you. Place the governor or controlling (throttle) lever, which is the long one at the steering wheel, directly underneath and parallel with the spark lever when the latter is on centre. To open the throttle, move this lever towards you; to close the throttle, move it from you.

Next flush the carburetor by means of the priming lever. This holds the needle valve off its seat and allows the gasoline to flow down into the carburetor. Then turn on the switch at the dash coil. The motor is now ready to start. This is done by means of the starting crank (in front, below the radiator). First push the crank in, then pull up on it and turn the crank to the left (in the reverse direction to the movements of the hands of a clock). Do not push down on the crank as it makes it harder to turn, and should you have advanced your spark, a back kick would occur, which would endanger the operator. If you were pulling up with the spark advanced, the

INSTRUCTIONS FOR CARE AND OPERATION OF CADILLAC "MODEL H."

crank would be pulled out of your hands, which would not cause any disastrous results.

After the motor has stood some hours, or long enough to have entirely cooled down, it is sometimes necessary to prime it before trying to start. However, if a motor has just been stopped or has stood only a short time, it will usually start without priming. If it does not, it should be primed.

In extreme cold weather, gasoline motors are sometimes hard to start and require more generous priming than in moderate temperature. It is usually unnecessary to prime a motor unless it has been standing idle for an hour or more. Too much priming will make too rich a mixture and necessitate more cranking than would otherwise be required.

In extreme cold weather, if the motor should not get sufficient gasoline to start by the usual method of priming, the gasoline may be placed directly into the combustion chambers by opening the cocks on the top of each cylinder and pouring about a half teaspoonful of gasoline into each of the small cups. Be sure then to close the cocks again.

TO START THE CAR.

When the motor has been started, the driver should get into the seat before loosening the brake and ascertain the position of the controlling lever, which controls the reverse, low, intermediate and high speeds. When this lever is as far forward as possible, the transmission is on the reverse. Pulling the lever out of the reverse brings it into the neutral position, which means that with the lever in this position, the car will go neither backward nor forward. By pulling the lever toward you, the first engagement will be the low speed, which results from the fact that it requires three revolutions of the engine crank shaft to produce one revolution of the transmission or

driving shaft. By pulling the lever still nearer to you, it brings it into the intermediate gear, and consequently the intermediate speed, which results from the fact that it requires one and two-thirds revolutions of the engine crank shaft to produce one revolution of the transmission or driving shaft. Pulling the controlling lever closer to you, brings it into the high speed. In high speed, the transmission or driving shaft makes the same number of revolutions as the engine crank shaft.

Now that the positions of the controlling lever have been learned, be sure that this lever is in the neutral position, that is, between the reverse and low speeds, then let off the brake, taking care to hold the main clutch out by means of the foot pedal at the left of the steering post. The spark should now be advanced by drawing it toward you about one and a half inches and the throttle should also be opened about the same amount. The main clutch may now be let in by allowing the foot lever to move slowly toward you. With the control lever in the position referred to, viz., the neutral, between reverse and low speeds, the operator may now back the car by pushing this lever forward, or to go ahead slowly by pulling it towards him. This should be done gently and not with a jerk. When the car has gotten under way on the low speed, pull the lever into the intermediate speed. After the car has gotten under way at this speed, pull the control lever into the high speed position. The speed can then be controlled by the throttle and spark.

The transmission may also be handled like a sliding gear, viz.: by disengaging the main clutch by means of the foot lever, then setting the controlling lever at the speed desired, then again letting in and engaging the main clutch.

INSTRUCTIONS FOR CARE AND OPERATION OF CADILLAC "MODEL H."

In the use of the brake lever and the controlling lever it is important to pull them straight back or push them straight forward; do not pull or push them sidewise.

TO START ON SPARK.

The motor may also often be started on the spark, that is without the necessity of cranking, frequently for a considerable length of time after it has been stopped. When it is desired to do this, place the spark lever on center and place the governor controlling (throttle) lever parallel with it as in crank starting, then close switch on dash coil. If the vibrator does not work, retard spark by moving spark lever slowly from you. Then as soon as the motor starts, advance the spark by drawing spark lever toward you to centre position.

If the vibrator works but motor does not start, it will be necessary to crank in the usual manner.

TO STOP THE CAR.

To stop the car: First disconnect the main clutch and apply the brakes by means of right foot lever, then set the emergency brakes by means of the hand lever at the side of the car, move the controller lever to the neutral position, place the spark lever in dead centre position and the throttle lever parallel with it, then turn off the switch. The car is now in condition to be started on the spark as explained in the preceding paragraph.

TO COAST.

To coast on the level, simply disengage the main clutch by pressing forward on the left foot pedal.

The best method when coasting down hill is without the use of the brakes at all and is done as follows:

Close the throttle and retard the spark so that the engine will run very slowly, then engage the high speed clutch. If this does not hold the car sufficiently, then engage the intermediate speed.

If the hill is too steep for this to hold, then engage the slow speed gears.

The principle of this method will be understood when you realize that the same combination of gearing which changes the ratio between the engine shaft and the rear axle, which makes it easier for the engine to drive the car, will, when the car is compelled to drive the engine, have exactly the opposite effect, which is the case when the above method is used in descending a hill.

BRAKES.

There are two sets of brakes. One set expands within the drums on rear wheels and are applied by a hand lever at the side of the car. The other set contracts on the rear wheel drums and are applied by the right foot lever. The application of either set of brakes automatically releases the main clutch, disconnecting the motor from the transmission. Both sets of brake bands should be kept properly adjusted so that they will grip sufficiently when applied yet be perfectly free when not applied. It is also advisable, particularly on a new car, to give the brake bands a little oil occasionally. The left foot lever is for the purpose of releasing the main clutch only.

COMMUTATOR AND SPARK COILS.

In case of trouble with spark coils, which you are unable to correct, or when repairing is required, do not send them to us, but correspond with the coil manufacturer, whose name and address will be found on the coil.

INSTRUCTIONS FOR CARE AND OPERATION OF CADILLAC "MODEL H."

When batteries require re-charging, do not send them to us, but send them to some station near you which is equipped for that work.

Each spark coil is adjusted by means of the knurled adjusting screw. The contact points on these screws, as well as the one on the spring, are made of platinum. Should these become pitted and uneven it will be necessary to smooth them off to an even surface by means of a fine flat file. After redressing the points, see that the platinum point on copper ribbon is directly under and in line with the adjusting screw.

The vibrator should be adjusted so that it will give an even vibration and secure the proper working of the motor. This can be determined by turning the screw to the right or left and secure the more rapid movement of the motor.

If it should be necessary to disconnect the primary wiring which connects the spark coils with the commutator, it will save time, especially for a person not familiar with re-wiring, to tag or mark in some way, each end of the four wires so that they may readily be re-connected.

When putting in new wires, or when the above suggested method of identifying each wire has not been observed, it will be advisable to disconnect the primary wires from the coils and commutator and proceed as follows:

Place the spark lever at the steering wheel about midway on the sector and remove the spark plugs, allowing them to rest on the tops of the cylinders, but leaving them connected with the secondary wires which connect them with the coil, and then turn on the switch.

Remove the forward cover from the side of the crank case so as to be able to see the position of the crank. Next crank the motor, bringing the piston in the forward cylinder (hereinafter designated "No. 1") to the completion of the compres-

sion stroke. This position is on dead center—about one-third of a revolution of the fly-wheel after the inlet valve has closed.

Now having the wires disconnected from both commutator and coils, first connect the primary wires with each coil. Next observe the position of the rotating arm in the commutator, noting the contact plate with which the roll on said rotating arm comes in contact and attach the primary wire from the first coil (the coil at the left as you sit in the car) to the terminal which connects with the contact plate with which the commutator roll is contacting. To determine which one of the four primary wires is attached to the first coil, it will be necessary to test them in the following manner: Hold the metal terminal at the end of one wire in contact with any part of the motor and the wire which causes the vibrator of the first coil to act and which causes a spark at the plug at the first cylinder, is of course, the wire which is connected with the first coil. The second, third and fourth wires are identified in the same manner. As the rotating arm in the commutator turns to the right, the primary wire from the second coil should now be attached to the terminal to the right of the one just connected. The wire from the fourth coil should be attached to the third terminal, and the wire from the third coil should be attached to the fourth terminal.

The order in which the cylinders are fired is 1, 2, 4, 3, etc. (the forward cylinder being No. 1) but the order in which the commutator roll contacts with the contact plates is 1, 2, 3, 4; therefore contact plate No. 1 connects with coil No. 1, contact plate No. 2 connects with coil No. 2, contact plate No. 3 connects with coil No. 4, and contact plate No. 4 connects with coil No. 3.

The secondary wire on coil No. 1, which is at the left, should connect with spark plug in cylinder No. 1, No. 2 coil with

INSTRUCTIONS FOR CARE AND OPERATION OF CADILLAC "MODEL H."

cylinder No. 2, No. 3 coil with cylinder No. 3 and No. 4 coil with cylinder No. 4. Spark plugs should be kept clean. Washing in gasoline is a good practice as the film of oil which adheres to the plug will be removed; this will prevent the carbon adhering to it which would short-circuit the plug.

An excessive amount of oil in the engine will cause short-circuiting of the plugs.

TIMING THE VALVES.

The fly-wheel is marked as follows:

I O meaning Inlet Opens

I C meaning Inlet Closed

E O meaning Exhaust Opens

E C meaning Exhaust Closed

Each of the above appears twice on edge of the fly-wheel. Nearly underneath each "E O" is an "O." When an "O" is exactly at the top of the fly-wheel, it indicates that the crank shaft and piston are on "centre", that is, that two of pistons are at their highest points and the other two at their lowest points.

The positions of the above mentioned letters on the fly-wheel, are clearly indicative of the correct timing of the valves. There being four cylinders, the inlet and exhaust valves must be timed on each separately. As valves are all timed before the car leaves the factory, these instructions will be found adequate for such slight adjustments as may possibly from time to time be advisable.

For example: Take the forward cylinder. Turn the fly-wheel until the inlet valve *begins* to open. If it is correctly timed, the letters "I O" stamped on the fly-wheel will be exactly at the top. If not, the valve should be timed so that it

will begin to open when the letters are at the point mentioned. Now, turn the fly-wheel in the direction that motor regularly runs, a little more than half a revolution, when the letters "I C" will appear at or close to the top. The inlet valve should be so timed that it will have *entirely closed* when the letters "I C" are at the top. Now take the Exhaust Valve. This should be so timed that it will *begin* to open just as an "E O" has reached the top of the fly-wheel and should be entirely closed just as "E C" on the opposite side has reached the top.

The adjustments of the inlet and exhaust valves are made by lengthening or shortening the valve lifting rods by means of the adjusting collars on the lower ends of same.

When the cam shaft gear and crank shaft gear have been disengaged for any purpose, it will be necessary, when reassembling them, to see that the tooth which is stamped "O" on one gear, enters the space (between the teeth) which is stamped "O" on the other gear.

ADJUSTMENT OF STEERING GEAR.

When it becomes necessary to adjust the steering gear to take up any slight wear that may occur, take out the plug with a wrench from front of steering gear case and tighten the screw. This forces the jaws apart at that end, but it clamps the opposite ends more closely together and takes up the "play."

To take up any end play in the steering staff, first loosen the clamp bolt which holds upper part of steering gear casing. then turn the large plug which is just at the top of the steering gear housing at the point where the steering staff enters the latter. The plug is provided with a hexagon head, so that it may be adjusted with an ordinary wrench.

INSTRUCTIONS FOR CARE AND OPERATION OF CADILLAC "MODEL H."

ADJUSTMENT OF CARBURETOR.

Carburetors are adjusted on cars before leaving our factory and ordinarily should not require re-adjusting very soon, unless, perhaps to meet different atmospheric conditions, such as change of altitude or temperature. When adjustments are necessary, proceed as follows:

Start the motor as usual, then place the governor controlling (throttle) lever (the long one at the steering wheel) in its extreme forward position and the spark lever on the centre (indicated on sector by "C"). When the levers are placed as just stated the motor should run slowly, but the speed may be increased or decreased by the adjustment of the stop screw (19) which regulates the opening of the butterfly valve (B) through which the gasoline vapor passes from the carburetor to the combustion chambers. To increase the valve opening, turn the screw (19) to the right; to decrease the opening, turn screw (19) to the left. The object of the stop screw (19) is to regulate the opening of the butterfly valve (B) which admits the gasoline vapor into the combustion chambers, so that it will not close entirely; the limit of its closing being determined by the adjustment of stop screw (19) as above explained. After setting the stop screw (19), lock it with the nut (20). Now regulate the gasoline supply to the carburetor by means of the needle valve handle (22) until the correct mixture is obtained, that is until the motor runs uniformly and best with the throttle lever, spark lever and set screw (19) placed as above indicated.

When the correct adjustments for low speed work have been determined, then adjust for high speed. To do this, **leave the spark lever on centre, "C,"** as before and the governor controlling (throttle) lever in its extreme forward position. Then

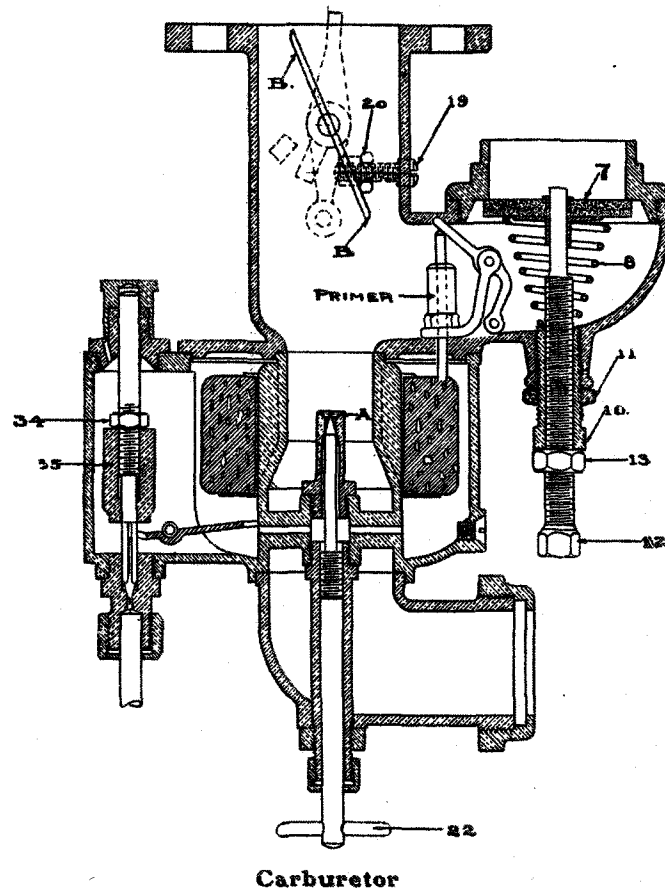
hold the butterfly valve wide open either by holding down the accelerator pedal or by the rod which extends from said pedal to the butterfly valve. Now loosen the hex nut (13) and adjust the high speed stop screw (12) until the action of the auxiliary air valve (7) produces the most uniform and highest speed. Then set hex nut (13) up against (10) which secures the adjustment.

In making above adjustments be sure to have spark lever on centre "C." This is important, because with the spark lever in centre position, the speed of the motor when the car is standing, will be approximately what it would be when the car is running at a high speed with the spark advanced.

With adjustments made for low and high speeds, next consider intermediate speeds. Between low and high speeds, the action of the auxiliary air valve spring (8) (when properly adjusted) governs the quantity of air supplied. For example, set the governor controlling (throttle) lever at the further backward point on the sector, and with the motor running at this intermediate speed, observe as follows: If the tension of air valve spring (8) is too weak, it admits too much air, giving a weak mixture causing the motor to "miss fire." To correct this, loosen hex nut (13) and jamb nut (11), being careful to hold (12) from turning, and turn the spring adjusting screw (10) to the right or upward until resistance is sufficient to prevent too much air entering and until the best results are obtained. Then be sure to set jamb nut (11) up tight and hex nut (13) up against (10) thus locking adjustment.

If the tension of air valve spring (8) is too strong, the motor will not take enough air, this will cause too rich a mixture of gasoline vapor, making the motor drag or become sluggish and the exhaust will emit **black** smoke. This condition may be readily determined by pressing down on the

INSTRUCTIONS FOR CARE AND OPERATION OF CADILLAC "MODEL H."



leather air valve (7). If by doing this, the motor speed increases, it indicates that tension of spring (8) is too strong. To correct this, loosen the hex nut (13) and jamb nut (11), being careful to hold (12) from turning and turn spring adjusting screw (10) to the left or downward, backing it out until tension is relieved sufficiently to admit the correct amount of air to give uniform and highest speed with the throttle and spark levers in position mentioned. Then be sure to set jamb nut (11) up tight and the hex nut (13) up against (10), which locks the adjustment.

It is important to bear in mind that when turning spring adjusting screw (10) that high speed stop adjusting screw (12) be held from turning, otherwise the adjustment for high speed, originally made, will be lost.

If, for any reason, it has been necessary to remove the carburetor from the motor or take it apart; in replacing it, carefully examine all connections, then turn on the gasoline from the main storage tank, close the needle valve entirely by means of the valve handle (22) then open it about $1\frac{1}{2}$ to $1\frac{3}{4}$ turns, and proceed to adjust according to above instructions.

An adjustment (34) has been provided for the needle valve, which admits the gasoline into the float chamber. The weight (35) on this valve should be so adjusted that the gasoline level will be maintained in the float chamber at a point so that the gasoline will not run out of the spraying nozzle. The best action will be obtained when the chamfered portion in the top spraying nozzle is about half filled with gasoline as shown by dotted lines at (A). This adjustment will not have to be altered excepting when the needle point or needle seat becomes badly worn.

INSTRUCTIONS FOR CARE AND OPERATION OF CADILLAC "MODEL H."

THE GOVERNOR.

The purpose of the governor is to automatically regulate and maintain practically a steady speed of the motor and of the car without its being necessary for the driver to be constantly altering the position of a throttle lever to meet varying road conditions.

To illustrate: Suppose a car is running at say twenty miles per hour. Upon encountering a grade, the tendency of the motor would be to slow down somewhat owing to the increased power necessary to ascend the grade. But as soon as the speed of the motor commences to decrease, the governor ring will not revolve so rapidly, consequently there is less centrifugal force to hold it up, and it begins to assume an oblique or slanting position. But in so doing, it automatically opens the throttle further, thereby giving the motor a heavier charge and more power with which to accomplish the extra labor required. This same principle applies when striking a bad piece of road, sand or mud.

Again—Suppose the car starts descending a grade; the burden on the motor being removed, the tendency would naturally be for the speed to increase, but as soon as this commences, it causes the ring to move toward the horizontal position and consequently partly closes the throttle, decreasing the charge, which of course, decreases the speed of the motor. The same illustration will apply in cases where the main clutch is suddenly disconnected. Ordinarily this would allow a motor to "race", but the governor automatically throttles it down at once.

The governor controlling (throttle) lever (the long one at the steering wheel) does not act directly on the throttle of the carburetor, but acts on the governor by increasing or decreasing the tension of the spiral spring which offers the resistance to the tendency of the revolving governor ring to assure a horizontal position, and this in turn acts on the throttle of the carburetor.

Pulling the governor controlling lever toward you, increases the tension on the spiral spring in the governor, causing the latter to open the throttle. Pushing the lever from you, decreases the tension on the spring and this causes the governor to close the throttle.

The governor controlling lever may be set at any desired point on its sector and the speed of the car thereby produced will be practically maintained.

In case of emergency when it is desired to obtain an instant increase in speed, it can be accomplished by pressing with the foot on the accelerator pedal in the floor of the car. This opens the throttle instantly, without touching the governor controlling lever, but immediately upon releasing the accelerator pedal, the car settles back to the speed at which the lever is set.

Governors are set at the factory, so that by drawing the governor controlling lever as far back (toward the driver) as possible that the car will, presuming that everything else is working properly, attain a rate of speed of about 20 to 25 miles per hour. If greater speed is desired, it is accomplished by use of the accelerator pedal.

AXLES

The rear axle housing should always contain enough oil so that the large bevel gear will dip into it. To place the oil therein, remove the plug from the spherical part of the housing. The first filling will require about one quart of oil. It is also advisable not to use too much. To prevent this another plug is provided on the underside of the sphere. When placing the oil in the housing, remove the plug from the underside of the sphere so that any excess will run out. The quantity of oil should be maintained on a level with the under plug.

TO REMOVE REAR WHEEL.

Remove hub cap with spanner wrench, take out cotter pin and unscrew end nut. Remove rear wheel with wheel puller. If necessary to remove the Hess-Bright bearings from the wheel, take out screws which hold the dust shield and unscrew the latter which is screwed in with a right hand thread.

TO REMOVE REAR AXLE FROM CAR.

First, jack up the car, uncouple brake connecting rods and detach strut rod at its forward end. Detach rear universal joint and remove yoke, collar and dust cap from the drive shaft. Remove clips which hold springs to perches on axle. The latter may then be taken from under the car.

TO ADJUST GEAR MOUNT BEARINGS.

It will be noted that the housing is spherical in the centre and extends on either side nearly to the end of the axle.

First—Back off the collars at each end of the housing with a spanner wrench, then take out the sixteen bolts which hold the two halves of the housing together and remove the top

half. This affords access to the driving and differential gears. To adjust the bearings, first loosen each nut-lock and turn up the nuts which bear on the cones. These bearings should be neither too tight nor too loose but so adjusted that they will run freely and so that the large bevel gear will properly mesh with the driving pinion on the end of the drive shaft. After adjusting the bearings, be sure to again tighten the nut-locks.

If necessary to remove the inner or live axle, or half of it, take off the top half of the housing as above indicated. Loosen the nut-locks which hold the cones of the gear mount bearings. Then take out the eight bolts which hold the gear mounts together and drive out the pins which hold the gear mounts to the live axle and remove the keys. The live axle may then be taken out.

TO REMOVE FRONT WHEEL.

Remove hub cap with spanner wrench, take out cotter pin and remove nut from end of spindle. Wheel will then come off easily.

If necessary to remove the inside Hess-Bright bearings, take out the screws which hold the dust cap and unscrew the latter, which is screwed in with a right hand thread.

ADJUSTMENT OF TRANSMISSION BRAKE BANDS.

The transmission brake bands should be so adjusted that they will grip properly when brought into action but at the same time should be just loose enough so that they will be free when released. Access to the adjusting parts may be obtained by opening the door in the sheet metal dust shield, just beneath the frame of the car.

INSTRUCTIONS FOR CARE AND OPERATION OF CADILLAC "MODEL H."

COMMON SOURCES OF TROUBLE.

Inadequate lubrication.
Imperfect vibrator action. The vibrator can be seen by taking top off the coil box.
Dirty spark plugs.
Exhausted batteries.
Loose or broken wires.
Tight bands or any imperfect adjustment.
Dirty gasoline.
Water in the gasoline.
Frozen circulating water.
Lack of circulation of water.
Charred or sticky valve stems.

Common sources of troubles do not include accidents, and such things as may be occasional or accidental troubles.

Of these, the first, inadequate lubrication, is by far the most detrimental, as it may ruin all of the most important wearing surfaces of the motor, as well as cause serious damage to other parts of the car.

"A FEW DON'TS."

Don't try to start without the switch turned on.
Don't try to start without seeing that the spark lever is in dead centre position.
Don't try to run without oil, water and gasoline.
Don't crank a motor, that is, don't turn it over the compres-

sion more than three or four times after priming. If it does not start at once there is something wrong.

Don't drive fast nor attempt to stop quickly on a wet, slippery road or pavement.

Don't drive fast around corners; it is dangerous and destructive especially to tires.

Don't allow an automobile to stand in cold weather with pure water in the circulating system. It will freeze and burst something. In cold weather use some good anti-freezing solution.

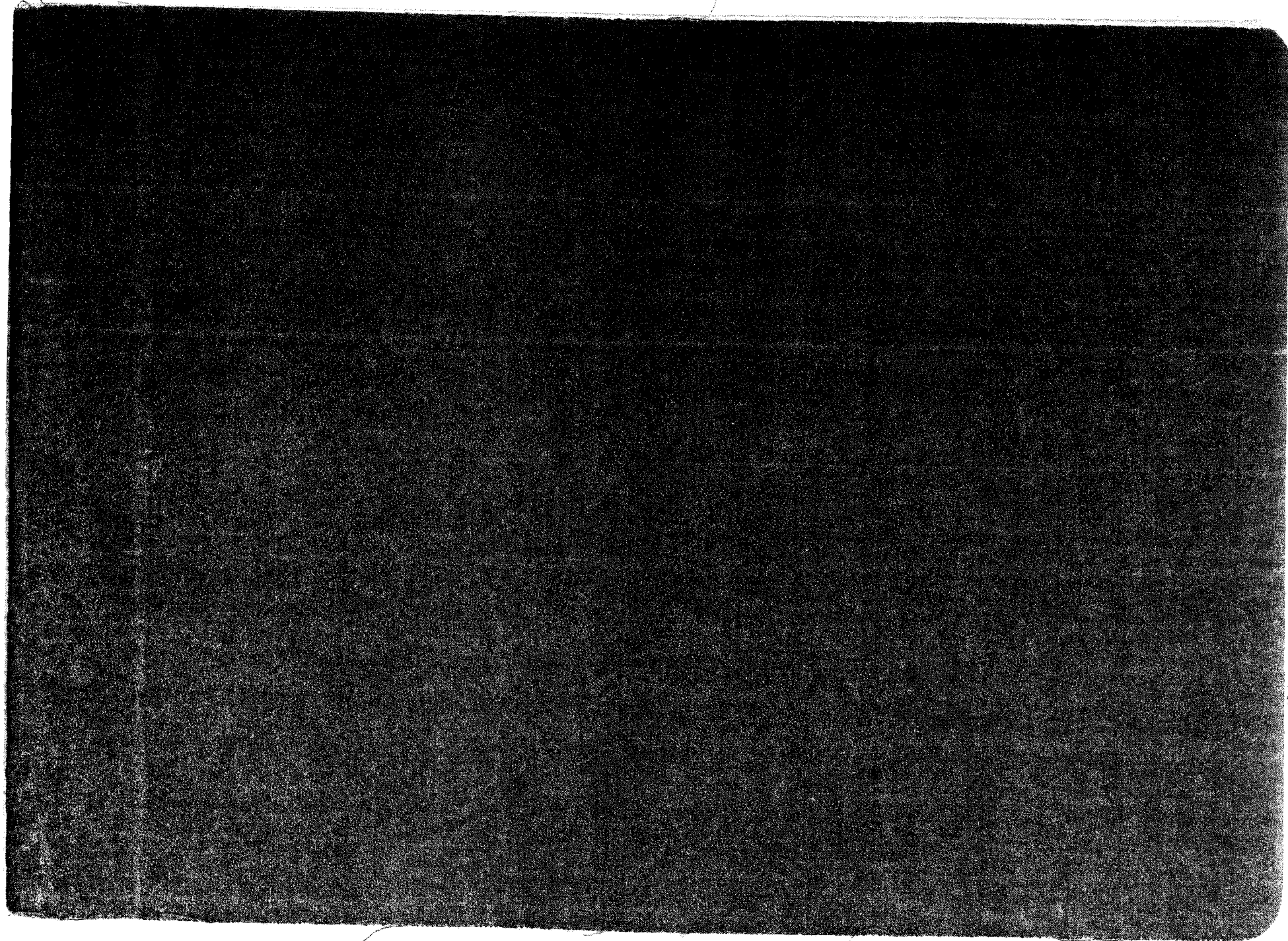
Don't run a motor fast when the automobile is standing still; there is no worse abuse.

Don't advance spark lever too fast or too far (crank shafts can be broken by injudicious use of spark advance).

REPAIRS.

In the event of claims or the necessity for repairing on such parts as **TIRES, SPARK COILS, BATTERIES OR RADIATORS**, do not send these to us. It only incurs extra expense because we would be obliged to re-ship them to the factories. In all such cases correspondence should be opened direct with the makers of the parts and if necessary the same should be sent direct to said makers or their branches, transportation prepaid.

The names and addresses of makers will be found on these respective parts, excepting radiators. The latter are made by the Whitlock Coil Pipe Co., of Hartford, Conn.



CADILLAC



TRADE MARK
REGISTERED

1906—1907—1908

PRICE LIST OF PARTS

MODELS

K-M-S-T

**Including Engine Parts for Models
A, B, C, E, F, K, M, S and T**

**This Price List is in effect on and after June 1, 1914,
and supersedes all previous quotations.**

**PRICES ARE SUBJECT TO CHANGE
WITHOUT NOTICE.**

Cadillac Motor Car Co.

Detroit, Michigan, U. S. A.

Third Edition

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IMPORTANT.

We will not be responsible for Errors in filling Orders if these Instructions are not followed.

To facilitate the prompt and correct handling of orders for parts, it is essential that these instructions be carefully followed.

In order that parts may be the more readily located, this list is arranged by general groups, as, for instance, the engine group, the rear axle group, the frame group, etc., and under the headings of these groups will be found listed all the parts that compose them.

Parts designated as right or left are those that are on the right or left hand side as you sit in the machine.

Parts must be ordered by the number and by the name as given herein, and the model of the car and the motor number must also be stated. The motor number will be found stamped on the crank case.

If in doubt as to the correct name of the parts wanted, send a sketch of them and give their dimensions, or, better still, send us the broken parts, *charges prepaid*, with your order for the new parts. If this is done, be sure to write your name and address plainly on the package, and to tag each part so returned with your name and address and the motor number of the car from which the part is taken. Be sure to write us at the time you send the package, stating what you are sending and whether sent by freight, express or mail. *This must be done regardless of any previous correspondence had with the Company.*

Do not order cars and parts in the same letter. Make a separate order for each, because the orders go to separate departments. Do not write anything on the order-sheet unless it refers directly to that particular order. Write about other subjects on a separate sheet so that it will go directly to the proper department.

TERMS NET CASH WITH ORDERS F. O. B. DETROIT.

The prices in this list are strictly net, and no discount is allowed to others than our authorized dealers. Cash must accompany all orders for parts, and unless it is sent with the order, we shall be obliged to hold the shipment for remittance. We do not send parts C. O. D., and orders for parts to be sent by mail must be accompanied by a sufficient amount to cover postage.

Parts claimed defective and for which free replacement is asked, must be sent to us for inspection within sixty days from the date of purchase, and a letter of advice must be sent at the same time, giving engine number, date of purchase, etc. Transportation charges must be prepaid or the shipment will not be accepted from the carrier.

TIRES, SPARK COILS AND BATTERIES. In case of defective construction, claims for repair or replacement must be made, and the defective parts sent to the maker of the parts.

We do not list such minor parts as wood screws, washers, and cotter pins, for the reason that these can readily be obtained in any hardware store.

We list no part at less than five cents, for the reason that even though it may not be worth more than one or two cents, the cost to handle and fill such orders is several times the price of the part.

CADILLAC MOTOR CAR CO., Detroit, Mich.

ENGINE.

Models A, B, C, E, F, K, M, S and T.

The following engine parts apply to Models A, B, C, E, F, K, M, S and T. In ordering you must give us the engine number which is stamped on engine frame.

595	Engine complete, assembled.....	\$250.00
550	Engine frame with caps and bearings assembled.....	40.00
529	Engine frame with caps, cap screws and studs.....	32.00
500	Stud for attaching engine frame to front engine support.....	.10
501	Nut for stud for attaching engine frame to front engine support.....	.05
502	Jam nut for stud for attaching engine frame to front engine support.....	.05
503	Stud for attaching engine frame to rear engine support.....	.10
504	Nut for stud for attaching engine frame to rear engine support.....	.05
505	1/2" Columbia lock nut for stud for attaching engine frame to rear engine support.....	.05
L 79	Cylinder stud for engine frame 7/16x14 (eight).....each	.20
L407	Nut for engine frame cylinder stud 7/16x14 (eight).....each	.05
L 33A	Main bearing cap, right, for engine frame.....	2.00
L 34A	Main bearing cap, left, for engine frame, flywheel side.....	2.00
L 83	Cap screw for engine frame main bearing cap 3/8-16 (four).....each	.10
506	Bronze elbow and oil tube for crank pin.....	.40
551	Main bearing bushing, right, with two liners, for engine frame.....	3.40
552	Main bearing bushing, left, with two liners, for engine frame (These bearing bushings are supplied in pairs only with liners as above. Be sure to state whether for right or left side.).....	3.40
L 36	Liner for engine frame main bearing bushing.....	.20
L204	Air valve for engine frame.....	.20
L 80	Top stud for engine frame 3/8-16 (two).....each	.15
L406	Nut, small, for engine frame top stud 3/8-16 (two).....each	.05
L 76	Top stud for engine frame 1/2-12 (four).....each	.15
L408	Nut, large, for engine frame top stud, 1/2-12 (four).....each	.05
L412	Columbia lock nut for engine frame top stud.....	.05
L419	Washer, for engine frame top stud.....	.05
549	Engine frame with caps, cap screws, and top cover plate with hand hole cover.....	36.00
554	Engine frame with caps, bearings and top cover plate assembled.....	44.00
555	Top cover plate for engine frame with main bearing adjusting screws and check nuts and hand hole cover assembled.....	4.00
556	Top cover plate for engine frame with main bearing adjusting screws and check nuts.....	3.60
L241	Gasket for engine frame top cover plate (two sections).....	.05
L 89	Adjusting screw on top cover plate for adjusting main bearing (two).....each	.20
L411	Check nut for main bearing adjusting screw, 3/8".....	.05
L 30	Hand hole cover plate for engine frame top cover plate.....	.40
L244	Gasket for engine frame top cover hand hole cover plate.....	.05
L 84	Cap screw for engine frame top cover hand hole cover plate (two).....each	.05

Order Parts by number and name in full and give number of motor.

Read page 3 before ordering.

557	Engine frame with bearings, caps and bottom cover plate assembled.....	60.00
558	Engine frame with bearings, caps, top and bottom cover plate assembled.....	64.00
559	Bottom cover plate for engine frame, complete, assembled..... (Comprising the twenty following items and commutator complete).....	20.00
L 32	Bottom cover plate for engine frame including the three following items.....	6.00
L184	Oil hole bushing for engine frame bottom cover plate.....	.10
L 46	Cam shaft bushing, commutator end, for engine frame bottom cover plate.....	.50
L 45	Cam shaft bushing, eccentric end, for engine frame bottom cover plate.....	.45
L 82	Cap screw for engine frame bottom cover plate (six).....each	.10
L242	Gasket for engine frame bottom cover plate.....	.10
L147	Exhaust cam shaft with commutator cam.....	.85
L 44A	1/4" drip cock for engine frame bottom cover plate, K and M..	.30
L426	1/4" drip cock for engine frame bottom cover plate, S and T..	.40
4279	Semi-circular key for engine exhaust cam shaft commutator..	.15
L146	Exhaust cam for engine.....	.85
L 39	Valve gear for engine exhaust cam shaft.....	1.75
L 37	Eccentric with cap and strap assembled for engine cam shaft.. (These parts are not furnished separately.).....	5.00
560	Cap screw 3/8-16, for engine cam shaft eccentric cap and strap	.10
L201	Nut 3/8" for engine cam shaft eccentric cap and strap cap screw	.05
L406	Cam slide with roll and pin, assembled for engine exhaust.....	1.50
561	Slide for engine exhaust cam shaft roll.....	.85
L 41	Screw for engine exhaust cam slide, K and M.....	.20
L 43	Screw for exhaust cam slide, S and T.....	.20
4213	Washer for engine exhaust cam slide screw.....	.05
L208	3/8" Columbia lock nut, for engine exhaust cam slide.....	.05
L412	45° bronze elbow for engine cam shaft eccentric cap and strap..	.20
514	Grease cup extension tube, for engine cam shaft eccentric.....	.20
512	Eccentric with cap and strap and push rod assembled for engine cam shaft.....	6.00
562	Inlet valve push rod for eccentric.....	1.00
L195	Shim for eccentric push rod.....	.10
L197	Clip for eccentric push rod.....	.10
L196	Cap screw for eccentric push rod.....	.10
L202	Bracket and cap screw for eccentric push rod grease cup.....	.20
513		

CYLINDER.

L 1	Cylinder (for Model A only).....	8.00
L 1A	Cylinder.....	8.00
Note—Cylinders were made of two kinds; one had cylinder drain cock nearest valve chamber, while the water jacket was drained by a cock farthest away and nearer the clamping ring. The other was made vice versa. The former was used on some of the Model "A" cars, while the latter was used in our later types.		
564	Cylinder and water jacket assembled, comprising cylinder water jacket with drip flange water jacket clamping ring valve chamber nipple and drip cock.....	15.00
565	Cylinder, water jacket and valve chamber with exhaust valve assembled.....	24.00

Be sure to put your name and motor number on parts returned and PREPAY CHARGES.

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

566	Cylinder, piston, connecting rod, water jacket, valve chamber and exhaust valve and mixer assembled.....	62.00
4278	1/4" drip cock for cylinder .....	.60
508	Trigger wire for cylinder drip cock .....	.10
L 86	Nipple for cylinder drip cock.....	.10
L 87	Nipple nut for cylinder drip cock.....	.10
L 26	Clamping ring for cylinder and water jacket.....	2.00

WATER JACKET.

Note—Water jackets always come with the flange for drain cock brazed on. There are two designs; one for each of the two style cylinders.

L 24A	Water jacket with drip flange, for cylinder.....	3.50
4279	1/4" drip cock for cylinder water jacket, S and T.....	.40

VALVE CHAMBER.

L 98	Dowel pin for valve chamber .....	.10
L 18	Nipple for valve chamber, K and M.....	.85
R-4-18	Nipple for valve chamber, S and T.....	1.00
	Valve chamber complete with exhaust valve and bell crank assembled	8.75
L 17A	Valve chamber (or combustion chamber) only.....	5.00
568	Exhaust valve for cylinder, assembled.....	1.40
569	Exhaust valve with stem for cylinder .....	.75
L223	Foot for cylinder exhaust valve stem foot.....	.45
L225	Cotter pin for cylinder exhaust valve stem foot.....	.05
L105	Spring for cylinder exhaust valve.....	.10
L 23	Bell crank for cylinder exhaust valve.....	.85
L 88	Pin for cylinder exhaust valve bell crank.....	.45
L125	Set screw for cylinder exhaust valve bell crank pin.....	.10
L405	Cotter pin for cylinder exhaust valve bell crank .....	.05
L106	Rod for cylinder exhaust valve.....	.45
B600	Brass elbow for cylinder exhaust valve bell crank (for grease cup) .....	.20

SPARK PLUG.

570	Double spark plug complete	2.20
L 19	Holder for double spark plug .....	.40
L 22	Clamp with set screw for double spark plug.....	.70
L 85	Set screw for double spark plug clamp.....	.10
L 20	Gland for double spark plug.....	.35
L433	Core, for double spark plug.....	.50
509	Holder for commercial spark plugs (for use with plugs other than ours) .....	.30

MIXER OR CARBURETOR.

581	Mixer complete	20.00
L166	Mixer body	6.00
4262	Air relief cock for mixer body, S and T.....	.50
L 78	Cap screw for mixer body (four).....	.05
582	Inlet valve complete for mixer.....	1.50
583	Inlet valve with stem for mixer.....	.80
L104	Spring for mixer inlet valve.....	.10
L 16	Foot for mixer inlet valve stem.....	.45
L 88	Pin for mixer inlet valve lever.....	.45

Order Parts by number and name in full
and give number of motor.

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

L102	Pin for mixer inlet valve stem.....	.10
L195	Eccentric push rod for mixer inlet valve.....	1.00
L197	Shim for mixer inlet valve eccentric strap.....	.10
L196	Clip for mixer inlet valve eccentric strap shim.....	.10
L202	Cap screw for mixer inlet valve eccentric push rod.....	.10
515	Bracket and cap screw for mixer inlet valve eccentric grease cup .....	.20
584	Diaphragm valve complete for mixer.....	.50
L193	Mixer gauze .....	.20
L198	Priming rod for mixer.....	.10
L219	Coil spring for mixer priming rod.....	.05
L220	Pin for mixer priming rod coil spring.....	.05
585	Lifter with end and set screw for mixer priming rod.....	.25
586	End and set screw for mixer priming rod lifter.....	.15
516	Trigger for mixer priming rod lifter.....	.10
517	Clamp for mixer priming rod lifter trigger.....	.10
L168	Clamping nut, large, for mixer air intake tube.....	.30
530	Air intake tube with cap and clamping nut, for mixer, complete	1.50
L167	Mixer cover with diaphragm valve stem bushing.....	.80
L 77	Screw for mixer cover.....	.05
L184	Bushing for mixer cover.....	.10
L214	Shield for mixer cover.....	.20
L187	Adjusting spring, flat, for mixer.....	.10
589	Adjusting screw with pin, for mixer adjusting spring.....	.15
L186	Binder for mixer adjusting spring adjusting screw.....	.25
L191	Screw for mixer adjusting spring adjusting screw binder.....	.10
L 77	Screw for attaching mixer adjusting spring.....	.05
L173	Roller, small, for mixer inlet valve lever.....	.20
L178	Pin and cotter pin, for mixer inlet lever roller.....	.20
L235	Lever for mixer inlet valve.....	1.25
L237	Roller, large, for mixer inlet valve lever.....	.45
L412	Columbia lock nut, large, for mixer inlet valve lever roller....	.05
L175	Throttle cam for mixer.....	.85
L176	Arm for mixer throttle cam.....	.80
L179	Screw for mixer throttle cam arm.....	.10
L174	Roll for mixer throttle cam arm.....	.30
L192	Washer for mixer throttle cam arm.....	.10
L412	Columbia lock nut for mixer throttle cam arm.....	.05
L189	Coil spring for mixer throttle cam arm.....	.10
L188	Guide pin for mixer throttle cam arm.....	.10
L434	Adjusting screw for mixer throttle cam arm.....	.10
L435	Check nut for mixer throttle cam arm adjusting screw.....	.05
590	"T" and union for mixer feed pipe.....	.40
L200	Settling chamber or well for mixer T union.....	.20

COMMUTATOR.

591	Commutator complete	2.50
L144	Body for commutator, B, C, E and F.....	.75
L274	Body for commutator—K and M.....	.75
L146	Semi-circular key with cotter pin for commutator.....	.15
L150	Fibre support, lower, for commutator spring.....	.20
L151	Fibre clamping block, upper, for commutator wire.....	.15
L416	Screw for commutator wire clamping block 12-24-1" Filister head .....	.05

Be sure to put your name and motor number on
parts returned and PREPAY CHARGES.

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

L145	Commutator flat spring.....	.05
	Clamping screw for commutator flat spring 12-24-3/4" Filister head .....	.05
L418	Nut for commutator flat spring clamping screw.....	.05
L152	Adjusting block for commutator (fibre).....	.15
L416	Screw for commutator adjusting block 12-24-1" Filister head..	.05
L148	Guide pin for commutator spring.....	.05
520	Adjusting screw and nut for commutator flat spring.....	.10
521	Commutator rest. (attached to engine frame).....	.10
L147	Commutator cam or contact point.....	.25
L212	Brass shunt spring for commutator.....	.05
522	Coil spring, 14" long, for commutator and safety slide lever....	.20

CRANK SHAFT AND FLY WHEEL.

We do not sell a crank shaft without fly wheel attached for the reason that it is impossible to press the fly wheel to the crank shaft, as we desire it done, without the use of special machinery, such as we have.

When a new crank shaft is required, it is necessary to send us the old crank shaft with fly wheel and other fixed parts attached, prepaid, properly identified, accompanied by a letter of advice, and we will send a new crank shaft with fly wheel and other fixed parts. If your fly wheel is in perfect condition, we will allow for it with the other parts returned, a credit of \$10.00 list on the price of \$32.00.

563	Crank shaft and fly wheel assembled.....	32.00
L 38	Crank shaft valve gear.....	1.25
L100	Pin for crank shaft valve gear.....	.10
L 95	Pin for crank shaft thrust washer.....	.05
L213	Oil ring for crank pin.....	.20
L101	Pin for crank pin oil ring.....	.05
L 91	Oil cup for crank pin.....	.10
	(Crank shaft counter balances are not sold separately.)	
L103	Key for crank shaft fly wheel.....	.10
L114A	Starting crank ratchet with set screws for crank shaft fly wheel	1.00
L228	Set screw for crank shaft fly wheel starting crank ratchet.....	.10
L 53	Driving gear for crank shaft.....	1.75
L 94	Pin for crank shaft driving gear.....	.10
L 96	Brass ring for crank shaft driving gear holder.....	.20
L 73	Key (No. 13 Woodruff) for crank shaft clutch sleeve (two)	.10
	each.....	
507	Starting crank, K and M.....	2.00
4240	Starting crank, S and T.....	2.00

PISTON AND CONNECTING ROD.

592	Piston assembled.....	11.00
L2-3	Piston and three rings assembled.....	8.25
	(Pistons are not sold without rings.)	
L 3	Piston ring (three).....	.75
L101	Pin for piston ring (three).....	.05
571	Piston pin and plug assembled.....	2.00
L217	Piston pin plug.....	.50
L 7	Piston pin bushing.....	1.00
L 90	Oil tube for piston.....	.10
572	Piston and connecting rod complete with connecting rod assembled, comprising parts above and those below.....	18.00

Order Parts by number and name in full and give number of motor.

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

573	Connecting rod assembled with piston end bushing, crank end bearings, oil tube, adjusting screw, Columbia lock nut, cap and dowel pins	8.00
574	Connecting rod complete as above, but without crank end bearings	6.00
L226	Pin for connecting rod cap.....	.10
L251	Adjusting screw for connecting rod cap.....	.40
L440	Columbia lock nut for connecting rod adjusting screw.....	.05
L 8	Bushing for connecting rod (crank end bearing).....per pair	2.00
L240	Dowel pin for connecting rod bearing.....	.05
	TRANSMISSION.	
593	Transmission gear case complete, less high speed clutch parts..	50.00
575	Transmission gear case with gasket, pins and gears.....	24.00
576	Transmission gear case with pins only.....	8.00
L 92	Pins for gear case, for long and short bushing gears. (six) .....	.20
	each.....	
L 57	Bushing for transmission gear case .....	.75
L 51	Gear with long bushing for transmission	2.50
L 51 1/2	Long bushing for transmission gear.....	.50
L 52	Gear with short bushing for transmission.....	2.50
L 52 1/2	Short bushing for transmission gear.....	.50
L222	Gasket for transmission gear case.....	.20
577	Transmission gear case cover complete.....	16.00
L248	Transmission gear case cover only with bushing.....	3.60
L 48 1/2	Screw for transmission gear case cover (twelve).....each	.05
L 77	Oil hole plug for transmission gear case cover.....	.10
L230A	Bushing for transmission gear case cover.....	.35
L 48 1/2	Internal gear for transmission	8.00
L 49	Driving sprocket, 9 tooth, with nine pins.....	2.00
L 93	or	
L, 58	Driving sprocket, 10 tooth, with nine pins.....	2.00
L 58A	Pins for driving sprockets (nine) .....	.05
L 93	Thrust collar for main bearing .....	.76
L 59	Thrust collar for main bearings (for use with 9 tooth sprocket only) .....	.70
L259	Thrust washer for main bearing .....	.50
L 60	Friction drum assembled	10.00
578	Friction drum only.....	7.00
L 50	Gear case bushing .....	.75
L 57	Friction drum driven gear	1.75
L 54	Bushing for friction drum driven gear.....	.60
L 56	Bushing for transmission internal gear.....	.60
L 55	Driving gear for crank shaft.....	1.75
L 53	Friction disc complete	5.75
594	Friction disc with leathers and rivets.....	3.00
579	Leathers with rivets for friction disc.....per set	1.20
L 62	Reinforcing plate for friction disc.....	.50
L221	Friction disc sleeve	1.60
L 64	Screw for friction disc (eight).....per set	.25
L 71	Release spring for friction disc .....	.10
L232	Washer for friction disc release spring.....	.10

Be sure to put your name and motor number on parts returned and PREPAY CHARGES.

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

HIGH SPEED CLUTCH PARTS

4061	High speed clutch ring (two used)	each	1.00
L282	High speed clutch ball race.....		1.00
3673	Balls for high speed clutch ring (per set of 30).....		.60
580	High speed clutch adjusting nut complete.....		1.25
	Comprising the three following parts:		
L 67A	Adjusting nut only for high speed clutch, Models B, C, E and F		1.00
	or		
L265	Adjusting nut for high speed clutch, K, M, S and T.....		1.00
L 72	Set screw with check nut for high speed clutch adjusting nut..		.15
L128	Pins for high speed clutch adjusting nut (which drive pump paddle)	each	.05
L 66	Washer for high speed clutch, for use with old rings.....		.30

GREASE CUPS

B254	Grease cup complete .....		.35
523	Grease cup cap .....		.15
512	Extension tube for grease cup (as used on eccentric push rod)		.20
513	Bracket and cap screw for grease cup extension.....		.20
514	45° bronze elbow for grease cup extension.....		.20

WHITNEY CHAIN AND PARTS

540	Chain complete, K and M		7.50
4284	Chain complete, S and T.....		8.00
541	Chain center block assembled .....		.12
542	Chain side link, plain .....		.03
543	Chain rivet .....		.02
544	Chain master link .....		.14
	Cotter pins for chain (per 100).....		.50

NOTE:—We do not guarantee chains or chain parts, nor do we repair or exchange broken parts gratis. In case of breakage or repairs, the matter must be taken up with the manufacturers, viz.: Whitney Manufacturing Company, Hartford, Conn.

Prices on chains are subject to change without notice, being governed by the chain manufacturers, and not by us.

FRAME.

	Frame complete less springs and radius rods, but including all parts riveted to it (1906), K and M.....	80.00
	Frame complete less springs and radius rods, but including all parts riveted to it (1907), K and M.....	80.00
	Frame complete, same as above, Model "S".....	80.00
	Frame complete, same as above, Model "T".....	80.00
B1904	Side bar for frame, right, 1906, K and M	8.00
B1093	Side bar for frame, left, 1906, K and M	8.00
4046	Side bar for frame, right, 1907, K and M	8.00
4045	Side bar for frame, left, 1907, K and M	8.00
4712	Side bar for frame, right, Model "S".....	8.00
4711	Side bar for frame, left, Model "S"	8.00
4316	Side bar for frame, right, Model "T".....	8.00
4317	Side bar for frame, left, Model "T".....	8.00
B 154	Escutcheon or crank hole plate for left frame side.....	.20
B 436	Cap screw for frame side escutcheon.....	.05
B1091	Bearing for starting crank, on left side frame.....	.40
B 6	Cross member of frame for steering bracket, K and M.....	3.60
4309	Cross member of frame for steering bracket, S and T.....	3.60

Order Parts by number and name in full and give number of motor.

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

4306	Brackets for brake shaft right or left on steering bracket cross member, S and T .....	.45
B 5	Rear cross brace for frame, K and M.....	4.00
4318	Rear cross brace for frame, S and T.....	4.00
B1092	Support for radiator .....	.30
B 939	Cross member of frame for radiator support.....	1.25
B 940	Cross member of frame for water tank support, K and M....	1.50
B 937	Support for water tank, right .....	.75
B 938	Support for water tank, left .....	.75
4296	Support for water tank, right, S and T.....	.75
4295	Support for water tank, left, S and T .....	.75
B 65	Bracket for buffer block, on frame side .....	.50
B 490	Buffer block for frame side .....	.10
B 449	Rear outrigger or spring hanger for frame, right, with stud, nut, washer, cotter pins and rivets, K and M.....	2.00
B 450	Rear outrigger or spring hanger for frame, left, with stud, nut, washer, cotter pins and rivets, K and M.....	2.00
4293	Rear outrigger or spring hanger for frame, right, S and T....	2.00
4292	Rear outrigger or spring hanger for frame, left, S and T....	2.00
B 453	Forward hanger and pivot bracket with pivot, stud, nut, washer, cotter pins and rivets for right rear spring, 1906 K and M...	2.00
B 454	Forward hanger and pivot bracket with pivot, stud, nut, washer, cotter pins and rivets for left rear spring, 1906, K and M...	2.00
4070	Forward hanger and pivot bracket with pivot, stud, nut, washer, cotter pins and rivets for right rear spring, 1907, K, M, S and T	2.00
4071	Forward hanger and pivot bracket with pivot, stud, nut, washer, cotter pins and rivets for left rear spring, 1907, K, M, S and T	2.00
B 143	Stud with nut, washer, cotter pins and rivets for frame rear spring hanger .....	.15
	Nut for frame rear spring hanger stud.....	.05
B 57	Pivot for frame rear pivot bracket .....	.50
B 36	Hanger, right, for front spring.....	.50
B 37	Hanger, left, for front spring .....	.50
B1211	Pin for front spring hanger.....	.05
B 422	Reinforcement plate, right, for frame.....	.50
B 421	Reinforcement plate, left, for frame .....	.50
B 4	Engine support, rear	12.00
B1162	Engine support, front, only	4.00
	Engine support, front, complete with right and left pivot brackets and pivots, controller shaft brackets and controller shaft with high speed lever arm, reverse lever arm and reverse lever arm driver	9.00
B 447	Pivot bracket and pivot, right, front	1.20
B 448	Pivot bracket and pivot, left, front	1.20
	In ordering above pivot brackets, state whether the distance from the top surface of the bracket to the center of the pivot is 3 7/8 or 2 1/8 in. (The top of the bracket is the surface which is in contact with the engine support.)	
B 56	Pivot for frame front pivot bracket.....	.50
B1146	Brackets, right, for controller shaft .....	.40
B1147	Bracket, left, for controller shaft .....	.40
B 106	Step, front, right or left K and M.....	1.25
B1103	Step, rear, upper or left, Model "S," "M" and "T".....	1.00

Be sure to put your name and motor number on parts returned and PREPAY CHARGES.

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

4496	Hanger for running board, Model "S"	each	2.00
4308	Hanger for running board, Model "T"	each	2.00
4720	Bracket for tail lamp .....		.50

Steps.

B 106	Step, front, right or left, Model "K" and "M"		1.25
B1103	Step, rear, upper right or left, Model "M" and "T"		1.00
B1164	Washer for upper rear step .....		.05
B 157	Clamp cap for upper rear step .....		.10
	Cap screw for upper rear step clamp cap .....		.05
B1307	Step, rear, lower, right or left, Model "M"		1.25
B 635	Hanger for rear lower step .....		.80
	Cap screw for rear lower step hanger .....		.05

Fender Irons K and M.

1906

B1157	Fender iron, front for front fender, right or left, forked		1.25
B1143	Fender iron, rear for front fender, right .....		.60
B1142	Fender iron, rear for front fender, left .....		.60
B1102	Fender iron, front for rear fender, right, forked		1.25
B1101	Fender iron, front for rear fender, left, forked		1.25
B1207	Fender iron, rear for rear fender, right .....		.60
B1158	Fender iron, rear for rear fender left .....		.60

Fender Irons K and M.

4032	Fender iron, front for front fender, right, forked		1.25
4033	Fender iron, front for front fender, left, forked		1.25
4031	Fender iron, rear for front fender, right .....		.60
4030	Fender iron, rear for front fender, left .....		.60
4024	Fender iron, front for rear fender, right, forked		1.25
4025	Fender iron, front for rear fender, left, forked		1.25
4023	Fender iron, rear for rear fender, right, Model K .....		.60
4022	Fender iron, rear for rear fender, left, Model K .....		.60
4021	Fender iron, rear for rear fender, right, Model M .....		.60
4020	Fender iron, rear for rear fender, left, Model M .....		.60

Fender Irons Model "S"

4713	Fender iron, front, for front fender, right		1.25
4714	Fender iron, front, for front fender, left		1.25
4717	Fender iron, rear, for front fender, right .....		.60
4716	Fender iron, rear, for front fender, left .....		.60
4718	Fender iron, front, for rear fender, right .....		.60
4719	Fender iron, front, for rear fender, left .....		.60
4715	Fender iron, rear, for rear fender, right or left .....		.60

Fender Irons Model "T"

4315	Fender iron, front for front fender, right		1.25
4314	Fender iron, front, for front fender, left		1.25
4031	Fender iron, rear, for front fender, right .....		.60
4030	Fender iron, rear, for front fender, left .....		.60
4322	Fender iron, front, for rear fender, right		1.25

Order Parts by number and name in full
and give number of motor.

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

4323	Fender iron, front, for rear fender, left		1.25
4021	Fender iron, rear, for rear fender, right .....		.60
4020	Fender iron, rear, for rear fender, left .....		.60

Spring Shackles.

4325	Spring shackle for rear end of rear spring, right or left, with pins, S and T .....		.60
B1160	Spring shackle, for rear end of rear spring, long, right or left, with oiler and pins .....		.60
B1667	Spring shackle, for front end of rear spring, short, right, with oiler and pins .....		.60
B1668	Spring shackle, for front end of rear spring, short, left, with oiler and pins .....		.60
B1208	Pin for short spring shackles .....		.10
B1210	Pin for long spring shackles .....		.10
B1661	Spring shackle, front .....		.60
B1209	Pin for front spring shackle .....		.10
B 461	Oiler for spring shackles .....		.10
B1227	Bolt for front spring shackle .....		.15
B1228	Nut for front spring shackle bolt .....		.05
B1211	Pin for shackle at rear end of rear spring, S and T .....		.10

Radius Rods.

When ordering rear radius rods, you must state exact length of the tube. The standard length of the tube for 1906 was 15 inches—for 1907, 15 $\frac{3}{4}$ inches, and for 1908 is 18 $\frac{3}{4}$ inches.

Radius rod, front, right, complete with end cups, bolts, nuts, and oiler, K and M	4.00
Radius rod, front, left, complete with end cups, bolts, nuts, and oiler, K and M	4.00
Radius rod, front, right, complete with end cups, bolts, nuts, and oiler, S and T	4.00
Radius rod, front, left, complete with end cups, bolts, nuts, and oiler, S and T	4.00
Bolt and nut front radius rod .....	.05
Oiler for front radius rod .....	.10
Radius rod, rear, right or left, complete, 1906, K and M	4.00
Tube for rear radius rod, 1906, K and M	1.00
Radius rod, rear, right or left, complete, 1907, K and M	4.00
Tube for rear radius rod, 1907, K and M	1.00
Radius rod, rear, right or left, "S and T"	4.00
Tube for rear radius rod, S and T	1.00
Adjustable end complete, right hand thread, for rear radius rod	1.50
Adjustable end complete, left hand thread, for rear radius rod	1.50
Bolt and Columbia lock nut for rear radius rod adjustable end .....	.05
Check nut, right hand thread for rear radius rod adjustable end .....	.05
Check nut, left hand thread for rear radius rod adjustable end .....	.05

Springs.

When ordering springs, be sure to state Model for which they are wanted, also whether for right or left side, as they are not interchangeable.

Note:—Unless ordered, clips and nuts will not be sent with springs. If clips and nuts are wanted PLEASE SO ORDER.

B1073	Spring, front		3.50
	Bushing for front spring .....		.10

Be sure to put your name and motor number on
parts returned and PREPAY CHARGES.

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

B 241	Plate for front spring .....	.15
4783	Plate for front spring "S" and "T" .....	.30
B 242	Clip with nuts for front spring .....	.25
4734	7/16" Lock washer for spring clips .....	.05
B1353	Nut for front spring clip .....	.05
3980	Shim for front spring .....	.15
B1071	Spring, rear, right, Model "K"	3.00
B1072	Spring, rear, left, Model "K"	3.00
B1069	Spring, rear, right, Model "M"	3.00
B1070	Spring, rear, left, Model "M"	3.00
4288	Spring, rear, right, Model "S"	3.00
4289	Spring, rear, left, Model "S"	3.00
4290	Spring, rear, right, Model "T"	3.00
4291	Spring, rear, left, Model "T"	3.00
B 241	Plate for rear spring .....	.15
B 640	Clip with nuts for rear spring .....	.25
4447	Clip, with nuts, for rear spring, S and T .....	.25
B1353	Nut for rear spring clip .....	.05
B 813	Shim for rear spring .....	.15
4734	7/16 lock washer for rear spring clips .....	.05

GASOLINE SYSTEM.

	Gasoline tank, 1906, K and M	8.00
4073	Gasoline tank, 1907, K and M, or S and T	8.00
B1556	Settling chamber for gasoline tank	1.00
B1665	Drain plug for gasoline tank settling chamber, K and M .....	.05
B 977	Valve stem with handle for gasoline tank settling chamber .....	.40
B1240	Handle for gasoline tank settling chamber valve stem .....	.15
B 975	Stuffing nut for gasoline tank settling chamber valve stem .....	.10
B 971	Flange for gasoline tank hand hole .....	.05
B 972	Cover plate for gasoline tank .....	.15
4009	Wire gasket for gasoline tank cover plate .....	.05
4232	Screws for gasoline tank cover plate, per set of six .....	.10
B1296	Brass plug for gasoline tank cover plate .....	.15
B1323	Chain and ring for gasoline tank cover plate plug .....	.05
B1294	Auxiliary valve body for gasoline tank, 1906, K and M .....	.50
B1295	Stem for gasoline tank auxiliary valve, 1906, K and M .....	.10
B1240	Handle for gasoline tank auxiliary valve stem .....	.15
4054	Auxiliary valve body for gasoline tank, 1907, K and M, or S and T .....	.50
4059	Stem for auxiliary valve body, 1907, K and M or S and T .....	.10
4060	Stuffing nut for gasoline tank auxiliary valve stem, 1907, K and M or S and T .....	.10
4057	Spring for gasoline tank auxiliary valve stem, 1907, K and M or S and T .....	.05
4058	Collar for gasoline tank auxiliary valve stem, 1907, K and M or S and T .....	.05
B 975	Stuffing nut for gasoline tank auxiliary valve stem, 1906, K and M .....	.10
B1665	Drain plug for gasoline tank auxiliary valve .....	.05
	Nut for attaching gasoline tank to support .....	.05
B 629	Feed pipe for gasoline tank 15 1/2" long .....	.40
736	Union for gasoline tank feed pipe .....	.40
590	Tee with union for gasoline tank feed pipe (on mixer) .....	.40
L 200	Well or settling chamber for gasoline tank feed pipe .....	.20
B 841	Support, right, for gasoline tank .....	.50

Order Parts by number and name in full and give number of motor.

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

B 842	Support, left, for gasoline tank .....	.50
B1309	Foot for gasoline tank .....	.10
B1310	Stud for gasoline tank foot .....	.10
	Columbia lock nut for gasoline tank foot stud .....	.05
	Bolt and Columbia lock nut for gasoline tank support .....	.10
B 472	Cross brace, long, for gasoline tank support, 1906, K and M .....	.10
4068	Cross brace, long, for gasoline tank support, 1907, K and M or S and T .....	.10
B 473	Cross brace, short, for gasoline tank support .....	.10
	Columbia lock nut for gasoline tank support cross brace .....	.05

LUBRICATOR.

McCord.

When ordering lubricator parts, you must state the number and letter of the lubricator for which part is wanted. The number will be found stamped on the cover. The letter is on a small plate on the front of the lubricator body.

	Lubricator complete, less pipes and connections	26.00
	Lubricator complete, less pipes and connections, cast iron body	20.00
	Body only for lubricator, cast iron	4.00
	Body only for lubricator, aluminum	10.00
	Cover only for lubricator	1.50
	Gauge glass for lubricator .....	.20
	Cup with strainer for lubricator filler .....	.60
	Plug for lubricator filler .....	.35
	Glass for lubricator sight feed .....	.10
B1629	Clamp for attaching lubricator body to engine frame .....	.60
B1732	Sheave with cap screws for lubricator (on fly wheel hub) .....	.55
	Sheave on lubricator .....	.60
B1749	Belt for driving lubricator, K and M .....	.45
4733	Belt for driving lubricator, S and T .....	.45

Oil Pipes and Connections.

B1540	Oil pipe to crank pin 12 3/4" long, with two special union nuts .....	.30
B1541	Oil pipe to cylinder 18" long with two special union nuts .....	.30
B1542	Oil pipe to main bearing, left 11 3/4" long, with two special union nuts .....	.30
B1543	Oil pipe to main bearing, right, 13 1/2" long, with two special union nuts .....	.30
B1560	Special nipple for oil pipes (three) each .....	.10
	Oil tube and elbow for crank pin .....	.40

LUBRICATOR.

Lavigne.

	Lavigne lubricator complete, less pipes	25.00
	Body for Lavigne lubricator	10.00
	Cover for Lavigne lubricator	2.50
	Pulley for lubricator on lubricator	1.00
	Drive shaft and worm for lubricator	1.50
	Stuffing nut for lubricator main worm shaft	1.00
	Packing nut for lubricator main worm shaft .....	.40
	Secondary shaft and worm-gear for lubricator	2.50
	Screw bushing for lubricator secondary shaft .....	.35

Be sure to put your name and motor number on parts returned and PREPAY CHARGES.

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

Gauge glass for lubricator.....	.10
Washer for lubricator gauge glass.....	.05
Screw plug for top of lubricator gauge glass.....	.15
Valve stem for bottom of lubricator gauge glass.....	.40
Packing nut for lubricator gauge glass valve stem.....	.15
Bleeder body for lubricator.....	1.25
Valve for lubricator bleeder body.....	.15
Cap for lubricator bleeder valve.....	.10
Spring for lubricator bleeder valve.....	.05
Center piece or valve body for lubricator bleeder.....	.20
Lock nut for lubricator bleeder body.....	.15
Packing nut for lubricator bleeder body.....	.15
Oil pipe from bleeder body to pump body.....	.30
Plunger for micrometer shell for lubricator.....	1.50
Micrometer shell for lubricator plunger.....	1.00
Packing nut for four feed pump body or lubricator.....	.15
Cross head for lubricator pump pistons.....	4.00
Connection arm for cross head and drive shaft on lubricator.....	.60
Cam shaft for cams and worm gear in lubricator.....	.30
Cam, right, for lubricator driving shaft.....	1.25
Cam, left, for lubricator driving shaft.....	1.25
Worm gear with cam for lubricator cam shaft.....	4.00
Four feed pump body for lubricator.....	6.00
Rocker bar for lubricator four feed body and rolls.....	1.00
Roller for lubricator rocker bar.....	.10
Pin for lubricator rocker bar roller.....	.10
Arm for lubricator rocker bar.....	.25
Taper valve for lubricator four feed body.....	1.50
Spindle for lubricator taper valve.....	1.00
Spring for lubricator taper valve.....	.05
Bushing for lubricator taper valve spindle.....	.35
Filler plug for lubricator.....	.40
Strainer.....	.40
Bleeder slide.....	.10

Oil Pipes and Connections.

4111	Oil pipe to crank pin 8" long with two special union nuts.....	.30
4110	Oil pipe to right main bearing 10" long with two special union nuts.....	.30
4112	Oil pipe to cylinder 14 3/4" long with two special union nuts.....	.30
4109	Oil pipe to left main bearing 8 1/2" long with two special union nuts.....	.30
B1560	Nipple for oil pipe to cylinder.....	.10
4095	Nipple for oil pipe to right and left main bearings (two) each.....	.10
4090	Belt for driving lubricator.....	.45
B1732	Sheave with cap screws (on fly wheel).....	.55
B1733		

WATER CIRCULATING SYSTEM.

Radiator.

B 343	Radiator complete.....	20.00
B1763	Brass strips for radiator.....	.20
	Tube with fins for radiator.....	1.25
B1765	Fins for radiator tubes.....	.05

Order Parts by number and name in full and give number of motor.

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

B1764	End bends for radiator tubes.....	.20
4277	1/8" pet cock for radiator.....	.30
B1092	Support for radiator, right or left.....	.30
	Bolt, nut and washer for radiator support.....	.05

Water Tank.

	Water tank complete with steel strap supports and brass cap, 1906, K and M.....	3.00
	Filler nozzle for water tank, 1906, K and M.....	.40
B 780	Cap for water tank, 1906, K and M.....	.25
4003	Water tank complete with steel strap supports and brass cap, 1907, K and M.....	3.00
	Water tank complete with steel strap supports and brass cap, S and T.....	3.00
B1521	Steel strap support, right, for water tank with bolt and nut, K and M.....	.40
B1522	Steel strap support, left, for water tank with bolt and nut, K and M.....	.40
4299	Steel strap support, right, for water tank with bolt and nut, S and T.....	.40
4300	Steel strap support, left, for water tank with bolt and nut, S and T.....	.40
	Bolt and nut for water tank support.....	.10
4048	Brass cap for water tank, 1907, K and M or S and T.....	.25

Pump.

	Pump complete, 1907, K and M or S and T.....	6.00
L 119A	Pump body (part that attaches to chassis).....	1.60
L 119 1/2	Pump inside half complete, 1907, K and M or S and T.....	4.00
4040	Pump cover, 1907, K and M or S and T.....	1.00
L 121A	Pump gasket.....	.08
L 122A	Pump impeller with shaft, 1906, K and M.....	.80
L 271		
L 122A	Pump impeller with shaft, 1907, K and M or S and T.....	.80
4042		
4044	Pump gland or brass stuffing nut, 1907, K and M or S and T.....	.45
L 266	Pump driver with spring.....	.60
L 267	Pump driver spring.....	.10
4043	Pin for pump driver, 1907, K and M or S and T.....	.05
L 125	Pump driver set screw.....	.10
L 77	Pump screws (for holding the two sides together) 2 used.....	.05
L 436	Pump bolts and nuts for holding the two slides together, per set, 4 used.....	.10
B 268	Pump screw head bolt and nut (for attaching pump to chassis).....	.10

Water Circulating Pipes and Connections.

848	Water outlet pipe with nipple for union tee (from radiator to union tee).....	2.00
B1125	Vent pipe with pet cock and union, K and M.....	1.00
	Vent pipe with union and pet cock, S and T.....	1.00
	Water pipe (from tank to pump), S and T.....	1.00
	Water inlet pipe with pet cock.....	2.50
B1131	Union for water inlet pipe.....	.20

Be sure to put your name and motor number on parts returned and PREPAY CHARGES.

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

B1133	Nipple in valve chamber for water circulation.....	.30
B1716	Elbow for water tank.....	.20
4101	70° elbow for water tank.....	.20
B1132	Union elbow for water pipe.....	.20
B 781	1/8" pet cock for water pipes.....	.15
B1136	Tee for water pipe.....	.40
4311	Tee for water pipe.....	.40
B1137	Union nut for water pipe.....	.10
B1133	Nipple for water circulating pipes.....	.10
B1533	Support, front, on side bar, for water outlet pipe.....	.10
	Bolt and nut for water outlet pipe support.....	.05
B1535	Support for water outlet pipe (on front of engine support)....	.10
B1567	Support for water outlet pipe (on gasoline tank support, right)	.10
B1536	Support for water pipe (on steering bracket angle).....	.10
B1534	Hanger for water inlet pipe (on rear engine support).....	.15
B1141	Support for primer.....	.15
B1327	Hose connection for water tank, 3 1/4" long.....	.08
B1326	Hose connection for water tank, 8 3/8" long.....	.22
B1325	Hose connection for water tank, 15 3/4" long, K and M.....	.40
4326	Hose connection for water tank, S and T, 13 1/4" long.....	.35
B1328	Clamps for hose connection.....each	.15

MUFFLER.

1907 K and M, S and T.

	Muffler assembled with ends and tie bolts, 1907, K and M....	6.00
	Muffler assembled with ends and tie bolts, S and T.....	6.00
	Muffler complete with discharge pipe, relief valve hanger and roller yoke	9.50
3188	Muffler end, front, 1907, K and M.....	1.00
4365	Muffler end, front, S and T.....	1.50
3187	Muffler end, rear, 1907, K and M.....	1.00
4366	Muffler end, rear, S and T.....	1.50
2759	Outside shell for muffler, 6 1/2" in diameter, 1907, K and M....	.60
4367	Outside shell for muffler, S and T.....	.60
2762	Inside shell No. 4 for muffler, 5 1/2" in diameter.....	.50
2760	Inside shell No. 3 for muffler, 4 1/2" in diameter.....	.40
2763	Inside shell No. 2 for muffler, 3 1/2" in diameter.....	.30
2761	Inside shell No. 1 muffler, 2" in diameter.....	.20
4126	Tie bolt for muffler (three) each.....	.20
	Nut for muffler tie bolt.....	.05
B1166	Elbow for muffler exhaust connection pipe (on valve chamber)	.40
4149	Pipe from valve chamber to muffler with two flanges.....	1.00
B1167	Flange for muffler exhaust connection pipe.....	.20
B1662	Gasket for muffler exhaust connection.....	.10
4171	Exhaust nipple for front end of muffler.....	.40
4147	Hanger, front for muffler, on exhaust tube.....	.15
4210	Bolt and nut for exhaust tube hanger.....	.05
4169	Tube for muffler exhaust nozzle.....	1.00
4170	Clamp for muffler discharge pipe.....	.30
4227	Bolt and nut for clamp.....	.05
4127	Strap hanger for muffler exhaust pipe.....	.15
	Bolt and nut for strap hanger.....	.05
4148	Hanger, rear, for muffler.....	.10
	Bolt and nut for rear muffler hanger.....	.05
	Relief valve for muffler, assembled.....	1.00

Order Parts by number and name in full
and give number of motor.

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CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

4143	Body for muffler relief valve.....	.60
4146	Lever for muffler relief valve.....	.15
4144	Valve for muffler relief body.....	.20
4145	Spring for muffler relief valve.....	.10
	Yoke, roller and pin for muffler assembled.....	.25
	Foot treadle complete for muffler relief.....	.30
B 129	Treadle for muffler relief.....	.15
B1546	Block only for relief foot treadle.....	.10
	Wire for muffler relief.....	.05
B1628	Flange on muffler.....	.30
B1112	Body for muffler relief valve.....	.50
L1533	Outside flange for muffler.....	.30

ELECTRICAL OR SPARKING SYSTEM.

Spark Coil.

	Spark coil complete with cutout switch.....	14.00
	Box for spark coil.....	2.00
	Cover for spark coil box.....	.75
	Hook for spark coil box cover.....	.05
	Ratchet contact screw with platinum point.....	1.25
	Contact spring with platinum point.....	1.00
	Bogert hammer.....	.25
	Stop screw for bogert hammer.....	.10
	Base for contact screw.....	.50
	Base for contact spring.....	.50
	Insulation cap for secondary terminals.....	.25
	Knurled flat nut.....	.05
	Knurled top nut.....	.10
1574	Battery box.....	1.50
1575	Cover for battery box.....	.40
	Hook for battery box.....	.10
	Switch plug.....	.25

Wires.

B1671	Commutator wire.....	.40
B1670	Switch wire with terminals.....	.30
B1672	Circuit wire with terminals from coil to cyl. (8).....	.25
B1669	Reach wire with terminals.....	2.00
B 273	Terminal for reach wire.....	.05
B1583	Cleat for reach wires.....	.10
B1582	Binder clamp for reach wire cleat.....	.10
	Bolt and nut for reach wire clamp.....	.05
B1701	Support for reach wires.....	.20
	Connecting wires for batteries, each.....	.05

Spark and Throttle Control.

	Spark rod with lever, 1906, K and M.....	1.00
	Spark rod with lever, 1907, K and M.....	1.20
	Spark rod with lever, S and T.....	1.20
4437	Spark rod only, S and T.....	.40
B1170	Spark rod only, K and M.....	.40
B1305	Lever for spark rod, 1906, K and M.....	.60
B1771	Lever for spark rod, 1907, K and M.....	.60

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CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

B1773	Dog for spark lever, 1907, K and M or S and T.....	.10
B1774	Spring for spark lever dog, 1907, K and M or S and T.....	.05
B1729	Spring for lower end of spark and throttle rods, K and M.....	.05
4440	Spring for lower end of spark and throttle rods, S and T.....	.05
B1538	Arm for spark rod (lower end).....	.30
	Set screw for spark rod arm.....	.05
B1151	Pull rod for spark advance, K and M.....	.15
4438	Pull rod for spark advance, S and T.....	.15
B1148	Shaft for spark advance.....	.45
B1116	Safety lever for spark advance shaft.....	.40
	Screw for spark advance safety lever.....	.05
B1152	Safety slide for spark advance.....	.15
B 96	Screw for spark advance safety slide.....	.05
B1149	Pin and cotter for spark advance safety slide.....	.05
B1145	Bracket for spark advance shaft.....	.20
	Throttle tube with lever, 1906, K and M.....	1.00
	Throttle tube with lever, 1907, K and M.....	1.20
	Throttle tube with lever, S and T.....	1.20
B1304	Lever for throttle tube, 1906, K and M.....	.60
B1770	Lever for throttle tube, 1907, K and M or S and T.....	.60
B1773	Dog for throttle lever, 1907, K and M or S and T.....	.10
B1774	Spring for throttle lever dog, 1907, K and M or S and T.....	.05
B1539	Arm for throttle tube (lower end), K and M.....	.40
4441	Arm at lower end of throttle tube, S and T.....	.40
B1169	Throttle tube only.....	.40
	Screw for throttle tube arm.....	.05
B 196	Reach rod for throttle, K and M.....	.15
4439	Reach rod for throttle, S and T.....	.15
B1203	Support for throttle reach rod.....	.15
	Screw for throttle reach rod support.....	.05
B1150	Commutator hook.....	.10

Steering Connections.

	Steering staff casing complete, including spark and throttle rod levers, 1906, K and M.....	7.00
	Steering staff casing complete, including spark and throttle rod levers, 1907, K and M.....	8.00
	Steering staff casing complete, including spark and throttle rod levers, S and T.....	8.00
L 239	Tube only for steering staff, K and M.....	1.25
4297	Tube only for steering staff, S and T.....	1.25
B1306	Segment for steering staff casing, 1906, K and M.....	1.50
B1772	Segment for steering staff casing, 1907, K and M.....	2.00
4319	Segment for steering staff casing, S and T.....	1.50
B1172	Flange for steering staff casing, K and M.....	2.00
4294	Flange for steering staff casing, S and T.....	2.00
	Steering wheel complete.....	4.50
B1259	Spider for steering wheel, K and M.....	2.50
B1259	Spider for steering wheel, S and T.....	2.50
B 459	Rim for steering wheel.....	1.75
	Screws for steering wheel, per set of four.....	.10
B1553	Cap nut for steering wheel.....	.15
B1239	Key for steering wheel.....	.10
L 133	Steering staff with pinion assembled.....	5.00
L 280	Bronze bushing for steering arm.....	.20

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CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

L 133	Steering staff with pinion assembled, S and T.....	5.00
4298	Key for steering staff pinion.....	.10
L 134	Steering rack.....	2.00
L 129A	Bracket casting for steering rack.....	2.50
4079	Brace for steering staff, 1907, K and M.....	.40
L 136A	Shield for steering rack.....	1.00
L 131A	Bushing (eccentric) for steering rack bracket casting.....	1.50
L 132	Lock nut for steering rack bushing, S and T.....	.25
L 130	Cap plate for steering staff pinion case, S and T.....	.20
	Stud for steering staff pinion case plate.....	.05
	Columbia lock nut for steering staff pinion case cap plate stud.....	.05
	Steering rod with single joint and universal joint, 1906, K and M.....	2.75
	Steering rod with single and universal joints, 1907, K and M or S and T.....	2.75
	Steering rod with yokes only, 1906, K and M.....	1.25
	Steering rod with yokes only, 1907, K and M or S and T.....	1.25
	Single joint with pin and cotter pin for steering rod, 1906, K and M.....	.60
	Single joint with pin and cotter pin for steering rod, 1907, K and M or S and T.....	.60
	Pin and cotter pin for steering rod single joint, 1906, K and M.....	.05
	Pin and cotter pin for steering rod single joint, 1907, K and M or S and T.....	.05
	Universal joint with pin and cotter pin for steering rod, 1906, K and M.....	.80
	Universal joint with pin and cotter pin for steering rod, 1907, K and M or S and T.....	.80
	Pin and cotter pin for steering rod universal joint, 1906, K and M.....	.05
	Pin and cotter pin for steering rod universal joint, 1907, K and M or S and T.....	.05
	Check nut for steering rod universal joint.....	.05

Brake.

	Brake foot lever and pawl assembled.....	1.25
B 47	Foot lever only for brake.....	.80
B1077	Pawl for brake foot lever.....	.25
	Pin and cotter pin for brake foot lever pawl.....	.05
B1702	Spring for brake foot lever pawl.....	.10
	Ratchet for brake foot lever pawl.....	.40
	Brake shaft complete with brackets, bolts and nuts, foot lever and pawl, slow speed foot lever and cable arm.....	4.00
B 305	Brake shaft only.....	1.00
B 46	Cable arm for brake shaft.....	.40
B 63	Bracket, right or left, for brake shaft, K and M.....	.35
4306	Bracket, right or left, for brake shaft, S and T.....	.45
	Bolt and nut for brake shaft bracket.....	.05
B1625	Brake cable, K and M.....	.40
4285	Brake cable, S and T, 10' 2" long.....	.40
	Brake cable extension complete.....	1.00
B1079	Turnbuckle for brake cable extension.....	.20
	Nut for brake cable extension turnbuckle.....	.05
B 13	Yoke for brake cable extension lever, L. H. thread.....	.25

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CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

B 12	Yoke for brake cable extension roll, R. H. thread.....	.25
B 427	Pulley for brake cable extension.....	.10
	Pin and cotter pin for brake cable extension pulley.....	.05
B1639	Clamp, for brake cable, complete.....	.15
B 180	Ball clamp for brake cable.....	.05
B1626	Shield for brake cable.....	.10
4774	Thimble .....	.15

Slow Speed Control.

B1083	Foot lever for slow speed.....	.60
B 469	Connecting rod complete with adjustable yoke, nut, and cotter pin for slow speed, K and M.....	.90
	Connecting rod complete with adjustable yoke, nut and cotter pin for slow speed, S and T.....	.90
B1087	Connecting rod only with fixed yoke for slow speed, K and M..	.60
4301	Connecting rod only with fixed yoke for slow speed, S and T...	.60
	Nut for slow speed connecting rod adjustable yoke.....	.05
B1088	Adjustable yoke with nut, pin and cotter pin for slow speed....	.25
B 532	Pin and cotter pin for slow speed connecting rod yoke.....	.05
	Fibres and rivets for slow speed transmission brake bands, per set of 15.....	.40
	Transmission brake band complete, for slow speed, including the eight following parts.....	3.20
	Transmission brake band with fibres, rivets and ends for slow speed	1.80
B 41	Lever for slow speed transmission brake bands.....	.35
B 345	Shackle for slow speed transmission brake band levers.....	.10
B 727	Pin and cotter pin for slow speed transmission brake band lever shackle .....	.05
B 182	Spring for slow speed brake band levers, S and T.....	.10
B1089	Holdback with pin and nuts for slow speed transmission brake band lever, S and T.....	.50
	Nut for slow speed transmission brake lever holdback.....	.05
4178	Holdback with pin and nuts for slow speed transmission brake band lever, S and T.....	.50
4179	Holdback with pin and cotter pin for reverse transmission brake band lever, S and T.....	.50
B 532	Pin and cotter pin for slow speed transmission brake band lever holdback .....	.05
B 93	Support for slow speed transmission brake band.....	.20
	Bolt and Columbia lock nut for slow speed transmission brake band .....	.05
	Long fibres and rivets for brake bands.....	.05

Reverse Control.

B 43	Reverse lever arm (on controller shaft).....	.40
B 49	Driver for reverse lever arm (on controller shaft).....	.30
B 468	Connecting rod complete with adjustable yoke, nuts, pins and cotter pins for reverse.....	.90
B1086	Connecting rod only with fixed yoke, pin and cotter pin for reverse .....	.60
B1088	Adjustable yoke with nut, pin and cotter pin for reverse.....	.25
	Nut for reverse connecting rod adjustable yoke.....	.05

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CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

B 532	Pin and cotter pin for reverse connecting rod yoke.....	.05
	Fibres and rivets for reverse transmission brake band, per set of 15 .....	.40
	Transmission brake band, for reverse, complete, including the eight following parts.....	3.20
	Transmission brake band with fibres, rivets and ends for reverse	1.80
B 41	Lever for reverse transmission brake band.....	.35
B 345	Shackle for reverse transmission brake band lever.....	.10
B 727	Pin and cotter pin for reverse transmission brake band lever shackle .....	.05
B1089	Holdback with pin and cotter pin for reverse transmission brake band lever, K and M.....	.50
	Nut for reverse transmission brake band lever holdback.....	.05
B 532	Pin and cotter pin for reverse transmission brake band lever holdback .....	.05
B 93	Support for reverse transmission brake band.....	.20
	Bolt and Columbia lock nut for reverse transmission on brake band support .....	.05
	Reverse band with lining	1.50

High Speed Control.

B1578	Control lever for high speed and reverse, Model "M," 1906....	2.00
4155	Control lever for high speed and reverse, Model "M," 1907, and T	2.00
B1081	Control lever for high speed and reverse, Model "K" and S...	2.00
	Controller shaft for high speed and reverse, complete.....	2.25
B 307	Controller shaft for high speed and reverse.....	1.00
B 42	High speed lever arm for controller shaft.....	.40
B 43	Reverse lever arm for controller shaft.....	.40
B 49	Driver for reverse lever arm.....	.30
B 467	Connecting rod, for high speed clutch, complete with adjustable yoke, nut, pin and cotter pin.....	.50
B1085	Connecting rod only, for high speed clutch.....	.25
B1088	Adjustable yoke with nut, pin and cotter pin for high speed clutch .....	.25
	Nut for high speed clutch connecting rod yoke.....	.05
	Pin and cotter pin for high speed clutch connecting rod yoke...	.05
B 90	Hook or holdback, for high speed clutch, with bolt, nut and cotter pin .....	.25
	Bolt and nut for high speed clutch hook.....	.05
B1082	Stop spring for controller shaft speed lever arm.....	.25
B1146	Bearing, for controller shaft, right.....	.20
B1147	Bearing, for controller shaft, left.....	.20
4736	Releasing fork, for controller shaft.....	.60

AXLES.

K, M, S and T.

Read this Carefully Before Ordering.

We will sell complete axles and parts for same at the prices herein quoted. These cannot be purchased by you from the Axle Manufacturers.

When repairing is required which necessitates shipping the

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CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

entire axle, do not send same to us, ship to the American Ball Bearing Co., Cleveland, Ohio. Be sure to tag the axle with your name and address, prepay charges, and write them at the same time you ship. They will then make an estimate to you direct.

When ordering axle parts, be particular to specify carefully the style axle for which part is wanted, the color of axle, the model of the machine, whether narrow or wide tread and whether for right or left side, and the number of your engine. We must have this information.

Front Axle Parts.

	Front axle complete, with complete spindles and parallel rod...	36.00
1101	Tube with yoke, pivot brackets and pivots, spring perch and truss rod	18.00
1102	Rocker spring perch and King post with bolts and nuts for front axle	3.00
1103	Bolt and nut for front axle rocker spring perch and King post.	.10
1166	Hinge bolt and nut for front axle rocker spring perch and King post	.50
1104	Pin for front axle rocker spring perch.	.05
1105	Stud and nut for front axle spring perch	.10
4053	Oiler for front axle spring perch hinge bolt.	.35
1106	Pivot bracket with pivot, right, for front axle.	1.60
1107	Pivot bracket with pivot, left, for front axle.	1.60
1108	Screw for front axle pivot bracket.	.05
1109	Pivot for front axle pivot bracket.	.40
1110	Truss rod with nut for front axle.	.50
1111	Nut for front axle truss rod.	.05
1112	King pin or bolt with nut, and cotter pin for front axle spindle	1.50
1114	Steel bushing for front axle spindle (or bronze)	.40
4181	Oiler for front axle spindle king pin.	.30
1116	Nut for front axle spindle.	.10
	Spindle, right, complete for front axle.	7.80
	Spindle, left, complete for front axle.	7.80
	Spindle, right, only, for front axle.	6.00
	Spindle, left, only, for front axle.	6.00
1121	Stationary cone for front axle spindle (inside)	.80
1122	Adjusting cone for front axle spindle.	.50
1126	Knurled head adjusting screw with expander and binding cap screw for front axle spindle.	.50
1127	Expander for front axle spindle knurled head adjusting screw.	.10
1128	Binding cap screw for front axle spindle knurled adjusting screw	.05

Parallel Rods.

1135	Parallel rod complete for front axle.	2.00
1136	Parallel rod with fixed yokes only, for front axle.	1.25
1137	Bolt, right, with nut and cotter pin for front axle parallel rod.	.25
1138	Shoulder bolt, left, with nut and cotter pin for front axle parallel rod	.50
1139	Nut for front axle parallel rod yoke bolt.	.05
	Steering arm bushing	.20
	Brass bushing for parallel rod bolt.	.30

Order Parts by number and name in full and give number of motor.

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CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

Front Wheel.

	Front wheel complete with rim, less tire.	18.00
	Hub complete for front wheel.	8.00
1152	Outside flange for front wheel hub.	2.00
	Inside flange complete for front wheel hub.	6.00
1154	Inside flange for front wheel hub with ball cups.	4.80
B1786	Ball cup, inside, for front wheel hub, inside flange.	1.00
1156	Ball retainer, inside, for front wheel hub, inside flange.	.20
1157	Felt washer, inside, for front wheel hub, inside flange.	.15
1158	Retainer, inside, for front wheel hub inside flange felt washer.	.25
1159	Balls, 11/16", for front wheel hub inside flange inside ball cup	each .07
B1788	Ball cup, outside, for front wheel hub inside flange.	.80
1161	Retainer, outside, for front wheel hub inside flange balls.	.10
1162	Balls, 7/16", for front wheel hub inside flange outside ball cup.	.03
1163	Bolt with nut for front wheel hub flanges.	.10
1164	Nut for front wheel hub bolt.	.05
1165	Cap for front wheel hub.	.80

Rear Axle.

	Rear axle complete, with differential gear and sprocket.	75.00
	Rear axle complete, without differential gear.	45.00
	Housing complete for rear axle with spider and other fixed parts	30.00
1403	Housing tube with spider, spring perch and pivot bracket with pivots and buffer bracket for rear axle, right side.	15.00
1404	Housing tubes for rear axle, same as above, left side.	15.00
	Spring perch for rear axle.	2.00
	Bolt and nut for rear axle spring perch.	.10
	Nut for rear axle spring perch bolt.	.05
	Pivot bracket with pivot for rear axle.	1.40
1408	Pivot for rear axle pivot bracket.	.40
	Oiler for rear axle pivot bracket.	.10
1409	Buffer cup with bolt and nut for rear axle.	1.25
1410	Bolt and nut for rear axle buffer cup.	.10
1411	Truss rod, long, with nut, for rear axle.	.40
1412	Truss rod, short, with nut for rear axle.	.40
1413	Nut for rear axle truss rod.	.05
1414	Collar for rear axle tube.	.20
1415	Roller cage, outside, long, for rear axle.	.50
1416	Rollers for rear axle, outside roller cage (8 used)	each .30
1417	Roller cage, inside, short, for rear axle.	.45
1418	Rollers for rear axle, inside roller cage.	each .25
1419	Felt washer, for rear axle.	.10
1420	Retainer for rear axle felt washer.	.10
1421	End thrust complete for rear axle.	1.60
1422	Ball cup for rear axle end thrust.	.65
1423	Ball race for rear axle end thrust.	.50
1424	Retainer for rear axle end thrust balls.	.10
	Balls for rear axle end thrust (19 per set)	each .02
1425	Rear axle shaft, long end, left.	3.00
1426	Rear axle shaft, short end, right.	3.00
1427	Collar for rear axle shaft.	.20

Be sure to put your name and motor number on parts returned and PREPAY CHARGES.

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

1428	Pin for rear axle shaft collar.....	.05
1429	Key for rear axle shaft differential.....	.10
1430	Wheel key for rear axle.....	.10
1431	Nut for wheel end of rear axle shaft (slotted).....	.25
1435	Oil cup for rear axle.....	.10
1436	Housing bolt with nuts for rear axle brake band.....	1.25
1437	Nut for rear axle brake band housing bolt.....	.10
1438	Lock nut for rear axle brake band housing bolt.....	.10
1439	Arch housing bolt, upper, with nuts for rear axle.....	1.25
1440	Arch housing bolt, lower, with nuts for rear axle.....	1.25
	Hold up spring for rear axle brake band.....	.25
1442	Nut for rear axle brake band housing bolt.....	.10
1443	Lock nut for rear axle brake band housing bolt.....	.10
1444	Brake band complete, with lining ends and bell crank, for rear axle.....	3.00
1445	Brake band with ends and lining for rear axle.....	2.50
1446	Mohair lining with rivets for rear axle brake band.....	.60
1466	Bell crank, right, for rear axle brake band.....	.50
1467	Bell crank, left, for rear axle brake band.....	.50
1448	Pin for rear axle brake band bell crank.....	.05
	Differential gear complete with sprockets for rear axle.....	30.00
	Drum with internal gear for rear axle differential, either side.....	4.50
1453	Oil cup for rear axle differential drum.....	.10
	Central web for rear axle differential gear.....	6.00
1455	Pinions for rear axle differential gear central web.....each	1.50
	Sprocket, 31, 34, 38, 41 or 45 tooth, for rear axle with screws.....	5.80
	Screws for rear axle sprocket.....each	.05
1465	Rubber buffer for rear axle, K and M.....	.50
4466	Rubber buffer for rear axle, S and T.....	.50

Rear Wheel.

1475	Rear wheel complete less tire.....	18.00
1476	Inside flange for rear wheel.....	4.00
1477	Outside flange of rear wheel.....	2.00
1478	Axle key for rear wheel hub.....	.10
1479	Bolt and nut for rear wheel hub.....	.10
1480	Hub cap for rear wheel hub.....	.80
	Hub complete.....	6.00

Dash and Hood.

	Dash only.....	18.00
	Hood only.....	12.00
	Dash, hood and radiator complete, with dash lamp bracket, 1906, K and M.....	50.00
	Dash, hood and radiator complete, 1907, K and M or S and T.....	50.00
	Dash and hood complete, 1906, K and M.....	30.00
	Dash and hood complete, 1907, K and M or S and T.....	30.00
B1314	Filler cup for hood, 1906, K and M.....	.60
	Hatch cover for hood, 1906, K and M.....	.40
	Cover for hood with latch and hinge, 1907, K and M or S and T.....	1.20
4051	Cover only for hood, 1907, K and M or S and T.....	.40
B1652	Hinge for hood cover, 1907, K and M or S and T.....	.20
	Latch complete for hood cover, 1907, K and M or S and T.....	.50
4088	Handle for hood cover latch, 1907, K and M or S and T.....	.15

Order Parts by number and name in full
and give number of motor.

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

4089	Barrel for hood cover latch, 1907, K and M or S and T.....	.20
4087	Button for hood cover latch, 1907, K and M or S and T.....	.05
4086	Spring for hood cover latch, 1907, K and M or S and T.....	.10
B1555	Side shim, right, for hood.....	.15
B1554	Side shim, left, for hood.....	.15
4156	Hood floor complete, 1907, K and M.....	1.00
4475	Hood floor complete, S and T.....	1.00
4135	Support for hood floor, right, 1907, K and M.....	.60
4134	Support for hood floor, left, 1907, K and M.....	.60
B 643	Lamp bracket for dash, right.....	1.00
B 644	Lamp bracket for dash, left.....	1.00
B 737	Bolt and nut for attaching lamp bracket.....	.10

FLOOR PARTS.

B1614	Lock for front floor door, 1906, K and M.....	.20
4117	Hinge for front floor.....	.05
B1095	Reinforcement plate for front floor, K and M.....	.20
4305	Reinforcement plate for front floor, S and T.....	.20
B1299	Iron cleat for front floor latch door, 1906, K and M.....	.15
4118	Iron cleat for front floor, 1907, K and M, S and T.....	.15
B1778	Iron for toe board of front floor, 1907, K and M.....	.30
B1631	Riser for front floor, right, 1906, K and M.....	.30
B1632	Riser for front floor, left, 1906, K and M.....	.30
4018	Riser for front floor, right, 1907, K and M, S and T.....	.40
4017	Riser for front floor, left, 1907, K and M, S and T.....	.40
B1557	Battery box cleat and floor riser, 1906, K and M.....	1.00
4050	Battery box cleat and floor riser, left, 1906, K and M.....	1.00
4307	Floor riser and battery box support, S and T.....	1.00
B1078	Ratchet for brake foot lever, on front floor.....	.40

Body Brackets.

K and M.

B 309	Body bracket or clip, middle, on Model K.....	.20
B1734	Body bracket or clip, rear, on Model K.....	.20
4133	Body bracket or clip, Model M.....	.20
4434	Body bracket or clip, Model "S" (four used).....each	.20
4435	Body bracket or clip, Model "T".....	.20
	Cap screw for body bracket.....	.05
B1457	Brass bolt, long, for attaching front of body, 1906, K and M.....	.10
B1456	Brass bolt, short, for attaching front of body, 1906, K and M.....	.10
4097	Brass bolt, long, for attaching front of body, 1907, K and S.....	.10
4098	Brass bolt, short, for attaching front of body, 1907, M and T.....	.10

Body Parts.

1906 K and M.

	Cushions for front seat.....each	6.00
	Heel board complete for front seat.....	4.00
	Lock for front seat heel board.....	.40
	Hinge, upper, for side entrance door, right (bronze).....	1.00
	Hinge, lower, for side entrance door, right (bronze).....	2.00
B1612	Lock complete less handle for side entrance door, right.....	1.00

Be sure to put your name and motor number on
parts returned and PREPAY CHARGES.

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

B1640	Handle for side entrance door lock, right.....	1.00
	Latch plate for side entrance door lock, right.....	.10
	Hinge, upper, for side entrance door, left (bronze).....	1.00
	Hinge, lower, for side entrance door, left (bronze).....	2.00
B1613	Lock complete less handle for side entrance door, left.....	1.00
B1640	Handle for side entrance door lock, left.....	1.00
	Latch plate for side entrance door lock, left.....	.10
B1649	Hinge pin and cap for side entrance door hinges.....	.10
	Heel board for rear seat.....	4.00
	Lock for rear seat heel board.....	.40
	Hinge for rear seat heel board.....	.05
	Upper and lower toe boards.....each	.25

Body Parts.
1907 K and M

	Heel board complete for front seat, Model "M".....	4.00
	Heel board complete for front seat, Model "K".....	4.00
	Latch complete for front seat heel board.....	.40
4065	Handle for front seat heel board latch.....	.20
4064	Latch piece for front seat heel board latch.....	.05
4063	Spring for front seat heel board latch.....	.05
4062	Escutcheon for front seat heel board latch.....	.10
	Heel board complete for rear seat.....	3.00
	Latch complete for rear seat heel board.....	.40
4065	Handle for rear seat heel board latch.....	.20
4064	Latch piece for rear seat heel board latch.....	.05
4063	Spring for rear seat heel board latch.....	.05
4062	Escutcheon for rear seat heel board latch.....	.10
	Hinge, upper, for side entrance door, right.....	.50
	Hinge, lower, for side entrance door, right.....	1.00
	Hinge pin for side entrance door hinges, right.....	.05
	Door hinge, upper, right (for Victoria body).....	1.00
	Door hinge, lower, right (for Victoria body).....	2.00
	Pin for door hinges (for Victoria body).....	.10
	Lock complete less handle for side entrance door, right.....	1.00
	Handle for side entrance door lock, right.....	1.00
	Latch strike for side entrance door lock, right.....	.10
	Hinge, upper, for side entrance door, left.....	.50
	Hinge, lower, for side entrance door, left.....	1.00
	Hinge pin for side entrance door hinges, left.....	.05
	Door hinge, upper, left (for Victoria body).....	1.00
	Door hinge, lower, left (for Victoria body).....	2.00
	Pin for door hinges (for Victoria body).....	.10
	Lock complete less handle for side entrance door, left.....	1.00
	Handle for side entrance door lock, left.....	1.00
	Latch strike for side entrance door lock, left.....	.10

S and T

	Heel board complete for front seat, Model "T".....	4.00
	Heel board complete for front seat, Model "S".....	4.00
	Latch complete for front seat heel board.....	.40
4065	Handle for front seat heel board latch.....	.20
4064	Latch piece for front seat heel board latch.....	.05

**Order Parts by number and name in full
and give number of motor.**
Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

	Hinge for rumble seat, Model T.....	.20
4208	Spring for front seat heel board latch.....	.05
4062	Escutcheon for front seat heel board latch.....	.10
	Heel board complete for rear seat.....	4.00
	Latch complete for rear seat heel board.....	.40
4065	Handle for rear seat heel board latch.....	.20
4064	Latch piece for rear seat heel board latch.....	.05
4208	Spring for rear seat heel board latch.....	.05
4062	Escutcheon for rear seat heel board latch.....	.10
4454	Hinge, upper for side entrance door, right.....	.50
4456		
4459	Hinge, lower, for side entrance door, right.....	1.00
4461		
4478	Hinge pin for side entrance door hinges, right.....	.05
4076	Lock complete, less handle, for side entrance door, right.....	1.00
4077	Handle for side entrance door lock, right.....	1.00
4075	Latch strike for side entrance door, right.....	.10
4455	Hinge, upper, for side entrance door, left.....	.50
4457		
4458	Hinge, lower, for side entrance door, left.....	1.00
4460		
4478	Hinge pin for side entrance door hinges, left.....	.05
4076	Lock complete, less handle, for side entrance door, left.....	1.00
4077	Handle for side entrance door, left.....	1.00
4075	Latch strike for side entrance door, left.....	.10

FLOOR MATS.

B1565	Rubber mat for front floor, 1906, K and M.....	2.50
B1566	Rubber mat for rear floor, 1906, K and M, Victoria.....	1.50
4153	Rubber mat for front floor, 1907, K and M.....	2.50
4154	Rubber mat for rear floor, 1907, K and M.....	1.50
4332	Rubber mat for front floor, 1908, S and T.....	2.50
4490	Rubber mat for rear floor, 1908, "T".....	1.50

Deck Parts.

	Fastener complete for deck lid.....	.60
4081	Handle for deck fastener.....	.15
4084	Barrel for deck fastener.....	.20
4085	Spring for deck fastener.....	.10
4083	Strike plate for deck fastener.....	.10
4087	Latch piece for deck fastener.....	.05

Fenders.

1906 K and M.

	Fender, front, right, with splash leather.....	4.00
	Fender, front, left, with splash leather.....	4.00
B1154	Fender, front, only right.....	3.00
B1155	Fender, front, only left.....	3.00
B1713	Splash leathers for front fenders, Model K, per pair.....	1.50
B1528	Splash leathers for front fenders, Model M, per pair.....	1.50
B1630	Iron attaching strips for front fender splash leathers.....	.10
B1683	Fender fastener complete.....	.25
	Clamp for fender fastener.....	.10
	Set screw for fender fastener.....	.10
	Nut for fender fastener set screw.....	.05

**Be sure to put your name and motor number on
parts returned and PREPAY CHARGES.**
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CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

B1255	Fender, rear, right or left with step bracket.....	3.00
	Bracket only .....	.15

1907 K and M.

	Fender, front, right, with splash leather.....	4.00
	Fender, front, left, with splash leather.....	4.00
4039	Fender, front, only, right	3.00
4038	Fender, front, only, left	3.00
B1528	Splash leathers for front fenders, Model M, per pair.....	1.50
B1713	Splash leathers for front fenders, Model K, per pair.....	1.50
	Iron attaching strips for front fender splash leathers.....	.10
	Fender fastener complete.....	.25
3218	Clamp for fender fastener.....	.30
3219	Eyebolt for fender fastener.....	.15
3221	Nut and washer for fender fastener.....	.10
4036	Fender, rear, right or left, with step bracket, M.....	3.00
4037	Fender, rear, right or left, Model K	3.00

1908 Models S and T.

4730	Fender, front, right, Model "S".....	5.00
4731	Fender, front, left, Model "S".....	5.00
4728	Fender, rear, right, Model "S".....	3.00
4729	Fender, rear, left, Model "S".....	3.00
4429	Fender, front, right, Model "T".....	5.00
4430	Fender, front, left, Model "T".....	5.00
4313	Fender, rear, right or left, Model "T".....	3.00
3852	Plate on fender for fender fastener.....	.30
3851	Hook for fender fastener.....	.15
4324	Eyebolt for fender fastener.....	.15
3220 } 3221 }	Nut and washer for fender fastener.....	.10

Running Boards.

Model "S"

	Running board, right or left, complete.....	4.00
4498	Running board, right or left only.....	.60
4497	Brass binding for running boards, each piece.....	.50
4499	Rubber mat for running board, right or left.....	1.20
4272	Step bolts for running boards, 1/4 x 1 3/4 (twelve).....	.05
	Brass screws for binding on running boards, per set.....	.30

Model "T".

	Running board, right, complete	6.00
	Running board, left, complete	6.00
4321	Running board, right, only	1.00
4320	Running board, left, only	1.00
4334	Rubber mat for running board, right.....	2.00
4333	Rubber mat for running board, left.....	2.00
4335	Brass binding for running board, short piece.....	.60

**Order Parts by number and name in full
and give number of motor.**

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CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

4336	Brass binding for running board, long piece.....	.60
B 738	Step bolts for running boards and fenders (twelve).....	.05
4272	Step bolts, 1/4 x 1 3/4, for running boards and hangers (twelve).....	.05
	Washers, 1/4" (twelve) .....	.05
	Brass screws for attaching binding on running boards, per set..	.35
4494	Angle plate for running board and rear fender.....	.15
4493	Reinforcing plate for rear end of running boards.....	.10
4464	Angle plate for running board and rear fender.....	.15
4463	Angle plate for running board and front fender, left.....	.15

Top and Body Irons.

1907 Model "K"

4241	Top iron (front, two).....	each .40
4244	Prop iron for top (two).....	each .60
4251	Body iron for top iron, right, front .....	.50
4252	Body iron for top iron, left, front .....	.50
4253	Body iron for top iron, left, rear .....	.80
4254	Body iron for top iron, right, rear .....	.80
4250	Corner iron for seat, right .....	.20
4249	Corner iron for seat, left .....	.20

Model "M"

1907 Straight Line Body.

4243	Top iron, front (two)	each .30
4242	Top iron, middle (two)	each .60
4245	Top iron, rear (two)	each .40
4246	Body iron for top iron, front (two)	each .60
4247	Body iron for top iron, middle (two)	each .60
4248	Body iron for top iron, rear (two)	each .80

Model "S"

4707	Top iron, front (two).....	each .40
4706	Prop iron for top (two).....	each .60
4701	Body-iron for top iron, front, right .....	.50
4702	Body iron for top iron, front, left .....	.50
4703	Body iron for top iron, rear, right .....	.80
4704	Body iron for top iron, rear, left .....	.80
4495	Corner iron for seat (two).....	each .20

Model "T"

4277	Top iron, front (two)	each .30
4476	Top iron, middle (two)	each .60
4245	Prop iron for top (two).....	each .40
4448	Body iron for top iron, front, left .....	.60
4449	Body iron for top iron, front, right .....	.60
4445	Body iron for top iron, middle, right .....	.60
4446	Body iron for top iron, middle, left .....	.60
4450	Body iron for top iron (two)	each .80

**Order Parts by number and name in full
and give number of motor.**

Read page 3 before ordering.

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

Tool Kit.

B1672	Tool kit, complete.....	15.00
B 816	Wrench, end size $\frac{3}{4} \times \frac{3}{4}$" .....	.30
B1547	Wrench, end size 1" .....	.30
B 819	Wrench, end size $\frac{3}{8} \times \frac{5}{8}$" .....	.25
B 818	Wrench, end size $\frac{1}{2} \times \frac{5}{8}$" .....	.25
B 817	Wrench, end size $\frac{3}{4} \times \frac{9}{16}$" .....	.25
B 820	Wrench, end size $\frac{5}{8} \times 1-1/16$" .....	.30
	Monkey wrench .....	.60
B 825	Pliers .....	.60
	Spark plug	2.20
	Master link (for chain).....	.14
	Starting crank	2.00
	Oil gun .....	.50
	Oil can .....	.30
	Water funnel .....	.50
	Gasoline funnel .....	.50
	Tire repair kit.....	3.00
	Tire pump, Miller.....	2.00
	Screw driver, long .....	.15
	Screw driver, short.....	.10
	Canvas tool bag.....	.25
	Hub cap wrench.....	.20
	Lubricator wrench .....	.35
	Lubricator key .....	.25
	Stapley pump	5.00

**Order Parts by number and name in full
and give number of motor.**

Read page 3 before ordering.

CADILLAC



Price List of Parts



Model H

This Price List is effective on and after Oct. 1st, 1911,
and supersedes all previous quotations.

Prices are subject to change without notice

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Detroit, Michigan, U. S. A.

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Instructions

Unless these Instructions are carefully followed, we will not be responsible for errors or delay.

To facilitate the prompt and correct handling of orders for parts, it is imperative that these instructions be carefully followed.

In order that parts wanted may be readily located, this list is arranged by groups; for example, the Engine Group, the Gasoline System, Cooling System, Electrical System, etc., and under these respective headings will be found listed all parts that compose the groups and systems.

A number of parts are designated as "Right" and "Left." The "Right" side is the right side as you sit in the car.

Parts positively must be ordered by serial part-number and by name in full as given herein. Also state the model, the year of make, and the motor number of the automobile. The motor number is stamped on the top of the crank case, in front of the first cylinder, on the side nearest the lubricator.

If in doubt as to the correct designation of the part desired, send a sketch of it, giving dimensions. Or, send us the broken parts, charges prepaid, with your order for new parts. Be sure to write your own name and address plainly on the package. Tag each individual part contained in the package with your name and address, also state on the tag the model and year of make and motor number of the car from which the part is taken. Be sure to write us at the time you send the package, stating what you are sending and how (mail, express or freight). This must be done regardless of any former correspondence. Be sure to prepay carrying charges. Our Receiving Department refuses to accept packages on which charges have not been prepaid.

When ordering cars and parts at the same time, make a separate order for each, because cars and parts are handled by different departments. Write on the order sheet nothing that does not directly refer to that particular order; write about other subjects on another sheet, so that it may go directly to the proper department.

If these requests are not complied with, we cannot hold ourselves responsible for errors and delay.

Terms Net Cash with order, F. O. B. Detroit.

The prices in this list are net, and no discount will be allowed to others than our authorized dealers. Cash positively must accompany all orders for parts, because we open accounts with none but our authorized dealers. Unless cash is sent with order, it only delays matters by necessitating our writing for remittance. We do not send parts C. O. D. Orders for parts to be sent by mail must be accompanied by a sufficient amount to cover postage.

Parts claimed to be defective and for which free replacement is expected, must be sent to us, tagged as required, for our inspection within sixty days from purchase of the automobile. A letter of advice must be sent at the same time, giving engine number, date of purchase, etc. Unless carrying charges are prepaid, the package will not be accepted.

TIRES, SPARK COILS AND BATTERIES. We will sell Tires, Spark Coils and Batteries, but we do not replace such parts gratis. In case of defective construction, claim must be made, and defective parts sent direct, to the makers of such Tires, Spark Coils or Batteries.

Above parts sent to us will not be accepted from the Transportation Co.

We do not list such parts as wood screws, washers and cotter pins, for the reason that these can readily be obtained in any hardware store.

We do not list any part at less than five cents, for the reason that, though the part may not be worth more than a cent or two, the cost to handle it is several times that amount.

Cadillac Telegraph Code

**Study this carefully before attempting
to use it.**

This telegraph code has been formulated for the convenience and economy of Cadillac dealers and users in telegraphing orders for parts.

When the order can be transmitted in a ten-word day message or a fifty-word night lettergram, we advise that plain language be used for the reason that in such cases there is no advantage or saving in using the code.

You are also cautioned not to use these code words in night lettergrams or day letters, as the telegraph companies will not permit it. The use of code words in night lettergrams or day letters will subject them to full toll charges; therefore, night lettergrams and day letters must be sent in plain English.

While this code system is extremely simple to understand and use, it must be used with absolute exactness or, like any code, it is worse than useless.

These same code words are also used in other Cadillac part lists. It is therefore necessary when this code is used, for us to know the book from which the parts are ordered.

The word which must be used to indicate parts ordered from this book is

Harmony

This word "Harmony" must be used immediately preceding the words indicating the parts ordered, as shown in the following example:

Example

Suppose you wanted to wire an order for the following parts to be shipped by express:

- One pump cylinder for lubricator.
- Two clutch rings for high speed clutch.
- One bracket for starting crank.
- One hand brake sector.

The first item in the foregoing list will be found on page 15, the 14th line, the code word for which is CETAB.

The second item is on page 17, the 46th line and the code word is SOBED.

The third item is on page 21, the 9th line and the code word is RALEL.

The fourth item is on page 30, the 10th line and the code word is SAFIG.

The whole telegram, therefore, would read:

Cadillac Motor Car Company,
Detroit, Mich.

Express harmony one cetab, two sobed, one raled, one safig.

(Signed).....

It will be seen that where two or more lines are required to describe a part, there is a code word in front of each line. The code word in front of the first line is the one that should be used, although if by mistake you should use the one which is in front of the second line, no harm will result.

Where there are division headlines in heavy type throughout the book, code words are opposite them and also opposite blank spaces, but these have no significance to you.

In other words, the only code words with which you have anything to do are those which are in front of the first line describing the part which you want to order.

CAUTION

In writing your telegrams, it is absolutely necessary that they be written so plainly that there will be no possible chance of the telegraph operator making any mistake in reading them, because a single letter transmitted incorrectly will change the word entirely and might cause us to ship the wrong article. Be careful not to confuse letters. Do not confuse C. with G. Do not confuse H. R. P. B. and K. or E. with F. It is best to have all telegrams typewritten and carefully checked over before sending.

The Cadillac Company will not be responsible for errors which may occur as the result of incorrectly written or incorrectly transmitted telegrams.

**THE CODE WORDS SHOULD NOT BE USED WHEN ORDERING
PARTS BY MAIL.**

CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD		MOTOR.	
BADAB		Motor complete with transmission and	
CADAB		brakes, support tubes, carburetor,	
DADAB		governor, and commutator, tested	
FADAB		ready for use	\$1,100.00
KADAB		Engine Base, lower half with studs, oil	
LADAB		tube and plugs	85.00
MADAB	R-4-280	Stud for fastening base, upper to lower	
PADAB		half (four) .....	.15
RADAB	R-4-371	7/16" Columbia lock nuts for above studs	
SADAB		(four) (per doz., .50) .....	.05
TADAB	R-4-671	Stud for fastening base, upper to lower	
ZADAB		half (six) .....	.15
BEDAB	R-4-670	Stud for fastening base, upper to lower	
CEDAB		half (four) .....	.15
DEDAB	R-4-369	1/2" Columbia lock nuts used on under	
FEDAB		side of lower half for studs R-4-670	
KEDAB		(four) (per doz., .50) .....	.05
LEDAB	R-4-370	7/16"x14 R. H. hex. nuts for R-4-279	
MEDAB		and R-4-670 (ten) (per doz., .50) .....	.05
PEDAB	R-4-703	7/16" slotted hex. nuts for studs R-4-671	
REDAB		and R-4-670 (ten) (per doz., 1.00)	
SEDAB		.....	.10
TEDAB	R-4-279	Studs for main bearing caps (ten) .....	.25
ZEDAB	R-4-370	7/16"x14 R. H. hex. nuts for R-4-279	
BIDAB		(ten) (per doz., .50) .....	.05
CIDAB	R-4-371	7/16" Columbia lock nuts (ten) (per	
DIDAB		doz., .50) .....	.05
FIDAB	R-4-418	Studs for oil pan arm cap (twelve) .....	.12
KIDAB	R-4-376	1/2"x12 R. H. hex. nuts for R-4-418	
LIDAB		(twelve) (per doz., .50) .....	.05
MIDAB	R-4-369	1/2" Columbia lock nuts (twelve) (per	
PIDAB		doz., .50) .....	.05
RIDAB	R-4-237	Oil tube	1.00
SIDAB	R-4-211	1/2"x90° elbow for oil tube .....	.40
TIDAB	R-4-212	1/2"x45° elbow for oil tube .....	.40
ZIDAB	R-4-395	1/4" pipe plugs for engine base, lower	
BODAB		half (five) (per doz., .50) .....	.05
CODAB	2791	Taper pin for engine base (per doz., .25)	
DODAB		.....	.05
FODAB		Engine base upper half, with studs	80.00
KODAB	R-4-270	Stud for attaching cylinders (sixteen)	
LODAB		(per doz., 1.00) .....	.10
MODAB	R-4-369	1/2" Columbia lock nut for above studs,	
PODAB		used on underside (sixteen) (per	
RODAB		doz., .50) .....	.05
SODAB	R-4-368	1/2" hex. nuts for studs R-4-270 (sixteen)	
TODAB		(per doz., .50) .....	.05
ZODAB	R-4-283	Stud for hand hole cover (six) (per doz.,	
BUDAB		1.00) .....	.10
CUDAB	R-4-372	Hex. nuts for attaching hand hole cover	
DUDAB		(six) (per doz., .50) .....	.05
FUDAB	R-4-673	Stud for cam slide holder (twelve) per	
KUDAB		doz., .50) .....	.05
LUDAB	R-4-704	Hex. nuts for attaching cam slide holder	
MUDAB		(twelve) (per doz., .25) .....	.05
PUDAB		Columbia lock nut for attaching gear	
RUDAB		guard, upper (per doz., .50) .....	.05
SUDAB		Stud for gear guard, upper (per doz.,	
TUDAB		.50) .....	.05
ZUDAB			

Be sure to put your name and motor number on
parts returned and PREPAY CHARGES.

Read Instructions before ordering.

The telegraph code key-word for this book is HARMONY.

CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BAFAB		Hand hole cover plate with handles and name plate (two).....each	4.50
CAFAB			
DAFAB	R-4-389	Handle for hand hole cover plate (four).....each	.10
FAFAB			
KAFAB	R-4-404	Gasket for hand hole cover plate (two) (per doz., .50).....each	.05
LAFAB			
MAFAB	R-5-32	Cam slide holder (four).....each	2.00
PAFAB	R-4-46	Liners for cam slide holder (four).....each	1.00
RAFAB	R-4-454	Gaskets for cam slide holder (four) (per doz., .50).....each	.05
SAFAB			
TAFAB	R-4-339	Screws for cam slide holder (twelve) (per doz., .50).....each	.05
ZAFAB			
BEFAB		Main bearing bushing, front, No. 1 (two pieces) with two liners.....	5.00
CEFAB			
DEFAB		Main bearing bushing, middle intermediate, No. 3 (two pieces) with two liners.....	5.00
FEFAB			
KEFAB			
LEFAB		Main bearing bushing, intermediate (two pieces) with two liners, Nos. 2 and 4 (two).....each	5.00
MEFAB			
PEFAB		Main bearing bushing, rear, No. 5 (two pieces) with two liners.....	5.00
REFAB			
SEFAB		NOTE—Two styles of middle crank shaft bearings (No. 3) have been used. On the earlier Motors the three intermediate bearings (Nos. 2, 3 and 4) were the same but on later product the middle bearing (No. 3) is flanged on both ends. In ordering middle bearings (No. 3) you must state style wanted.	
TEFAB			
ZEFAB			
BIFAB			
CIFAB			
DIFAB			
FIFAB			
KIFAB			
LIFAB			
MIFAB	R-4-306	Dowel for main bearings (five) (per doz., .50).....each	.05
PIFAB			
RIFAB	R-4-35	Cap for main bearings (five).....each	1.20
SIFAB	R-4-434	Cap for oil pan arm (six).....each	.80
TIFAB	R-4-326	Set screws for oil pan arm cap (six).....each	.15
ZIFAB	R-4-373	5/16" check nut for oil pan arm cap set screw (six) (per doz., .50).....each	.05
BOFAB			
COFAB	4529	Set screws for cam shaft (four) (per doz., 1.00).....each	.10
DOFAB			
FOFAB		1/4" hex. nuts for cam shaft set screws (five) (per doz., .50).....each	.05
KOFAB			
LOFAB	R-4-538	Cam shaft cover, rear.....	.80
MOFAB	R-4-342	Screws for cam shaft cover (four) (per doz., 1.00).....each	.10
POFAB			
ROFAB	R-5-80	Aluminum housing for governor gear and cam shaft gear assembled with two bolts and nuts.....	15.00
SOFAB			
TOFAB	R-5-81		
ZOFAB			
BUFAB			
CUFAB			
DUFAB			
FUFAB			
KUFAB		Engine support tube, right, with plugs..\$	14.00
LUFAB		Engine support tube, left, with plugs...	14.00
MUFAB			
PUFAB			
RUFAB			
SUFAB			
TUFAB			
ZUFAB			

MOTOR SUPPORT TUBES.

Engine support tube, right, with plugs..\$	14.00
Engine support tube, left, with plugs...	14.00

Order Parts by serial part number and name in full.
Give number of motor.
Read Instructions before ordering.
The telegraph code key-word for this book is HARMONY.

CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD		CRANK SHAFT AND FLY WHEEL.	
BAHAB		Crank shaft and fly wheel assembled including the two following items....	115.00
CAHAB			
DAHAB	R-4-527	Crank shaft only, O. S.....	90.00
FAHAB		(For use with old style bushings.)	
KAHAB	5000	Crank shaft only.....	90.00
LAHAB		Fly wheel only, with eight studs and oil tube.....	25.00
MAHAB			
PAHAB	R-4-379	Studs for fly wheel (eight).....each	.15
RAHAB	R-4-378	Nuts for attaching crank shaft to fly wheel.....each	.15
SAHAB			
TAHAB	R-5-153	Oil tube for fly wheel.....	.20
ZAHAB	R-4-600	Plug for fly wheel oil tube.....	.15
BEHAB	R-4-568	Crank shaft cam gear.....	2.00
CEHAB	R-4-735	Pin for crank shaft cam gear (per doz., .50).....each	.05
DEHAB			
FEHAB	R-4-569	Thrust washer for crank shaft.....	.90
KEHAB	R-4-348	Key for crank shaft.....	.15
LEHAB	R-4-29	Fly wheel ring.....	5.00
MEHAB	R-4-344	Pipe plug for fly wheel ring.....	.05
PEHAB	H 417	Crank shaft starting ratchet.....	2.00
REHAB	R-4-217	Pin for starting ratchet 1 1/4", No. 5 taper (per doz., .50).....	.05
SEHAB			
TEHAB	R-4-197	Hess-Bright bearing, No. 212, for fly wheel.....	14.50
ZEHAB		The following parts were used on Model "H" cars on which the Governor was not used.	
BIHAB			
CIHAB			
DIHAB			
FIHAB	4551	Sleeve for front of crank shaft.....	.40
KIHAB	4552	Washer for front of crank shaft.....	.10
LIHAB		No. 208 Hess-Bright bearing for crank shaft.....	7.50
MIHAB			
PIHAB	R-4-610	Nuts for crank shaft sleeve (two).....each	.90
RIHAB			
SIHAB			
TIHAB			
ZIHAB			
BOHAB	R-4-567	Cam shaft assembled with gears and Hess-Bright bearing.....\$	50.00
COHAB	R-4-536	Cam shaft only.....	7.00
DOHAB	2813	Cam shaft bearings (four).....each	4.00
FOHAB	R-4-570	Cam shaft bearing at front of cam shaft	2.75
KOHAB		Separators for cam shaft bearings (four).....each	.15
LOHAB	R-4-520	Inlet cam on cam shaft (four).....each	.90
MOHAB	R-4-521	Exhaust cam on cam shaft (four).....each	.90
POHAB	R-4-214	Pins for cam shaft cams (eight) (per doz., .50).....each	.05
ROHAB			
SOHAB	R-4-363	Washer for end of cam shaft (per doz., .50).....each	.05
TOHAB			
ZOHAB		Screw for end of cam shaft (per doz., .50).....each	.05
BUHAB			
CUHAB	2807	Cam shaft gear with spur gear for cam shaft (iron).....	14.00
DUHAB	2808		
FUHAB	4611		
KUHAB	2807	Fibre cam shaft gear with commutator gear (Fibre 3/4" wide).....	14.00
LUHAB		Hess-Bright bearing (No. 208) on cam shaft.....	7.50
MUHAB			
PUHAB			
RUHAB	2810	Set screw for cam shaft (per doz., .50).....each	.05
SUHAB			
TUHAB		1 1/4" No. 3 taper pin for cam shaft (per doz., .50).....each	.05
ZUHAB			

Be sure to put your name and motor number on parts returned and PREPAY CHARGES.

Read Instructions before ordering.
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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
The following parts were used on Model "H" cars on which the Governor was not used.			
BAKAB		Cam shaft	10.00
CAKAB		Bearing at front end of cam shaft.....	4.00
DAKAB	4548	Bushing in gear guard for cam shaft....	1.50
FAKAB	4546	Cam shaft gear with commutator gear (fibre 1" wide)	14.00
KAKAB	4553		
LAKAB	4544		
MAKAB	4547		
PAKAB			
RAKAB			
SAKAB			
TAKAB			
ZAKAB			
CYLINDER, WATER JACKET AND VALVE CHAMBER.			
Cylinders, water jackets and valve chambers can be furnished assembled only, owing to the necessity of special machinery in assembling. In case of breakage of any of these parts, upon the return of the complete assembly, charges prepaid, we will make the necessary repairs and charge only for the parts used.			
BEKAB		Cylinder, water jacket and valve chamber assembled	\$ 25.00
CEKAB		Dowel for valve chamber (per doz., .25) .....	.05
DEKAB	H-1- 98	Valve chamber nipple	1.75
FEKAB	R-4- 18	Inlet valve assembled, comprising the three following items	2.00
KEKAB		Inlet valve and stem	1.50
LEKAB	R-4- 16	Inlet valve foot .....	.40
MEKAB	R-4-160	Inlet valve spring (per doz., 1.00) ..each	.10
PEKAB		Exhaust valve, assembled, comprising the three following items.....	2.00
REKAB		Exhaust valve, with stem	1.50
SEKAB	R-4- 16	Exhaust valve, foot .....	.40
TEKAB	R-4-160	Exhaust valve spring .....	.10
ZEKAB	R-4- 20	Air cock cap	1.00
BIKAB		Air relief cock, complete.....	.80
CIKAB	R-4- 19	Spark plug cap	1.00
DIKAB	R-4-377	Spark plug	1.00
FIKAB	R-4-467	Gasket for spark plug and air cock caps	.10
KIKAB		Adjustable valve rod complete including the two following items.....	1.25
LIKAB	R-4- 23	Adjustable valve rod only .....	.60
MIKAB	R-4- 24	Adjusting nut with screw for adjustable valve rod .....	.60
PIKAB		Cam slide block assembled with roll and pin (eight)	1.40
RIKAB			
SIKAB			
TIKAB			
ZIKAB			
BOKAB			
COKAB			
DOKAB			
FOKAB			
KOKAB			
LOKAB			
MOKAB			
POKAB			
ROKAB			
SOKAB			
TOKAB			
ZOKAB			
BUKAB			
CUKAB			
DUKAB			
FUKAB			
KUKAB			
LUKAB			
MUKAB	R-4-227	Piston and connecting rod assembled, including the eleven following items..	27.00
PUKAB		Piston assembled, including four following items	16.00
RUKAB	R-4- 7	Piston with three rings.....	12.00
SUKAB		Piston rings	1.00
TUKAB		Piston pin and plug	3.00
ZUKAB		Piston pin bushing	1.00

Order Parts by serial part number and name in full.
Give number of motor.

Read Instructions before ordering.
The telegraph code key-word for this book is HARMONY.

CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BALAB		Connecting rod assembled with cap, oil tube, crank end bearings, and piston pin bushing	12.00
CALAB			
DALAB			
FALAB	R-4- 8	Connecting rod bushing, crank end, with dowel	2.00
KALAB			
LALAB	R-4-362	Oil tube for connecting cap.....	.20
MALAB	R-4-297	Connecting rod cap hinge pin (per doz., .50) .....	.05
PALAB		Cap screw for connecting rod.....	.40
RALAB	H-1-243	Columbia lock nut for connecting rod (per doz., .50).....each	.05
SALAB	H-1-439		
TALAB			
ZALAB			
BELAB			
CELAB			
DELAB			
FELAB			
KELAB			
LELAB			
MELAB			
PELAB	R-4-548	Governor complete, complete, assembled	\$ 80.00
RELAB	R-4-547	Governor complete, including forty-five following parts	70.00
SELAB		Governor body or housing, inner half ..	12.00
TELAB	R-4-593	Governor body or housing, outer half..	10.00
ZELAB	R-4-631	Body with fibre ring and contact points	4.00
BILAB		Cap for governor housing.....	.60
CILAB	R-4-556	Coil spring for top of governor shaft (per doz., .50) .....	.05
DILAB		Commutator shaft, vertical (with key-way)	3.00
FILAB	R-4-641	Sleeve for governor shaft, upper.....	.60
KILAB	R-4-643	Pin for governor shaft sleeve (two)....	.10
LILAB	R-4-642	Sleeve for governor shaft, lower.....	1.60
MILAB	R-4-647	Key for governor sleeve (two) (per doz., .50) .....	.05
PILAB		Shoe for governor sleeve (four) (per doz., 1.00) .....	.10
RILAB	R-4-649	Pin for governor (per doz., .25).....each	.05
SILAB		Yoke for governor, short	3.00
TILAB	R-4-648	Yoke for governor, long	3.00
ZILAB	R-4-450	Pin for governor yokes (four) (per doz., .25) .....	.05
BOLAB	R-4-451	Trunnion for governor .....	.75
COLAB	R-4-652	Trunnion pin for governor.....	.15
DOLAB		Spring for governor .....	.15
FOLAB	R-4-542	Link for governor .....	.60
KOLAB	R-4-597	Ring for centrifugal governor.....	1.00
LOLAB	R-4-594	Yoke for centrifugal governor ring....	.25
MOLAB	R-4-595	Screw bushing for governor shaft.....	2.40
POLAB	R-4-543	Lock nut for screw bushing.....	.70
ROLAB	R-4-596	Cover for commutator gears.....	5.00
SOLAB	R-4-598	Commutator shaft gear.....	1.60
TOLAB	R-4-610	Commutator shaft nut .....	.10
ZOLAB	R-4-552	Spur gear for commutator stud.....	1.60
BULAB	R-4-554	Mitre gear for commutator stud.....	2.00
CULAB	R-4-702	Stud for commutator gears.....	.40
DULAB	R-4-551	Nut for commutator gear stud.....	.10
FULAB	R-4-555	Washer for commutator gear stud (per doz., .25) .....	.05
KULAB	R-4-612	Commutator gear key .....	.05
LULAB	R-4-705	Bushing for commutator cover.....	.80
MULAB	R-4-347	Washer for 1/2" stud (per doz., .25) each	.05
PULAB		Lock nut for ball race.....	.50
RULAB	R-4-651		
SULAB	R-4-613		
TULAB	R-4-345		
ZULAB	R-4-599		

GOVERNOR AND COMMUTATOR.

Be sure to put your name and motor number on parts returned and PREPAY CHARGES.

Read Instructions before ordering.
The telegraph code key-word for this book is HARMONY.

CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BAMAB	R-4-611	Lock washer for ball race (per doz., .50)	
CAMAB		..... each	.05
DAMAB	R-4-609	Knife combination ball bearing at top of	
FAMAB		governor (two) .....	.35
KAMAB		The following parts were used on	
LAMAB		cars on which the Governor was not	
MAMAB		used.	
PAMAB	R-4-632	Spacer for commutator	\$ 0.15
RAMAB	R-4-553	Bearing for commutator	1.20
SAMAB	R-4-609	Knife bearings for commutator (two)	
TAMAB		..... each	.35
ZAMAB	R-4-631	Spring for top of commutator shaft (per	
BEMAB		doz., .50) .....	.05
CEMAB	4549	Commutator shaft, vertical (late type)..	1.00
DEMAB	R-4-554	Commutator shaft gear	2.25
FEMAB	R-4-599	Lock nut for ball race .....	.55
KEMAB	2843	Inside ball race for bearing at bottom of	
LEMAB		commutator shaft .....	.25
MEMAB	2844	Adjusting cone for bearing at bottom of	
PEMAB		commutator shaft .....	.25
REMAB	2845	Stationary cone for bearing at bottom of	
SEMAB		commutator shaft .....	.20
TEMAB		Balls for bearing at bottom of com-	
ZEMAB		mutator shaft .....	.01
BIMAB	R-4-598	Screw bushing for vertical commutator	
CIMAB		shaft	2.40
DIMAB	R-4-610	Lock nut for screw bushing .....	.70
FIMAB	4545	Aluminum support for commutator....	2.40
KIMAB	R-4-552	Cover for commutator gear	3.50
LIMAB	R-4-689	Cap screw for attaching aluminum sup-	
MIMAB		port to commutator gear cover.....	.15
PIMAB	R-4-706	Nut for cap screw (per doz., .50)...each	.05
RIMAB	4560	{ Gear guard, upper and lower, assembled	12.00
SIMAB	4559		
TIMAB	2786	Oil tube for gear guard at cam shaft...	.10
ZIMAB	4612	45° elbow for oil tube .....	.20
BOMAB		Oil tube for gear guard at crank shaft..	.15
COMAB	4613	90° elbow for oil tube .....	.20
DOMAB	2790	Connection for oil tube and grease cup.	.10
FOMAB		Empress grease cup for gear guard	
KOMAB		(two) .....	.35
LOMAB	H-1613	Cap screw, short, for holding halves of	
MOMAB		gear guard (three) (per doz., .50)	
POMAB		..... each	.05
ROMAB	H-1713	Nut for cap screw (per doz., 1.00).....	.10
SOMAB	4555	Cap screw, long, for holding halves of	
TOMAB		gear guard (two) (per doz., .50) each	.05
ZOMAB	R-4-703	Nut for cap screw (per doz., .50).....each	.05
BUMAB	H-1601	Cap screw, short, next to engine base	
CUMAB		(per doz., 1.00) .....	.10
DUMAB	H-1713	Nut for cap screw .....	.15
FUMAB	4589	Cap screw for attaching gear guard to	
KUMAB		engine base (per doz., 1.00).....each	.10
LUMAB		Four point bearing complete, for lower	
MUMAB		end of governor shaft, comprising the	
PUMAB		three following items .....	.60
RUMAB	R-4-606	Inside ring for four point bearing of	
SUMAB		governor shaft .....	.35
TUMAB	R-4-607	Outside upper ring for four point bear-	
ZUMAB		ing of governor shaft .....	.35

Order Parts by serial part number and name in full.

Give number of motor.

Read Instructions before ordering.

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BAPAB	R-4-608	Outside lower ring for four point bear-	
CAPAB		ing of governor shaft .....	.25
DAPAB	R-4-653	Shaft for governor arm, upper (short)..	.25
FAPAB	R-4-654	Shaft for governor arm, lower (long)..	.20
KAPAB	R-4-442	Governor arm, upper, (short) for con-	
LAPAB		trolling throttle .....	.55
MAPAB	R-4-441	Governor arm, lower (long) for control-	
PAPAB		ling governor .....	.70
RAPAB	R-4-443	Governor lever for bottom of governor	
SAPAB		vertical shaft .....	.85
TAPAB	R-4-659	End connection for upper throttle rod	
ZAPAB		on upper governor arm .....	.30
BEPAB	R-4-640	Nut for end connection for upper	
CEPAB		throttle rod (per doz., .25).....each	.05
DEPAB	R-4-665	End connection for lower throttle rod	
FEPAB		on governor arm, lower .....	.25
KEPAB	R-4-603	Lower throttle rod from governor arm,	
LEPAB		long, to bottom of vertical spark shaft	.55
MEPAB	R-4-602	Upper throttle rod from governor arm,	
PEPAB		short, to carburetor .....	.55
REPAB	R-4-662	Connection for commutator rod at com-	
SEPAB		mutator .....	.30
TEPAB	R-4-663	Screw for commutator rod connection	
ZEPAB		(per doz., .25) .....	.05
BIPAB	R-4-664	End connection for commutator rod at	
CIPAB		commutator .....	.15
DIPAB	R-4-640	Nut for commutator rod end connection	
FIPAB		(per doz., .25).....each	.05
KIPAB	R-4-604	Commutator rod from commutator to	
LIPAB		top of vertical spark shaft .....	.55
MIPAB		Commutator complete	10.00
PIPAB		Commutator body only	3.00
RIPAB		Bronze center, for commutator, as-	
SIPAB		sembled with arm and roller	4.00
TIPAB		Bronze arm with roller for commutator.	1.00
ZIPAB		Roller for arm for commutator .....	.30
BOPAB		Spring for commutator bronze arm (per	
COPAB		doz., .50) .....	.05
DOPAB			
FOPAB			
KOPAB			
LOPAB			
MOPAB			
POPAB	R-4-585	Carburetor and connections complete...\$	38.00
ROPAB		Mixer intake connection from top of	
SOPAB		mixer to valve chamber	6.00
TOPAB		Bolt and nut for mixer intake connection	
ZOPAB		(per doz., .50) .....	.05
BUPAB	E- 1	Carburetor, complete	24.00
CUPAB	E-C- 2	Float chamber body	8.00
DUPAB	E- 4-A	Mixer chamber body	7.00
FUPAB	E- 6-A	Long needle bushing nut .....	.12
KUPAB	E- 7-A	Auxiliary air valve seat .....	.80
LUPAB	E- 8-A	Auxiliary air valve disc .....	.32
MUPAB		Auxiliary air valve spring (per doz., .50)	
PUPAB	E- 9-A	..... each	.05
RUPAB	E- 10-A	Auxiliary air valve guide screw .....	.40
SUPAB		Auxiliary air valve spring adjusting	
TUPAB	E- 11	screw .....	.40
ZUPAB		Auxiliary air valve adjusting screw lock	
		nut .....	.12

CARBURETOR AND CONNECTIONS.

Be sure to put your name and motor number on parts returned and PREPAY CHARGES.

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BARAB	E- 12-A	Auxiliary air valve disc bushing.....	.08
CARAB	E- 13-A	Auxiliary air valve guide screw lock nut	.12
DARAB	E-C-14	Throttle rod .....	.24
FARAB	E-C-15	Throttle plate	1.00
KARAB	E- 16	Throttle rod screw (per doz., .50)....each	.05
LARAB	E-C-17	Throttle lever .....	.25
MARAB	E- 18	Throttle rod pin .....	.18
PARAB	E- 19	Throttle lever stop screw (per doz., .50)	
RARAB		.....each	.05
SARAB	E- 20	Throttle lever stop screw nut.....	.08
TARAB	E- 21	Spray nozzle .....	.16
ZARAB	E- 24-A	Needle bushing .....	.24
BERAB	E- 22-A	Adjusting needle and pin for spray nozzle .....	.24
CERAB		.....each	.05
DERAB	E- 25	Needle packing nut .....	.08
FERAB	E- 26	Float chamber plug screw (per doz., .50)	
KERAB		.....each	.05
LERAB	E- 27	Float	1.00
MERAB	E- 39-A	Inlet elbow	1.00
PERAB	22-A	Primer lever .....	.24
RERAB	21-A	Primer .....	.24
SERAB	E- 29	Float lever .....	.32
TERAB	E- 30	Float lever pin (per doz., .25).....each	.05
ZERAB	E- 31-A	Float lever tube (per doz., .25).....each	.05
BIRAB	E- 32	Gasoline inlet needle guide cap .....	.20
CIRAB	X-C-981	Gasoline inlet needle weight lock nut..	.08
DIRAB		Gasoline inlet needle weight.....	.20
FIRAB	X-C-980	Gasoline inlet needle .....	.50
KIRAB	E- 36	Gasoline inlet bushing .....	.20
LIRAB	E- 37	Gasoline inlet bushing packing nut.....	.20
MIRAB	E- 38	Body screws for carburetor.....each	.12
PIRAB	E- 41	Gasoline inlet needle guide cap top.....	.40
RIRAB	R-4-466	Gasket for mixer (per doz., .50).....each	.05
SIRAB	R-4-480	Mixer connection tee	1.00
TIRAB		Mixer connection tee bolt and nut.....	.15
ZIRAB	R-4-492	Mixer brass air tube, with two union nuts, from heater pipe to bottom of mixer	2.40
BORAB		Gasoline feed pipe with two union nuts.	1.00
CORAB		Aluminum heater pipe with set screw and nut	3.00
DORAB	R-4-373	Throttle rod, upper .....	.55
KORAB	R-4-602	Throttle rod collar .....	.35
LORAB	R-4-639	Clamp screw for throttle rod collar (per doz., .25) .....	.05
MORAB	R-4-634	Throttle rod spring (per doz., 1.00).....each	.10
PORAB	R-4-646	Collar and pin for mixer trunnion (per doz., .25) .....	.05
RORAB	R-4-494	Mixer trunnion .....	.15
SORAB	R-4-496	Priming Rod.	
TORAB	R-4-495	Priming rod with handle and end.....\$	.50
ZORAB		Priming rod only .....	.20
BURAB	H-1436	Priming rod handle .....	.15
CURAB	H-1435	Priming rod end or lever .....	.10
DURAB	H-1437	Priming rod wire .....	.10
FURAB	H-1439	Priming rod bracket .....	.30
KURAB	H-1427	Spring for priming rod .....	.05
LURAB	H-1440	Screws and nuts for bracket, 1/4"x20 (per doz., .25) .....	.05
MURAB			
PURAB			
RURAB			
SURAB			
TURAB			
ZURAB			

Order Parts by serial part number and name in full.

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BASAB		Accelerator.	
CASAB		Accelerator complete including the five following parts	\$ 3.00
DASAB		Accelerator pedal	2.00
FASAB	H- 882	Accelerator pedal bracket .....	.25
KASAB	H- 859	Accelerator pedal bracket attaching nuts and bolts (two) (per doz., .50).....each	.05
LASAB	H-1624	Pin for accelerator pedal, bracket and cotter pins .....	.05
MASAB		Accelerator rod, complete, including the eight following parts	1.10
PASAB	H- 856	Accelerator rod only .....	.55
RASAB		Accelerator rod yoke .....	.20
SASAB		Accelerator rod collar .....	.35
TASAB		Clamping screw for collar (per doz., .50) .....	.05
ZASAB	R-4-605	Spring for accelerator rod.....	.10
BESAB	H- 860	Support for accelerator rod.....	.30
CESAB	R-4-638	Accelerator rod yoke nut (per doz., .50) .....	.05
DESAB	R-4-634	Pin for accelerator rod yoke.....	.05
FESAB			
KESAB	R-4-645		
LESAB	R-4-658		
MESAB			
PESAB			
RESAB	H- 857		
SESAB			
TESAB			
ZESAB			
BISAB		PUMP.	
CISAB		Pump complete, comprising the twenty following items	\$ 20.00
DISAB	R-5-119	Pump body	6.00
FISAB	R-4-334	Screw for pump body .....	.10
KISAB	R-4-485	Pump driving shaft .....	.60
LISAB	R-4-349	Key for pump driving shaft (two) (per doz., .50) .....	.05
MISAB		Inside driving gear for water pump....	3.00
PISAB	R-4-482	Bushing for pump shaft.....	.40
RISAB	R-4-488	Gland for water pump.....	.24
SISAB	R-4-489	Bushing for pump gland.....	.55
TISAB	R-4-486	Outside driving gear for water pump....	1.60
ZISAB	R-5- 39	Shaft for pump driven gear.....	.24
BOSAB	R-4-484	Inside driven gear for pump.....	3.00
COSAB	R-4-483	Pump cover	6.00
DOSAB	R-5-120	Bushing for pump driven gear.....	.40
FOSAB	R-4-487	3/8"x16 hex. nuts for pump cover (two) (per doz., .50) .....	.05
KOSAB	R-4-372	Stud for attaching pump (two).....each	.10
LOSAB		Cover for pump gear	2.50
MOSAB	R-4-674	Bolt and nut for attaching pump gear cover (two) .....	.10
POSAB	R-4-549	Grease cup for pump .....	.60
ROSAB		Spring for grease cup (per doz., .50) .....	.05
SOSAB		Check ball for grease cup.....	.03
TOSAB	R-4-382	Connection from pump to engine.....	.55
ZOSAB	R-4-381	Connection from pump to radiator.....	.55
BUSAB		Water tube for cylinder outlet on top of cylinder with three tees and elbow..	3.00
CUSAB	R-4-380	Water tube for cylinder inlet at bottom of cylinder with three tees and elbow	3.00
DUSAB	R-4-562	Nipples for cylinder inlet and outlet pipes (eight) .....	.40
FUSAB	R-4-561	Union nuts for cylinder inlet and outlet pipes	1.00
KUSAB			
LUSAB			
MUSAB			
PUSAB			
RUSAB	R-5-117		
SUSAB			
TUSAB	R-5-116		
ZUSAB			

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD		LUBRICATOR.	
BATAB		Lubricator assembled complete.....	\$ 30.00
CATAB	H- 50	Lubricator body	12.00
DATAB		Lubricator cover complete assembled, comprising the twenty-six following parts	16.00
KATAB	H- 51	Lubricator cover with long and short shaft bushings and filler bushing....	5.00
LATAB	R-4-338	Lubricator cover screws and nuts for attaching cover to body (six) (per doz., .25) .....	.05
PATAB	H-1618	Lubricator cover screws and nuts for attaching cover to pump cylinder body (four) (per doz., .25).....	.05
RATAB	H- 57	Pump cylinder for lubricator.....	1.00
SATAB	H- 58	Elbow for lubricator pump cylinder....	.40
TATAB	H- 60	Tube for lubricator pump cylinder elbow	.10
ZATAB	H- 74	Plunger for lubricator pump cylinder..	.10
BETAB		Plunger spring for lubricator pump cylinder .....	.10
CETAB	H- 61	Cam follower for lubricator pump cylin- der plunger .....	.20
DETAB	H-1210	1/4" steel ball for lubricator.....	.01
FETAB	H- 63	Stop screw for lubricator cover.....	.40
KETAB	H- 76	Lock nut for lubricator cover stop screw	.10
LETAB	H- 64	Threaded bushing for stop screw for lubricator .....	.40
METAB	H- 69	Stop with button for lubricator cover...	.30
PETAB	H- 71	Pin for lubricator .....	.10
RETAB	H- 72	Spring for lubricator cover top (per doz., .25) .....	.05
SETAB	H- 62	Filler bushing for lubricator cover.....	.30
TETAB	H- 70	Shaft for lubricator .....	.60
ZETAB	H- 66	Lubricator cam shaft with cam.....	1.70
BITAB	H- 67	Bushing for lubricator shaft, short....	.40
CITAB	H- 68	Bushing for lubricator shaft, long.....	.50
DITAB	H- 52	Cam for lubricator shaft.....	.25
FITAB	H- 54	Rocker arm for lubricator.....	1.40
KITAB	H- 55	Bushing for lubricator rocker arm.....	.40
LITAB	H- 56	Clutch washer for lubricator rocker arm.	.15
MITAB	H- 56	Clutch body for lubricator rocker arm..	3.00
PITAB	H- 65	Rollers for clutch body for lubricator rocker arm (twelve) (per doz., .25) .....each	.05
RITAB	H- 69	Push-button for lubricator .....	.30
SITAB	H- 74	Springs for clutch body for lubricator rocker arm (six) .....	.10
TITAB		Stand pipe for lubricator, complete....	2.00
ZITAB	H- 84	Body for lubricator stand pipe	1.10
BOTAB	H- 86	Cap for lubricator stand pipe.....	.50
COTAB	H- 79	Plug for lubricator stand pipe.....	.25
DOTAB	H- 81	Gasket for lubricator stand pipe (two) (per doz., .50) .....	.05
FOTAB	H- 78	Nut for lubricator stand pipe.....	.20
KOTAB	H- 82	Glass for lubricator stand pipe.....	.25
LOTAB	H- 83	Washer for lubricator stand pipe glass (two) (per doz., .25) .....	.05
MOTAB	H- 85	Gauze for lubricator stand pipe.....	.30
POTAB	H- 87	Collars for lubricator stand pipe gauze.	.25
ROTAB	H- 71	Stop for lubricator15

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BAZAB	H- 73	Spring for lubricator clutch body.....	.05
CAZAB	H- 75	Ball for lubricator .....	.05
DAZAB	H- 53	Valve stem arm for attaching lubricator rocker arm to valve rod.....	.80
FAZAB	H- 59	Cap for attaching lubricator.....	.50
KAZAB		Bolts and nuts for attaching lubricator cap (two) .....	.10
LAZAB	R-4-326	Set screw and check nut for lubricator attaching cap .....	.15
MAZAB		Lubricator pipe to engine base with union nuts .....	.60
PAZAB		Lubricator pipe to sight feed gauge with union nuts .....	.60
RAZAB			
SAZAB			
TAZAB			
ZAZAB			
BEZAB			
CEZAB			
DEZAB			
FEZAB			
KEZAB			
LEZAB	H- 484	Lubricator Sight Feed on Dash.	
MEZAB	H- 485	Sight feed on dash, complete	\$ 3.60
PEZAB	H- 489	Body for sight feed on dash.....	1.25
REZAB	H- 490	Top for sight feed body.....	.60
SEZAB	H- 492	Bottom plug for sight feed body.....	.15
TEZAB	H- 493	Top plug for sight feed.....	.10
ZEZAB	H- 491	Glass for sight feed.....	.30
BIZAB	H- 494	Nozzle for sight feed.....	.10
CIZAB	H- 486	Cork washers for sight feed.....each	.05
DIZAB	H- 487	Lead washers for sight feed.....each	.05
FIZAB	H- 488	Bronze flanges for sight feed (two).each	.10
KIZAB	H-1209	Nut for attaching sight feed (two).each	.15
LIZAB	H-1210	Elbow for sight feed .....	.30
MIZAB	H-1204	Springs for sight feed elbow.....each	.15
PIZAB	H-1208	1/4" balls for sight feed elbow.....each	.01
RIZAB	H-1206	Check nut for sight feed elbow.....	.20
SIZAB		Plug for sight feed check valve.....	.10
TIZAB		Cup end for sight feed check valve.....	.20
ZIZAB			
BOZAB			
COZAB			
DOZAB			
FOZAB			
KOZAB			
LOZAB			
MOZAB			
POZAB			
ROZAB			
SOZAB			
TOZAB			
ZOZAB			
BUZAB			
CUZAB			
DUZAB			
FUZAB			
KUZAB			
LUZAB			
MUZAB			
PUZAB			
RUZAB			
SUZAB			
TUZAB			
ZUZAB			

TRANSMISSION.

Transmission complete, including groups a, b, c, d and e.....	\$ 250.00
Intermediate friction drum with inter- mediate gear and intermediate friction drum bushing	15.00
Low speed friction drum with low speed friction drum bushing, low speed member and gear case bushing.....	18.00
(a) Gear Case.	
Gear case, assembled with pins, gears and bushings, comprising the five following items	88.00
Gear case with six pins	18.00
Intermediate gears with bushings, in- cluding the two following items per set	50.00
Change speed assembly of two 30-tooth gears, one 42-tooth gear with bush- ing and six pins (three set used) per set	12.00

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BABED	R-5- 61	Reversing gear with bushing (three used)	each 4.00
CABED			
DABED	R-4- 48	Internal gear with bushings.....	18.00
FABED	R-4-367	Gear case cover with bushing, oil tube and plug	15.00
KABED			
LABED	R-4-681	Gear case cover screws (eighteen) (per doz., .50)	each .05
MABED			
PABED	R-5-107	Thrust washer for internal gear (smooth steel washer with small hole).....	.80
RABED			
SABED	R-5-108	Thrust washer for internal gear (steel with oil grooves) .....	.40
TABED			
ZABED	R-5-109	Thrust washer for internal gear (thin bronze washer) (two).....each	.30
BEDED		Pins for gear case .....	.20
CEDED			
DEDED			
FEDED			
KEDED			
LEBED	R-4- 54	Gear case cover bushing.....\$	2.00
MEBED	R-4-155	Intermediate gear bushing, rear.....	1.00
PEBED	R-4-156	Intermediate gear bushing, front.....	1.00
REBED	R-5- 53	Intermediate speed gear bushing.....	2.00
SEBED	R-4- 55	Low speed gear bushing	2.00
TEBED	R-5- 56	Change speed gear bushings (three)	each 1.00
ZEBED			
BIBED	R-5- 57	Reverse gear bushings (three).....each	.80
CIBED	R-4- 52	Gear case bushing	1.50
DIBED			
FIBED			
KIBED			
LIBED			
MIBED			
PIBED	R-4-510	Friction disc, complete, including the three following items.....	14.00
RIBED		Disc, only	4.00
SIBED	R-5-151	High speed clutch disc.....	12.00
TIBED	R-4-475	Thrust washer for high speed disc.	1.20
ZIBED	R-4-511	Spring for high speed clutch.....	.15
BOBED		Friction disc plates with leathers and rivets, four always sent (per set of four)	8.00
COBED			
DOBED	R-4-207	Leathers and rivets (16 to set).....each	.20
FOBED	R-4-416	Screws for friction disc plates.....each	.10
KOBED			
LOBED			
MOBED			
POBED			
ROBED			
SOBED	R-4- 72	High speed clutch, complete, comprising the eight following items.....	10.00
TOBED		Clutch rings for high speed clutch (two)	each 2.50
ZOBED	R-4-198	3/4" balls for high speed clutch rings (10 in each)	each .10
BUBED			
CUBED	R-4-180	Adjusting nut for high speed clutch....	2.00
DUBED	R-5-179	Adjusting collar for high speed clutch..	3.00
FUBED	R-5-185	Locks for set screws for high speed adjusting collar (four)	each .10
KUBED			
LUBED	R-5-181	Long screws for high speed adjusting nut (two)	each .40
MUBED			
PUBED	R-5-182	Short screws for high speed adjusting nut (two)	each .40
RUBED			
SUBED		Grease cup for high speed clutch rings	each .35
TUBED			
ZUBED			

(b) Friction Disc.

(c) High Speed Clutch.

CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
		(d) Main Clutch.	
BAFED		Main clutch, complete, includes seven following items	18.00
CAFED			
DAFED	R-4- 75	Adjusting nut for main clutch.....	1.60
FAFED	R-5-154	Adjusting sleeve for main clutch.....	6.00
KAFED	R-4-152	Thrust washer	1.00
LAFED	R-4-149	Thrust washer for main clutch, 3/8"....	2.00
MAFED	R-4-150	3/16" thrust washer for main clutch....	2.00
PAFED	R-4- 71	Clutch rings for main clutch (two) each	2.50
RAFED	R-4-198	3/4" balls for main clutch rings (10 in each)	each .15
SAFED			
TAFED		Grease cup for main clutch rings..each	.35
ZAFED			
BEFED		Main clutch inner and outer disc assembled with springs and cups.....	40.00
CEFED	R-4- 70	Main clutch outer disc with leathers and rivets	18.00
DEFED			
FEFED	R-4- 69	Main clutch inner disc with leathers and rivets	18.00
KEFED			
LEFED	R-4-207	Leathers for main clutch discs.....each	.30
MEFED	R-4-317	Rivets for main clutch discs.....	per set of 96 .40
PEFED			
REFED	R-4-174	Springs for main clutch discs (eight)	each .15
SEFED			
TEFED	R-4-178	Spring cups for main clutch discs (sixteen)	each .15
ZEFED			
BIFED	R-5- 71	Nut for main clutch driver.....	1.50
CIFED	2825	Screws for main clutch nut (two) (per doz., .25)	each .05
DIFED			
FIFED	2824	Keys for main clutch nut (two) (per doz., 1.00)	each .10
KIFED			
LIFED	H- 556	Dog for main clutch release, right.....	2.00
MIFED	H- 557	Dog for main clutch release, left.....	2.00
PIFED	H- 558	Toggle for main clutch	3.00
RIFED			
SIFED			
TIFED			
ZIFED			
BOFED		(e) Transmission Shaft.	
COFED	R-5- 66	Transmission shaft, complete, including the eight following items.....	30.00
DOFED	R-5- 58	Transmission shaft	12.00
FOFED	R-4-298	Driving gear on transmission shaft....	4.00
KOFED		Pin for driving gear (per doz., 1.00)	each .10
LOFED	R-5- 74	Driver for high speed clutch.....	7.50
MOFED	R-5- 73	Driver for main clutch.....	6.50
POFED	R-5-235	Keys for transmission shaft (two) each	.15
ROFED	R-4-700	5/8" check nut for transmission shaft (two) (per doz., .50) .....	.05
SOFED		Pin for main clutch driver (per doz., .50) .....	.05
TOFED			
ZOFED			
BUFED			
CUFED			
DUFED			
FUFED			
KUFED			
LUFED	R-4- 90	Transmission Girder.	
MUFED	R-4- 89	Transmission girder assembled, including the ten following items.....\$	14.00
PUFED	R-4-326	Girder only with end cap and studs....	10.00
RUFED		End cap for transmission girder.....	1.20
SUFED	R-4-373	Set screw for end cap of transmission girder .....	.15
TUFED		5/16" hex. nut for set screw (per doz., .50)	each .05
ZUFED			

(e) Transmission Shaft.

Transmission Girder.

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BAHED	R-4- 91	Center cap for transmission girder....	3.00
CAHED	R-4-333	Cap screws for transmission girder center cap (two).....each	.15
DAHED		Washers for transmission girder center cap (two).....each	.05
FAHED		Studs for transmission girder (two)....	.15
LAHED	R-4-272	Hex. nuts for transmission girder studs (two) (per doz., .50).....each	.05
MAHED	R-4-368	1/2" Columbia lock nuts for transmission girder (two) (per doz., .50).....each	.05
PAHED	R-4-197	Hess-Bright bearing (No. 212) for transmission girder	14.50
SAHED			
TAHED			
ZAHED			
BEHED			
CEHED			
DEHED			
FEHED			
KEHED			
LEHED			
MEHED			
PEHED			
REHED			
SEHED	R-4-264	Fibres with rivets for reverse brake band .....	.15
TEHED	R-4-263	Leathers with rivets for reverse brake band .....	.15
ZEHED	R-4-100	Upper clip for reverse transmission brake band	1.20
BIHED	R-4-101	Lower clip for reverse transmission brake band .....	.60
CIHED		Lever with roll for reverse brake band.	1.80
DIHED	R-4- 97	Lever only for reverse brake band.....	2.00
FIHED		Pin for reverse brake band lever.....	.05
KIHED		Slow speed transmission brake band with leathers, fibres, rivets and clips.....	6.00
LIHED	R-4-264	Fibres with rivets for slow speed brake band .....	.15
MIHED	R-4-263	Leathers with rivets for slow speed brake .....	.15
PIHED	R-4-100	Upper clip for slow speed brake band..	1.20
RIHED	R-4-101	Lower clip for slow speed brake band.	.60
SIHED		Lever with roll for slow speed brake band	1.80
TIHED	R-4- 97	Lever only with slow speed brake band.	2.00
ZIHED		Pin for slow speed brake band lever...	.05
BOHED		Intermediate transmission brake band with leathers, fibres, rivets and clips	6.00
COHED	R-4-264	Fibres with rivets for intermediate brake band .....	.15
DOHED	R-4-263	Leathers with rivets for intermediate band .....	.15
FOHED	R-4-100	Upper clip for intermediate brake band	1.20
KOHED	R-4-101	Lower clip for intermediate brake band	.60
LOHED		Lever with roll for intermediate brake band	1.80
MOHED	R-4- 97	Lever, only for intermediate brake band	2.00
POHED		Pin for intermediate brake band lever..	.05
ROHED	R-4-258	Transmission brake band plate.....	1.40
SOHED	R-4- 42	Rolls for brake band levers.....each	.50
TOHED	R-4- 99	Bell cranks for adjusting brake bands (three)	1.40
ZUHED			

Transmission Brake Bands.

Order Parts by serial part number and name in full.
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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BAKED	R-4-329	Set screw and lock nut for bell crank...	.15
CAKED	R-4-260	Separator for bell cranks, large, 2 1/8" long .....	.15
DAKED	R-4-261	Separator for bell cranks, medium, 1 1/4" long .....	.15
FAKED	R-4-262	Separator for bell cranks, small, 3/8" long .....	.10
LAKED	R-4-175	Shaft for bell cranks.....	.25
MAKED	R-4- 84	Eyebolt for adjusting brake band (three)	1.20
PAKED		Pin and cotter for brake band adjusting eyebolt (per doz., .50).....each	.05
RAKED		Nut and lock nut for brake band adjusting eyebolt (per doz., .50).....each	.10
SAKED		Washer for brake band adjusting eyebolt (per doz., .50) .....	.05
TAKED	R-4-255	Spring for adjusting brake band.....	.10
ZAKED	R-4- 98	High speed clutch bell crank.....	2.40
BEKED	R-4- 42	Roll for high speed bell crank.....	.50
CEKED	R-4-300	Pin for high speed bell crank roll.....	.30
DEKED	R-4- 85	High speed pull rod	1.40
FEKED		Pin and cotter for high speed pull rod (per doz., .50) .....	.05
KEKED		Spring for high speed pull rod .....	.20
LEKED		High speed hold back rod with adjustable yoke, pin and cotter.....	.60
MEKED	R-4- 86	High speed hold back rod only.....	1.20
PEKED	R-4- 87	Adjustable yoke with pin and cotter for high speed hold back rod.....	1.20
REKED			
SEKED			
TEKED			
ZEKED			
BIKED			
CIKED			
DIKED			
FIKED			
KIKED			
LIKED			
MIKED			
PIKED	H- 716	Header for muffler exhaust pipe.....\$	2.00
RIKED	H-1603	Bolt and nut for muffler exhaust pipe header, 3/8"x2 1/8" .....	.15
SIKED	H-1604	Bolt and nut for muffler exhaust pipe header, 3/8"x2 3/8" .....	.20
TIKED	H- 718	Exhaust pipe for muffler, front, from valve chamber to exhaust header....	.40
ZIKED	H- 719	Exhaust pipe to muffler, middle, from valve chamber to exhaust header....	.40
BOKED	H- 717	Exhaust pipe for muffler, rear, from valve chamber to exhaust header....	.80
COKED	H- 724	Exhaust pipe leading from exhaust header to left muffler.....	.60
DOKED	H- 715	Nozzle connecting exhaust pipe to muffler	1.40
FOKED	H-1610	Bolt and nut for exhaust pipe nozzle..	.05
KOKED		Plug for exhaust pipe nozzle.....	.05
LOKED	R-4-110	Exhaust connection, front, for connecting front exhaust pipe to valve chamber	1.20
MOKED	R-4-112	Exhaust connection, center, for connecting center exhaust pipe to valve chamber	1.60
POKED	R-4-481	Exhaust connection, rear, for connecting rear exhaust pipe to valve chamber	1.00
ROKED	R-4-463	Gasket for center exhaust connection (3 to a set).....	.16
SOKED	R-4-464	Gasket for front and rear exhaust connection (2 to a set).....	.16
TOKED			
ZUKED			

Muffler Connections.

Be sure to put your name and motor number on parts returned and PREPAY CHARGES.
Read Instructions before ordering.
The telegraph code key-word for this book is HARMONY.

CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
Starting Device.			
BALED		Starting crank, complete.....\$	4.00
CALED		Starting crank only.....	3.00
DALED	H- 406	Starting crank handle.....	.60
FALED	H- 407	Pin for starting crank handle.....	.20
KALED	H- 408	Shaft for starting crank.....	1.20
LALED	H- 405	Starting shaft box.....	1.20
MALED	H- 411	Bushing for starting crank.....	.40
PALED	H- 412	Bracket for starting crank.....	2.00
RALED	H- 414	Starting crank ratchet.....	1.75
SALED	H- 417	Spring for starting crank.....	.10
TALED	H- 416	Pad for starting crank shaft.....	.05
ZALED	H- 415		
BELED			
CELED			
DELED			
FELED			
KELED		Engine Shield.	
LELED	4516	Engine shield, complete (six pieces)...	25.00
MELED		Engine shield, large piece, front, for	
PELED	4517	under motor, with four fasteners....	7.00
RELED		Engine shield, large piece, rear, under	
SELED	4520	fly wheel with six fasteners.....	10.00
TELED		Engine shield, small piece, right side,	
ZELED	4521	front, with spring clamps.....	2.00
BILED		Engine shield, small piece, right side,	
CILED	4522	rear, with spring clamps.....	2.00
DILED		Engine shield, small piece, left side,	
FILED	4523	front, with spring clamps.....	2.00
KILED		Engine shield, small piece, left side,	
LILED		rear, with spring clamps.....	2.00
MILED	H-1376	Engine shield fastener, complete.....	1.00
PILED	H-1382	Engine shield bracket.....	.15
RILED	H-1378	Pin for engine shield bracket.....	.05
SILED	H-1380	Shell and yoke for engine shield fast-	
TILED	H-1375	ener.....	1.20
ZILED	H-1377	Spring for engine shield hook.....	.15
		Hook for engine shield fastener.....	.20
BOLED			
COLED			
DOLED			
FOLED			
KOLED			
LOLED	H-1379	Catch for engine shield hook.....	.10
MOLED	H-1381	Washer for engine shield hook.....	.10
POLED	H-1380	Shell for spring for engine shield hook	.80
ROLED	H-1378	Yoke for engine shield hook.....	.35
SOLED		Frame, complete, less springs, but in-	
TOLED		cluding all parts riveted to it.....\$	150.00
ZOLED	H- 101	Main side bar, right.....	20.00
BULED	H- 102	Main side bar, left.....	20.00
CULED	H- 103	Rear end cross member.....	8.00
DULED	H- 105	Cross member for front end of rear	
FULED		spring.....	4.00
KULED	H- 106	Cross member for front engine support	6.00
LULED	H- 107	Cross member for rear engine support.	6.00
MULED	H- 109	Reinforcement plate for rear engine's	
PULED		support, left.....	5.00
RULED	H- 124	Reinforcement plate for rear engine	
SULED		support, right.....	5.00
TULED	H- 122	Cross member for front end of frame..	8.00
ZULED	H- 121	Cross member for front end of strut rod	3.00

FRAME.

Order Parts by serial part number and name in full.

Give number of motor.

Read Instructions before ordering.

The telegraph code key-word for this book is HARMONY.

CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BAMED	H- 123	Rear end cross member at extreme end	
CAMED		of frame.....	4.00
DAMED	H- 117	Rear cross member reinforcement plate	
FAMED		for H-103, right or left.....	.75
KAMED	H- 113	Left front brace for rear spring cross	
LAMED		member (two).....each	.40
MAMED	H- 114	Right front brace for rear spring cross	
PAMED		member (two).....each	.40
RAMED	H- 115	Left rear brace for rear spring cross	
SAMED		member.....	.40
TAMED	H- 116	Right rear brace for rear spring cross	
ZAMED		member.....	.40
BEMED	H- 125	Frame cross brace (two).....each	.60
CEMED	H- 134	Front spring bracket for frame, right	
DEMED		or left.....	1.50
FEMED	H- 150	Rear spring front bracket, right.....	2.50
KEMED	H- 151	Rear spring front bracket, left.....	2.50
LEMED	H- 152	Front engine support bracket, right....	2.50
MEMED	H-1609	Front engine support bracket bolt and	
PEMED		nut.....	.10
REMED	H- 153	Front engine support bracket, left.....	2.50
SEMED	H- 154	Rear engine support bracket, right.....	2.00
TEMED	H- 155	Rear engine support bracket, left.....	2.00
ZEMED	H- 156	Spring hanger, rear, right.....	2.00
BIMED	H- 157	Spring hanger, rear, left.....	2.00
CIMED	H- 158	Frame front outrigger, right.....	2.00
DIMED	H- 159	Frame front outrigger, left.....	2.00
FIMED	H- 160	Bracket for foot pedal rocker shaft	
KIMED		(two).....each	1.00
LIMED	H-1250	Fender iron brackets, front (four), each	2.00
MIMED	4567	Bracket, rear, for rear fender iron (two)	.60
PIMED	4566	Bracket, front, for rear fender iron	
RIMED		(two).....	.60
SIMED	H- 290	Strut rod bracket.....	1.60
TIMED	4540	Tail lamp bracket.....	.60
ZIMED	H-1267	Side step, upper, right.....	1.40
BOMED	H-1267	Side step, upper, left.....	1.40
COMED	H-1129	Running board hanger.....	3.50
DOMED	H-1270	Step bracket, left.....	.20
FOMED	H-1271	Step bracket, right.....	.20
KOMED	H-1141	Bracket for lamp holders, right.....	2.00
LOMED	H-1142	Bracket for lamp holders, left.....	2.00
MOMED		Brass forked lamp holder, right.....	6.00
POMED		Brass forked lamp holder, left.....	6.00
ROMED			
SOMED			
TOMED		Springs.	
ZOMED	H- 670	Front spring, right.....\$	12.00
BUMED	H- 671	Front spring, left.....	12.00
CUMED	H- 681	Rubber buffer holder for front spring	.25
DUMED	H- 694	Rubber buffer for front spring.....	.70
FUMED	4019	Front spring clip.....	.40
KUMED	H-1709	Front spring clip nuts.....each	.05
LUMED	H- 688	Front outrigger bolt.....	.15
MUMED	H- 689	Nut for outrigger bolt.....	.20
PUMED	H- 691	Locating plate for front spring.....	.05
RUMED	H- 692	Front spring shackle.....	1.00
SUMED	H- 685	Pin for front spring shackle.....	.25
TUMED	H- 697	Washer for front spring shackle.....	.05
ZUMED		Oiler for spring shackle.....	.10

Be sure to put your name and motor number on parts returned and PREPAY CHARGES.

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BAPED	H- 695	Spring perch plate for front spring....	.15
CAPED	H- 696	Front spring perch block.....	.05
DAPED	H- 672	Rear spring, right, including top half..	18.00
FAPED	H- 673	Rear spring, left, including top half....	18.00
KAPED	H- 678	Rubber buffer holder for rear spring...	.25
LAPED	H- 694	Rubber buffer for rear spring.....	.70
MAPED	H- 682	Rear spring plate.....	.15
PAPED	H- 683	Rear spring clip.....	.40
RAPED	H-1709	Rear spring clip nuts.....each	.05
SAPED	H- 684	Clip for top half rear spring.....	.50
TAPED	H-1708	Nuts for rear spring top half clip.....	.05
ZAPED	H- 687	Bolt for rear spring hanger.....	.20
BEPEP	H- 690	Screw and lock nut $\frac{3}{8}$ " for rear spring hanger.....	.30
CEPEP		Screw and lock nut, $\frac{3}{4}$ " for rear spring hanger.....	.30
DEPEP	4501	Screw lock nut for rear spring hanger..	.15
FEPEP		Rear spring locating plate.....	.05
KEPEP	4500	Upper half, rear spring.....	6.00
LEPEP	H- 691		
MEPEP			
PEPEP			
REPEP			
SEPEP			
TEPEP			
ZEPED			

GASOLINE SYSTEM.

BIPED		Gasoline and emergency tank, complete..	36.00
CIPED		Gasoline storage tank complete comprising the seven following parts.....	22.00
DIPED		Filler for gasoline storage tank.....	.40
FIPEP	H- 447	Filler cap for gasoline storage tank....	.40
KIPED	H- 448	Settling chamber for gasoline storage tank.....	1.00
LIPED	H- 421	Drain plug for gasoline storage tank settling chamber.....	.05
MIPEP		Bracket for three way valve on gasoline storage tank.....	.75
PIPED	H-1411	Bolt and nut for gasoline tank three way valve bracket.....	.05
RIPEP		Feed connection on gasoline storage tank.....	.35
SIPED		Gasoline emergency tank, complete, comprising the four following parts.....	8.00
TIPEP	H- 447	Filler for gasoline emergency tank....	.40
UIPEP	H- 448	Filler cap for gasoline emergency tank..	.40
VOPEP	H- 420	Drip connection for gasoline emergency tank.....	.40
WOPED		Plug for gasoline emergency tank drip connection.....	.05
XOPED	H- 433	Feed connection for gasoline emergency tank.....	.50
YOPED		Steel strap for gasoline tanks with clips, supports, studs and nuts.....each	1.50
ZOPED		Clip for gasoline tank steel straps.....	.75
UPED	H- 445	Stud for gasoline tank clips.....	.20
UPED	H- 438	Support for gasoline tanks.....	.25
UPED	H- 437	Leather spacer for gasoline tanks.....	.20
UPED	H- 422	Union nut for gasoline pipe.....	.40
UPED	H- 423	Washer for gasoline pipe union (per doz., .25).....each	.05
JPED		Gasoline feed pipe with union nuts....	1.00
JPED	H-1413	Gasoline transfer pipe with union nuts..	.50

Order Parts by serial part number and name in full.
Give number of motor.

Read Instructions before ordering.

The telegraph code key-word for this book is HARMONY.

CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BARED		Three way valve, complete, for gasoline tank, comprising the six following parts.....	4.00
CARED			
DARED			
FARED	H-1407	Body for three way valve on gasoline tank.....	.05
KARED		Thrust washer for gasoline tank valve..	.05
LARED	H-1418	Key for gasoline tank valve.....	1.00
MARED	H-1418	Body and key for three way valve on gasoline tank.....	2.00
PARED	H-1407	Cap for three way valve body on gasoline tank.....	1.50
RARED	H-1408	Gate for three way valve body on gasoline tank.....	.80
SARED		End screw for three way valve key (per doz., .25).....each	.05
TARED	H-1416	Thrust washer for three way valve key (per doz., .25).....each	.05
ZARED	H-1409	Gasket for strainer and settling chamber.....	.10
BERED		Stem with pin for gasoline tank three way valve.....	.25
CERED	H-1416	Thrust collar for gasoline tank three way valve.....	.10
DERED		Gland for gasoline tank three way valve.....	.15
FERED	H-1417	Lock nut for gasoline tank three way valve gland.....	.10
KERED		Shank for gasoline tank three way valve.....	.15
LERED	H-1419	Handle for gasoline tank three way valve shank.....	.30
MERED		Strainer barrel for strainer and settling chamber.....	.05
PERED	H-1401	Strainer cloth for strainer and settling chamber.....	.05
RERED		Strap for storage tank.....	.40
SERED	H-1402	Running tank connecting tube.....	.20
TERED		Gasket for gasoline tank valve barrel cup.....	.10
ZERED	H-1404	Gasket for gasoline tank valve barrel cup.....	.10
BIRED	H-1406		
CIRED			
DIRED	H-1403		
FIRED	H-1405		
KIRED			
LIRED	H-1420		
MIRED			
PIRED	H-1421		
RIRED			
SIRED	H- 436		
TIRED	H-1412		
ZIRED	H-1414		
BORED			
CORED	H-1415		
DORED			
FORED			
KORED			
LORED			
MORED			
PORED			
RORED			
SORED			
TORED			
ZORED			
BURED			
CURED			
DURED			
FURED			
KURED			
LURED			
MURED			
PURED			
RURED			
SURED			
TURED			
ZURED			

Be sure to put your name and motor number on parts returned and PREPAY CHARGES.

Read Instructions before ordering.

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CADILLAC MODEL H PRICE LIST OF PARTS

CODE
WORD

SPLITDORF SPARK COIL.

We will sell complete Spark Coils and parts at the prices quoted in this list, but we do not repair or replace broken parts gratis.

When they are to be repaired or replaced, you must take the matter up with the manufacturers, viz., C. F. Splitdorf, No. 17, Vandewater St., New York City.

When ordering Spark Coil parts, send sketch of part wanted.

Spark coil complete with switch.....	\$ 50.00
Splitdorf switch plug.....	.10
1907 Ratchet contact screw, platinum point.....	1.50
Bogert contact spring, platinum point..	1.00
Bogert hammer.....	.10
Insulating cap for secondary terminal..	.10
Vibrator stop.....	.05
Contact spring attaching screw.....	.05
Top nut for binding post, knurled.....	.05
Round knurled nut.....	.05
Hexagon nut for binding post.....	.05
Copper washer.....	.02
Cover hook.....	.06
Cover latch locking nut.....	.05
Spark coil section.....	5.00
Spark coil box.....	6.00
Unit base.....	1.50
Complete unit.....	10.00

Primary Wiring.

Commutator wires (four).....each	.50
Switch wire.....	.50
Ground wire.....	.50

Secondary Wiring.

No. 1 wire to cylinder No. 1.....	.25
No. 2 wire to cylinder No. 2.....	.25
No. 3 wire to cylinder No. 3.....	.25
No. 4 wire to cylinder No. 4.....	.25

Cylinders are numbered from front to rear.

Bushing for secondary wire.....	.30
Nut for bushing for secondary wire bushing.....	.15

WITHERBEE BATTERY PARTS.

We will sell Witherbee Batteries, and parts thereof, at prices quoted below, but we do not repair them nor replat broken parts gratis.

All claims must be made direct to the makers, the Witherbee Igniter Co., 541 West 43rd St., New York City.

Witherbee batteries, No. 66.....each	\$ 29.00
Jar.....	6.15
Cover.....	2.85
Gasket.....	.75

Order Parts by serial part number and name in full.
Give number of motor.

Read Instructions before ordering.

The telegraph code key-word for this book is HARMONY.

CADILLAC MODEL H PRICE LIST OF PARTS.

CODE
WORD

BATED	Rubber separator .....	.10
CATED	Wood separator .....	.05
DATED	Handle .....	.20
FATED	Lead plate connectors .....	.25
KATED	Nickel plated cell connectors.....	.15
LATED	Cover screws .....	.02
MATED	Cover washers .....	.02
PATED	Handle eyes .....	.05
RATED	Hexagon nuts .....	.02
SATED	Washers .....	.02
TATED	Knurled binding nuts.....	.10
ZATED	Spanner top nuts.....	.05
BETED	Vulcanite vent caps.....	.20
CETED	Positive plates .....	.75
DETED	Negative plates .....	.65
FETED	Battery box	1.60
KETED		
LETED		
METED		
PETED		
RETED		
SETED		
TETED		
ZETED		
BITED		
CITED		
DITED		
FITED		
KITED		
LITED		
MITED		
PITED		
RITED		
SITED		
TITED		
ZITED		
BOTED		
COTED		
DOTED		
FOTED		
KOTED		
LOTEH		
MOTED		
POTED		
ROTEH		
SOTED		
TOTED		
ZOTED		
BUTED		
CUTED		
DUTED		
FUTED		
KUTED		
LUTED		
MUTED		
PUTED		
RUTED		
SUTED		
TUTED		
ZUTED		

EXIDE BATTERY PARTS.

Exide batteries	each\$ 25.25
Rubber jar for exide battery.....	1.35
Cover with knob for exide battery.....	.35
Positive plates for exide battery...each	.85
Negative plates for exide battery...each	.80
Positive straps for exide battery...each	.25
Negative straps for exide battery...each	.30
Wood separator for exide battery.....	.05
Rubber separator for exide battery....	.15
Hard rubber rings for exide battery...	.30
Rubber knobs for cover of exide battery	.10
Soft rubber gaskets for exide battery..	.05
Flat copper connectors for exide battery	.05
Drop handles for exide battery, per pair	1.00
Strap handles .....	.60
Wooden case without handles.....	2.00

Brackets for Electrical Wiring.

Bracket for cylinder No. 1, two pieces, fibre .....	.20
Bracket for cylinder No. 2, two pieces, fibre .....	.20
Bracket for cylinder No. 3, two pieces, fibre .....	.20
Bracket for cylinder No. 4, two pieces, fibre .....	.20
Round head machine screws for attaching brackets (per doz., .50).....each	.05

NOTE—In ordering Battery Parts be sure and state whether for Exide or Witherbee Batteries.

Be sure to put your name and motor number on parts returned and PREPAY CHARGES.

Read Instructions before ordering.

The telegraph code key-word for this book is HARMONY.

CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD	MUFFLERS.	
BAZED	Right and left mufflers assembled with connecting pipe and connecting pipe hangers	\$ 22.00
CAZED	Muffler, right, assembled with ends and tie rod	8.00
DAZED	Muffler shell for muffler, right.....	1.00
FAZED	Front muffler head for muffler, right...	2.50
KAZED	Rear muffler head for muffler, right....	2.40
LAZED	Muffler center tie rod for muffler, right.	.25
MAZED	Hexagon nut for right muffler tie rod (per doz., .25).....each	.05
PAZED	Columbia lock nut for right muffler center tie rod (per doz., .50).....each	.05
RAZED	Sleeve for right muffler center tie rod..	.10
SAZED	Muffler, left, assembled with ends, cutout and tie rod.....	10.00
TAZED	Muffler shell for left muffler.....	1.00
ZAZED	Intake muffler head for left muffler....	2.50
BEZED	Left muffler, rear end, with cutout valve assembled	2.80
CEZED	Left muffler, rear end only.....	2.00
DEZED	Nipple for pipe for connecting muffler.	.20
FEZED	Cutout valve and stem with washer and cotter for rear end left muffler.....	.60
KEZED	Cutout valve spring for rear end left muffler .....	.10
LEZED	Washer for left muffler, rear end cutout valve (per doz., .25).....each	.05
MEZED	Lever for left muffler rear end cutout valve .....	.15
PEZED	Pin and cotter pin for left muffler rear end cutout valve (per doz., .25).....each	.05
REZED	Links for left muffler rear end cutout valve (two), (per doz., .25).....each	.05
SEZED	Tie rod for left muffler.....	.25
TEZED	Hexagon nut for left muffler tie rod (per doz., .25).....each	.05
ZEZED	Columbia lock nut for left muffler tie rod (per doz., .50).....each	.05
BIZED	Sleeve for left muffler tie rod.....	.10
CIZED	Wire for left muffler rear end cutout valve .....	.05
DIZED	Trigger for left muffler rear end cutout valve .....	.15
FIZED	Bracket for left muffler rear end cutout valve trigger .....	.15
KIZED	Screws for left muffler rear end cutout valve trigger bracket (two), (per doz., .25) .....	.05
LIZED	Connection pipe for right and left mufflers	1.50
MIZED	Hangers for right and left muffler pipe (two) .....	.20
PIZED	Bolt and nut for right and left muffler connecting pipe hangers (two).....each	.10
RIZED	Nozzle for connecting exhaust pipe to muffler	1.50
SIZED		
TIZED		
ZUZED		

Order Parts by serial part number and name in full.
Give number of motor.
Read Instructions before ordering.
The telegraph code key-word for this book is HARMONY.

CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BABIG	H- 712	Nozzle for right muffler front head....	1.00
CABIG	H-1606	Bolt and nut for right muffler front head nozzle .....	.10
DABIG		Exhaust tube for muffler.....	.50
FABIG	H- 706	Exhaust pipe header	1.50
KABIG	H- 716	Rear exhaust pipe .....	.90
LABIG	H- 717	Front exhaust pipe .....	.40
MABIG	H- 718	Middle exhaust pipe .....	.40
PABIG	H- 719	Valve stem for muffler .....	.20
RABIG	H- 722	Exhaust pipe leading to muffler.....	2.00
SABIG	H- 724	Separator for muffler support cross member .....	.05
TABIG	H- 728	Clip for muffler exhaust tube.....	.10
ZABIG		Bolt and nut for muffler exhaust tube clip (two) .....	.10
BEBIG	H- 710	Hanger for muffler exhaust tube.....	.15
CEBIG	H-1605	Bolt and nut for muffler exhaust tube hanger (per doz., .50).....each	.05
DEBIG		Rear hanger, short, for right muffler..	.15
FEBIG	H- 735	Rear hanger, long, for right muffler...	.15
KEBIG		Rear hanger, short, for left muffler....	.20
LEBIG		Rear hanger, long, for left muffler....	.20
MEBIG	H- 729	Bolt and nut for muffler hangers (per doz., .50) .....	.05
PEBIG	H- 730	For connections from Motor to Muffler, see following transmission Brake Bands.	
REBIG	H- 731		
SEBIG	H- 732		
TEBIG			
ZEBIG			
BIBIG			
CIBIG			
DIBIG			
FIBIG			
KIBIG			
LIBIG			
MIBIG	H- 767	Dash with reinforcement and shelf.....\$	36.00
PIBIG	H- 768	Dash lamp holder bracket, right or left	2.00
RIBIG	H-1127	Dash lamp holder, right or left.....	2.00
SIBIG	H-1137	Nut for dash lamp holder.....	.15
TIBIG	H-1138	Dash lamp bracket screws.....	.10
ZIBIG		Dash lamp bracket washer and nut (per doz., .50).....each	.05
BOBIG		Rubber mat for dash shelf.....	.75
COBIG	H-1287	Floor board for dash.....	2.00
DOBIG	H- 769	Lamp and stanchion bracket for dash..	3.00
FOBIG	H-1128	(For Sight Feed see following Lubricator.)	
KOBIG			
LOBIG			
MOBIG			
POBIG			
ROBIG			
SOBIG		Hood	\$ 30.00
TOBIG		Hood fastener, complete, including seven following items.....	.75
ZOBIG		Nut for eyebolt of hood fastener (per doz., .50) .....	.05
BUBIG	H-1100	Cap for cam handle of hood fastener..	.10
CUBIG		Cam handle for hood fastener.....	.40
DUBIG	H-1102	Spring for hood fastener.....	.10
FUBIG	H-1104	Eyebolt for hood fastener.....	.20
KUBIG	H-1107	Washer for eyebolt for hood fastener..	.02
LUBIG	H-1106	Bracket for hood fastener (on side bar)	.15
MUBIG	H-1108	Hood lug for hood fastener.....	.25
PUBIG	H- 110	Nut for hood lug (per doz., .25).....each	.05
RUBIG	H-1103	Handle for hood40
SUBIG			
TUBIG			
ZUBIG	3439		

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BADIG	H-1109	Hinge for hood (side bar).....	.25
CADIG	H-1110	Shelf for hood, right .....	.35
DADIG	H-1111	Shelf for hood, left .....	.35
FADIG			
KADIG			
LADIG			
MADIG			
PADIG			
RADIG			
SADIG			
TADIG			
ZADIG			
BEDIG			
CEDIG			
DEDIG			
FEDIG			
KEDIG			
LEDIG	H- 764	Radiator strainer .....	.20
MEDIG	H- 776	Radiator clamp for hood rod.....	.10
PEDIG	H- 754	Truss end or tie rod for radiator and dash (two) .....	.25
REDIG			
SEDIG	H- 753	Bronze nut for truss end of radiator and dash (two).....each	.25
TEDIG			
ZEDIG	H-1707	Hex. nuts for truss end of radiator and dash (per doz., .25).....each	.05
BIDIG		Hose connection from radiator to motor, 10" long .....	.50
CIDIG		Hose connection from radiator to pump, 5½" long .....	.30
DIDIG		Hose clamps .....	.15
FIDIG		Fan complete comprising seven following items	6.00
KIDIG			
LIDIG			
MIDIG			
PIDIG			
RIDIG	H- 755	Fan only, including tube, set screws, and oil hole cover.....	3.00
SIDIG	H- 756	Spider for fan	2.00
TIDIG	H- 755	Blade for fan .....	.40
ZIDIG	H- 756	Fan pulley	2.40
BODIG	H- 762	Fan pulley set screws and lock nuts (two), (per doz., .50).....each	.05
CODIG	H-1623	Fan axle .....	.20
DODIG		Bushing for fan .....	.20
FODIG	H- 758	Knipe bearings in fan (two).....each	.10
KODIG	H- 759	Adjusting nuts for bearings in fan (two) .....	.15
LODIG	H- 763	Oil hole cover for fan.....	.10
MODIG	H- 761	Fan belt	2.00
PODIG		Support for fan axle, left.....	.30
RODIG		Support for fan axle, right.....	.30
SODIG	3344	Nuts for fan axle support (per doz., .25) .....	.05
TODIG	H- 757	Driving sheave for fan.....	2.40
ZODIG	H- 760		
BUDIG	3817		
CUDIG			
DUDIG	H- 750		
FUDIG			
KUDIG			
LUDIG			
MUDIG			
PUDIG			
RUDIG			
SUDIG	H- 965	Hand brake lever, complete with seven following items	12.00
TUDIG	H- 978	Hand brake lever only	9.00
ZUDIG		Hand brake lever release rod with pawl and button	1.50

RADIATOR AND FAN.

Do not send Radiators to us for repairs or replacements. All claims on account of defective material or construction must be made direct to the makers, The Whitlock Coil Pipe Co., Hartford, Conn.

Radiators sent to us will not be accepted from the transportation company.

BRAKE AND CLUTCH CONNECTIONS.

Hand brake lever, complete with seven following items

Hand brake lever only

Hand brake lever release rod with pawl and button

CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BAFIG	H- 979	Hand brake lever button .....	.10
CAFIG	H- 977	Hand brake lever spring.....	.05
DAFIG	H- 973	Hand brake lever pawl .....	.20
FAFIG		Hand brake lever screws .....	.05
KAFIG		Hand brake lever oiler .....	.10
LAFIG		Bracket for hand brake sector, complete, comprising the five following items..	6.00
MAFIG			
PAFIG	H- 975	Bracket for hand brake sector only....	4.00
RAFIG		Oiler for bracket.....	.10
SAFIG	H- 974	Hand brake sector	1.60
TAFIG		Hand brake sector screws (four), (per doz., .25) .....	.05
ZAFIG			
BEFIG	H-1714	Hand brake sector nuts (four) (per doz., .25) .....	.05
CEFIG			
DEFIG		Clutch release shaft assembled, comprising the twenty-two following items..	14.00
FEFIG		Clutch release shaft only.....	1.60
KEFIG	H- 961		
LEFIG	H- 968		
MEFIG	H- 976	Brake foot lever with metal pad.....	3.00
PEFIG	H- 967		
REFIG	H- 976	Main clutch pedal with metal pad.....	3.00
SEFIG	H-1713	Main clutch pedal nut .....	.15
TEFIG	H-1601	Main clutch pedal bolt (two).....each	.15
ZEFIG	H- 987	Main clutch pedal key .....	.10
BIFIG	2601	Brake rocker arm on main clutch shaft, 1½" center to center.....	.80
CIFIG			
DIFIG	H- 951	Brake rocker arm on main clutch shaft, 2¾" center to center.....	.80
FIFIG			
KIFIG	H- 556	Main clutch release dog, right	1.60
LIFIG	H- 988	Main clutch release dog key .....	.10
MIFIG	H-1601	Main clutch release dog bolt, left .....	.15
PIFIG	H-1713	Main clutch release dog nut .....	.15
RIFIG	H- 557	Main clutch release dog, left, 1½" center of hole to dog.....	1.60
SIFIG			
TIFIG	2698	Main clutch release dog, left 1" from center of hole to dog.....	1.60
ZIFIG			
BOFIG	H-1601	Main clutch release dog bolt, right .....	.15
COFIG	H-1713	Main clutch release dog nut.....	.15
DOFIG	H- 558	Main clutch release toggle	2.50
FOFIG	H-1602	Main clutch release toggle bolt .....	.15
KOFIG	H-1713	Main clutch release toggle nut .....	.15
LOFIG	H- 987	Main clutch release toggle key .....	.10
MOFIG	H- 980	Main clutch release rod, short .....	.80
POFIG	H- 981	Main clutch release rod, long .....	.80
ROFIG		Main clutch release rod, washers and cotters .....	.02
SOFIG			
TOFIG		Rocker tube, long and short, for foot brake assembled with yoke.....	4.20
ZOFIG			
BUFIG	H- 956	Yoke for foot brake rocker tube.....	2.00
CUFIG	H- 986	Keys for yoke for foot brake rocker tube .....	.10
DUFIG	H-1613	Bolts for yoke (two), (per doz., .50).ea.	.05
FUFIG	H- 984	Brake ratchet bolt .....	.15
KUFIG	H-1713	Nuts for yoke (two).....each	.15
LUFIG	H- 959	Rocker tube for foot brake, left, short..	.80
MUFIG	H- 957	Rocker tube for foot brake, right, long.	1.60
PUFIG	H- 960	Rocker shaft bushing (four).....each	.20
RUFIG	H- 958	Rocker shaft separator (two).....each	.15
SUFIG	H- 962	Hand brake rocker shaft.....	1.20
TUFIG	H- 948	Foot brake rocker arm on tube for outside hub brake.....	.60
ZUFIG			

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BAHIG		Foot brake rocker arm bolt (per doz., .50)05
CAHIG		Foot brake rocker arm nut (per doz., .50) .....	.05
DAHIG		Foot brake rocker arm for right or left outside hub brake.....	1.40
FAHIG	H- 953	Foot brake rocker arm key .....	.10
KAHIG	H- 986	Foot brake rocker arm bolt.....	.05
LAHIG	H-1613	Foot brake rocker arm nut.....	.05
MAHIG	H- 954	Hand brake rocker arm, right, on end of shaft	1.40
PAHIG	H-1614	Hand brake rocker arm bolt .....	.15
RAHIG		Hand brake rocker arm nut .....	.05
SAHIG	H- 955	Hand brake rocker arm, left, on end of shaft	1.20
TAHIG		Brake Pull Rods.	
ZAHIG		Pull rod for hand brake lever assembled with yokes, nuts, pins and cotter pins	1.00
BEHIG	H- 943	Pull rod only, or hand brake lever.....	.40
CEHIG		Pull rod from hand brake lever to foot brake rocker arm, assembled with yokes, nuts, etc.	1.00
DEHIG	H- 944	Pull rod only, from brake foot lever to foot brake rocker arm .....	.40
FEHIG		Pull rod from clutch release to rocker shaft, assembled with yokes, nuts, etc.	1.00
KEHIG	H- 945	Pull rod only, from clutch release shaft to rocker shaft .....	.40
LEHIG		Pull rod from rocker shaft rocker arm to outside hub brake lever arm, assembled, etc. ....each	1.00
MEHIG	H- 946	Pull rod only right or left, from rocker shaft rocker arm to outside hub brake lever arm .....	.40
PEHIG		Pull rod from hand brake lever rocker arm to inside hand brake lever arm, complete (two)	1.00
REHIG	H- 947	Pull rod only, right or left, from hand brake lever arm to inside hand brake lever arm .....	.40
SEHIG	H- 952	Pull rod yokes .....	.50
TEHIG		Pull rod yoke pins and cotter pins. (per doz., 25) .....	.05
ZEHIG	H-1702	Pull rod yoke nuts (per doz., 25) each .....	.05
BIHIG	H- 989	Spring for rear hub brakes.....	.40
CIHIG	H- 990	Hook for spring .....	.10
DIHIG		CONTROLLER LEVER.	
FIHIG	H- 966	Controller lever	7.00
KIHIG		Controller lever bolt (per doz., .50) .....	.05
LIHIG	H- 963	Controller lever shaft	1.40
MIHIG	H- 964	Controller lever shaft collar .....	.20
PIHIG		Controller lever shaft collar pin (per doz., 25) .....	.05
RIHIG		Oiler on controller lever .....	.10
SIHIG	R-4-505	Controller segment for compensating shaft	4.00
TIHIG			
ZOHIG			
BUHIG			
CUHIG			
DUHIG			
FUHIG			
KUHIG			
LUHIG			
MUHIG			
PUHIG			
RUHIG			
SUHIG			
TUHIG			
ZUHIG			

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CADILLAC MODEL H PRICE LIST OF PARTS

CODE WORD			
BAKIG		Controller compensating shaft complete with compensating gear, compensating cam and four controller cams....	7.00
CAKIG		Compensating shaft only	1.50
DAKIG	R-4-500	Compensating gear	1.75
FAKIG	R-4- 95	Compensating cam	1.00
KAKIG	R-4-501	Controller cams (four) .....	.80
LAKIG	R-4-502	Taper pins (six) 13/16" No. 5.....each	.05
MAKIG	R-4-213	Compensating cam slide and roll.....	2.60
PAKIG	R-4-216		2.00
RAKIG	R-4- 42	Compensating cam slide roll.....	.30
SAKIG	R-4- 42	Cover for compensating cam slide.....	.30
TAKIG	R-4-215	Pin for compensating cam slide (per doz., .50) .....	.05
ZAKIG	R-4- 44		
BEKIG			
CEKIG			
DEKIG			
FEKIG			
KEKIG			
LEKIG			
MEKIG			
PEKIG			
REKIG			
SEKIG			
TEKIG			
ZEKIG			
BIKIG			
CIKIG			
DIKIG			
FIKIG	H- 847	Steering mechanism complete, including steering staff and wheel with spark, and throttle rods with spark and throttle pinions	\$ 100.00
KIKIG	H- 851	Steering wheel (rim and spider).....	6.00
LIKIG		Steering wheel spider	3.00
MIKIG	H- 865	Steering wheel rim	2.50
PIKIG	H- 862	Spark and throttle sector arm with staff	3.00
RIKIG	H- 870	Spark and throttle sector arm only.....	1.00
SIKIG		Spark and throttle sector.....	1.80
TIKIG		Screws for attaching spark and throttle sector .....	.10
ZIKIG		Steering mechanism complete less steering wheel	80.00
BOKIG		Steering post with screw and end plug..	16.00
COKIG	H- 812	Bushing for steering post screw.....	.20
DOKIG	H- 830	Nut for steering post plug.....	.25
FOKIG	H- 829	Flange for steering casing.....	1.20
KOKIG		Bronze washer for steering post.....	.20
LOKIG		Steel washer for steering post.....	.15
MOKIG		Bearing, size "Fanny," large, for steering post	2.00
POKIG		Bearing, size "Edith," small, for steering post	1.40
ROKIG		Shaft for steering arm	2.50
SOKIG	H- 871	Screw for steering post.....	.10
TOKIG	H- 819	Nut for steering gear.....	6.00
ZOKIG	H- 820	Plug for steering post .....	.50
BUKIG	H- 826	Steering post	3.00
CUKIG	H- 833	Adjusting nut, large, for end of steering arm shaft .....	.20
DUKIG	H- 872	Stem for 1" ball joint.....	.40
FUKIG		Adjusting nut, small, for end of steering arm shaft .....	.10
KUKIG	H- 837	Washer, large, 1 1/2" O. D. for steering arm shaft .....	.30
LUKIG	H- 873	Washer, small, beveled edge for steering arm shaft .....	.15
MUKIG			
PUKIG			
RUKIG			
SUKIG			
TUKIG			
ZUKIG			

FOR TRANSMISSION BRAKE BANDS
SEE UNDER TRANSMISSION.

STEERING MECHANISM.

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CADILLAC MODEL H PRICE LIST OF PARTS

CODE WORD			
BALIG	H- 813	Bronze bushing for steering arm shaft (two)60
CALIG		Steel bushing for steering arm shaft....	.40
DALIG	H- 876	Yoke, upper, for steering arm shaft....	4.00
FALIG	H- 804	Yoke, lower, for steering arm shaft....	4.00
KALIG	H- 803	Set screw and lock nut for yokes for steering arm shaft (per doz., .50) each	.05
LALIG		Button for yokes for steering arm shaft	.10
MALIG	H- 802	Trunnion blocks for steering arm shaft yoke (four) .....	.30
PALIG	H- 814	Cap packing nut for end of steering arm shaft .....	.50
RALIG	H- 877	Faced packing nut for end of steering arm shaft .....	.60
SALIG	H- 807	Steering shaft arm	4.00
TALIG		Ball pivot for steering shaft arm.....	.50
ZALIG	H- 880	Steering case body	12.00
BELIG	H- 816	Screw for steering case body (per doz., .50) .....	.05
CELIG	H-1612	Steering case cover	4.00
DELIG	H- 815	Cap for steering case cover.....	.80
FELIG	H- 805	Cap for adjusting plug .....	.20
KELIG	H- 817	Adjusting plug for steering case body..	.40
LELIG	H- 818	Cap for oil pan arm.....	.60
MELIG	R-4-434	Set screw for oil pan arm cap.....	.10
PELIG	R-4-326	Check nut for oil pan arm cap set screw (per doz., .25) .....	.05
RELIG	R-4-373		
SELIG		Steering Connection Rod.	
TALIG		Steering connection rod complete with ends assembled	8.00
ZALIG	H- 844	Tube for steering connection rod.....	1.25
BALIG		End for steering connection rod, front, complete	3.00
CELIG	L- 866	Sleeve for front end of steering connection rod	1.20
DOLIG	L-862	Sockets for steering connection rod end, front (two) .....	.50
FOLIG	L- 864	Nut for front steering connection rod end .....	.20
KOLIG	H- 839	Nut for steering connection .....	.60
LOLIG	H- 843	Screws for steering arm sleeve (two) (per doz., .25) .....	.05
MOLIG	H-1715	Lock nut for steering arm sleeve (two) .....	.15
POLIG		End for steering connection rod, rear, complete	2.80
ROLIG	H- 838	Sleeve for rear end steering connection rod	2.00
SOLIG	H- 841	Sockets for rear end steering connection rod (two) .....	.70
TOLIG	H- 839	Nut for rear steering rod end.....	.60
ZOLIG	H- 845	Springs for rear steering connection rod end (two)	1.20
BULIG	H- 846	Washers for rear steering connection rod end (two) .....	.10
CULIG	H- 842	Discs for rear steering connection rod end (two) .....	.05
DULIG		Rawhide covering for steering connection rod ends60
FULIG			
KULIG			
LULIG			
MULIG			
PULIG			
RULIG			
SULIG			
TULIG			
ZULIG			

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CADILLAC MODEL H PRICE LIST OF PARTS

CODE WORD		Spark and Throttle Parts.	
BAMIG		Throttle tube with lever	1.50
CAMIG	H- 834	Throttle tube only	1.40
DAMIG	H- 828	Bushing for throttle tube (two).....	.10
FAMIG	H- 863	Lever for throttle tube	1.20
KAMIG		Screw for throttle tube lever.....	.05
LAMIG	H- 866	Plunger for throttle lever.....	.10
MAMIG	H- 868	Plunger spring for throttle lever (per doz., .25) .....	.05
PAMIG		Spark rod and lever	1.20
RAMIG	H- 854	Pin for spark lever .....	.05
SAMIG	H- 855	Pin for throttle lever.....	.05
TAMIG	H- 832	Spark rod only	1.40
ZAMIG	H- 867	Clamp screws for spark rod lever.....	.15
BEMIG	H- 864	Lever for spark rod .....	.70
DEMIG	H- 869	Pratt & Whitney taper pin.....	.05
FEMIG	H- 870	Segment screw .....	.10
KEMIG	H- 866	Plunger for spark rod lever.....	.10
LEMIG	H- 868	Plunger spring for spark rod lever (per doz., .25) .....	.05
MEMIG		Spark and throttle control staff.....	1.20
PEMIG	H- 831	Bushing for spark and throttle control staff (two) .....	.10
REMIG	H- 827	Pinion segment for spark control.....	.80
SEMIG	R-4-449	Gear segment for spark control.....	1.00
TEMIG	R-4-448	Pinion segment for throttle control....	1.00
ZEMIG	R-4-447	Gear segment for throttle control.....	1.00
BIMIG	R-4-446	Vertical spark shaft .....	.20
CIMIG	R-4-656	Clamping collar for vertical spark shaft	.40
DIMIG	R-4-637	Clamp screw for vertical spark shaft collar (per doz., .25) .....	.05
FIMIG	R-4-633	Bushing for vertical spark shaft.....	.30
KIMIG		Spark control arm for top of vertical shaft .....	.55
LIMIG		Governor arm for bottom of vertical spark shaft .....	.80
MIMIG	R-4-657	End connection for spark control arm.	.20
PIMIG	R-4-442	End connection for throttle arm.....	.30
RIMIG	R-4-665	Nut for throttle and commutator rods (per doz., .25) .....	.05
SIMIG	R-4-640	End connection for commutator rod, commutator end .....	.15
TIMIG	R-4-664	Commutator rod from commutator to top of vertical spark shaft.....	.55
ZIMIG	R-4-604	Lower throttle rod from governor lever to bottom of vertical spark shaft....	.55
BOMIG	R-4-603	Upper throttle rod from governor to carburetor .....	.55
COMIG	R-4-602	Spring for throttle rod upper (two)....	.10
DOMIG	R-4-646	Collar for throttle rod upper (two).....	.30
FOMIG	R-4-639	Clamp screw for throttle rod collar (per doz., .25) .....	.05
KOMIG	R-4-634	Nut for end connection for upper throttle rod (per doz., .25) .....	.05
LOMIG	R-4-640	The following parts were used on cars on which the governor was not used.	
MOMIG		Vertical spark shaft .....	.30
POMIG	R-4-656	Clamp collar for vertical spark shaft (two) .....	.40
ROMIG	R-4-637		
SOMIG			
TOMIG			
ZOMIG			
BUMIG			
CUMIG			
DUMIG			
FUMIG			
KUMIG			
LUMIG			
MUMIG			
PUMIG			
RUMIG			
SUMIG			
TUMIG			
ZUMIG			

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CADILLAC MODEL H PRICE LIST OF PARTS

CODE WORD			
BAPIG	R-4-633	Screw for vertical spark shaft clamp collars05
CAPIG			
DAPIG	R-4-443	Lever arm at bottom of vertical spark shaft .....	.80
FAPIG			
KAPIG		Clamp screw for lever arm at bottom of vertical spark shaft (per doz., .50) .....	.05
LAPIG			
MAPIG			
PAPIG		Nut for lever arm clamp screw (per doz., .25) .....	.05
RAPIG			
SAPIG	4598	Toggle connection for arm at bottom of vertical spark shaft .....	.40
TAPIG			
ZAPIG	R-4-659	End connection for toggle connection ..	.30
BEPIG	4600	Connecting rod for throttle toggle joints ..	.15
CEPIG	R-4-665	End connection for toggle joint, rear ..	.20
DEPIG	4598	Rear toggle joint for throttle .....	.40
FEPIG	4601	Lever arm at steering case for carburetor control .....	.35
KEPIG			
LEPIG	4602	Packing nut for steering case .....	.05
MEPIG	4599	Screw for carburetor control lever at steering case .....	.10
PEPIG			
REPIG	4618	Slide for carburetor control lever and throttle rod .....	.20
SEPIG			
TEPIG	4620	Rod for throttle control .....	.40
ZEPIG	R-4-646	Springs for throttle rod (two).....each	.10
BIPIG	R-4-638	Collars for throttle rod (four).....each	.35
CIPIG	R-4-634	Clamp screw for throttle rod collars (per doz., .25) .....	.05
DIPIG			
FIPIG	R-4-442	Arm at top of vertical spark shaft for commutator rod .....	.55
KIPIG			
LIPIG	R-4-665	End connection for arm at top of vertical spark shaft .....	.20
MIPIG			
PIPIG	R-4-604	Commutator rod .....	.55

NOTE—FOR COMMUTATOR AND PARTS
SEE UNDER GOVERNOR AND
COMMUTATOR.

FRONT AXLE.

LOPIG		Front axle complete with complete spindles and parallel rod	\$ 90.00
MOPIG			
POPIG		Front axle tube with yokes and spring seats	30.00
ROPIG			
SOPIG		Steering spindle, right, complete with arms, bushing pivot and end nut...	16.80
TOPIG		Steering spindle, only, right	16.00
ZOPIG		Steering spindle, left, complete with bushings and end nut	12.20
BUPIG		Steering spindle only, left	12.00
CUPIG			
DUPIG		Bolt with nut and oiler for steering spindle	2.00
FUPIG			
KUPIG		Oiler for steering spindle bolt .....	.40
LUPIG		Nut for steering spindle bolt .....	.05
MUPIG		End nut for steering spindle .....	.20
PUPIG		Parallel rod complete with yokes, bolts and nuts	5.00
RUPIG			
SUPIG		Bolt for parallel rod35
TUPIG		Nut for parallel rod bolt05
ZUPIG			

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BARIG	H- 316	Steel bushing, upper, for steering spindle60
CARIG			
DARIG	H- 317	Steel bushings, lower, for steering spindle .....	.60
FARIG			
KARIG		Spring seat for front axle	5.00
LARIG		Bolt and nut for front axle spring seat ..	.15
MARIG		Nut for front axle spring seat bolt .....	.05
PARIG		Screw for front axle spring seat .....	.05
RARIG		Ball joint or pivot for front axle spindle, right .....	.35
SARIG			
TARIG	H- 302	Steering knuckle, right	1.60
ZARIG	H- 303	Steering knuckle, left	1.60
BERIG	H- 316	Bushing for steering knuckle, lower .....	.50
CERIG	H- 317	Bushing for steering knuckle, upper .....	.50
DERIG	H- 318	Nut for steering knuckle bolt .....	.40
FERIG	H- 319	Bolt for steering knuckle	1.60
KERIG	H- 320	Nut for steering knuckle .....	.20
LERIG	H- 322	Yoke for tie rod .....	.20
MERIG	H- 324	Bushing for tie rod .....	.50
PERIG	H- 325	Tie rod for front axle	3.00
RERIG	H- 328	Arm for front end of steering rod	1.00
SERIG	H- 329	Steering arm for front axle, right	1.20
TERIG	H- 330	Steering arm for front, left	1.50
ZERIG			
BIRIG			
CIRIG			
DIRIG			
FIRIG			
KIRIG			
LIRIG			
MIRIG	H- 309	Hub outside flange for front wheel	2.00
PIRIG	H- 306	Hub only for front wheel (inside flange)	6.00
RIRIG			
SIRIG	H- 321	Bolt and nut for front wheel hub .....	.10
TIRIG	H- 332	Oil retainer for front wheel	3.00
ZIRIG	H-1611	Bolt and nut for front wheel oil retainer ..	.10
BORIG	H- 307	Brass hub cap for front wheel	2.00
CORIG	H- 333	Separator for front wheel	1.00
DORIG		Hess-Bright bearing No. 407, complete for inside of front wheel	12.00
FORIG		Hess-Bright bearing No. 403, complete for outside of front wheel	6.00
KORIG			
LORIG			
MORIG		Wrench for front wheel hub cap .....	.20
PORIG			
RORIG			
SORIG			
TORIG			
ZORIG			
BURIG	H- 215	Rear axle complete, assembled with bevel gear and brakes	\$ 300.00
CURIG	H- 244	Rear axle shaft, right or left	6.00
DURIG		Hexagon nut for end of rear axle shaft (two) .....	.40
FURIG	H- 209	Equalizing gear for rear axle shaft, right or left (two)	12.00
KURIG			
LURIG	H- 217	Steel washer for rear axle equalizing gear (two) .....	.10
MURIG			
PURIG	H- 218	Flat steel washer for equalizing gear (two) .....	.10
RURIG			
SURIG	H- 219	Bronze washer for equalizing gear .....	.10
TURIG	H- 257	Keys for keying equalizing gears to shafts (four) .....	.10
ZURIG			

Front Wheel.

		Front wheel assembled complete with rim, bearings and hub cap, less tire ..	\$ 50.00
		Front wheel with rim, less bearings, hub cap and tire	30.00
		Hub outside flange for front wheel	2.00
		Hub only for front wheel (inside flange)	6.00
		Bolt and nut for front wheel hub .....	.10
		Oil retainer for front wheel	3.00
		Bolt and nut for front wheel oil retainer ..	.10
		Brass hub cap for front wheel	2.00
		Separator for front wheel	1.00
		Hess-Bright bearing No. 407, complete for inside of front wheel	12.00
		Hess-Bright bearing No. 403, complete for outside of front wheel	6.00
		Wrench for front wheel hub cap .....	.20

REAR AXLE.

		Rear axle complete, assembled with bevel gear and brakes	\$ 300.00
		Rear axle shaft, right or left	6.00
		Hexagon nut for end of rear axle shaft (two) .....	.40
		Equalizing gear for rear axle shaft, right or left (two)	12.00
		Steel washer for rear axle equalizing gear (two) .....	.10
		Flat steel washer for equalizing gear (two) .....	.10
		Bronze washer for equalizing gear .....	.10
		Keys for keying equalizing gears to shafts (four) .....	.10

Be sure to put your name and motor number on parts returned and PREPAY CHARGES.

Read Instructions before ordering.

The telegraph code key-word for this book is HARMONY.

CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BASIG	H- 262	Ball cup for rear axle gear mount (two)	
CASIG		.....each	7.00
DASIG		3/8" balls for rear axle gear mount ball	
FASIG		cup .....each	.10
KASIG	H- 259	Ball retainer for rear axle gear mount	
LASIG		ball cup (two).....each	1.00
MASIG	H- 261	Cone for rear axle gear mount (two)	
PASIG		.....each	6.00
RASIG	H- 203	Gear mount for rear axle, right side...	15.00
SASIG	H- 204	Gear mount for rear axle, left side.....	15.00
TASIG	H- 228	Adjusting nut for rear axle gear mount	
ZASIG		(two) .....each	1.40
BESIG	H- 206	Driving gear with studs and nuts for	
CESIG		rear axle gear mount, right, 56 teeth	
DESIG		for 2-4/5 to 1 gear.....	16.00
FESIG	H- 277	Driving gear with studs and nuts, 56	
KESIG		teeth for 3 1/2 to 1 gear.....	16.00
LESIG		NOTE—In ordering either driving	
MESIG		gears or drive shaft pinions, you must	
PESIG		state the number of teeth on the pinion,	
RESIG		as the face angle of the driving gear	
SESIG		must correspond with the face angle of	
TESIG		the pinion.	
ZESIG	H- 242	Washer for axle tube .....each	.15
BISIG	H- 205	Driving shaft for rear axle.....	6.00
CISIG	H- 255	Key for front drive shaft bushing.....	.10
DISIG	H- 256	Key for drive pinion.....	.10
FISIG	H- 258	Pin for rear axle hub.....	.10
KISIG	H- 260	Tube for ball retainer.....	.20
LISIG	H- 270	Washer for rear axle.....	.10
MISIG	H- 272	Axle tube for wide tread axle, right...	.15
PISIG		Studs for rear axle gear mount driving	
RISIG		gear (eight) .....each	.50
SISIG		Lock nuts for rear axle gear mount driv-	
TISIG		ing gear (per doz., 50).....each	.05
ZISIG		Check nuts for rear axle gear mount	
BOSIG		driving gear (per doz., 50) .....each	.05
COSIG		Equalizing gear spider with pinions,	
DOSIG		studs and bushings .....each	14.50
FOSIG	H- 210	Equalizing gear spider with bushing...	6.50
KOSIG	H- 211	Bushing for equalizing gear spider.....	.60
LOSIG	H- 207	Pinions for equalizing gear spider	
MOSIG		(three) .....each	2.00
POSIG	H- 208	Studs for rear axle equalizing gear	
ROSIG		spider (three) .....each	1.60
SOSIG	H- 213	Driving shaft for rear axle assembled	
TOSIG	H- 205	with pinion .....each	22.00
ZOSIG	H- 220	Washer for axle shaft.....	.15
BUSIG	H- 221	Washer for axle shaft.....	.15
CUSIG	H- 222	Washer for driving pinion.....	.15
DUSIG	H- 245	Collar for driving shaft.....	.20
FUSIG	H- 205	Lock for gear mount adjustment.....	.10
KUSIG	H- 253	Key for drive shaft.....	.10
LUSIG	H- 294	Spring for strut rod bolt.....	.10
MUSIG	H- 205	Pinion for rear axle driving shaft, 20	
PUSIG		tooth for 2-4/5 to 1 gear.....	16.00
RUSIG	H- 276	Pinion for rear axle driving shaft, 16	
SUSIG		teeth for 3 1/2 to 1 gear.....	16.00
TUSIG		NOTE—In ordering either driving	
ZUSIG		gears or driving shaft pinions, you must	

Order Parts by serial part number and name in full.

Give number of motor.

Read Instructions before ordering.

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BATIG		state the number of teeth on the pinion	
CATIG		as the face angle of the driving gear	
DATIG		must correspond with the face angle of	
FATIG		the pinion.	
KATIG		Hess-Bright bearing, No. 307, front, for	
LATIG		rear axle driving shaft.....	8.60
MATIG		Hess-Bright bearing, No. 410, rear, for	
PATIG		rear axle driving shaft.....	20.00
RATIG	H- 223	Oil retainer for rear axle driving shaft	
SATIG		on end of housing.....	1.30
TATIG	H- 226	Bushing for rear axle driving shaft....	.60
ZATIG	H- 214	Rear axle tube, right.....	6.00
BETIG	H- 227	Clamping nut for rear axle tube (two).each	2.00
CETIG	H- 216	Rear axle tube, left.....	6.00
DETIG	H- 252	Rear axle tube keys (four).....each	.20
FETIG		Rear axle aluminum housing, upper and	
KETIG		lower half, with bolts and nuts.....	70.00
LETIG	H- 266	Spring perch for rear axle, right or left.	2.40
METIG	H- 264	Bracket for rear hub brake, right or left	8.00
PETIG		Oiler for rear hub brake bracket.....	.10
RETIG	H-1603	Cap screws and nut for holding gear	
SETIG		mounts together (three).....each	.10
TETIG	H- 292	Strut rod for rear axle.....	2.50
ZETIG	H- 291	Bolt for rear axle strut rod.....	.30
BITIG		Rear Wheel.	
CITIG		Rear wheel complete with rim, bearing	
DITIG		and cap, but less tire and beads.....\$	53.00
FITIG		Rear wheel complete with rim but with-	
KITIG		out bearing or cap and less tire and	
LITIG		beads .....each	35.00
MITIG		Tube for rear hub.....	.40
PITIG	H- 241	Sleeve for rear hub.....	.25
RITIG		Key for rear axle hub.....	.20
SITIG	H- 251	Rear wheel hub, inside flange.....	8.00
TITIG	H- 229	Flange for rear wheel hub, outside....	1.70
ZITIG	H- 240	Oil retainer for rear wheel hub.....	1.00
BOTIG	H- 224	Brake drum for rear wheel.....	6.00
COTIG	H- 263	Bolt and nut for rear wheel hub.....each	.10
DOTIG	H-1629	Brass hub cap for rear wheel.....	2.00
FOTIG	H- 299	Hess-Bright bearing, No. 310, for rear	
KOTIG		wheel hub .....each	14.50
LOTIG		Universal Joint.	
MOTIG		Universal joint shaft, assembled com-	
POTIG		plete, with front and rear universal	
ROTIG		joints and leather boot.....\$	30.00
SOTIG		Universal joint, front, complete.....	6.00
TOTIG		Hub for front universal joint with pins.	5.00
ZOTIG	H- 25	Ball for front universal joint.....	.80
BUTIG	H- 26	Pin for front universal joint.....	.75
CUTIG	H- 27	Shaft for universal joint.....	10.00
DUTIG	H- 28	Universal joint, rear, complete.....	12.60
FUTIG		Yoke for rear universal joint on univer-	
KUTIG		sal shaft .....each	5.00
LUTIG	H- 19	Yoke for rear universal joint on driv-	
MUTIG	H- 20	ing shaft .....each	5.00
PUTIG		Cross for rear universal joint.....	3.50
RUTIG	H- 22	Bronze bushings for rear universal	
SUTIG	H- 21	joint cross (four).....each	.50
TUTIG			
ZUTIG			

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BAZIG	H-1615	Bolt and nut for rear universal joint	
CAZIG		(four) .....each	.25
DAZIG		Grease cup for rear universal joint.....	.35
FAZIG		Grease cup elbow for rear universal	
KAZIG		joint .....each	.20
LAZIG		Leather boot for front universal joint..	1.25
MAZIG	H- 24	Dust guard ring for front universal joint	1.70
PAZIG	H- 30	Sleeve for universal joint shaft.....	.50
RAZIG	H- 23	Socket for front universal joint.....	14.00
SAZIG	H-1617	Set screw for front universal joint socket	.20
TAZIG	H-1700	Check nut for front universal joint	
ZAZIG		socket set screw (per doz., .25).....	.05
BEZIG	H-1616	Cap screw for attaching dust guard	
CEZIG		ring to universal joint socket...each	.05
DEZIG			
FEZIG			
KEZIG			
LEZIG			
MEZIG			
PEZIG			
REZIG			
SEZIG			
TEZIG	H- 902	Guard for brake band, outer.....	.25
ZEZIG	H- 903	Brake band, outer .....each	.60
BIZIG	H- 904	Strap for brake band, outer.....	2.00
CIZIG	H- 905	Brake band, inner .....each	.60
DIZIG	H- 906	Strap for brake band, inner.....	.40
FIZIG	H- 935	Bolt for hub brake mud guards.....	.25
KIZIG	4507	Connection for inside brake on rear hub	
LIZIG		1/2" hole .....each	.20
MIZIG	4508	Screw for inside brake on rear hub, 1/2"	
PIZIG		diameter of shank .....each	.80
RIZIG	4509	Nut for screw for inside brake, 1/2" hole	
SIZIG		(per doz., .50) .....each	.05
TIZIG	H- 940	Shaft for inside brake, right side.....	1.50
ZIZIG	H- 942	Shaft for inside brake, left side.....	1.50
BOZIG	H- 916	Screw for adjusting stop on inside	
COZIG		brake (three) .....each	.10
DOZIG	H- 917	Nut for adjusting screw on inside	
FOZIG		brake (three) (per doz., .25).....each	.05
KOZIG		Outside brake band with lining, clips	
LOZIG		and guard .....each	3.00
MOZIG		Lining and rivets for outside brake band	1.00
POZIG	H- 915	Screw for outer brake band.....	.20
ROZIG	H- 917	Nut for screw for outer brake band...	.05
SOZIG	H- 938	Screw for adjusting stop inside brake..	.25
TOZIG	H- 919	Clip for outside brake.....	.10
ZOZIG	H- 921	Hook for hub brake mud guard.....	.16
BUZIG	H- 922	Rivet for hub brake mud guard.....	.05
CUZIG	H- 923	Clip for internal brake band.....	.15
DUZIG	4542	Thumb screw for outside brake.....	.15
FUZIG	4543	Spring for outside brake.....	.25
KUZIG	H- 939	Shaft for outer brake band, right.....	1.50
LUZIG	H- 941	Shaft for outer brake band, left.....	1.50
MUZIG	H- 912	Levers for hub brake.....	1.00
PUZIG	H-1651	Pin for hub brake lever (per doz., .50).....each	.05
RUZIG	H- 972	Mudguard for hub brake, front half	
SUZIG		right side with clip, set screw and	
TUZIG		lock nut .....each	.60
ZUZIG			

Hub Brakes on Rear Axle.

Order Parts by serial part number and name in full.

Give number of motor.

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BABOM	H- 971	Mudguard for hub brake, rear half right	
CABOM		side with clips, set screws, lock nuts	
DABOM		and hooks .....each	.80
FABOM	H- 969	Mudguard for hub brake, front half left	
KABOM		side with clips, set screws and lock	
LABOM		nuts .....each	.60
MABOM	H- 970	Mudguard for hub brake, rear half left	
PABOM		side with clips, set screws, lock nuts	
RABOM		and hooks .....each	.80
SABOM	H- 935	Bolt for hub brake mudguard.....	.20
TABOM		Nut for hub brake mudguard bolt (per	
ZABOM		doz., .50) .....each	.05
BEBOM			
CEBOM			
DEBOM			
FEBOM			
KEBOM			
LEBOM			
MEBOM			
PEBOM			
REBOM			
SEBOM			
TEBOM			
ZEBOM	H-1223	Collar for top iron .....each	.10
BIBOM	H-1224	Collar for top iron .....each	.10
CIBOM	H-1240	Re-enforced plate for floor board ....	.25
DIBOM	H-1241	Clamp for top iron .....each	.15
FIBOM	H-1243	Canopy top iron, right, rear.....	.40
KIBOM	H-1245	Canopy top iron, left, rear.....	.40
LIBOM	H-1267	Step .....each	1.20
MIBOM	H-1278	Plate for body bolt.....	.10
PIBOM	H-1279	Carriage bolt for body .....each	.25
RIBOM	H-1280	Toe board stop .....each	.15
SIBOM	H-1281	Washer for body fastener .....each	.05
TIBOM		Roll stick or bead for front seat.....	.40
ZIBOM	H-1113	Brass sill plate, front, right.....	.90
BOBOM	H-1112	Brass sill plate, front, left.....	.90
COBOM		Side door, right, complete with lock,	
DOBOM		less hinges and handle.....each	20.00
FOBOM	H-1275	Side door handle, right.....	1.00
KOBOM		Side door lock, less handle.....	1.00
LOBOM		Side door hinge, upper, right.....	1.50
MOBOM		Side door hinge, lower, right.....	2.00
POBOM		Side door hinge pin.....	.10
ROBOM		Fastener for door pocket.....	.15
SOBOM		Side door, left, complete with lock, less	
TOBOM		hinges and handle .....each	20.00
ZOBOM	H-1275	Side door handle, left.....	1.00
BUBOM		Side door lock, left, less handle.....	1.00
CUBOM		Side door hinge, upper, left.....	1.50
DUBOM		Side door hinge, lower, left.....	2.00
FUBOM		Side door hinge pin.....	.10
KUBOM		Fastener for door pocket.....	.15
LUBOM		Brass sill plate, rear, left.....	.50
MUBOM		Brass sill plate, rear, right.....	.50
PUBOM		Rear seat cushion .....each	25.00
RUBOM		Rear seat hatch door.....	.75
SUBOM		Rear seat hatch door hinge.....	.05
TUBOM		Protection pad on back of front seat...	4.00
ZUBOM		Rear seat heel board.....	4.00

BODY PARTS.

Be sure to put your name and motor number on parts returned and PREPAY CHARGES.

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BADOM		Lock for rear seat heel board.....	.40
CADOM		Hinges for rear seat heel board.....	.05
DADOM		Roll stick or bead for rear seat.....	.40
FADOM	H-1272	Front floor rubber mat.....	3.00
KADOM		Rear floor carpet.....	4.00
LADOM		Running board, right, complete, including the three following items.....	6.00
MADOM		Running board, right, only.....	2.00
PADOM	H-1265	Rubber mat for running board, right..	3.00
RADOM	H-1268	Brass strip and screws for running board, right.....	1.60
SADOM		Running board, left, complete, including the three following items.....	6.00
TADOM		Running board, left, only.....	1.20
ZADOM	H-1266	Rubber mat for running board, left....	3.00
BEDOM	H-1269	Brass strip and screws for running board, left.....	1.60
CEDOM		Front floor complete.....	1.00
DEDOM		Front floor hatch door.....	.60
FEDOM		Lock for front floor hatch.....	.20
KEDOM		Iron for front floor hatch.....	.05
LEDOM		Rear floor complete.....	1.00
MEDOM		Rear floor hatch door.....	.60
PEDOM		Lock for rear floor hatch door.....	.20
REDOM		Hinges for rear floor hatch door.....	.05
SEDOM		Body bracket, front, right.....	3.00
TEDOM	H-1276	Body bracket, front, left.....	3.00
ZEDOM	H-1273	Center body fastener (two).....each	.60
BIDOM	H-1274	Rear body fastener (four).....each	.60
CIDOM		Fenders.	
DIDOM		Right front fender with irons.....\$	12.00
FIDOM		Left front fender with irons.....	12.00
KIDOM		Right rear fender with irons.....	10.00
LIDOM		Left rear fender with irons.....	10.00
MIDOM	H-1257	Angle plate for running board support on front fender, right.....	1.25
PIDOM	H-1258	Angle plate for running board support on front fender, left.....	1.25
RIDOM	H-1237	Rivet for fender, short (per doz., 25).each	.05
SIDOM	H-1238	Rivet for fender, long (per doz., 25).each	.05
TIDOM	H-1251	Bracket for rear fender iron on mud guard.....	1.25
ZIDOM	H-1252	Bracket for fender iron.....	1.25
BODOM	H-1254	Angle plate for running board support on rear fender, right.....	1.25
CODOM	H-1255	Angle plate for running board support on rear fender, left.....	1.25
DODOM	H-1256	Re-inforcement plate for angle support of running board on rear fender.....	1.25
FODOM	H-1259	Re-inforcement plate for angle support of running board on front fender....	1.25
KUDOM	H-1225	Fender iron, front, right.....	3.00
LUDOM	H-1226	Fender iron, front, left.....	3.00
MUDOM	H-1227	Fender iron, rear, right.....	3.00
PUDOM	H-1228	Fender iron, rear, left.....	3.00
RUDOM	H-1229	Fender iron, rear front, right.....	3.00
SUDOM	H-1231	Fender iron, rear rear, right.....	3.00
TUDOM	H-1230	Fender iron, rear front, left.....	3.00
ZUDOM	H-1232	Fender iron, rear rear, left.....	3.00

Order Parts by serial part number and name in full.

Give number of motor.

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
		Battery Box Case.	
BAFOM		Battery box case with lock, hinges and mat.....\$	8.00
CAFOM		Cover for battery box case, complete...	3.00
DAFOM		Spring for battery box case.....	.05
FAFOM		Rubber mat for battery box case.....	.50
KAFOM		Brass strip for battery box case.....	.50
LAFOM		Brass corners.....each	.10
MAFOM		Lock and key for battery box case.....	.75
PAFOM		Hinges for battery box.....each	.05
RAFOM			
SAFOM			
TAFOM			
ZAFOM			
BEFOM		Tool Kit.	
CEFOM		Tool kit complete with tool bag.....\$	30.00
DEFOM		10" trimo pipe wrench.....	1.00
FEFOM		10" monkey wrench, B. & S.....	1.75
KEFOM		4" monkey wrench, No. 97 B. & S.....	.50
LEFOM		Prick punch.....	.10
MEFOM		Machinist hammer.....	1.00
PEFOM		Fan belt, cotton.....	.10
REFOM		Soldering copper and handle.....	1.00
SEFOM		Can soldering paste.....	.10
TEFOM		6 pieces wire solder.....each	.03
ZEFOM		Pliers.....	.60
BIFOM		Oil gun.....	.50
CIFOM		2 spools copper wire, 1 No. 18; 1 No. 20.....each	.15
DIFOM		2 spark plugs, rajah.....each	1.00
FIFOM		Box assorted cotter pins.....	.30
KIFOM		Cotter pin puller.....	.20
LIFOM		Roll friction tape.....	.15
MIFOM		Auto Jack, Peerless No. 15.....	2.00
PIFOM		Oil can.....	.60
RIFOM		Wheel puller.....	2.00
SIFOM		Tire pump, Stapley.....	5.00
TIFOM		Tire repair kit.....	3.00
ZIFOM		No. 323A socket wrench, 5/16" hexagon..	.60
BOFOM		No. 323B socket wrench, 3/8" square....	.65
COFOM		No. 325B socket wrench, 3/8" hexagon..	.70
DOFOM		Hub cap wrench for front wheel.....	.30
FOFOM		Hub cap wrench for rear wheel.....	.30
KOFOM		11/16"x7/8" open end wrench No. 294...	.30
LOFOM		25/32" off-set wrench No. 267.....	.20
MOFOM		1-3/32" closed end wrench No. 807 ..	.60
POFOM		Off-set screw driver.....	.20
ROFOM		4" flat smooth file and handle.....	.25
SOFOM		6" round file and handle.....	.16
TOFOM		8" half round file and handle.....	.25
ZOFOM		3" screw driver.....	.15
BUFOM		3/4"x5/16" screw driver.....	.40
CUFOM		7"x5/16" screw driver...../.....	.60
DUFOM		5/8" cold chisel.....	.15
FUFOM		3/8" cold chisel.....	.25
KUFOM		3/16" nail set.....	.10
LUFOM		1/4" nail set.....	.10
MUFOM		1/8" nail set.....	.10
PUFOM		Tool bag.....	4.00
RUFOM			
SUFOM			
TUFOM			
ZUFOM			

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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD

BAGOM
CAGOM
DAGOM
FAGOM
KAGOM
LAGOM
MAGOM
PAGOM

Tool Box.

Tool box with lock, hinges and mat....\$	8.00
Cover for tool box complete.....	3.00
Rubber mat for tool box.....	.50
Brass strip for tool box.....	.50
Brass corners for tool box.....	.10
Lock and key for tool box.....	.75
Spring for tool box.....	.05
Hinges for tool box.....each	.05

TIRES.

Do Not Send Tires To Us.

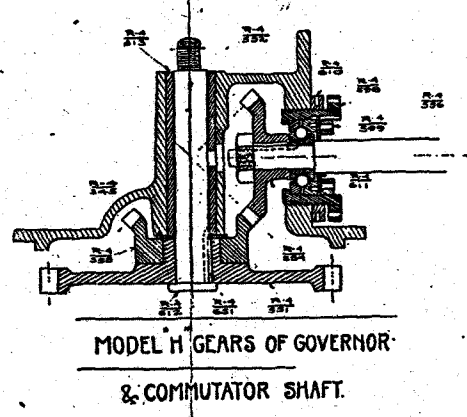
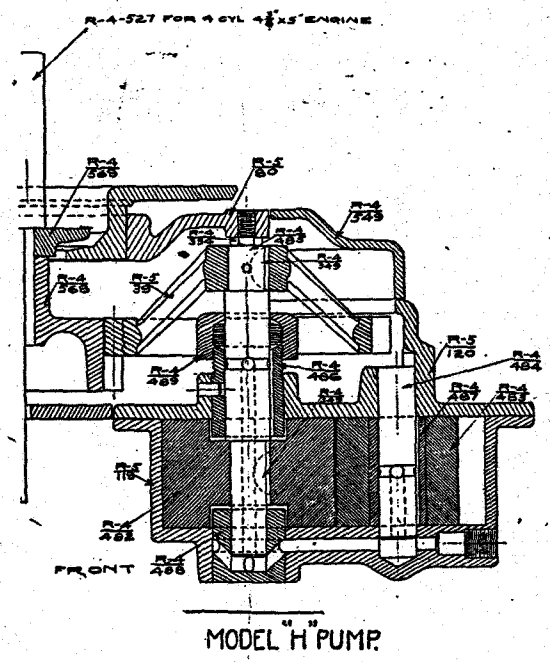
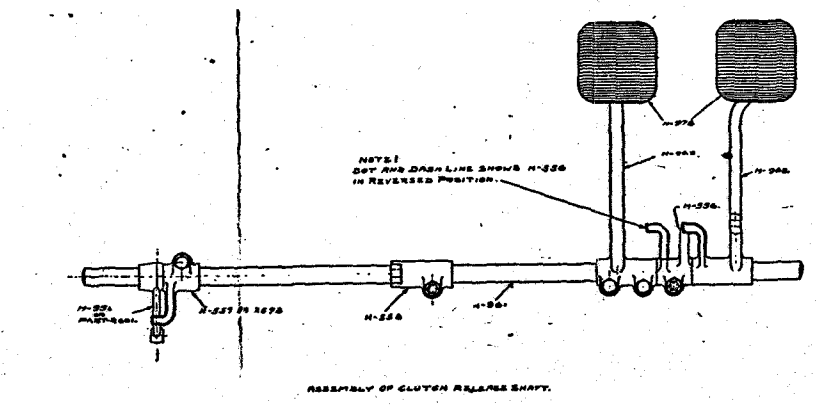
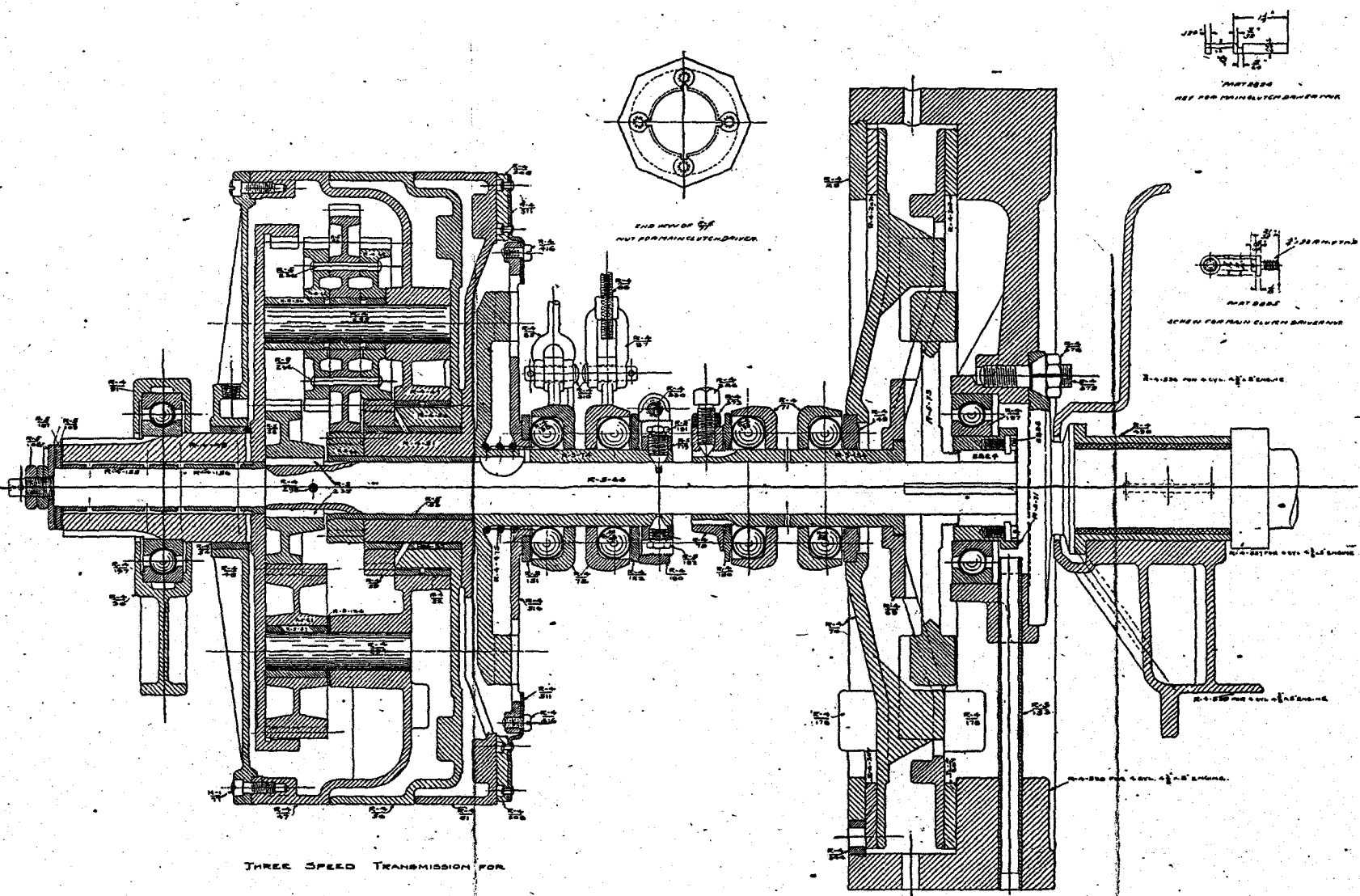
We do not guarantee, replace or repair Tires under any circumstances. All Tires used on Cadillac cars are guaranteed by their respective makers and all claims must be made and Tires sent direct to them.

Tires sent to us will not be accepted from the transportation company.

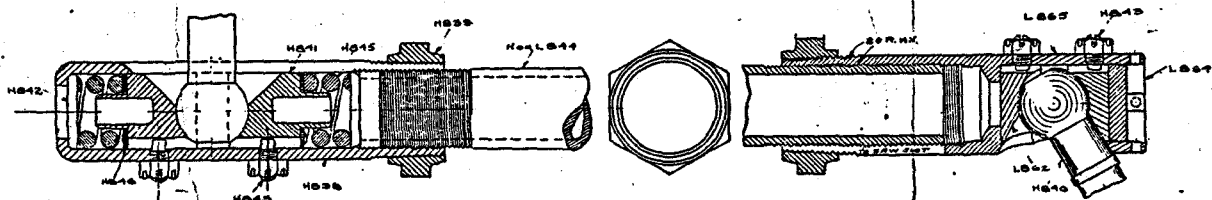
Order Parts by serial part number and name in full.
Give number of motor.

Read Instructions before ordering.

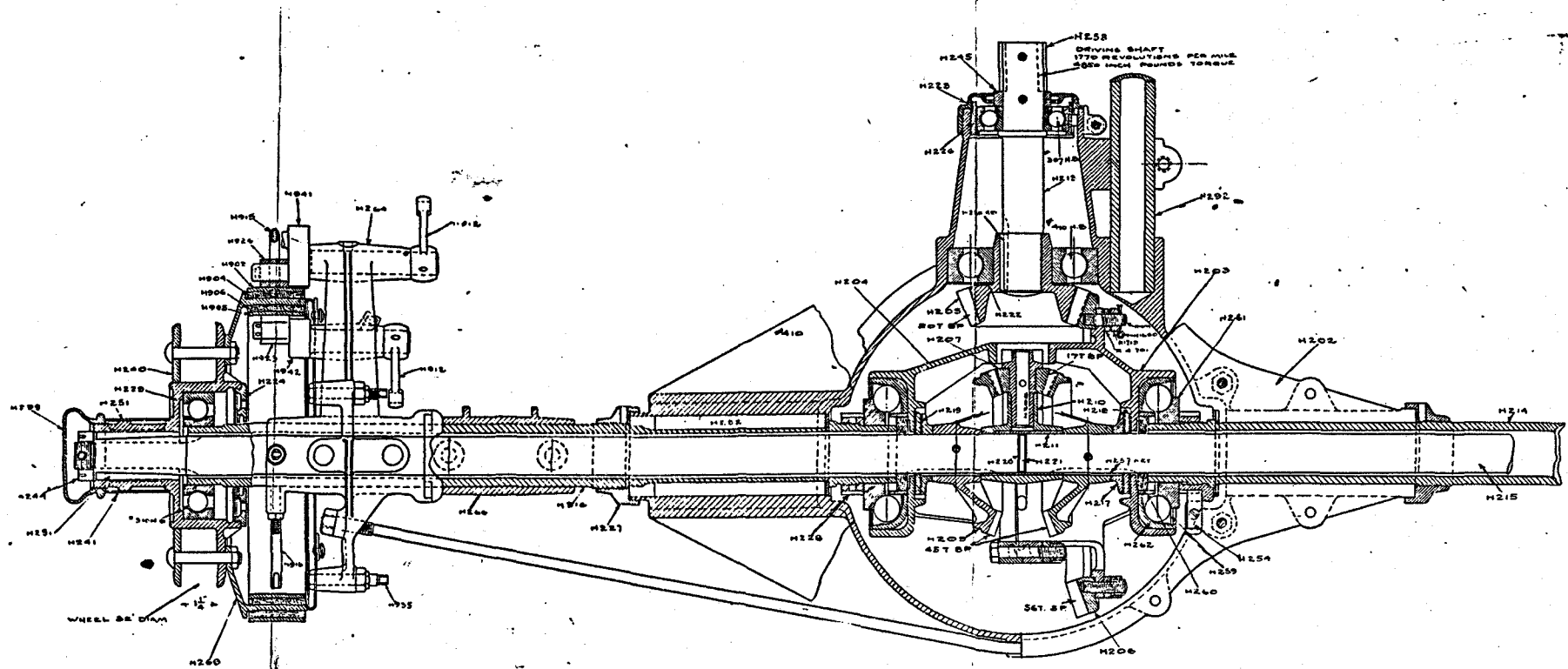
The telegraph code key-word for this book is HARMONY.



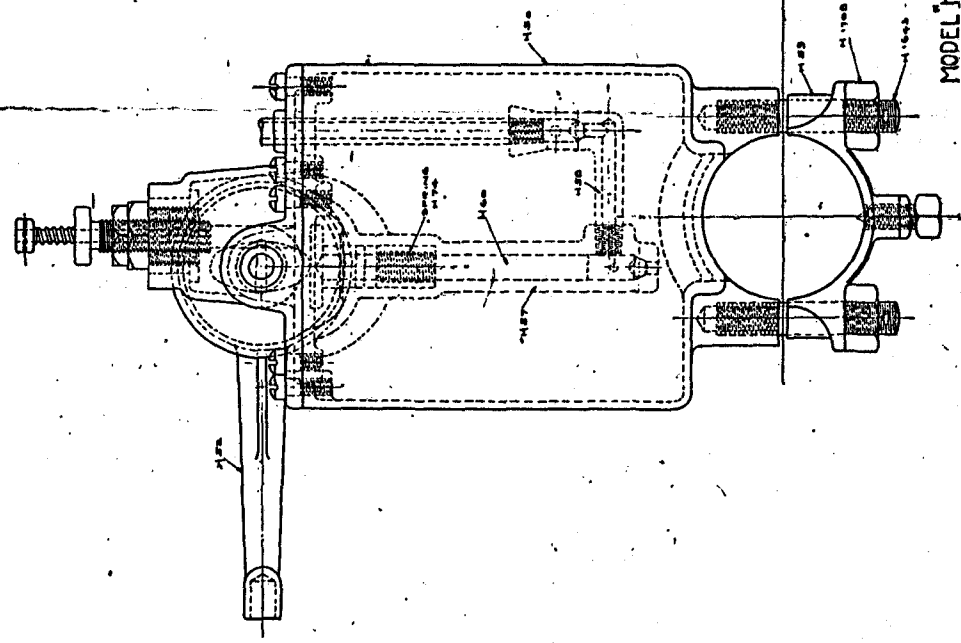
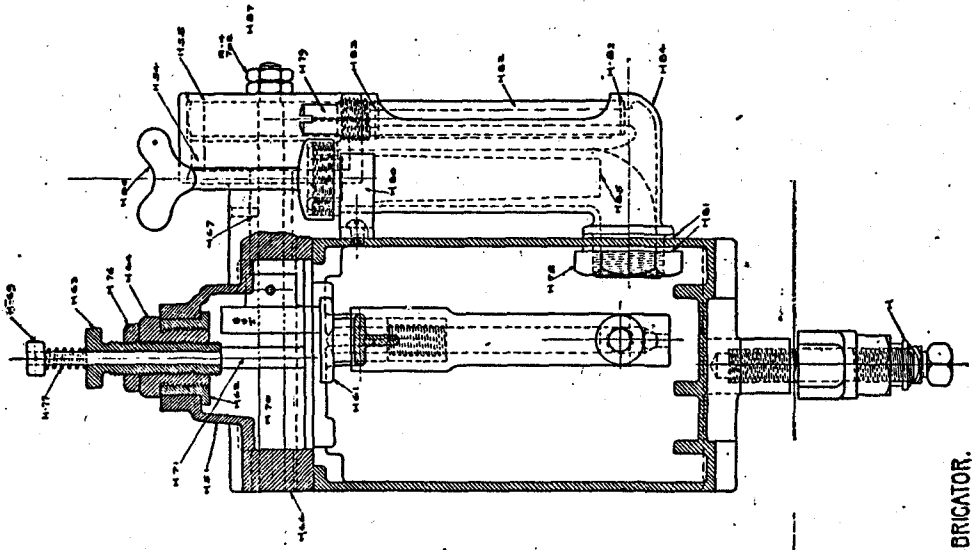
SUPPLEMENT TO CADILLAC "MODEL H" PRICE LIST OF PARTS.



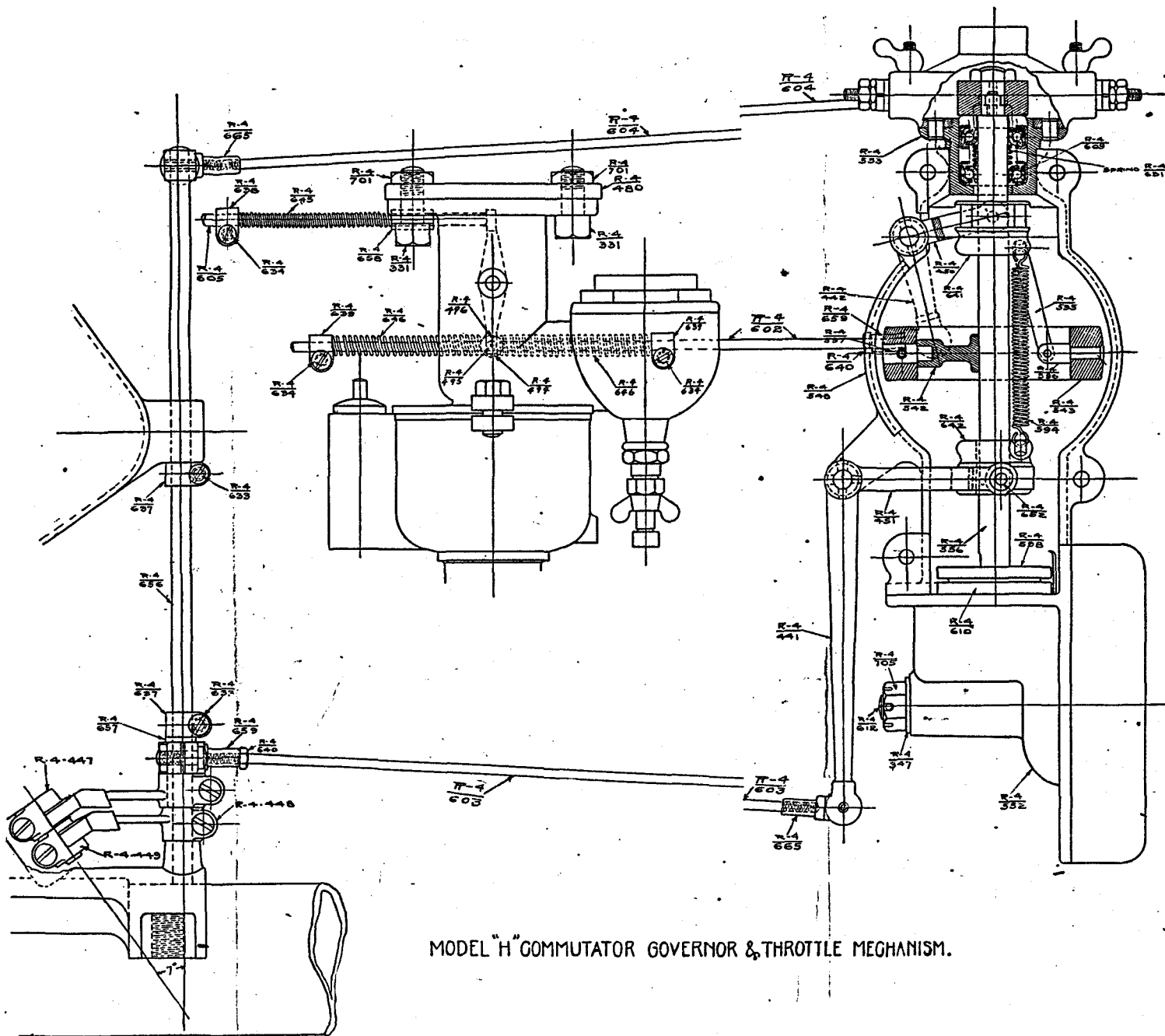
MODEL "H" STEERING CONNECTION ROD.

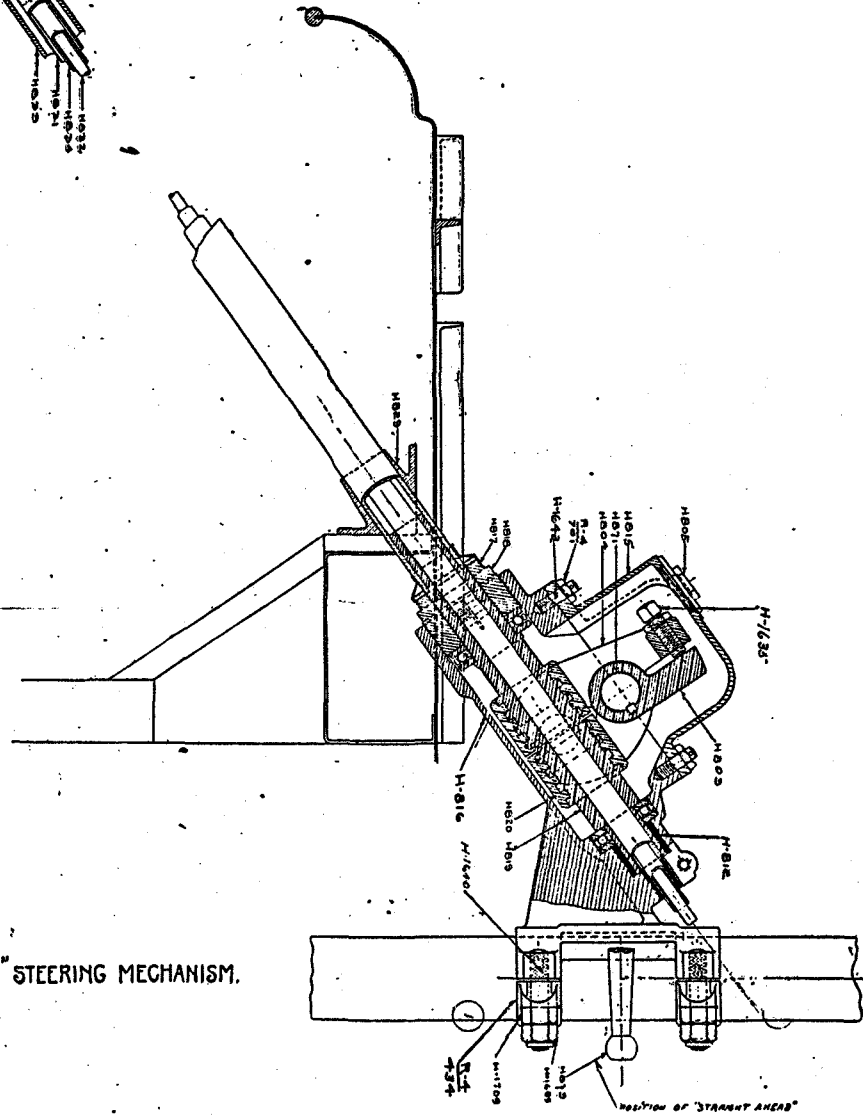
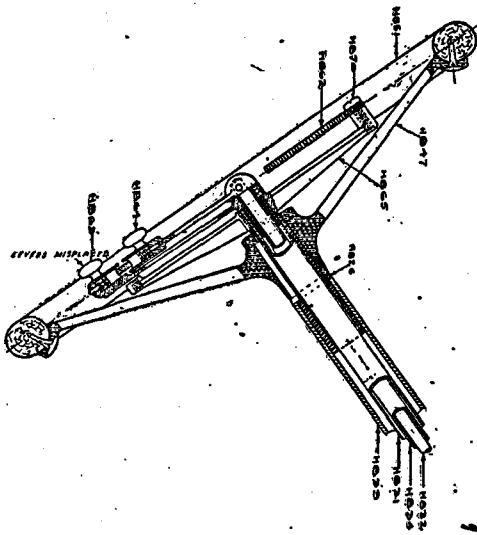


MODEL H REAR AXLE.



MODEL H LUBRICATOR.





MODEL "H" STEERING MECHANISM.