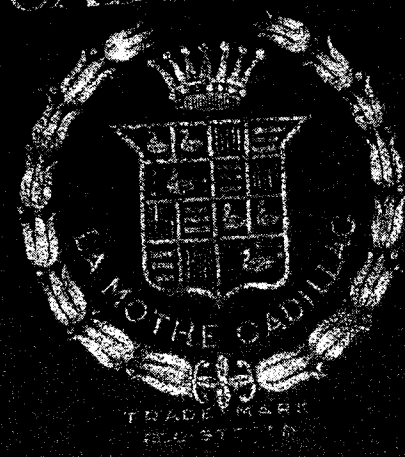


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CADILLAC



FIRST EDITION

NUMBER ONE

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INSTRUCTIONS FOR CARE AND OPERATION OF

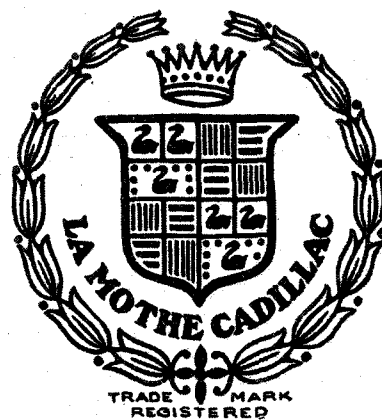
CADILLAC "MODEL H"

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.

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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

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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.

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### 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.

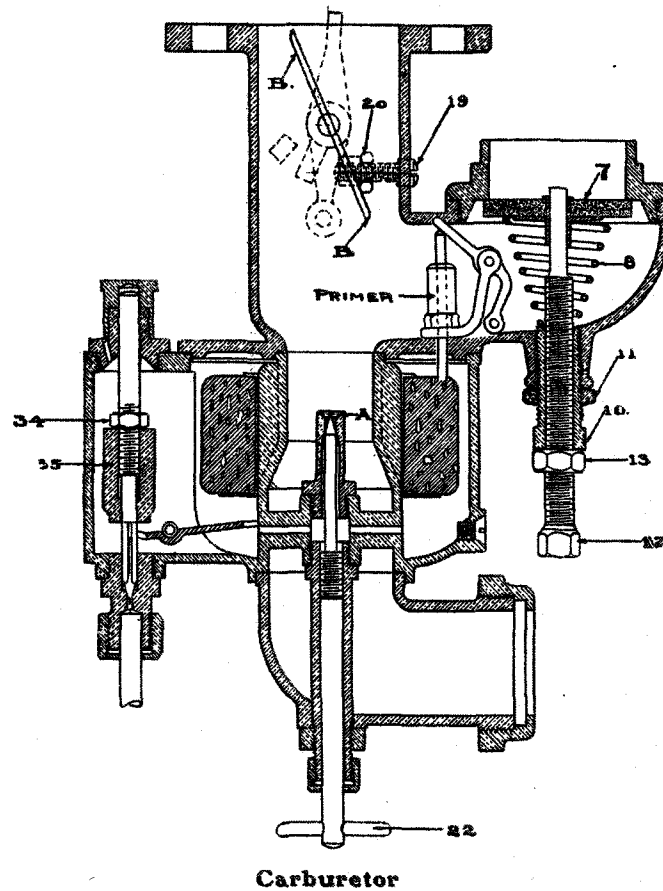
**In making above adjustments be sure to have spark lever on centre "C."** This is important, because with the spark lever in centre position, the speed of the motor when the car is standing, will be approximately what it would be when the car is running at a high speed with the spark advanced.

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



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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.

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### 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.

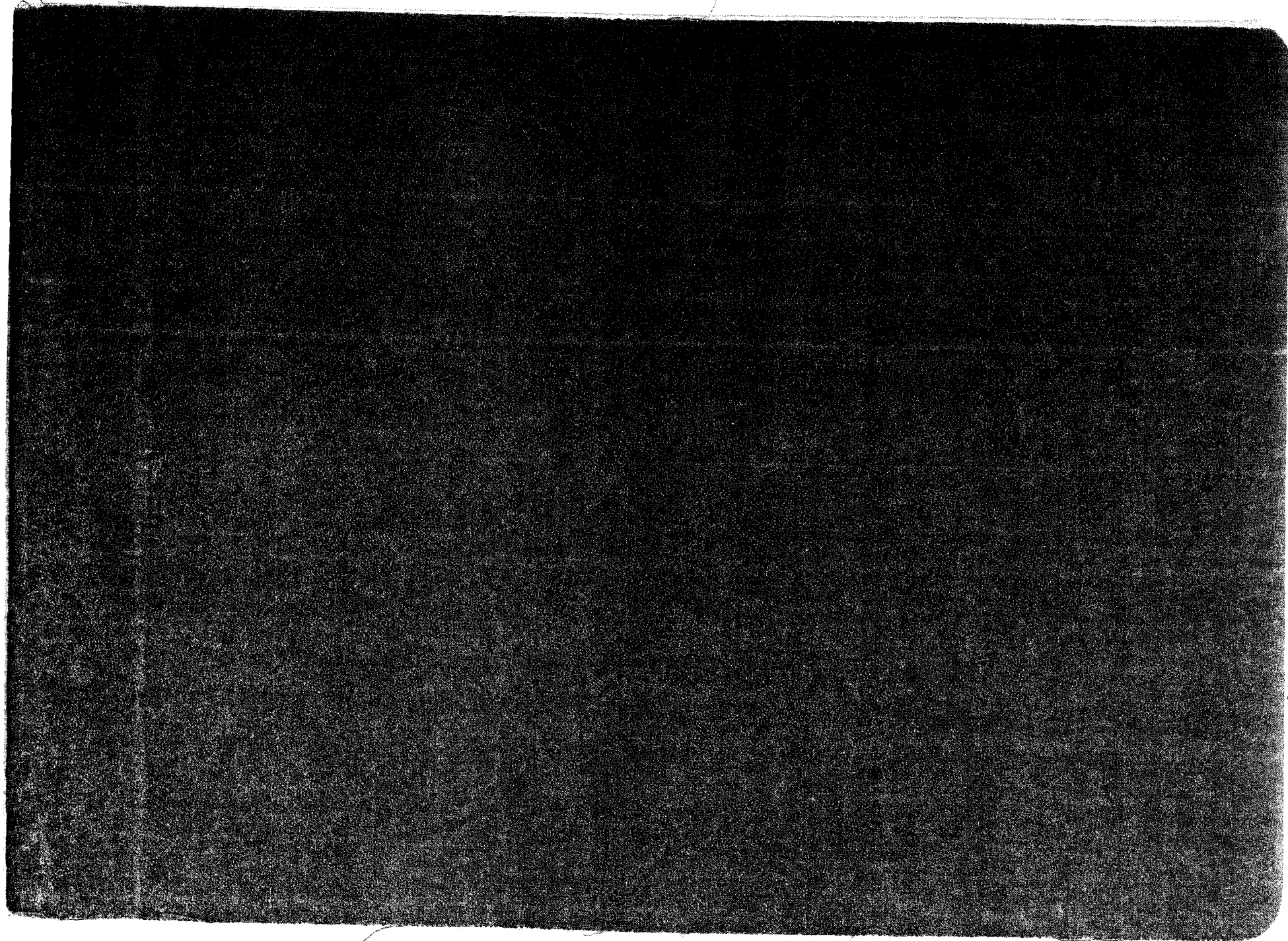
Don't run a motor fast when the automobile is standing still; there is no worse abuse.

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**



**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.**

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

**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.**

CADILLAC "MODELS K, M, S and T" PRICE LIST OF PARTS.

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	3/4" 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	3/4" 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

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# 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  
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# 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, 15¾ inches, and for 1908 is 18¾ 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.

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# 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.**

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# 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

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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

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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

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# 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  
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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

Be sure to put your name and motor number on  
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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

**Order Parts by number and name in full  
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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

**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 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

**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.

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

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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

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# 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

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# 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	Hinge, lower, for side entrance door, right.....	1.00
4459	Hinge pin for side entrance door hinges, right.....	.05
4461	Lock complete, less handle, for side entrance door, right.....	1.00
4478	Handle for side entrance door lock, right.....	1.00
4076	Latch strike for side entrance door, right.....	.10
4075	Hinge, upper, for side entrance door, left.....	.50
4455	Hinge, lower, for side entrance door, left.....	1.00
4457	Hinge pin for side entrance door hinges, left.....	.05
4458	Lock complete, less handle, for side entrance door, left.....	1.00
4460	Handle for side entrance door, left.....	1.00
4478	Latch strike for side entrance door, left.....	.10
4076		
4077		
4075		

**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.**  
**Read page 3 before ordering.**

**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.**

**Read page 3 before ordering.**

**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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**Cadillac Motor Car Company**

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.

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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			
<b>CYLINDER, WATER JACKET AND VALVE CHAMBER.</b>			
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.

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# 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) ..... each	.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) ..... each	.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-4-680	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) ..... each	.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) ..... each	.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.

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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) ..... each	.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) ..... each	.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) ..... each	.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.

Read Instructions before ordering.

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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).....each	.05
RARAB			
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			
DERAB	E- 25	Needle packing nut .....	.08
FERAB	E- 26	Float chamber plug screw (per doz., .50).....each	.05
KERAB			
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			
CORAB			
DORAB		Gasoline feed pipe with two union nuts.	1.00
FORAB	R-4-373	Aluminum heater pipe with set screw and nut .....	3.00
KORAB	R-4-698		
LORAB	R-4-602	Throttle rod, upper .....	.55
MORAB	R-4-639	Throttle rod collar .....	.35
PORAB	R-4-634	Clamp screw for throttle rod collar (per doz., .25) .....	.05
RORAB			
SORAB	R-4-646	Throttle rod spring (per doz., 1.00).....each	.10
TORAB	R-4-494	Collar and pin for mixer trunnion (per doz., .25) .....	.05
ZORAB	R-4-496		
BURAB	R-4-495	Mixer trunnion .....	.15
CURAB		Priming Rod.	
DURAB		Priming rod with handle and end.....\$	.50
FURAB	H-1436	Priming rod only .....	.20
KURAB	H-1434	Priming rod handle .....	.15
LURAB	H-1435	Priming rod end or lever .....	.10
MURAB	H-1437	Priming rod wire .....	.10
PURAB	H-1439	Priming rod bracket .....	.30
RURAB	H-1427	Spring for priming rod .....	.05
SURAB	H-1440	Screws and nuts for bracket, 1/4"x20 (per doz., .25) .....	.05
TURAB			
ZURAB			

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			
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).....each	.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).....each	.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).....each	.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 lubricator .....	.15

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			
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 .....	each .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			
BAFED		(d) Main Clutch.	
CAFED		Main clutch, complete, includes seven following items .....	18.00
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 .....	.35
ZAFED		Main clutch inner and outer disc assembled with springs and cups .....	40.00
BEFED			
GEFED	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.

Order Parts by serial part number and name in full.

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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.  
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			
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.  
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CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
<b>Starting Device.</b>			
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- 409	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		<b>Engine Shield.</b>	
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		<b>Springs.</b>	
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.

Read Instructions before ordering.

The telegraph code key-word for this book is HARMONY.

# 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 $\frac{5}{8}$ " 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
RIPED		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
ZIPED	H- 448	Filler cap for gasoline emergency tank..	.40
BOPEP	H- 420	Drip connection for gasoline emergency tank.....	.40
DOPEP		Plug for gasoline emergency tank drip connection.....	.05
FOPEP	H- 433	Feed connection for gasoline emergency tank.....	.50
GOPEP		Steel strap for gasoline tanks with clips, supports, studs and nuts.....each	1.50
HOPEP	H- 445	Clip for gasoline tank steel straps.....	.75
IOPEP	H- 441	Stud for gasoline tank clips.....	.20
JOPEP	H- 438	Support for gasoline tanks.....	.25
KOPEP	H- 437	Leather spacer for gasoline tanks.....	.20
LOPEP	H- 422	Union nut for gasoline pipe.....	.40
MOPEP	H- 423	Washer for gasoline pipe union (per doz., .25).....each	.05
NOPEP		Gasoline feed pipe with union nuts....	1.00
POPEP	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	H-1403	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
BIREP	H-1406		
CIREP			
DIREP	H-1403		
FIRED	H-1405		
KIREP			
LIRED	H-1420		
MIREP			
PIRED	H-1421		
RIRED			
SIREP	H- 436		
TIRED	H-1412		
ZIREP	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.

The telegraph code key-word for this book is HARMONY.

# 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		
RIBIG	H-1127	Dash lamp holder bracket, right or left	2.00
SIBIG	H-1137	Dash lamp holder, right or left.....	2.00
TIBIG	H-1138	Nut for dash lamp holder.....	.15
ZIBIG		Dash lamp bracket screws.....	.10
BOBIG		Dash lamp bracket washer and nut (per doz., .50).....each	.05
COBIG		Rubber mat for dash shelf.....	.75
DOBIG	H-1287	Floor board for dash.....	2.00
FOBIG	H- 769	Lamp and stanchion bracket for dash..	3.00
KOBIG	H-1128	(For Sight Feed see following Lubricator.)	
LOBIG			
MOBIG			
POBIG			
ROBIG			
SOBIG			
TOBIG			
ZOBIG			
BUBIG	H-1100	Hood .....	\$ 30.00
CUBIG		Hood fastener, complete, including seven following items.....	.75
DUBIG	H-1102	Nut for eyebolt of hood fastener (per doz., .50) .....	.05
FUBIG	H-1104	Cap for cam handle of hood fastener..	.10
KUBIG	H-1107	Cam handle for hood fastener.....	.40
LUBIG	H-1106	Spring for hood fastener.....	.10
MUBIG	H-1108	Eyebolt for hood fastener.....	.20
PUBIG	H- 110	Washer for eyebolt for hood fastener..	.02
RUBIG	H-1103	} Bracket for hood fastener (on side bar)	.15
SUBIG			
TUBIG		Hood lug for hood fastener.....	.25
ZUBIG	3439	Nut for hood lug (per doz., .25).....each	.05
		Handle for hood .....	.40

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			
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			

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.

Order Parts by serial part number and name in full.

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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		<b>Brake Pull Rods.</b>	
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		<b>CONTROLLER LEVER.</b>	
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			
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		Screw for steering post.....	.10
TOKIG	H- 871	Nut for steering gear.....	6.00
ZOKIG	H- 819	Plug for steering post .....	.50
BUKIG	H- 820	Steering post .....	3.00
CUKIG	H- 826	Adjusting nut, large, for end of steering arm shaft .....	.20
DUKIG	H- 833	Stem for 1" ball joint.....	.40
FUKIG	H- 872	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) .....	each .60
CALIG			
DALIG	H- 876	Steel bushing for steering arm shaft....	.40
FALIG	H- 804	Yoke, upper, for steering arm shaft....	4.00
KALIG	H- 803	Yoke, lower, for steering arm shaft....	4.00
LALIG		Set screw and lock nut for yokes for steering arm shaft (per doz., .50) each	.05
MALIG			
PALIG	H- 802	Button for yokes for steering arm shaft	.10
RALIG	H- 814	Trunnion blocks for steering arm shaft yoke (four) .....	each .30
SALIG			
TALIG	H- 877	Cap packing nut for end of steering arm shaft .....	.50
ZALIG			
BELIG	H- 807	Faced packing nut for end of steering arm shaft .....	.60
CELIG			
DELIG	H- 880	Steering shaft arm .....	4.00
FELIG		Ball pivot for steering shaft arm.....	.50
KELIG	H- 816	Steering case body .....	12.00
LELIG	H-1612	Screw for steering case body (per doz., .50) .....	each .05
MELIG			
PELIG	H- 815	Steering case cover .....	4.00
RELIG	H- 805	Cap for steering case cover.....	.80
SELIG	H- 817	Cap for adjusting plug .....	.20
TELIG	H- 818	Adjusting plug for steering case body..	.40
ZELIG	R-4-434	Cap for oil pan arm.....	.60
BILIG	R-4-326	Set screw for oil pan arm cap.....	.10
CILIG	R-4-373	Check nut for oil pan arm cap set screw (per doz., .25) .....	each .05
DILIG			
FILIG			
KILIG			
LILIG			
MILIG		Steering connection rod complete with ends assembled .....	\$ 8.00
PILIG	H- 844	Tube for steering connection rod.....	1.25
RILIG		End for steering connection rod, front, complete .....	3.00
SILIG			
TILIG	L- 866	Sleeve for front end of steering connection rod .....	1.20
ZILIG			
BOLIG	L-862	Sockets for steering connection rod end, front (two) .....	each .50
COLIG			
DOLIG	L- 864	Nut for front steering connection rod end .....	.20
FOLIG			
KOLIG	H- 839	Nut for steering connection .....	.60
LOLIG	H- 843	Screws for steering arm sleeve (two) (per doz., .25) .....	each .05
MOLIG			
POLIG	H-1715	Lock nut for steering arm sleeve (two) .....	each .15
ROLIG			
SOLIG		End for steering connection rod, rear, complete .....	2.80
TOLIG			
ZOLIG	H- 838	Sleeve for rear end steering connection rod .....	2.00
BULIG			
CULIG	H- 841	Sockets for rear end steering connection rod (two) .....	each .70
DULIG			
FULIG	H- 839	Nut for rear steering rod end.....	.60
KULIG	H- 845	Springs for rear steering connection rod end (two) .....	each 1.20
LULIG			
MULIG	H- 846	Washers for rear steering connection rod end (two) .....	each .10
PULIG			
RULIG	H- 842	Discs for rear steering connection rod end (two) .....	each .05
SULIG			
TULIG		Rawhide covering for steering connection rod ends .....	each .60
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) .....	each .05
PAMIG			
RAMIG		Spark rod and lever .....	1.20
SAMIG	H- 854	Pin for spark lever .....	.05
TAMIG	H- 855	Pin for throttle lever .....	.05
ZAMIG	H- 832	Spark rod only .....	1.40
BEMIG	H- 867	Clamp screws for spark rod lever.....	.15
CEMIG	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) .....	each .05
MEMIG			
PEMIG	H- 831	Spark and throttle control staff.....	1.20
REMIG	H- 827	Bushing for spark and throttle control staff (two) .....	each .10
SEMIG			
TEMIG	R-4-449	Pinion segment for spark control.....	.80
ZEMIG	R-4-448	Gear segment for spark control.....	1.00
BIMIG	R-4-447	Pinion segment for throttle control....	1.00
CIMIG	R-4-446	Gear segment for throttle control.....	1.00
DIMIG	R-4-656	Vertical spark shaft .....	.20
FIMIG	R-4-637	Clamping collar for vertical spark shaft	.40
KIMIG	R-4-633	Clamp screw for vertical spark shaft collar (per doz., .25) .....	each .05
LIMIG			
MIMIG	R-4-657	Bushing for vertical spark shaft.....	.30
PIMIG	R-4-442	Spark control arm for top of vertical shaft .....	.55
RIMIG			
SIMIG	R-4-443	Governor arm for bottom of vertical spark shaft .....	.80
TIMIG			
ZIMIG	R-4-665	End connection for spark control arm.	.20
BOMIG	R-4-659	End connection for throttle arm.....	.30
COMIG	R-4-640	Nut for throttle and commutator rods (per doz., .25) .....	each .05
DOMIG			
FOMIG	R-4-664	End connection for commutator rod, commutator end .....	.15
KOMIG			
LOMIG	R-4-604	Commutator rod from commutator to top of vertical spark shaft.....	.55
MOMIG			
POMIG	R-4-603	Lower throttle rod from governor lever to bottom of vertical spark shaft....	.55
ROMIG			
SOMIG	R-4-602	Upper throttle rod from governor to carburetor .....	.55
TOMIG			
ZOMIG	R-4-646	Spring for throttle rod upper (two)....	each .10
BUMIG			
CUMIG	R-4-639	Collar for throttle rod upper (two).....	each .30
DUMIG	R-4-634	Clamp screw for throttle rod collar (per doz., .25) .....	each .05
FUMIG			
KUMIG	R-4-640	Nut for end connection for upper throttle rod (per doz., .25) .....	each .05
LUMIG			
MUMIG		The following parts were used on cars on which the governor was not used.	
PUMIG			
RUMIG			
SUMIG	R-4-656	Vertical spark shaft .....	.30
TUMIG	R-4-637	Clamp collar for vertical spark shaft (two) .....	each .40
ZUMIG			

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CODE WORD			
BAPIG	R-4-633	Screw for vertical spark shaft clamp collars .....	.05
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 rod .....	.35
TUPIG		Nut for parallel rod bolt .....	.05
ZUPIG			

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# CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
BARIG	H- 316	Steel bushing, upper, for steering spindle .....	.60
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		Wrench for front wheel hub cap.....	.20
MORIG			
PORIG			
RORIG			
SORIG			
TORIG			
ZORIG			
BURIG	H- 215	Rear axle shaft, right or left.....	6.00
CURIG	H- 244	Hexagon nut for end of rear axle shaft (two) .....	.40
DURIG			
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

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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.

The telegraph code key-word for this book is HARMONY.

# 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		ing shaft .....each	5.00
PUTIG	H- 20	Cross for rear universal joint.....	3.50
RUTIG		Bronze bushings for rear universal	
SUTIG	H- 22	joint cross (four).....each	.50
TUTIG	H- 21		
ZUTIG			

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Read Instructions before ordering.

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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.

Read Instructions before ordering.

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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.

Read Instructions before ordering.

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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		<b>Fenders.</b>	
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		Angle plate for running board support on front fender, right.....	1.25
PIDOM	H-1257	Angle plate for running board support on front fender, left.....	1.25
RIDOM	H-1258	Rivet for fender, short (per doz., 25).each	.05
SIDOM	H-1237	Rivet for fender, long (per doz., 25).each	.05
TIDOM	H-1238	Bracket for rear fender iron on mud guard.....	1.25
ZIDOM	H-1251	Bracket for fender iron.....	1.25
BODOM	H-1252	Angle plate for running board support on rear fender, right.....	1.25
CODOM	H-1254	Angle plate for running board support on rear fender, left.....	1.25
DODOM	H-1255	Re-inforcement plate for angle support of running board on rear fender.....	1.25
FODOM	H-1256	Re-inforcement plate for angle support of running board on front fender....	1.25
KODOM	H-1225	Fender iron, front, right.....	3.00
LODOM	H-1226	Fender iron, front, left.....	3.00
MODOM	H-1227	Fender iron, rear, right.....	3.00
PODOM	H-1228	Fender iron, rear, left.....	3.00
RODOM	H-1229	Fender iron, rear front, right.....	3.00
SODOM	H-1231	Fender iron, rear rear, right.....	3.00
TODOM	H-1230	Fender iron, rear front, left.....	3.00
ZODOM	H-1232	Fender iron, rear rear, left.....	3.00

Order Parts by serial part number and name in full.

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# CADILLAC MODEL H PRICE LIST OF PARTS.

CODE WORD			
		<b>Battery Box Case.</b>	
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		<b>Tool Kit.</b>	
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.

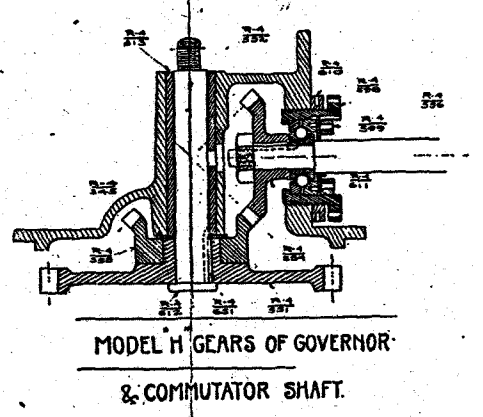
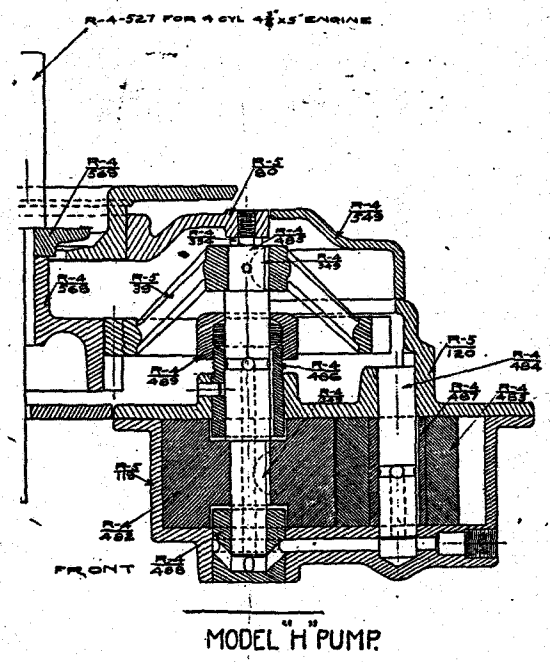
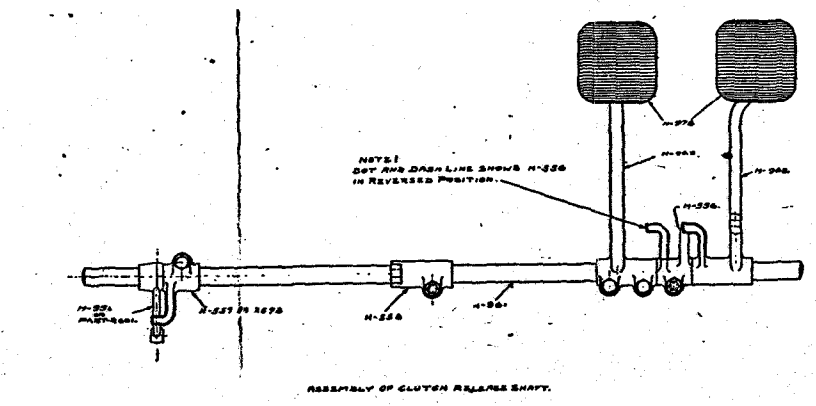
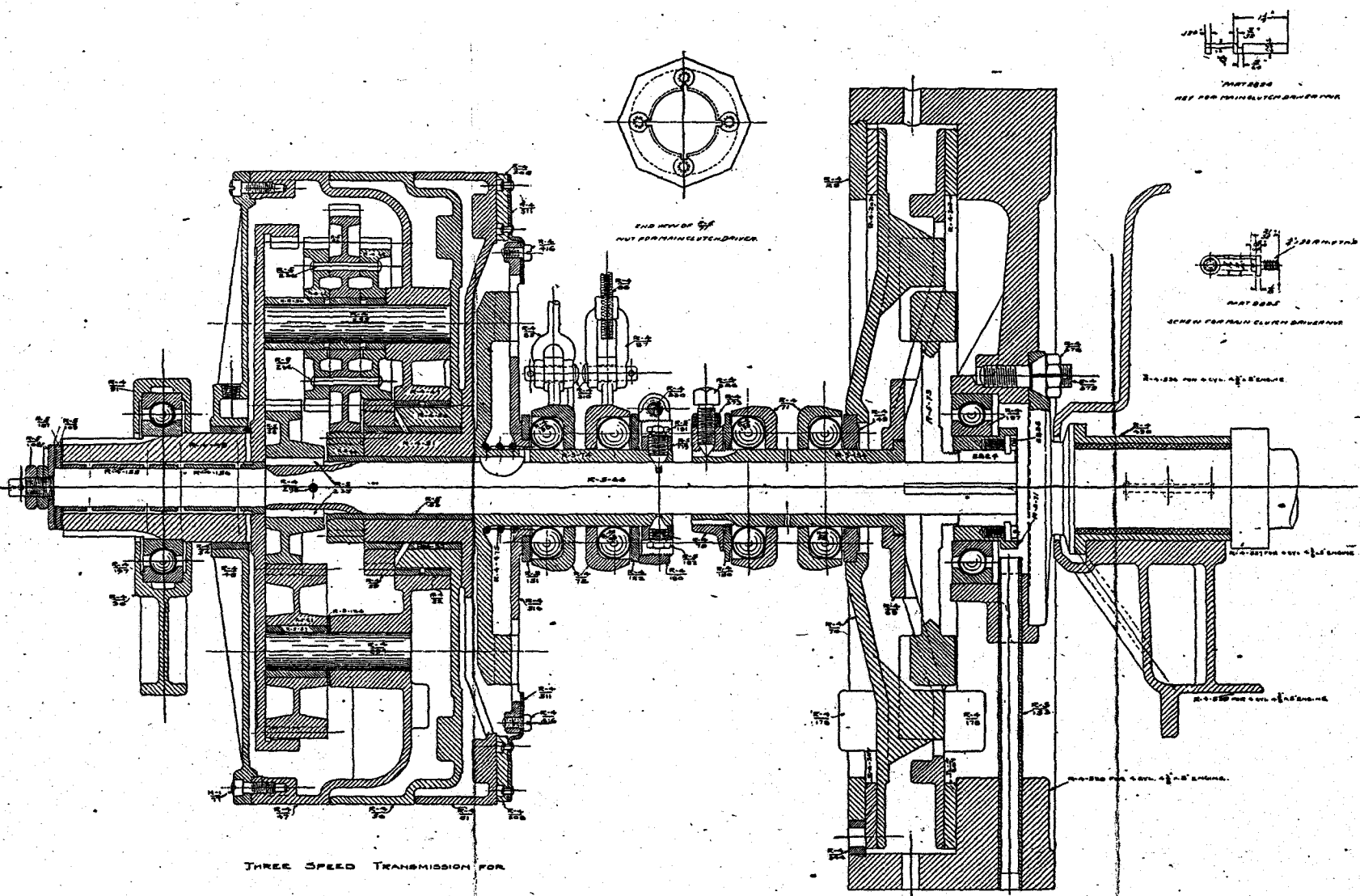
We do not guarantee, replace or repair Tires under any circumstances. All Tires used on Cadillac cars are guaranteed by their respective makers and all claims must be made and Tires sent direct to them.

Tires sent to us will not be accepted from the transportation company.

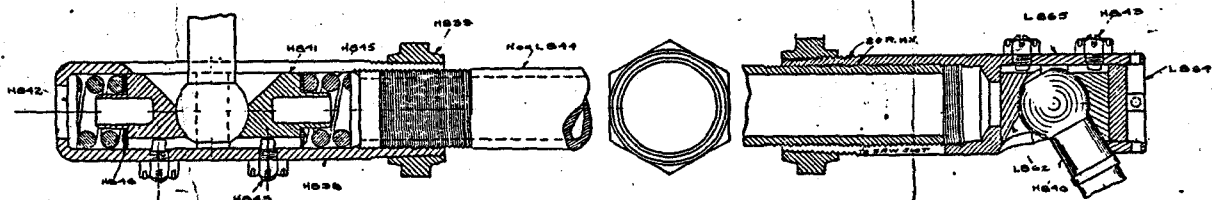
Order Parts by serial part number and name in full.  
Give number of motor.

Read Instructions before ordering.

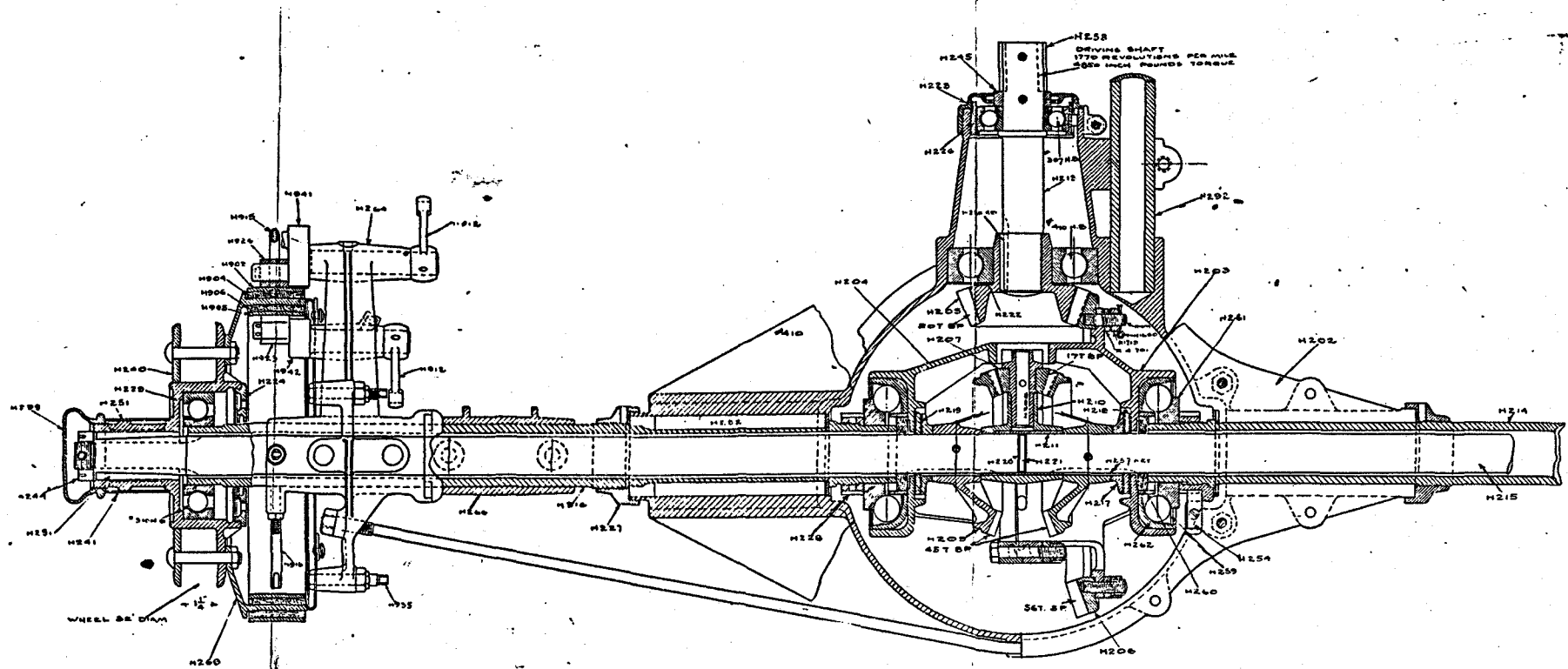
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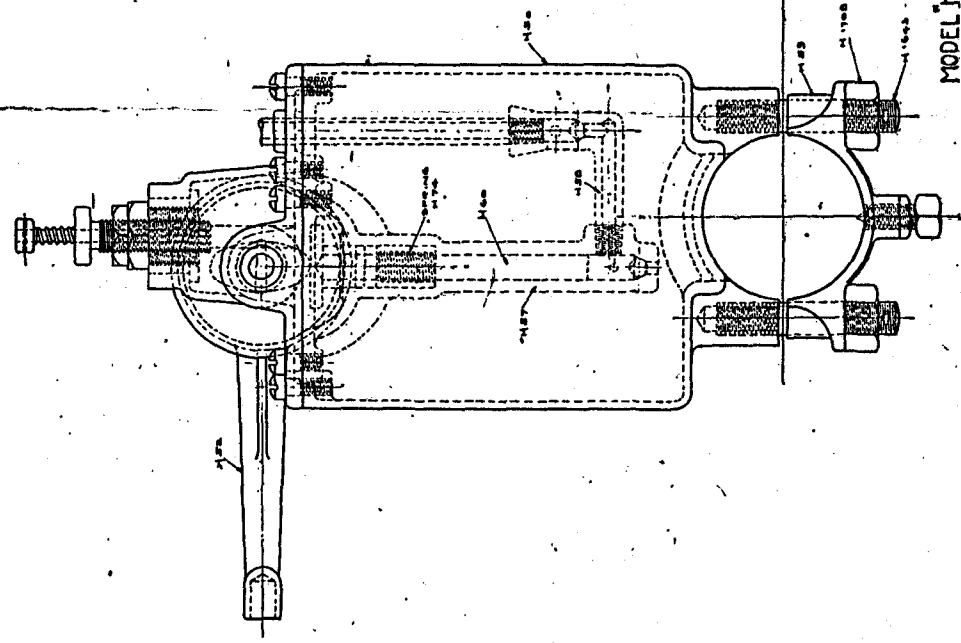
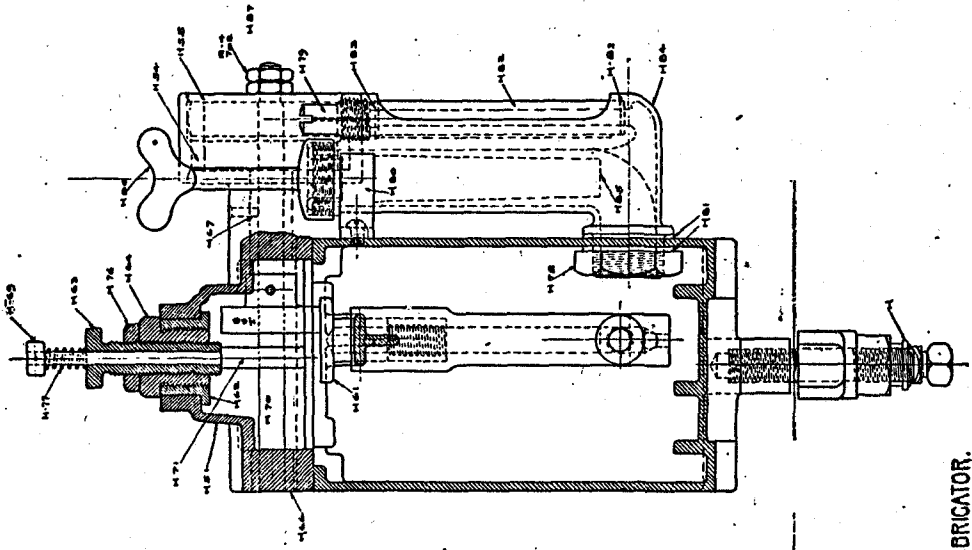
# SUPPLEMENT TO CADILLAC "MODEL H" PRICE LIST OF PARTS.



MODEL "H" STEERING CONNECTION ROD.

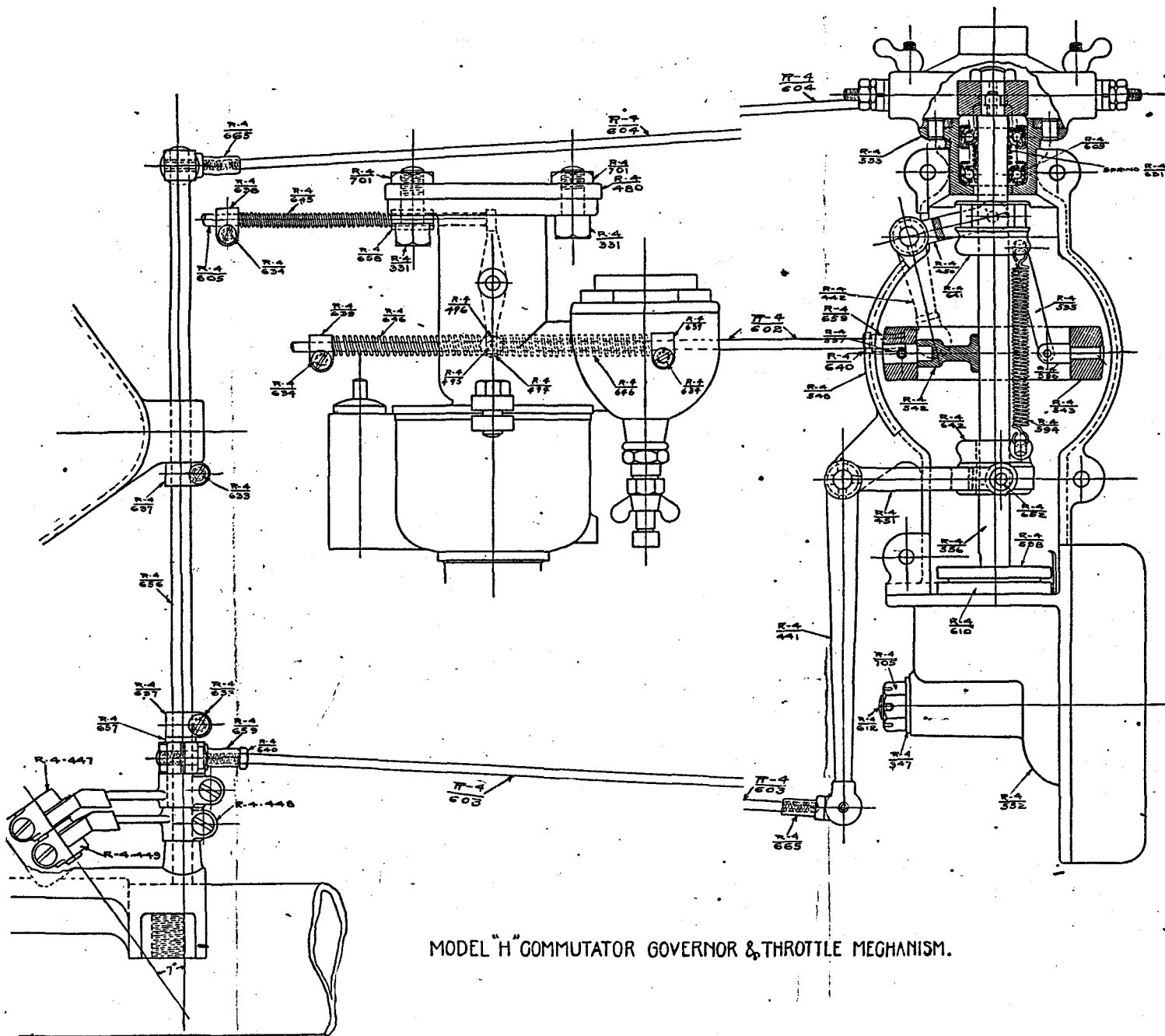


MODEL H REAR AXLE.

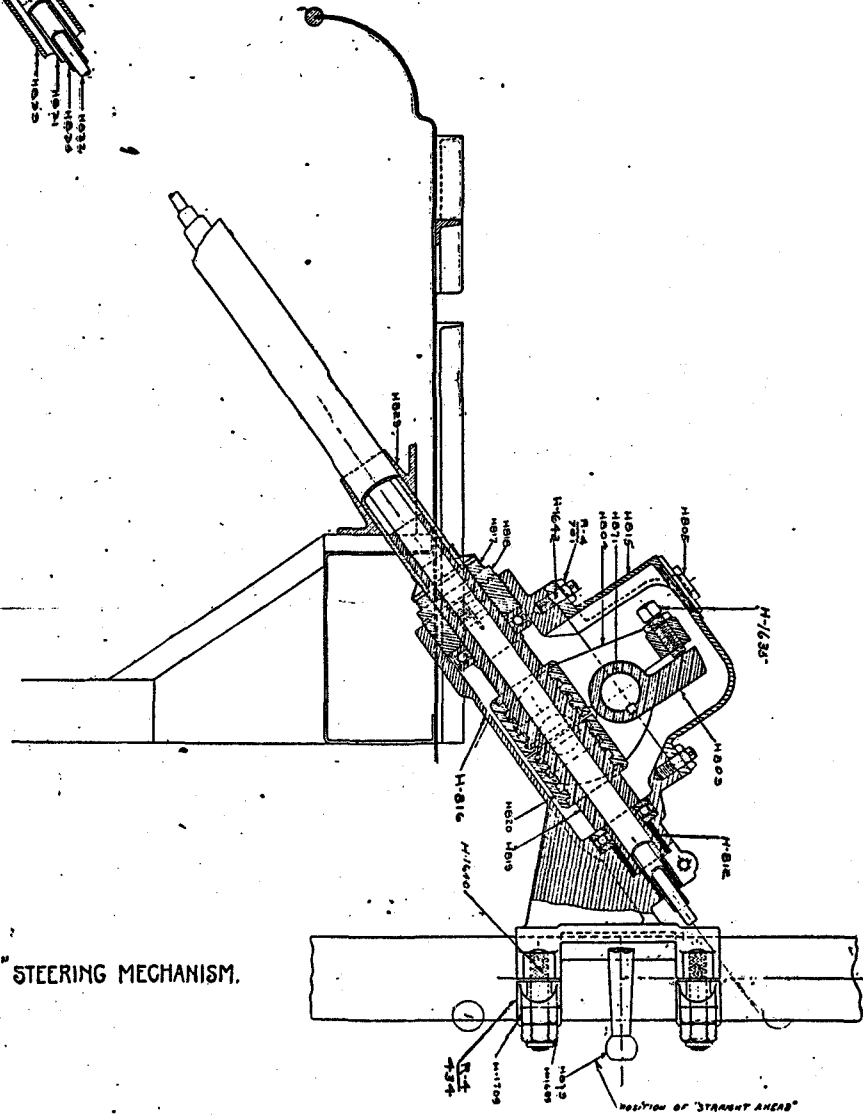
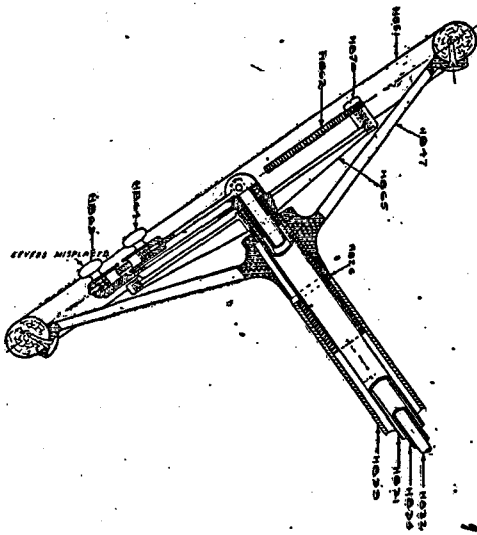


MODEL "H" LUBRICATOR.







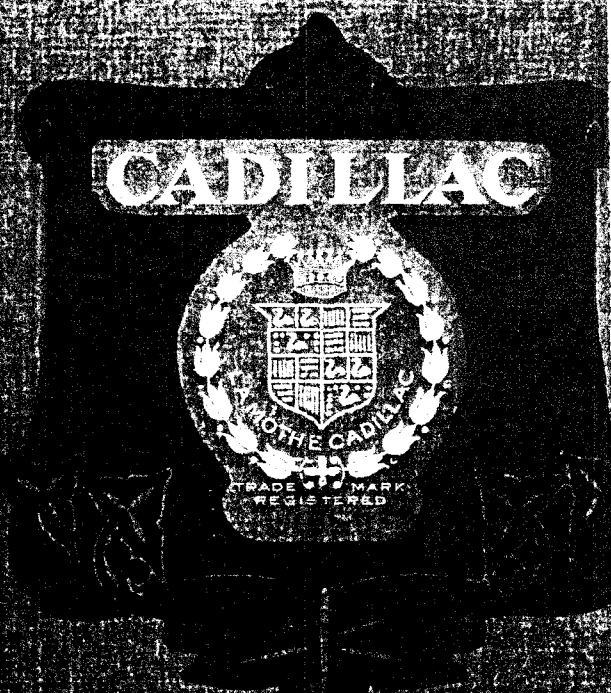


MODEL "H" STEERING MECHANISM.

CADILLAC MOTOR CAR CO.

Miscellaneous

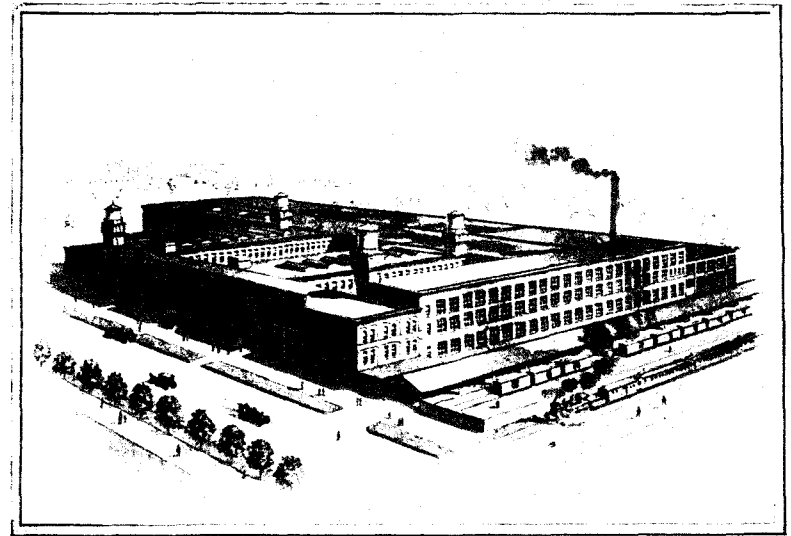
1908 Cadillac, models S & T.



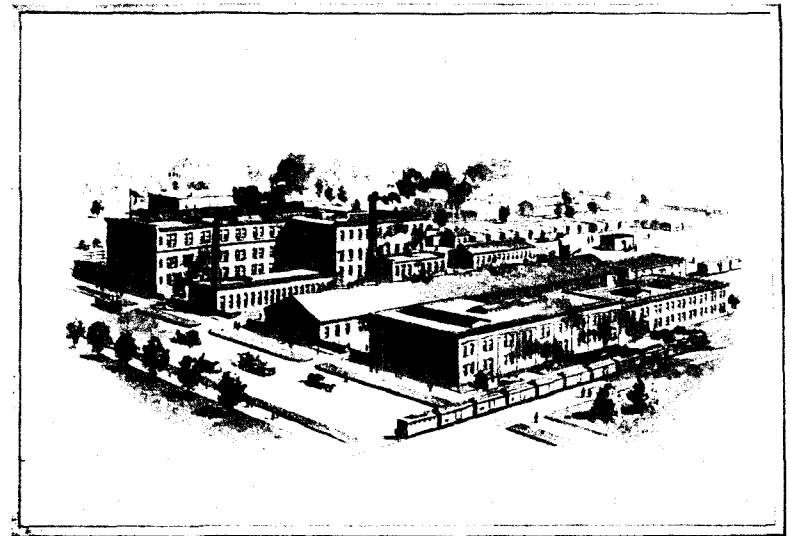
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NOT TO CIRCULATE

# CADILLAC MOTOR CAR CO.

*Member Association Licensed Automobile Manufacturer*



*The plant which produces more High Grade Automobiles than  
any other factory in the world.*



FACTORIES AND GENERAL OFFICES

**DETROIT, MICHIGAN**

*Cable Address  
"Cadauto, Detroit"*

*Codes: A B C, 5th Edition, Lieber's  
Western Union, Directory*

## The Single Cylinder Cadillac

**1903** For the sixth successive year we are telling the story of the single cylinder Cadillac. Yet, with all the repetition, it has lost none of its interest. On the contrary, the story has each time been told with increased enthusiasm, prompted by the remarkable service and satisfaction which this car has rendered to the sixteen thousand users all over the world.

**1906** No other motor car has so successfully withstood such a severe test of stability and endurance.

**1907** The story of the Cadillacs is a story of constancy and achievements. The really practical and successful motor car marks its progress from the time the first Cadillac was made, in 1902. Success was instantaneous and in the third year of their manufacture the production of Cadillacs exceeded that of any two other makes of motor cars combined, and each succeeding year there have been more Cadillacs produced than of any other strictly high grade cars.

This splendid record is not the result of mere chance, but is attributable to several cardinal principles:

*FIRST*—Fixedness and sincerity of purpose.

*SECOND*—Direction of effort toward producing only that which we knew to be right.

*THIRD*—Perfecting in detail what we knew to be right in design and in principle rather than abandoning a car after a season's making and starting all over again, each time allowing the public to bear the burden.

*FOURTH*—Knowing how to do what we set out to accomplish.

*FIFTH*—Refusing to take advantage of public confidence by foisting upon it new and untried experiments, or by catering to imaginary wants based upon misconceptions, or upon what the public had been misled into thinking were the requirements of a practical, serviceable, dependable and efficient motor car.

After the first year, envious competitors predicted the early downfall of the single cylinder Cadillac, but it did not and would not "down." It had so entrenched itself as the ideal car for the vast majority of people, that no power could halt its constantly gaining prestige. And now, after five years of unprecedented success, it enters upon its sixth year holding a position of still greater favor than ever before, a position attained by reason of genuine merit alone.

The single cylinder Cadillac, with its one-cylinder motor, made as only the Cadillac company makes a motor, produces far more satisfac-

## The Single Cylinder Cadillac—Continued

tory results than are accomplished by many makers of two—and even four-cylinder cars, while the Cadillac has the added advantage of the absence of many complications which cannot be avoided in multiple cylinders.

There has, of late, been an 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.


It is not a car cheaply constructed and "thrown together" with the sole purpose of getting the purchaser's money. It is built for stability and for endurance. That our endeavors have been successful is best evidenced by the fact that the very first Cadillacs made, more than five years ago, are still affording their users satisfactory service. Not one of them, so far as we know, has ever been cast aside because worn out or unfit for further use although a number of them, according to the reports of their owners, have been driven more than fifty thousand miles—twice the distance around the earth. This is at least ten times the mileage that the *average* automobile is driven in a season, yet how many cars of other makes do you see still running that were made five, four or even three years ago?

How long these Cadillacs will continue to run, no one can answer, but there is no reason why they should not be serviceable for years. There are some parts of the cars which will doubtless last indefinitely, while those subject to wear can be easily replaced as necessity demands because all Cadillac cars are made upon our interchangeable plan. Each piece is made with special tools, jigs and dies which insure its being like every other piece of its kind, and when a new part is required, it may be ordered with the assurance that it will not require altering to fit. Every individual piece is subjected to our limit gauge tests, which, in most cases, are specified to the one-thousandth part of an inch.

The Cadillac company is prepared to furnish any part of any car it ever built. No Cadillac user was ever obliged to discard his car because of inability to obtain some needed part, nor to pay an enormous price to have some needed part made to special order because the maker had gone out of business or had discontinued making duplicate parts of old models.

Cadillac cars are not the exclusive designs of *any one* person. They represent the composite ideas of a number of inventors, designers and engineers, each skilled by many years of experience in his special branch of work. Every feature of Cadillac cars is thoroughly considered by a special committee of mechanical experts. No feature is adopted





## The Single Cylinder Cadillac—*Continued*

until it has been passed upon by them and its worth fully proven by long and severe tests.

The Cadillac factory is one of the largest and is the most completely equipped and best organized plant of its kind in the world. In the production of Cadillac cars, no expense is spared to make them all that they ought to be. There is no guesswork about Cadillac cars. The purchaser of a Cadillac knows what he is getting. His car is backed by the strongest institution of its kind in the world, both financially and mechanically.

The single cylinder Cadillac is the most moderate priced strictly high grade motor car in the world. Take it piece for piece and in neither material nor workmanship will it suffer one iota in comparison with any other automobile regardless of price.


The single cylinder Cadillac is an all-around family and business car. For the man who wants a motor vehicle which any member of the family can operate, a car which is capable of going any place at any time, a car which can always be depended upon, a car that will travel over any road that is not entirely impassable, a car that does not balk on any hill, no matter how rough or how steep, in fact, a car which meets every requirement of travel excepting the highest speed, there is positively nothing at any price which equals the single cylinder Cadillac.

It is not offered as a car that will equal the speed of the high powered machines over good roads, but it is easily capable of a rate of twenty-five to thirty miles per hour. This is faster than most persons care to ride, is faster than the law allows and faster than is driven nine-tenths of the time even by users of speedier cars. It has been 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 staunchness and dependability of the single cylinder Cadillac and its bulldog persistency, enable it to frequently head the procession at the close of the day's run.

It is a car which you can take for a short drive or a long tour and enjoy it to the utmost, without having the greater share of your pleasure marred by the constant dread that something is going to happen.

Many owners of large cars do not consider their private garages complete without at least one single cylinder Cadillac for general utility purposes, because of its practically unfailing reliability and economy of maintenance.

While the single cylinder Cadillac stands to-day much as it did when first made, having the same motor, the same transmission, the same carburetor, etc., each succeeding year there have been improve-



## The Single Cylinder Cadillac—*Continued*

ments in general make-up and refinements of detail. The latest improvements include the lengthening of the wheel base to eighty-two inches and providing longer rear springs. These add wonderfully to the comfort and luxurious riding qualities of the cars.

In the entire design, special attention has been devoted to the importance of accessibility of all parts which may require attention. The mechanical construction in general is so simple that it is easily understood, enabling the user to take care of the car himself should he desire to do so, and save the necessity of incurring an expense for maintaining it in running condition.

It may appear to be a strong statement, but we candidly believe, and our belief is justified by the experiences of 16,000 users, that on an average there are from two to three times as many miles of actual service for every dollar of cost (purchase price and maintenance) in a single cylinder Cadillac as there are in any other automobile made and several times that proportion compared with some cars.

In the matter of economy, both in operation and maintenance, we know that there is no car which even compares favorably with the single cylinder Cadillac. This statement is not based upon guesswork, but upon the *sworn affidavits* of many Cadillac users who have driven their cars from one to four years and from 1,000 to 50,000 miles.

These affidavits show that their average expense for repairs (not including tires) was less than fifty cents per week and less than forty-five cents per 100 miles of travel. They further show that the cars averaged slightly over eighteen miles for each gallon of gasoline.

We do not wish to be understood as guaranteeing that all Cadillacs will be operated and maintained on the above basis. The figures given are actual *averages* furnished by a large number of owners residing in nearly every part of the country, using their cars under almost every condition.

We have detailed these records in a handsome 64-page booklet entitled

### "THE TRUTH ABOUT THE AUTOMOBILE and What it Costs to Maintain One."

This booklet contains many reports of interesting experiences and remarkable performances and fully substantiates every claim made for the dependability, efficiency and economy of the single cylinder Cadillac. A copy may be obtained from any Cadillac dealer or will be mailed by us upon receipt of request. If you are a prospective automobile buyer, you cannot afford not to read it.



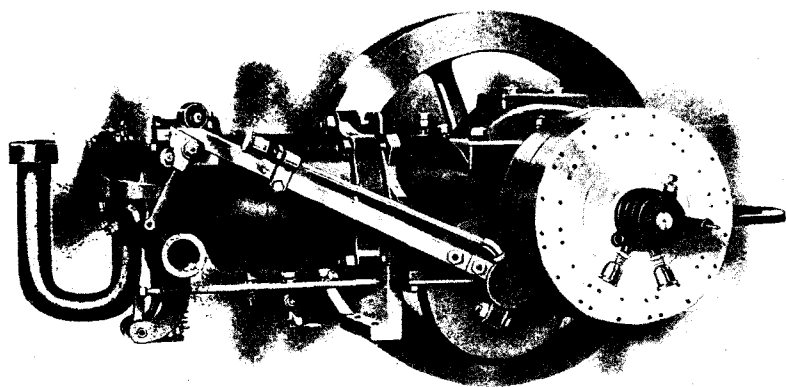
## Cadillac Single Cylinder Motor

**T**HE Cadillac single cylinder ten horse-power motor was the first really successful automobile motor constructed. It was so far superior to anything which had ever before been made that it immediately set a new mark for other makers to strive to reach.

The secret of its remarkable power and durability lies both in the design and the consummate care exercised in the finishing of every part. In fact the actual cost of manufacturing this motor exceeds that of many four-cylinder types.

We cast our cylinders, pistons and piston rings from a special grade of metal compounded after our own private formula, the result of many years' experimenting and testing in our laboratories.

The superior qualities of this formula are so well recognized that our foundry is furnishing castings for these parts to a number of makers of the highest priced cars in America.



We occasionally have the opportunity of examining some of our earliest motors which have been run many thousands of miles and which we find practically as good as new. With proper care and lubrication there is no reason why they should not continue serviceable for many years to come.

The crank shaft is drop forged from special nickel carbon steel. The main bearings of the crank shaft consist of the highest grade of babbitt facing, made after our own exclusive formula, backed by a finished bronze bushing. If replacement should be required, it may be done in a few minutes, as it is not necessary even 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, these 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 the 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 practically 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 accurately ground until smooth as glass, and neither is allowed to pass inspection if it exceed 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 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.

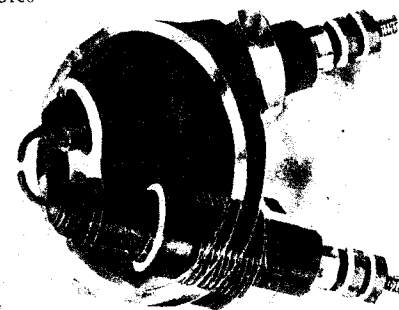
The motor is provided with a metal dust shield or drip apron which is attached to the frame of the chassis by means of spring hooks so that it may be easily removed.

## Cadillac Spark Plug

**O**UR double insulated spark plug is one of the exclusive features which we have used in the single cylinder Cadillac since its inception.

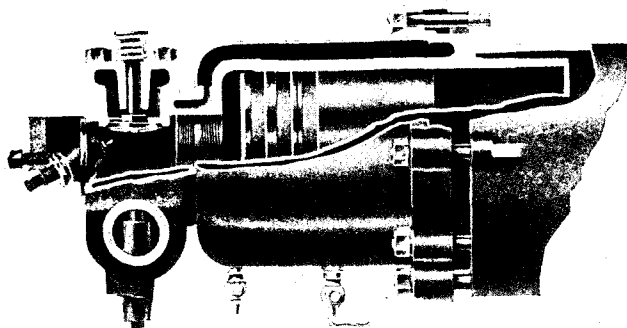
The advantages are numerous. It permits the secondary current to be kept separate from the other mechanism and the expense of replacing its mica cores is almost insignificant.

While we can provide for the use of ANY plug, we have not in a single instance furnished any other type. We have known of 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 of this spark plug is a worthy feature. It may be removed for examination in only a few seconds.



## Cadillac Copper Water Jacket and Cooling System

**I**T TAKES one whose experience has been with the ordinary form of construction, to fully appreciate the superiority of the cooling system used in the single cylinder Cadillac. This system was originated by us and has proven so efficient that other makers are willing to pay a royalty for using it.



You do not see Cadillacs "hung up" on the road steaming like a locomotive and waiting for the motor to "cool off."

Instead of casting the cylinder and water jacket together, our cylinders are cast separately. This enables us to make the walls of perfectly uniform thickness throughout. A copper water jacket is then firmly clamped into position making it water-tight, without the use of gaskets to leak or blow out and cause almost endless annoyance and trouble.

When cylinders and water jackets are cast together and cored to make the space between, it is seldom that the cylinder walls are of even thickness throughout. In consequence of this the cylinder cannot be cooled evenly, with the result that the contraction and expansion of the metal is not uniform, causing the piston to bind at some points of its travel and to be so loose at others that compression is lost.

While our method of construction is much more expensive for us, it is far less expensive for the car owner in case of a damaged cylinder caused by lack of proper lubrication or a burst water jacket caused by freezing. With Cadillac construction he has to replace only the part damaged, but when the two are cast together he must replace the entire combination at considerable expense.

The radiator is of the tube and fin type with large radiating surface and the centrifugal pump keeps the water in rapid circulation. The pump is attached to the frame of the chassis and as it is actuated by the motor, the rapidity of its action is governed by the motor's speed.

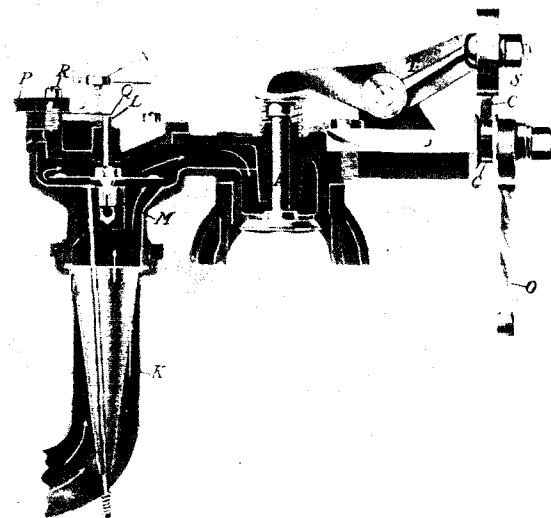
The water circulating pipes are copper and the tank is accessible for filling by simply raising the cover of the hood.



## Cadillac Carburetor or Mixer

**T**HE MOST perfectly designed and most accurately made motor may have its efficiency greatly impaired if equipped with a poor carburetor or mixer.

This is the instrument by means of which the gasoline is transformed into a vapor or gas and mixed with air. If the gas were drawn into the combustion chamber in its pure state it would not ignite, so it must be mixed with air; and in order that it may have the highest explosive force, the proportion of gas and air



must be exactly right. Too much or too little of either element means the loss of power and a waste of gasoline. The gasoline from the storage tank enters the mixer through the valve (M), (see illustration) and drops into 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 from the spark plug.

In the Cadillac carburetor, which we have used for the past five years, we have something radically different from any other. It has not a half dozen or more adjustments which require the constant attention of an expert to get good results and to meet varying conditions. It is extremely simple to understand, has only one adjustment and no delicate mechanism to get out of order easily. But what is best of all, it produces results. We have tried out nearly every carburetor on the market with our single cylinder motor but not one of them proved equal to our own in either efficiency, simplicity or economy of fuel.

This is another one of the exclusive features which have helped to make the single cylinder Cadillac famous.





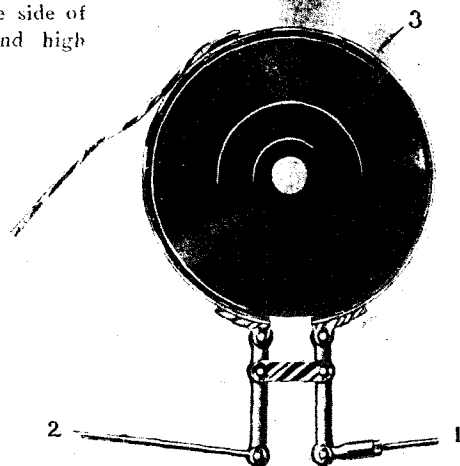
## Cadillac Planetary Transmission

**S**IXTEEN THOUSAND Cadillac planetary transmissions in use, some of them in cars that have been run 50,000 miles or more, and not one of them "gone wrong" from any faults of its own. That's the record.

We have never heard of any other transmission that has proven so universally satisfactory. It combines the maximum of strength, durability, simplicity and efficiency and requires no skill whatever to operate it. There is no shifting of the gears themselves. They always remain in mesh and are in action only a limited portion of the time, that is, only when in low speed or reverse. In high speed the entire transmission is clamped together as one piece and the whole revolves with the crank shaft, acting as an additional fly wheel. There is positively no such thing as its getting out of order.

For reverse and low speed, two friction bands (3) are provided, one for each. The rod (1) connects with the low speed foot lever and a similar rod connects with the hand lever at the side of the car by which the reverse and high speed are applied.

By pulling on the rod (1) the band (3) is closed upon the transmission gear drum; the rod (2) is fastened to the rear engine support and balances the pull on (1) so that no matter how much strain is applied through (1) 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.

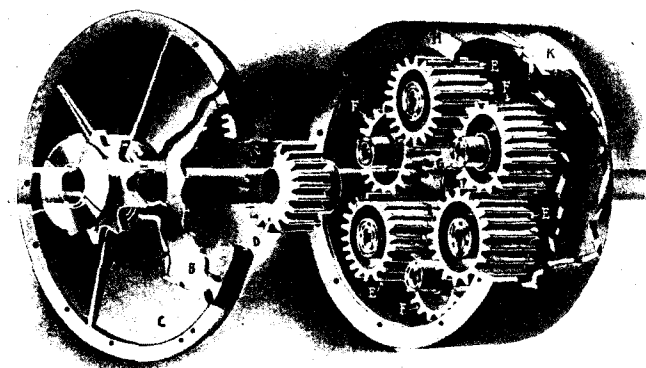


The driving gear (D) is the only part attached to the engine shaft. When assembled, the cover (C) and case (H) form an oil reservoir enclosing all working parts, thus insuring the best possible lubrication with the least attention. It has but ONE oil hole instead of the usual ten or twelve, and will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

lowed 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 as before stated.

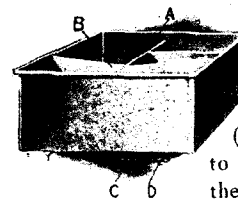
All gears are large. By driving through gear (B) and engaging at three points there is very little strain on any of the gears.



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. With 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-inch single cylinder motor rated at 10 H. P. has been able to do the same work as some multiple cylinder motors rated at 16 H. P.

## Gasoline Tank

**T**HE 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 Force Feed Lubricator

**N**O 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 necessary replacement. Worn bearings mean annoying pounding and destructive vibration.

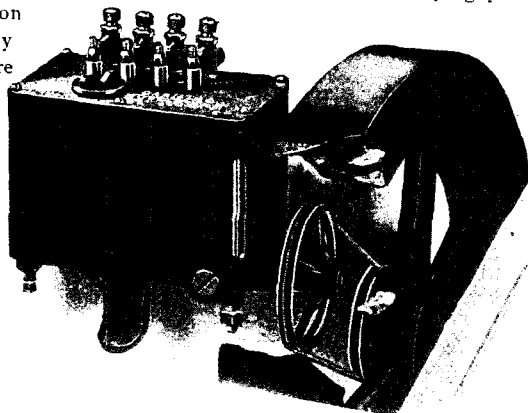
It will be readily understood that the more rapidly a motor is running the more oil it requires. The Cadillac mechanical lubricator provides for this automatically. It is equipped with four individual feeds, one for each of the four vital points, viz.: one to the piston, one to the connecting rod and crank shaft bearing and one to each of the two main bearings. The

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

The simple moving of 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.

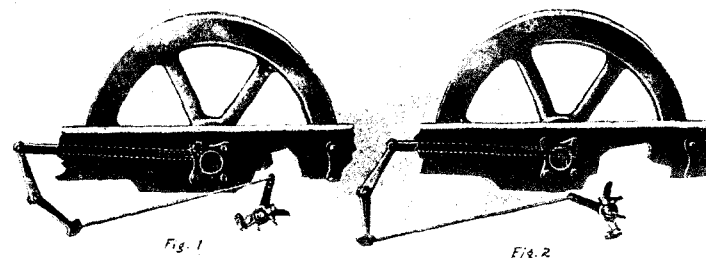
The lubricator is driven by a belt running directly from a pulley on the hub of the fly-wheel. Consequently when each sight feed has been adjusted for a given quantity of oil per minute when the motor is running at say, five hundred revolutions per minute, it must force twice the quantity when running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



## Safety Starting Device

**I**F, 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 may also be used as a warning signal by simply pressing with the foot on a trigger which extends up through the floor of the car.

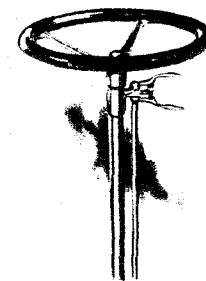
**STEERING MECHANISM**—Is of the rack and pinion type and is operated by means of the steering wheel.

**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 the high speed and reverse by a hand lever at the side of the car. (See explanation of action and under “Transmission”).

The throttle and spark levers are located conveniently directly under the steering wheel.

**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 axle 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.

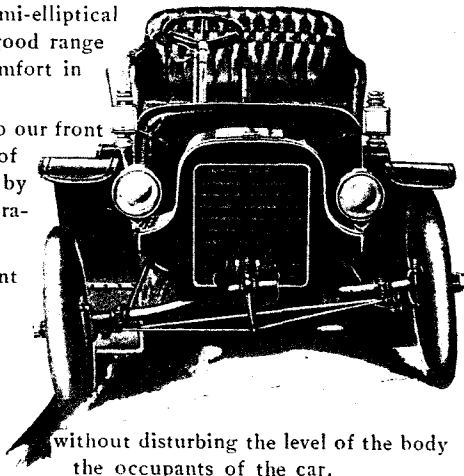
**WHEELS**—Are of the artillery type made from specially selected second growth hickory. Rear wheels are keyed to live axle shafts and doubly secured thereto by slotted hex nuts and cotter pins. Front wheels are ball bearing with tool steel cups and cones.

**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. The rear suspension consists of two semi-elliptical springs of ample length to give a good range of movement with consequent comfort in riding.

Special attention is directed 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. The 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 or transmitting any material jar to



without disturbing the level of the body the occupants of the car.

**BODIES**—All Cadillac bodies are substantially built and the seats are luxuriously upholstered in genuine black leather tufted over steel coil springs and fine quality curled hair.

The "Model S" runabout and the "Model T" four-passenger car will be furnished with either the straight line or Victoria type of bodies as shown on succeeding pages.

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

**FINISH**—Cadillac cars are noted for the beauty and durability of finish which 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 standard finishes of the several cars are as follows:—

"Model S" Runabout:—Lower body panels and side bars of frame, black. Seat panels, wheels, axles and springs, dark blue with lighter blue striping.

"Model T" Four-Passenger Car:—Body and side bars of frame, Brewster green with red striping, remainder of running gear, red with gold and black striping.

On the "Model T" with Victoria body, in addition to the above color, we offer as an option, the body finished in purple lake (a deep, rich wine color) with red striping and red running gear striped in gold and black.

"Model T" Coupe:—Lower body panels and side bars of frame black, upper body panel dark blue. Wheels, axles and springs, dark blue with lighter blue striping.

"Model M" Delivery:—Brewster green body and side bars with red striping. Wheels, axles and springs, red with gold and black striping.

**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.

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

Our price also includes a pair of dash oil lamps, a tail lamp and a horn, all of standard make and quality.

**TIRES**—The standard equipment for Cadillac cars will be Hartford, Morgan & Wright or G. & J. tires of the Dunlop type.

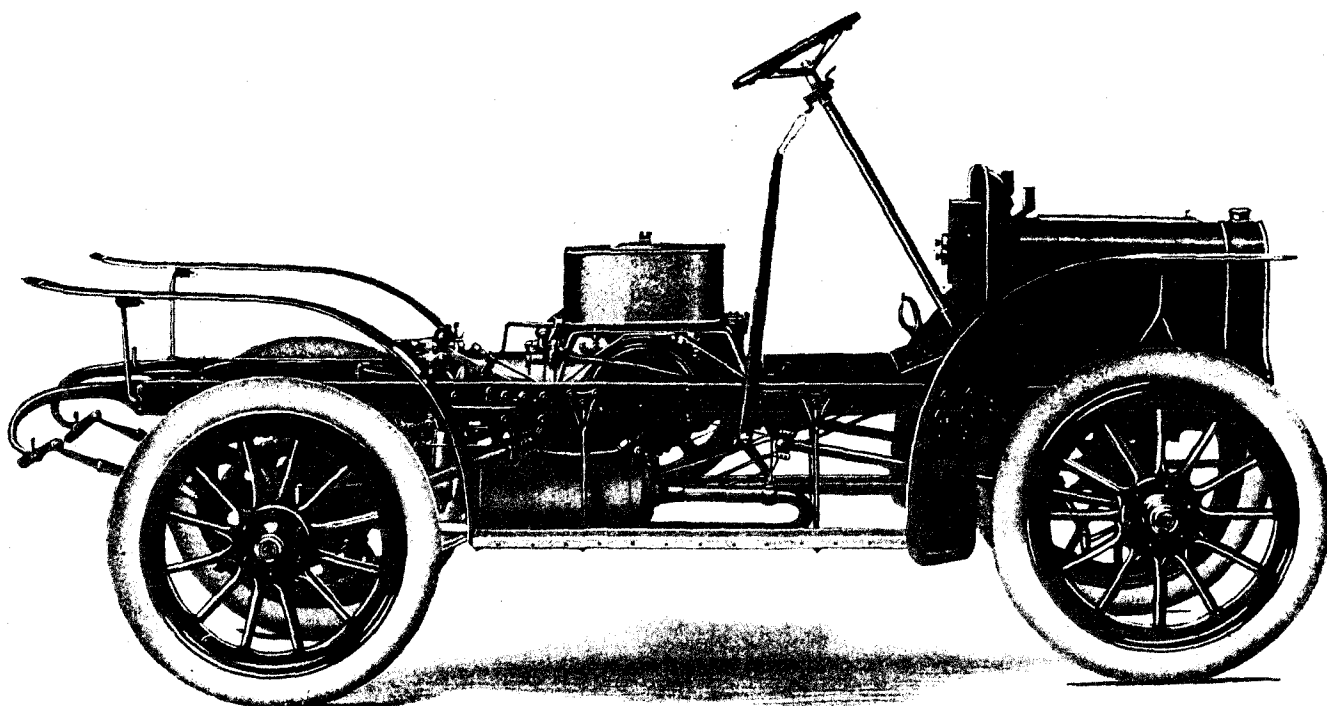
We will also furnish as an option, when so ordered, without extra charge, either Hartford, Morgan & Wright or G. & J. tires of either the regular clincher or quick detachable clincher type.

We have adopted as standard equipment, the Midgley universal rims with which any 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., Morgan & Wright or G. & J. Tire Co., 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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## 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**—Models "S" and "T," 82 inches. "Model M" Delivery, 76 inches.

**WHEEL TREAD**—56 inches (option 61 inches).

**TIRES**—"Model S," 30 x 3 inches. "Model T" and "Model M" Delivery, 30 x 3½ inches. For tire equipment see page 15.

## PRICES OF INCOMPLETE CARS

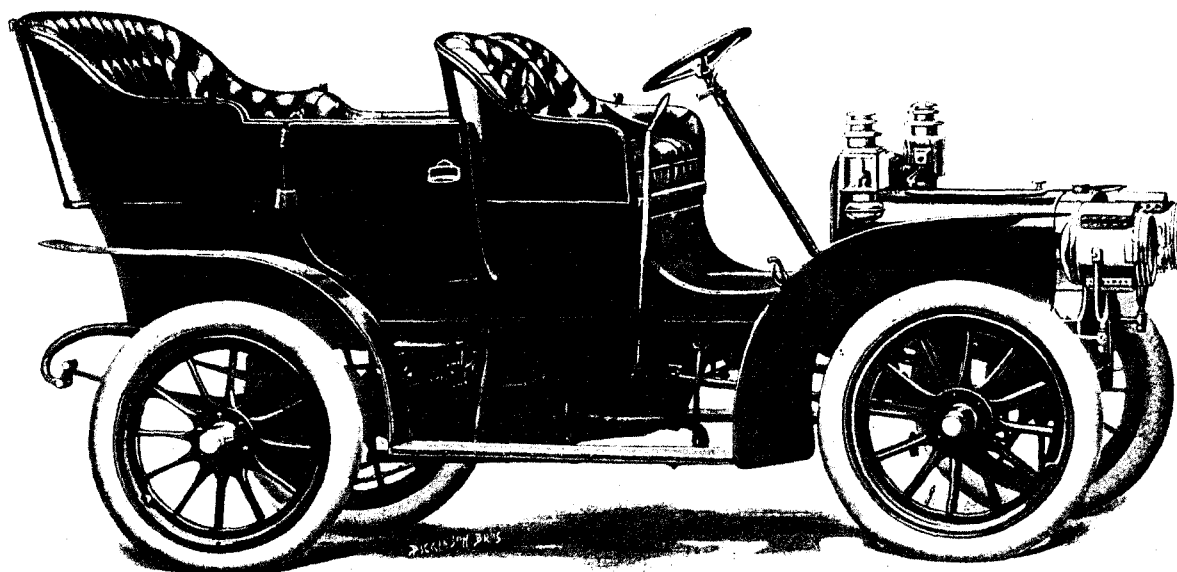
Subject to same terms and conditions as complete cars

"Model T" Chassis with wheels and 30 x 3½-inch tires .....	\$850.00
"Model M" Delivery Chassis with wheels and 30 x 3½-inch tires.....	800.00
"Model S" Chassis with wheels and 30 x 3-inch tires .....	800.00
(Chassis includes dash and hood)	

### BODIES (Not Including Dash or Hood)

"Model S" Runabout Body, either Victoria or straight line type standard finish, including upholstery and spring seat cushion .....	\$ 95.00
"Model T" Body, either Victoria or straight line type, double side door entrance, standard color, including upholstery and spring seat cushions .....	175.00
"Model T" Coupe body, standard finish, upholstered and trimmed .....	550.00

All quotations are F. O. B. Detroit



CADILLAC "MODEL T"

18

## Cadillac "Model T" Four-Passenger Car

THE "Model T" is the ideal family car. It is the car which the man of ordinary means can afford to buy and can afford to maintain. It is so simple in its makeup that he can easily learn to take care of it himself. It is a car in which the mother can take the children for an outing and feel sure of getting home again. It is the sturdiest, staunchest car in the world. The experiences of Cadillac users in general substantiate the claim that it will give several times as many miles of actual service for every dollar of cost as any other type of motor car ever built.

It is richly finished and trimmed. The increased wheel base and longer rear springs have greatly improved its easy riding qualities over our previous year's models of this type.

The "Model T" is geared with 10-tooth sprocket on the motor shaft and 45-tooth on the rear axle. We consider this best for average localities with moderate hills. However, where steep grades predominate, we advise and will furnish, when so ordered, a 9-tooth sprocket on the motor shaft and 45-tooth on the rear axle, which gives more power in hill climbing.

The "Model T" will be furnished with Victoria body without extra charge, when so ordered, as illustrated on page 24.

For tops, see pages 25 to 27.

### "MODEL T"

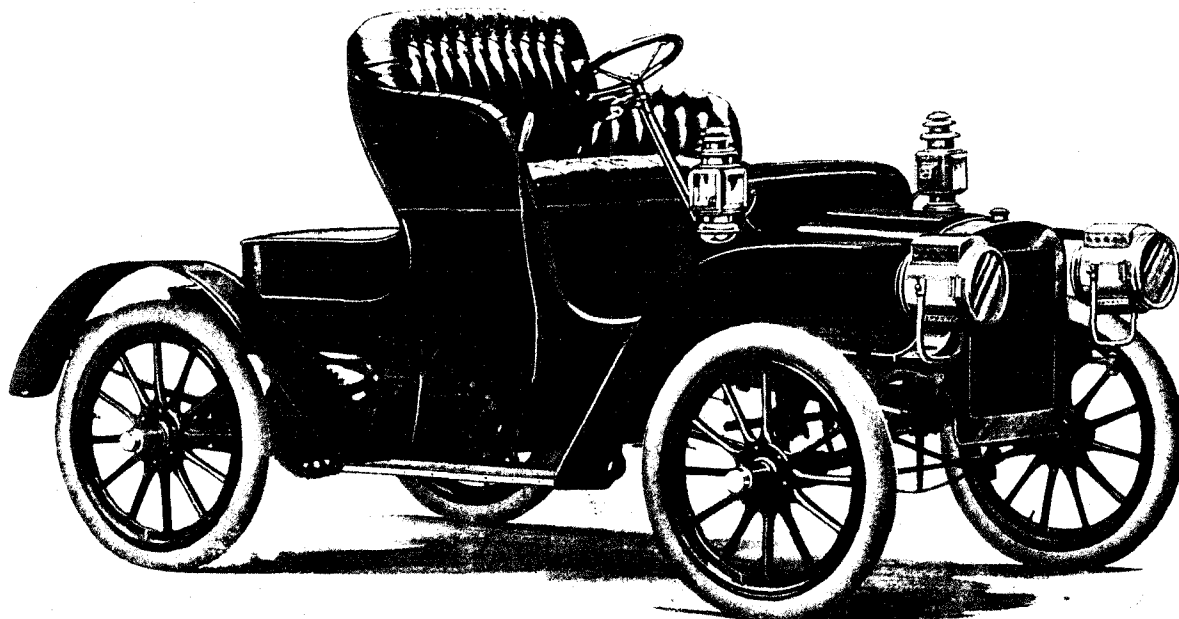
#### STANDARD SPECIFICATIONS

Axles	-	Tubular Ball Front, Hyatt Roller Rear
Tread	-	56 inches
Wheels	-	30 inches
Wheel Base	-	82 inches
Tires	-	30 x 3½ inches
See Tire Equipment, page 15		
Color	-	Standard, see page 15
Gear	-	10-45
Length over all	-	10 feet 2 inches
Width over all	-	5 feet 8 inches
Height over all	-	5 feet 4 inches

Price \$1000.00 F. O. B. Detroit  
(Including three oil lamps and horn)

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

Gear	-	10-41 or 9-45
Tread	-	61 inches



CADILLAC "MODEL S"

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## Cadillac "Model S" Runabout

**T**HE CADILLAC "Model S" is the most popular and most moderate priced high grade runabout made. In it are embodied all of the meritorious Cadillac features described in detail on preceding pages.

For the business man, the professional man or others who require a two-passenger car which is always ready, a car which can be depended upon to go anywhere when needed without the annoyance of having to be constantly tinkered with, a car which can be maintained at a minimum expense, there is nothing which equals our single cylinder type.

It is especially popular amongst owners of large cars who, knowing that it costs them money every time a wheel is turned, keep a Cadillac for general utility because of its comparatively insignificant expense of operation and upkeep and its ease of handling in crowded thoroughfares.

We regularly gear this car with a 10-tooth sprocket on the motor shaft and 41 tooth on the rear axle which we deem best for average streets roads and hills as with that combination it is capable of a rate of 30 to 35 miles per hour. For localities where hills predominate, we recommend and will furnish, when so ordered, a 45-tooth sprocket on the rear axle, as that affords better hill climbing ability.

The "Model S" runabout will be furnished with Victoria body without extra charge, when so ordered, as illustrated on page 24.

For tops, see pages 25 to 27.

### "MODEL S"

#### STANDARD SPECIFICATIONS

Axles	-	Tubular Ball Front, Hyatt Roller Rear
Tread	-	56 inches
Wheels	-	30 inches
Wheel Base	-	82 inches
Tires	-	30 x 3 inches

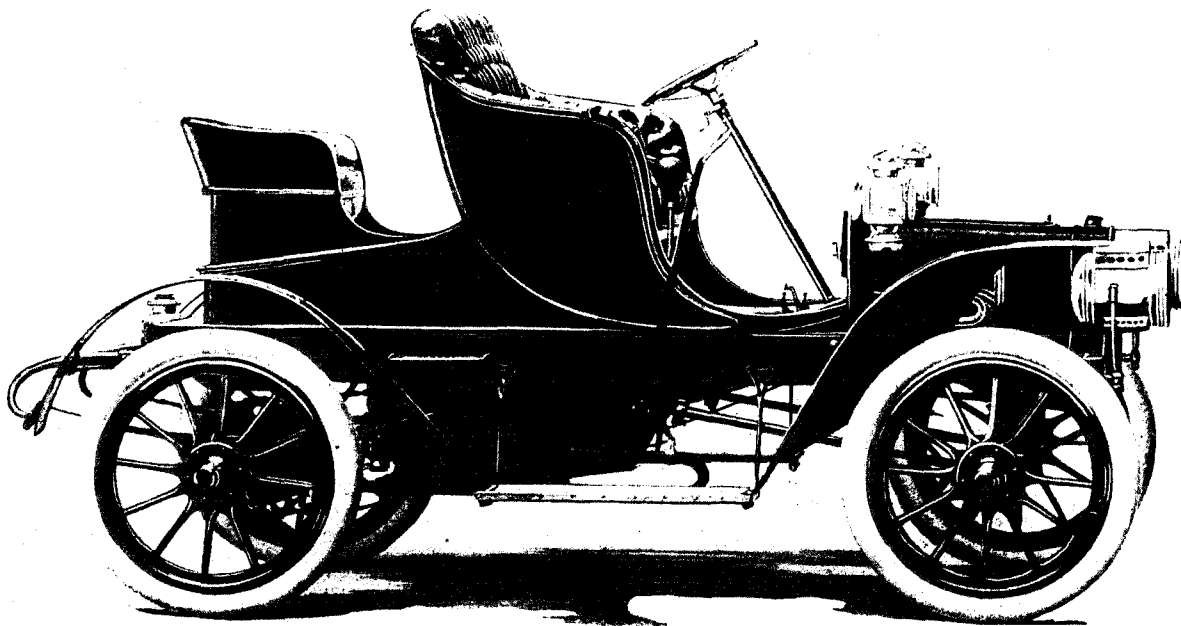
For tire equipment see page 15

Color	-	Standard, see page 15
Gear	-	10-41
Length over all	-	10 feet 1 inch
Width over all	-	5 feet 8 inches
Height over all	-	5 feet 4 inches

**Price \$850.00 F. O. B. Detroit**  
(Including three oil lamps and horn)

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

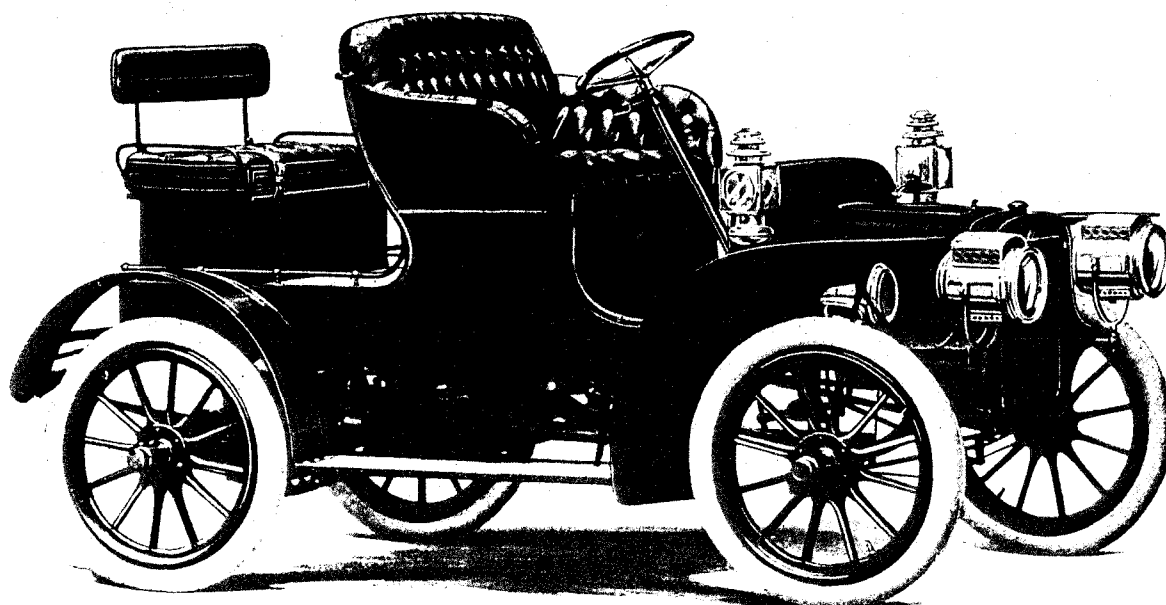
Tread	-	61 inches
Gear	-	10-45 or 10-38
Tires, 30x3½ inch, extra	-	\$50.00



We show here the "Model S" with Victoria body and single rumble seat. The standard finish of this car is Brewster green body and side bars with red striping; wheels, axles, etc., red, with black and gold striping. The regular equipment is 30x3-inch tires but where the rumble seat will be occupied frequently, we recommend that the car be ordered equipped with 30x3½-inch tires, which will be furnished at \$50.00 extra.

PRICE with 30 x 3 -inch tires.....	\$875.00
PRICE with 30 x 3½-inch tires.....	925.00

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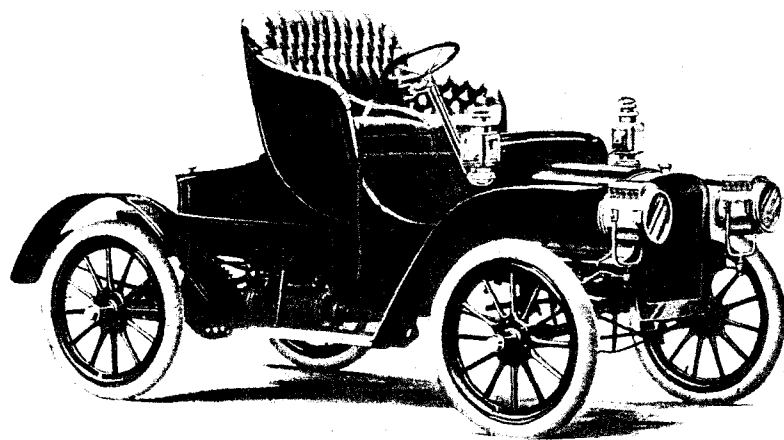


The above illustration shows the "Model S" with two-passenger rumble seat. When not in use the "lazy back" may be folded down, or the entire seat may be removed. The standard finish is Brewster green body and side bars with red striping; wheels, axles, etc., red with black and gold striping.

The regular equipment of the "Model S" is 30x3-inch tires, but where the rumble seat will be occupied frequently we strongly urge that the car be ordered equipped with 30x3½-inch tires, which will be furnished at \$50.00 extra.

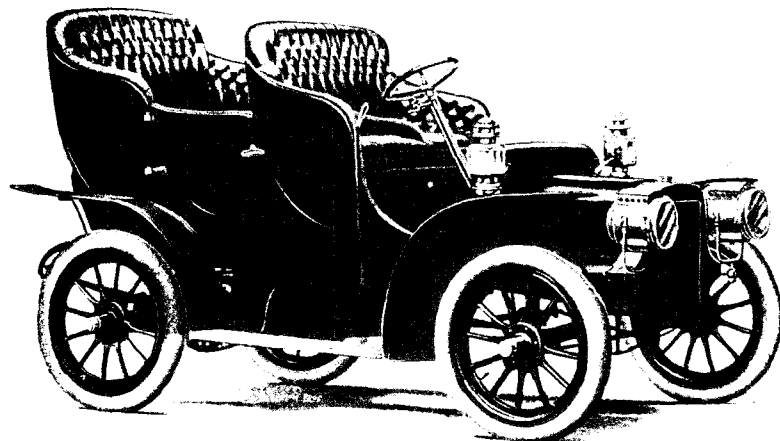
PRICE with 30 x 3 -inch tires.....	\$885.00
PRICE with 30 x 3½-inch tires.....	935.00

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CADILLAC "MODEL S" (Victoria Body)  
Price F. O. B. Detroit, \$850.00

The mechanical construction and detailed specifications of this car are the same as the "Model S" as given on page 21, the only difference being in the type of body.



CADILLAC "MODEL T" (Victoria Body)  
Price F. O. B. Detroit, \$1000.00

The mechanical construction and detailed specifications of this car are the same as the "Model T" as given on page 19, the only difference being in the type of body.



## Cadillac Tops

WE HAVE our own special department for the manufacture of tops. Our object in establishing this department was for the sole purpose of enabling us to equip Cadillac cars with tops that would be in keeping with the cars themselves both as to appearance and durability.

When a top is obtained from some outside concern the result is a design that is made for all cars in general. It may look well but most probably it will not.

Our tops are designed and made by ourselves for Cadillac cars only. They are so designed that they will give a well balanced and well proportioned outline and the lines are in harmony with and give a rich finishing touch to the car.

The workmanship and materials are of the highest grade. No expense is spared to make them what they should be. The cheap, shabby appearance of most commercial tops is conspicuously absent in Cadillac tops.

The bows are of the best selected ash with double steel bow sockets, covered with bow leather. The front and rear bows, which sustain the greatest strain, are substantially reinforced. Leather straps, both front and rear, hold the top securely in position. These straps also enable any slack to be taken up.

The covering used on the "rubber" top for the "Model S" and the Cape Cart top for the "Model T" is rubber jeans. Experience has proven this to be one of the best and most durable coverings known. The tops are well padded with cotton wadding which aids materially in holding their shape.

Victoria tops are made of hand buffed leather, lined with broadcloth. They are very substantially built and the materials and workmanship are the very best in every particular. This top makes a strikingly rich and handsome appearance.

Victoria tops are not shipped alone as they must be built on the bodies in our own factory.

With Cape Cart tops on the "Model T" the standard equipment includes sides curtains and a storm front. This consists of a vertical curtain extending from the top of the front bow to the dash, with side curtains extending from this vertical curtain back to the front bows. This storm front forms a sort of vestibule and permits more freedom of action than is possible with a storm apron. There is a full set of side curtains, completely enclosing the occupant of the car.

Storm fronts and side curtains are lighted with transparent material.

With tops on the "Model S" runabout, the standard equipment is side curtains and a storm apron. This latter is made of rubber jeans. It comes up in front of the occupants of the car and may be fastened to the bows about on a level with the driver's chin.

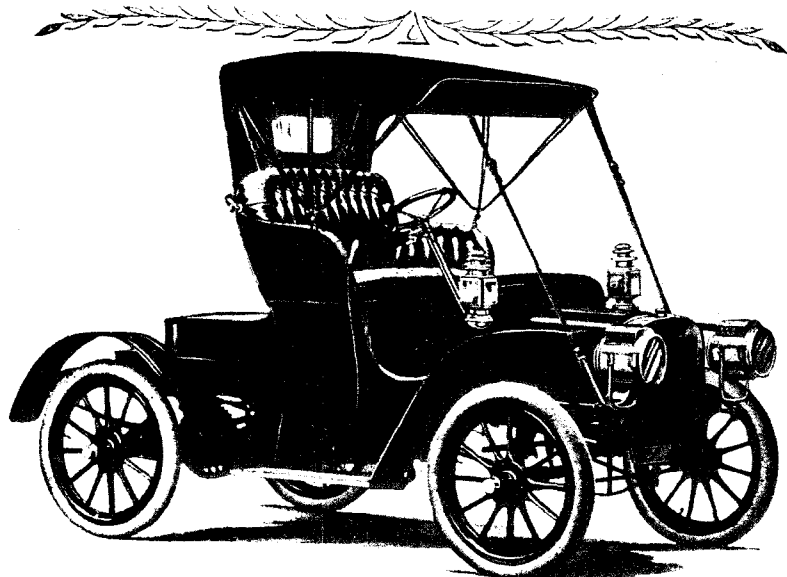
The storm front, made of rubber jeans, same as furnished with the Cape Cart tops, will be furnished with runabout tops in place of the storm apron, at an extra charge of \$15.00.

For illustrations see following pages.

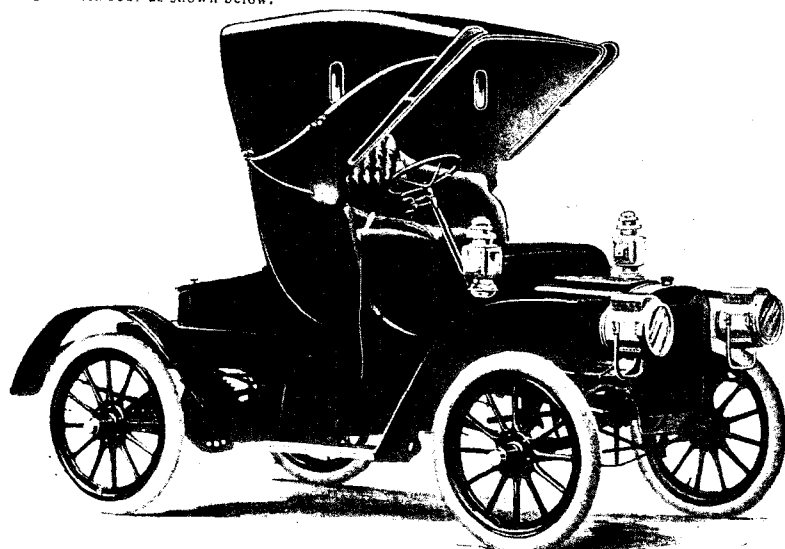
The Cadillac trade mark is sewed in the lining of all genuine Cadillac tops.



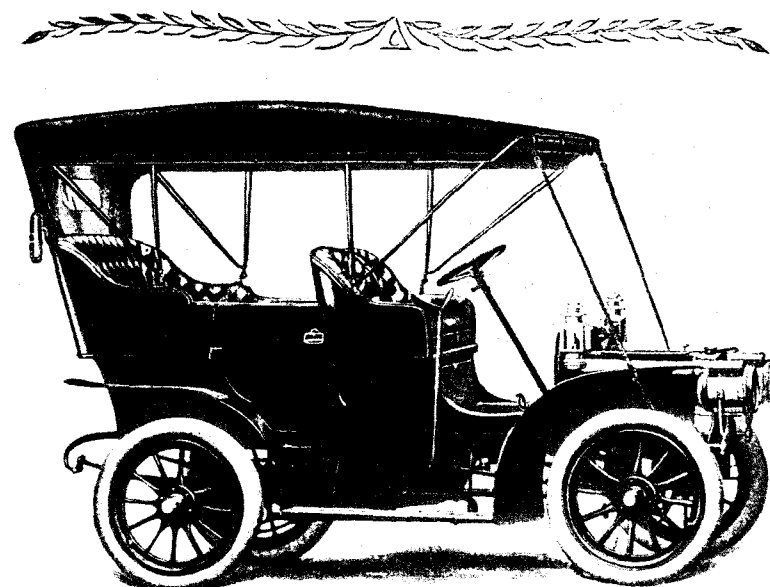




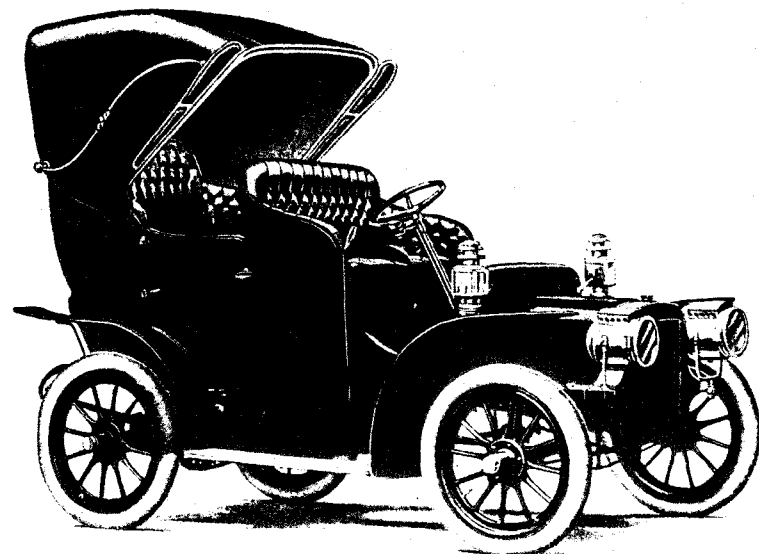
Rubber jeans top as shown above ..... \$60.00  
 Top of same general style but covered with hand buffed leather, with cloth head lining ..... 80.00  
 Above prices include rubber jeans side curtains and storm apron.  
 Extra—If either of above tops are ordered with rubber jeans storm front with transparent lights instead of apron ..... 15.00  
 Note—The above tops are made for the "Model S" as shown above, also the "Model S" with Victoria body as shown below.



Victoria top, covered with genuine long English grain hand buffed leather, lined with broadcloth, including rubber jeans storm apron ..... \$175.00  
 Extra—If top is ordered with rubber jeans storm front with transparent lights, instead of apron ..... 15.00  
 Note—The full leather Victoria top may be ordered on either of the two "Model S" cars shown on this page, but we recommend the Victoria type of body with the Victoria top, as the general lines are more harmonious. We do not ship Victoria tops separately, as they must be built and fitted on the cars at our factory

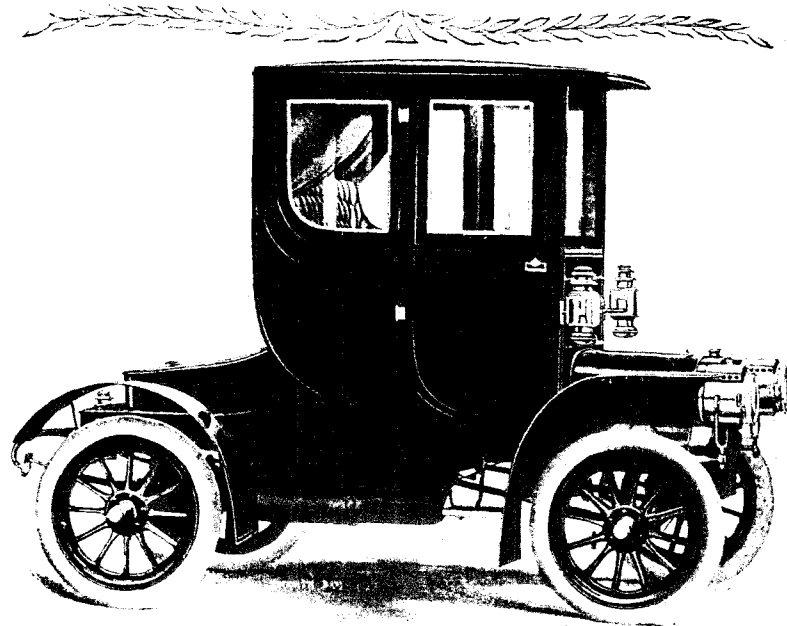


Rubber jeans Cape Cart Top for "Model T" including side curtains and storm front of same material with transparent lights ..... \$115.00  
 This style top is also furnished for the "Model T" with the Victoria type of body ..... 115.00



Victoria top covered with genuine long English grain hand buffed leather, lined with broadcloth, including rubber jeans storm apron ..... \$175.00  
 The "Model T" with Victoria body and fitted with Victoria top as shown, makes a car of strikingly rich and handsome appearance.





### Cadillac "Model T" Coupe

**T**HIS is the IDEAL PHYSICIAN'S CAR, the IDEAL SHOPPING CAR, the IDEAL OPERA CAR, in fact the IDEAL CAR for any purpose where a two-passenger enclosed motor vehicle is desired.

This coupe comprises our regular single cylinder "Model T" chassis with enclosed body. It is suitable for every day in the year, warm or cold, rain or shine, mud or snow, for city streets or country roads. In cold or inclement weather the occupants are almost as well and comfortably housed as they would be at their own fireside. In pleasant weather, the front and rear windows may be lowered and the side windows opened, permitting ample air circulation.

The coupe body may be removed and our runabout or four-passenger body substituted for summer use if desired.

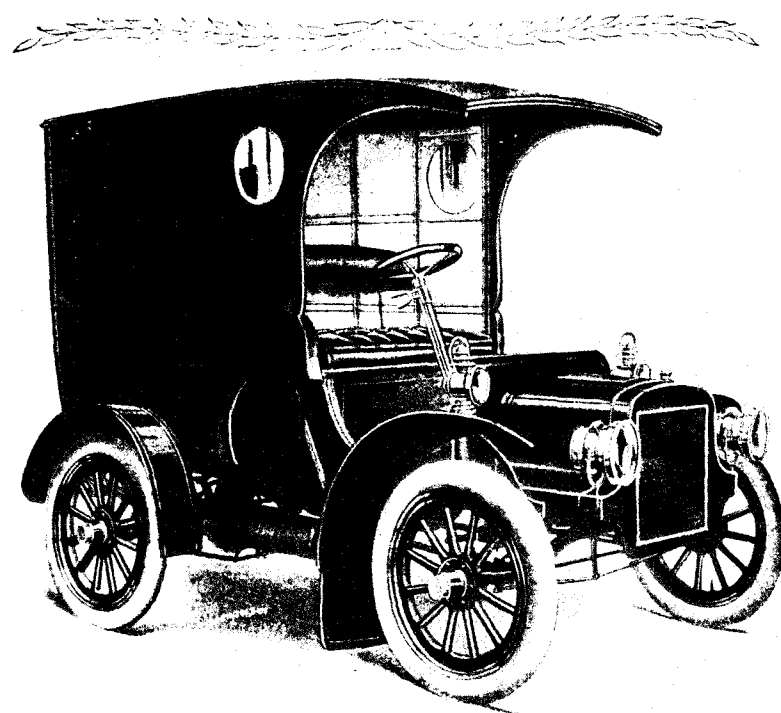
This car with its gasoline motor has many advantages over cars using other motive power. There are no noxious odors from gases. There is no waiting for the storage of power; you can replenish the tank with gasoline almost any place and be on your way in a few minutes.

The Cadillac coupe is luxuriously upholstered in hand buffed leather and trimmed in broadcloth. It is richly finished both inside and out. It has every mark of dignity and refinement. It has all the single cylinder Cadillac characteristics of durability, constancy, dependability and economy.

The gear is a 10-45 sprocket combination, the best for city or level country work. In hilly sections we recommend a 9-45 combination. The tires are 30 x 3½ inches. (See tires page 15.)

The finish of the body is black with dark blue side panels. The chassis frame is black, remainder dark blue with light blue stripe.

**Price \$1350.00 F. O. B. Detroit**  
(Including three oil lamps and horn)



### Cadillac "Model M" Delivery

**T**HIS is a thoroughly practical and serviceable motor vehicle for light delivery work. The splendid service and satisfaction which these cars have rendered to hundreds of merchants and others who require a dependable vehicle for all the year 'round is evidence of their efficiency.

Low cost of operation and maintenance are of the utmost importance in a commercial car as they are usually viewed strictly from a dollars and cents standpoint, and the marked success which has attended this car is due largely to these characteristic Cadillac features.

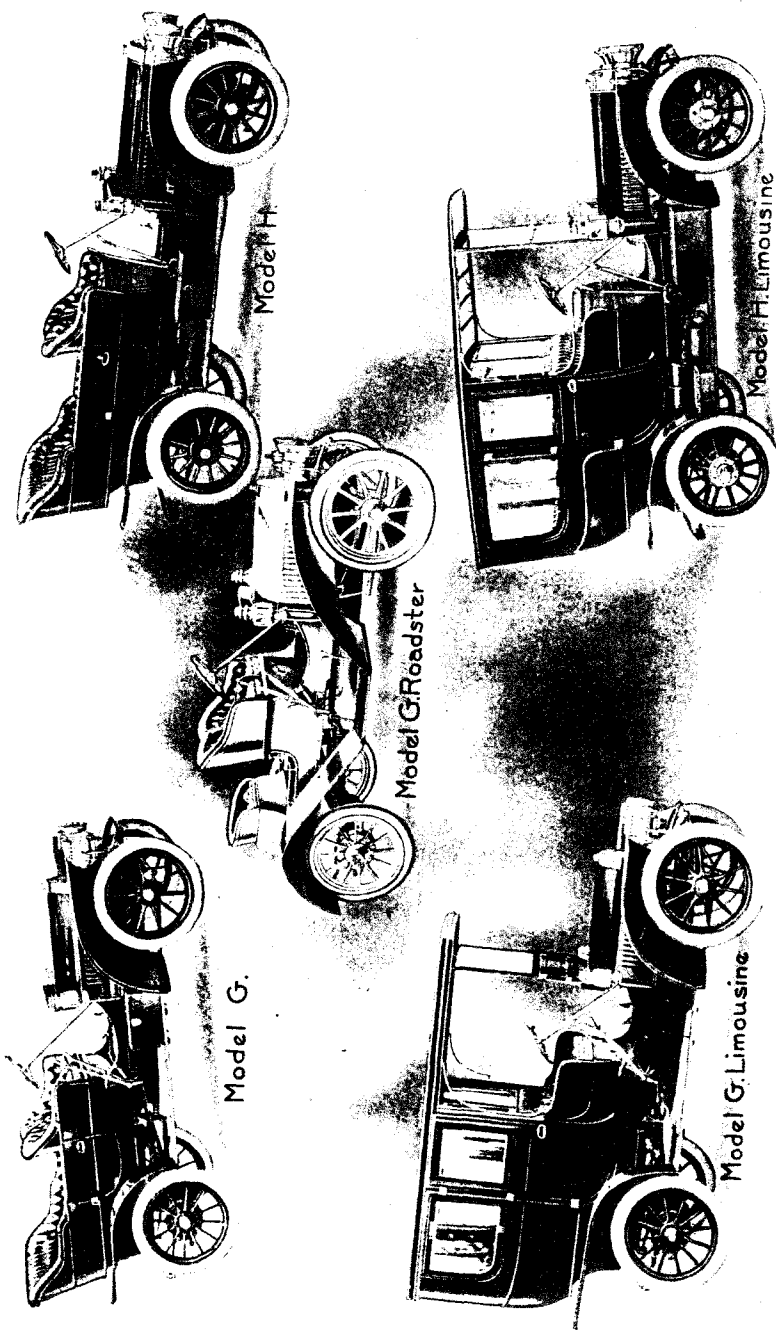
They are equipped with 30x3½-inch pneumatic tires (see page 15) and the specifications in general are the same as those of "Model T," excepting that the wheel base is 76 inches which makes it easier to handle in busy thoroughfares. The gear is a 9-45 sprocket combination.

#### Inside Body Dimensions

Length (back of seat)	42 inches
Width	40 "
Height	50 "
Carrying Capacity	500 to 600 pounds

**Price \$950.00 F. O. B. Detroit**  
(Including three oil lamps and horn)





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## Cadillac Four-Cylinder Cars

### "Model G" 25 Horse-Power, Four-Cylinder, 100-inch Wheel Base.

THE CADILLAC "Model G" was designed in response to the great demand for a medium priced four-cylinder car possessing the desirable features of construction and high grade material and workmanship represented in the more expensive types.

How well this was accomplished is best evidenced by the success of the "Model G" itself, its remarkable performances on the track and road and the splendid service and satisfaction it has rendered to its hundreds of users.

As a product of the Cadillac company, much was expected of it and it not only met but exceeded the expectations of both users and maker.

That the "Model G" was correctly designed and that every minute detail has been worked out with consummate care is proven by its constantly outrunning, outclimbing and outclassing in every way, cars of twice its rated power and cars selling at fifty to one hundred per cent. higher prices.

The "Model G" is not a new and untried experiment. It has been thoroughly tested and tried out during the past year by hundreds of the most critical and exacting motorists, both in America and abroad.

The present model is offered, possessing all the advantages of refinement which two years' experience suggests.

It has repeatedly demonstrated its speed capabilities at a rate of from 45 to 50 miles per hour and has proven itself a hill climber extraordinary.

In action, the "Model G" is remarkably free from noise and vibration, while only by actual demonstration can its luxurious riding qualities be fully appreciated.

#### PRICES, F. O. B. Detroit

"Model G" Roadster.....	\$2,000.00
"Model G" Touring Car.....	2,000.00
"Model G" Limousine.....	3,000.00

(Including three oil lamps and horn)

Special catalog illustrating and describing "Model G" in full will be mailed on receipt of request.

### "Model H" 30 Horse-Power, Four-Cylinder, 102-inch Wheel Base

The Cadillac "Model H" as it stands to-day, represents the most advanced type of motor car construction together with the refinement made possible by three years' experience and practical use in the hands of all kinds of drivers, under almost every road condition.

Its splendid motor, coupled with correct design and accuracy of every individual piece, produces a harmonious car whose smoothness, noiselessness, freedom from vibration and perfect balance in action is not excelled by that of any other automobile, regardless of its price or the number of its cylinders.

The "Model H" appeals with special favor to those whose ideals are realized only in a car bearing the mark of exclusiveness and affording the maximum of comfort and luxury, while at the same time possessing ample power with speed capabilities of a rate of 50 miles per hour.

The construction and workmanship are as nearly perfect as has ever been attained and the "Model H" does not suffer in comparison with any other car, either American or foreign, even at double its price.

#### PRICES, F. O. B. Detroit

"Model H" Touring Car.....	\$2,500.00
"Model H" Limousine.....	3,600.00

(Including three oil lamps and horn)

Special catalog illustrating and describing "Model H" in full will be mailed on receipt of request.

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. Always give the number of motor in your car when ordering ANY part. 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.

**CRATING**—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.

**BOOK OF INSTRUCTIONS**—We publish a complete 40-page book of instructions plainly illustrated and explaining in detail the workings of the motor and the car.

This book is included free of charge with each new Cadillac shipped from the factory.

It is a splendid guide for those desiring to learn the general principles of an automobile, and to those who wish to obtain same for that purpose a copy will be mailed on receipt of 25 cents.

When writing for this, be sure to specify "Single Cylinder Instruction Book."

CADILLAC MOTOR CAR CO.,  
Detroit, Mich.

