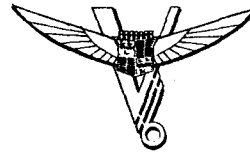


CADILLAC OPERATOR'S MANUAL



EDITION NO. 36-91

*In ordering a duplicate of this Manual,
specify the engine number of the car.*

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CHAPTER I

CADILLAC-LA SALLE SERVICE

Authorized Service Stations

SERVICE stations conducted by Cadillac distributors and dealers are identified by an exclusive Authorized Cadillac-LaSalle Service sign. Wherever this sign is displayed, the owner will find an organization prepared to service Cadillac and LaSalle cars. This means proper equipment, factory-trained personnel, a stock of genuine replacement parts, and standardized policies and methods.

Cadillac-LaSalle service is so organized that the owner may, while using his car for extended travel, secure from any Authorized Service Station the same service benefits to which he is entitled at his local service station. As an aid to touring owners, Authorized Service Stations are listed under the Cadillac-LaSalle trademark in the classified telephone directories of most of the larger cities.

Identification Card

Every purchaser of a new Cadillac car is given credentials in the form of an Identification Card, to be used as a means of introduction at other Authorized Service Stations. This card is mailed to the owner by the Cadillac Motor Car Company as soon as delivery of the car is reported by the distributor or dealer. It is supplied in a celluloid case and is intended to be carried in a holder on the car, which is located under the cowl on the right-hand side of the driving compartment.

CADILLAC
IDENTIFICATION CARD
This is to certify that
Mr. Joseph Brown
115 Third Street, Mortonville, N. Y.
took delivery of Cadillac car, Engine No. 5000000
from Cadillac LaSalle Sales Company
Mortonville, N. Y.
January 1, 1933 and is entitled to receive
PROMPT, EFFICIENT and COURTEOUS service from ANY
AUTHORIZED CADILLAC SERVICE STATION.
CADILLAC MOTOR CAR COMPANY, Detroit, Mich.
W. R. Houser
General Sales and Service Manager

Fig. 1. The Identification Card, when properly signed, introduces the owner at any Authorized Cadillac-La Salle Service Station.

Care of the Car

A fine piece of machinery, such as the Cadillac V-16, requires a certain amount of care to assure smooth running, dependability, and long life. The owner will accordingly derive the utmost in continuous satisfaction and utility from the operation of the car by following these instructions:

1. Drive the car at moderate speeds for the first 500 miles. The important thing in "breaking in" a car is not miles per hour but avoiding *continuous* high speed. Let up on the accelerator frequently for a few seconds when driving over 40 miles per hour.
2. Operate the car in accordance with the instructions contained in this manual.
3. Check the engine oil level every 100 to 150 miles and add oil as necessary to keep the indicator at "Full." Oil consumption at speeds above 50 miles per hour may be as much as ten times the rate of consumption at lower speeds.
4. Check the air pressure of the tires at least once a week and keep it up to the recommended pressure—35 pounds front and rear.
5. Add distilled water to the storage battery every 1000 miles, and in warm weather every 500 miles, or at least every two weeks.
6. Have the car lubricated every 1000 miles or approximately once a month in accordance with the lubrication schedule given on page 15.
7. Have the car inspected by an Authorized Cadillac-LaSalle Service Station every 1000 miles, or once a month.
8. Have the air cleaners cleaned in gasoline and dipped in S. A. E. 50 engine oil every 2000 miles.

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Preventive Service

Preventive service is a fundamental principle of Cadillac service. It is based on the knowledge that regular expert attention keeps emergency service at a minimum, assuring continuous satisfactory operation of the car with a minimum of interruption and expense.

The first thought, of course, is the proper protection of working parts through correct lubrication according to schedule. The second, of great importance, is systematic inspection every 1000 miles, or approximately once a month, so that any necessary adjustments can be made before the need becomes an emergency.

Authorized Cadillac-LaSalle Service Stations will make such inspections without charge. Lubrication and any necessary work will then be performed at standard prices after the owner has approved the work and the prices.

Service Charges

When a car is brought to the service station, it is promptly inspected by an expert tester who quotes the owner an exact price, which includes material as well as labor, for the work he finds necessary. The owner then authorizes the work at this price and when he receives the bill, this is the price he pays.

Charges prevailing at Authorized Service Stations are based on standard schedules furnished by the Cadillac Motor Car Company. These schedules call for methods and tools approved by the same engineers who designed and built the car, and for the use of genuine Cadillac parts, thus assuring the highest quality of work at the lowest possible price. Standard price schedules are open to owners for inspection at any Authorized Service Station.

Lubrication Agreement

The Cadillac-LaSalle Lubrication Agreement is made available to Cadillac owners by Authorized Service Stations in order to provide the most convenient and least expensive way of securing

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essential lubrication service. The Agreement provides, for a period of either 6,000 or 12,000 miles, either 6 or 12 scheduled lubrications at a substantial saving over the total cost of the same operations when purchased individually.

The Lubrication Agreement is honored by all Authorized Cadillac-LaSalle Service Stations in the United States, regardless of where it may have been purchased. The touring owner needs only to present his coupon book and the lubrication work that is due will be performed without additional charge at any Authorized Service Station.

The surest guarantee of long life and complete motoring satisfaction at the least possible expense is correct lubrication and preventive service rendered every 1,000 miles or once a month by an Authorized Cadillac-LaSalle Service Station.

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CHAPTER II

OPERATION

Instruments and Controls

ONE OF the first things the driver should do is to familiarize himself with the instruments and controls. The instrument panel illustration (Fig. 2) will assist in this. Although the use of most of the instruments will be entirely familiar, the following suggestions will be helpful:

The Gasoline Gauge operates electrically and indicates the quantity of fuel only when the ignition is turned on.

The Oil Pressure Gauge should always show pressure while the engine is running, otherwise the engine should be stopped at once and the cause investigated.

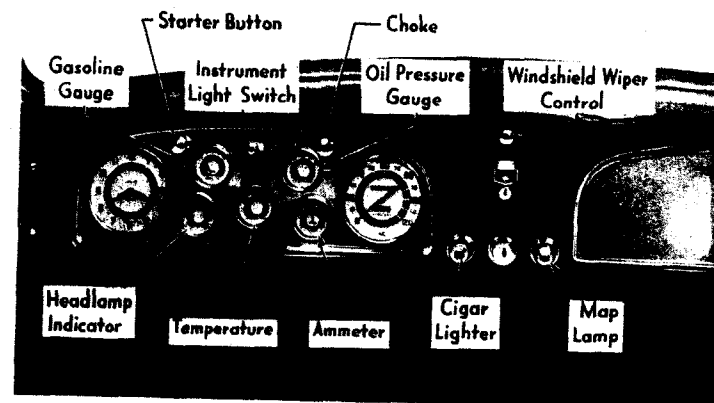


Fig. 2. Arrangement of the instrument panel.

The Ammeter should normally show "charge" as soon as the car is running twelve or fifteen miles an hour. If it fails to do so,

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or if it shows a discharge when the engine is not running and no electrical equipment is in use, the cause should be investigated.

The Temperature Indicator may indicate "hot" under conditions of long, hard driving, especially in warm weather, but if it indicates "hot" during short runs and under average conditions, the cause should be investigated. A rise in temperature for a short time after the engine is stopped is normal.

The Ride Control handle at the left of the steering column enables the driver to change the shock absorber action. The "firm" position (up) is for fast driving on rough roads; the "free" position (down) for paved streets and boulevards.

Driver's Seat Adjustment is provided to permit securing a comfortable position in relation to the pedals and steering wheel. The adjustment is made by depressing the control lever at the side of the seat base and rolling the seat to the desired location.

The Hand Brake Control is located just beneath the left hand end of the instrument panel, where it is out of the way, yet easily accessible. It operates the rear brake shoes through a special cable connection.

Locks and Keys

Two sets of two keys each are provided with the car. The hexagonal handled key operates the ignition switch, the right front door, and the spare wheel locks on all fenderwell equipped cars. The round handled key operates the instrument panel compartment, and the trunk compartment lock on sedans.

To prevent unauthorized persons from securing keys, the key numbers do not appear either on the keys or the face of the locks, but on small metal tabs fastened in the keys. As soon as the keys are received, a record should be made of the number so that, in the event both keys are lost, a duplicate key may be easily obtained from a Cadillac distributor or dealer. The tab should then be knocked out and destroyed.

All doors can be locked from the inside by pushing up the small lock button. These buttons snap to the unlocked position when the doors are being closed, unless the door handle is held all the way down while the door is being closed. When doors are locked from the outside by closing the door in this fashion, be careful not to lock the keys inside the car. The right front door can be locked or unlocked from the outside with the hexagonal handled keys.

Lighting Controls

The Cadillac headlamps provide three driving beams: a low beam for city driving or driving on lighted highways, a high beam for country driving, and a beam for country passing that deflects the light largely to the right and out of the eyes of approaching drivers.

The beams are controlled by two switches, a lever at the steering wheel hub and a foot switch at the left of the clutch pedal. The lever positions are, in order, "parking," "off," "city," "country," with the "off" position vertical. When the lever is in the "country" position, the driving or passing beam can be selected by pressing the foot switch. The lighting beam in use at any time shows up in illuminated letters in the headlamp indicator on the instrument panel.

The switch for the instrument panel lights is located at the top center of the panel. The driving compartment can be further illuminated by the map lamp, which is switched on by pulling it straight out. It may be turned in its socket to throw light in any direction desired.

Starting the Engine

The choke control on the Cadillac V-16 is of the semi-automatic type. With the control button in the released position, the correct mixture is supplied for warming up the engine or for starting a warm engine, but the control button must be used when

starting a *cold* engine. The button should be pulled out as far as necessary to provide the proper mixture while cranking the engine, but as soon as the engine starts, the button should be pushed all the way in.

To start the engine, first make sure that the transmission is in neutral and the hand throttle is in the fully closed position. Then switch on the ignition, pull out the choke button (unless the engine is warm from previous running), and press the starter button on the instrument panel. As soon as the engine starts, release the starter button and push the choke button all the way in.

If the engine does not start after 15 or 25 seconds of cranking, release the starter button and look for the cause.

Check the contents of the gasoline tank.

Make sure the choke is set correctly.

Try to start the engine with the accelerator pedal held down to open the throttles fully, meanwhile setting the choke control in the off position. This will correct any tendencies to a flooded or over-rich condition.

Do not run down the battery by too much use of the starting motor when the engine does not start readily. First find the cause; otherwise the battery may be run down sufficiently to make starting impossible.

In cold weather it is especially important to disengage the clutch while cranking the engine in order to get a quicker start and to relieve the battery of the strain of turning the transmission gears.

Cold Weather Operation

Satisfactory operation of the car at temperatures below freezing depends upon having the car prepared for cold weather and in giving it the special attentions required under such conditions. These items include:

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Adequate servicing of the cooling system for cold weather, including use of an approved anti-freeze, as described on page 21.

Use of winter grade engine oil and winter grade lubricants for transmission and differential, as explained on page 16.

Cleaning and adjustment of the gasoline system and carburetor.

Special attention to the needs of the storage battery and electrical system, including a check-up of the ignition system.

Use of the correct cold weather starting procedure with emphasis on depressing the clutch pedal while cranking the engine, and upon the necessity for greater use of the choke control.

Carbon Monoxide

Always open the doors of the garage before starting the car.

Carbon monoxide, a deadly poison gas, is present in the exhaust of all internal combustion engines and, for safety, this gas must be allowed to escape outside the garage. Under normal starting and warming up of the engine in a two car garage, enough gas will accumulate in three or four minutes to overcome any occupants. When the choke is used excessively, such as for cold weather starting, the accumulation is more rapid.

Carbon monoxide is colorless, tasteless, and almost odorless. It gives no warning.

Open the garage doors before starting the engine.

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CHAPTER III

LUBRICATION

Lubrication Schedule

A COMPLETE lubrication schedule for the V-16 Cadillac car is given on page 15. This schedule, if faithfully followed, will insure correct lubrication of each wearing surface. An illustrated lubrication chart is furnished with this manual to assist the operator in locating the various lubricating points.

The unit of the schedule is 12,000 miles, during which a series of lubrication operations numbered from 1 to 12 are to be performed at 1,000 mile intervals. At 13,000 miles, the schedule begins again with No. 1 and continues through the series of operations. Although this schedule is expressed in terms of miles, the car should be lubricated approximately once each month even if the mileage is less than 1000.

Authorized Cadillac-LaSalle Service Stations, after performing each schedule operation, post on the crest shaped lubrication notice plate on the left front door pillar the number of the next operation and the mileage at which it will be due. When this mileage appears on the speedometer, the car can be taken to any Authorized Service Station and, by merely specifying "schedule lubrication," the car will receive the exact lubrication required.

Lubricants

Cadillac engineers have worked out in detail the specifications for the lubricant required for each point to meet the particular conditions of speed, load, temperature and kind of metals in contact. Authorized Cadillac-LaSalle Service Stations are prepared to furnish lubricants under these specifications to give the best results in their respective localities. When the car is



LUBRICATION SCHEDULE

DO NOT WAIT FOR SCHEDULE LUBRICATIONS BEFORE ADDING ENGINE OIL. THE OIL LEVEL SHOULD BE CHECKED EVERY 100 TO 150 MILES AND OIL ADDED IF THE INDICATOR BALL IS BELOW "FULL." THIS IS ESPECIALLY IMPORTANT ON CARS DRIVEN AT HIGH SPEEDS.

LUBRICANT	LUBRICATION NO. AND MILEAGE AT WHICH DUE											
	1	2	3	4	5	6	7	8	9	10	11	12
ADD LIQUID TO RADIATOR	WATER OR ANTI-FREEZE	○	○	○	○	○	○	○	○	○	○	○
ADD ENGINE OIL AS NECESSARY	ENGINE OIL	○	○	○	○	○	○	○	○	○	○	○
STARTER, GENERATOR AND DISTRIBUTOR OIL CUPS	ENGINE OIL	○	○	○	○	○	○	○	○	○	○	○
BRAKE AND RIDE REGULATOR PINS AND CONNECTIONS	ENGINE OIL	○	○	○	○	○	○	○	○	○	○	○
ACCELERATOR AND CHOKE ROCKER SHAFT	ENGINE OIL	○	○	○	○	○	○	○	○	○	○	○
DOOR HARDWARE	LIGHT OIL	○	○	○	○	○	○	○	○	○	○	○
GREASE GUN CONNECTIONS	CHASSIS LUBRICANT	○	○	○	○	○	○	○	○	○	○	○
WATER PUMP	WATER PUMP LUBRICANT	○	○	○	○	○	○	○	○	○	○	○
CLUTCH RELEASE FORK	WHEEL BEARING LUBRICANT	○	○	○	○	○	○	○	○	○	○	○
*ADD WATER TO STORAGE BATTERY	DISTILLED WATER	○	○	○	○	○	○	○	○	○	○	○
CHECK TIRE INFLATION		○	○	○	○	○	○	○	○	○	○	○
DRAIN AND REPLACE ENGINE OIL	ENGINE OIL		○	○	○	○	○	○	○	○	○	○
CLUTCH RELEASE BEARING	WHEEL BEARING LUBRICANT		○	○	○	○	○	○	○	○	○	○
TRANSMISSION—ADD LUBRICANT	TRANSMISSION LUBRICANT		○	○	○	○	○	○	○	○	○	○
REAR AXLE—ADD LUBRICANT	REAR AXLE LUBRICANT		○	○	○	○	○	○	○	○	○	○
STEERING GEAR—ADD LUBRICANT	STEERING GEAR LUBRICANT		○	○	○	○	○	○	○	○	○	○
BRAKE ASSISTER	SPECIAL OIL				○	○	○	○	○	○	○	○
FRONT WHEEL BEARINGS	WHEEL BEARING LUBRICANT				○	○	○	○	○	○	○	○
UNIVERSAL JOINTS	CHASSIS LUBRICANT				○	○	○	○	○	○	○	○
SPEEDOMETER DRIVE SHAFT	CHASSIS LUBRICANT				○	○	○	○	○	○	○	○
DRAIN OIL FILTER					○	○	○	○	○	○	○	○
**SHOCK ABSORBERS—ADD FLUID	SPECIAL FLUID				○	○	○	○	○	○	○	○
**CLEAN CARBURETOR AIR CLEANERS					○	○	○	○	○	○	○	○
**FLUSH COOLING SYSTEM AND ADD INHIBITOR					○	○	○	○	○	○	○	○
**CLEAN OIL PAN AND SCREEN												○
EVERY 12,000 MILES												

*IN SUMMER INSPECT BATTERY EVERY 500 MILES OR AT LEAST EVERY 2 WEEKS.
 **RECOMMENDED BUT NOT INCLUDED IN LUBRICATIONS 6 AND 12.
 †CHANGE REAR AXLE AND TRANSMISSION LUBRICANT—AS REQUIRED FOR LOW TEMPERATURES IN FALL OR WINTER AND AT BEGINNING OF MILD WEATHER IN SPRING.

Fig. 3. Effective lubrication of the V-16 Cadillac car can be assured only by following this schedule exactly.

lubricated by someone not familiar with Cadillac specifications, lubricants should be called for by S. A. E. viscosity numbers.

Lubricant of S. A. E. viscosity 160 should be used in the transmission and rear axle at temperatures above 20°F. For temperatures below this, a light gear lubricant of S. A. E. viscosity 90 should be used or the summer grade oil should be thinned with kerosene. "Extreme Pressure" lubricant should be used in the rear axle.

The steering gear, wheel bearings, water pump and grease gun connections each require a specific type of lubricant. Only operators familiar with these requirements and having the right materials should be permitted to lubricate the car.

Engine Oil Recommendations

During summer weather, engine oil can be selected upon the basis of the type of driving. S. A. E. 30 oils should be used for driving at moderate speeds. If high speed driving is the rule, however, heavy duty oils will provide better oil mileage than will the lighter grades.

During cold weather, selection should be based primarily upon easy starting characteristics, which depend upon the viscosity (fluidity) of the oil. The following table gives the viscosity specifications of the various grades of oil, while the diagram in

Viscosity Number	VISCOSITY (SAYBOLT UNIVERSAL)					
	0° F.		130° F.		210° F.	
	Min.	Max.	Min.	Max.	Min.	Max.
10-W (*)	—	—	—	—	—	—
20-W (**)	5,000	10,000	—	—	—	—
S. A. E. 20	—	40,000	—	—	—	—
S. A. E. 30	—	—	120	185	—	—
S. A. E. 40	—	—	185	255	—	—
	—	—	255	—	—	75

*Sub-zero pour point.

**Zero pour point.

Fig. 4 shows the temperature ranges within which each grade can be relied upon to provide easy starting and satisfactory lubrication.

When the crankcase is drained and refilled, the oil should be selected, not on the basis of the existing temperature at the time of change, but on the anticipated minimum temperature for the period during which the oil is to be used. Unless the crankcase oil is selected on the basis of the viscosity at the prevailing minimum winter temperature, difficulty in starting will be experienced at each sudden drop in temperature.

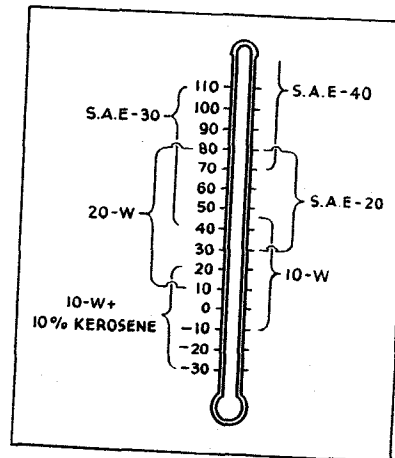


Fig. 4. The temperature ranges within which the various grades of oil may safely be used.

As indicated in Fig. 4, only 20-W and 10-W oils are suitable for use when weather conditions are below 30° F. The reason for this is shown in the chart on page 16 which indicates that the viscosity limits of 20-W and 10-W oils are given at a temperature of 0°F., whereas those of S. A. E. 20, 30 and 40, all of which are summer grade oils, are taken at a temperature of 130°F.

Heavy duty oils of S. A. E. 40 or 50 may be used in cold weather if the car is kept in a heated garage or if the heavy duty oil has a cold viscosity sufficiently low to insure against hard starting. Otherwise, the oils specified in Fig. 4 must be used and, in cases of prolonged driving at high speeds, the oil level checked more frequently, as the rate of consumption will be higher than at moderate speeds.

Engine Lubrication

The engine oil level should be checked every 100 to 150 miles and, whenever necessary, enough oil should be added to bring the level up to the proper level. Cadillac V-16 engines have a red ball indicator on the left hand side of the crankcase, with a gauge labelled "Full" and "Add Oil."

Particular attention should be paid to the oil level in case of prolonged driving at high speed. At high speeds the oil is consumed many times as rapidly as at city driving speeds and oil must be added more frequently to maintain the proper level.

The useful life of the engine oil is greatly prolonged by the oil filter and the crankcase ventilating system, but the oil pan should be drained and refilled with fresh oil every 2,000 miles. Ten quarts are required to bring the oil indicator level to "full."

Draining the oil as prescribed above will not assure clean oil indefinitely. It is also necessary to clean out any accumulated particles or sludge in the engine oil pan. The oil pan and screen should therefore be removed and thoroughly washed with gasoline every 12,000 miles. Main and connecting rod bearings should be inspected by a competent mechanic while the oil pan is down.

The V-16 engine is fitted with an oil filter, located on the right-hand side of the engine at the rear. This filter is of the self-cleaning type. The only attention it requires is draining every 6000 miles.

CHAPTER IV

GENERAL MAINTENANCE

NO ATTEMPT has been made to include in this manual directions for making adjustments and repairs to the car. Most Cadillac owners prefer to depend on Authorized Cadillac-LaSalle service stations for such work, as these stations can invariably perform the work more conveniently and economically.

Each owner should, however, know how to perform the few simple operations described in this chapter. These operations are not difficult enough to necessitate a visit to the service station, although this work also can be done in the service station if desired.

Storage Battery

The storage battery is carried in a compartment under the right front fender. It may be reached by lifting the right side of the hood.

The battery is filled with an acid solution from which the water slowly evaporates and fresh distilled water must be added to each of the three cells at regular intervals to bring the level up to the bottom of the filling tubes. Distilled water should be added at least every 1000 miles and, in warm weather, every 500 miles or at least every two weeks. Hydrant water or water that has been in contact with metallic surfaces is not satisfactory.

After adding water to the storage battery in freezing weather, the car should immediately be run far enough to thoroughly mix the water with the acid solution. If the car is parked immediately after water is added, the water is likely to stay on top of the acid solution and may freeze, thus causing extensive damage to the battery.

Cooling System

The radiator filler cap is located at the right hand side of the engine under the hood. The capacity of the cooling systems, when filled to the correct level is $5\frac{1}{2}$ gallons. The correct level is with the liquid just visible in the curve of the filler neck.

When the car is delivered to the owner, the cooling system contains, in addition to the water and whatever anti-freeze is used, a small amount of a special inhibitor which has particular advantages in reducing foaming and retarding the formation of rust and scale, thus helping to keep the cooling system clean so that it will better perform its cooling action. It is not necessary to add the inhibitor each time water or anti-freeze is added. Whenever the cooling system is drained and refilled, however, it is recommended that a suitable inhibitor be added. Consult your Distributor or Dealer concerning the proper inhibitor to use.

Before adding anti-freeze at the start of cold weather, the cooling system should be cleaned and thoroughly inspected to make sure all connections are tight. It is advisable to have the system thoroughly cleaned every 6000 miles at an Authorized Cadillac-LaSalle Service Station. If this is not possible, a satisfactory cleaning may be obtained by using the following procedure.

Run the engine until it is warm; then stop the engine and drain the entire system. The V-16 engine has only one drain valve, located just below the water pump. After the liquid has drained off, refill the cooling system with hot water, run the engine for a few moments, and drain the system. Repeat this operation until the water is clean when it is drained.

In cases where the accumulation of rust and scale is so great that this method does not clean the system sufficiently, the flushing operation should again be repeated, using one pint of sal soda and one quart of kerosene, and running the engine for half an hour. Care must be taken, of course, that the cooling system is

thoroughly flushed after this operation to clean out all traces of the solution, and that none of the solution is allowed to reach the car finish.

Anti-Freeze

The available commercial materials for preparing anti-freezing solutions for automobile radiators are denatured alcohol, methanol (synthetic wood alcohol), distilled glycerine, and ethylene glycol.

Denatured alcohol and methanol solutions have been the most generally used anti-freezing solutions. Denatured alcohol and methanol are widely distributed, afford protection against freezing, and are not injurious to the materials used in the cooling system.

There are two principal objections to denatured alcohol and methanol. These materials are lost by evaporation, especially on heavy runs, and unless the solution in the radiator is tested periodically and sufficient anti-freeze added to replace the loss by evaporation, the motor or radiator, or both, are likely to be damaged by freezing. The car finish is damaged by contact with denatured alcohol or methanol solutions or vapors, and any material accidentally spilled on the finish should be flushed off immediately with a large quantity of water.

Distilled glycerine and ethylene glycol solutions are, in first cost, more expensive than alcohol but, as they are not lost by evaporation, only water need be added to replace evaporation losses. Any solution lost mechanically, however, either by leakage or foaming, must be replaced by additional new anti-freezing solution. These solutions, under ordinary conditions, are not harmful to the car finish.

The principal objections to glycerine and ethylene glycol are the tendency of these solutions to loosen rust and scale, which form in the water passages of the cylinder blocks and heads, and the difficulty of securing and maintaining tight, leakproof con-

nections. It is absolutely necessary that the entire cooling system be thoroughly cleaned and flushed before glycerine or ethylene glycol is used.

It is also necessary to tighten or replace the cylinder head gaskets, hose connections and pump packing. The cylinder head gaskets must be kept tight to prevent the solution from leaking into the crankcase where it might cause gumming and sticking of the moving parts. The pump packing must be kept tight to prevent air from being drawn into the cooling system, in order to avoid foaming and other difficulties which may result when air is present.

Ethylene glycol (Prestone), sold in the United States for anti-freezing purposes, and radiator glycerine, produced under the formula approved by the Glycerine Producers' Association, are chemically treated to overcome the difficulties mentioned in the above paragraph and, under normal operating conditions, with tight hose connections and cylinder head gaskets, should be satisfactory for use in the cooling system.

Glycerine and ethylene glycol should be used in accordance with the instructions and in the proportions recommended by the anti-freeze manufacturer. These solutions generally contain inhibitors acting in the same manner as the inhibitor used in Cadillac cooling systems, and when these solutions are used, no additional inhibitor should be used.

Salt solutions, such as calcium chloride or magnesium chloride, sodium silicate, kerosene, honey, glucose and sugar solutions are not satisfactory for use in automobile radiators.

Use of Hydrometer

In using a hydrometer to determine the temperature at which a solution will freeze, the test must be made at the temperature at which the hydrometer is calibrated. If the solution is warmer or colder, it must be brought to this temperature or errors as large as 30 degrees F. may result.

When testing alcohol or methanol solutions, allowances must be made for the effect of the inhibitor on the hydrometer reading. With the inhibitor in the cooling system, the actual freezing temperature is five degrees higher than indicated by the hydrometer.

Freezing point hydrometers cannot be used with all anti-freezes. A different float is required for denatured alcohol, methanol, glycerine, and ethylene glycol.

Gasoline System

A gasoline filter is provided at the fuel pump on the front of the engine. Any accumulation of water or sediment should be cleaned out when it can be seen in the glass bowl.

The bowl may be removed by unscrewing the thumb nut on the underside of the bowl and swinging the yoke to one side. The screen strainer at the top of the bowl usually comes off with the bowl but if it does not, it may be removed by pulling it straight down.

Any dirt on the strainer should be washed off with gasoline and the bowl should be wiped clean. The bowl should then be re-installed with the screen on top. Make sure the bowl seats properly against the cork gasket at the top of the filter, swing the yoke into place and tighten the thumb nut.

Carburetor Air Cleaners

The carburetor intake silencers serve also as air cleaners. The cleaners are designed to catch any dust or lint in the air before it is drawn into the carburetors. They are automatic in operation and require no attention other than periodic cleaning.

The mileage at which the air cleaners require attention depends entirely upon the conditions under which the car is operated. For normal driving in cities and on hard surfaced roads, cleaning once

every 2000 miles is sufficient. Under extreme conditions, however, such as continuous driving on dusty roads or in all localities where there is considerable dust in the air, cleaning may be required as frequently as every few days.

The two cleaners on V-16 engines can be removed after disconnecting the air intake pipes and removing the covers of the silencers, which are held in place by a screw in the center of the silencer. The gauze units should then be washed thoroughly in gasoline, permitted to drain and dipped in S. A. E. engine oil before reinstalling.

Lamp Bulbs

In replacing lamp bulbs in any of the lights on the car, the same type of bulb should be used for replacement as was originally installed. It is a good plan to carry a spare set of these lamp bulbs at all times in the car. In purchasing replacement bulbs, always give the Mazda number.

The bulb in the map lamp may be replaced after unscrewing the knob at the end of the shield.

The lamp bulbs used in the car are as follows:

Location	Voltage	Candle Power	Mazda No.
Headlamps	6-8	32-32	2330-L
Rear Lamps (Signal)	6-8	15	87
Rear Lamps (Driving)	6-8	3	63
Instrument Lamps			
Map Lamp			
Fender Lamps			
Dome Lamp	6-8	6	81
Quarter Lamps			

[24]

Care of Headlamps

The headlamps require periodic cleaning and occasional readjustment. To clean the headlamps, remove both headlamp doors. Clean the lenses with alcohol inside and outside. Carefully wipe all dust from the reflectors and, if necessary, polish them with a soft rag dipped in a mixture of lamp black and alcohol. In polishing reflectors, always rub from the center straight out to the rim, never rub in circles.

Inspect the gaskets and replace them if they are damaged or do not register properly. Replace any bulbs that are burnt out or that show signs of blackening. Try the lighting switches in all positions to see that all bulbs burn properly.

The headlamps are designed for prefocused bulbs, so no focusing adjustment can be made in the lamps. On this account, only prefocused bulbs can be used in these lamps, and no other bulbs will be satisfactory. Because of this design, aiming is the only adjustment required by the headlamps.

Headlamp Adjustment

Place the car on a level surface with the headlamps aimed toward and 25 feet from a garage door or other reasonably light

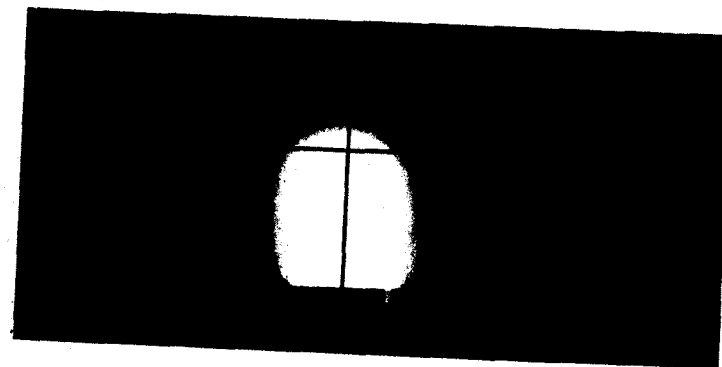


Fig. 5. Correctly aimed upper beam of left headlamp without lens.

[25]



Fig. 6. Correctly aimed upper beam of left headlamp with lens.

colored vertical surface. Draw a horizontal line on this surface at the level of the headlamp centers. If your state requires a loading allowance, draw this horizontal line the required distance below the level of the lamp centers. Sight through the center of the rear window over the radiator cap to determine the center point of the horizontal line and draw vertical lines through points at the right and left of this center point directly ahead of the center of each headlamp.

The lighting switches should be turned to the Driving position, which means that the lower filaments will be lighted in both

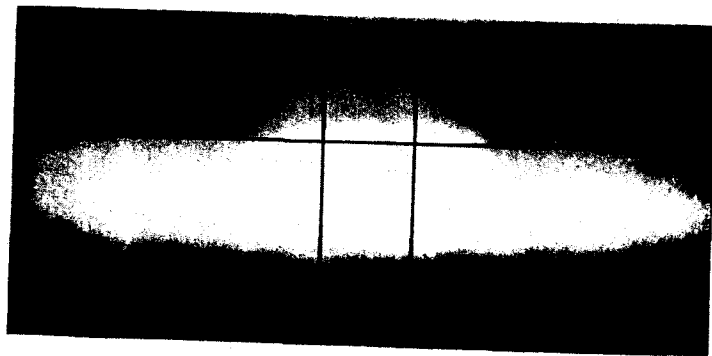


Fig. 7. Correctly aimed upper beam of right headlamp with lens.

[26]

lamps. The headlamp doors must be removed and one of the headlamps covered. The beam from the uncovered lamp should then be centered sideways on the vertical line directly ahead of it and the top of the beam should be just at the horizontal line, as shown in Fig. 5 for the left headlamp.

The beam can be aimed either up or down or sideways by turning the headlamp after loosening the headlamp support.

When replacing the headlamp doors, reinstall the cork gaskets with care and be sure to place the door with the "left" lens on the left lamp and the "right" lens on the right lamp. Then check again the beams from the two lamps, one at a time. The beam from the left headlamp should have the upper edge of the hot spot at the horizontal line and the left edge at the vertical line directly ahead of the lamp as shown in Fig. 6. The beam from the right headlamp should likewise have the upper edge of the hot spot at the horizontal line, but with the maximum intensity centered on the vertical line directly ahead of the lamp and the right cut-off of the hot spot about a foot to the right of this line as shown in Fig. 7.

No further aiming is required for the lower or passing beams.

Storing the Car

If the car is to be stored for any length of time it is important that a few precautions be taken to protect it from deterioration. Blocking up the car to take the weight off of the tires and placing a cover over the entire body will protect the tires and finish. The engine and the storage battery, however, require special attention.

The engine should be run until it is thoroughly warm. The filter bowl should then be removed (see page 23) and the engine run until all of the gasoline is drawn out of the pump and the carburetor.

Oil should be injected into the cylinders while the engine is warm. This may be done by pouring two or three tablespoonsful

[27]

of engine oil into the spark plug holes. Cranking the engine a few times after that is done will distribute the oil evenly over the pistons and cylinder walls. The cooling system should then be drained.

The battery should be fully charged and the solution should be at the proper level. If possible, arrangements should be made to have the battery charged from an outside source every two months during the storage period.

Tools

A compartment for the tools is located in the spare tire compartment at the rear of the car. The tool equipment provided with the car is as follows:

Hammer	Wheel Mounting Wrench
Large Screw Driver	Tool Bag
Small Screw Driver	Jack
Pliers	Jack Handle
Adjustable Wrench	Operator's Manual
Spark Plug Wrench	

Tires

The most important factor in tire life is adequate inflation pressure. Each tire should be tested at least weekly and the pressure maintained at 35 pounds, front and rear.

The life of all four tires may be increased considerably by interchanging them at regular intervals of 4,000 miles. The right front tire should be interchanged with the left rear, and the left front with the right rear. This will subject all tires to equal amounts of all types of wear and thus increase their useful life.

Changing Wheels

Spare wheel carriers on the various model Cadillac cars are of three types: fenderwell carriers, external rear carriers, and rear compartment enclosed carriers. External and fenderwell carriers



Fig. 8. The jack must be placed under the pad shown at the left when a front wheel must be raised and under the pad shown at the right when a rear wheel must be raised.

are fitted with special locks, whereas the compartment lock serves for the compartment carriers.

To facilitate raising the car when a tire is flat, the car is fitted with special jack pads in accessible positions near the front and rear wheels, as shown in Fig. 8. The jack must be placed under the pad, and the car jacked up only high enough to clear an inflated tire; otherwise difficulty may be encountered in removing the wheel.

Illustrated instructions for removing wheels are given on page 30.

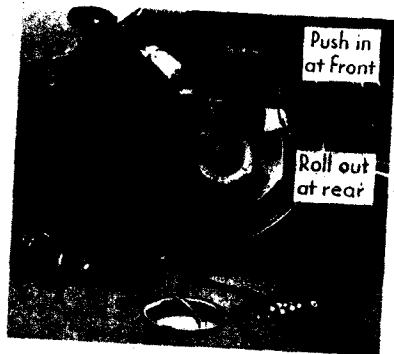


Fig. 9. Set the hand brake lever to prevent the car from rolling. Put the jack under the jack pad and jack up the car until an inflated tire would be about 2 inches above the road. Remove the hub cap by snapping it off. Loosen the nuts around the wheel hub by turning them in a counter clockwise direction with the wrench. Remove the nuts and lift the wheel off of the hub. Then swing the front end of the wheel inward and the wheel can be rolled back and out from under the fender.

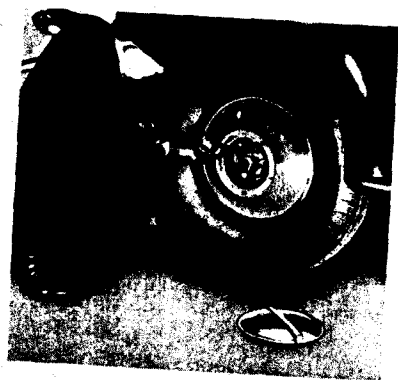


Fig. 10. To remount the wheel, roll it under the fender in the reverse of the manner of rolling it out, set it up on the hub and start the nuts by hand; then tighten the nuts with the wrench, but not in rotation. After tightening one nut, tighten the nut directly opposite until all have been securely drawn up.

In drawing up the nuts to the last turn, a slight alternate increase and decrease in resistance may be noticed which simply indicates that the locking feature is taking effect. After all the nuts have been tight-

ened, they should again be tried to make sure that none has been resting on a high point without being sufficiently tight.

Install the hub cap and lower the jack.

CHAPTER V

SPECIFICATIONS AND LICENSE DATA

Type of engine.....	16 cyl. V-type
Diameter of cylinder bore.....	3 in.
Length of stroke.....	4 in.
Piston displacement.....	452 cu. in.
Horsepower (N. A. C. C. rating).....	57.5
Engine number.....	See below
Capacity of gasoline tank.....	30 gals.
Capacity of engine lubricating system.....	10 qts.
Capacity of cooling system.....	5½ gals.
Capacity of transmission.....	2¼ qts.
Capacity of rear axle.....	3 qts.
Wheelbase.....	154 in.
Tires.....	7.50 x 17

Engine Number

The engine number, which is also a serial number, is stamped on the generator drive chain housing on V-16 cars. This is the number to be used in license and insurance applications, and in general reference to the car.

**Exclusive
Cadillac Accessories.**

Master Radio.....	\$89.50	50
Standard Radio.....	54.50	28
Radio Antenna.....	4.75	
Electric Clock (La Salle).....	14.50	725
Sun Visor (La Salle Right Hand).....	3.50	175
Wheel Discs (Chrome) <i>on color</i>	4.00	250
Wheel Trim Rings (each).....	1.50	90
Flexible Steering Wheel.....	16.00	108
License Frames (pair).....	7.00	35
Ash Trays (each).....	1.90	95
Metal Tire Covers (each) La Salle, and Cadillac, Series 60.....	17.50	875
Metal Tire Covers (each) Cadillac, Series 70, 75, 80, 85 and 90.....	20.00	108
Moto-pack.....	5.85	325
Luggage—Tan Duck or Black Duckoid finish— Wardrolette.....	47.50	2812
Ladies' Aviatrix.....	35.00	218
Gentlemen's Aviator.....	35.00	218
Luggage Compartment Rug (5 Wheel).....	4.75	285
Luggage Compartment Rug (6 Wheel).....	6.25	375
Hot Water Heater.....	18.50	925
Hot Air Heater (Dual Register) for Cadillac Fleetwood lines only.....	50.00	
Visor Mirror.....	1.85	95
Fleetwood Robe (made of identical upholstery cloth).....	45.00	278
Double Alpaca Robe.....	20.00	128
Alpaca and Plush Robe.....	20.00	128
Tire Chains La Salle and Cadillac Series 60....	8.00	
Tire Chains Cadillac Series 70, 75, 80, 85 and 90	8.50	

All prices include installation

Radio Kit
Aerial

650
325

CADILLAC



LA SALLE

**PRICE
LIST**

for

1936

October 11, 1935

All Prices F. O. B. Detroit
Subject to change without notice

CADILLAC MOTOR CAR COMPANY
Detroit, Michigan, U. S. A.

1936

V-8 Cadillac, Series 70 30%

BODY BY FLEETWOOD—131' Wheelbase

7067	2-Pass. Convertible Coupe	64.50	\$2695.00	1886.50
7029	5-Pass. Convertible Sedan	66.00	2745.00	1921.50
7057	2-Pass. Coupe	62.50	2595.00	1816.50
7019	5-Pass. Touring Sedan	59.50	2445.00	1711.50
	131' W. B. Chassis	45.50	1750.00	1225.00

Basic Equipment Group "X"

Ornament
Extra Tire and Tube

GROUP PRICE.....\$42.50 29.75

Additional charge for 6 wheels and fenderwells..\$85.00 59.50

7.50-16 Royal or Firestone 4-ply black sidewall tires are standard equipment

Additional charge for white sidewall tires \$4.55 per tire 3.00

V-8 Cadillac, Series 75 30%

BODY BY FLEETWOOD—138' Wheelbase

7529	5-Pass. Convertible Sedan	80.00	\$3395.00	2376.50
7509	5-Pass. Sedan Without Trunk	64.50	2645.00	1851.50
7519	5-Pass. Touring Sedan	64.50	2645.00	1851.50
7509	5-Pass. Formal Sedan with Trunk	80.00	3395.00	2376.50
7509	5-Pass. Town Sedan	72.00	3145.00	2201.50
7503	7-Pass. Sedan Without Trunk	64.50	2795.00	1956.50
7523	7-Pass. Touring Sedan	67.50	2795.00	1956.50
7513	7-Pass. Imperial Without Trunk	72.00	2995.00	2096.50
7533	7-Pass. Touring Imperial	72.00	2995.00	2096.50
7543	7-Pass. Town Car	102.50	4445.00	3111.50
	138' W. B. Chassis	71.50	1850.00	1275.00
	156' W. B. Commercial Chassis	57.50	2100.00	1470.00

Basic Equipment Group "X"

Ornament
Extra Tire and Tube

GROUP PRICE.....\$45.00 31.50

Additional charge for 6 wheels and fenderwells..\$90.00 63.00

7.50-16 Royal or Firestone 6-ply black sidewall tires are standard equipment

Additional charge for white sidewall tires \$5.50 per tire 3.50

Accessory Groups

Group "A"	5 Wheel	Group "B"
5 Wheel Discs		5 Wheel Discs
Flexible Wheel		Flexible Wheel
License Frames		License Frames
		Master Radio

GROUP PRICE..\$42.00 25.00 GROUP PRICE \$130.00 77.00

Group "C"	6 Wheel	Group "D"
6 Wheel Discs		6 Wheel Discs
Flexible Wheel		Flexible Wheel
License Frames		License Frames
Metal Tire Covers		Metal Tire Covers
		Master Radio

GROUP PRICE..\$86.00 45.00 GROUP PRICE \$175.00 99.00

- 1936 -

V-12 Cadillac, Series 80 30%

BODY BY FLEETWOOD—131' Wheelbase

7067	2-Pass. Convertible Coupe	80.00	\$3395.00	2376.50
7029	5-Pass. Convertible Sedan	81.50	3445.00	2411.50
7057	2-Pass. Coupe	78.00	3295.00	2306.50
7019	5-Pass. Touring Sedan	75.00	3145.00	2201.50
	131' W. B. Chassis	61.00	2450.00	1715.00

Basic Equipment Group "X"

Ornament
Extra Tire and Tube

GROUP PRICE.....\$45.00 31.50

Additional charge for 6 wheels and fenderwells..\$90.00 63.00

7.50-16 Royal or Firestone 6-ply black sidewall tires are standard equipment

Additional charge for white sidewall tires \$5.50 per tire 3.50

V-12 Cadillac, Series 85 30%

BODY BY FLEETWOOD—138' Wheelbase

8529	5-Pass. Convertible Sedan	95.00	\$4095.00	2866.50
8509	5-Pass. Sedan Without Trunk	79.00	3345.00	2341.50
8519	5-Pass. Touring Sedan	79.00	3345.00	2341.50
8509	5-Pass. Formal Sedan with Trunk	95.00	4095.00	2866.50
8509	5-Pass. Town Sedan	83.50	3345.00	2591.50
8503	7-Pass. Sedan Without Trunk	72.00	3495.00	2446.50
8523	7-Pass. Touring Sedan	82.50	3495.00	2446.50
8513	7-Pass. Imperial Without Trunk	86.50	3695.00	2586.50
8533	7-Pass. Touring Imperial	86.50	3695.00	2586.50
8543	7-Pass. Town Car	117.00	5145.00	3601.50
	138' W. B. Chassis	63.00	2550.00	1815.00
	156' W. B. Commercial Chassis	48.00	2800.00	1960.00

Basic Equipment Group "X"

Ornament
Extra Tire and Tube

GROUP PRICE.....\$45.00 31.50

Additional charge for 6 wheels and fenderwells..\$90.00 63.00

7.50-16 Royal or Firestone 6-ply black sidewall tires are standard equipment

Additional charge for white sidewall tires \$5.50 per tire 3.50

Accessory Groups

Group "A"	5 Wheel	Group "B"
5 Wheel Discs		5 Wheel Discs
Flexible Wheel		Flexible Wheel
License Frames		License Frames
		Master Radio

GROUP PRICE..\$42.00 23.00 GROUP PRICE \$130.00 77.00

Group "C"	6 Wheel	Group "D"
6 Wheel Discs		6 Wheel Discs
Flexible Wheel		Flexible Wheel
License Frames		License Frames
Metal Tire Covers		Metal Tire Covers
		Master Radio

GROUP PRICE..\$86.00 45.00 GROUP PRICE \$175.00 99.00

* 1.00 per wheel fenderwells.

La Salle, Series 36-50 27%

BODY BY FISHER—120" Wheelbase

5067 2-Pass. Convertible Coupe	34.50	\$1255.00	916.15
5077 2-Pass. Coupe	33.00	1175.00	857.75
5015 2-Pass. Touring Coupe	33.00	1185.00	865.05
5019 2-Pass. Touring Sedan	33.50	1225.00	894.25
120" W. B. Chassis	27.00	900.00	657.00

Basic Equipment Group "X"

Ornament
Extra Tire and Tube
Bumpers and Guards

GROUP PRICE	\$50.00	36.50
Additional charge for 6 wheels and fenderwells	\$65.00	47.45
Except Convertible Coupe which is	45.00	32.85
7.00-16 Royal or Firestone 4-ply black sidewall tires are standard equipment		
Additional charge for white sidewall tires \$3.60 per tire	2.50	
1 fenderwell	25.00	16.79

Accessory Groups

Group "A" 5 Wheel	Group "B"
Clock	Clock
R. H. Sun Visor	R. H. Sun Visor
Wheel Trim Rings	Wheel Trim Rings
	Flexible Wheel
	License Frames
GROUP PRICE..\$25.00	GROUP PRICE..\$48.00
Group "C" 6 Wheel	Group "D" 25.00
Clock	Clock
R. H. Sun Visor	R. H. Sun Visor
Wheel Trim Rings	Wheel Trim Rings
Metal Tire Covers	Metal Tire Covers
	Flexible Wheel
	License Frames
GROUP PRICE..\$60.00	GROUP PRICE..\$83.00
30.00	45.00

Color Options Comb. No.

★Black	87
Corinthian Maroon	88
Ridge Green	89
†Phantom Metallic	90
Nakhoda Blue	91
Rain Green	92
Carlisle Beige Lt.	93
†Dusty Gray	94
†Colonial Cream	95
★Vincennes Red or Gretna Green Wheels optional upon request.	
†Special combination at additional charge	\$10.00

Upholstery Options

Closed Bodies		
Tan Highland Twist Cord	72 T	136
Tan Heather Mixture	73 T	136
Gray Highland Twist Cord	75 T	136
Gray Heather Mixture	76 T	136
Plain Broadcloth	78 T	136
Convertible Bodies		
Black Leather	1 T	1336
Tan Leather	7 T	1336
Tan Highland Twist Cord	72 T	136
Gray Highland Twist Cord	75 T	136

V-8 Cadillac, Series 60 28%

BODY BY FISHER—121" Wheelbase

5067 2-Pass. Convertible Coupe	44.00	\$1725.00	1242.00
5077 2-Pass. Coupe	42.50	1645.00	1184.40
5019 5-Pass. Touring Sedan	45.00	1695.00	1220.40
121" W. B. Chassis	35.00	1300.00	936.00

Basic Group Equipment "X"

Ornament
Extra tire and tube

GROUP PRICE	\$35.00	25.20
Additional charge for 6 wheels and fenderwells	\$65.00	46.80
Except Convertible Coupe which is	45.00	32.40
7.00-16 Royal or Firestone 4-ply black sidewall tires are standard equipment		
Additional charge for white sidewall tires \$3.60 per tire	2.50	
1 fenderwell	25.00	16.56

Accessory Groups

Group "A" 5 Wheel	Group "C" 6 Wheel
5 Wheel Discs	6 Wheel Discs
Flexible Wheel	Flexible Wheel
License Frames	License Frames
	Metal Tire Covers
GROUP PRICE..\$42.00	GROUP PRICE..\$80.00
25.00	42.00

Color Options

★Black	1
Regent Maroon	2
Dartmouth Green	3
Cannon Smoke	4
Tunis Blue	5
Scarab Green	6
Arno Blue	7
Pomerang Brown	8
★Vincennes Red or Gretna Green wheels optional upon request.	

Upholstery Options

For Closed Bodies		
Brown Bedford Cord	13 T	136
Brown Plain Cloth	14 T	136
Brown Basketweave	16 T	136
Gray Bedford Cord	18 T	136
Gray Basketweave	20 T	136
Tan Bedford Cord	22 T	136
For Convertible Bodies		
Black Leather	1 T	1336
Tan Leather	2 T	1336
Gray Leather	4 T	1336
Green Leather	5 T	1336
Brown Bedford Cord	13 T	136
Gray Bedford Cord	18 T	136

Extra charge for right hand fenderwell on 2-Pass. Coupe, Touring Coupe or Touring Sedan on either La Salle or Cadillac, Series 60. \$23.00

16.56

- 1936 -

V-16 Cadillac, Series 90 30%

BODY BY FLEETWOOD—154' Wheelbase

5875 7-Pass. Sedan.....	168.00	7550.00	<u>5285.00</u>
5875 7-Pass. Limousine.....	172.00	7750.00	<u>5425.00</u>
154' W. B. Chassis.....	138.00	6250.00	

Prices for other body types furnished upon request.

7.50-17 Royal or Firestone 6-ply black sidewall tires are standard equipment

Additional charge for white sidewall tires \$6.35 per tire ^{4.00}

List price of Cadillac V-16, Series 90 includes either 5 wheels or 6 wheels and fenderwells. Also ornament in gold or silver finish, Cadillac Master Radio and Flexible steering wheel.

V-8 Commercial Cars, Series 75

BODY BY FLEETWOOD—138' Wheelbase

7507 7-Pass. Com'l Sedan Without Trunk.....	2695.00	<u>1886.50</u>
7527 7-Pass. Commercial Touring Sedan.....	2695.00	<u>1886.50</u>
7547 7-Pass. Com'l Imp. Without Trunk.....	2865.00	<u>2005.50</u>
7567 7-Pass. Com'l Touring Imperial.....	2865.00	<u>2005.50</u>

Basic Equipment Group "X"

Ornament
Extra Tire and Tube

GROUP PRICE.....\$45.00 ^{31.50}

Additional charge for 6 wheels and fenderwells..\$90.00 ^{63.00}

7.50-16 Royal or Firestone 6-ply black sidewall tires are standard equipment

Additional charge for white sidewall tires.\$5.50 per tire

Commercial Car Upholstery Options

Brown Bedford Cord.....	13 T	136
Brown Plain Cloth.....	14 T	136
Brown Basketweave.....	16 T	136
Gray Bedford Cord.....	18 T	136
Gray Basketweave.....	20 T	136
Tan Bedford Cord.....	22 T	136

Trunk Rack

Folding trunk rack for Commercial Cars without built-in trunks and Series 75, 85 Sedan and Imperial body types without built-in trunks.....\$50.00 ^{35.00}

1936.

Fleetwood Color Options

	Comb. No.
★Black.....	30
Classic Blue.....	31
Marshall Maroon.....	32
Thessalon Green.....	33
Cannon Smoke.....	34
Tunis Blue.....	35
Klamath Green.....	36
Clio Brown, Dk.....	37
Pomerang Brown.....	38
★Vincennes Red or Greina Green wheels optional upon request.	

Fleetwood Upholstery Options

Closed Bodies

Brown Pattern Cloth.....	Wiese 4717
Brown Bedford Cord.....	Wiese 4718
Brown Plain Cloth.....	Wiese 4719
Gray Pattern Cloth.....	Wiese 4720
Gray Bedford Cord.....	Wiese 4721
Gray Plain Cloth.....	Wiese 4722
Tan Plain Cloth.....	Wiese 4723
Blue Gray Figure Cloth.....	Wiese 4724

Convertible Bodies

Black Leather.....	E. O. 814
Tan Leather.....	E. O. 815
Green Leather.....	E. O. 816
Gray Leather.....	E. O. 817
Brown Bedford Cord.....	Wiese 4718
Gray Bedford Cord.....	Wiese 4721

UPHOLSTERY CHART NO. 2

Series 35-50, 36-50, 60, 70, 75, 80, 85, 90

Upholstery used on Cushions and Back Rests only - except where bodies are trimmed the same throughout.

Code No.	Description	Trim No.	Part No.	Side Wall Material		Headlining Material	
				Trim No.	Part No.	Trim No.	Part No.
9	Black Leather	1T1336	4066943	1T1336	4066943		
10	Tan Leather	2T1336	4066968	2T1336	4066968		
11	Blue-Gray Leather	4T1336	4066948	4T1336	4066948		
12	Green Leather	5T1336	4068668	5T1336	4068668		
13	Brown Bedford	13T136 or W4725	4065033	15T136	4065039	17T136	4065043
14	Brown Plain Cloth	14T136 or W4726	4065034	15T136	4065039	17T136	4065043
16	Brown Basket Weave	16T136 or W4727	4065035	16T136	4065035	17T136	4065043
17	Taupe Plush	37T136	4066988	37T136	4066988	38T136	4066989
18	Gray Bedford	18T136 or W4729	4065036	19T136	4065040	21T136	4065044
19	Brown Bedford	19T134 or W4556	4046366	15T136	4065039	4T134	4045764
20	Gray Basket Weave	20T136 or W4731	4065037	20T136	4065037	21T136	4065044
21	Brown Figured Cloth	21T135 or W4645	4059488	21T135	4059488	22T136	4069489
22	Light Tan Bedford	22T136 or W4733	4065038	23T136	4065042	24T136	4065045
23	Gray Figured Cloth	23T135 or W4657	4059497	23T135	4059497	24T136	4059498
24	Gray Bedford	20T134 or W4557	4046367	7T134	4045787	24T136	4069498
25	Tan Bedford	37T134 or W4572	4046368	38T134	4045789	39T134	4045792
50	Tan Broadcloth	63T134 or W4594	4046364	63T134	4046364	34T136	4063421
51	Gray Broadcloth	65T134 or W4585	4046366	65T134	4046366	35T136	4063422
52	Tan Bedford	69T134 or W4611	4049301	63T134	4046364	34T136	4063421
53	Gray Bedford	70T134 or W4612	4049302	65T134	4046366	35T136	4063422
70	Black Leather	6T1336	4068669	6T1336	4068669		
71	Tan Leather	7T1336	4068670	7T1336	4068670		
72	Tan Bedford	72T136	4068667	73T136	4068668	74T136	4068669
73	Tan Broadcloth	73T136	4068668	73T136	4068668	74T136	4068669
74	Black Leather	1T1336	4068643	1T1336	4068643		
75	Gray Bedford	75T136	4068690	76T136	4068691	77T136	4068692
76	Gray Broadcloth	76T136	4068691	76T136	4068691	77T136	4068692
77	Taupe Plush	37T136	4066988	37T136	4066988	38T136	4066989
78	Bluish Tan Broadcloth	78T136	4068693	78T136	4068693	79T136	4068694
	Brown Pattern Cloth	1T136 or W4717	4068675	1T136	4068675	4T136	4068678
	Brown Bedford	2T136 or W4718	4068676	3T136	4068677	4T136	4068678
	Brown Plain Cloth	3T136 or W4719	4068677	3T136	4068677	4T136	4068678
	Gray Pattern Cloth	5T136 or W4720	4068679	5T136	4068679	8T136	4068682
	Gray Bedford	6T136 or W4721	4068680	7T136	4068681	8T136	4068682
	Gray Plain Cloth	7T136 or W4722	4068681	7T136	4068681	8T136	4068682
	Tan Plain Cloth	9T136 or W4723	4068683	9T136	4068683	10T136	4068684
	Blue-Gray Figured Cloth	11T136 or W4724	4068685	11T136	4068685	12T136	4068686
	Black Leather	13T1336 or EO.814	4068671	13T1336	4068671		
	Tan Leather	14T1336 or EO.915	4068672	14T1336	4068672		
	Gray Leather	15T1336 or EO.917	4068673	15T1336	4068673		
	Green Leather	16T1336 or EO.816	4068674	16T1336	4068674		
	Brown Bedford	40T134 or W4540	4046376	41T134	4046377	41T134	4046377
	Gray Figured Cloth	46T134 or W4537	4046382	46T134	4046382	12T136	4068668

4049272

UPHOLSTERY
Carpets, Seats, Cushions

Cadillac-La Salle Master Body Parts List

B4.0000

UPHOLSTERY CHART NO. 2 (Continued)

Series 35-50, 36-50, 60, 70, 75, 80, 85, 90

Upholstery used on Cushions and Back Rests only - except where bodies are trimmed the same throughout.

Code No.	Description	Trim No.	Part No.	Side Wall Material		Headlining Material	
				Trim No.	Part No.	Trim No.	Part No.
	Gray Vogue Cloth	49T134 or W4307	4026545	7T136	4068681	7T136	4068681
	Gray Plain Cloth	51T134 or W4310	4026548	51T134	4026548	52T134	4049261
	Brown Vogue Cloth	55T134 or W4306	4026543	3T136	4068677	3T136	4068677
	Brown Plain Cloth	57T134 or W4308	4026546	57T134	4026546	58T134	4049272
	Tan Plain Cloth	61T134 or W4571	4049275	61T134	4049275	62T134	4049276
	Gray Plush	63T136	4071089	63T136	4071089	21T136	4065044
	Gray Plush	63T136	4071089	63T136	4071089	8T136	4068682