



DATA BOOK

J. W. DUNIVAN

1941 MODELS

M. FILE

The 1941 **CADILLAC DATA BOOK**



● Presenting a story in pictures of the new Cadillacs, their advanced engineering, their precision craftsmanship and their many innovations, which explain how Cadillac continues, in 1941, its policy of building in each successive year the world's finest motor cars.

All information contained herein has been carefully checked with the most reliable sources, but responsibility for the absolute authenticity of this information cannot be assumed. The right is reserved to change any specifications, parts or equipment at any time without incurring any obligation to equip same on cars built prior to date of such change.



**SALES PROMOTION DEPARTMENT
CADILLAC MOTOR CAR DIVISION
GENERAL MOTORS SALES CORPORATION • DETROIT, MICH.**

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THE *One* FACTORY
WHERE ONLY THE
HIGHEST STANDARDS
OF MOTOR CAR EXCELLENCE
ARE MAINTAINED



● If it were possible for salesmen to take every prospect personally through the Cadillac factory, every one of these prospects would be indelibly impressed with the facts that

FIRST, Cadillac products are built from one grade of materials to one standard of workmanship.

SECOND, this one grade of materials and one standard of workmanship are above comparison to the manufacture of any other motor car.

Such precision in building means enduring mechanical excellence to every Cadillac owner.

Constant

RESEARCH, DEVELOPMENT— INSPECTION AND TESTING PROVIDE—



RESEARCH



TESTING



INSPECTION



FINAL O.K.

Research at Cadillac is a composite of a great many special studies for the purpose of discovering new and better motor car designs. Knee Action front suspension and steering post gear shift are examples. These are typical of long range programs of several years' duration before practical usefulness advocates adoption. In the meantime, Cadillac research is also concerned with the improvement and refinement of every mechanical unit on the car throughout the model year.

The chemical and metallurgical laboratories and all kinds of special testing devices, such as wind tunnels and dynamometers are involved in the research programs. Many of these techniques are unique to Cadillac.

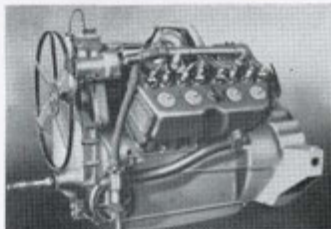
Road tests are rigorously made as new designs begin to take finished form. These are made on the highways throughout the United States as well as at the General Motors Proving Ground where every facility is available for thorough inspection and testing. After acceptance for production, thorough tests are again made to insure uniformity in manufacture. Every new design improvement must prove itself to function satisfactorily before incorporation in Cadillac cars.

ENGINEERING ADVANCEMENTS AND MECHANICAL PERFECTION *Equalled* BY NONE

Cadillac has reason to be proud of its engineering leadership in the motor car industry for it has contributed more than any other manufacturer to the advancement of the automobile from the "horseless carriage" era to the present stage of utility, comfort, performance and beauty.

A few highlights of Cadillac's thirty-eight years devoted to the engineering and mechanical perfection of the automobile are:

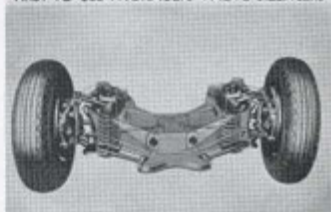
1905—Cadillac pioneered multi-cylinder engines with the first "Four"
... 1912—Introduced electric starting and headlighting ... 1914—Built the first high powered 90 degree V-type engine, recognized today as the only engineeringly correct design for 8-cylinder engines ... 1917—Cadillac was adopted as the Standard Officer's Car by the U. S. Army ... 1928—Cadillac developed the clashless Syncro-Mesh Transmission ... 1931—Introduced hydraulic valve silencers which materially reduce engine maintenance expense ... 1934—Cadillac pioneered Knee Action, one of the greatest contributions to riding comfort and driving safety ... 1941—Cadillac engineers continue their search for and testing of innovations to be introduced in the Cadillacs of tomorrow.



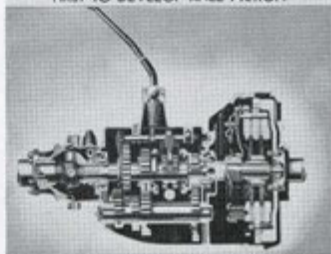
FIRST CADILLAC V-8 ENGINE



FIRST TO USE HYDRAULIC VALVE SILENCERS



FIRST TO DEVELOP KNEE ACTION



FIRST TO USE SYNCRO MESH TRANSMISSION

A CONCRETE *Example* OF CADILLAC LEADERSHIP IN PRECISION MANUFACTURE



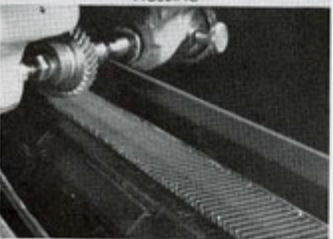
STEEL ANALYSIS



NORMALIZING



HOBGING



SHAVING

The rigid standards of quality control enforced at the Cadillac factory for every vital mechanical part are exemplified in the manufacture of transmission gears. Cadillac gears are noted for their extraordinary strength and extreme operating quietness.

First step in the gear making process is the selection of steel. Cadillac specifications are purposely higher than the finest grade obtainable as a constant incentive to the vendor to improve his product. Upon receiving the material, every steel forging is analyzed under a special microscope for uniformity of grain flow to insure accurate response of the material to the operations that follow.

Acceptable steel forgings are then prepared for machining in a cycle furnace. Here absolute control of temperature heats the steel rapidly to 1875 degrees Fahrenheit and cools it gradually back to normal through specified stages. This process, called "normalizing," seasons the metal for uniform grain structure as wood is seasoned before it is used.

The forging is now ready to be hobbled and to be cut into the shape and form of the finished product.

CADILLAC TRANSMISSION GEARS ARE ACKNOWLEDGED THE *World's Best*

The next process is shaving and requires all of the delicacy of a barber's touch. Tiny variations are shaved off the surface of each gear tooth. The profile, helical angle and spacing of each tooth must be dimensionally accurate within .0003 inches variation.

While carburizing is practiced by a limited few in the industry, the care and control exercised by Cadillac craftsmen is unique. Eleven hours are required in 1675 degree heat treatment to transform .04 inches of the outer layer of the gear into a hard case of carbon. Gears are then quenched in oil and tempered in a special oven.

The final finishing process, called lapping, smooths off all irregularities and shapes the gear tooth contours correctly. Cadillac laps gears more thoroughly than any other manufacturer.

Gears are now ready to be matched by hand into sets and tested for quietness in a sound-proof room. Rejected gears return to the lap machine. If they fail to meet the silence test a second time they are scrapped. Assembled into complete transmissions they are again tested for quietness.

Such care in gear manufacture is typical of every vital part and is indicative of how Cadillac builds to insure its customers a maximum of low cost operation and refined driving comfort.



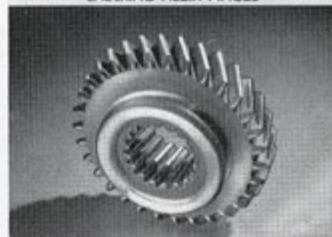
CARBURIZING



LAPPING



CHECKING HELIX ANGLE



FINISHED GEAR

CADILLAC SERVICE *Preserves* CADILLAC QUALITY

The Authorized Cadillac Service Sign is the symbol of dependable service for the Cadillac owner, either at home or on tour. Emphasize the value of Authorized Service to your prospects and owners, to help Cadillac servicemen retain owner good-will for you.

The Owner Service Policy Certificate explains the Cadillac Warranty and Policy in terms of the owner's benefits. Familiarity with these benefits will bring owners in and start them in the habit of coming back for service.

Throughout the country, Cadillac service is based upon standard methods and procedures, and service operations are sold at standard prices for both labor and parts. Touring owners can visit Authorized Service Stations in strange cities with confidence.

Standardized service methods depend upon the use of specialized tools and equipment, designed for the exclusive use of Authorized Service Stations by the factory Service Department. This equipment assures rapid yet thorough and accurate service.

Most fundamental in good service is a trained personnel. Cadillac provides continuous training exclusively for Cadillac Servicemen by means of periodicals and special bulletins, service clinics, and reviews and tests conducted under the Cadillac Certified Craftsman's League.



GENERAL MOTORS



THE *Bulwark* BEHIND CADILLAC PROGRESS

The General Motors Corporation provides Cadillac with a great many services and facilities for the expressed purpose of constantly increasing Cadillac price value. The Research Laboratory, headed by C. F. Kettering, and the Proving Ground give Cadillac engineers greater latitude for new developments than is available to other makes of cars. The Customer Research Staff, unique in the industry, represents a Proving Ground of Public Opinion on new styling and devices. Cadillac is thus designed by and for the American motoring public.



In addition, the General Motors Acceptance Corporation makes it possible for more people to enjoy Cadillac ownership by purchasing these cars out of income. GMAC is an outstanding pioneer in the automobile instalment purchase field. It has done most to broaden insurance coverage and to lower the combined cost of financing and insurance. Today a more inexpensive and stable plan of Cadillac instalment purchasing cannot be found.



Tradition Lives IN THE BIRTH



Cadillac has adhered to the policy set forth by its founder. "We are not going to build," he said, "merely another automobile. We are going to build the finest car it is possible to produce." In fidelity to its original purpose, Cadillac has brought

forth, in every year since its inception, outstanding achievements in motoring. For these contributions Cadillac was long ago acclaimed the Standard by which all cars have since been judged.

The penalty of this leadership falls upon Cadillac designers, engineers and craftsmen. For them it is really no penalty at all. They have every facility for research and no rigid restrictions on production costs. They have been steeped in and make live today the Cadillac tradition of quality motor car manufacture.

A value minded and fine car loving public has been most appreciative of these craftsmen's efforts. Over the years their reward has been a steadily growing preference for the product of their handiwork. Cadillac today has over 225,000 loyal owners and is the majority choice of all people who pay \$1500 or more for their motor cars.

OF SIX GREAT NEW *Cadillacs*

This popular acceptance, based upon thirty-nine years of uncompromised quality car building, brings a rich reward in 1941. The finest motor cars ever to be designed in the Cadillac factory are offered. Each is bred in the richest tradition of the automobile industry. They bring Cadillac within the reach of hundreds of thousands of people who have long aspired to its ownership and renew a pledge to the limited few who crave perfection that the World's most luxurious motor cars will always bear the name of Cadillac.



HISTORY OF THE CADILLAC MOTOR CAR DIVISION

An Impressive Record of Advanced Progress

Year	Total Production	Type of Cars Produced	List Price (Typical Car)	Wheelbase	Milestones
1902	—	—	—	—	Detroit Automobile Co., established 1899, reorganized as "Cadillac Automobile Co."
1903	1,698	1 cyl. "A"	\$ 850	76"	Cadillac Automobile Co. and Leland & Faulconer consolidate as "Cadillac Motor Car Company" with Henry M Leland, grand old man of the industry, as General Manager. First Four Cylinder establishes Cadillac as the pioneer of multi-cylinder motor cars.
1904	2,457	1 cyl. "B"	900	76"	
1905	3,942	1 cyl. "F"	950	76"	Famous Johansson gauges, First imported into United States by Cadillac, enable Cadillac to become the following year the—
1906	4,059	4 cyl. "D"	2,800	100"	
1907	2,884	1 cyl. "M"	950	76"	Royal Automobile Club of London for being First to achieve interchangeability through standardization of parts. Cadillac purchased by General Motors Corporation. Four cylinder production increases six times over 1908 production. First to offer Closed Bodies as standard equipment. Less than 10% of cars then produced had closed bodies.
		4 cyl. "H"	2,500	102"	
		1 cyl. "M"	950	76"	
		4 cyl. "G"	2,000	100"	
1908	2,377	4 cyl. "H"	2,500	102"	Custom Coachcraft by Fleetwood Body Company begins. First to equip cars with Electric Starting, Lighting, Ignition, for which Cadillac again was awarded the Dewar Trophy. First and only car in the world to win this award twice.
		1 cyl. "T"	1,000	82"	
1909	7,868	4 cyl. "H"	2,500	102"	First in this country to build a V-type, water-cooled eight cylinder engine. This engineeringly correct engine type is now used by every fine car manufacturer. First to use thermostatic control of cooling system. First to use Tilt-Beam Headlights for night driving safety. Cadillac becomes "Division of General Motors." Cadillac adopted as Standard Officers' car by U. S. Army after grueling tests at Marfa, Texas. Cadillac supplied 2,350 cars and 1,157 V-8 artillery tractor engines to U. S. Army.
1910	10,044	4 cyl. "30"	1,400	106"	
1911	10,166	4 cyl. "30"	1,600	106"	First in this country to build a V-type, water-cooled eight cylinder engine. This engineeringly correct engine type is now used by every fine car manufacturer. First to use thermostatic control of cooling system. First to use Tilt-Beam Headlights for night driving safety. Cadillac becomes "Division of General Motors." Cadillac adopted as Standard Officers' car by U. S. Army after grueling tests at Marfa, Texas. Cadillac supplied 2,350 cars and 1,157 V-8 artillery tractor engines to U. S. Army.
1912	12,547	4 cyl. "1912"	1,800	116"	
1913	17,290	4 cyl. "1913"	3,250	116"	First in this country to build a V-type, water-cooled eight cylinder engine. This engineeringly correct engine type is now used by every fine car manufacturer. First to use thermostatic control of cooling system. First to use Tilt-Beam Headlights for night driving safety. Cadillac becomes "Division of General Motors." Cadillac adopted as Standard Officers' car by U. S. Army after grueling tests at Marfa, Texas. Cadillac supplied 2,350 cars and 1,157 V-8 artillery tractor engines to U. S. Army.
1914	7,823	4 cyl. "1914"	3,250	120"	
1915	13,000	V-8 "51"	2,800	122"	First in this country to build a V-type, water-cooled eight cylinder engine. This engineeringly correct engine type is now used by every fine car manufacturer. First to use thermostatic control of cooling system. First to use Tilt-Beam Headlights for night driving safety. Cadillac becomes "Division of General Motors." Cadillac adopted as Standard Officers' car by U. S. Army after grueling tests at Marfa, Texas. Cadillac supplied 2,350 cars and 1,157 V-8 artillery tractor engines to U. S. Army.
1916	18,000	V-8 "53"	2,950	122"	
1917	18,002	V-8 "55"	2,950	122"	First in this country to build a V-type, water-cooled eight cylinder engine. This engineeringly correct engine type is now used by every fine car manufacturer. First to use thermostatic control of cooling system. First to use Tilt-Beam Headlights for night driving safety. Cadillac becomes "Division of General Motors." Cadillac adopted as Standard Officers' car by U. S. Army after grueling tests at Marfa, Texas. Cadillac supplied 2,350 cars and 1,157 V-8 artillery tractor engines to U. S. Army.
1918	20,285	V-8 "57"	3,110	125"	
1919	20,678	V-8 "57"	3,535	125"	First in this country to build a V-type, water-cooled eight cylinder engine. This engineeringly correct engine type is now used by every fine car manufacturer. First to use thermostatic control of cooling system. First to use Tilt-Beam Headlights for night driving safety. Cadillac becomes "Division of General Motors." Cadillac adopted as Standard Officers' car by U. S. Army after grueling tests at Marfa, Texas. Cadillac supplied 2,350 cars and 1,157 V-8 artillery tractor engines to U. S. Army.
		V-8 "57"	4,090	125"	

1920	19,628	V-8	"59"	4,750	125"	Cadillac completes new Clark Ave. plant, Detroit, most modern in the industry. Retail stores opened at Detroit and Chicago.
1921	5,250	V-8	"59"	4,950	132"	
1922	26,296	V-8	"61"	4,100	132"	First to use Thermostatic Carburetor Control.
1923	14,707	V-8	"61"	4,150	138"	First to build the inherently balanced 90° V-type eight cylinder engine. First to use the Compensated Crankshaft. Four wheel brakes featured.
1924	18,827	V-8	"V-63"	3,835	132"	First to provide wide choice of Duco Exterior Finishes as standard equipment.
1925	16,673	V-8	"V-63"	3,195	132"	First to use Crankcase Ventilation. \$5,000,000 expansion program started. Cadillac contracts for entire output of Fleetwood Custom Body Co.
1926	20,732	V-8	"314"	3,250	132"	First to develop a comprehensive Service Policy and place it on a nationwide basis.
1927	30,641	V-8	"303"	2,685	125"	First to develop and use the Clashless Synco-Mesh Transmission.
1928	36,037	V-8	"341-A"	3,250	140"	First to install Security Plate Glass as standard equipment. First to adopt Chrome Plating as standard.
		V-8	"328"	2,495	125"	
		V-8	"341-B"	3,595	140"	
1929	40,965	V-8	"340"	2,595	134"	
		V-8	"353"	3,695	140"	
1930	25,991	V-8	"345"	2,595	134"	First to build a Sixteen Cylinder Automobile engine. Later in the year the V-12 Cadillac was introduced. First to offer a complete line of multi-cylinder cars—all of V-type design.
		V-8	"355"	3,695	134"	First to use Hydraulic Valve Silencers.
		V-12	"370"	3,895	140"	
		V-16	"452"	5,950	148"	
1931	29,779	V-8	"345-A"	2,295	134"	
		V-8	"355-A"	2,795	134"	
		V-12	"370-A"	3,945	140"	
		V-16	"452-A"	5,950	148"	
1932	8,084	V-8	"345-B"	2,495	136"	
		V-8	"355-B"	2,895	140"	
		V-12	"370-B"	3,795	140"	
		V-16	"452-B"	5,095	149"	
1933	6,655	V-8	"452-C"	2,245	136"	First to introduce Super-Safe Headlights, Air-Cooled Generator. Completely Silent Transmission and Full Range Ride Regulator.
		V-8	"345-C"	2,895	140"	First to provide fine cars with No-Draft Ventilation.
		V-12	"370-C"	3,695	140"	
1934	13,021	V-16	"452-C"	6,250	149"	
		Str.	"8"	1,595	119"	First to introduce Today's Mode of Streamlining. First American Car with spare tire concealed within body.
		V-8	"10"	2,695	128"	First to develop and use Knee Action Wheels.
		V-12	"40"	4,195	146"	
		V-16	"60"	6,750	154"	
1935	12,279	Str.	"8"	1,545	120"	First and only fine cars equipped with one-piece solid steel Turret Top. For five years, more Cadillacs purchased than any other make of fine car.
		V-8	"10"	2,495	128"	
		V-12	"40"	3,995	146"	
		V-16	"60"	6,750	154"	

HISTORY OF THE CADILLAC MOTOR CAR DIVISION—Continued

Year	Total Production	Type of Cars Produced	List Price (Typical Car)	Wheelbase	Milestones
1936	25,905	Str. "8", "36-50" V-8 "60" V-8 "70" V-8 "75" V-12 "80" V-12 "85" V-16 "90" V-8 "37-50" V-8 "37-60" V-8 "37-65" V-8 "37-70" V-8 "37-75" V-12 "37-85" V-16 "37-90" V-8 "38-50" V-8 "38-60" V-8 "38-60S" V-8 "38-65" V-8 "38-75" V-16 "38-90" V-8 "39-50" V-8 "39-61" V-8 "39-60S" V-8 "39-75" V-16 "39-90" V-8 "40-50" V-8 "40-52" V-8 "40-62" V-8 "40-60S" V-8 "40-72" V-8 "40-75" V-16 "40-90" V-8 "41-61" V-8 "41-62" V-8 "41-63" V-8 "41-60" V-8 "41-67" V-8 "41-75"	\$1,225 1,695 2,445 2,645 3,145 3,345 7,750 1,260 1,660 2,090 2,595 2,815 3,535 7,750 1,385 1,775 2,085 2,285 3,075 5,265 1,320 1,680 2,090 2,095 5,140 1,320 1,440 1,745 2,090 2,670 2,995 5,140 1,440 1,745 2,090 2,670 2,995 5,140 1,440 1,745 2,090 2,670 2,995 5,140	121" 121" 131" 138" 131" 138" 154" 124" 124" 131" 131" 138" 138" 154" 124" 124" 127" 132" 141" 141" 120" 126" 127" 141" 141" 123" 123" 129" 127" 138" 141" 141" 126" 126" 126" 126" 139" 136"	48.1% of all cars sold above \$1,500 were Cadillacs. Cadillac-built V-8 proves stamina, dependability and speed of present day stock car by breaking all previous stock car records at Indianapolis Speedway. Deliveries at retail hit all-time peak in all Cadillac history. First to create and introduce a practical motor car of advanced styling. First to engineer and build the 135° V-type sixteen cylinder engine. A majority public recognition of Cadillac Merit and Advanced Progress is definitely established. First to develop and introduce Controlled-Action, greatest advancement in riding comfort and safety since Knee-Action. More than half of all fine cars sold above \$2000 are Cadillacs. First to offer custom car interiors at medium price. First to equip passenger cars with Ball Bearing Steering. First to introduce an ULTRA-MODERN large, luxurious motor car—The Cadillac Fleetwood 72. During first six months, 1939, Cadillac outsold all makes combined with series having 5 touring sedans priced at or above \$1300. First to introduce to the medium price field a motor car of unquestioned prestige without a compromise in quality.
1937	46,153				
1938	24,950				
1939	36,611				
1940	37,162				
1941					

*Advertised Delivered Price at Detroit. State and local taxes extra.

1941 Program



Progress . . .

YOUR TRADITION

In 1941 Cadillac is providing the finest sales organization in the industry with the finest line of cars it has ever built. Your past sales accomplishments show clearly that just as Cadillac has consistently improved its products, so have you improved and increased your selling efforts. Cadillac sales leadership over the years has been due to the fact that sales progress has been your tradition. With this record behind you, you may be confident of your ability to make Cadillac in 1941 the volume car of its price fields and to secure for yourself the largest earnings you have made.

THERE IS A NEW *Cadillac*

FOR EVERY BUYER IN THE MARKET ABOVE \$1000

The 1941 Cadillac Program embraces six brilliant new series of motor cars. Each has been designed to far exceed the expectations and desires of the people for whom these Cadillacs have been priced. Now there is a Cadillac—the unquestioned leader in the automotive field—for every person who spends more than \$1000 for his motor car. There is the newest member in the Cadillac family, the Aerodynamic, Series 61, which places Cadillac for the first time in the lower range of the medium price field. Covering the upper medium price market are the Series 62 with its popular torpedo styling, and the new and *exclusive* Series 63. Two inimitable new Fleetwoods, the Sixty Special and Series 75, and now another ultra-modern large, fine Cadillac—the Series 67—offer assurance that Cadillac dominance of the high price field will be maintained in 1941.

All Cadillacs are built to one standard of quality. They vary only in size and refinement to accommodate the differing tastes and requirements of discriminating car buyers.

Model	Body Style	Wheelbase
Series 61.....	5 Touring Sedan (Also available with De Luxe Equipment)	126"
	5 Coupe (Also available with De Luxe Equipment)	
Series 62.....	5 Touring Sedan (Also available with De Luxe Equipment)	126"
	2-4 Coupe (Also available with De Luxe Equipment)	
	2-4 De Luxe Convertible Coupe	
	5 De Luxe Convertible Sedan	
Series 63.....	5 Touring Sedan	126"
Series 60 Spec. (<i>Sixty Special</i>)	5 Touring Sedan (Also available with Sunshine Roof)	126"
	5 Touring Sedan, Division	
Series 67.....	5 Touring Sedan	139"
	5 Touring Sedan, Division	
	7 Touring Sedan	
	7 Touring Imperial Sedan	
Series 75.....	5 Touring Sedan	136"
	5 Touring Sedan, Division	
	7 Touring Sedan	
	7 Touring Imperial Sedan	
	5 Formal Sedan	
	7 Formal Sedan	

THESE 6 COMPLETE LINES OF CADILLACS FEATURE

FOUR MAJOR *Improvements*

Over 1100 mechanical improvements have been incorporated into the new 1941 Cadillacs. Every phase of car operation has received its share of design and constructional betterment. Every one of these six new models is safer, sturdier, easier to handle, more comfortable and longer lived than any of its Cadillac predecessors. Most important of all are four outstanding achievements which lift these new Cadillacs above and beyond comparison with any other make of car:

- 1 DYNAMIC STYLING.** It has always been customary for Cadillac to set the style standard for others to imitate the following year. The long, low, gracefully modern lines of the new Cadillacs testify to a continuation of Cadillac style leadership in 1941.
- 2 INCOMPARABLE LUXURY.** Cadillac has always laid stress on interior luxury but the new interiors fashioned by Fleetwood for all new 1941 series have no counterpart with any Cadillac built heretofore. Tasteful design and refinement distinguish them from other cars.
- 3 INCREASED PERFORMANCE.** Each new series employs the most powerful V-8 engine Cadillac has ever built. Faster acceleration, quicker hill climbing ability and higher top speed are achieved by a new 150 horsepower 90 degree V-8 engine. Cadillac now has an unexcelled power reserve throughout the entire speed range.
- 4 UNBELIEVABLE ECONOMY.** Everyone can now afford to drive a Cadillac. Gasoline mileage, oil economy and service charges are now comparable to even the low priced cars. Maintenance costs have been scaled downward and a new Economy Rear Axle secures constant low engine speeds irrespective of car speeds.

Honestly presented, every fair minded 1941 car buyer will readily agree that the new Cadillacs represent the most exceptional values that have ever been offered on the motor car market.

MAJOR POINTS

OF 1941 CADILLAC *Comparison*

All Cadillacs are Built to One Standard of Highest Quality

ENGINE

Design	90 degree V-type 8
Displacement—piston	346 cu. in.
Bore and stroke	3½" x 4½"
Taxable horsepower	39.20
Brake horsepower	150 @ 3400 R.P.M.
Compression ratio	7.25 to 1
Syncro-Flex flywheel	Yes
Torsional vibration dampener	Yes
Hydraulic valve silencers	Yes
Cast iron alloy camshaft	Yes
Fan blades	61, 62, 63, 60 Special—4 67, 75—5
Cooling system capacity	25 quarts
Automatic radiator shutters	Yes
Fuel tank capacity	61, 62, 63, 60 Special, 67 20 gallons 75—24 gallons
Oil reservoir capacity	7 quarts
Carburetor size	1¼"
Radiator core	Tube and fin
Clutch—diameter	61, 62, 63, 60 Special— 10½" 67, 75—11"
Main bearings	3

ELECTRICAL SYSTEM

Battery	17 plates—115 amps.
Location	Under hood outside right frame sidebar
Econo-Vacuum spark advance	Yes
Current and voltage regulated generator	Yes
Peak charging speed	27 M.P.H. up

MAJOR POINTS OF COMPARISON—Continued

CHASSIS

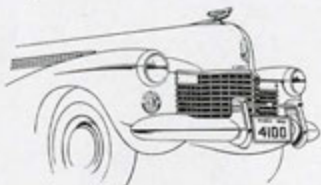
	Series 61, 62, 63 and 60 Special	Series 67	Series 75
Wheelbase	126"	139"	136"
Tread—front	59"	58½"	58"
—rear	63"	62½"	62"
Tires—size	7.00 x 15	7.50 x 16	7.50 x 16
—plies	4	6	6
Inflation pressure—front	28#	24#	24#
—rear	28#	32#	32#
Minimum axle clearance	8"	9"	9"
Frame—type	Girder	Girder	Girder
—width	2"	2½"	2¼"
—depth	6⅝"	7⅞"	7⅞"
First serial number	61—5,340,001 62—8,340,001 63—7,340,001 60 Spec.—6,340,001	9,340,001	3,340,001
Knee Action coils	Enclosed by frame sidebars	Enclosed by frame sidebars	Enclosed by frame sidebars
Steering gear type	Recirculating ball	Recirculating ball	Recirculating ball
Steering gear ratio	23.6-1	23.6-1	23.6-1
Car turning radius—right and left . .	19.6	22.3	22.0
Rear axle ratio	3.77-1	4.27-1	4.27-1
Optional economy ratio	3.36-1	—	—
Total foot braking area	208 sq. in.	233 sq. in.	233 sq. in.
Braking ratio—front	54½%	54½%	54½%
—rear	45½%	45½%	45½%
Shock absorbers—front and rear . .	End to end discharge type	End to end discharge type	End to end discharge type
Front stabilizer	Torsion rod	Torsion rod	Torsion rod
Rear stabilizer	Cross link	Cross link	Cross link
Rear springs—length	54½"	56½"	56½"
—width	2"	2"	2"
—number of leaves	8	10	10
—shackles, type	Compression link	Compression link	Compression link

MAJOR POINTS OF COMPARISON—Continued

BODY

	Series 61, 62 and 63	Series 60 Special	Series 67	Series 75
Types.....	61—2 62—4 63—1	2	4	6
Construction.....	Fisher Unisteel	Fleetwood steel	Fisher steel	Fleetwood steel
Trim options.....	61 & 62—3 De Luxe 61 & 62—6 63—6	3	6	6
Exterior color options.....	14	14	14	14
Running boards...	61 & 63— Concealed 62—Optional	None	Concealed	Conventional
Headroom—rear..	61-63—36½" 62—35½"	36½"	35¾"	35½"
Leg room.....	40¼"	41½"	56¼"	58¼"
Seat width—front:				
Hip.....	61-63—60½" 62—60¾"	59"	61"	60¾"
Shoulder.....	61-63—57" 62—57½"	58"	57½"	58"
Seat width—rear:				
Hip.....	61-63—52" 62—51"	51"	54¼"	50¼"
Shoulder.....	61-63—54¾" 62—55¼"	57"	54¼"	57½"
Ground to car floor	61-63—12¾" 62—13½"	13"	13¾"	16¼"
Total glass areas..	61-63— 1396 sq. in. 62—1238 sq. in.	1585 sq. in.	—	1915 sq. in.
Overall length of bumpers.....	61-63—18' 62—18'	18'	19'	19'
Overall width—				
front.....	75"	75"	75"	75"
Rear.....	61-63—79½" 62—80"	76½"	82"	82½"

The New **CADILLACS** **FOR 1941**



● In four resplendent series the new Cadillacs for 1941 with Bodies by Fisher and Interiors by Fleetwood offer to a style-wise motoring public the advanced beauty of tomorrow. There is the new Aerodynamic Series 61 with its sweeping roof line from windshield to rear bumper and the new Series 63, the only wholly exclusive style offering in the medium price field. Both are Cadillacs to be imitated in 1942. For those who were captivated by the unique nicety of balanced design in the Cadillac 62 of last year, this model is continued and freshened by innumerable smart, new style features. Culminating this style parade is Cadillac's second offering of modernity to the large fine car field, the Series 67. These four new Cadillacs are companion cars to the new Fleetwood Series 60 Special and 75.



THE NEW CADILLAC FEATURES



THE NEW SERIES 61



MASSIVE BUMPER AND VALANCE.
PROVISION FOR FOG LIGHTS
BENEATH HEADLAMPS



PARKING LAMP AND TURN LIGHT



HOOD LOUVRE



MASSIVE FENDER AND LOUVRES



IMPRESSIVELY POWERFUL FRONT ENSEMBLE

SMARTNESS AND STYLE

CADILLAC
Series 61, 62, 63



CHROME WINDOW REVEALS-SERIES 62



SERIES 61

DISTINGUISHED REAR QUARTER STYLING

SERIES 62

SERIES 63



GASOLINE FILLER CONCEALED ABOVE
LEFT TAIL LAMP

REAR FENDER—WHEEL SHIELD
(DE LUXE EQUIPMENT)



DISTINCTIVE REAR VIEW—SERIES 63

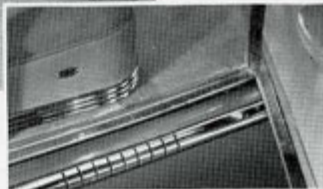
REAR BUMPER
AND GRAVEL DEFLECTOR

Ease OF ENTRANCE



SERIES 61 AND 63

Concealed Running Board



SERIES 62

Optional Running Board

It is characteristic of Cadillac's highly advanced styling to be utilitarian. The first of these features is the ease with which passengers may enter and leave the car. Over a period of years Cadillac engineers have steadily improved this important feature by bringing floor levels closer to the ground through the employment of hypoid rear axles and double drop frames. For 1941 these new Cadillacs are again an inch lower due to smaller 7.00 x 15 inch tires and other design changes. The step into the car is only 12 $\frac{3}{4}$ inches. However, the most important advancement of all in entrance ease is the new feature of running boards completely enclosed within the body. While the Series 62 has no running boards, they may be specially ordered at no additional charge.

ROOMY . . INTERIORS



There are 40 $\frac{1}{4}$ inches of legroom in the new Cadillac rear compartments—more than ample for tall persons. Even a top hat is permitted by the 36 inches of headroom.

Both the front and rear seats are exceptionally wide. The rear seat has a hip width of 51 $\frac{1}{2}$ inches and, even more important from a comfort standpoint, a shoulder width of 55 inches. The front seat has the extraordinary width of a full five feet! If it were not contrary to motor vehicle laws, four persons could ride in comfort on the front seat of the new Cadillacs.



Luxury AND . .



DE LUXE REAR INTERIOR



REAR SEAT CENTER ARM REST



REAR COMPARTMENT ASH TRAY CONTAINS LIGHTER



DE LUXE FRONT SEAT BACK

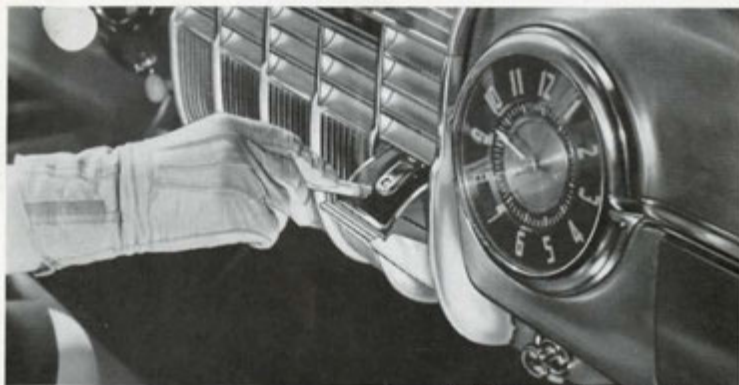


REAR PACKAGE SHELF

FEATURES OF THE NEW SERIES 61, 62 and 63

REAR INTERIORS—Rear seat center arm rest. . . . Sponge rubber padded side arm rests. . . . Ash trays with sliding top covers in side arm rests. . . . Automatic cigar lighters in ash trays. . . . Assist straps. . . . Dome lamp automatically illuminated by all four doors. . . . Sliding rear quarter window (Series 61 and 63). . . . Enclosed rear quarter (Series 62). . . . Individually controlled ventipanes in all door windows (Series 62). . . . Package shelf behind rear seat back.

Comfort...



FEATURES OF THE NEW SERIES 61, 62 and 63—Cont'd

. . . Floor carpeting in color harmony with selected fabric. . . Robe cord. . . Recessed foot rest. . . Foam rubber padded cushions.

FRONT INTERIORS—Burled walnut grained instrument panel. . . Ash tray concealed in right side of instrument panel grille. . . Automatic cigar lighter. . . Cloth lined glove compartment with automatic light. . . Directional signal switch with automatic shut-off. . . "Pull-to" type front door arm rests. . . Wide, fully adjustable sun visors. . . Large, non-glare rear view mirror. . . Floor carpeting colored to match trim, leather heel pad.

INSTRUMENT PANEL ASH RECEIVER



ILLUMINATED GLOVE COMPARTMENT



DIRECTIONAL SIGNAL CONTROL



FULLY ADJUSTED SUN VISORS

Luxury AND . . .



SPACIOUS INTERIOR, SERIES 61 DE LUXE AND 63



ASSIST STRAP AND COAT HOOK



HARDWARE AND "PULL-TO" FRONT DOOR ARM REST



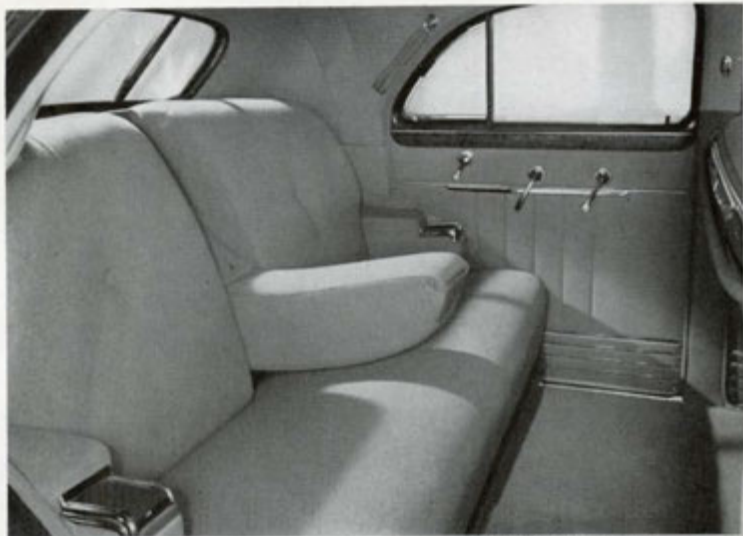
FOAM RUBBER

SEAT CUSHION AND BACK CONSTRUCTION

SPECIAL FEATURES OF SERIES 61 DE LUXE, 62 DE LUXE and 63

Exclusive trimming style. . . Six luxurious Duo-tone fabric options in blue-grey, tan or green heather cord and heather broadcloth. . . Polished burled walnut finish garnish and front seat back paneling bearing Cadillac identifications in gold. . . Colored imitation leather trim pads and fluted chrome scuff plates on lower portion of doors and seat cushions. . . Special steering wheel with horn ring. . . Rear wheel shields.

Comfort...



REAR INTERIOR—SERIES 62

SPECIAL FEATURES OF SERIES 61 AND 62 CADILLACS

Exclusive trimming style. . . .
Three ribbed cloth options in blue,
grey, tan or green. . . . Burled
walnut finish garnish moulding and
front seat back paneling bearing
Cadillac identifications in gold.
. . . . Imitation leather scuff pads on
lower portion of doors colored to
match trim. . . . Widely spoked
steering wheel with horn button.



ATTRACTIVE FRONT SEAT BACK



"PULL-TO" FRONT DOOR ARM REST



FRONT FLOOR CARPETING

Clear Vision INSTRUMENT PANEL



Highlighting the interior of all 1941 Cadillacs is a new instrument panel richly finished in burled walnut. The panel has been especially designed for maximum readability in the day or at night. Controls have been grouped so that they may be easily operated by the driver. Similar provision is made for all accessory controls. A headlamp beam indicator and directional signal indicator are in the upper left and right portions of the speedometer face. All instrument pointers, including the electric clock (standard equipment), are white so that they may be easily seen. Graduated instrument panel lighting is effected by rotating the knob of the headlight switch. The illuminated ignition lock, the starter button, speedometer reset and cowl ventilator control knobs are located beneath the speedometer where they may be easily reached by the driver.



All engine temperature, gasoline, oil and ammeter gauges may be quickly read through the wide spoked steering wheel.

ROOMY SEDAN TRUNKS



18 CUBIC FEET OF LUGGAGE SPACE

Another practical feature of Cadillac's smart styling is the large space provided for luggage. (See Page 40.) The spare tire is mounted upright on the right side of the trunk. A sixth wheel, when ordered, lies flat on the floor and is covered by a shelf. Trunks are richly lined with carpeting and automatically illuminated by raising the trunk lid when the headlights are on.



FIFTH WHEEL MOUNTING

THE LOCKING SYSTEM

All Cadillacs have a most convenient and theft-proof locking system. Only two keys are required. The ignition key also unlocks both front doors. The second key locks the glove and trunk compartments. Locks on both front doors have snap lids to protect them from dirt and freezing water. Most outstanding convenience feature is the provision for locking the car without using the key. Plunger type locks are provided in the mouldings and these have been purposely located for greatest convenience to the driver.



CONVENIENT INSIDE DOOR LOCKS



OUTSIDE LOCKS ON BOTH FRONT DOORS

Features OF THE COUPES



Two long, low, smartly styled Series 61 and 62 Coupes are available. Five passengers are comfortably accommodated by five foot wide front and full across rear seats. Front seat backs tilt forward for ease of entrance into the rear compartment. Rear seat side arm rests and sliding quarter windows are provided.



Cadillac Aerodynamic Series 61 5-Pass. Coupe

The Deluxe Series 61 has a rear seat center arm rest. The rear decks afford an extraordinary carrying capacity. They are neatly lined with carpeting and are automatically illuminated when the deck lid is raised and the head-lighting system in operation. Tools are carried in an enclosed compartment in the floor behind the rear seat back. The spare tire lies flat on the deck floor, covered by a shelf. Six wheel equipment is not available.



Cadillac Series 62 2-4-Pass. Coupe

AND 62 *Convertible* TYPES



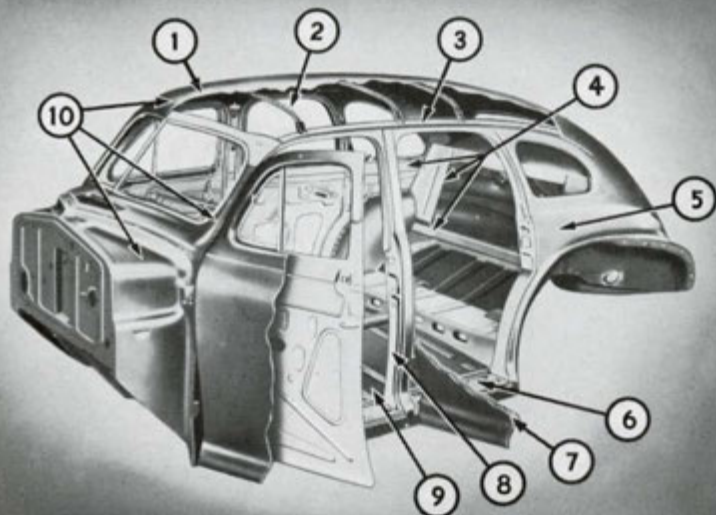
The Convertible Coupe features an All-Weather Power Top which may be raised or lowered automatically by pushing or pulling the control knob located on the instrument panel at the driver's left.



Both the convertible coupe and sedan interiors are fashioned by Fleetwood in a choice of eight trim options. In three of these options, red, blue or green leathers may be combined with buff leather. These three colors as well as tan and black are also available for single tone interiors. Floor carpeting is in a blending shade of the color selected. Additional appointments of the coupe are a dome light on the rear roof bow, rear ash receivers and an extra outside rear view mirror. The sedan features a rear seat center arm rest, ash receiver with automatic lighter in front seat back, courtesy lights and a large trunk like the closed sedan.

BODY *Construction*

PASSENGERS RIDE WITHIN A TUBE-LIKE
UNIT OF STEEL



1. One-piece solid steel top.
2. Sturdy "U" shaped steel roof bows.
3. Steel roof rail welded to inner steel body framework.
4. Steel braces welded to sides of inner body structure joined by heavy steel cross member below rear window frame.
5. Steel body panels welded together.
6. Steel rocker panels welded to sides of underbody.
7. Steel door panels reinforced with steel.
8. Two "U" shaped steel bars welded together form each pillar post.
9. Steel floor welded integral with body.
10. Cowl structure one complete unit of reinforced dash, windshield posts and header panel welded to Turret Top. Also cowl structural support extends in straight line from front body bracket to windshield pillar for extreme strength and rigidity.

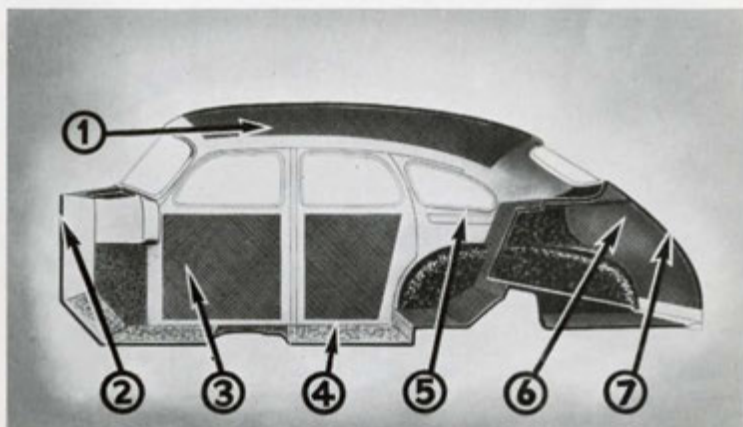
AND *Insulation*

SCIENTIFICALLY INSULATED AT EVERY POINT FOR QUIETNESS AND COMFORT

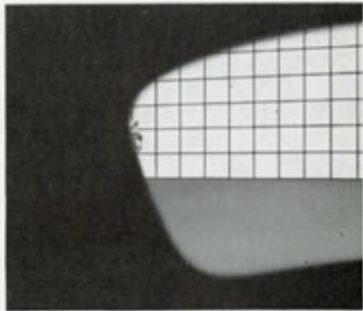
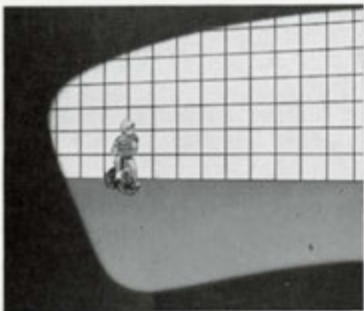
1. Turret top has finest combination of heat, cold and sound insulation available: thick pad of asphalt impregnated felt; large dead air space; heavy wool headlining matches upholstery.
2. Dash covered with thick jute pad and celotex board; *cowl quarters packed with rock wool* to insure freedom from engine heat and sound; insulating seals around clutch pedal.
3. Door panels lined with asphalt impregnated felt.
4. One-piece steel floor scientifically indented to deaden sound. Floor tightly fitted with heavy layer of impregnated felt and $\frac{1}{2}$ inch layer of *additional insulating material* to which is added a thick pile carpet.
5. Rear quarter panels lined with asphalt impregnated felt. Dead air space provided. Interior side wall of heavy wool cloth matching upholstery.
6. Inner sides and back of trunk lined with heather cloth.
7. Trunk lid covered with thick pad of felt impregnated with asphalt.

In addition, heavy insulating rubber pads interposed around body bolts prevent any metal-to-metal contact between body and frame, thus eliminating body rumbling inherent in cars with single unit frames.

Note—Italics indicate new 1941 insulation features.



Vision AND SAFETY GLASS

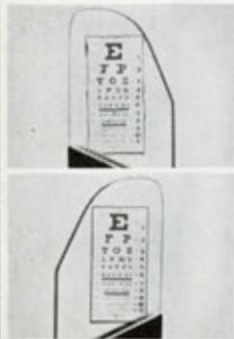


To insure extensive outward vision for driving safety and riding enjoyment, all Cadillacs have large glass areas. The Series 61 and 63 windshields have 672 sq. in. of glass; the Series 62, 744 sq. in. An actual comparison of what can be seen discloses Cadillac's vision superiority over other cars.



The large 479 sq. in. rear window makes possible unusual rearward vision in the non-glare rear view mirror.

Visibility from the side of the car is provided by 1396 sq. in. of glass in the Series 61 and 63; 1238 sq. in. in the Series 62.



Cadillac provides Safety Plate Glass, ground and polished for perfect clarity.

A layer of tough plastic is sandwiched between two panes of plate glass for extraordinary resistance to heavy impacts.



BONDERIZING, PAINTING, *Weatherproofing*



Twelve coats of lustrous lacquer are checked with a special gauge for uniform thickness. Bonderite rustproofs in event of scratches.

Drip shields over each front ventipane and drip mouldings welded to the sides of the Turret Top and windshield pillar posts prevent water from dripping on passengers entering or leaving the car in wet weather.



DRIP MOULDING AND VENTIPANE SHIELD

A screened cowl ventilator scoops in large volumes of fresh air. When closed it is tightly sealed against rain. Its control handle has an overcenter locking mechanism to prevent leakage and drafts and to render anti-theft protection.



LARGE COWL VENTILATOR

Doors, sills, windows and ventilators have rubber lacings and heavy weatherstripping. Tubular wind seals used in the door frames assure draft-free interiors during cold weather.



DOOR WEATHERPROOFING

1941 CADILLAC BODY DIMENSIONS

All dimensions in inches unless otherwise specified.	Series 61 and 63—5-Pass. Touring Sedan		Series 61—5-Pass. Coupe		Series 62—5-Pass. Touring Sedan		Series 62—4-Pass. Coupe		Series 62—5-Pass. Convertible Sedan		Series 62—4-Pass. Convertible Coupe	
FRONT SEAT:												
Width (hips).....	60 3/4	58 3/4			60 3/4	60 3/4	60 3/4	60 3/4	60 3/4	60 3/4	60 3/4	60 3/4
Width (shoulders).....	57	55			57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
Cushion to floor.....	14	14			14	14	14	14	14	14	14	14
Cushion depth.....	18 1/4	18 1/4			18 1/4	18 1/4	18 1/4	18 1/4	18 1/4	18 1/4	18 1/4	18 1/4
Cushion to roof.....	37 1/2	37 1/2			37 1/2	37 1/2	37 1/2	37 1/2	36	36	37 1/2	37 1/2
Cushion to dash.....	26 1/2	26 1/2			26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2
Cushion to clutch.....	18 1/2	18 1/2			18 1/2	18 1/2	18 1/2	18 1/2	19*	19*	18 3/4	18 3/4
Cushion to steering wheel.....	5 3/4	5 3/4			5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4
Seat back to steering wheel.....	13 1/2	13 1/2			13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
REAR SEAT:												
Width (hips).....	52	54			51	51	51	60	46 1/2	46 1/2	49	49
Width (shoulders).....	54 3/4	51			55 1/4	55 1/4	55 1/4	56 1/4	48	48	49	49
Cushion to floor.....	12 3/4	12 1/4			13	13	13	12 3/4	12 1/2	12 1/2	12 1/4	12 1/4
Cushion depth.....	20	18 1/2			20	20	20	17	20	20	17	17
Cushion to roof.....	36 1/2	36 1/2			35 1/2	35 1/2	35 1/2	35 1/2	36 1/2	36 1/2	35	35
Cushion to front seat back.....	13 1/2	10 1/2			13 1/2	13 1/2	13 1/2	8 3/4	14 1/4	14 1/4	8 3/4	8 3/4
Seat back to base of front seat back.....	40 3/4	34			40 1/4	40 1/4	40 1/4	33 1/2	40 1/2	40 1/2	33	33
EXTERIOR:												
Front door (width).....	37 3/4	48 1/2			40	40	40	47 1/4	40	40	47 1/4	47 1/4
Rear door (width).....	30 3/4	—			35 1/2	35 1/2	35 1/2	—	28 3/4	28 3/4	—	—
Overall height (loaded).....	65 1/2	65 1/2			64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2
Overall length (bumper to bumper).....	215	215			216	216	216	216	216	216	216	216
Overall width (front).....	74 3/4	74 3/4			75	75	75	75	75	75	75	75
Overall width (rear).....	79 1/2	79 1/2			80	80	80	80	80	80	80	80
Ground to floor (not loaded).....	12 3/4	12 3/4			13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Trunk capacity, cu. ft.—5 wheel.....	17.9	21.4			17.2	17.2	17.2	24.2	18.2	18.2	21.6	21.6
Trunk capacity, cu. ft.—6 wheel.....	14.9	None			14.2	14.2	14.2	None	15.2	15.2	None	None

* With front seat in full rearward position. Front seat back rises 3/4"; with 4 1/2" forward movement.

** With 1 1/4" wheel shields on fenders.

CADILLAC'S SECOND ULTRA FINE CAR OFFERING



LONG LOW CLASSIC
STYLING



REAR FENDER GUARD AND CHROME BODY
SILL MOULDING

CHROME MOULDINGS ENCIRCLE
ALL WINDOW AREAS



THE CREST OF 1941 MOTOR CAR DISTINCTION



SYMMETRY IN REAR APPEARANCE

CADILLAC
Series 67

Ease OF ENTRANCE



**Concealed
Running Boards**

	<u>Rear</u>	<u>Front</u>
Length	30"	37"
Width	5"	5"



Through doors 44½ inches high and 32¼ inches wide, passengers enter easily and gracefully into the new Series 67. This newest Cadillac large, fine car is also extraordinarily low to the ground. This lowness achieves sweepingly modern styling and, equally important, a short 13¾ inch step from the ground to the car floor. Particularly noteworthy are the wide running boards completely concealed by the doors. The smart appearance of "no-running boards" is now available for the first time in a luxurious motor car of generous proportions.

ROOMY *Interiors*

Spacious LUXURY

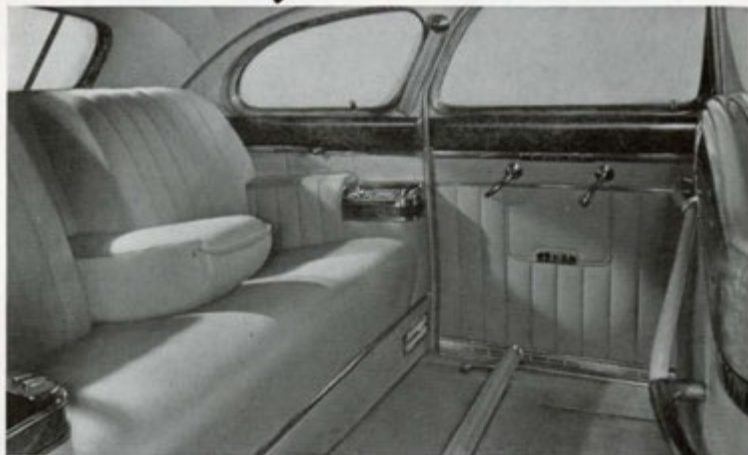


The new Series Sixty-Seven is one of the roomiest motor cars ever built by Cadillac. Drawing upon its vast and incomparable experience, Cadillac has incorporated every known interior feature contributing to comfort. There are $35\frac{1}{4}$ inches of headroom, $59\frac{1}{2}$ inches of legroom and $50\frac{1}{4}$ inches of seat width in the 5-passenger sedan rear compartment. In 7-passenger types the auxiliary seats fit flush together, affording a total width of fifty inches. This is as much as the 3-passenger rear seat of some cars. Auxiliary seat entrance space and legroom are also unusually ample. See page 46.



Beautiful INTERIORS

Luxury AND Comfort



REAR INTERIOR—7-PASS. TYPE



WIDE 7-PASS. AUXILIARY SEAT



AUTOMATIC COURTESY LIGHT



VANITY CASE

FEATURES OF THE SERIES 67

Trimming style exclusive to this series.

. . . Six fabric options in blue, tan or green Heather broadcloth or Cord. . . . Imperial front compartment trimmed in black down leather. . . . Walnut finish window and rear quarter mouldings. . . . Burlled walnut finish door and front seat back paneling. . . . Modern chrome hardware. . . . Plunger type inner door locks convenient to driver. . . . Thickly padded center arm rest. . . . Wide arm rests.

Walnut finished vanity cases in side arm rests contain:

- Roll top ash tray.
- Automatic cigar lighter.
- Memo pad.
- Vanity mirror.
- Electric glass division controls (Sedan with division and Imperial)

Fashioned BY FLEETWOOD



FRONT COMPARTMENT—7-PASS. IMPERIAL

Controls for rear radio when ordered are placed in right vanity case. . . . Slash pockets in side arm rests. . . . Compartment in both rear quarter panels. . . . Foam rubber padded seat cushions. . . . Modernistic courtesy lamps automatically operated by rear doors. . . . Dome light automatically operated by rear doors and manually operated by left pillar switch. . . . Front compartment light in windshield header (Imperial). . . . Foot hassocks (5-passenger types). . . . Carpet covered foot rest (7-passenger types). . . . Thick pile carpeted floors. . . . Fully adjustable sun visors. . . . "Pull-to" front door arm rests.



FLOOR AND DIVISION WALL—7-PASS. TYPE



HARDWARE AND DOOR TRIMMING



REAR PACKAGE COMPARTMENT

1941 CADILLAC BODY DIMENSIONS

All dimensions in inches unless otherwise specified.		Series 61—5-Pass. Touring Sedan	Series 61—5-Pass. Sedan, Division	Series 61—2-Pass. Touring Sedan	Series 61—2-Pass. Touring Imperial Sedan
FRONT SEAT:					
Width (hips).....	61	61	50 1/4	61	61
Width (shoulders).....	57 1/2	57 1/2	54 1/4	57 1/2	57 1/2
Cushion to floor.....	13	13	14 3/4	13	13
Cushion depth.....	18	18	21	18	17 3/4
Cushion to roof.....	38 1/4	38 1/4	35 1/2	38 1/4	38 1/4
Cushion to dash.....	26 3/4	26 3/4	24 1/2	26 3/4	26 3/4
Cushion to clutch.....	18 1/4	18 1/4	21 1/2	18 1/4	18 1/4
Cushion to steering wheel.....	6 1/2	6 1/2	47	6 1/2	6 1/2
Seat back to steering wheel.....	13 3/4	13 3/4	50 1/4	13 3/4	13 1/4
REAR SEAT:					
Width (hips).....	50 1/4	50 1/4	50 1/4	50 1/4	50 1/4
Width (shoulders).....	54 1/4	54 1/4	54 1/4	54 1/4	54 1/4
Cushion to floor.....	14 3/4	14 3/4	14 3/4	14 3/4	14 3/4
Cushion depth.....	21	21	21	21	21
Cushion to roof.....	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
Cushion to front seat back.....	21 1/2	21 1/2	24 1/2	21 1/2	21 1/2
Seat back to base of front seat back.....	47	47	47	56 1/4	56 1/4
EXTERIOR:					
Front door (width).....	40	40	40	40	40
Rear door (width).....	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2
Overall height (loaded).....	67	67	67	67	67
Overall length (bumper to bumper).....	228	228	228	228	228
Overall width (front).....	75	75	75	75	75
Overall width (rear).....	82	82	82	82	82
Ground to floor (not loaded).....	13 3/4	13 3/4	13 3/4	13 3/4	13 3/4
Trunk capacity, cu. ft.—5 wheel.....	17.9	17.9	17.9	19.4	19.4
Trunk capacity, cu. ft.—6 wheel.....	14.2	14.2	14.2	15.7	15.7
AUXILIARY SEATS:					
Cushion (width).....	—	—	—	25	25
Cushion (depth).....	—	—	—	15 1/2	15 1/2
Seat back height.....	—	—	—	18 1/2	18 1/2
Rear seat back to raised auxiliary seat back.....	—	—	—	29	29

* With front seat in full rearward position. Front seat back rises 3/4"; with 4 1/2" forward movement. ** With rear wheel shields.

THE NEW
Cadillac
FLEETWOODS FOR 1941

● For those who desire the ultimate in smart, luxurious and modern styling, Cadillac presents a new, more dynamic version of its inimitable Sixty Special. No fine car has ever received such popular acclaim as greeted the Cadillac Sixty Special upon its first introduction. In no other car have the three salient qualities of performance, comfort and beauty been so perfectly blended. The 1941 Sixty Special is offered in two custom types, a touring sedan and touring sedan with division.

To meet the meticulous tastes of those people who have the privilege of selecting the world's finest motor car, Cadillac offers the most luxurious of a long line of fine car editions, the Series Seventy-Five. Outwardly a symbol of dignity and impressiveness—inwardly a veritable drawing-room for gracious motoring, this new and largest Cadillac represents the Standard of the World in motor car design. There are six custom types which include for either five or seven passengers a touring sedan, a touring sedan with division, an Imperial touring sedan and a Formal sedan.

Both the Sixty Special and the Seventy-Five are exclusive creations for Cadillac by Fleetwood.



COACHWORK BY FLEETWOOD FOR



DESIGNING



CONVERTIBLE TOP CONSTRUCTION



FITTING HARDWARE



TRIMMING INTERIOR

To complement the mechanical excellence of its chassis, Cadillac employs the services of Fleetwood custom body craftsmen to provide exclusive and distinctive coachwork creations for two of its finest lines of cars. Since the days of horse-drawn carriages Fleetwood has had one of the proudest names and has occupied a position of world renown in the coachwork building field. Each year Fleetwood is privileged to initiate and create personalized coachwork designs for the world's most notable personages.

Following the advent of the motor car Fleetwood history until 1925 was one of intimate association with Rolls Royce, Hispano-Suiza, Isotta-Fraschini and all American fine car builders. Since then Fleetwood craftsmen have worked exclusively for Cadillac to provide the most luxurious coachwork obtainable.

Corporately, Fleetwood is a wholly separate unit of the Fisher Body Division of the General Motors Corporation. Actually, it is a self-contained shop where many of the same skilled craftsmen work unhurriedly and

AMERICA'S FINEST OF FINE CARS

painstakingly as they have for a great many years.

The term "custom coachwork" means the employment of the highest quality of materials and craftsmanship obtainable for the fabrication of a few bodies, either to order or in anticipation of sales with a wide latitude for individualized customer preferences. Into this specialized field Fleetwood has introduced many advanced coachwork design features—the one-piece steel Turret Top and steel body construction. Today wood is used only in body sills, rear door and trunk lid frames. Every structural member contributing to strength, rigidity and safety is of highest grade steel. Heavy rubber molds, asphalt treated felt and rock wool are applied to this steel body framework for the most thorough weather and sound insulation. Only genuine walnut veneer is employed for interior paneling and imported long fibre wool is specially woven under controlled conditions to secure the most lustrous upholstery fabrics. Thus, Fleetwood duplicates Cadillac standards of excellence to build the finest coachwork for the most luxurious of fine cars.



SHADING FABRIC



CUTTING FABRIC



TYING MARSHALL CUSHION SPRINGS



DETAILED DOOR FINISHING

THE *Fleetwood* 60 SPECIAL



LONG, LOW, DYNAMIC STYLING

SWEEPING FRONT FENDER

FRONT FENDER WITH DOOR OPEN

DISTINGUISHED
FRONT ENSEMBLE

GROUND HUGGING REAR APPEARANCE

THE *Fleetwood* 75



GRACEFULLY PROPORTIONED REAR DESIGN



DIGNIFIED STREAMLINED APPEARANCE



SMOOTHLY BLENDED
QUARTER CONTOUR



DOOR HANDLES IN BELT MouldING



FRONTAL APPEARANCE THAT IDENTIFIES ALL CADILLACS

Fleetwood EASE OF ENTRANCE

SIXTY SPECIAL REAR DOOR

Width..... $35\frac{1}{4}"$

Height..... $44\frac{1}{2}"$



One of the many practical features which has appealed strongly to Cadillac owners is the extreme ease of entering or leaving the car. The absence of running boards, the low 13 inch step from the ground into the car and high and wide doors furnish the new 1941 Sixty Special with bountiful entrance ease. The Series 75 with its new, roomier coachwork and wide running boards make possible a dignified entrance into the car.



SEVENTY-FIVE REAR DOOR

Width..... $34"$

Height..... $45"$

Fleetwood ROOMY INTERIORS



The 60 Special

In addition to entrance and exit ease, the extraordinary width and length of the modern Fleetwood coachwork provide all the interior roominess that is to be desired. Either the Sixty Special or Seventy-Five will accommodate six persons easily. In Series 75 7-passenger types, an exclusive design of the auxiliary seats secures 35½ inches of legroom. These seats afford a hip width of 63 inches and since they are flush at the center, 3-passenger comfort is assured.

The Luxurious 75



FLEETWOOD *Luxury*



60 SPECIAL REAR COMPARTMENT FEATURES

Trim styling exclusive to this series. . . . Three duo-tone fabric options—Blue-Gray Bedford Cord, Tan Bedford Cord, Green Bedford Cord, headlining, leather trim and floor carpeting in color harmony with fabric. . . . Bolster roll at top of seat backs and on cushion. . . . Folding center arm rest. . . . Foam rubber padded cushions. . . . Assist straps. . . . Genuine walnut veneer garnish panels. . . . Smoking cases recessed in each side arm rest. . . . Safety locks on door window ventipanes. . . . Robe cord with Pom-Pom ends. . . . Automatic courtesy lights. . . . Sliding locks on door panels. . . . Imitation leather scuff pads on base of doors and cushions.



COURTESY LIGHTS



DISTINCTIVE ROBE CORD

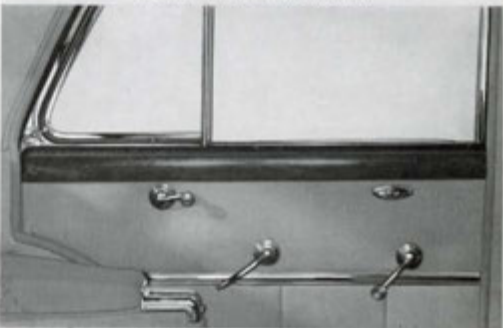
AND *Comfort*

FRONT COMPARTMENT FEATURES

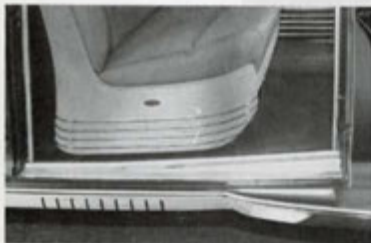
Clear vision, burlled walnut instrument panel. . . . De Luxe steering wheel with horn ring. . . . Concealed ash tray with automatic lighter. . . . Automatically illuminated glove compartment. . . . "Pull-to" type door arm rests. . . . Chrome windshield moulding. Sun visors adjustable to any position. Non-glare rear view mirror. . . . Luxurious floor carpeting with heel pad. . . . Foam rubber padded cushions.



INVITING FRONT COMPARTMENT



REAR ASH RECEIVER AND HARDWARE



NEATLY FINISHED DOOR SILL



"PULL-TO" FRONT DOOR ARM REST

Fleetwood SERIES 75



Here is a motor car fit for a king. In fact, for the interiors of the finest Cadillac, Fleetwood actually has emulated the design treatments its craftsmen have fashioned for royal customers.

6 EXCLUSIVE FABRICS FROM WHICH TO CHOOSE!



These soft Weise fabrics in patterns exclusive to the Series 75 represent the very finest of upholstery cloths. Their lustrous appearance, fast color and wearing qualities are due to the use of 100% Australian wool and greatest care in fabrication.

THE MOST *Luxurious* CADILLAC EVER BUILT



AUXILIARY SEATS—7-PASS. TYPE

APPOINTMENT AND COMFORT FEATURES

Unique and distinctive trim styling. . . . Plush carpeting. . . . Veneer, foot hassocks (5 Pass.), Double throw foot rest (7 Pass.). . . . Deep, genuine walnut veneer interior paneling. . . . Chrome and gold leaf hardware. . . . Chrome scuff plates. . . . Electric clock in center of front seat back panel. . . . Fabric covered robe cord. . . . Assist grips. . . . Roomy compartment in front seat back (5 sedan and sedan-division). . . . Burled walnut finished combination vanity and smoking cases in each side arm rest. . . . Electrically operated glass division (division and Imperial types only). . . . Provision for rear radio controls in right side arm rest. . . . Quarter corner lamps. . . . Dome lamp operated manually and automatically by rear doors. . . . Courtesy lights automatically controlled by rear doors.



NEW GOLD INLAID HARDWARE

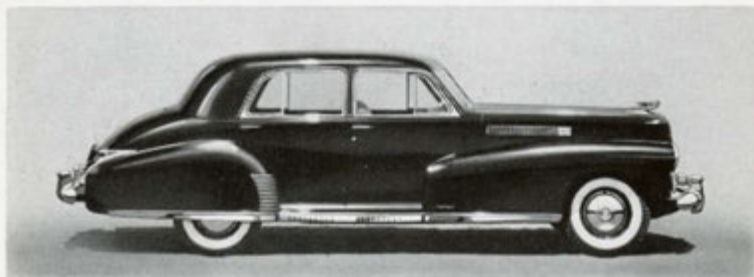


REAR QUARTER APPOINTMENTS



UMBRELLA COMPARTMENT ON SPECIAL ORDER

Additional FLEETWOOD



60 Special WITH DIVISION

The Fleetwood Sixty Special 5-passenger touring sedan with division affords the versatility of either an owner driven or chauffeur driven car. The division glass is electrically operated by two buttons installed in both side arm rests. Registers are provided on either side of the division so that the underseat heater may be more easily incorporated. The front compartment is trimmed in harmony with the rear compartment.

A Sunshine Turret Top is also available on the Sixty Special sedan without division at small additional charge. This design combines the open-air features of a convertible type with the safety of a steel roof. The easily operated sliding panel is effectively sealed from rain and draft and may be locked in any desired position.



Custom Built TYPES



THE 75 *Formal* SEDANS

● The desirability for a motor car of unusual distinction and formality is fulfilled by Cadillac in two Fleetwood sedan types with enclosed rear quarters and English landau leather covered steel roofs. These cars have individually controlled ventipanes in the rear as well as front door windows, electrically operated divisions between the front and rear compartments and motor-phones. Other special features for each type are:

FOR FIVE PASSENGERS: Two folding opera seats, the left seat with lazy back facing the right side, the right seat facing rearward, are carried concealed in the division wall when not in use. Two triangular shaped spring cushioned foot hassocks are provided.

FOR SEVEN PASSENGERS: There are two forward facing auxiliary seats with double-throw backs and Marshall spring cushions. The foot rest is of the oval, double adjustment, sponge rubber filled type and covered with plush carpeting.



FLEETWOOD *Vision*



One of the most obvious features of the Sixty Special and Series 75 is the extraordinary breadth and height of all glass areas. Such vision means driving safety and riding pleasure. In the Sixty Special this vision is made possible by narrow chrome window frames and a two-piece door construction which affords narrow center body and windshield pillars. The windshield area is 765 square inches. Of extreme size and slope, the Series 75 windshield has 745 square inches area. Both series have Hi-Test Safety Plate Glass throughout.



Rearward vision is highly important to safe driving. The 60 Special has 327 sq. in. of glass; the Series 75 a divided curved pane of 428 sq. in.



An expansive view is provided in the 75 by 1915 sq. in. of glass. A glass area of 1585 sq. in. like the 60 Special to an open car.

SPACIOUS FLEETWOOD *Trunks*



With either five- or six-wheel equipment, spare tires are mounted upright in the trunk of the Series 75. This permits more graceful and streamlined front fender styling and much easier spare tire accessibility.

Through clever design, the smoothly blended rear quarter body lines make no restraint on roominess within the Fleetwood trunks. With 5-wheel equipment the Sixty Special has 18.1 cubic feet and the Series 75, 21 cu. feet of luggage space. All trunks are richly tailored with carpeting.

The spare tire of the Sixty Special is vertical at the extreme right side of the trunk. Tools are carried between it and the trunk wall. A hub cover prevents marring of luggage. If a second spare is desired it lies flat on the floor covered by a shelf for luggage.



TABLE OF DIMENSIONS

All dimensions in inches unless otherwise specified.	60 Special		60 Special		Series 75		Series 75		Series 75		Series 75		Series 75	
	5-Pass. Touring Sedan	5-Pass. Touring Sedan Division	5-Pass. Touring Sedan	5-Pass. Touring Sedan Division	5-Pass. Touring Sedan	5-Pass. Touring Sedan Division	5-Pass. Touring Sedan	5-Pass. Touring Sedan Division	5-Pass. Touring Sedan	5-Pass. Touring Sedan Division	7-Pass. Touring Sedan	7-Pass. Touring Sedan Division	7-Pass. Touring Sedan	7-Pass. Touring Sedan Division
FRONT SEAT:														
Width (hips).....	59	59	59	59	60 3/4	60 3/4	60 3/4	60 3/4	60 3/4	60 3/4	60 3/4	60 3/4	60 3/4	60 3/4
Width (shoulders).....	58	58	58	58	58	58	58	58	58	58	58	58	58	58
Cushion to floor.....	13 1/2	12 1/2	13 1/2	12 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Cushion depth.....	18	18	18	18	18	18	18	18	18	18	18	18	18	18
Cushion to roof.....	36 1/4	37	37	37	37 1/2	37	37	37	37	37	37	37	36 1/2	36 1/2
Cushion to dash.....	27*	25 3/4*	25 3/4*	25 3/4*	26 3/4*	26 3/4*	26 3/4*	26 3/4*	26 3/4*	26 3/4*	26 3/4*	26 3/4*	25 3/4*	25 3/4*
Cushion to clutch.....	19*	18 1/2*	18 1/2*	18 1/2*	18 1/2*	18 1/2*	18 1/2*	18 1/2*	18 1/2*	18 1/2*	18 1/2*	18 1/2*	17 1/4*	17 1/4*
Cushion to steering wheel.....	5 1/2*	6*	6*	6*	6 1/2*	6 1/2*	6 1/2*	6 1/2*	6 1/2*	6 1/2*	6 1/2*	6 1/2*	6 1/2*	6 1/2*
Seat back to steering wheel.....	14*	12 3/4*	12 3/4*	12 3/4*	14*	14*	14*	14*	14*	14*	14*	14*	13*	13*
REAR SEAT:														
Width (hips).....	51	51	51	51	50 1/4	50 1/4	50 1/4	50 1/4	50 1/4	50 1/4	50 1/4	50 1/4	50 1/4	50 1/4
Width (shoulders).....	57	57	57	57	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
Cushion to floor.....	13 1/4	13 1/4	13 1/4	13 1/4	15	15	15	15	15	15	15	15	15	15
Cushion depth.....	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Cushion to roof.....	36 1/2	36 1/2	36 1/2	36 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
Cushion to front seat back.....	14 1/4*	12*	12*	12*	24 3/4*	24 3/4*	24 3/4*	24 3/4*	24 3/4*	24 3/4*	24 3/4*	24 3/4*	23 3/4*	23 3/4*
Seat back to base of front seat back.....	42 1/2	41 1/2	41 1/2	41 1/2	48 1/4	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	58 1/4	58 1/4	53	53
AUXILIARY SEATS:														
Cushion (width).....	—	—	—	—	—	—	—	—	—	—	25	25	15 1/2	15 1/2
Cushion (depth).....	—	—	—	—	—	—	—	—	—	—	14 1/2	14 1/2	15 3/4	15 3/4
Seat back height.....	—	—	—	—	—	—	—	—	—	—	18 1/2	18 1/2	14	14
Rear seat back to raised auxiliary seat back.....	—	—	—	—	—	—	—	—	—	—	31	31	33 1/4	33 1/4
EXTERIOR:														
Front door (width).....	38 1/4	38 1/4	38 1/4	38 1/4	40	40	40	40	40	40	40	40	40	40
Rear door (width).....	35 1/4	35 1/4	35 1/4	35 1/4	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
Overall height (loaded).....	64 1/2	64 1/2	64 1/2	64 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Overall length (bumper to bumper).....	18'	18'	18'	18'	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'
Overall width (front).....	75	75	75	75	75	75	75	75	75	75	75	75	75	75
Overall width (rear).....	78 1/2	78 1/2	78 1/2	78 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Ground to floor (not loaded).....	13	13	13	13	16 1/4	16 1/4	16 1/4	16 1/4	16 1/4	16 1/4	16 1/4	16 1/4	16 1/4	16 1/4
Trunk capacity, cu. ft.—5 wheel.....	18.1	18.1	18.1	18.1	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9	18.8	18.8
Trunk capacity, cu. ft.—6 wheel.....	15.1	15.1	15.1	15.1	16.8	16.8	16.8	16.8	16.8	16.8	16.8	16.8	15.2	15.2

* With front seat in full rearward position. Front seat back rises 3/4"; with 4" forward movement.

V.8 ENGINE
Electrical, Clutch, Trans.



V-TYPE *Engine* ALL 1941 CADILLACS

For twenty-seven years Cadillac has been identified in peoples' minds everywhere as the builder of great V-type engines, and especially of a 90 degree V-8.

The greatness of this engine has been measured by hundreds of thousands of meticulous owners from every standpoint an engine can be measured and in every respect has been found unwanting. Its mechanical excellence, comparable to the jeweled movement of the finest watch, is deeply rooted in advanced engineering, highest grade materials and skilled craftsmanship. To-day Cadillac is the only fine car builder of V-8 engines. Their superb combination of performance, smoothness, quietness and economy is unrivalled by any other motor car engine.

V-8

THE *Most Powerful* V-8 ENGINE

ONE HUNDRED FIFTY HORSEPOWER

Designed for...

QUICKER ACCELERATION

•

FASTER HILL CLIMBING

•

HIGHER TOP SPEED

•

These brilliant new performance achievements with the 1941 Cadillac V-8 engine of 150 horsepower are not due to radical redesigning. Cadillac engineers have brought a time-tested and fully proved engine to a new high peak of development and efficiency. In addition, they have stepped up the compression ratio to 7.25 to 1, thus squeezing out the last ounce of power from the fuel.

Cadillac HAS EVER BUILT



FROM A STANDING START TO 60 MILES PER HOUR IN 14 SECONDS!



TO THE TOP OF A 1400 FT., 11.6% GRADE FROM 10 M. P. H. IN 32 SECONDS!

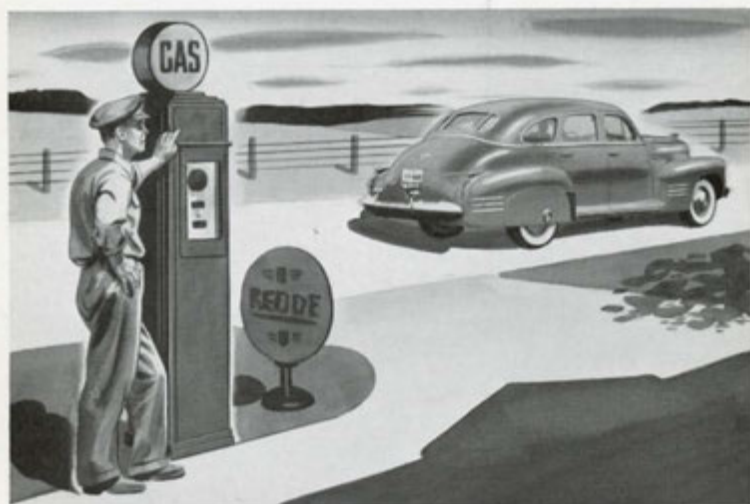


A MAXIMUM SPEED OF 100 MILES PER HOUR!

Another reason for the record breaking getaway of the 1941 Cadillacs is their new higher speed rear axles. Series 61, 62, 63 and 60 Special have a standard ratio of 3.77 to 1 and an optional ratio of 3.36 to 1; Series 67 and 75, 4.27 to 1. These lower axle ratios and 90 degree V-type engine design make possible incomparable performance, high speed smoothness, quietness.

... And

Unbelievable SMALL CAR

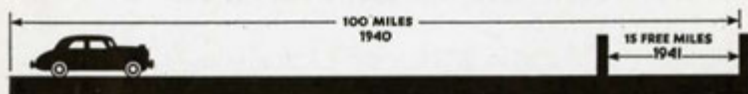


- 20% Improvement in gasoline mileage with Economy 3.36 to 1 axle!
- Oil economy unequalled by even the low priced cars!
- Service charges for the man of moderate means!

EXHAUSTIVE ENGINEERING TESTS SHOW THAT THE NEW CADILLACS GIVE

	At 20 M.P.H.	At 30 M.P.H.	At 40 M.P.H.	At 50 M.P.H.	At 60 M.P.H.	At 70 M.P.H.
3.77 to 1 axle.....	21.2	19	17.4	15.8	13	11.9
3.36 to 1 axle.....	22.2	20.2	19	17.3	15.2	12.7

MILES TO THE GALLON



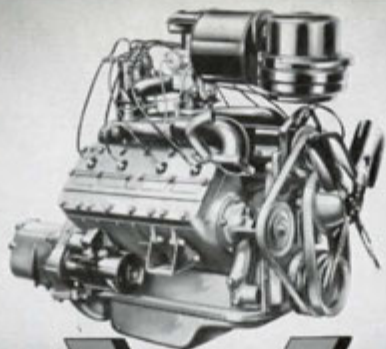
Gasoline Mileage Saving with New 3.77 to 1 Axle

Economy

Most of the 1100 mechanical improvements made this year increase Cadillac durability and reduce maintenance and operation cost for new Cadillac owners. These improvements are in addition to Cadillac precision manufacture which reduces the frequency of service attention below that of any other comparably priced car. Most important of all, the new Cadillacs are *easier to service, making possible reductions in service charges.*

COMPARISON OF SERVICE CHARGES

OPERATION	1940 AVERAGE OF LOW PRICED "B"	1941 CADILLAC
ADJUST STEERING GEAR	\$ 2.27	\$ 1.80
ADD FLUID TO SHOCK ABSORBERS	2.67	2.00
CLEAN CARBURETOR	2.07	4.25
ADJUST CASTER, CAMBER AND TOE-IN	3.80	3.35
CLEAN GAS LINES AND STRAINERS	1.13	1.35
ALIGN HEADLAMP BEAMS . . . . .	.73	.65
CHANGE FLUID IN BRAKE LINES	1.33	1.10
TUNE-UP ENGINE COMPLETE	4.38	4.95
CLEAN OIL PAN	6.02	5.30
ADJUST BRAKES	1.00	1.10
CLEAN CARBON	5.20	6.46
TOTAL PARTS AND LABOR	30.60	32.31



Superior
on
LAND, SEA
and in the AIR



90 DEGREE V-TYPE ENGINE



INERTIA FORCES ON STRAIGHT 8 CRANKSHAFT

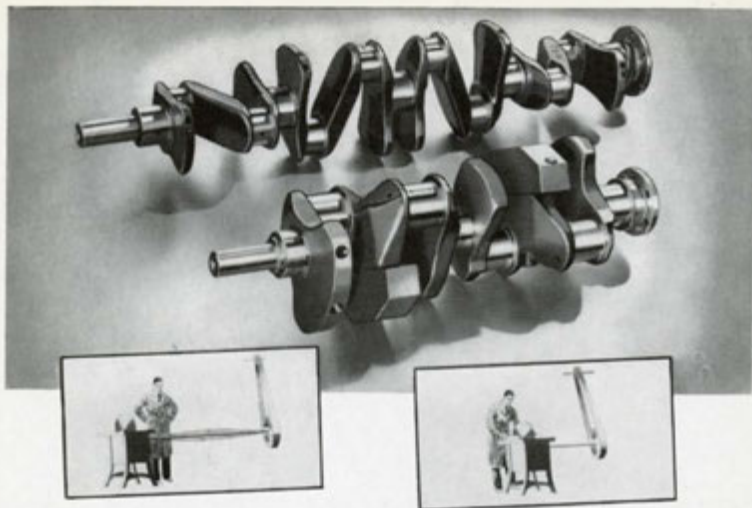


CANCELLATION OF INERTIA, 90° V-TYPE DESIGN

The 90 degree V-8 engine has five inherent advantages over all engines of straight 8 design:

SMOOTH OPERATION—In a V-8 with cylinders paired at 90 degrees, or at right angles to each other, inertia force built up within one cylinder is completely offset by the equal inertia force of the opposite cylinder and by the crankshaft counterweight. When these forces meet at the crankshaft they neutralize or counteract one another.

Cylinders of a straight 8 engine are not paired. The forward cylinders must balance the rearward cylinders. Therefore, to cancel each other, inertia forces must be transmitted through the crankshaft. This increases crankcase stress and work of the crankshaft and main bearings, causing noticeable high speed vibration.



A LONG SHAFT HAS FAR MORE WHIP AND VIBRATION THAN A SHORT SHAFT

Cadillac's V-8 crankshaft, being short, rigid and compact, is better able to withstand strain of explosive forces within cylinders and centrifugal forces set up by crankshaft revolutions.

Explosive forces within any engine tend to make the crankshaft bend, but the short ruggedness of the V-8 resists this bending tendency far more than a straight 8 crankshaft.

Due to the inherent cancellation of forces and shortness of crankshaft the Cadillac 90 degree V-8 engine is smoother and quieter and provides longer, more dependable engine life than any straight 8 engine.

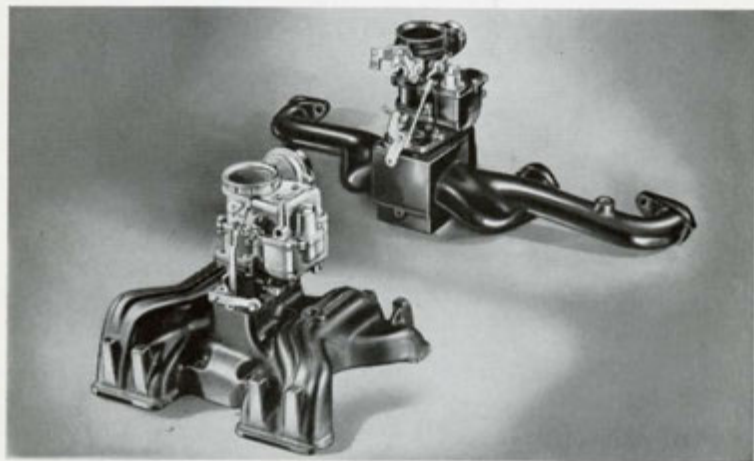


Hold a ruler on a table with one-half of its length projecting over the edge. Note how rigid it is when attempts are made to snap it.



Extend the overhang of the ruler until much of its length projects off the table. Its end may be snapped much more easily.

EFFICIENT *Carburetion*



A factory is logically heated from a central source.



Much of the heat to this factory would be wasted.

The V-type designed engine, because of its compactness, permits a centralized carburetor location above and between the cylinder blocks. As a result of this central location of the carburetor, equal amounts of fuel mixture pass to every one of the 8 cylinders.

The farthest cylinder in the V-8 is approximately half the corresponding distance from the carburetor that it is in the straight 8 engine. Fuel vapor condenses in a long intake manifold. The shorter distance in the Cadillac equalized manifold minimizes condensation and secures better fuel distribution to all cylinders.

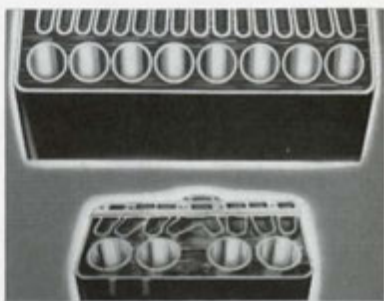
The Cadillac manifold, consisting of two separate intake manifolds cast into one unit, provides far more complete combustion, greater power, faster starting when cold and greater fuel economy than is obtainable in a straight 8 unequal manifold.

V-8 *Compactness ...*

MORE POSITIVE

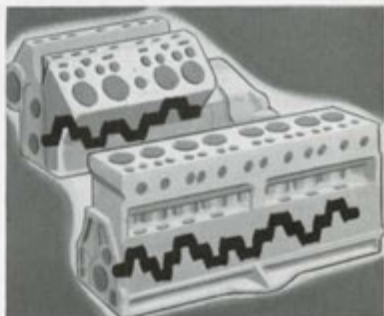
Cooling

The V-type designed block is so compact that the shorter distance cooling water must travel decreases front-to-rear engine temperature variation to less than half that of a straight 8. Greater oil economy and longer engine life are obtained.



Better LUBRICATION

The short V-8 crankcase and short oil lines assure positive lubrication. On steep grades the oil pump inlet is always immersed in oil. The greater length of a straight 8 minimizes these inherent V-8 lubrication advantages.



CONSERVES BODY ROOM: Cadillac V-type design permits an engine of greater size and power than a straight 8 to be placed under a much shorter hood length, providing for greater interior body room. The Cadillac V-8 engine is approximately six inches shorter than a straight 8 engine of equal size. To obtain this economy of chassis length with a straight 8 engine it would be necessary to increase the wheelbase or overall length. Added length impairs turning and parking ease.

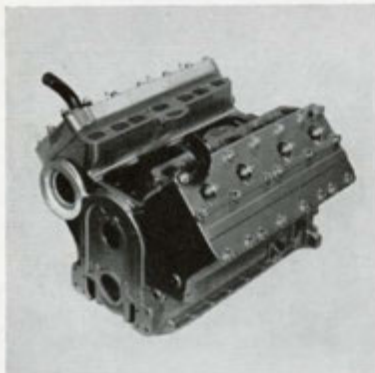


Cadillac V-8



Typical Straight 8

FEATURES OF *Construction*



ENBILOC CYLINDER CRANKCASE



CHECKING CYLINDER WALL THICKNESS



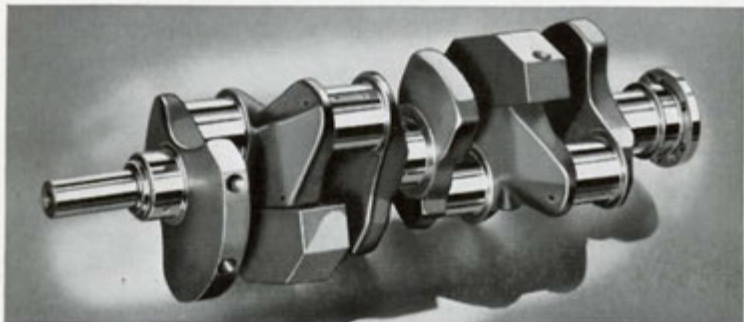
MEASURING BORES FOR SIZE

The Cadillac cylinder block is cast in one mold from a hard alloy of steel and iron. This special prepared alloy seasoned by slow cooling to normal temperature in an "equalizing oven," holds its original dimensions permanently. Other manufacturers use soft, less-expensive material, necessitating steel sleeves and valve seat inserts.

Cylinder wall thicknesses are carefully checked in all directions with a magnetic gauge. The walls are carefully honed, imparting a smooth, glasslike finish. This increases piston and ring life, minimizes scoring possibilities, promotes even cooling, engine efficiency and long life.

Each bore is inspected with an expanding gauge to insure perfect concentricity and parallelism, and to grade them into a selective size. Pistons are likewise graded to permit an exact fit of piston-to-bore to $7/100,000$ inch variation in clearance. Such precision insures maximum operating efficiency of the engine.

Counterbalanced CRANKSHAFT



The Cadillac crankshaft is a carbon steel forging with a length of 27 inches and weight of 90 lbs. Each shaft is carefully balanced to $\frac{1}{16}$ ounce inch limit and again with flywheel and clutch attached to $\frac{1}{2}$ ounce inch limit. Such accuracy in balance contributes to exceptional engine smoothness. A torsional vibration dampener is provided solely as a luxurious refinement in engine smoothness.

A Cadillac First—The Syncro-Flex Flywheel provides a flexible disc that connects a cast iron flywheel rim to the crankshaft. Shaft vibrations are absorbed by this disc, permitting the flywheel rim to run in a true circle. To eliminate deflections of the shaft, plates rub against the flexible disc, dampening the motion of the shaft just as the vibration of a violin string is dampened when the finger is placed on it. This feature gives to the Cadillac engine incomparable quietness and smoothness of performance.



BALANCING CRANKSHAFT



SYNCRO-FLEX FLYWHEEL

Pistons AND RINGS



• ANODIZED, LIGHT WEIGHT ALUMINUM ALLOY

• FOUR FERROX TREATED RINGS, TWO OIL AND TWO COMPRESSION

• NEW "BEARINGIZED" WRIST PIN HOLE

• T-SLOT FOR UNIFORM EXPANSION AND CONTRACTION

Anodizing is an electro-chemical bath treatment producing permanent surface hardness on the light weight aluminum. Wear and scuffing are practically eliminated when starting and running a cold engine.



FITTING WRIST PINS BY HAND

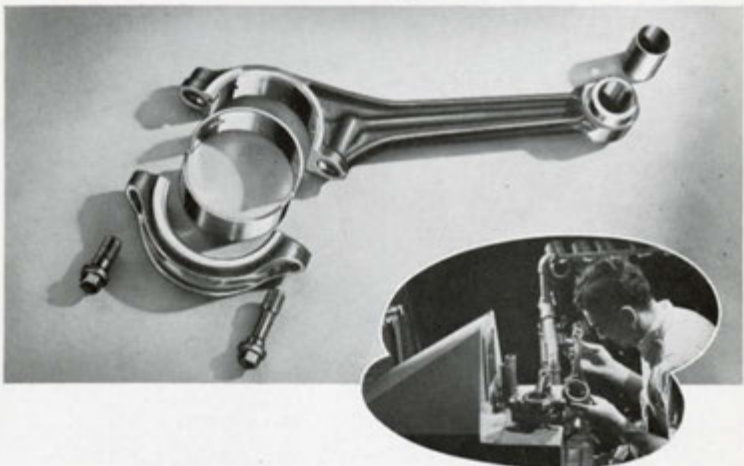
Wrist pins are precision made, checked to 1/100,000 inch variation in diameter and are hand mated to each piston. Bearingizing produces an extremely smooth finish on the pin hole surface to lengthen pin life.



BEARINGIZING WRIST PIN HOLE

Pistons are individually weighed and graded under controlled temperature to correspond exactly with the cylinder bores. Such precision in engine building is exclusive to Cadillac. Four ferrox treated rings are used to assure maximum compression and extraordinary oil economy.

Connecting RODS

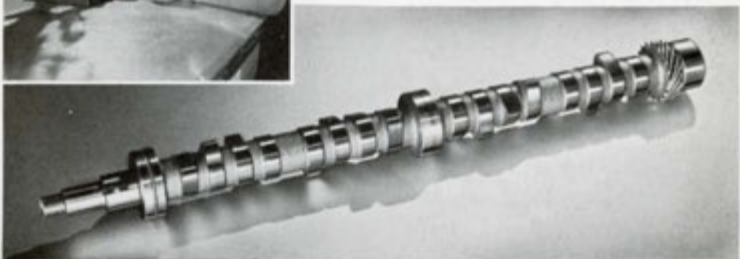


Connecting rods are made of a strong, light weight carbon steel. They are rifle drilled for positive wrist pin lubrication. The rod is angle split, permitting quick removal through top of cylinder bore. Each assembly of piston, connecting rod, bearings and wrist pin is precision balanced to closest limits of $\frac{1}{32}$ of an ounce. This assures perfect running balance and smoothness. Newly designed babbitt bearings have 50% longer life at high speeds.

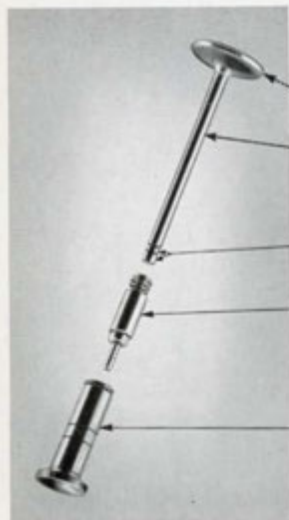


Camshaft

A silent, chain driven camshaft of new cast iron alloy reduces scoring possibilities. Cam contours are carefully inspected against very slight surface irregularities.



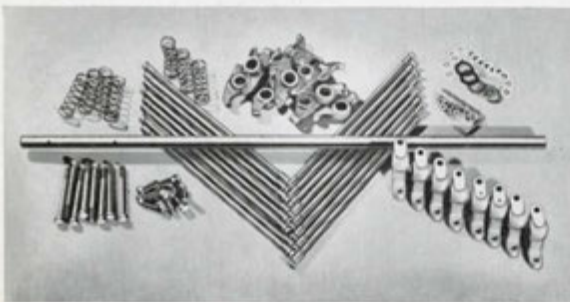
Valves



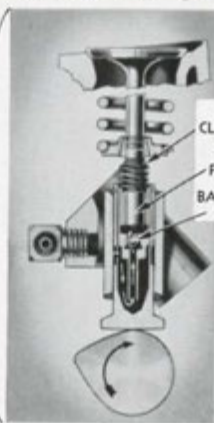
- L-HEAD VALVE DESIGN
- NEW AUSTENITIC STEEL EXHAUST VALVE HEAD
- NEW BEARING MATERIAL FOR EXHAUST VALVE STEM
- CHROME NICKEL STEEL INTAKE VALVES
- DOUBLE, POSITIVE VALVE STEM LOCK
- NEW HYDRAULIC VALVE SILENCER
- FERROX TREATED TAPPET BODY

A new heat resistant material for exhaust valve stems greatly reduces the possibility of scoring and pitting. Lower maintenance expense and longer valve life are secured.

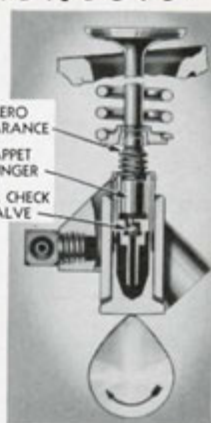
The great efficiency, simplicity and economy of L-head valve design can be appreciated in the number of extra parts required in an overhead valve system. There are over 100 push rods, rocker arms, springs, bolts and other miscellaneous parts. The Cadillac valve system is quieter, smoother and needs less frequent service attention.



HYDRAULIC VALVE *Silencers*



When the valve is closed oil is forced by the engine's lubricating system in around the ball check valve. This oil pressure holds the tappet firmly against the valve stem. Clearance is zero and the valve is in accurate adjustment.



When the valve opens the ball check valve prevents oil from escaping again insuring zero clearance. A controlled oil bleed around the tappet plunger compensates for valve expansion maintaining accurate adjustment.

All 16 valves are maintained in constant correct adjustment by hydraulic valve silencers. These costly instruments have a precise accuracy equivalent to the finest watches. A redesigned tappet plunger of case hardened steel affords even closer tolerances, greater durability and longer life for the silencer. Silencers prevent any tappet noise, eliminate virtually all cause for valve grinding and increase engine power.

The entire tappet body, which encloses the silencer unit, is ferrox treated. This is a chemical process involving steam at high temperature which changes the outer layer of metal to ferrous oxide. Such a corrosion resistant surface preserves the finely machined and polished surfaces of the cam lobes. No other manufacturer completely ferrox treats tappet bodies.

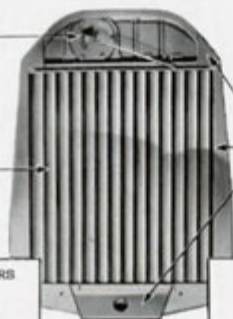


Cooling SYSTEM

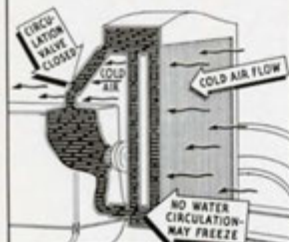
THERMOSTATIC CONTROL

AUTOMATIC RADIATOR SHUTTERS

STURDY RADIATOR CRADLE

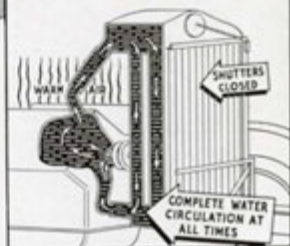


WITHOUT RADIATOR SHUTTERS



Unrestricted flow of cold air to carburetor requires richer fuel mixture—decreasing economy.

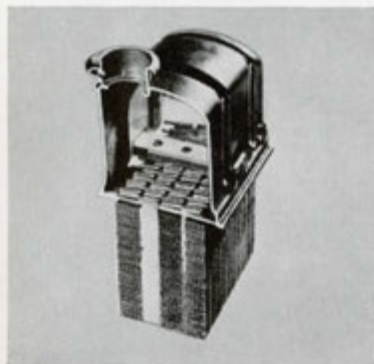
WITH RADIATOR SHUTTERS



Warm air under hood improves carburetion and crankcase ventilation.

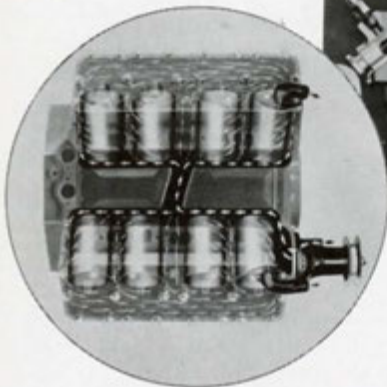
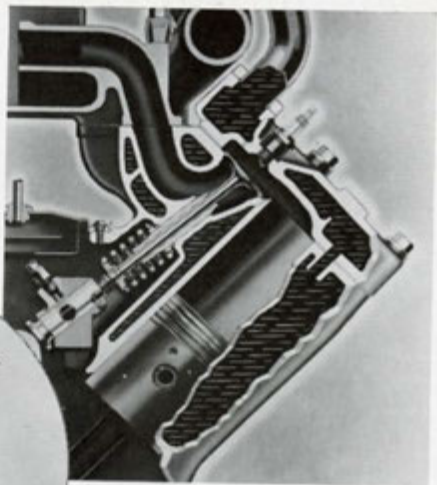
The exclusive tube and fin construction of Cadillac's radiator core is exceptionally sturdy. It is more nearly "leakproof" than

any core yet designed for pleasure cars. With a thickness of $3\frac{3}{8}$ " and $9\frac{1}{2}$ tubes per inch greater cooling efficiency is assured. The core's thoroughly tested ability to carry a high internal pressure of 8 lbs. per square inch, which raises the boiling point to 235 degrees F., prevents loss of cooling fluid and anti-freeze.



FULL-LENGTH WATER JACKETS

Cylinder barrels are completely encircled for their entire length by water areas for cooler engine operation. Greater operating efficiency and better lubrication are secured than with short jacketing.



A more complete and uniform water circulation is permitted in the Cadillac V-8 engine than in a straight engine because the

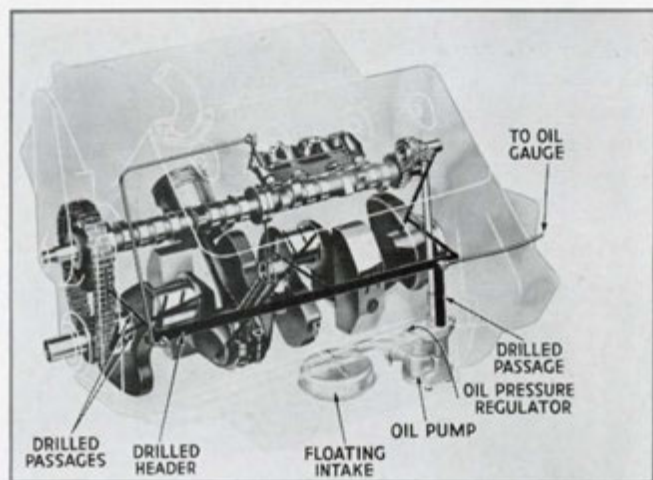
V-8 cylinder block is shorter, reducing circulating lengths. Also equal quantities of water are distributed to right and left cylinder blocks. An impeller type water pump, featuring automatically adjusted packing, forces water into the blocks and upward to the cylinder heads, providing uniform cooling.

POSITIVELY COOLED VALVES



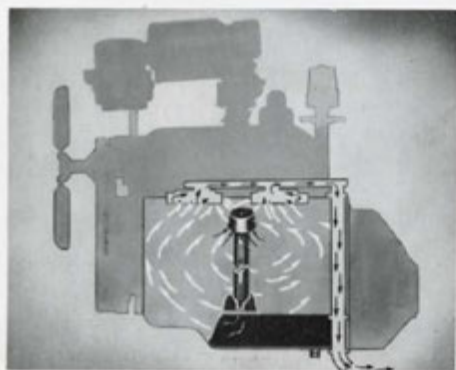
Water pressure directly cools valve seats. This pressure, provided by size and location of holes in the cylinder block, eliminates additional piping. Thorough cooling of valve seats and hard block material make valve seat inserts unnecessary.

ENGINE *Lubrication* SYSTEM



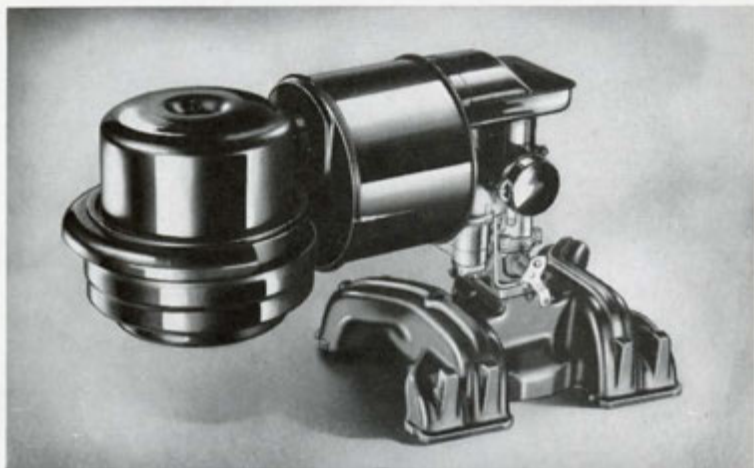
Cadillac full pressure lubrication includes wrist pins and cylinder walls, points lubricated by splash in some engines. A screened intake floats on the surface and draws only clean oil. Because of the size of the intake and inherent shortness of the engine, thickness of the oil and steepness of grades have no effect on thoroughness of lubrication. Oil pan capacity is seven quarts.

Crankcase VENTILATION



The Cadillac designed velocity suction type of crankcase ventilation is more thorough than all other road draft types. Damaging unburned fuel vapors which would otherwise score cylinder walls, bearing surfaces and dilute lubricating quality of the oil, are positively sucked out at all car speeds.

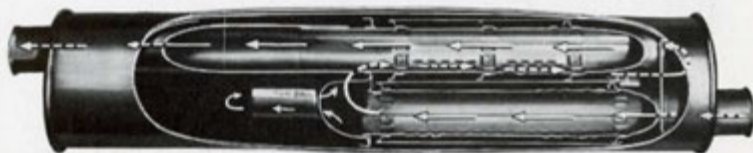
Fuel SYSTEM



The fuel system includes a large capacity oil bath air cleaner and silencer, a dual downdraft carburetor with automatic choke and a unique Cadillac designed manifold. This manifold in combination with one centrally located dual carburetor above and between the engine vee, provides equal fuel distribution to all cylinders. The actual distance between the carburetor and each of the eight cylinders is approximately seven inches. Greater economy and smoother engine operation are obtained than is possible in a straight 8 engine. An effort to overcome the unequal fuel distribution inherent with a long straight 8 manifold would be to use two carburetors. Equal fuel distribution would then depend upon accurate adjustment of both carburetors and their constantly proper synchronization.

MUFFLERS

The 3-pass muffler is supported at each end by sound deadening insulators. The double layer, steel outer shell is treated with corrosion resisting material. These three exclusive Cadillac features provide a much quieter exhaust tone and lengthen muffler life many times over all other types.



Electrical SYSTEM



EASY-TO-REACH
UNDERHOOD BATTERY



DEPENDABLE PEAK LOAD GENERATOR



NEW WIRING—ECONO-VACUUM
SPARK ADVANCE



SEALED BEAM HEADLIGHTS—PASSING



SEALED BEAM HEADLIGHTS—DRIVING

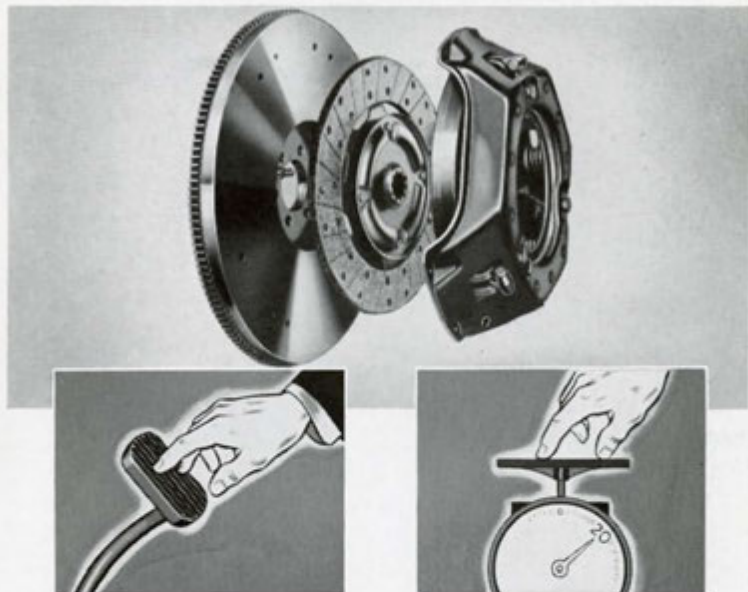
The battery is now mounted in front of the dash on the right side. This new cool location is easily accessible when the hood is raised. New non-overflow filler plugs prevent the addition of too much water.

The Peak Load Generator, voltage regulated and current controlled, maintains the battery in a constant state of full charge above a car speed of 27 m.p.h. regardless of heavy electrical drains.

A revised high tension wiring system minimizes electrical interaction between the wires, reduces the need for spark plug cleaning or replacement and gives a stronger spark at the plugs. The Econo-Vacuum advance on the distributor, operating from the intake manifold, advances or retards the spark automatically according to the amount of acceleration desired. Complete fuel combustion and economy are obtained.

Sealed Beam headlights, consisting of bulbs, reflectors and lens sealed as a unit, are submerged in the fenders.

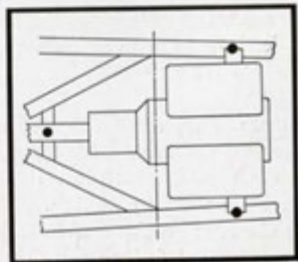
Clutch



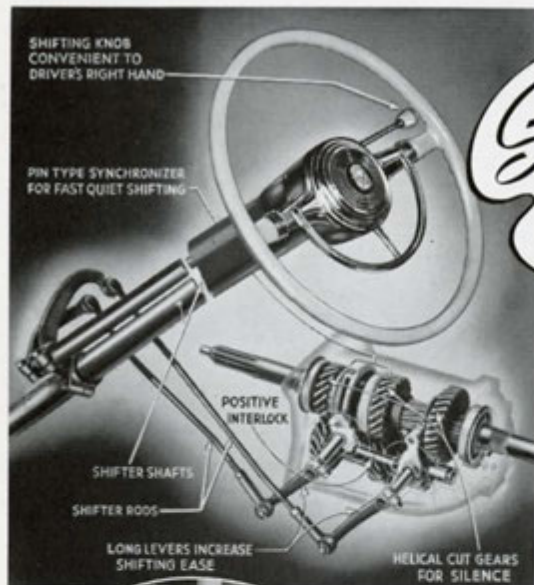
A semi-centrifugal, single dry plate clutch is used. Eight coil spring vibration dampeners insulate the drive line from engine pulsations. The throw-out bearing is permanently lubricated and carefully designed to prevent its rotation when the car is in motion to assure extremely long bearing life. A driven disc of special spring steel cut into wavy segments acts as a cushion to give smooth clutch engagement. Several new improvements contributing to easier, quieter clutch operation include the addition of three needle bearings and anti-friction washers at the release lever.

Engine Mountings

The engine is mounted at three points in live rubber in a manner which permits it to align itself with the frame like a 3-legged stool. The engine rocks freely yet its weight is utilized to steady the frame. Both exceptional smoothness and car stability are achieved.



Syncro-Mesh Transmission



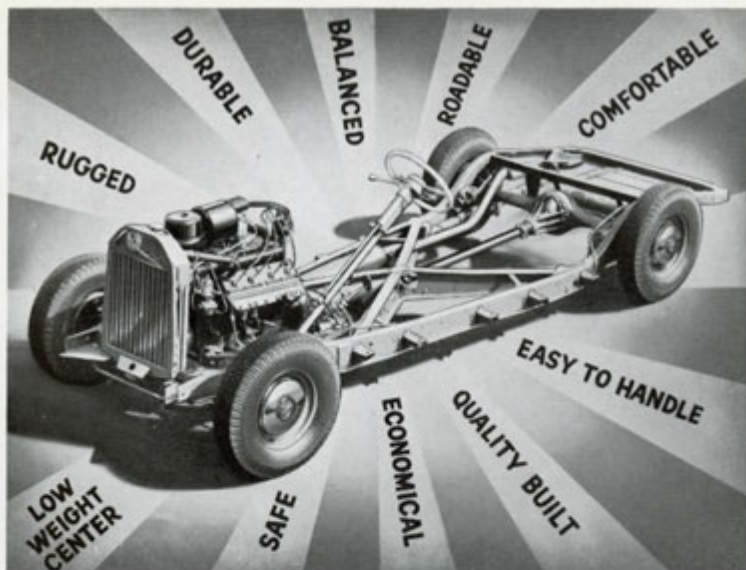
Silent

HELICALLY CUT GEARS,
INDIVIDUALLY CHECKED
AND MATED BY HAND,
INSURE LONG, QUIET
TRANSMISSION LIFE



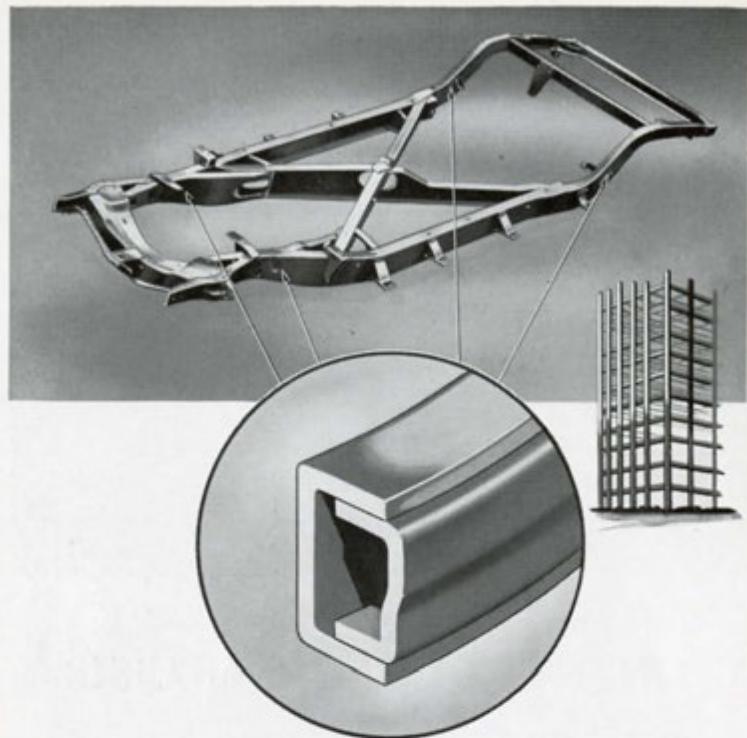
Easy to Shift. Syneromatic Shift, first introduced by Cadillac, is exclusive in its mechanical simplicity and operating efficiency. It provides faster, quieter, easier handling yet has a sturdier feel than any other type of steering post gearshift.

Shifting is accomplished by a short lever which actuates either of two shafts, one within the other and parallel to the steering column. They are covered by a new shroud for neat, finished appearance. The shafts connect with levers which in turn engage shifter rods passing to the transmission. One shaft operates for low and reverse gears, the other for second and high. The transmission itself is built to the highest standards of precise craftsmanship and is many times more durable, according to actual fatigue test, than any other transmission. (See Page 8.)



THE 1941 *Cadillac* CHASSIS

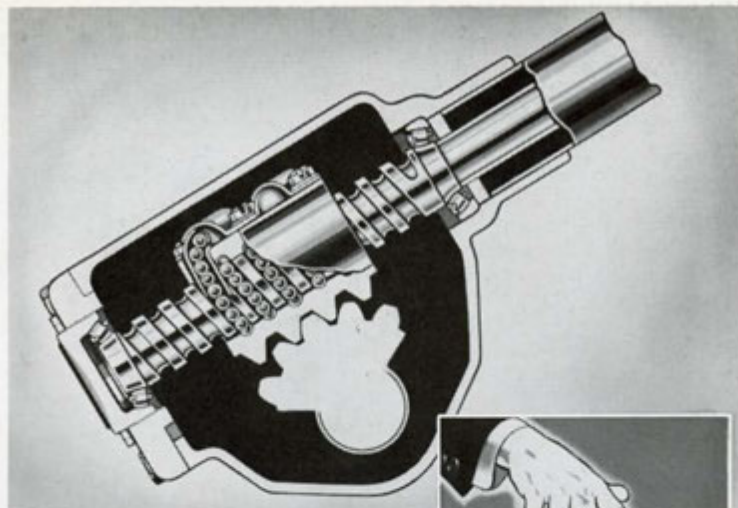
● The desire to own a Cadillac is, in largest measure, based upon confidence in Cadillac to build to the highest standard of quality that the industry affords. To reward Cadillac owners for their faith, the best engineering talent is constantly employed in re-designing, improving and refining every structural part of Cadillac cars. The Cadillac chassis is thus maintained at maximum mechanical perfection. And since there is but one standard of quality, the three Cadillac chassis for 1941 differ only in size and detail construction. This policy has built the Cadillac reputation of offering the finest motor car chassis in the world.



THE 1941 CADILLAC *Girder Frame*

Built like the girder construction of skyscrapers and large bridges, the new Cadillac frames have a channel section reinforcement securely welded to the frame sidebar and extending along the side bar from the rear of the X-member to the fuel tank cross member. This reinforces the kick-up over the rear axle. Sidebars themselves are one-half inch deeper. Heavy Z-section reinforcements at the two rear corners of the frame provide additional strength where load is directly applied. At the front, rigidity is increased by joining the sidebars to the X-member arms farther to the rear. A long channel extension forms a strong box section with the side bar from this junction to the front cross member.

These improvements provide greater rigidity and a 40% increase in frame stiffness, resulting in better roadability, body stability and safety than Cadillac has ever achieved.

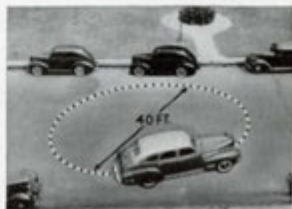


Ball Bearing STEERING

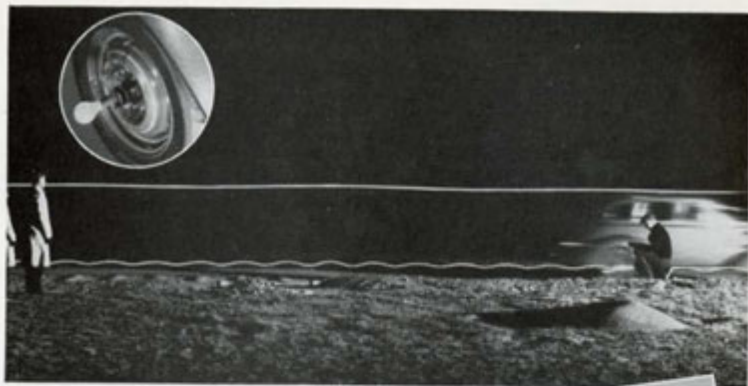
An improved design of the recirculating ball type worm and nut steering gear which when introduced in the Series 72 last year became still another Cadillac "First," is employed in all 1941 Cadillacs. A large number of ball bearings are interposed between the worm and the nut which encircles it providing a practically frictionless rolling contact. The balls work their way up and down the steering shaft and are recirculated at top and bottom by either of two return chambers. This steering gear is largely responsible for the incomparable handling ease of these new cars.



Almost as free as a rolling ball but a minimum of friction is purposely retained in the gear to lend a solid and secure steering "feel."



Turning radius has been reduced on all series by as much as $3\frac{1}{2}$ feet (See P. 21). All 126 in. wheelbase Cadillacs turn around in a 40 ft. street.

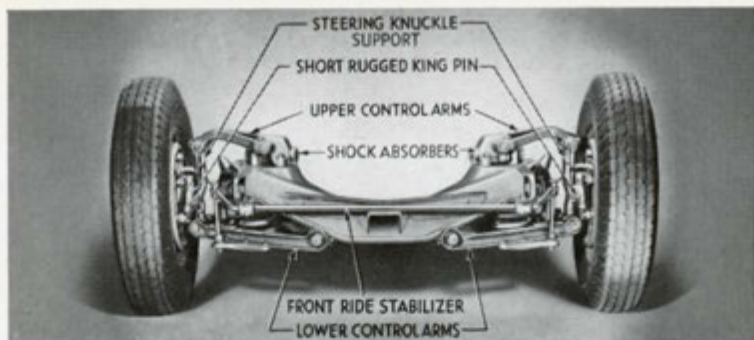


Photographic chart of one of Cadillac's many ride tests. Light on roof shows body stability and light on wheel hub shows pounding of wheels over the extremely rough road.



CADILLAC *Riding* COMFORT

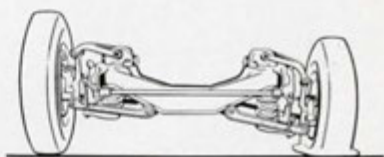
Cadillac employs a corps of the industry's ablest ride engineers who are specialists on the contributory factors in riding comfort. Among these factors are the front suspension, rear suspension, shock absorbers, stabilizers, frame, body mountings and weight distribution. Years of research and development have been devoted to the improvement of each factor and to their proper coordination in order to provide the safest and most comfortable ride possible. Cadillac's reputation as the Standard of car riding comfort is thus preserved.



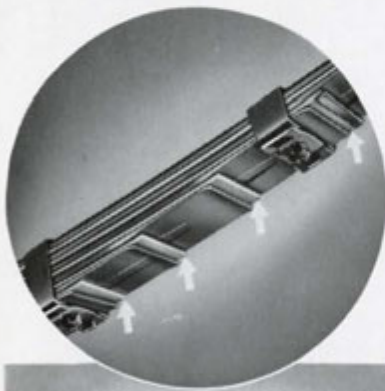
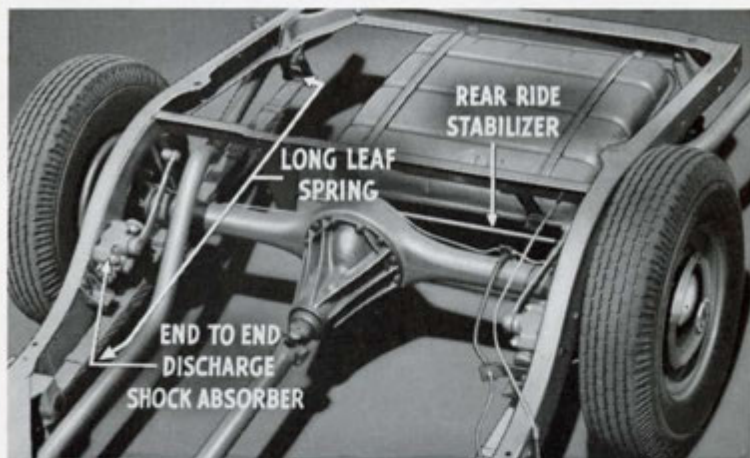
CADILLAC PIONEERED *Knee Action*

One of the most durable of Cadillac's many ride developments is Knee Action front suspension, introduced in 1934. Unlike other cars with independent front suspension, Cadillac Knee Action adheres to fundamental principles governing correct springing of car weight. The front suspension should be slightly softer than the rear suspension. Then, as the car moves over road irregularities, spring action front to rear is uniform. Shock is absorbed by the springs. This is one important reason for the unequalled Cadillac ride. In Cadillac Knee Action each front wheel is fastened directly to the frame by two heavy steel arms which hold the wheels in perfect alignment. The upper arm is forked and is attached to the shock absorbers which dampen excessive spring action. The lower arms are fastened with shaft supports to the frame. Between the lower arms and the frame are helical coil springs of heavy steel. Their purpose is to allow the wheels to roll over road holes and bumps freely so that these shocks will not be transferred to the chassis.

In Knee Action, movement of either wheel has no effect on the steering. Hence, car wander, shimmy and effect of tire blow-out are negligible. Safety is a paramount feature.



Rear SUSPENSION

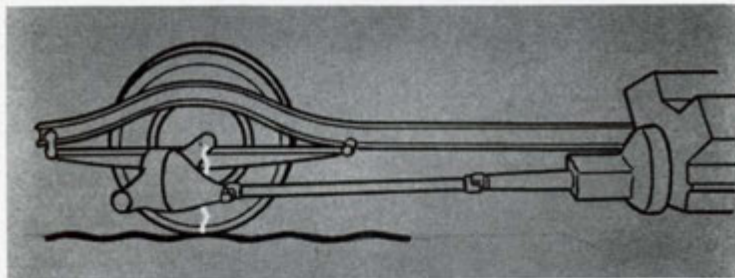


Cadillac's exclusive rear suspension is the most expensive design in use today. Interposed between the leaves of the long, semi-elliptic springs are wax impregnated liners which govern exactly the amount of spring friction. Friction is essential to control axle movement over rough roads. Coil type springs are frictionless and are ideally suited only to Knee Action where there are no heavy parts, such as an axle, to control.

New, heavy rubber bumpers cushion spring action for a soft ride under the most severe road conditions.

End-to-end shock absorbers are used front and rear. These have more powerful control over spring action and their characteristics may be more accurately predetermined for best riding results than all other types.

Hotchkiss DRIVE



The power developed by an automobile engine is conducted through the transmission and propeller shaft to the rear axle where it is harnessed to the rear wheels. The rear wheels "push" the car. Hotchkiss Drive is a method of conducting this pushing effort into the frame of the car by cushioning the pulsating driving forces and absorbing a greater amount of road shock than any other method of propulsion.

In Cadillac Hotchkiss Drive pushing effort is through the springs into the frame. Triple insulation, consisting of rubber pads between the springs and axle, the springs themselves with exclusive waxed liners between the leaves, and rubber shackles all prevent road shock from reaching the frame and body. The engine is not involved as in torque tube drive, hence rubber engine supports are entirely suited to their primary purpose of insulating the engine.

Hotchkiss Drive is possible only with leaf type rear springs. Since these springs absorb driving forces and since the suspension supports virtually all of the car weight, Hotchkiss Drive is recognized as the best design by comfort engineers.



In the torque arm type of drive used by some other cars, road shock is transmitted through rigid members into the frame and body of the car. Coil rear springs can only be used with this or with torque tube drive.



With a rigid torque tube road shock is also transmitted directly to the engine, thence into the frame. Engine supports must be stiff to hold the rear axle in position, hence are less effective insulators of engine vibration.

DRIVE LINE AND REAR AXLE



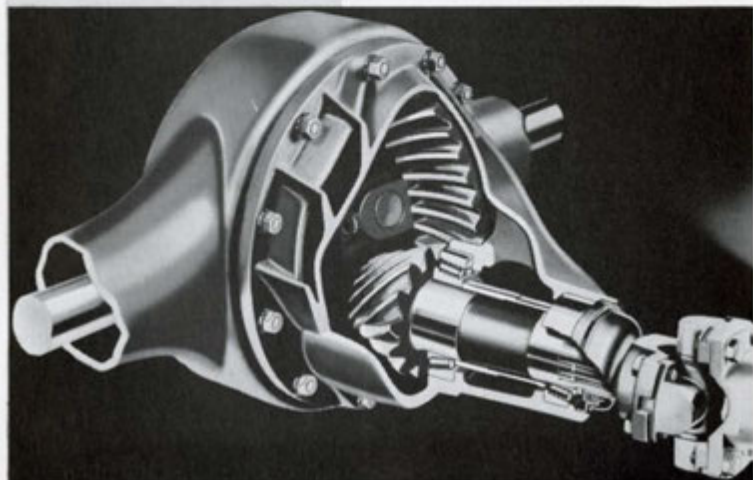
NEW PROPELLER SHAFT, SLIDING SPLINE JOINT



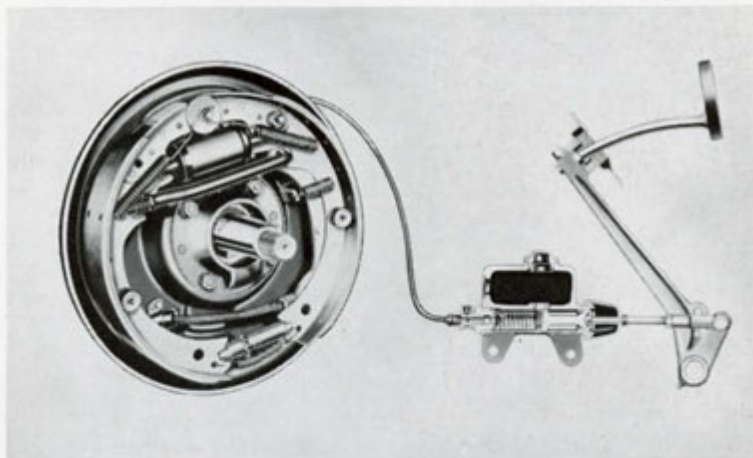
UNIVERSAL JOINT

A redesigned propeller shaft encloses the sliding spline joint in the transmission extension. It is constantly lubricated by transmission oil. This design is a major step in longer chassis life and reduced maintenance expense. The short, thick shaft ($41'' \times 2\frac{1}{4}''$) is balanced dynamically and statically to $\frac{1}{2}$ oz. inch limit at 4200 r.p.m. for high speed smoothness. Two large, durable universal joints have eight permanently lubricated needle bearings and are sealed against dirt and water.

The new high speed hypoid axles are precision built for long life and quiet operation. Several exclusive and incomparably durable construction features are (1) an extremely heavy hand mated ring gear and pinion, (2) tapered roller bearings completely encircled by the differential housing, and (3) a gear case especially manufactured for its own set of gears. With ordinary care the axle should never require mechanical attention.



CADILLAC *Hydraulic* BRAKES



Expensive composite drums consist of a wear and score resisting, heat radiating surface of cast iron moulded to a strong steel back plate. These drums, in addition to self-energization, permit the use of hard, durable linings. On all models extra large brake lining area (see page 21) provides long brake life and stopping power.

All Cadillacs employ extremely large self-energizing hydraulic brakes. This design makes possible hard, moulded linings of longer wearing life and provides greater ease of brake operation than is possible in hydraulic brakes with a small amount of self-energization. The principle involves conversion of car motion whether forward or in reverse, into additional braking energy. When applied, brake shoes tend to wrap themselves into tighter contact with the drums, thereby securing maximum braking energy with minimum pedal pressure. Both brake shoes are interconnected so that each can adjust itself with equal pressure to the drum. Both shoes therefore are effective in stopping the car in forward or reverse speed. The entire brake lining contacts the drum wearing evenly and prolongs its life.

Cadillac HYDRAULIC BRAKES



In another method of hydraulic braking which claims little self-energization, both shoes are anchored to the brake support plate. Only one shoe is effective in stopping the car in either direction of travel. Brake lining area is reduced by half, wear increased and more foot pressure is required to stop the car. Also, the location of this anchor relative to the drum must be precisely maintained. This is difficult, if not impossible, resulting in localized lining wear and inaccurate judgment of the amount of foot pressure required to bring the car to a smooth, easy stop.

THE HAND BRAKES



The hand brake lever is located to the left of the steering column close to the driver. A roller clutch locks the lever quietly in any position and has an easily operated thumb release.

An independent mechanical system operates the rear brake shoes for parking or emergency stops. A triangular equalizer is provided to insure maximum dependability and safety. Operated by the hand lever, individual cables run from the equalizer to each rear brake shoe. Should one cable become inoperative, the equalizer will operate the other brake shoe insuring brake action. In cars where the hand brake operates upon the propeller shaft, the braking load is dangerously applied to the drive line and rear axle gears.

The 1941 CADILLAC *Accessories*

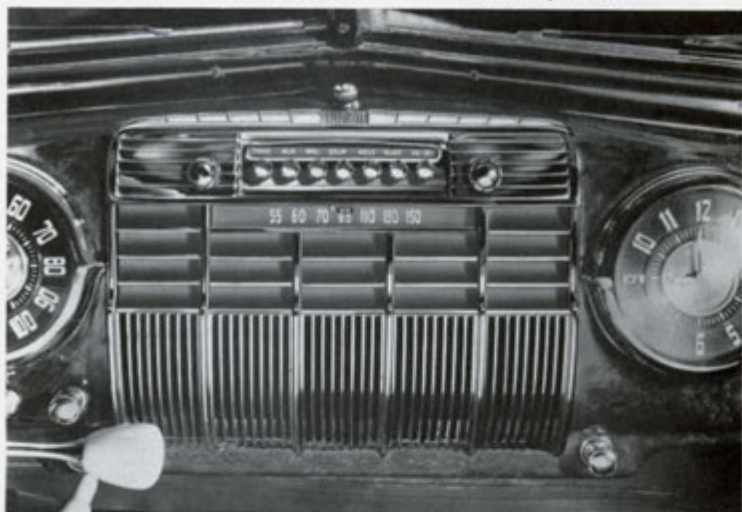


• The new 1941 Cadillacs incorporate as standard equipment all of the luxury features customarily obtainable only at additional charge on most other cars.

However, personal preferences and individual requirements vary widely on certain items of specialized equipment. To assist every owner in personalizing his new car, Cadillac offers an extensive range of the finest accessories at nominal charge.

Cadillac Accessory equipment is unique among motor cars because each item is especially designed and carefully developed under the supervision of Cadillac engineers for Cadillac cars. The superior operation and dependability of this equipment is due in large measure to Cadillac design and standards of construction. Cadillac owners may be confident of utmost satisfaction when they select Cadillac Accessories.

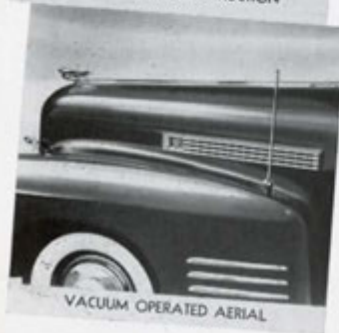
NEW RADIO *Features*



INSTRUMENT PANEL CONTROLS



COMPACT UNIT CONSTRUCTION



VACUUM OPERATED AERIAL

The new 1941 Cadillac Radios have four outstanding design improvements for easier push button tuning, more mellow tone quality, attractive appearance and convenience of operating the controls. The instrument panel has been expressly designed to accommodate the single unit, 7 tube set behind the panel's center grille. Above this dial are five station selector buttons, tone control and on-off switch. At the left is the manual station selector knob and to the right the volume control. The station call letters, above the selector buttons, are illuminated. When a station is tuned in, its call letters are more brilliantly lighted. The volume control knob also serves to raise and lower the telescoping antenna. A new 8 inch dynamic speaker with a larger permanent magnet greatly improves tone quality.

Power AND *Rich Tone* QUALITY



REAR COMPARTMENT CONTROLS

A most attractive rear compartment radio is available for the Series 67 and 75. It has been completely redesigned to give excellent tone, greater volume and increased sensitivity. The radio consists of three parts: the control unit mounted in the vanity case recessed in the right rear side arm rest; a new speaker mounted beneath a screen on the shelf behind the rear seat; and the chassis located in the trunk between the spare wheel and the right trunk wall. A vacuum-operated telescopic antenna is mounted on the right side of the trunk near the body. It is controlled by a separate knob in the control unit. This unit also contains the manual station selector, five push buttons and volume control, all finished in dark brown plastic to harmonize with the walnut finished interior paneling.

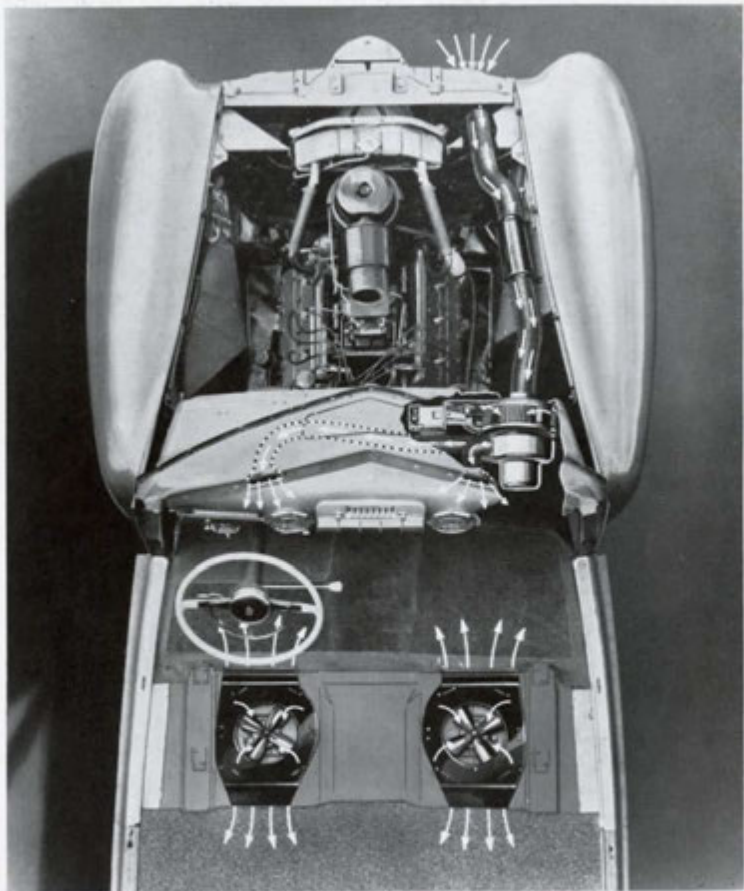


REAR COMPARTMENT RADIO UNITS



REAR VACUUM AERIAL

NEW *Cadillac* HEATING AND VENTILATING SYSTEMS PROVIDE



The new Cadillac Automatic Heating System is the first completely automatic heating system ever offered for automobiles. It provides automatic temperature controlled heating with separate defroster and fresh air ventilation and is available for all Cadillac body types. A thermostatic control automatically regulates the amount of water flow and governs the speed of the fans according to the temperature selected.

THE *Ultimate* IN WINTER DRIVING COMFORT

The Automatic Heating System will heat and ventilate both front and rear compartments without a single control being touched! Just as you set the thermostat for a home heating system, you set the Automatic Heating System's control in the autumn—and never touch it for the rest of the winter.



The Cadillac Ventilating Defrosting Heater is also available for all new Cadillac models. This unit provides greater heat output than any other single unit type of car heater. Yet, if so desired, this is a pleasant diffused heat, not a localized blast on front seat passengers. Indirect heating is accomplished by turning the single switch to the defrosting position. Interior ventilation is obtained by introducing fresh air into the heater core through a concealed inlet. The Cadillac Defrosting Heater, similar to the Ventilating Defrosting Heater but without the fresh air feature, is also available for all 1941 Cadillacs. Heating capacity is less of course than the Ventilating Defrosting Heater.



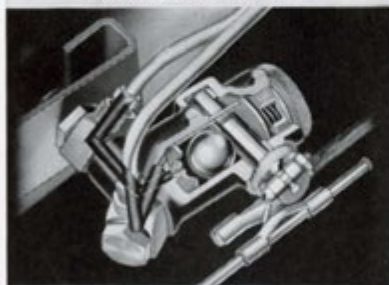
ACCESSORIES ESPECIALLY DESIGNED FOR GREATER DRIVING SAFETY



FOG LIGHTS RECESSED IN FENDERS



FULLY ADJUSTABLE SPOTLIGHT



NoRoL FOR STOPPING ON INCLINED ROADS



WINDSHIELD WASHER

The new Fog Lights are another Cadillac "First," for they are designed to become an integral part of the car. Under even the most severe rain, fog or snow conditions they will provide 75 to 125 feet of visibility.

The Cadillac Spotlight is a powerful light designed for night highway driving and for convenience in locating street addresses, sign posts, etc. Fully controlled from inside the car, this light is an important addition to motoring safety.

Adding immeasurably to driving convenience and mental ease, the Cadillac NoRoL holds the car on an upward incline. With the clutch depressed the driver's right foot is free to operate the accelerator. NoRoL is almost indispensable in hilly sections.

The Cadillac Windshield Washer is one of the most important safety accessories yet developed. Water, supplied from a reservoir beneath the hood, is sprayed onto the windshield by intake manifold pressure. The wipers then clean away accumulated dirt and road spray.

DETAILED ENGINE SPECIFICATIONS

ENGINE

ALL SERIES

No. of cylinders	8
Valve arrangement	L-head
Bore and stroke	3½" x 4½"
Engine mounted on: front and rear	Vulcanized rubber
Rubber mounting used at	All points
No. of points of suspension	3
Engine make	Own
Engine model	41-61, 41-62, 41-63, 41-60S, 41-67, 41-75
Cylinder arrangement	90° V-8
Cylinder head material	Cast iron
Piston displacement	346 cu. in.
Taxable horsepower	39.20
Maximum brake horsepower at R.P.M.	150 at 3400
Standard compression ratio	7.25 to 1
Standard compression pressure (lbs.)	182 at 1000 R.P.M.

PISTONS AND RINGS

Piston material	Lo-Ex aluminum alloy
Piston features	T-slot anodized finish
Piston weight, oz. (without rings, pin or locking rings)	18.30
Piston weight, oz. (with rings, pin and locking rings)	25.01
Piston length	4⅜"
Piston clearance	.0017" to .0021"
No. of oil rings used per piston	2
No. of compression rings used per piston	2

RODS AND PINS

Wrist pin length	3⅛"
Wrist pin diameter	⅜"
Is wrist pin locked in piston or floating?	Floating
Wrist pin clearance	.00005-.0001 @ 70° F.
Wrist pin hole finish	Diamond bore in rod, Bearingized in piston
Connecting rod length, center to center	8¾"
Connecting rod material	#1035 steel
Connecting rod weight, ounces	37.472
Crankpin journal diameter and length	2.460" x 2⅛"
Connecting rod bearing material	Steel backed babbitt
Connecting rod bearing clearance	.0015"
Connecting rod bearing end play	.003-.006"
Connecting rod bearing poured, spun or separate	Separate
Rods and pistons removed from	Above

CRANKSHAFT

Vibration dampener used	Yes
Crankshaft counterweights used. Number of	6
Torsional vibration dampener type	Laminated springs
Bending vibration dampener type	Flywheel

DETAILED ENGINE SPECIFICATIONS—Continued

CRANKSHAFT—Continued

ALL SERIES

Which main bearing takes thrust?	Center (#2)
Crankshaft end play	.001-.005"
Main bearing material	Steel backed babbit
Main bearing clearance	.0015"
Main bearing type	Slip-in
No. 1 main bearing journal, diameter and length	2½" x 1⅞"
No. 2 main bearing journal, diameter and length	2½" x 1⅞"
No. 3 main bearing journal, diameter and length	2½" x 1⅞"

TIMING CHAIN

Timing chain make	Link belt
Timing chain model	Type #3766—TWC-19
Timing chain length	23¼"
Timing chain, number of links	62
Timing chain width	1⅜" side guide
Timing chain pitch	⅜"
Timing chain adjustment	None

VALVES

Intake valve head actual overall diameter	1.876-1.886"
Intake valve angle of seat	45°
Insert used?	No
Valve seat cooled by	Directed water circulation
Intake valve stem to guide clearance	.0023"
Intake valve lift	.335"
Intake valve spring pressure and length—	
With valve closed	63½ lbs.—1.926"
With valve open	145 lbs.—1.581"
Is tappet clearance automatically adjusted?	Yes
Exhaust valve angle of seat	45 degrees
Exhaust valve head actual overall diameter	1.626-1.636"
Insert used?	No
Valve seat cooled by	Directed water circulation
Exhaust valve stem to guide clearance	.0033"
Exhaust valve lift	.345"
Exhaust valve spring pressure and length—	
With valve closed	63½ lbs.—1.926"
With valve open	145 lbs.—1.581"
Is tappet clearance automatically adjusted?	Yes
Valve timing—	
Intake opens	T.D.C.
Intake closes	42 degrees A.B.C.
Exhaust opens	52 degrees B.B.C.
Exhaust closes	10 degrees A.T.C.

LUBRICATION

Valve lubrication method	Pressure
Lubricating system type	Pressure
Oil pressure to main bearings	Yes

DETAILED ENGINE SPECIFICATIONS—Continued

LUBRICATION—Continued

ALL SERIES

Oil pressure to connecting rod bearings.....	Yes
Oil pressure to wrist pins.....	Yes
Oil pressure to camshaft bearings.....	Yes
Timing gear lubrication.....	Positive
Oil pump type.....	Helical gear
Oil grade recommended—S.A.E. viscosity.....	Lowest Temperature +32° F.—20W or S.A.E. 20 +10° F.—20W -10° F.—10W Below -10° F.—10W and 10% kerosene
Normal oil pressure lbs. at M.P.H.....	25 $\frac{1}{2}$ at 30 M.P.H.
Pressure at which relief valve opens.....	30 lbs.
Capacity of oil reservoir.....	7 quarts
Drain oil.....	2000 miles
Type of oil drain.....	Threaded plug
Oil reservoir gauge type.....	Dip stick
Chassis lubrication type.....	High pressure
Crankcase ventilating system.....	Yes

FUEL

Gasoline tank capacity.....	61, 62, 63, 60S and 67— 20 gallons 75—24 gallons
Fuel feed type.....	Camshaft pump
Carburetor make.....	Stromberg and Carter
Carburetor size.....	1 $\frac{1}{4}$ "
Carburetor type.....	Plain tube
Up or down draft.....	Down draft
Single or dual.....	Dual
Heat adjustment.....	None
Automatic choke type.....	Thermostatic
Automatic choke make.....	Stromberg or Carter
Air cleaner make.....	A.C.
Intake silencer make.....	A.C.

COOLING

Cooling circulation, type of.....	Pump
Water pump, type.....	Centrifugal
Water pump drive.....	Vee belt
Radiator shutter make and control.....	Own—thermostatic
Radiator core type.....	Tube and fin
Radiator core make.....	Harrison
Cooling capacity.....	25 quarts
Water jackets full length of cylinder.....	Yes
Fan belt type.....	1—Vee belt
Fan belt length (pitch circumference).....	34 $\frac{1}{16}$ "
Fan belt width, maximum.....	1 $\frac{1}{4}$ "
Fan drive ratio.....	.95 to 1

DETAILED ENGINE SPECIFICATIONS—Continued

IGNITION

ALL SERIES

Ignition unit make.....	Delco-Remy 1110806
Manual advance.....	20 degrees
Maximum automatic advance.....	21 to 24 degrees
Vacuum advance.....	18 degrees
Distributor breaker gap.....	.0125-.0175"
Timing, breaker points open at.....	5 degrees B.T.C.
Firing order.....	Front $\frac{2-4-6-8}{1-3-5-7}$ 1-8-7-3-6-5-4-2
Ignition coil make.....	Delco-Remy 1115128
Amperage draw of coil with engine stopped.....	4.4
Amperage draw of coil with engine idling.....	2.2
Spark plug thread.....	10 mm.
Spark plug model.....	#104
Spark plug make.....	A.C.
Spark plug gap.....	.025-.030"

BATTERY

Battery make.....	Delco
Battery number.....	17 K.2W
Battery capacity—ampere hours.....	115
Battery bench charging rate—start.....	10
Battery bench charging rate—finish.....	8
Which battery terminal is grounded?.....	Positive
Location of battery.....	Under hood outside right frame sidebar

STARTING MOTOR

Starting motor make.....	Delco-Remy #1107923 4 pole
Starting motor drive.....	Solenoid shifted gear
Automatic starting device.....	Delco-Remy push button
Starting motor pinion meshes flywheel.....	Front
Flywheel teeth, integral or steel ring.....	Steel ring
Gear ratio between starter armature and flywheel.....	17 to 1 approx.

GENERATOR

Generator make.....	Delco-Remy 1102661
Generator driven by.....	Belt
Is generator air cooled?.....	Yes
Voltage at cutout closing.....	6.3-6.6
Amperes to open cutout.....	0-2
Generator normal charging rate.....	32 amps. min. peak. Due to voltage regulation actual charging rate is controlled by state of charge of battery.
Car speed for minimum peak charging rate.....	27 M.P.H.
Generator belt.....	Vee— $\frac{3}{8}$ "

DETAILED ENGINE SPECIFICATIONS—Continued

LAMPS

ALL SERIES

Lighting switch make.....	Delco-Remy 1995015
Are double or triple filament bulbs used?.....	Double
How are headlamps dimmed?.....	Depressed beam foot switch
Headlight make.....	Guide sealed beam
Headlight cover glass diameter.....	6 $\frac{11}{16}$ "
Parking light make.....	Guide
Tail light make.....	Guide
Horn type.....	Airtone
Horn make.....	Delco-Remy K-33-H
Amperage draw of horns.....	16-18

CLUTCH

Clutch make.....	Long
Operated dry or in oil.....	Dry
Clutch vibration insulator or neutralizer.....	Coil spring type
No. of clutch driven discs.....	1
Clutch facing material.....	Woven
Clutch facing inside diameter.....	7"
Clutch facing outside diameter.....	Series 61, 62, 63, 60 Spec. —10 $\frac{1}{4}$ " • 67, 75—11"
Clutch facing thickness.....	.137"
Number of clutch facing used.....	2
Facing area.....	Series 61, 62, 63, 60 Spec. —96.16 sq. in. 67, 75—103.4 sq. in.

TRANSMISSION

Transmission make.....	Owa
No. of forward speeds.....	3
Control—on steering column.....	Manual
Gear ratio in high.....	"61"- "62"—3.77 "63"- "60S"—3.77 "67"- "75"—4.27
Transmission ratio in second.....	1.53 to 1
Transmission ratio in low and reverse.....	2.39 to 1
Type of gears—1st.....	Sliding-helical
Type of gears—2nd.....	Constant mesh helical
Type of gears—reverse.....	Sliding-helical
Synchronous meshing 2nd and 3rd gears.....	Yes
Transmission oil capacity.....	2 $\frac{1}{2}$ pints
Transmission oil grade recommended—S.A.E. viscosity.....	S.A.E. 90 E.P.
Universal make.....	Mechanics
Universal model.....	#3-C
Universal type.....	Needle bearing
Universal joints lubricated.....	Permanently
Drive and torque taken through.....	Rear springs

DETAILED CHASSIS SPECIFICATIONS

REAR AXLE

Series "61", "62", "63", "68 Spec."

Series "67" and "75"

Rear axle make	Own	Own
Rear axle type	Semi-floating	Semi-floating
Minimum road clearance under center of rear axle, tires inflated	8"	9"
Differential gear make	Own	Own
Rear axle oil capacity	5 pints	5 pints
Rear axle oil grade recommended—S.A.E. viscosity	90 Hypoid	90 Hypoid
Type of final gearing	Hypoid	Hypoid
Gear ratio, standard 5-pass. sedan	3.77	4.27
Optional gear ratio	3.36	—
No. of teeth in ring gear	49	47
No. of teeth in pinion	13	11
Pinion adjustment	No adjustment	No adjustment
Pinion bearing adjustment	None	None
Are pinion bearings in sleeve?	No	No
Backlash between pinion and ring gear	.004-.010"	.004-.010"
Are pinion bearings preloaded?	Yes	Yes

TIRES AND WHEELS

Tire make	U. S. and Firestone	U. S. and Firestone
Tire size	7.00-15	7.50-16
Number of plies	4	6
Inflation pressure—front and rear	28#	Front 24# Rear 32#
Rim diameter	15"	16"
Rim width	5.50"	5.00"
Axle clearance, for jack, tires inflated, front	Rim type jack	Rim type jack
Axle clearance, for jack, tires inflated, rear	Rim type jack	Rim type jack
Wheel type	Slotted disc	Slotted disc
Wheel make	Kelsey-Hayes	Kelsey-Hayes

SPRINGS

Front, suspension, independent or conventional	Independent	Independent
Front spring type	Helical coil	Helical coil
Front spring material	GM #9260 steel	GM #9260 steel
Rear spring type	Semi-elliptic	Semi-elliptic
Rear spring material	GM #9260 steel	GM #9260 steel
Rear spring length	54½"	56½"
Rear spring width	2"	2"
Rear spring, number of leaves—5-pass. sedan	8	10
Spring leaves lubricated with	Wax impregnated liners	Wax impregnated liners
Spring shackles type, rear	Compression link	Compression link
Spring bushings type	Rubber	Rubber
Stabilizers	Front and rear	Front and rear

STEERING

Steering gear type	Recirculating ball	Recirculating ball
Steering gear make	Saginaw	Saginaw
Caster angle	Neg. 1¾° to Neg. 2¾°	Neg. 1¾° to Neg. 2¾°
Camber angle	-¾° to +¾°	-¾° to +¾°
Toe-in inches	½" to ¾"	½" to ¾"

DETAILED CHASSIS SPECIFICATIONS—Continued

STEERING—Continued

Series "61", "62", "63", "60 Spec."

Series "67" and "75"

Crosswise inclination of kingpin, degrees	5° 51' to 0° camber	5° 51' to 0° camber
Front suspension type	Forked arms	Forked arms
Front suspension make	Own	Own
Forked arm bearings, type	Threaded	Threaded
Overall steering ratio	24.4	24.4

BRAKES

No. of complete brakes	4	4
Foot brakes, make	Bendix	Bendix
Foot brakes, type of mechanism	Hydraulic	Hydraulic
Vacuum booster make	None	None
Brake lining molded or woven	Molded	Molded
Brake drum material	Composite	Composite
Rear brake drum diameter	12"	12"
Rear brake internal or external	Internal	Internal
Rear brake lining, length per wheel—		
Forward shoe	11 ¹⁷ / ₃₂ "	11 ¹⁷ / ₃₂ "
Reverse shoe	12 ³¹ / ₃₂ "	12 ³¹ / ₃₂ "
Total	24 ¹ / ₂ "	24 ¹ / ₂ "
Rear brake lining width	2"	2 ¹ / ₂ "
Rear brake lining thickness	⁵ / ₁₆ "	⁵ / ₁₆ "
Rear brake clearance . . . . .	.010"	.010"
Front brake drum diameter	12"	12"
Front brake drum material	Composite	Composite
Front brake drum internal or external	Internal	Internal
Front brake lining, length per wheel—		
Forward shoe	11 ¹⁷ / ₃₂ "	11 ¹⁷ / ₃₂ "
Reverse shoe	12 ³¹ / ₃₂ "	12 ³¹ / ₃₂ "
Total	24 ¹ / ₂ "	24 ¹ / ₂ "
Front brake lining width	2 ¹ / ₄ "	2 ¹ / ₄ "
Front brake lining thickness	⁵ / ₁₆ "	⁵ / ₁₆ "
Front brake clearance . . . . .	.010"	.010"
Total foot braking area	208 sq. in.	233 sq. in.
Per cent braking power on rear wheels	45 ¹ / ₂	45 ¹ / ₂
Hand brake location	Under dash on left side	Under dash on left side
Hand brake lever operates on	Rear service brakes	Rear service brakes

FRAME

Frame make	A. O. Smith	A. O. Smith
Frame depth, maximum	6 ⁵ / ₈ "	7 ³ / ₈ "
Frame thickness, maximum	⁵ / ₁₆ "	⁵ / ₁₆ "
Width, maximum	2"	"67"—2 ¹ / ₂ "
		"75"—2 ¹ / ₄ "
Wheelbase	126"	"67"—139"
		"75"—136"
Tread front	59"	58 ¹ / ₂ "
Tread rear	63"	62 ¹ / ₂ "
First serial number	"61"—5,340,000	"67"—9,340,001
	"63"—7,340,000	"75"—3,340,001
	"62"—8,340,001	
	"60S"—6,340,001	

DETAILED CHASSIS SPECIFICATIONS—Continued

FRAME—Continued

Series "61", "62", "63", "60 Spec." Series "67" and "75"

Serial number location.....	On crankcase behind left cylinder block and parallel to the body dash and also on left frame sidebar	
Overall length with bumpers.....	"61", "63"—215"	"67"—228"
	"62"—216"	"75"—226 $\frac{1}{8}$ "
	"60 Spec."—217 $\frac{1}{8}$ "	

BEARINGS

Starter motor commutator end bearing—type.....	In cast iron frame	In cast iron frame
Starter motor drive end bearing type.....	Bronze bushing	Bronze bushing
Starter motor drive end bearing size.....	$\frac{3}{4}$ " x $11\frac{1}{16}$ " x $21\frac{1}{16}$ "	$\frac{3}{4}$ " x $11\frac{1}{16}$ " x $21\frac{1}{16}$ "
Starter motor outboard bearing type.....	Bronze bushing	Bronze bushing
Starter motor outboard bearing size.....	$\frac{1}{16}$ " x $\frac{3}{4}$ " x $\frac{3}{4}$ "	$\frac{1}{16}$ " x $\frac{3}{4}$ " x $\frac{3}{4}$ "
Generator commutator end bearing type..	Bronze bushing	Bronze bushing
Generator commutator end bearing size or number.....	$\frac{1}{16}$ " x $\frac{3}{4}$ " x $\frac{3}{4}$ "	$\frac{1}{16}$ " x $\frac{3}{4}$ " x $\frac{3}{4}$ "
Generator drive end bearing make or type..	N.D. Ball	N.D. Ball
Generator drive end bearing size or number	903203	903203
Clutch throwout bearing make or type....	Bearings Co. of America	Bearings Co. of America
	C.T.D.S.—56	C.T.D.S.—56
Clutch throwout bearing size or number..		
Transmission pocket or spigot bearing make or type.....	Hyatt Roller	Hyatt Roller
Transmission pocket or spigot bearing size or number.....	1294780	1294780
Clutch pilot bearing make or type.....	N.D. Ball	N.D. Ball
Transmission reverse idler bearing.....	Steel backed babbitt	Steel backed babbitt
Transmission main shaft front bearing make or type.....	N.D. Ball	N.D. Ball
Transmission main shaft rear bearing make or type.....	N.D. Ball	N.D. Ball
Transmission countershaft front bearing make or type.....	Needle bearing	Needle bearing
Transmission countershaft rear bearing make or type.....	Needle bearing	Needle bearing
Rear axle pinion shaft front bearing make or type.....	Timken Tapered Roller	Timken Tapered Roller
Rear axle pinion shaft rear bearing make or type.....	Timken Tapered Roller	Timken Tapered Roller
Differential bearing right make or type....	Timken Tapered Roller	Timken Tapered Roller
Differential bearing left make or type.....	Timken Tapered Roller	Timken Tapered Roller
Rear wheel bearing make or type.....	N.D. Ball	N.D. Ball
Front wheel inner bearing make or type..	N.D. Ball	N.D. Ball
Front wheel outer bearing make or type..	N.D. Ball	N.D. Ball
Kingpin upper bearing make or type.....	Steel backed bronze bushing	Steel backed bronze bushing
Kingpin lower bearing make or type.....	Steel backed bronze bushing	Steel backed bronze bushing
Rear spring front bushing.....	Rubber	Rubber
Rear spring rear bushing.....	Rubber	Rubber
Rear spring shackle bolt—upper.....	Rubber	Rubber
Rear spring shackle bolt—lower.....	Rubber	Rubber

ACCESSORY
★ 1941 ★
DATA BOOK

CADILLAC

This Data Book gives complete information on Cadillac Accessories for 1941 and has been prepared for the use and convenience of the members of the Cadillac Sales and Service Organization.



Prices subject
to change without notice
and do not include
local sales taxes.

Parts and Accessory Merchandising Department
CADILLAC MOTOR CAR DIVISION
General Motors Sales Corporation
Detroit, Michigan

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CADILLAC ACCESSORY GROUPS

For Series 61, 62 (Standard Models)

A

Special Wheel
License Frames
Trim Rings (5)

\$25.50

installed
tax extra

B

Special Wheel
License Frames
Wheel Discs (4)

\$34.00

installed
tax extra

For Series 61D, 62D, 63, 60S, 67, 75

C

Wheel Discs (4)
License Frames
Windshield Washer

\$26.50

installed
tax extra

D

Wheel Discs (4)
License Frames
Windshield Washer
NoRoL

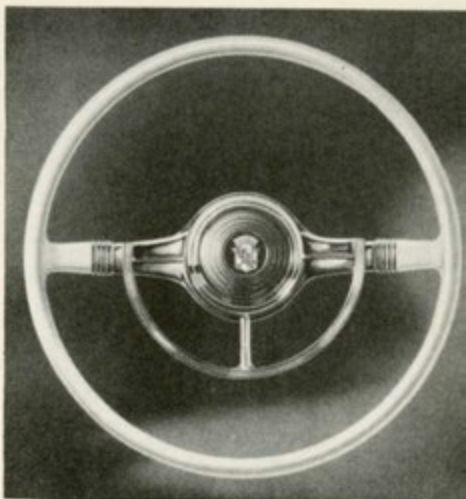
\$38.00

installed
tax extra

SPECIAL STEERING WHEEL

Part No.	Series	\$15.00
1442128	41-61, 62	installed

A plastic and chrome steering wheel of unusual beauty. A horn ring permits blowing the horn without removing the hands from the steering wheel. Its two spokes permit an unimpeded view of the instruments on the dashboard.



WHEEL SHIELDS

Part No.	Series	\$17.50
1442704	41-61, 62	per pair installed

Wheel Shields cover the wheel openings in the rear fenders and add to the streamlined appearance of the car. Standard equipment on the higher priced 1941 Cadillacs, they are offered as an accessory on the Series 61 and 62 Standard.



WHEEL DISCS

Part No.	Series	\$4.00 each
3506738	41-61, 62, 63, 60S	\$16.00 per
3506739	41-67, 75	set of four

Cadillac Wheel Discs are of a new design for 1941. Appearance has been improved as has the attaching mechanism. New emblems are embossed deeply in full color. They cover the entire wheel inside the rim, replacing the hub caps, and four discs are required per car.

TRIM RINGS

Part No.	Series	\$1.50 each
1097278	41-61, 62, 63, 60S	\$7.50 per
1416571	41-67, 75	set of five

Cadillac Trim Rings are slim bands of stainless steel that fit inside the wheel rim and perfectly set off brightly colored wheels. They are permanently held in place by patented locking clips on the inside of the ring, which engage when they are pressed on.

LICENSE FRAMES

Part No.	Series	
1441814 Large	All 1941, 40	\$3.00
1441816 Small	All 1941, 40	per
1441815 California	All 1941, 40	pair
1097290 Large	All 1940, 1939	in-
1097291 Small	All 1940, 1939	stalled

Made of heavy gauge brass, chromium plated to Cadillac specifications, Cadillac License Frames add a pleasant appearance to the otherwise strictly utilitarian state license plate.

Fully adjustable, they are made in two sizes to fit all conventional plates and in a special size for the State of California. Each package contains all the necessary attaching parts.

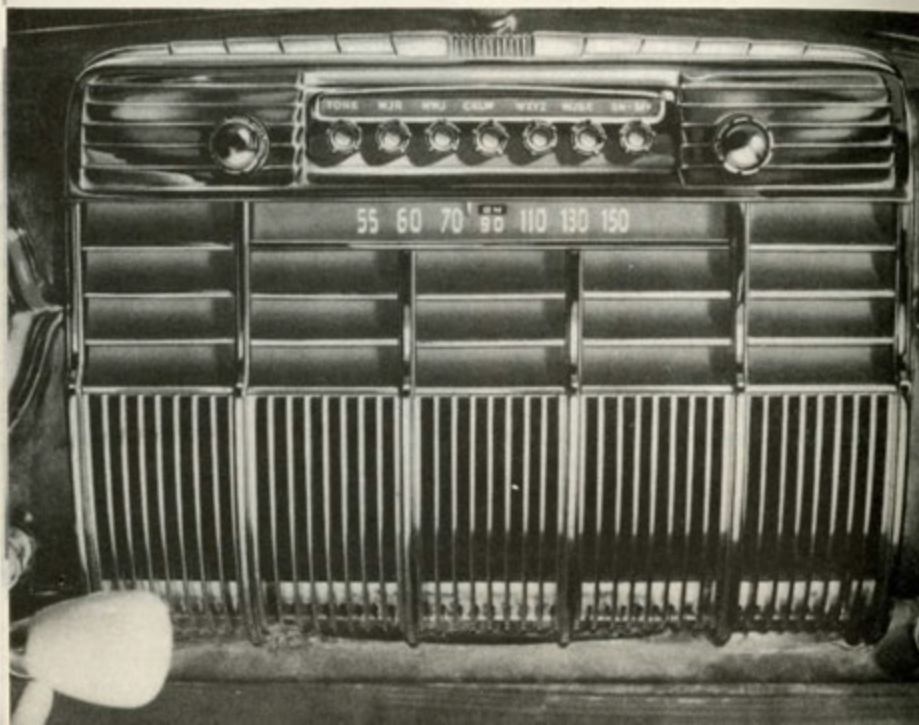
Two other Cadillac Accessories available in 1941 groups—the Windshield Washer and the NoRoL—are fully illustrated and described on pages 30 and 28.



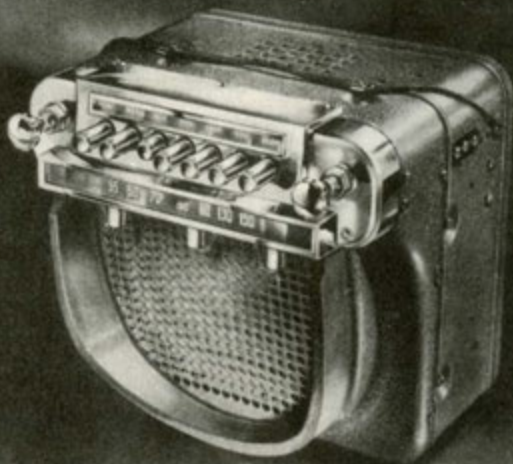
CADILLAC RADIOS

The new 1941 Cadillac radio although following the basic design of 1940 has been greatly improved. Automatic tuning has been made more positive, controls have been further simplified, and tone quality has been improved, besides many other advancements. General appearance of the radio dial, control knobs, push buttons and illumination are also particularly improved. More positive button action and greater accuracy in automatic tuning is obtained by a latch bar mechanism which replaces the friction brake used in 1940. The buttons now stay down when fully depressed, assuring proper positioning.

Setting of the automatic push buttons is unusually simple. There are no tools required nor do any parts



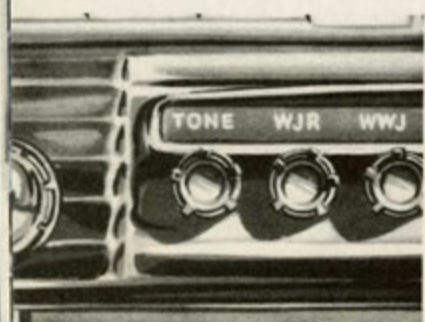
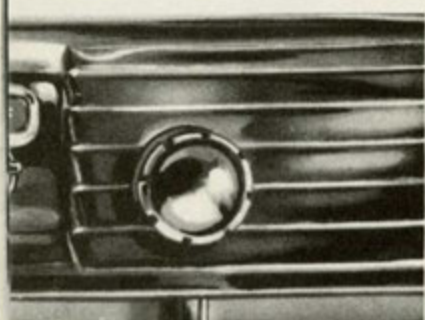
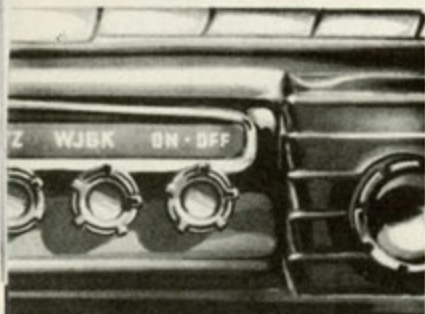
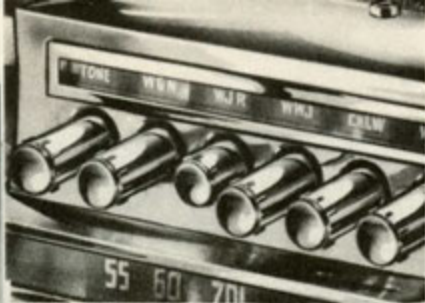
AND AERIALS FOR 1941



have to be removed. All that is necessary is to depress the push button fully, latching it down, and then rotate the button clockwise or counter-clockwise until the desired station is accurately tuned in. Each station button, of course, covers the complete tuning range and any station desired can be set up on any button.

To change from automatic tuning to manual tuning it is first necessary to depress the manual tuning knob, which latches down in a similar manner to the automatic push buttons, and then rotate the knob clockwise or counter-clockwise to select whatever station is wanted.

The seven buttons of the push button assembly are now round and chromium-plated. Station identification is provided in a call letter strip above the push buttons. The controls are in a different position from last year. Reading from left to right they are, first, the manual tuning knob; the first push button is the



tone control, the next five buttons are the automatic station selectors, the last or seventh button is the on-off switch, and to the extreme right is the combined aerial and volume control knob. This last control is a distinct change from previous years and simplifies operation considerably. To raise the vacuum aerial you push in on the volume control knob; to lower the vacuum aerial you pull out on the volume control knob. Rotating the knob clockwise increases volume; counter-clockwise decreases volume.

Depressing the on-off button once turns the radio on, pressing it again turns it off. A special warning light in the center of the dial glows red when the radio is on for positive indication. The tone control is of the same type as 1940, a ratchet switch with three settings — treble, medium and bass. Repeated pressing on the button changes the tone adjustment in sequence from treble to medium to bass to treble, etc.

The radio dial lights are connected through the instrument panel lighting controls and are turned on with the car light switch and not with the radio controls. The instrument panel rheostat switch dims the radio dial illumination in the same manner as the other instrument lights.

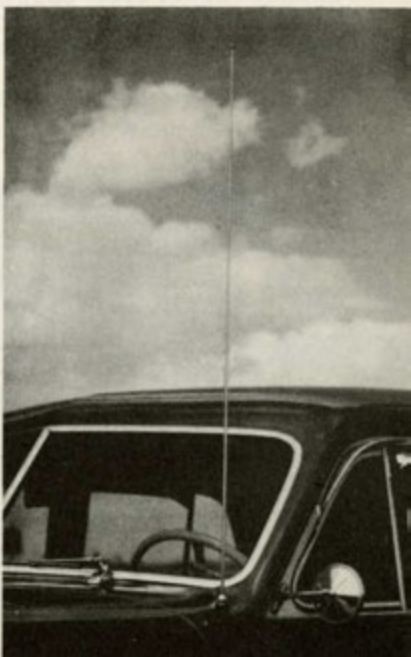
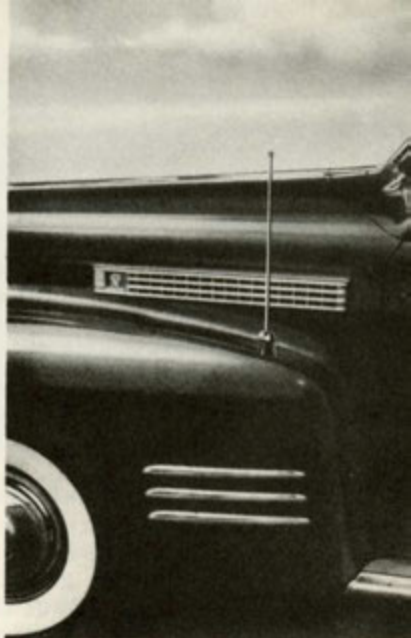
AERIALS

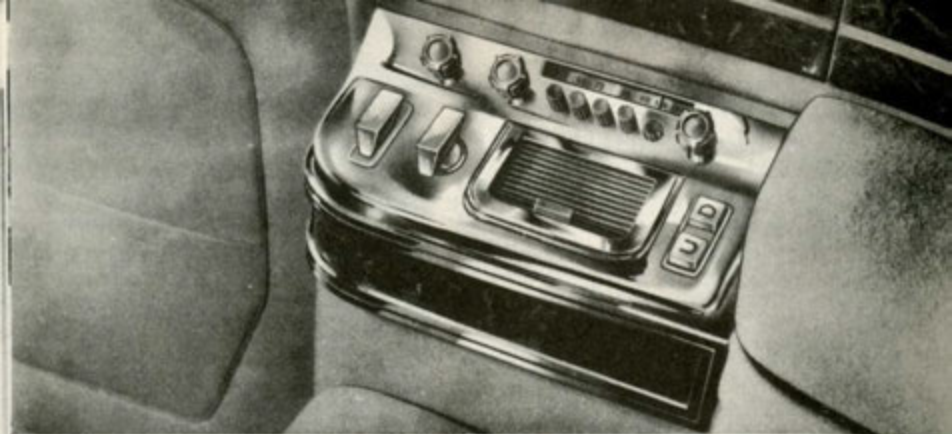
The new 1941 Cadillac Vacuum Aerial for fender mounting, although similar in basic design to previous models, has several important improvements. There is no longer a mechanical connection between the rod and the lead-in. They are connected by conductance, which eliminates the necessity of having contact points.

The aerial is operated in the same manner as heretofore, by vacuum power obtained through the manifold. The aerial rod is in two sections, one sliding within the other. The outside rod is raised or lowered by vacuum, the inside rod being extended manually. By virtue of the new conductance connection between the rod and the lead-in, it is now possible to give the rod a smooth, highly polished, chrome finish.

There are two types of mountings for the vacuum aerial used for the front compartment radio. On the Series 41-60S the 1940 type aerial mounts in the cowl. On all other 1941 models the aerial mounts in the rear of the left front fender, as shown in the illustration.

Price of the 1941 radio installed complete with aerial remains at \$69.50, tax extra. However, the price of the radio alone has been reduced to \$60.00 installed, and the price of the aerial has been increased to \$9.50 installed.





REAR COMPARTMENT RADIO

A totally new rear compartment radio has been developed for 1941 series. The new chassis, the new type oval speaker for greatly improved tone, and the new control make the Cadillac Rear Compartment Radio the logical choice for the owner of a 1941 Series 67 or 75 chauffeur-driven Cadillac.

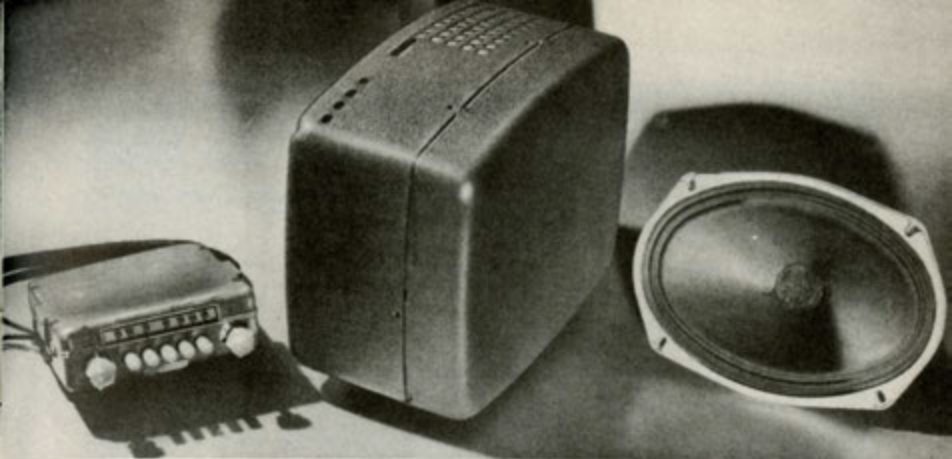
The new oval speaker is an exclusive Cadillac development and provides tone quality far beyond that of ordinary radios.

To provide greater reception range a special vacuum aerial has been developed which is mounted in the trunk and raised or lowered by a control button in the arm rest.

The completed new control unit is an integral part of the right-hand vanity case assembly and includes five automatic push button station selectors, a combined on-off and volume control switch, manual tuning control, tone control and a control for raising and lowering the vacuum aerial.

The same type automatic





tuning mechanism is used in the rear compartment radio as in the new front compartment radio and the automatic tuning buttons are tuned and adjusted in the same manner.

As illustrated, the rear compartment radio is a three-piece unit with a separate tuning control, speaker and chassis.

Although factory installation of the 1941 Rear Compartment Radio is recommended, the complicated rebuilding of the right arm rest required in previous years is no longer necessary when making the 1941 installation in the field. It is available for Sedans and Limousines on the 1941 Series 67 and 75 Cadillacs only.

ORDERING SPECIFICATIONS

Part No.	Description	Series	Installed Price
7240371	Front Compartment Radio.....	All 1941..... (Less Aerial)	\$ 60.00
		(Installed complete, including Aerial)	69.50
*7240427	Rear Compartment Radio.....	41-67, 75.....	125.00
		(Installed complete, including Aerial)	
1441732	Vacuum Aerial..... (Fender Mounting)	41-61, 62, 63, 67, 75.....	9.50
1441733	Vacuum Aerial..... (Cowl Mounting)	41-60S.....	9.50
1441734	Vacuum Aerial..... (Trunk Mounting)	41-67, 75.....	9.50

*Special body kits are included in installed price, but must be ordered separately. See Master Accessory Price List.

AUTOMATIC HEATING SYSTEM

For 1941 Cadillac is proud to announce the most outstanding heating system ever developed for automobiles, an exclusive development of Cadillac engineers, and available only on 1941 Cadillacs.

For the first time it is possible to set the heat control in your car at the beginning of winter for the temperature you desire, just as you set the thermostat in your home. From then on the Cadillac Automatic Heating System will heat both front and rear compartments equally, provide fresh air ventilation, and defrost the windshield in normal winter weather, all automatically, without having to touch a single control.

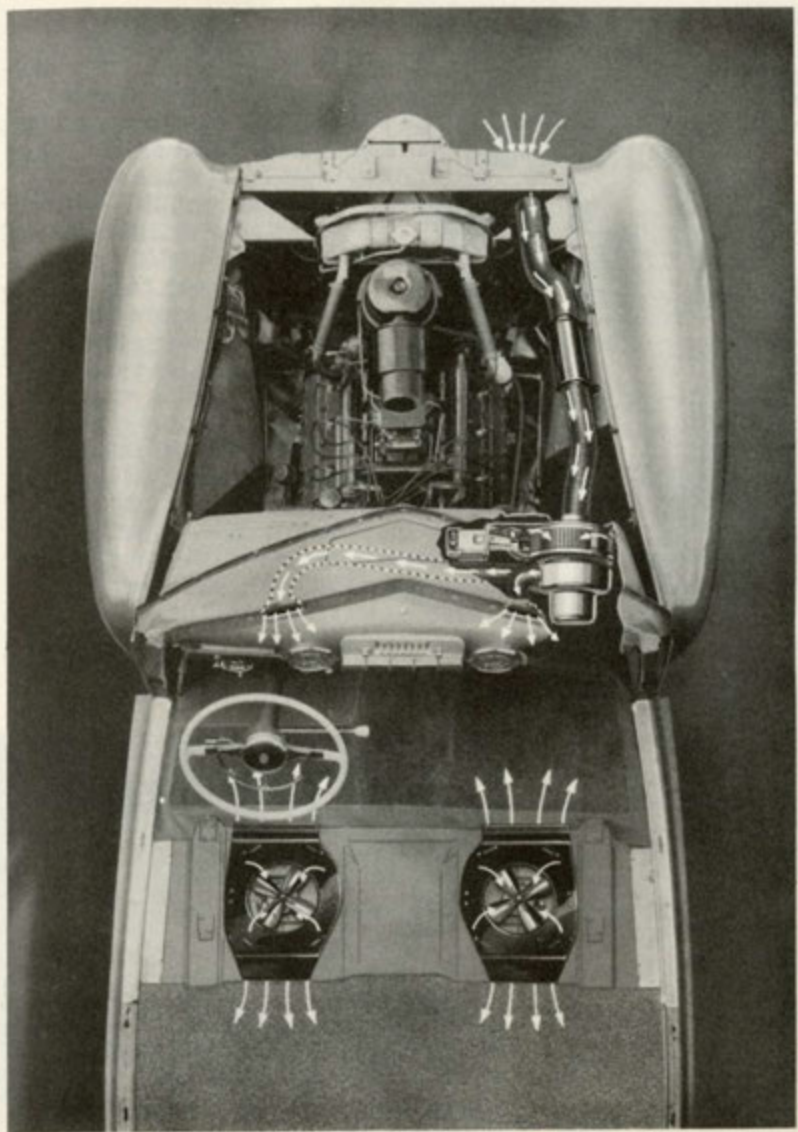
This new system is divided into three basic functions, automatic temperature controlled heating, ventilating and defrosting.

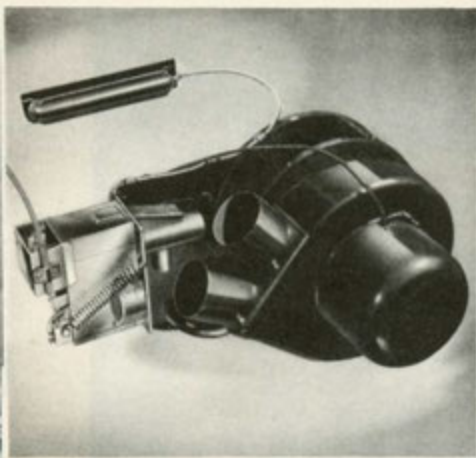
Automatic temperature controlled heating is accomplished by two heaters underneath the front seat, thermostatically controlled both as to water flow and fan speed. The Automatic Heating System is connected into the ignition lock so that when the ignition key is turned on the heater is automatically in operation. Similarly when the ignition is off the heater also is off. When the car is started, and the water in the cooling system is cold, both fans are completely shut off preventing any blast of cold air on the passengers.

After the water in the cooling system is heated both fans are automatically turned on at high speed. They continue at high speed until the temperature reaches the point set on the temperature control, when the fans go to slow speed and water circulation in the heater is restricted.

If the temperature continues to go higher than that set by the control, the water flow is further restricted. If the temperature drops, however, water circulation is increased and the fans are returned to







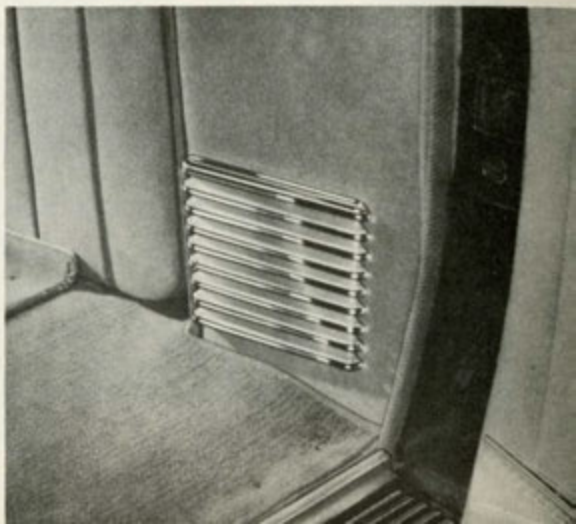
high speed.

The thermal unit is mounted behind the instrument panel in the center of the dash. The setting of this thermostat is controlled by the lower lever on the Automatic Heating System control, as shown in the illustration.

The two heating units mounted underneath the front seat blow heated air in equal proportions forward to the front compartment and rearward to the rear compartment, uniformly heating all parts

of the car. In the Series 67 and 75 division body styles special ducts have been built into the stationary front seat to provide for adequate air distribution in the rear compartment.

Ventilation is provided by taking fresh air into the car from behind the radiator grille through a large flexible tube which incorporates a silencer. This silencer prevents any noise being transmitted into the body. The fresh air enters the defroster unit and is delivered at the windshield level. This new method of taking fresh air provides for a tremendous increase in the volume admitted. The Automatic Heating System is designed to function with the fresh air inlet open under all normal conditions, but a positive shut-off

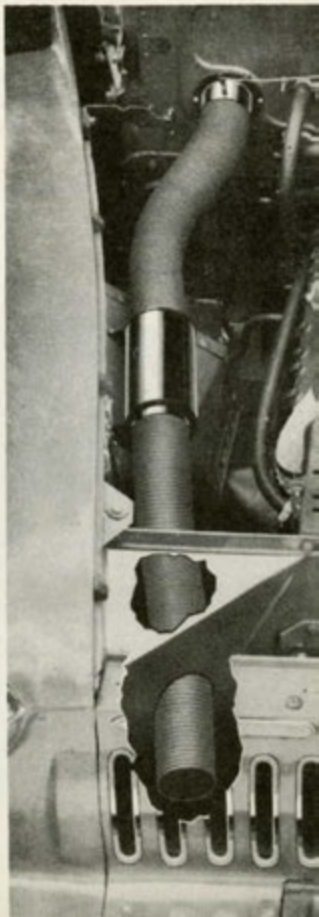


is incorporated in the heating system control unit. The only time when the fresh air should be shut off is when it is necessary to de-ice the windshield.

Defrosting is accomplished by a separate defroster unit mounted on the fire wall with its own heating element. A special two-speed switch incorporated in the control unit provides high and low speed for the defroster. Normally there will be sufficient fresh air to de-mist the windshield as well as de-humidify the air within the car. If more defrosting is required the defroster can be turned on at low speed and the fresh air inlet left open.

The Automatic Heating System control is a single unit mounted to the left of the steering column at the lower edge of the instrument panel as illustrated. It consists of the defroster switch, the fresh air shut-off lever, and the temperature control lever. When the temperature control lever is in the left hand or "off" position the heating system is shut off. A slight movement to the right puts into effect the automatic temperature control feature. The further the lever is moved to the right or fully open position the higher the temperature that will be maintained in the car. The far right position provides a maximum temperature of approximately 90°. The control lever should be left permanently in the position which provides the most comfortable temperature to the driver, although it can be increased or reduced as desired.

The Automatic Heating System is priced at \$59.50 installed complete, on Series 61, 62, 63 and 60S sedans, both regular and convertible body styles, \$62.00 installed on Series 61 and 62 coupes and \$65.00 installed on Series 67 and 75.



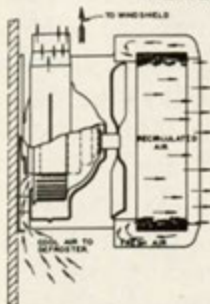
VENTILATING DEFROSTING HEATER

Also available for all 1941 models is the Cadillac Ventilating Defrosting Heater, the outstanding combination heater-defroster introduced by Cadillac two years ago and which is still the most outstanding unit on the market today. Several improvements have been incorporated in the 1941 model of this heater. Although in basic design and appearance it is unchanged, both heating and defrosting capacity has been increased.

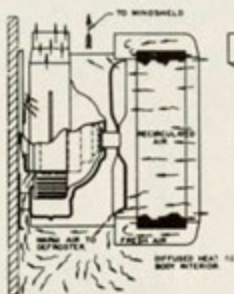
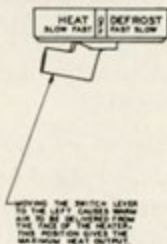
The Cadillac Ventilating Defrosting Heater provides both direct and indirect heat, fresh air ventilation and an unusually large defrosting capacity. The reversible motor makes possible conventional heating—hot air delivered from the front or face of the heater—as well as indirect heat when the motor is reversed and heated air is blown out the top, sides and bottom of the heater. In the indirect setting the heat is diffused



HEATER OPERATION



DIRECT
MAXIMUM HEATING



INDIRECT
MAXIMUM DEFROSTING

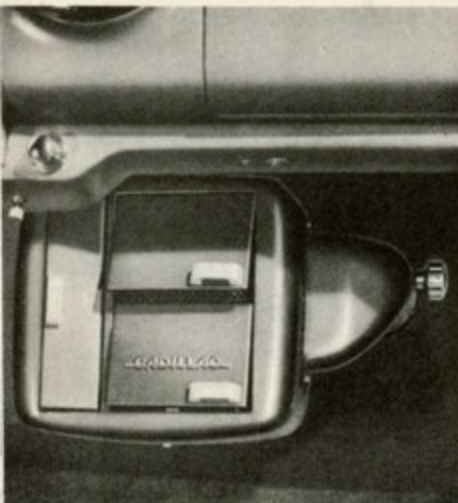


and prevents a blast of hot air being blown on the front seat passengers and allows the entire car to be filled with a pleasant indirect warmth.

Ventilation is provided by fresh air being introduced into the heater core by an inlet in the front of the car identical to the Automatic Heating System. The air inlet damper control is mounted on the inlet pipe to the right of the heater, as indicated in the illustration.

The defroster is an integral part of the heater and operates whenever the heater is on. An increase in the defroster output has been obtained by the use of a new fan and larger hoses and nozzles for greater effectiveness in rapid de-icing and defrosting. Maximum defrosting is obtained when the heater is operated in the indirect setting and this method is used for de-icing.

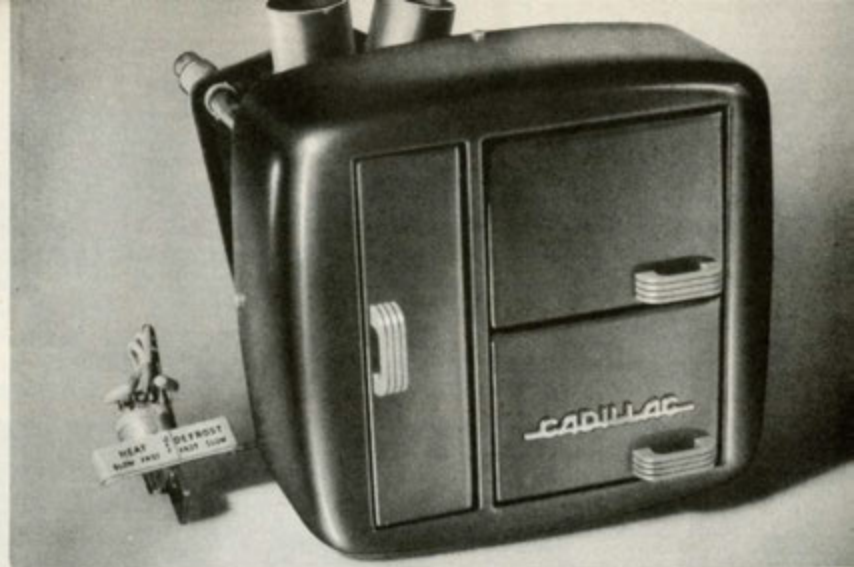
The Ventilating Defrosting Heater switch is located at the left of the instrument panel, readily accessible



to the driver. The switch has six positions: high, medium and low speeds for direct heating, and high, medium and low speeds for indirect heating. The switch is an attractive plastic moulding and is illuminated. It is connected to the ignition switch to prevent its being left on when leaving the car.

Ventilation, or winter air conditioning, made possible by drawing fresh air from outside the car, greatly improves winter driving pleasure. The fresh air mixes with the air within the car and creates a healthful and invigorating atmosphere doing away with the dull, stuffy feeling experienced in cars heated without ventilation. This dehumidifying of the air within the car eliminates the tendency of the windows to mist. Also the constant introduction of additional air creates a pressure within the car body, preventing air from leaking into the body around the doors, sills, and windows, etc., thus eliminating drafts.

The Ventilating Defrosting Heater is available for all 1941, 1940 and 1939 series Cadillac and La Salle models and is priced at \$33.00 installed. On 1940 and 1939 series the fresh air inlet is a scoop mounted on the right hand side of the car. The concealed type fresh air inlet is available only for 1941 models.



DEFROSTING HEATER

For those parts of the country where maximum defrosting and heating capacity is not required, the Defrosting Heater without ventilation is available for 1941 and previous model Cadillac and La Salle cars. This unit is identical in all respects to the Ventilating Defrosting Heater except that it does not have the ventilating attachments and does not permit taking in fresh air. The Defrosting Heater complete with all mounting attachments is priced at \$26.50, tax extra.

ORDERING SPECIFICATIONS

Part No.	Description	Series	Installed Price
3115002	Automatic Heating System.....	41-61, 62, 63, 6019, 6019A Sedans	\$59.50
		41-61, 62 Coupes	62.00
3115005	Automatic Heating System.....	41-67, 75, 6019F.....	65.00
1097318	Ventilating Defrosting Heater.....	All 1941.....	33.00
1437701	Ventilating Defrosting Heater.....	All 1940*.....	33.00
1428483	Ventilating Defrosting Heater.....	All 1939.....	33.00
1441558	Defrosting Heater	All 1941.....	26.50
1437350	Defrosting Heater	All 1940.....	26.50
1434509	Defrosting Heater	All 1939.....	26.50

*Ventilating attachment cannot be installed on Series 40-50 and 62 cars equipped with Fenderwells.

AUXILIARY LIGHTS FOR 1941

Another new exclusive Cadillac engineering development—Fog Lights integrally mounted in the front fenders—is offered on the 1941 Cadillacs. The openings for the Fog Lights are normally covered with decorative grilles which when removed allow the installation of the Fog Lights in these specially prepared wells. Although the improved appearance obtained by this new method of mounting Fog Lights is important, the primary advantages of the improvement are: Solid, permanent attachment and protection from easy damage to which ordinary Fog Lights mounted on the bumper support

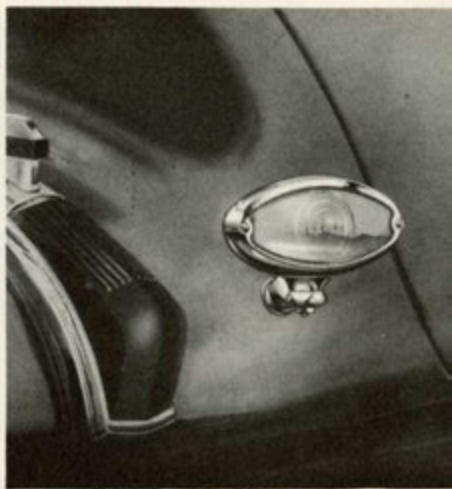


arms are subjected. Easy adjustments for aiming are, of course, incorporated in the Fog Lights and once aimed properly their permanent attachment assures their staying in aim.

The lens and reflector of the new Fog Lights are of the same superior quality used previously and offer maximum visibility under every condition. The rays from their amber prismatic lenses, ideally located for maximum bad weather vision at the lower front edge of the fenders, are not reflected back into the driver's eyes by fog or mist—as ordinary white light rays are. Actually the amber rays prevent this "curtain" of

reflected light and permit the driver to see through the fog the objects illuminated. Under even the most severe rain, fog or snow conditions they will provide 75 to 100 feet of visibility.

The Fog Lights are connected to the headlight system of the car so that when the weather requires, the headlamps may be turned off and the Fog Lights alone used. The tail lights and instrument board lights are turned on when the Fog Lights are on even though the headlamps are off. The Fog Light control is a new type switch mounted on the instrument panel bearing the inscription "F" for Fog Light, as shown in illustration below.



BACK-UP LIGHT

A new auxiliary light, the Cadillac Back-Up Light, has been designed to provide illumination when backing into or out of garages, parking spaces, driveways, etc. It is mounted low on the back of the car and in appearance blends with and matches the tail light and other chrome decorations on the rear of the car. It is controlled by a convenient switch on the instrument panel marked "B" in the illustration above. It is priced at \$7.50 installed, tax extra.

SPOTLIGHT

The Cadillac Spotlight is a powerful concentrated beam of light which can be easily directed to almost every angle or elevation by the driver from his normal position in the car. It is ideal for illuminating road signs, cross roads and curves, as well as house numbers.

The control handle and switch plate are made of moulded tenite. The Spotlight is the same for all series, but a special mounting bracket is required for each body type and model. When ordering, be sure to include the proper brackets.



ORDERING SPECIFICATIONS

Part No.	Description	Series	Price
1442239	Fog Lights	All 1941	\$14.50
1438805	Driving Lights	1940 and previous	32.50
1436322	Fog Lights (Amber Lens)	1940 and previous	14.50
1436323	Fog Lights (Clear Lens)	1940 and previous	14.50
1442595	Back-Up Light	1941, 1940	7.50
1441522	Spotlight (Left)	All Series	18.50
1441521	Spotlight (Right)	All Series	18.50
1441527	Bracket	41-61, 63, 67	brackets
1441533	Bracket	41-62, 75	included
1434072	Bracket	40-50; 39-50, 61	in
1426976	Bracket	41-60S; 40-60S; 39-60S; 38-60S	installed
1437362	Bracket	40-52, 62, 72	price of
1426982	Bracket	40-75, 90; 39-75, 90; 38-65, 75, 90	Spotlight

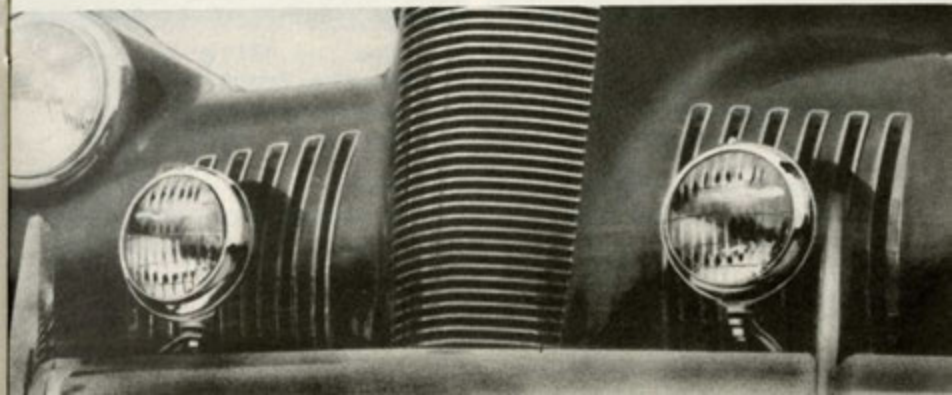


1940 DRIVING LIGHTS

The large powerful 1940 Driving Lights are continued for 1940 and previous models, although they cannot be installed on 1941 Cadillacs. These are the most powerful highway lights ever developed, and when installed become an integral part of the headlight system. They can be used with or without the headlights. When used with the headlights the foot switch for controlling the highway and city beam of the regular headlights also controls the Driving Lights for non-glare passing.

1940 FOG LIGHTS

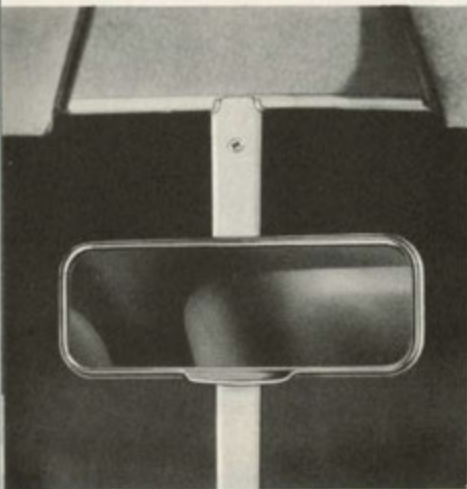
For 1940 and previous model cars this type Fog Light is available. The lenses and reflector are identical with the 1941 lights and provide the same beam. They are mounted on the bumper support arms and are connected with the headlight system the same as the 1941 Fog Lights.



DAY-NITE MIRROR

Part No.	Description	Series	Installed Price
929638.....	Day-Nite Inside Rear View Mirror.....	1941, 1940, 1939.....	\$4.50

For 1941 Cadillac presents the new Day-Nite Rear View Mirror to solve the problem of night glare in the inside rear view mirror. The new Day-Nite Mirror is a wedge-shaped prism with two positions, both being obtained by a touch on the adjusting tab on the lower edge of the mirror. Pressing in on the tab puts the mirror in the "Day" position. In this position light is reflected from the back of the mirror in the usual way and the mirror provides full crystal-clear vision. Pulling forward on the adjusting tab on the lower edge



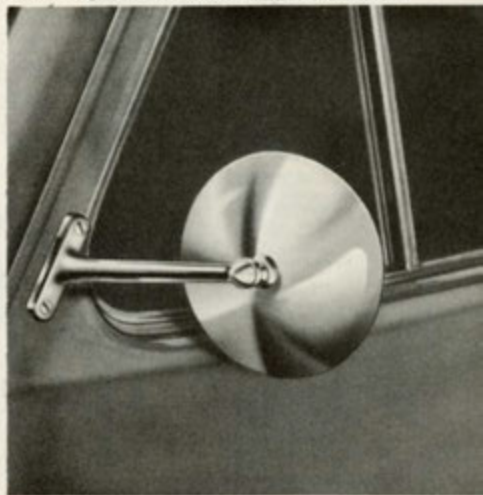
of the mirror snaps the mirror into the "Nite" position, when light is reflected from the front surface of the mirror and assures glareproof rear vision at night. The mirror back is gold-surfaced instead of silver for soft, clear reflection.

The principle of prismatic mirrors is not new, but its adaptation to automobile rear view mirror use is new. Every motorist will immediately recognize this important improvement once he experiences it in his car.

OUTSIDE REAR VIEW MIRROR

Part No.	Description	Series	Installed Price
1425809	Outside Rear View (Left)	All Series	\$4.50
1438747	Outside Rear View (Right)	All Series	4.50

The Cadillac Outside Rear View Mirror eliminates the blind spot on the left hand side of the car and makes both city and country driving infinitely safer and easier. The large 4½-inch diameter fine quality mirror provides excellent vision and affords a clear view of the objects in the blind area. The mirror is the non-glare type backed with lead sulphide. All parts are chrome-plated to match the exterior fittings of the car. A special designed joint between the mirror and the head, and copper-plating on the reflecting surface



of the mirror, assures complete protection against water seepage and condensation.

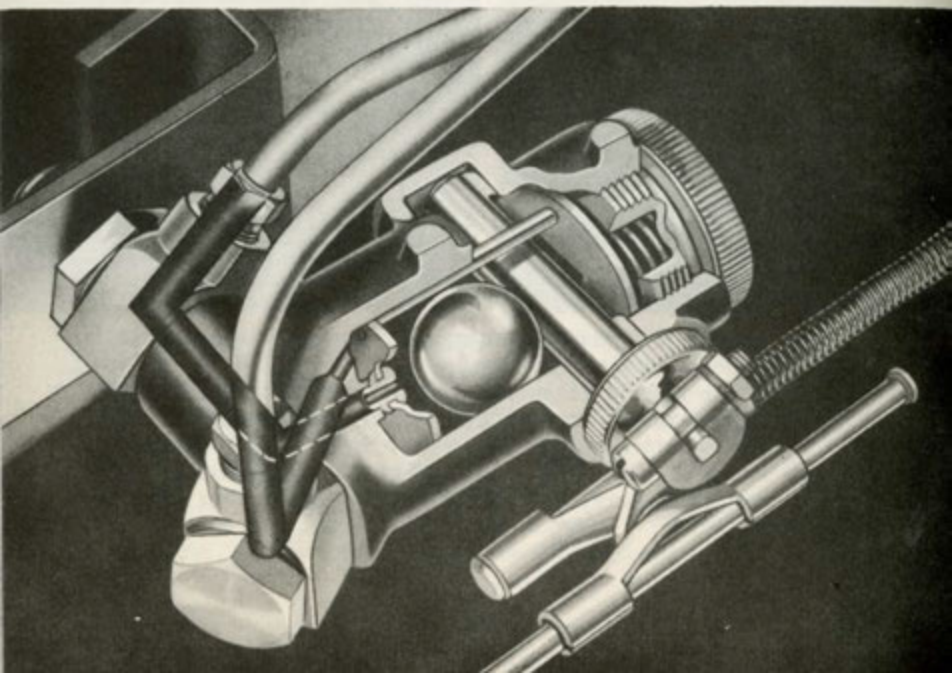
The mirror may be either bolted or clamped to the left door pillar except on the 60S which requires bolting. It is easily adjustable to the driver's left hand but firmly retains its position. It is recommended that for permanent mounting the mirror be bolted on instead of clamped.

NOROL

Part No.	Series	Price
I442356	All 1941	\$11.50
I438270	40-50, 52, 62, *72	11.00
I434435	40-60S; 39-60S; 38-60S	12.50
I434443	40-75, 90; 39-75, 90; 38-65, 75, 90	13.50
I434434	39-50, 61	11.00
I434424	38-50, 61; 37-50, 60	11.00
*Series 72 installed price, \$13.50		

The Cadillac NoRoL makes starting the car after it has been stopped on an upward grade easy. It holds the car on an incline without keeping a foot on the brake pedal or using the emergency brake. The NoRoL is helpful both to experienced and new drivers alike, as it eliminates the awkwardness of trying to operate the brake pedal and accelerator simultaneously.

A new important improvement has been added for the 1941 models, so that the NoRoL is inoperative when the car is in reverse gear. This makes parking and backing out of driveways the same as though the NoRoL was not on the car.

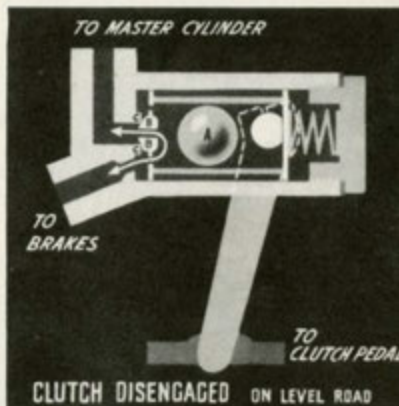
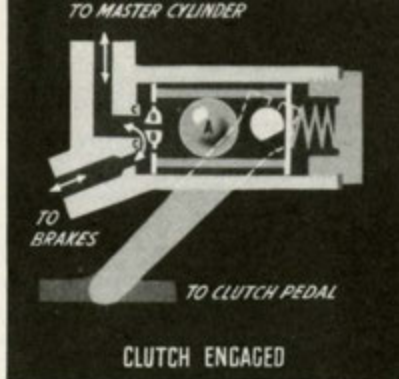


Its operation is shown graphically in the three-position sketch to the right. In the first sketch, showing the clutch engaged, and the car on a level, the valve "B" is held away from its seat "C", permitting free passage of the brake fluid from the brakes to the master cylinder, regardless of the position of ball "A".

The middle sketch shows the car still on a level, but with the clutch disengaged. In this position, valve "B" is pressed against seat "C", and unless the car is on an upward incline, ball "A" is away from valve "B" and the brake fluid still has free passage through valve "B".

The third sketch shows the car on an incline with the clutch disengaged, thus satisfying the two conditions necessary for the NoRoL to function. When the clutch is disengaged and the car is on an upward incline, gravity rolls ball "A" against valve "B" which is pressed against seat "C", thus holding the brake pressure applied by preventing the return of brake fluid to the master cylinder until the clutch is engaged.

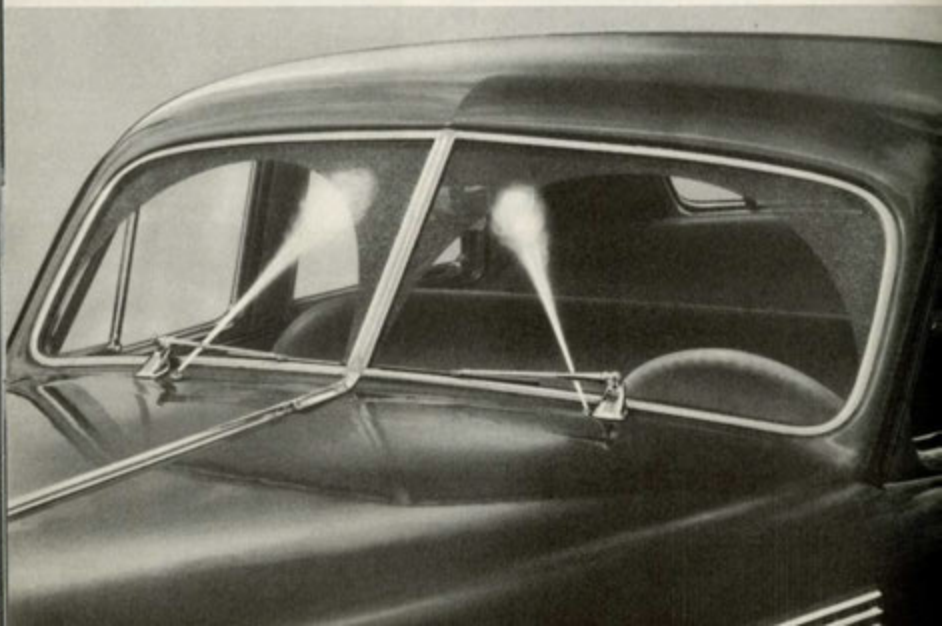
The NoRoL is the same for all 1941 series and bears the same price of \$11.50 installed complete. The NoRoL is included in Cadillac Accessory Group D for 1941.



WINDSHIELD WASHER

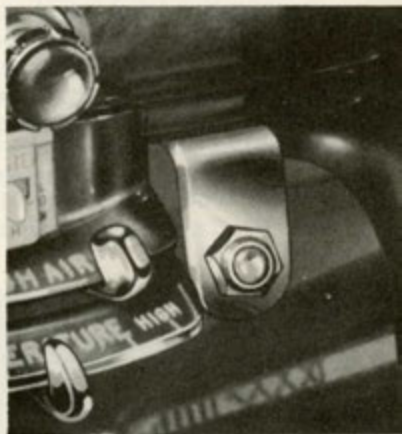
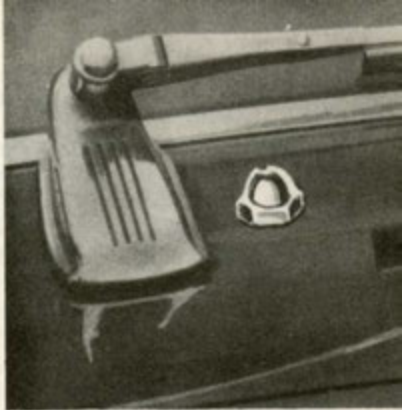
Part No.	Series	Price
1442584	All 1941 Series	\$7.50 installed
1434464	All 1940 and previous Series	7.50 installed
1434480	Winter Solution	.25

The Cadillac Windshield Washer, one of the most important safety accessories ever devised, does away with the danger and inconvenience of a windshield spattered with mud and road spray which the windshield wipers cannot clean off. It is so important, in fact, that it is being adopted as a group accessory on all 1941 Cadillacs except the Series 61 and 62 Standard. Owners everywhere who have had a Windshield Washer on their car insist that they will never again be without one. It will not only keep the windshield free from muddy water, spattered dirt, and mud, but will even help remove snow and sleet, without stopping the car or moving from the seat behind the wheel. In the winter time when an anti-freeze is used it will prevent ice and sleet from freezing on the windshield.



The Windshield Washer is very simple and very reliable in its operation. Pressing a control button mounted just to the left of the steering column on the lower edge of the instrument panel sprays the windshield with clean water or anti-freeze solution from tiny nozzles in the cowl. Operating the wipers then cleans the windshield without stopping the car. The two-quart reservoir is mounted on the engine side of the dash and is equipped with a vacuum pump. When the button on the instrument panel is depressed a generous supply of solution is drawn out of the reservoir into the hoses leading into the nozzles. When the button is released, the liquid is sprayed out of the nozzles on the cowl close to the windshield wiper brackets in a wide spray onto the windshield. The amount of liquid sprayed on the windshield is determined by the length of time the button is held depressed. Plain water is used except during cold weather when a special windshield washer anti-freeze solution should be used in the water to prevent freezing. Only the winter solution furnished by the factory should be used, to prevent damage to the paint.

The windshield washer can be installed on all cars and every owner is a prospective buyer.



SEAT COVERS

Seat covers are one of the most important and largest selling Cadillac accessories. Cadillac Seat Covers have always been popular, because they have so many utility values. They shield the passenger from hot seat cushions which adds a great deal to the pleasure of driving in hot weather. They protect seat cushions from the dirt and grime that gets into the car both winter and summer and they make it easy to slide in and out of the car. Besides protecting upholstery from dirt and spotting they also minimize upholstery wear and keep soiled upholstery from dirtying light summer clothes.

Cadillac Seat Covers are fabricated of a durable woven rice paper fabric that is heat and wear resistant. They are custom tailored exactly to Cadillac measurements and retain their fit and smart appearance indefinitely.

They are available in two pleasing shades, gray and brown, to harmonize with all types of Cadillac interiors. Important features of construction are double



stitching at all seams for extra strength and a leatherette piping at all seams.

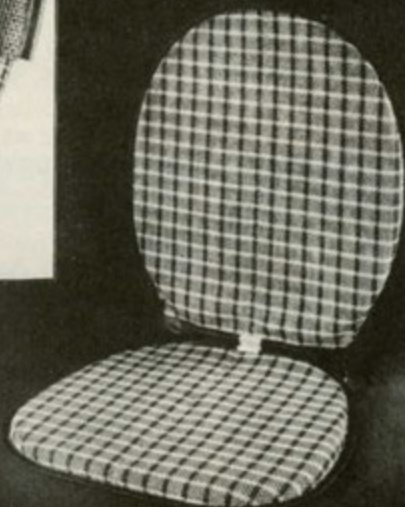
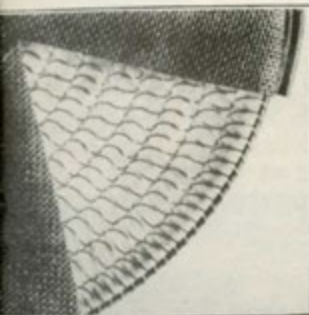
They are available for all closed model 1941, 1940, 1939 and other previous model Cadillacs and La Salles, both Coupes and Sedans. They sell for \$8.75 per seat installed, tax extra, and detailed ordering specifications are included in the Master Accessory Price List.

COOL CUSHION

Part No.	Description	List Price
1429745.....	All Series	\$2.95

The Cool Cushion is an individual seat pad which permits air circulation between the passenger and the seat cushion which really cools during hot weather.

It is constructed of large, yet soft and resilient, coil springs which are enclosed in a loosely woven rice paper cover which permits easy entrance and exit of air. Each movement of the passenger in the car circulates air around the inside of the cushion. The springs compress under the weight of the passenger to make the cushion form fitting for every person without shutting off the cooling circulation of air.



MOTOR ROBES

Part No.	Description	List Price
1435742.....	Brown Double Alpaca Robe.....	\$30.00
1435743.....	Gray Double Alpaca Robe.....	30.00
1435744.....	Brown Alpaca and Plush Robe.....	30.00
1435745.....	Gray Alpaca and Plush Robe.....	30.00
1435746.....	Fleetwood Robe	50.00
	Monogram to match Fleetwood Robe.....	5.50

Cadillac has available three motor robes. All three robes are of the finest quality and are equally soft and durable, as well as warm and wind-proof, but they are made of different materials designed to meet different requirements and preferences.

The Double Alpaca Motor Robe is made of fine imported Alpaca pile. For an all purpose robe, the Double Alpaca cannot be surpassed as it is equally at home on the way to a formal party or at a football or hockey game. The Double Alpaca Robe is available in either gray or brown shades, one side light and the other dark.

The Alpaca and Crushed Silk Plush Motor Robe has the familiar high-quality Alpaca on one side and crushed silk plush on the other. This large robe measures 52" by 70"—the same as the Double Alpaca—and is exceptionally beautiful. Reversible as the owner may desire, this robe is also available in either brown or gray.



The Cadillac Fleetwood Robe is the last word in a luxurious motor robe. It is especially suited to Limousine and Imperial body styles as it is custom made of the same material as the car upholstery and lined with either Alpaca or crushed plush as desired. Measuring 52" by 70" also, it is generous in size to cover three persons.

Monograms are available for Fleetwood Robes in any of the four styles illustrated at \$5.50 list extra. When ordering, be sure to specify the style number of the monogram and the order in which the initials are to appear on the robe.

In monogram style Nos. 78, 79, 81, the initial of the last name is always in the center. If a man's name was Albert H. Jones, his monogram would be AJH. When ordering, the initials must be shown in the order in which they should appear in the monogram.

All Fleetwood Robes are custom tailored to order. It is important that the upholstery material be specified exactly when ordering. Fleetwood robes can be shipped within five days of receipt of order at Factory Accessory Dept.



71



78



79



81

AUTOMATIC BATTERY FILLER

Part No.

1438450..... All 1940 and previous Series.....

Price

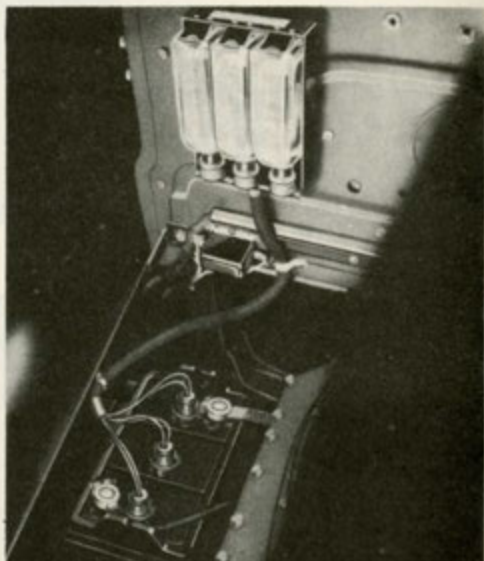
\$7.50 installed

The Cadillac Automatic Battery Filler maintains the correct water level in the battery at all times, eliminating frequent checking. It lengthens battery life, and reduces the number of rechargings required. It can now be installed on all series Cadillac and La Salle cars except 1941 models.

The Automatic Battery Filler consists of three small reservoirs filled with distilled water and mounted in a rattle-proof case on the engine side of the dash. Hoses connect each reservoir with the filler opening in each of the three battery cells. When the solution in any one cell becomes low, valves in the special filler cap automatically supply just the right amount of solution.

Two precautions should be observed when installing the Battery Filler. The special battery plugs should be inserted in the battery until they almost touch the top of the plates. Also when a Battery Filler is installed in cold weather, a smaller amount of battery acid should be put in the reservoirs to prevent freezing before the water has circulated through the battery.

Due to changed battery location and battery cap design for 1941 it is impractical to install the Automatic Battery Filler on the current series cars, although it can be installed and is available for all previous models.



SCUFF PADS

Part No.		Series	Per Pair Installed
1438356	Gray	All 40 Series	\$4.50
1438357	Brown	All 40 Series	4.50

Cadillac Scuff Pads protect the upholstery on the lower door sill from scuff and kick marks. For the 1940 Cadillac and La Salle, Scuff Pads are made of strong composition board covered with either gray or brown carpet, identical to the floor carpets. The carpet is stitched to the board and neatly bound with leatherette piping.

Scuff Pads of composition board without the carpet covering are available for past model cars at \$1.50 per pair.



BLUE CORAL

Part No.	Description	List Price
1406636	Blue Coral	\$2.50
1418458	Blue Coral Sealer (Jar).....	1.00
1418459	Blue Coral Sealer (Half-Pound Can).....	2.25

Cadillac Blue Coral is one of the finest restoratives and preservatives on the market. More than just an ordinary cleaner or polish, it removes dirt, tar and traffic film, then burnishes the finish to bring out its natural luster. Because it is free from harsh abrasives and paint solvents, Blue Coral takes a little longer to apply, but does not remove any appreciable amount of the finish. Blue Coral does not actually add a finish to the car, it does however restore and bring out all of the sheen and luster of the original finish left in the lacquer. It may be used with equally good results on all types of automobile finishes.

Blue Coral Sealer is used to seal the finish after it has been restored with Blue Coral. The sealer is a special preparation which seals the pores of the car finish effectively against the weathering elements.

A Cadillac Blue Coral treatment burnishes the surface to a hard, glass-like finish that will retain its brightness for months, and not soften under weathering to form an easy surface for dirt to adhere to as ordinary waxes and polishes do.



INHIBITOR

Part No.	Description	Price
1435737	Inhibitor	\$.75

Cadillac Cooling System Inhibitor is so valuable in preventing the harmful effects of minerals in water, that Cadillac now puts it in the radiator of every car that leaves the Cadillac factory. Developed by Cadillac engineers, it is markedly superior to previous inhibitors. It is in liquid form, and may be poured directly into the cooling solution. Every car should be protected at all times from rust and scale by Cadillac Cooling System Inhibitor. One bottle is sufficient between seasonal drainings, but new Inhibitor should be added every time the radiator is drained.



CLEANER

Part No.	Description	Price
1435736	Cleaner	\$1.25

Cadillac Cooling System Cleaner, which cleans rust, sludge and scale from the cooling systems of all cars, is a new type of cleaner. The major chemical cleaning agent in the compound is oxalic acid, which is unequalled in its attack on rust and scale. It will satisfactorily cleanse even plugged radiators without having to reverse flush the radiator with water and air, in the majority of instances. Although composed of strong chemicals, it will not harm the cooling system metals or materials.



CHEMICALS

Part No.	Description	List Price
885707.....	Cadillac Body Polish (Pt.).....	\$.60
885708.....	Cadillac Body Polish (Gal.).....	3.00
885709.....	Cadillac Chromium and Headlamp Reflector Cleaner.....	.60
891620.....	Cadillac Fabric Cleaner (Pt.).....	.60
885706.....	Cadillac Fabric Cleaner (Gal.).....	3.00
1434102.....	Cadillac White Sidewall Tire Cleaner (Pt.).....	.60
1434158.....	Cadillac White Sidewall Tire Cleaner (Gal.).....	3.00
1416743.....	Cadillac Glass Cleaner (10 oz. can).....	.45

Cadillac Body Polish and Cleaner cleans and polishes in one operation. It can be used with equal ease by owners and service stations, as it is easy to apply and does an excellent job in a short space of time. The polish contains no harsh abrasives or injurious chemicals.

Cadillac Chromium Cleaner is an excellent cleaner for cleaning and polishing chromium, nickel, and silver-plated parts -- especially headlight reflectors. The cleaner will not scratch the fine surface of a headlight reflector, yet it will remove all tarnish and discoloration.



Cadillac Fabric Cleaner will clean all types of spots and smudges from upholstery and also lacquered surfaces. It is excellent to remove road tar and oil, and it may also be used in the home to remove spots from furniture or rugs. It is easy and safe to use as it is quick acting and noninflammable.



Cadillac Glass Cleaner makes cleaning glass surfaces as easy as dusting a highly polished piece of furniture. Especially designed to remove all dirt, grime or bug spatter, the Glass Cleaner does not require hard rubbing and leaves no streaks. Cadillac Glass Cleaner is contained in a sturdy 10-ounce can with a built-in pump spray.



Cadillac White Sidewall Tire Cleaner will remove tar, grease, and "traffic film" that collects on the side of tires, and brings out the clear white color. It is particularly valuable for service station use in preparing new cars for delivery, and in cleaning up used cars for sale, as well as being easy to use by any owner at home.





LOCAL DELIVERED PRICES—1941 CADILLACS

BODY STYLE		CASH DELIVERED PRICE	OPTIONAL EQUIPMENT				TOTAL CASH DELIVERED PRICE*
SERIES "61"—126" W.B.—150 H.P.—215' OVER-ALL LENGTH—TIRES 4-PLY 7.00-15							
6127	5 Passenger Coupe						
6109	5 Touring Sedan						
6127-D	5 De Luxe Coupe						
6109-D	5 De Luxe Touring Sedan						
SERIES "62"—126" W.B.—150 H.P.—216' OVER-ALL LENGTH—TIRES 4-PLY 7.00-15							
6227	2-4 Passenger Coupe						
6219	5 Touring Sedan						
6267-D	2-4 De Luxe Conv. Coupe						
6229-D	5 De Luxe Conv. Sedan						
6227-D	2-4 De Luxe Coupe						
6219-D	5 De Luxe Touring Sedan						
SERIES "63"—126" W.B.—150 H.P.—215' OVER-ALL LENGTH—TIRES 4-PLY 7.00-15							
6319	5 Touring Sedan						
FLEETWOOD "60" SPECIAL—126" W.B.—150 H.P.—216' OVER-ALL LENGTH—TIRES 4-PLY 7.00-15							
6019	5 Touring Sedan						
6019-F	5 Touring Sedan—Division						
SERIES "67"—139" W.B.—150 H.P.—228" OVER-ALL LENGTH—TIRES 6-PLY 7.50-16							
6719	5 Touring Sedan						
6719-F	5 Touring Sedan—Division						
6723	7 Touring Sedan						
6733	7 Touring Imperial						
FLEETWOOD "75"—136" W.B.—150 H.P.—226' OVER-ALL LENGTH—TIRES 6-PLY 7.50-16							
7519	5 Touring Sedan						
7519-F	5 Touring Sedan—Division						
7523	7 Touring Sedan						
7533	7 Touring Imperial						
7559	5 Formal Sedan						
7533-F	7 Formal Sedan						
7523-L	9 Business Sedan						
7533-L	9 Business Imperial						

ABOVE PRICES SUBJECT TO CHANGE WITHOUT NOTICE

*INCLUDING OPTIONAL EQUIPMENT—STATE AND LOCAL TAXES EXTRA

ABOVE PRICES SUBJECT TO CHANGE WITHOUT NOTICE

OPTIONAL EQUIPMENT AND ACCESSORIES

	INSTALLED PRICE
Group A—Special Steering Wheel, License Frames, Trim Rings (5); Style No. 6127, 6109, 6227, 6219	\$25.50
Group B—Special Steering Wheel, License Frames, Wheel Discs (4); Style No. 6127, 6109, 6227, 6219	34.00
Group C—Wheel Discs, License Frames, Windshield Washer All Series except Style No. 6127, 6109, 6227, 6219	26.50
Group D—Wheel Discs, License Frames, Windshield Washer, NoRoI; All Series except Style No. 6127, 6109, 6227, 6219	38.00
Sixth Wheel Tire and Tube Mounted in Trunk—Series 61, 62, 63, 60S (All Styles except Coupes)	\$32.50
Sixth Wheel Tire and Tube Mounted in Trunk—Series 67, 75	45.00
White-Black Reversible Sidewall Tires per Tire—Series 61, 62, 63, 60S	3.50
White-Black Reversible Sidewall Tires per Tire—Series 67, 75	5.00
Sunshine Turret Top—Style No. 6019 only	85.00
Radio and Vacuum Aerial	69.50
Rear Compartment Radio and Vacuum Aerial	125.00
Automatic Heating System—Series 61, 62, 63 Sedans and Style No. 6019	59.50
Automatic Heating System—Series 61 and 62 Coupes	62.00
Automatic Heating System—Series 67, 75 and Style No. 6019-F	65.00
Ventilating Defrosting Heater	33.00
Defrosting Heater	26.50
Special Steering Wheel	15.00
Trim Rings—Each	1.50
Wheel Discs—Each	4.00
Wheel Shields—Pair, Style No. 6127, 6109, 6227, 6219	17.50
License Frames—Pair	3.00
NoRoI, all Series	11.50
Windshield Washer	7.50
Fog Lights—Pair	14.50
Spotlight Left or Right	18.50
Back-Up Light	7.50
Day-Nite Rear View Mirror	4.50
Outside Rear View Mirror Left or Right	4.50
Seat Covers—Per Seat	8.75
Fleetwood Robes	50.00
Fleetwood Robe Monograms	5.50

ABOVE PRICES SUBJECT TO CHANGE WITHOUT NOTICE
ANY STATE OR LOCAL TAXES SHOULD BE ADDED TO ABOVE PRICES

PRINTED IN U. S. A. 12-40



**CADILLAC
MOTOR
CARS**

**1941 SERIES
PRICES AND
EQUIPMENT**

BODY

Detailed service information on body repairs is not included in this manual because this information is issued by the Fisher Body Service Division through the medium of body service manuals and bulletins, all of which are available to all Authorized Cadillac Distributors and Dealers.

This information also applies in a general way to the special bodies which are mounted on the 41-62 and 41-75 commercial chassis. More specific service information on these special bodies is available direct from the body manufacturer.

BODY STYLES

Cadillac 41-61, 126" Wheelbase, Fisher Bodies

- 41-6127.....5 Coupe
Smooth back, quarter windows, full width rear seat, luggage and spare tire under deck.
- 41-6127D.....5 Coupe-DeLuxe
Same as 41-6127, with rear wheel shields, special steering wheel, deluxe interior trim.
- 41-6109.....5 Touring Sedan
Smooth back, quarter windows, luggage and spare tire under deck.
- 41-6109D.....5 Touring Sedan-DeLuxe
Same as 41-6109, with rear wheel shields, special steering wheel, deluxe interior trim.

Cadillac 41-62, 126" Wheelbase, Fisher Bodies

- 41-6227.....2-4 Coupe
Quarter windows, full width rear seat, luggage and spare tire under deck.
- 41-6227D.....2-4 Coupe-DeLuxe
Same as 41-6227, with rear wheel shields, special steering wheel, deluxe interior trim.
- 41-6219.....5 Touring Sedan
Trunk back, closed rear quarter, luggage and spare tire in trunk.
- 41-6219D.....5 Touring Sedan-DeLuxe
Same as 41-6219, with rear wheel shields, special steering wheel, deluxe interior trim.
- 41-6267D.....2-4 Conv. Coupe, DeLuxe
Fabric top, closed rear quarter, full width rear seat, luggage and spare tire under deck.
- 41-6229D.....5 Conv. Sedan, DeLuxe
Fabric top, closed rear quarter, luggage and spare tire in trunk.

Cadillac 41-63, 126" Wheelbase, Fisher Bodies

- 41-6319.....5 Touring Sedan
Trunk back, rear quarter windows, luggage and spare tire in trunk.

Cadillac 41-60S, 126" Wheelbase, Fleetwood Bodies

- 41-6019S.....5 Touring Sedan
Trunk back, closed rear quarter, chrome window frames, luggage and spare tire in trunk.

Cadillac 41-60S (cont'd)

- 41-6019SA.....5 Touring Sedan
Same as 6019-S, with sunshine turret top.
- 41-6019SF.....5 Formal Sedan
Same as 6019-S, with glass division.

Cadillac 41-67, 139" Wheelbase, Fisher Bodies

- 41-6719.....5 Touring Sedan
Trunk back, quarter windows, luggage and spare tire in trunk.
- 41-6719F.....5 Touring Sedan, Division
Same as 6719, with glass division.
- 41-6723.....7 Touring Sedan
Same as 6719, with two auxiliary seats.
- 41-6733.....7 Touring Imperial Sedan
Same as 6719 with Imperial division, two auxiliary seats.

Cadillac 41-75, 136" Wheelbase, Fleetwood Bodies

- 41-7519.....5 Touring Sedan
Trunk back, quarter windows, luggage and spare tire in trunk.
- 41-7519F.....5 Touring Sedan, Division
Same as 7519, with glass division.
- 41-7523.....7 Touring Sedan
Same as 7519, with two auxiliary seats.
- 41-7533.....7 Touring Imperial
Same as 7519, with Imperial division, two auxiliary seats.
- 41-7559.....5 Formal Sedan
Same as 7519, with glass division, two opera seats, leather roof, closed rear quarter.
- 41-7533F.....7 Formal Sedan
Same as 7519, with Imperial division, two auxiliary seats, closed rear quarter, leather roof.

Cadillac 41-75, 136" Wheelbase, Business Cars

- 41-7523L.....7 Business Touring Sedan
Livery trim, wide exposed auxiliary seats.
- 41-7533L.....7 Business Touring Imperial
Livery trim, wide exposed auxiliary seats, Imperial division.



1941

ELECTRICAL SPECIFICATIONS

Subject and Remarks	41-61, 62, 63, 60S	41-67 41-75	41-62 Comml. 41-75 Comml.
BATTERY			
Capacity, ampere hours.....	115	115	125
Charging rate on bench—			
Start, in amperes.....	10	10	10
Finish, in amperes.....	8	8	8
Delco-Remy type number.....	17K3W	17K3W	19Q1W
Plates, number of.....	17	17	19
Terminal grounded.....	Positive	Positive	Positive
GENERATOR			
Armature—			
Commutator out of round, not over.....	.002"	.002"	.002"
End-play in bearing, not over.....	.005"	.005"	.005"
Charging rate, maximum hot.....	32	32	32
at RPM.....	2450	2450	2450
at MPH.....	27	25	25
Delco-Remy type number.....	1102661	1102661	1102661
Ratio of armature RPM to engine RPM.....	1.96	1.96	1.96
Starts charging at armature RPM.....	800	800	800
GENERATOR REGULATOR			
Current regulator—			
Air gap (between armature and center of core).....	.080"	.080"	.080"
Current setting, in amperes—at 150°F.....	32-34	32-34	32-34
Cut-out relay—			
Air gap.....	.020"	.020"	.020"
Contact point opening.....	.020"	.020"	.020"
Contacts close at volts.....	6.2-6.7	6.2-6.7	6.2-6.7
Voltage regulator—			
Air gap.....	.070"	.070"	.070"
Voltage setting—closed circuit in volts—at 150°F.....	7.2-7.4	7.2-7.4	7.2-7.4
Type number of regulator.....	1118202	1118202	1118202
HORNS			
Air gap between armature and field core—			
Low note.....	.045-.050"	.045-.050"	.045-.050"
High note (must be within .003" of parallel).....	.036-.040"	.036-.040"	.036-.040"
Current consumption, in amperes at 6 volts			
Low Note.....	18-20	18-20	18-20
High Note.....	19-21	19-21	19-21
Horn relay air gap.....	.015"	.015"	.015"
Horn relay point opening.....	.025"	.025"	.025"
Type number.....	1999537, 8	1999537, 8	1999537, 8
STARTING MOTOR			
Armature			
Commutator out-of-round, not over.....	.005"	.005"	.005"
End-play, not over.....	.050"	.050"	.050"
Lock amperage.....	600	600	600
Lock torque, in foot pounds.....	16	16	16
Lock voltage.....	3.0	3.0	3.0
Gear ratio.....	17 to 1	17 to 1	17 to 1
RELAY—			
Air gap between armature and core.....	.012"	.012"	.012"
Contact gap (point opening).....	.035"	.035"	.035"

1941

ENGINE

ENGINE SPECIFICATIONS

Subject and Remarks	41-61, 62, 63, 60S, 67, 75	Subject and Remarks	41-61, 62, 63, 60S, 67, 75
Bore..... $3\frac{1}{2}"$ Stroke..... $4\frac{1}{2}"$ Compression ratio..... 7.25-1 Compression pressure (lb. per sq. in.) At 1000 R.P.M..... 182 Horsepower— Rated (taxable)..... 39.20 Developed at 3400 R.P.M..... 150 Piston displacement in cu. in..... 346 Points of suspension, number..... 3		OIL PRESSURE REGULATOR (Cont'd) Normal pressure at 30 M.P.H. (min.)..... 25 lbs. Idle (Average)..... 15 lbs. Spring— Free length (approx.)..... $2\frac{1}{4}"$ Pressure at $1\frac{1}{2}"$ $5\frac{3}{4}$ - $6\frac{1}{4}$ lbs. Valve opens at..... 30 lbs.	
CAMSHAFT Bearing clearance— New limits..... .0015-.0033" Worn limits, not over..... .0045" Bearing out of round, not over..... .002" Number of bearings..... 3		PISTONS AND CYLINDERS Cylinder bore out of round, not over..... .0005" Taper, not over..... .0003" Piston Clearance (See Note) Bottom of skirt..... .0020-.0025" Cylinder bore, standard..... 3.5000-3.5020 Piston skirt diameter—standard..... 3.4979-3.4999 Piston skirt diameter—oversize— .003" oversize..... 3.5014-3.5029" .005" oversize..... 3.5034-3.5049" .010" oversize..... 3.5084-3.5099" .015" oversize..... 3.5135-3.5149" .030" oversize..... 3.5284-3.5299"	
CHAINS Camshaft chain— Adjustment..... None Number of links..... 62 Type No..... 3766TWC-19 Width..... $1\frac{1}{4}"$		PISTON PINS Clearance between pin and bushing— New limits..... .0002-.0008" Worn limits, not over..... .0018" Clearance between pin and piston— New limits..... .0001-.0003" Worn limits, not over..... .0006"	
CONNECTING RODS Clearance between bearing and shaft— New limits..... .0015-.0025" Worn limits, not over..... .0045" End-play on lower bearings..... .008-.014"		PISTON RINGS Clearance between rings and sides of grooves in piston— Top compression ring..... .0023-.0041" Bottom compression ring..... .0013-.0026" Oil rings..... .0013-.0026" Gap between ends— Compression rings..... .007-.012" Oil rings..... .007-.015" Number of compression rings..... 2 Number of oil rings..... 2 Width of compression rings Top ring..... $\frac{3}{8}"$ Bottom ring..... $\frac{1}{8}"$ Width of oil rings..... $\frac{1}{2}"$	
CRANKSHAFT AND MAIN BEARING Crankpin diameter..... 2.4590-2.4595" Crankpin out-of-round, not over..... .00025" Clearance, main bearings— New limits..... .0015-.0025" Worn limits, not over..... .005" Main bearing journals, out-of-round, not over..... .00025" End-play in crankshaft— New limits..... .001-.005" Worn limits..... .010"		VALVES, EXHAUST Clearance between stem and guide New limits..... .0022-.0042" Worn limits, not over..... .005" Clearance between stem and camslide..... .030-.070" (With hydraulic unit compressed) Clearance between lifter bracket and cam- slide— New limits..... .0010-.0024" Worn limits, not over..... .0035"	
OIL PUMP Backlash between drive gears, not over... .008-.012" Clearance between pump body and drive- shaft— New limits..... .0010-.0025" Worn limits, not over..... .005" Clearance between pump body and gears— New limits..... .002-.004" Worn limits, not over..... .006" End-play in pump gears— New limits..... .001-.004" Worn limits, not over..... .006"			
OIL PRESSURE REGULATOR Clearance between valve plunger and hous- ing— New limits..... .0020-.0035" Worn limits, not over..... .005"			

ENGINE

ENGINE SPECIFICATIONS (Cont'd)

Subject and Remarks	41-61, 62, 63, 60S, 67, 75
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VALVES, EXHAUST (Cont'd)

Distance between valve stem and heel of camshaft.....	3.000"
Head diameter, overall.....	1.626-1.636"
Stem, length overall.....	5 $\frac{1}{4}$ "
Stem, diameter.....	.3405-.3415"
Lift.....	.345"
Seat angle.....	45°
Seat width (minimum).....	.075"
Seat eccentricity, not over (total indicator reading).....	.0015"

VALVES, INLET

Clearance between stem and guide—	
New limits.....	.0012-.0032"
Worn limits, not over.....	.005"
Clearance between stem and camslide.....	.030-.070"
(with hydraulic unit compressed)	
Clearance between lifter bracket and camslide—	
New limits.....	.0010-.0024"
Worn limits, not over.....	.0035"
Distance between valve stem and heel of camshaft.....	3.000"
Head diameter, overall.....	1.876-1.886"
Stem, length overall.....	5 $\frac{1}{4}$ "
Stem, diameter.....	.3415-.3425"
Lift.....	.335"
Seat angle.....	45°
Seat width (minimum).....	.075"
Seat eccentricity not over (total indicator reading).....	.0015"

VALVE SPRINGS

Free length.....	2.210"
Pressure in pounds—	
Compressed to 1 $\frac{1}{2}$ " (valve closed).....	66
Compressed to 1 $\frac{1}{4}$ " (valve open).....	145

VALVE TIMING

Intake opens.....	T.D.C.
Intake closes.....	42° A.B.C.
Exhaust opens.....	52° B.B.C.
Exhaust closes.....	10° A.T.C.

FAN

Belt—	
Length—pitch circumference.....	34 $\frac{1}{2}$ "
Width.....	1 $\frac{1}{4}$ "

Subject and Remarks	41-61, 62, 63, 60S, 67, 75
---------------------	-------------------------------

FAN (Cont'd)

Type.....	34° Vee
Distance from fan hub to end of fan shaft.....	4 $\frac{1}{4}$ "

RADIATOR

Hoses—cylinder block to radiator (top)—	
Diameter, inside.....	1 $\frac{1}{4}$ "
Length.....	9 $\frac{1}{2}$ "
Hose—radiator to water pump—	
Diameter, inside.....	2"
Length.....	Moulded

WATER PUMP

Clearance between impeller and pump body.....	.050-.092"
Clearance between pump shaft and bushings—	
New limits.....	.0010-.0025"
Worn limit, not over.....	.0035"
Packing spring—	
Free length.....	1 $\frac{1}{4}$ "
Pressure in pounds compressed to $\frac{1}{2}$ "... 2 $\frac{1}{2}$ -3	
Springs must show no set when compressed with coils touching.	

IGNITION

Coil, Delco-Remy type number.....	1115128
Distributor, Delco-Remy type number.....	1110806
Contact point gap.....	.0125-.0175"
Tension of contact arm spring in ounces....	19-23
Timing mark (IGA) ahead of center.....	5°
Spark plugs—	
AC type number.....	104
Gap.....	.025-.030"
Thread.....	10 mm.

Ignition switch—

Delco-Remy part number (61,63,60S,67).....	1116298
Delco-Remy part number (62,75).....	1116299
Firing order.....	1, 8, 7, 3, 6, 5, 4, 2

CARBURETION

Stromberg

Model.....	AAV-26
Size.....	1 $\frac{1}{4}$ "
Float level setting.....	$\frac{5}{8}$ "
(Fuel level below top surface of bowl)	

Carter

Model.....	380015
Size.....	1 $\frac{1}{4}$ "

Fuel pump—

Delivery per stroke.....	22-25 c.c.
Operating pressure.....	3 $\frac{1}{2}$ -5 lb.

TRANSMISSION

18. After placing new cork seal on outer end of shaft, tap it into place and align lock hole at rear end of shaft with hole in case.

19. Install gasket and cover, making sure that the two long locking screws that hold the reverse idler gear shaft and countershaft in place are installed in the proper holes.

20. Install extension housing gasket and slip extension housing on over back end of mainshaft.

21. Install cap screws holding extension to transmission case and tighten securely.

22. Install oil seal in place in rear of extension housing, using Tool No. J-1354.

23. Install front universal joint assembly.

24. Install speedometer driven gear and speedometer driven gear adapter housing in place, revolving it slightly to make sure it meshes properly with gear on rear main shaft.

25. Refill transmission with 2½ pints of SAE 90 lubricant.

12. Replacement of Oil Seal

See Note 4, page 16, for precautions regarding

removal and installation of oil seal at transmission extension.

13. Transmission Extension and Speedometer Pinion

Two types of transmission extension housings are used on 41-Series cars. The first type, which was used on approximately 3500 cars, permits the use of only the speedometer pinion for the standard rear axle gear ratio. The second type housing is designed to permit the use of the speedometer drive pinions required for the optional, as well as the standard axle ratios.

Only the second type housing is supplied for service. The second type housing can be identified by referring to the inspection letter "R" which is stamped on the transmission case under the speedometer cable opening.

In the event that a change of rear axle gear ratio is made on a car with the first type transmission extension housing, it will be necessary to change to a second type housing in order to install the correct speedometer pinion. The pinions required for the various axle ratios are given in the accompanying chart.

SPEEDOMETER PINION GEAR CHART

Series	Part Number	Axle Ratio	No. of Teeth	Identif. Mark	Tire Size	Remarks
41-61, 62, 63, 60S	1428869	3.77 to 1	19	M	15 x 7.00	First 3300 Standard rear axles
41-67, 75	1428870	4.27 to 1	20	N	16 x 7.50	First 200 Standard rear axles
41-61, 62, 63, 60S	1442174	3.77 to 1	19	R-3	15 x 7.00	After first 3300 Standard rear axles
41-67, 75, 75 Comm'l	1442175	4.27 to 1	20	R-4	16 x 7.50	After first 200 Standard rear axles
41-61, 62, 63, 60S	1442172	3.36 to 1	17	R-1	15 x 7.00	Economy rear axle
41-67, 75	1442173	3.77 to 1	18	R-2	16 x 7.50	
41-75 Special Bus	1423545	4.58 to 1	19	H	15 x 9.00	
41-62 Comm'l	1442175	4.27 to 1	20	R-4	16 x 7.00	

TRANSMISSION SPECIFICATIONS

Subject and Remarks	41-61, 62, 63	41-60S, 67, 75	41-62 Comm'l. 41-75 Comm'l.
COUNTERSHAFT ASSEMBLY			
Backlash—Clutch connection gear			
New limits	.002-.004"	.002-.004"	.002-.004"
Worn limit, not over	.005"	.005"	.005"
Backlash—second speed gear			
New limits	.006-.008"	.006-.008"	.006-.008"
Worn limit, not over	.009"	.009"	.009"
Backlash—low speed sliding gear			
New limits	.008-.010"	.008-.010"	.008-.010"
Worn limit, not over	.011"	.011"	.011"
Backlash—reverse idler			
New limits	.008-.010"	.008-.010"	.008-.010"
Worn limit, not over	.011"	.011"	.011"
End-play in countershaft gear			
New limits	.005-.012"	.005-.012"	.005-.012"
Worn limit, not over	.018"	.018"	.018"

1941
TRANSMISSION

TRANSMISSION SPECIFICATIONS (Cont'd)

Subject and Remarks	41-61, 62, 63	41-60S, 67, 75	41-62 Comml. 41-75 Comml.
Needle bearings—			
Diameter of bearings.....	.1248-.1250"	.1248-.1250"	.1248-.1250"
Diameter of countershaft.....	.9993-.9998"	.9993-.9998"	.9993-.9998"
Diameter of gear cluster counterbore.....	1.2498-1.2506"	.12498-1.2506"	1.2498-1.2506"
MAINSHAFT ASSEMBLY			
Backlash between clutch connection gear and sliding coupling			
New limits.....	.000-.003"	.000-.003"	.000-.003"
Worn limit, not over.....	.004"	.004"	.004"
Backlash between second speed gear and sliding coupling			
New limits.....	.002-.004"	.002-.004"	.002-.004"
Worn limit, not over.....	.005"	.005"	.005"
Backlash between splines on mainshaft and splineways on sliding coupling			
New limits.....	.0005-.001"	.0005-.001"	.0005-.001"
Worn limit, not over.....	.003"	.003"	.003"
Backlash between splines on mainshaft and splineways in low and reverse gear			
New limits.....	.004-.007"	.004-.007"	.004-.007"
Worn limit, not over.....	.010"	.010"	.010"
Fit between second speed gear and mainshaft			
New limits.....	.001-.0015"	.001-.0015"	.001-.0015"
Worn limit, not over.....	.00175"	.00175"	.00175"
Clutch connection shaft out of true not over.....	.0015"	.0015"	.0015"
Clutch connection pilot bearings—			
Diameter of needle bearings.....	.2180-.2182"	.2180-.2182"	.2180-.2182"
Number of needle bearings used.....	14	14	14
Diameter of mainshaft pilot.....	.7631-.7636"	.7631-.7636"	.7631-.7636"
Diameter of clutch connection shaft counterbore.....	1.2002-1.2010"	1.2002-1.2010"	1.2002-1.2010"
End-play of second speed gear			
New limits.....	.004-.008"	.004-.008"	.004-.008"
Worn limit, not over.....	.012"	.012"	.012"
Mainshaft out of true, not over.....	.0015"	.0015"	.0015"
REVERSE IDLER GEAR ASSEMBLY			
Clearance between bushing and shaft			
New limits.....	.0020-.0035"	.0020-.0035"	.0020-.0035"
Worn limit, not over.....	.005"	.005"	.005"
End-play in gear			
New limits.....	.005-.010"	.005-.010"	.005-.010"
Worn limit, not over.....	.015"	.015"	.015"
SHIFTING MECHANISM			
Clearance between shifter shaft and transmission case—			
New limits.....	.0020-.0035"	.0020-.0035"	.0020-.0035"
Worn limit, not over.....	.005"	.005"	.005"
Interlock spring—			
Free length.....	2 $\frac{3}{4}$ "	2 $\frac{3}{4}$ "	2 $\frac{3}{4}$ "
Pressure in pounds compressed to 1 $\frac{3}{4}$ ".....	10-13	10-13	10-13

OTHER TRANSMISSION REFERENCES

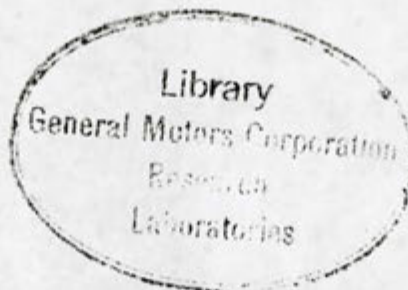
CADILLAC
ENGINEERING INFORMATION
FOR 1941

BOOK NO.

23
.....

ISSUED TO

T. O. RICHARDS
.....



CADILLAC MOTOR CAR DIVISION
GENERAL MOTORS CORPORATION
DETROIT, MICHIGAN

THE FOLLOWING PAGES HAVE BEEN
COMPILED BY THE ENGINEERING DEPARTMENT
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WITH THE CADILLAC CARS FOR 1941. THE
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C. V. CROCKETT

September 9, 1940.

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1941 PROGRAM

Headlining the new program for 1941 is the introduction of two entirely new Cadillacs, the Series 61 and 63. The quality, performance and luxury of these two series are typically Cadillac. They have the most powerful Cadillac V-8 engine ever built, plus new, smartly styled bodies which feature luxurious interiors by Fleetwood --- yet they are priced in the medium price group.

Cadillac management has guided engineering and manufacturing developments in past years that have resulted in a LaSalle automobile which, in design and workmanship, has met standards worthy of the Cadillac name. Therefore, no reason exists for a duplication of trade names, consequently all Cadillac built automobiles will henceforth be known as "Cadillacs".

In keeping with the Cadillac policy of offering complete coverage of the fine car market, four other Cadillac series are offered for 1941. They are the new Cadillac 62 and 60 Special which have been continued with many advancements in style, luxury, and mechanical design; the new 75 which maintains Cadillac supremacy in the fine car field; and the entirely new Cadillac 67, which is introduced for the first time this year. The Series 67, notable for unusually low lines, replaces the former 72, and answers the need for a large five or seven passenger sedan at a price below the Cadillac 75.

Characteristic of all 1941 Cadillacs is their attractive and distinctive exterior design combined with new luxuriously styled and richly appointed Fleetwood interiors. The roomy bodies are lower and the extensive use of chrome in both exteriors and interiors emphasizes their distinctive appearance.

<u>PASSENGER CARS</u>		
<u>SERIES</u>	<u>WHEELBASE</u>	<u>BODY STYLES</u>
61	126"	2 Fisher
62	126"	4 Fisher
63	126"	1 Fisher
60S	126"	2 Fleetwood
67	139"	4 Fisher
75	136"	6 Fleetwood (2 Business)
<u>COMMERCIAL CHASSIS</u>		
62	163"	
75	163"	

Series 61, 62, 63 and 75 are also available with right hand drive.

Series 61 and 62 are available in both standard and deluxe styles.

1941 PROGRAM

With emphasis on styling and luxury, all 1941 Cadillacs have a new sleek exterior design and richly appointed, luxurious Fleetwood interiors. The new exterior designs feature a new, impressive frontal appearance whose smooth lines flow gracefully into the modern stream-styled bodies. The bodies have a very low, close-to-the-road appearance, and their sleekness and beauty is greatly enhanced by the extensive use of chrome appointments and trim. All interiors are richly upholstered and smartly styled, featuring many unique innovations which add to their comfort and luxury.

Coupled with these advancements in styling and luxury are many mechanical improvements. Riding qualities and ease of handling have been further improved. Chassis are heavier and more rugged. Improvements in engine design have increased power and efficiency with corresponding improvements in performance and economy. The horsepower rating has been increased to 150, and gasoline economy has been increased 15%. Therefore, Cadillac with its new styling and luxurious interiors, together with many mechanical improvements and economy of operation, is more than ever the "Standard of the World".

The Cadillac 61 is offered in two new aerodynamic styles, a four door sedan and a coupe, both featuring new streamlined Fisher bodies with smooth tapering backs. Both models are distinctively styled with the characteristic Cadillac front and many unique features in both exterior and interior design. These improvements in design plus added luxury and Cadillac V-8 performance and operating economy set a new motoring standard for the medium priced field.

The Cadillac 62 and 60-Special have been continued with many changes. The Sixty-Special continues its unique design, but with the new front appearance and new sweeping front fenders which carry on into the front door, it is even smarter than before.

The Torpedo styling of the Cadillac 62 has been continued and improved by changes in hood and fender treatment. All Cadillac rear fenders are equipped with streamlined wheel covers which add greatly to the sleek appearance of the car. (Accessory on Series 61 and 62 standard styles.)

The new Cadillac 63 embodies the same frontal design characteristics and the same powerful and economical engine as all other Cadillacs, but features a new body which is exclusive to this series. This body, offered in one style, the four door trunk sedan, features a richly appointed exterior and a luxurious interior. The smart trunk style back is set off by a heavy belt molding which extends along the sides and across the back of the body. With emphasis on exterior design, the Cadillac 63 attains a new high in modern beauty.

In answer to the need of a large Five or Seven-Passenger Sedan at a price below that of the Cadillac 75, the Series 67 has been added. This series combines Cadillac styling and performance with the utility of a large car.

Supremacy in the fine car field is maintained by the luxurious new Cadillac 75 which has been modernized by the use of a streamlined body design. The richly appointed interior with its roomy seats and many refinements meets the demands of those who want a roomy luxuriously styled car.

BODY STYLESSERIES 41-61, 126" WHEELBASE, FISHER BODIES

6127	5-Pass. Coupe	Smooth back, quarter window, full width rear seat, luggage and tire under deck.
6127D	5-Pass. Deluxe Coupe	Same as 6127 except deluxe interior trim and appointments.
6109	5-Pass. Touring Sedan	Smooth back, quarter window, luggage and tire under deck.
6109D	5-Pass. Deluxe Tr. Sed.	Same as 6109 except deluxe interior trim and appointments.

SERIES 41-62, 126" WHEELBASE, FISHER BODIES

6227	2-4 Pass. Coupe	Quarter window, full width rear seat, luggage and tire under deck.
6227D	2-4 Pass. Deluxe Coupe	Same as 6227 except deluxe interior trim and appointments.
6219	5-Pass. Touring Sedan	Closed rear quarter.
6219D	5-Pass. Deluxe Tr. Sedan	Same as 6219 except deluxe interior trim and appointments.
6267D	2-4 Pass. Deluxe Conv.Cpe.	Fabric top, closed rear quarter, full width rear seat, luggage and tire under deck.
6229D	5-Pass. Deluxe Conv.Sed.	Fabric top, closed rear quarter.

SERIES 41-63, 126" WHEELBASE, FISHER BODIES

6319	5-Pass. Touring Sedan	Trunk back, quarter window, deluxe interior trim and appointments.
------	-----------------------	--

SERIES 41-60, 126" WHEELBASE, FLEETWOOD BODIES

6019	5-Pass. Touring Sedan	Closed rear quarter, chrome window frames.
6019A	5-Pass. Touring Sedan	Sunshine Turret Top.
6019F	5-Pass. Tour. Sedan, Div.	Division - Same as 6019 with X-type division.*

BODY STYLESSERIES 41-67, 139" WHEELBASE, FISHER BODIES

6719	5-Pass. Touring Sedan	
6719F	5-Pass. Tour. Sedan Div.	X-type division.*
6723	7-Pass. Touring Sedan	Two auxiliary seats.
6733	7-Pass. Touring Imperial	Imperial division****, two auxiliary seats.

SERIES 41-75, 136" WHEELBASE, FLEETWOOD BODIES

7519	5-Pass. Touring Sedan	
7519F	5-Pass. Tr. Sedan Division	X-Type division*.
7523	7-Pass. Touring Sedan	Two auxiliary seats.
7533	7-Pass. Touring Imperial	Imperial division****, two auxiliary seats.
7559	5-Pass. Formal Sedan	X-Type division*, two opera seats, leather roof***, closed rear quarter.
7533F	7-Pass. Formal Sedan	Imperial division****, two auxiliary seats, closed rear quarter, leather roof***.

SERIES 41-75, 136" WHEELBASE, BUSINESS CARS

7523L	9-Pass. Business Sedan	Livery trim, wide exposed auxiliary seats.
7533L	9-Pass. Business Imp.	Livery trim, wide exposed auxiliary seats, imperial division****.

All styles have metal roof unless stated otherwise in the above table. Sedans and imperials have four doors and rear quarter windows unless otherwise stated. No fenderwell tire carriers are available on any style. Spare tires are carried vertically in right side of trunk on all models except Convertible Coupes, Convertible Sedans and Closed Coupes, where they are carried horizontally in trunk. Additional spare wheels available at extra cost are carried horizontally in bottom of trunk on all models except Coupes, Convertible Coupes and Convertible Sedans in which the sixth wheel is not available and on Series 75 where the sixth wheel is carried vertically in left side of trunk.

* X-Type Division denotes an all glass division without projecting runs or header. All X-Type Divisions are electrically operated. Adjustable front seat. Front compartment trimmed to match rear.

BODY STYLES

- ** Town Car Division denotes front compartment closed by removable canopy with electrically operated imperial division.
- *** Leather Roof denotes leather applied over metal.
- **** Imperial Division denotes division with visible runners and header at top. All imperial divisions except on the Business Imperial are electrically operated. Business Imperial divisions are manually operated. In all Imperials the front compartment is trimmed in leather and the front seat is not adjustable.

MAJOR IMPROVEMENTSEXTERIOR APPEARANCENew front appearance.

Wide, low radiator grille
Headlamps set in fenders
Decorations below headlamps
New parking signal lamps in radiator grille
Large new bumpers
Massive bumper guards
Streamlined grille guard, standard equipment
License carried at center of front bumper
Cadillac name in chrome letters on hood top
Attractive new hood emblem
New radiator ornament
Chrome hood top moulding from ornament to windshield
Chrome outlined windows and windshield
Long streamlined fenders
Louvers at rear of fenders
Rear wheel covers, standard equipment (Except on std. styles)
Windsplit along sides of front fenders
New hood ports
New trunk lid emblem
Horizontal valance between bumpers and body at front
and rear
New rear license illuminator
Long streamlined rear lamps in rear fenders
(Left rear lamp conceals gasoline filler)
Chrome trimmed three division rear window

SERIES 61 ONLY

Smooth back, long tapered rear deck
Concealed running boards
No belt moulding
Streamlined quarter window

SERIES 62 ONLY

Optional running boards
Torpedo body styling
No belt moulding
Wide moulding along lower portion of body (stainless steel)
Concealed rear quarters

SERIES 63 ONLY

Trunk style back
Chrome belt molding, extends across rear of body
Concealed running boards
Streamlined quarter window

MAJOR IMPROVEMENTSSERIES 60-S ONLY

Distinctive body styling
Chrome trimmed windows
Chrome rain gutters protecting windows
Long front fenders extend into front doors
Wide stainless steel moulding at bottom of body
extends into fenders
"Fleetwood" name on rear of front fenders
No running boards
No belt moulding
Concealed front door hinges

SERIES 67 ONLY

Long streamlined body
Neatly tapered trunk
Wide doors
Large quarter window
No belt moulding
Concealed running boards
All door hinges concealed
Chrome trim around window area
Wide moulding at bottom of body

SERIES 75 ONLY

Large luxurious body
Chrome belt moulding from radiator grille to trunk
Door handles set in belt moulding
Chrome trimmed running boards
Large doors provide easy entrance

INTERIOR APPOINTMENTS

New trim styles
Attractive appointments
New instrument panel
French burl walnut finish
Chrome controls
Rubber padded seat cushions
New DeLuxe steering wheel
Two spoked, wide vision
New horn medallion and ring
Ash trays and cigar lighters in rear seat side arm rests
Ash tray and lighter in instrument panel
Slash pockets in side arm rests (Series 67 and 75 only)
Vanity mirror and memo book (Series 67 and 75 only)
Electrically operated division glass (All cars with division)
Pockets in rear doors (Series 67 only)

MAJOR IMPROVEMENTSCOMFORT AND DRIVING EASE

Automatic directional signal shut-off
Instrument panel controls grouped functionally for convenience
Wide vision windows
Non-glare rear view mirrors
Foam rubber padded seat cushions
Improved instrument visibility
Easier steering
 Recirculating ball type steering gear
 Short turning radius
 Lower center of gravity and wider tread (except 75)
Improved spring action - New auxiliary bumper
New sliding sun visors
Thermostatic heater control
Quieter bodies due to improved body insulation

PERFORMANCE

Better engine performance - High compression engines
Greater power

SAFETY

Improved instrument lighting and visibility
Improved roadability and steering ease
New direction signal - automatic shut-off
Stronger, more rigid frames
Heavier bumpers
Sturdier front suspensions
Sturdy grille guards
Stronger gasoline tanks

ECONOMY AND SERVICEABILITY

Improved gasoline economy
Improved engine accessibility
More reliable hydraulic valve silencers
More durable timing chain sprockets
New high tension wiring gives hotter ignition spark
Increased exhaust valve life
More durable clutches
Bearingized wrist pin holes
Cast alloy camshaft
More rigid frames
Recirculating ball steering gears require fewer adjustments
Sturdier front suspensions
Accessible batteries
Improved caster and camber adjustment

CADILLAC EXTERIOR APPEARANCE

The 1941 Cadillacs are distinctive in a new modern styling embracing low, streamlined bodies, fender-mounted headlamps, and the extensive use of chrome decorations. All Cadillacs display a marked family resemblance, yet each series is characterized by its own exclusive design treatment.

The following description deals with those features common to all series. A further description of each series appears later in this section.

NEW FRONT STYLING (All Series)

- New heavily chromed radiator grille
- High crowned hood with integral side panels
- Headlamps mounted in fenders
- New parking-signal lamps in radiator grille
- Massive bumpers
 - Large bumper guards
 - Streamlined grille guard
 - New horizontal bumper valance
- Distinctive "winged goddess" radiator ornament
- "Cadillac" name on hood top

All series are easily identified by the new front appearance which quickly reveals their Cadillac lineage. The new radiator grille is broad and low. At each upper corner of the grille is a rectangular parking-signal lamp with a grooved catadioptric lens. The grooved surface of the catadioptric lens is designed to spread the light over a wide angle, thus permitting the beam to be seen from the sides as well as the front. There is also a concentrated beam of light which can be seen far down the road.

HEADLAMPS IN FENDERS

Headlamps are recessed in the upper portion of the fenders and are outlined by a wide chrome bezel. They are the Sealed-Beam type as in 1940. Immediately below each headlamp is a circular chrome medallion with a chrome "V" against a red background at the center. When fog lamps are ordered, these covers are removed and the lamps are recessed in the openings provided. Mounted here, they are well protected by the bumper and also present a built-in appearance.

NEW HOOD EMBLEM

At the center of the hood just above the radiator grille is the Cadillac name in neat chrome letters. Above the name is a new emblem bearing the Cadillac crest on a red shield flanked by two chrome wings extending upward.

At the top of the hood is a distinctive new "winged goddess" radiator ornament similar to that formerly used on the Cadillac Sixteen. The base of this ornament is continued into a chrome moulding extending along the centerline of the hood top to the chrome windshield division bar.

EXTERIOR APPEARANCEBUMPER

Following the new design motif, the bumper is much heavier, with broad, curved ends for added fender protection. Massive bumper guards curve outward at the top to prevent bumpers of other cars from sliding over them. At the center of the front bumper a streamlined grille guard extending between the bumper guards is standard equipment on all series.

Symmetry is obtained by carrying the front license plate at the center of the front bumper between the bumper guards. The rear license plate is carried in the center of the trunk and is illuminated from below by a modernly designed light.

HORIZONTAL BUMPER VALANCE

Another new feature on all Cadillacs is the use of horizontal bumper valances extending between the bumpers and the car at both front and rear. The front valance forms a neatly curved extension of the front fenders. Its center portion is fluted and curves into the grille.

SIDE VIEW (All Series)

- Long, sleek fenders
- Neat chrome decorations
- New low lines

The low, streamlined design of the 1941 Cadillacs is well appreciated in the side view. All series are lower than previous models with new design effects emphasizing their fleet appearance.

Fenders are long with attractive horizontally disposed chrome decorations. Along the side of each front fender a neat windsplit line extends horizontally rearward from the headlamp.

Hood side panels are integral with the large hood top which extends in a smooth curve to the fender. This forms a massive hood top panel which, when raised, permits easy access to the engine compartment. Two over-center springs, one on each side of the hood, serve to aid in raising and lowering the hood and hold it in the open or closed position. New hood ports bear a gold Cadillac crest at the front. The rear portion consists of a series of horizontal chrome grille bars.

For the driver's convenience there are key-operated locks in both front doors on all series, and in the right rear door on chauffeur-driven sedans. Also, all doors are equipped with a "Hold-Open" device which holds the door open even though the car is parked on a slope.

EXTERIOR APPEARANCEREAR VIEW (All Series)

Cadillacs are also distinguished by smooth lines and attractive appointments at the rear. Neat streamlined designing is brought out in the manner in which body and trunk lines merge into the sweeping fenders.

Mounted on the rear fenders on all series, where their wide spacing contributes toward the car's low appearance, the rear lamps have also been fully streamlined and are curved to follow the fender contour. A long chrome fin at the top of the lamp bears an attractive red ornament. This upper portion of the left rear lamp is hinged and, when raised, provides access to the concealed gasoline filler.

An attractive Cadillac emblem with the crest and horizontal chrome wings provides further identification at the rear.

Adding to the rear view beauty are the massive bumpers whose broad curved ends and large vertical bumper guards afford complete protection to trunk and rear fenders. Secured to the rear bumper guards is the rear valance which is constructed to slide under the body to prevent damage should the rear bumper be severely struck. This and the front valance are valuable in protecting the car from flying stones and dirt, and also add to the streamlined appearance.

CADILLAC 61 EXTERIOR APPEARANCE

The Cadillac 61 is an entirely new car throughout. It is equipped with the powerful high compression Cadillac engine and the new 126 inch wheelbase chassis. This combination provides remarkable riding and performance qualities, together with an economy of operation unsurpassed in its price class. The ultra-modern streamlined body is available in two styles, the five passenger "aerodynamic" sedan and the five passenger "aerodynamic" coupe. Both styles are also available in either standard or deluxe styling, the deluxe models being provided with rear fender wheel covers and the deluxe steering wheel as standard equipment together with the deluxe interior styling. In other respects the two models are similar and the following description applies to both models unless otherwise stated.

CADILLAC 61 FEATURES

- Low streamlined appearance
- New, low floor line
 - Concealed running boards
- Wide chrome moulding along lower portion of body
- Chrome outlined window area
- Streamlined quarter windows
- Redesigned hood
 - New radiator ornament
 - Integral top and side panels
 - New side panel mouldings
 - Chrome moulding along center of hood top

EXTERIOR APPEARANCECADILLAC 61 FEATURES CONT'D.

- Long, sweeping fenders
 - Attractive fender louvers
 - Headlamps set in fenders
 - Windsplit on side of front fenders behind headlamps
 - Streamlined rear lamps in rear fenders
- New "aerodynamic" body
 - Smoothly blended roof and rear deck line
 - No trunk bulge
 - No belt moulding

In the "aerodynamic" body styling featured in this series, emphasis is placed on long sweeping lines that taper towards the rear of the car. The windows and quarter windows are tapered to follow the roof line and yet are large to provide ample visual area. A chrome moulding provides an attractive decoration around the windows.

The feeling of speed is further accented by the horizontally disposed chrome fender louvers on front and rear fender skirts and wide stainless steel moulding extending horizontally along the lower portion of the body.

The outward flare of the bottom of the body and the wide long front fender provide extra protection for the side of the body against flying stones and dirt. A specially processed rubber guard protects the front portion of the rear fender.

In order to provide extra protection and ease of entrance and yet retain a neat exterior appearance, running boards are standard equipment on the Series 61 and are constructed so as to be concealed when the doors are closed. They are rubber covered and are set somewhat below the floor lever so that a low step is obtained.

The new "aerodynamic" streamlining is especially attractive on the five passenger coupe in which the gradual tapering of the roof line begins at the windshield and continues back in a smooth curve to the rear of the car. Leg room in the coupe rear seat has been increased by ten inches, and both front and rear compartments can seat three persons comfortably. The large rear deck available on the coupe is another noteworthy feature.

CADILLAC 62 EXTERIOR APPEARANCE

Continuing the popular Torpedo body styling, the Cadillac 62 is available in four body styles, the five passenger sedan, convertible sedan, closed coupe, and convertible coupe. The closed sedan and closed coupe are available in either deluxe or standard styling, while the convertible cars are regularly equipped as deluxe models. Deluxe equipment includes rear fender wheel covers and the deluxe steering wheel, together with the deluxe interior styling. The deluxe steering wheel and the rear fender wheel covers are available as accessories on the standard models.

EXTERIOR APPEARANCECADILLAC 62 FEATURES

Torpedo body design
Closed rear quarters (sedan)
Optional running boards
Chrome outlined windows

The Series 62 has been modernized in exterior appearance as described for all Cadillacs on Page D 1. The broad heavily chromed radiator grille and the high crowned hood add distinction and zest to its popular Torpedo body styling. Fenders are large and streamlined providing additional protection to the body and accenting the fleet appearance of the car. Along the rear skirt of each fender are three horizontal chrome louvers.

Large door windows and the broad windshield provide ample vision while individual ventilators in all door windows permit completely controlled draft-free ventilation.

Running boards, optional equipment on all body styles, are completely rubber covered and designed to harmonize with the streamlined body design. When running boards are not ordered, a wide stainless steel moulding decorates the lower portion of the body.

CADILLAC 63 EXTERIOR APPEARANCE

The new body which is exclusive to this series features exterior beauty as well as interior utility and luxury. An especially attractive note is apparent in the new window treatment. The window line curves downward toward the rear, emphasizing the streamlined design. A rearward sliding quarter window provides additional glass area. Outlining the windows is a chrome moulding which encircles the entire window area. This moulding forms a portion of the body belt moulding which decorates the body at the belt line.

Running boards are concealed when the doors are closed, and are decorated on the outside with a wide, brightly polished, stainless steel moulding. The rear fender stone guard, made of specially processed rubber, conforms with the fender contour, and a series of horizontal lines emphasizes the modern styling.

All door hinges are concealed to provide a neater appearance and to eliminate a source of wind noise. Outside door locks are mounted in both front doors with a spring type lock cover to exclude dirt and water.

Wheels are new with bright chrome hub caps bearing an attractive Cadillac crest. Rear wheel covers which are standard equipment on the 63 add to its low, sleek appearance.

Long streamlined rear lamps mounted atop the rear portion of the rear fender, are decorated with a narrow chrome fin bearing an attractive red ornament. This portion of the left rear lamp is hinged and when raised provides access to the gasoline filler.

EXTERIOR APPEARANCE.CADILLAC 63 FEATURES

- Low streamlined appearance
- New, low floor line
 - Concealed running boards
 - Wide chrome moulding along lower portion of body
- New body
 - Trunk style back
 - Belt moulding extends from cowl completely around body
- Chrome outlined window area
- Streamlined rear quarter windows
- Characteristic hood design
 - Cadillac radiator ornament
 - Integral top and side panels
 - New side panel mouldings
 - Chrome moulding along center of hood top
- Long, sweeping fenders
 - Attractive fender louvers
 - Headlamps set in fenders
 - Windsplit on side of front fenders behind headlamps
 - Streamlined rear lamps in rear fenders

The completely new Cadillac 63 is available in only the trunk style four door sedan which, because of its new and exclusive body and the extensive use of exterior chrome, is the last word in modern and distinctive styling.

Viewed from the side the Cadillac 63 presents a beautiful low and sleek appearance which is accentuated by long sweeping fenders, a long streamlined hood with a graceful new hood side moulding, a wide decorative stainless steel moulding extending from front to rear fender along the base of the body and a gracefully tapered trunk.

From the rear the low, close-to-the-road appearance of the new Cadillac 63 is accented by the widely spaced rear lamps. Fenders are modernly styled and curve neatly into the body. The trunk forms a slight bulge, the upper portion being decorated by the extension of the belt moulding around the rear of the car.

A new emblem consisting of the Cadillac crest and horizontal wings is mounted in the center of the trunk. Below this emblem is the license carrier with a new chrome-encased illuminator mounted above the trunk lid handle.

The chrome-outlined rear window is separated into three divisions by two vertical chrome bars. It is wide and high to provide ample vision; the glass is curved to follow the contour of the rear styling.

The new heavier rear bumper has broad curved ends for added fender protection. Bumper guards are large and extend higher to offer additional protection. A shield attached to the bumper extends between the bumper bar and the rear of the body so that it protects the body from flying stones and dust. This shield is firmly attached to the bumper and constructed to slide under the body so that when the bumper is struck, there is no possibility of wrinkling the shield or damaging the body.

CADILLAC SIXTY-SPECIAL EXTERIOR APPEARANCE

As in the past, the new Series Sixty-Special presents many unusual and distinctive features which set it apart as the style leader for the industry. Of particular note are the fenders which are long and streamlined. The front fender extends rearward into the center of the front door, enhancing its long, low and speedy appearance. Another departure from the conventional is the use of narrow pillars and heavy chrome plated window channels which combine to give the Sixty Special a distinctive custom appearance.

Unique Sixty-Special styling is available in two Fleetwood body styles; the Five-Passenger Touring Sedan, and the Five-Passenger Sedan with a glass division between the front and rear compartments. The division is electrically operated with the control knobs in each side arm rest in the rear compartment. A Sunshine Turret Top is available for the Five-Passenger Sedan at extra cost.

CADILLAC SIXTY-SPECIAL FEATURES

- Distinctive body design
- Chrome window runners
- Long, sweeping fenders
- New moulding at bottom of body
- Fleetwood name on fender
- Attractive rear wheel covers
- Front fenders extend into front door
- Front door hinges concealed

The front appearance is typical of all Cadillacs as described on Page D-1.

A side view of the Sixty-Special reveals its unique styling, which is entirely new. Long, sweeping front fenders are extended into the front door. The name "Fleetwood" in chrome appears at the rear of the front fenders. Rear fenders are fitted with attractive wheel covers as standard equipment.

A wide stainless steel moulding adorns the lower portion of the body. This moulding is continued onto the fenders and extends across the bottom edge of the rear fender wheel covers.

New Fender Protector - A specially processed rubber guard protects the front portion of the rear fenders. It is decorated along the top with a bright chrome bead.

The new hood ornament, hood side mouldings and chrome hood center moulding add to the expensive and distinctive appearance.

Rain gutters attached to the body over each door to prevent water dropping onto passengers entering or leaving, are chrome plated for improved appearance.

CADILLAC 67 EXTERIOR APPEARANCE

Designed for those who desire a large car at a moderate price, the Cadillac 67 offers four body models, all with unusually low lines and modern streamlined styling. Models available are the Five-Passenger Touring Sedan, Seven-Passenger Touring Sedan, Five-Passenger Sedan with X type division, and Seven Passenger Imperial Sedan with an imperial division. Division glasses are electrically operated with control knobs in each side arm rest in the rear compartment.

CADILLAC 67 FEATURES

- Low lines
- Wide doors hinged at front
- Streamlined quarter window
- Concealed running boards
- Long, sleek fenders
- Chrome fender louvers
- All door hinges concealed
- No belt moulding
- Chrome outlined window area

Displaying the Cadillac front appearance, the Series 67 offers a new streamlined body in a modern design.

The large body is modernly streamlined with a low roof line that sweeps gracefully into the trunk at the rear.

Long sleek fenders carry horizontal chrome louvers. Rear fenders are fitted with standard equipment wheel covers. Adorning the wheel covers is a chrome outlined duplicate of the hub cap emblem bearing a gold Cadillac crest on a red background.

Running boards, concealed when the doors are closed, are rubber covered. The outer edge, which forms the lower portion of the body and extends below the doors, is decorated with a wide, stainless steel moulding. Rear fenders are protected with specially processed rubber guards.

All doors open from the rear and all door hinges are concealed so that a smooth exterior is obtained. Door windows are large and a streamlined quarter window provides additional vision. A chrome moulding completely encircling the door and quarter windows provides another attractive note.

A rear view of the Cadillac 67 reveals the smoothly tapered styling of its roomy trunk. Fenders curve neatly into the body and carry the gasoline filler which is concealed by the left rear lamp. The rear window with two chrome division bars is curved to conform with the body contour.

CADILLAC 75 EXTERIOR APPEARANCE

To provide a luxuriously styled fine car with an up-to-date streamlined appearance, the Cadillac 75 has been completely redesigned for 1941. Its body combines the modern styling and generous proportions of the 1940 Series 72 with a dignified appearance provided by extensive exterior design changes and a completely new luxuriously styled interior. Typically Cadillac in front appearance, the Series 75 is identified by its greater size and more luxurious appointments.

Many new and attractive features of design emphasize the expensive appearance of the Cadillac 75. Its modernity is established by the new low lines, headlamps mounted in fenders and distinctive chrome treatment.

This series has an especial appeal for those who appreciate comfort. The high, wide doors provide easy entrance or exit and the interior is extremely spacious. Unusual breadth of vision is provided by the large windows.

The Series 75 is available in the Five and Seven-Passenger Touring Sedans and Formal Sedans.

CADILLAC 75 FEATURES

- New sleek fenders
- Attractive fender louvers
- Rear wheel covers
- Chrome belt moulding
- Door handles set in belt moulding
- Distinctive Fleetwood appearance
- Wide easy-entrance doors

Both front and rear door handles are set into a chrome belt moulding which extends along the side of the body from the radiator grille to the trunk. The wide doors permit easy entrance and exit.

The streamlined running boards have bright chrome plated die cast ends separated from the fenders and stainless steel trim along the outer edge.

Another attractive item is the wide chrome window reveals. The rear quarter windows are smoothly curved along the top to follow the pattern of the roof and are large for greater vision.

A distinctive feature of the Seventy-Five is the way in which its large trunk is built to blend with the rear quarter lines. The trunk is exceptionally roomy. If ordered, provision can be made for carrying two spare wheels in the trunk, still permitting ample luggage room.

CADILLAC SPARE TIRE MOUNTING

No provision is made for fenderwells, all spare tires being carried in the trunk on five wheel and six wheel jobs. Tire arrangement is as follows on the various Cadillacs:

Styles 6109, 6219, 6319,
60 All, 67 All

Fifth wheel vertically in right side of trunk. Sixth wheel when ordered is flat on trunk floor with a shelf on top for luggage.

Style 6229

Fifth wheel flat on trunk floor. Sixth wheel when ordered placed on top of fifth wheel.

Styles 6127, 6227, 6267

Fifth wheel flat on trunk floor with shelf for luggage. No sixth wheel available.

Series 75. All Styles

Fifth wheel mounted vertically in right side of trunk. Sixth wheel when ordered is vertical in left side of trunk.

A cover over the hub cap opening on vertically mounted wheels prevents damage to the luggage.

Tools are carried at the right in the trunk between the spare tire and the right trunk wall in the Series 67 and Sixty Special and in the Series 62 sedans. Series 62 coupes and convertible coupes and Series 61 coupes carry tools beneath a hinged cover in the trunk just behind the seat back. Tools on all Series 75 models are carried beneath a cover in the trunk immediately within the trunk opening at the center. Series 61 and 63 sedans carry tools at the right in the trunk between the spare tire and the right trunk wall.

CADILLAC INTERIORS

Never before have Cadillac interiors been so luxuriously and completely equipped as for 1941. New features include beautiful walnut finished instrument panels, new upholstery fabrics and trimming styles, leather kick pads and heel pads, automatically operated courtesy lamps, electrically operated divisions and the generous and novel uses of chrome plated trim.

SERIES 61 DELUXE, 62 DELUXE, AND 63 INTERIORS

The richly appointed interiors of the Series 61, 62 and 63 Deluxe styles bring a new standard of luxury and comfort to the medium priced market. Typical of this high standard of luxury and comfort are the upholstery materials listed below. The high quality of these fabrics insures long life and smart appearance. The many color choices permit harmonizing of interior and exterior colors.

CODE NUMBERTRIM MATERIALS

75	Blue Grey Heather Cord
76	Blue Grey Heather Broadcloth
77	Tan Heather Cord
78	Tan Heather Broadcloth
79	Green Heather Cord
80	Green Heather Broadcloth

Series 62 convertibles are available in three smart two-tone color leather combinations, plus five options in single-tone leathers, as follows.

CODE NUMBERTRIM MATERIALSSingle Tone

83	Black
84	Tan
85	Green
86	Blue
87	Red
88	Grey

Two-Tone Combinations

85A	Buff and Green
86A	Buff and Blue
87A	Buff and Red

In the closed styles the seat cushions are plain with a lace welt forming a bolster at the front. Seat backs are pleated, as are the door panels and the center section of the front seat back.

The front compartment floor covering consists of a neat rubber pad with wool pile carpet inserts colored to match the trim; rubber is exposed where wear is greatest at the foot pedals. A wool pile rear carpet is also colored to match the trim.

CADILLAC INTERIORSINSTRUMENT PANEL

New instrument panel
Controls re-grouped for convenience
Automatic cigar lighter standard equipment
Concealed ash tray

In the front compartment, the new instrument panel, described more fully on Page G-1, is attractively designed. Its background is French burl walnut finish which is in harmony with the new garnish mouldings.

Controls have been grouped for convenience according to the functions they serve, as follows:

Starting controls, consisting of the starter button, hand throttle and ignition lock, are located in the lower portion of the instrument panel to the right of the steering column.

All lights, with the exception of the dome lights, are controlled by a single knob in the left face of the instrument panel directly in front of the driver and to the left of the steering wheel. Accessory switches are mounted immediately below the light switch knob.

All radio controls, including the antenna regulator, are mounted in the upper part of the radio grille.

The ash tray is located in the right portion of the radio grille with an automatic cigar lighter mounted at the right of the tray in the instrument panel.

This method of grouping controls by functions eliminates a great deal of confusion and greatly facilitates their use.

STEERING WHEEL AND COLUMN

The steering wheel with three spokes positioned for full instrument visibility is finished in an attractive shade of plastic. At the center of the hub is a modernly styled horn button bearing the Cadillac emblem. Below the steering wheel and projecting from a housing on the steering column are the gear shift lever and the direction signal lever which are chrome plated.

A distinctive feature is the new shroud which encloses the steering column and gear shift column from the steering wheel hub to the instrument panel. Enclosing these two columns within this shroud prevents excessive dust accumulation and facilitates cleaning as well as providing a neat appearance.

CADILLAC INTERIORSSUN VISORS

Cloth covered sun visors colored to match the trim material, are fully adjustable and capable of being used to cover the side windows or windshield. A new sliding extension permits them to be moved to cover the center portion of the windshield so that protection is complete.

PANELS AND GARNISH MOULDINGS

The instrument panel, described more fully on Page G-1, is finished in burl walnut, as are the garnish panels. Windshield inner mouldings and the back of the rear view mirror are bright chrome. Window mouldings are finished in straight grain walnut and are separated from the garnish panel by a highly polished stainless steel bead. A burl walnut finished panel extends across the top of the front seat back. It is decorated with a chrome medallion bearing the Cadillac name at the center on a gold colored shield. The lace covered robe cord is carried across this moulding with ends concealed in chrome escutcheons.

DOOR PANELS

Door panels are especially attractive. The center portion of each door panel consists of a series of vertical pleats outlined with a cloth welt. The new garnish mouldings are decorated with a chrome medallion, bearing the Cadillac crest on a chrome center plate. Door handles and window regulators are chrome with a series of concentric grooves in the knobs and the escutcheon plates. Each door is locked from the inside by a button projecting through the garnish moulding.

The kick pads on the lower portion of the doors are especially attractive and valuable items. They are imitation leather, colored to match the trim, with a fluted wide chrome moulding along the bottom of the pad. Separating the leather kick pad from the cloth door panel is a chrome bead which extends across the width of the door. These kick pads both add to interior appearance and protect the door panels from scuffing.

CUSHION TRIM PADS

At the front of the rear seat cushion is a broad leather heel pad which extends about half-way to the top of the cushion from the floor. It is separated from the cloth trim by a chrome bead and is decorated at each side by a fluted chrome moulding like those on the door panels.

The front seat cushion is trimmed along the sides at the bottom by a wide fluted chrome moulding which extends around to the recessed foot rest at the rear.

CADILLAC INTERIORSATTRACTIVE APPOINTMENTS

Both compartments are equipped with comfortable arm rests. The front compartment arm rests, mounted on the doors are of a new pull-to design which permits grasping the rests to close the doors. These arm rests are separated from the door panel by a decorative chrome plate. At the center of the rear seat back is a folding arm rest which, when pulled down, separates the seat into two luxurious arm chair seats. At the front of each rear seat side arm rest is an ash tray with a sliding top cover. Each tray is equipped with an automatic pass-around type cigar lighter. Other convenience appointments are the lace covered assist straps and a modernistic dome lamp automatically illuminated by the opening of any of the four doors.

SERIES 61 and 62 STANDARD INTERIORS

The interiors of Series 61 and 62 standard styles differ from the deluxe interiors only in respect to trim materials and styling, and in certain appointments. Although less luxurious than the deluxe interiors, the interiors of the standard styles are not lacking in smartness and comfort. As in the deluxe styles, all coachwork on the standard interiors is by Fleetwood craftsmen.

Interiors may be trimmed in the following materials and colors:

CODE NUMBERTRIM MATERIAL

31
32
33

Blue Grey Ribbed Cloth
Tan Ribbed Cloth
Green Ribbed Cloth

The trim styling which is exclusive to the Series 61 and 62 standard bodies combines both smartness and utility. The seat cushions, which are plain, are smartly set off by the "biscuit" pattern of the seat backs. The back of the front seat has a series of wide vertical stitched pleats above which is a burlled walnut panel. This panel is decorated in the center by a chrome medallion that bears the name "Cadillac" on a gold background. A lace covered robe cord disappears into chrome escutcheon near the ends of this panel.

The door panels are attractively trimmed in a combination of cloth, leather, and hardware. The upper part of the door panel is decorated with a plain burlled walnut finished garnish moulding. This moulding is separated from the straight grained walnut window moulding by a chrome bead. Below the door handle and window regulator is a chrome strip extending the width of the door. Below this strip a series of stitched pleats extends vertically to the kick pad. The kick pad consists of a wide strip of imitation leather which is decorated with four narrow horizontal chrome strips. Door handles and window regulators are chrome with a circular plastic insert in the knobs and escutcheons.

The rear quarter has a folding center arm rest and side arm rests which contain roll-top ash receivers and automatic cigarette lighters. The instrument panel and controls in the front compartment are the same as for all Cadillacs, and are described fully on Page G-1.

Otherwise than described above standard and deluxe interiors are the same.

CADILLAC INTERIORSCADILLAC SIXTY-SPECIAL INTERIOR

Sixty Special interiors are completely new and distinctive. Some of the new features are the many upholstery options, genuine walnut garnishes, rear smoking cases with automatic lighters, and automatic courtesy lights.

TRIM OPTIONS

There are three basic trim options and also fifteen Laidlaw custom trim options available on a limited number of cars. The three basic options are as follows.

<u>CODE NUMBER</u>	<u>TRIM STYLE</u>
41	Blue Grey Dual Tone Bedford Cord
42	Tan Dual Tone Bedford Cord
43	Green Dual Tone Bedford Cord

Seat cushions are plain with the bolster at the front formed by a lace welt. Seat backs are decorated by a lace welt which extends across the back about two thirds up from the cushion and then down the sides to the cushion. A single horizontal pleat and a series of widely spaced vertical pleats divide the enclosed portion of the seat backs into large squares with buttons at the crossings of the pleats. A broad leather heel pad protects the front portion of the rear seat and the sides and back of the front seat. A series of chrome beads decorates the leather which is colored to match the trim material.

REAR COMPARTMENT COURTESY LIGHTS

At each side at the front of the rear seat cushion near the floor is a modernistic courtesy light. These lights are automatically illuminated when either rear door is opened.

DOOR PANELS

Door panels are distinctively designed to harmonize with the new interiors. The center portion of the panel is divided by pleats into large squares with buttons at the intersections of the pleats the same as on the seat backs. A broad leather trim pad decorates and protects the lower portion of the door panel and is decorated with a series of horizontal chrome beads. The leather is colored to harmonize with the trim materials. Garnish mouldings are straight grain genuine walnut at the top with a narrow ebony inlay separating the upper portion from the lower moulding which is a burl walnut veneer.

Door handles and window regulators are chrome with concentric grooves in the knobs and the escutcheons. As in the 1940 60S, doors are locked on the inside by a sliding button set in a chrome escutcheon on the door panel.

CADILLAC INTERIORSATTRACTIVE APPOINTMENTS

New pull-to type arm rests are fitted on the front compartment doors. They are leather covered for protection against wear.

Each rear compartment side arm rest contains a smoking case with an ash tray and automatic cigar lighter. A rear compartment folding center arm rest provides additional comfort.

The robe cord on the front seat back is equipped with pompon ends held by chrome clamps to the seat back. In the Touring Sedan with division and in the Town Car, a chrome support holds the robe cord at its center.

Sun visors, one above each side of the windshield, are adjustable to cover the center portion of the windshield.

The Touring Sedan with division is furnished with grilled registers in the foot rest for underseat heater installation. The division glass is electrically operated with two control buttons, one marked "U" for Up, and one "D" for Down, in each rear side arm rest.

CADILLAC 67 INTERIOR

Some of the interior features which make the new Series 67 the most modern large car are very low floors, built-in running boards, automatic courtesy lamps, rear quarter and door compartments and roll-top ash trays and vanity cases with complete equipment, including automatic lighters, mirrors, electric division controls and provision for rear radio controls.

TRIM OPTIONS

The fabric options are listed below.

CODE NUMBER

75
76
77
78
79
80

MATERIAL

Blue Grey Heather Cord
Blue Grey Heather Broadcloth
Tan Heather Cord
Tan Heather Broadcloth
Green Heather Cord
Green Heather Broadcloth

The trimming style is exclusive to this series.

GARNISH MOULDINGS

Window and rear quarter mouldings are finished in straight grain walnut with broad burl walnut garnish mouldings beneath. A horizontal moulding extends across the doors and quarter below the garnish moulding.

CADILLAC INTERIORSDOOR PANELS

Door panels are pleated with an attractive chrome separating strip at the top and a chrome medallion in the center of the panel. The lower portion of the door is finished with a chrome moulding having a series of vertical grooves. When doors are opened, they reveal a rubber covered running board which is concealed when the doors are closed. Door handles and window regulators are chrome and a knob projecting through the garnish moulding serves as the inner door lock.

VANITY CASE

A new chrome and walnut finished vanity case is carried at the front of each rear side arm rest. In these cases are new roll top ash trays with automatic cigar lighters, a memo pad and a vanity mirror.

On division jobs, the electric division controls are also mounted in these cases. Provision is made on all series 67 models for the installation of rear radio controls in the right rear arm rest. The controls are finished in dark brown plastic to match the other rear compartment equipment.

COURTESY LAMPS

Courtesy lamps are operated when the rear doors are opened; the two courtesy lamps are located near the floor on each side at the front of the rear seat. Their modernistic design harmonizes with the new dome lamp and other interior appointments.

ROBE CORDS

The robe cord is cloth covered with chrome assist grips at each end. A chrome center clamp holds the cord up at the center and is hinged to permit freedom of the cord when it is to be used.

STORAGE COMPARTMENTS

A small compartment is provided in each rear quarter for storing personal articles. Arm rests are also equipped with slash pockets. Each rear door contains a compartment closed by a large chrome trimmed cover.

CLOCK

In the center of the burlled walnut finished panel which adorns the top of the division back on the seven passenger touring imperials is a beautiful, modernistic clock.

CADILLAC INTERIORSCADILLAC 75 INTERIOR

The Cadillac 75 interior is the most luxurious ever built by Cadillac. This luxury includes a combination of upholstery and decorative treatment more expensive and far more striking than anything ever before available. The luxury is more than skin-deep, however, because it also includes generous roominess and widened vision. This result has been achieved by combining the ultra wide seats and high wide doors provided last year by the Series 72 body with interior fittings and styling far exceeding the luxuriousness of the former Series 75.

TRIM OPTIONS

Luxurious new trim materials are available in eight options used for this series alone.

CODE NUMBERTRIM OPTION

91
92
93
94
95
96
97
98

Tan Vogue Cloth
Tan Bedford Cord
Tan Plain Broadcloth
Tan Figured Broadcloth
Gray Vogue Cloth
Gray Bedford Cord
Gray Plain Broadcloth
Gray Figured Broadcloth

Both front and rear seat backs have horseshoe shaped bolsters across the top which have eight inch vertical pleats. The rest of the seat back and the center arm rest is plain. The top of the comfortable seat cushions is plain except for an eight inch wide Bolster Roll which has eight inch vertical pleats extending to the floor. Plush carpets are colored to match the trim material, and there is a new oval shaped, double throw foot rest in the rear compartment which is carpet covered.

GARNISH MOULDINGS

Windshield and rear window mouldings are chrome as on all other series. Door and rear quarter garnish mouldings are straight grain walnut above with a burl walnut panel below. Three horizontal sycamore strips are inlaid in the burl walnut moulding.

Door and window regulator handles are set into the garnish moulding. They are bright chrome with gold leaf inserts in the knobs and escutcheons.

DOOR PANELS

Door panels are decorated with a pleated design with buttons inserted at the intersection of vertical and horizontal pleat lines. The lower portion of the door is decorated by a wide chrome medallion with a series of vertical grooves.

CADILLAC INTERIORSDOOR PANELS - CONT'D.

The back of the front seat is plain with a broad burl walnut finish panel across the top bearing the three horizontal sycamore straps. A modernistic clock in the center of the finish panel is standard equipment for all styles except 7559.

ROBE CORD

The robe cord is cloth covered and disappears into large chrome ends which form assist grips at each side of the seat back. The Touring Sedan and Sedan with division are each equipped with a roomy compartment in the front seat back.

VANITY CASES

Attractive chrome and burl walnut vanity cases are located in each side arm rest. They contain the roll top ash tray, automatic cigar lighter, memo pad and vanity mirror. On all cars with divisions, the electric glass division controls are also located in these vanity cases. Provision is made for the installation of the new rear radio controls in the right side arm rest. The controls are dark brown plastic to match other interior equipment items.

LAMPS

Dome lamps, courtesy lamps, and corner lamps are standard equipment in all styles. The courtesy lamps which are built into the side arm rests near the floor are automatically lighted when the rear doors are opened. The corner lamps, located above the rear seat back in each corner, are operated by a switch conveniently located in the left hand rear pillar. In all styles with divisions the dome lamp is operated by a switch located in the right hand pillar, while in all other styles the dome lamp is automatically lighted when either front door is opened. Also in the front compartment of all division styles is a small "spot" lamp located just above the center of the windshield.

BODY INSULATION

(All Series)

In keeping with the many items of comfort which have been built into the new Cadillacs is their freedom from noise and vibration which has been achieved through scientific insulating. Motor noises and vibration have been virtually eliminated from passenger quarters by the complete insulation of floors, cowl, doors and body panels. One half inch of insulating material has been added to the entire front floor and toe board. The addition of one-eighth inch of special insulating paper cemented to the inside of the dash panel has eliminated drumming in the panel and enhanced insulation against heat and vibrational noises. The newly designed clutch pedal seal stops noises from reaching the passenger quarters through the clutch pedal opening in the floor regardless of the position of the clutch pedal. To complete front quarter insulation, each cowl quarter has been packed with rock wool to insure freedom from engine heat as well as noise.

ENGINES

Improved methods of machining have made possible a closer tolerance between the lifter unit and the body. Oil leak-down is better controlled and a uniform valve lift is assured.

The lifter unit has been redesigned and the oil bleeder hole in the body has been relocated to permit a greater volume of oil to remain in the reservoir when the engine is at rest. As a result, the ratio of air to oil in the unit has been reduced and effectiveness of the valve silencer when the engine is first started has been improved.

NEW CAMSHAFT, SPROCKETS AND TIMING CHAIN

The sprockets and timing chain have been redesigned for increased sprocket tooth durability and an alloy cast iron camshaft replaces the former forged camshaft. The new camshaft avoids the possibility of scored or pitted cam surfaces.

EXHAUST VALVES

A special heat resistant bearing material has been developed for the 1941 exhaust valve stems. This material is highly score resistant at very high temperatures. Exhaust valve head material is austenitic steel as in 1940. Intake valves, not being subjected to so high temperatures as the exhaust valves, remain chrome-nickel steel.

CLUTCH

The torbend disc clutch introduced in 1940 is continued for 1941 with additional refinements. Three additional needle bearings replace the pin and socket bearings formerly used at the clutch release levers, providing a practically frictionless operation.

Clutch operation is easy and smooth with annoying squeaks eliminated by anti-friction washers placed on the driving side of the clutch release levers.

Special care has been taken in the design to prevent the throwout bearing from rotating when the car is in motion and the clutch engaged. Thus, long bearing life is definitely assured.

FAN

Series 61, 62, 63 and 60S use a four blade fan with detail refinements. A new five blade fan with a strongly reinforced spider is used on the Cadillac 67 and 75.

WRIST PINS

A new method of finishing the wrist pin holes in the pistons has been developed to further improve wrist pin fits and to better the condition of the anodizing. After the hole has been diamond bored to size and anodized, it is subjected to a process known as "bearingizing". The

ENGINES

Engine sizes remain the same as in 1940 with several new features and improvements which combine to provide greater power with a 15% fuel economy increase. This increased gasoline economy, together with the many improvements in serviceability, assure economy comparing favorably with any car in its price class.

Higher compression ratios

Increased gasoline economy

Improved power and performance

All Series - 150 Horsepower

Many mechanical refinements, including:

New hydraulic valve silencers

New alloy cast iron camshaft

New exhaust valves

Smooth clutch operation

Bearingized wrist pin holes in pistons

COMPRESSION RATIOS

One of the important changes in the engine program is the new cylinder head design which raises the compression ratio to 7.25 to 1 for all Cadillacs. Such a high compression ratio has been made possible by the extensive fuel developments of the past year combined with research in cylinder head design.

The greater engine efficiencies obtained with the high compression heads have resulted in more power output for all series, especially at the lower engine speeds where acceleration capabilities are particularly desirable. Despite the increased engine power and performance, the high compression ratios have brought about a 15% increase in gasoline economy over that of 1940, which in itself showed an improvement of more than one mile per gallon over the previous year. Altogether, all series are considerably more economical to operate and are better performing than ever before.

NEW HYDRAULIC VALVE SILENCERS

Besides the new cylinder heads, which bring about a readily apparent improvement in car performance, there have been many mechanical refinements which, although not as readily apparent, contribute to the higher quality and greater durability of the new Cadillac engine.

First among these new developments are the improved hydraulic valve silencers, which have been designed for greater durability and smoother operation. The lifter unit, formerly made of cast iron, is now manufactured from a high quality case-hardened steel. Results of numerous tests indicate that this new material, besides being more wear resistant, is also especially valuable in preventing galling between the lifter unit and the body, thus permitting smoother operation and preventing wear.

ENGINES

aluminum oxide formed by the anodizing process is smoothed into the wall by the action of a many toothed cam. This process lengthens the life of the anodizing and gives a mirror finish.

Piston rings have also been refined in design to further improve their durability and to improve oil economy.

EASIER ENGINE ACCESSIBILITY

The large hood top panel with integral side panels when raised provides easy access to the engine compartment. It is held firmly in the raised position by two over-center springs.

NEW CONNECTING ROD BEARINGS

Connecting rod bearings, steel backed babbitt as in 1940, have been redesigned for greater durability. The babbitt is a very thin tin base babbitt which tests prove to be highly wear resistant, especially under high speed driving conditions.

CHASSIS

Most of the chassis changes have been made to improve economy, safety, riding comfort and steering ease. The new frames embrace several structural changes for increased strength and rigidity. Wheelbases and treads have been changed on all series. Other changes include the use of a recirculating ball steering gear on all series, heavier steering knuckles and front wheel bearings on the Cadillac 61, 62, 63 and 60S, and improved camber adjustment and shorter turning radii on all series.

FRAMES

Greater rigidity
Increased width
No special convertible frames

Greater rigidity in the 1941 frames is due to more rigid X-member and sidebar construction. Lighter gauge sidebar stock is used, while sidebar depth has been increased and several reinforcements have been added. The extra ruggedness of the new frames and consequent increased durability of the entire automobile provide another 1941 economy feature.

A channel section reinforcement securely welded to the frame sidebar extends along the sidebar from the rear of the X-member to the fuel tank cross member (See Figure 1-F). It forms a strong rigid support to the kick-up over the rear axle. Another support has been added at the junction of the rear cross member with the sidebar. This support is a heavy Z-section reinforcement at the rear spring rear bracket providing additional strength at a point where loads are directly applied.

Further stability is supplied by the increased frame width at the rear on the Cadillac 61, 62, 63 and 60S. Rear treads have been increased and the points of spring suspension are much farther apart, thus improving body stability.

At the front, rigidity has been increased by joining the X-members to the sidebar farther to the rear. A long channel extension forms a strong box section with the sidebar from this junction to the front cross member. With these added improvements and the deeper sidebar construction, torsional stiffness has been increased 40% over that of last year's frames. Because of the additional stiffness, special frames are not required for convertible bodies.

1941 FRAME DIMENSIONS

	Series 61 62, 63, 60S	Series 67	Series 75
<u>SIDEBAR</u>			
Type	Channel	Channel	Channel
Maximum depth	6-5/8"	7-7/8"	7-7/8"
Flange width	2"	2-1/2"	2-1/4"
Stock thickness	9/64"	5/32"	5/32"

CHASSIS1941 FRAME DIMENSIONS CONT'D.

<u>X-MEMBER</u>	Series 61, 62,63,60S	Series 67	Series 75
Type	I-Beam	I-Beam	I-Beam
Depth at center	7-3/16"	8-11/16"	7-5/16"
Flange width	2-3/8"	2-3/8"	2-3/8"
Web thickness	3/32"	Fr. 3/32"; R. 5/32"	3/32"
Flange thickness	3/16"	Fr. 1/4"; Rear 5/16"	

STEERING MECHANISM

Recirculating ball type in all series
Short turning radii

All series are now equipped with the recirculating ball type of steering gear introduced on the 1940 Cadillac 72 (See Figure 2 F). The balls provide practically frictionless operation of the gear mechanism for reduced steering effort. The new steering gears require fewer adjustments thus providing further operating economy.

The turning radii for all Cadillacs is shorter than in 1940.

REAR SUSPENSION

Auxiliary rear bumper prevents bottoming shock.

Hotchkiss drive rear suspensions with permanently lubricated rear springs are continued with only a few changes.

Rubber bushings have been installed on the Sixty-Special rear spring rear shackles as on the other Cadillacs. This arrangement provides rubber insulation between the frame and springs at all points of suspension.

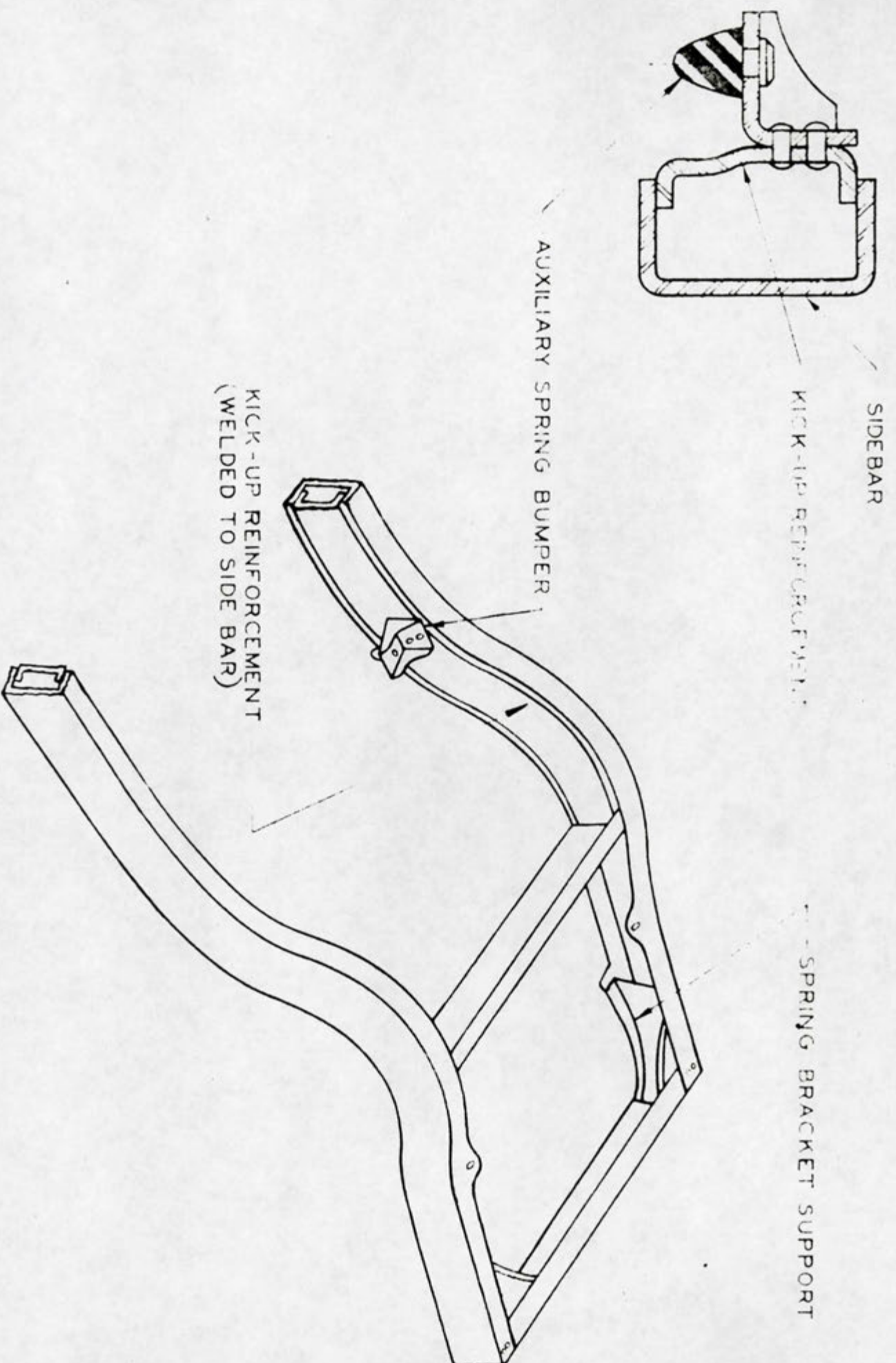
All series are equipped with an auxiliary rubber spring bumper mounted on the sidebar kick up reinforcement (See Figure 1 F). This bumper cushions spring action over very rough roads and prevents jar due to spring bottoming even under the most severe conditions.

REAR AXLE

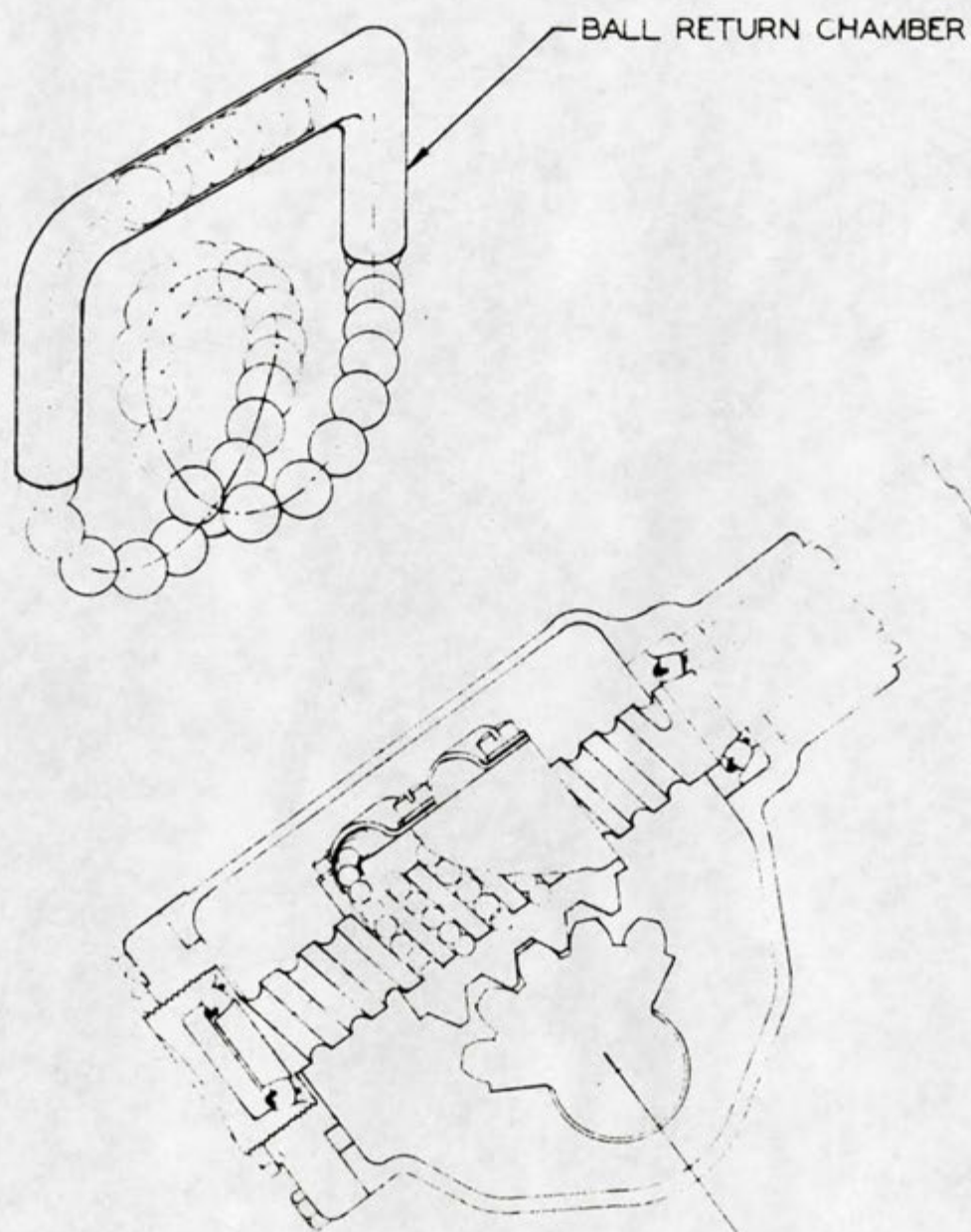
New ratios all series
New axles on 67 and 75

New gear ratios are the only changes in the rear axles except on Series 67 and 75 which have new axles. Axle ratios are 3.77 to 1 for Series 61, 62, 63 and 60S, and 4.27 to 1 for Series 67 and 75.

Axle housings on the Series 67 and 75 are reinforced with a steel tube welded to the interior of the housing.



FEATURES OF THE NEW CADILLAC FRAME



1941 CADILLAC STEERING GEAR
SERIES 61-62-63 & 60S GEAR ILLUSTRATED
SERIES 67 & 75 GEAR SIMILAR

CHASSISPROPELLER SHAFT

Splined joint now inside transmission extension

The sliding member has been removed from the propeller shaft assembly and located within the transmission housing to slip on splines on the rear of the transmission main shaft (See Figure 3-F). The ball bearing on the main shaft has been replaced by two steel backed babbitt bushings pressed into the housing which also holds the oil seal. These bushings and the sliding member are lubricated by transmission oil, so require no other lubrication.

FUEL TANK AND PIPE

Stronger fuel tank
Baffle prevents fuel surging
Better protected fuel pipe

All series except the Cadillac 75 are equipped with a new twenty-gallon fuel tank. A new baffle (See Figure 4-F) serves as a reinforcement to the bottom of the tank and also as a baffle to prevent the gasoline from splashing.

To provide added protection against damage by flying stones, there has been a slight change in fuel pipe mounting. Formerly the pipe passed from the fuel tank under the frame and along the sidebar to the front of the car. With the new arrangement, this pipe, upon leaving the fuel tank passes over the frame and along the outside of the sidebar. Thus, the frame at all times offers protection for the pipe.

FRONT SUSPENSION

Stronger front suspension on 61, 62, 63, 60S
Increased camber adjustment range (all series)

Coil spring knee action with the torsion rod front ride stabilizer is continued on all series. Front wheel bearings and steering knuckles are larger and much stronger on Series 61, 62, 63 and 60S.

For better maintenance of correct camber adjustment, the threaded pin in the upper end of the steering knuckle support has been replaced by a plain eccentric pin. The camber adjustment range has been doubled with the new design.

WHEELS AND TIRES

Fifteen inch wheels on 61, 62, 63 and 60S

New tire sizes on the Series 61, 62, 63 and 60S are 7.00 x 15 4-ply. Series 67 and 75 continue the use of 7.50 x 16 6-ply tires. Slotted disc steel wheels are used on all series as before.

CHASSISCOMMERCIAL CHASSIS

Especially designed for commercial use
 Special springs
 Large brakes
 Two-piece propeller shaft
 Additional body brackets

Commercial chassis available in both the Cadillac 62 and the 75 Series, differ from the 1940 models in the same respects as the 1941 pleasure cars differ from their predecessors. As in the past, these chassis are especially designed for commercial service. Wheelbases, compression ratios, axle ratios and frames are new with many improvements. Both series use the two-piece propeller shaft with three needle bearing universal joints.

Principal data on the commercial chassis may be found in the following table; for further specifications see Section H.

COMMERCIAL CHASSIS DATACADILLAC 62 and 75

Engine displacement, Cu. In.	346
Compression ratio	7.25
Horsepower (Maximum)	150
Wheelbase	163
Overall length	252 7/8"
Rear axle ratio	4.27
Low gear ratio	2.39
Second gear ratio	1.53
Maximum draft in low gear, lbs.	233

FRAMESidebar

Type	Channel
Depth	7 13/16"
Flange width	2 17/64"
Stock thickness	5/32"

X-Member

Type	I-Beam
Depth at center	7 1/2"
Flange width	2 3/8"
Web thickness	1/8"
Flange thickness	1/4"

ELECTRICAL SYSTEM AND INSTRUMENTSHEADLAMP DIMENSIONS

	<u>61</u>	<u>62</u>	<u>63</u>	<u>60S</u>	<u>67</u>	<u>75</u>
Diameter of lens	6-11/16	6-11/16	6-11/16	6-11/16	6-11/16	6-11/16
Distance (Center to Center)	56-1/2	56-1/2	56-1/2	56-1/2	56-1/2	56-1/2
Ground to center of lens.	30-15/16	30-15/16	30-15/16	30-15/16	32	32
Outside of lens to outside edge of front fender	5-13/16	5-29/32	5-13/16	5-29/32	5-13/32	6

DIRECTIONAL SIGNALS

Directional signals are continued with several improvements. The control lever mounted on the left side of the steering column below the steering wheel hub is equipped with an automatic return which operates when the steering wheel is returned to the straight ahead position after a turn. A red light in the speedometer face flashes when the unit is in operation.

Signal lights are located in the parking and rear lamps, the signal being flashed by the right rear lamp and right parking lamp to indicate a right turn, and by the left rear lamp and left parking lamp to indicate a left turn. The intensity of the signal lights makes them easily visible above the steady rear and parking lights.

PARKING-SIGNAL LAMPS

Parking-Signal lamps of an entirely new design are mounted in each side of the radiator grille. They are approximately level with the headlights and their lens characteristics permit them to be used in place of the headlights in semi-darkness. A series of angled prisms formed in concentric circles on the inside of the lens provide a concentrated area of light easily seen at great distances, especially valuable when directional signals are in use. Each parking lamp has a 21-3 candlepower bulb, the 21 candlepower filament being used as the directional indicator while the 3 candlepower filament is the parking light.

ELECTRICAL SYSTEM AND INSTRUMENTSREAR LAMPS AND LICENSE PLATE ILLUMINATOR

All series are fitted with attractive new rear lamps mounted on the rear fenders. Each lamp consists of a long, tapered chrome plated die casting with a lens curved to conform with the fender shape. A long chrome fin forms a decoration along the top and bears an attractive red ornament. This portion on the left rear lamp is hinged and when raised provides access to the gasoline tank filler.

The new rear license illuminator is located above the trunk handle and lights the license which is mounted on a bracket immediately above.

GENERATOR

1940 peak load generators with voltage and current control are continued for 1941. Cooling is obtained by a fan mounted on the generator armature shaft.

HIGH TENSION WIRING

The high tension ignition wiring on the engine has been rearranged to reduce electrical interaction between the wires. This gives a stronger spark at the plug which permits the use of spark plugs which, because of wear or carbon accumulation, would otherwise cause engine missing. The new wiring, therefore, reduces the frequency of spark plug cleaning or replacement.

BATTERY

More convenient location
New, non-overflow filler plugs

Batteries are the same size as used in 1940 and are mounted in front of the dash outside the right frame sidebar on all series. Here they are easily accessible when the hood is raised and are also well cooled by air passing along the outside of the frame.

All batteries are equipped with a non-overflow filler plug which prevents putting too much water in the batteries.

ACCESSORIES

All accessories have been designed to follow the new modern styling of the 1941 Cadillacs and several accessories have been added to suit new needs that have arisen.

RADIO

- Positive button action
- Improved tone quality
- Attractive appearance
- More convenient control grouping
- Easier button adjustment

In addition to the new styling, several important changes have been incorporated in the 1941 radios for improved tone quality and simplified tuning.

NEW PUSH BUTTON TUNING

Greater accuracy in push button tuning is obtained by a latch bar mechanism which replaces the friction brake used in 1940. This assures correct positioning of the buttons once they have been adjusted. Button adjustment to a desired station is also much more easily obtained by a new "one hand" operation. A button may be adjusted by merely latching in the button and rotating it until the station desired is accurately tuned.

CONTROLS

All radio controls are grouped together in the upper portion of the radio grille behind which the receiver is mounted. The glass-enclosed illuminated dial which indicates the frequency to which the set is tuned follows the instrument design. Above this dial are the five station selector buttons and the tone control and "on-off" buttons. To the left of the buttons is the station selector knob and to the right is the volume control. All buttons and knobs are chrome plated to match the car controls. Above the station selector buttons are the illuminated station call letters. When a station is tuned in by a button the call letters of that station are more brilliantly lighted than the other stations.

For greater ease of operation, the manual station selector and volume control are regulated by knobs instead of by drums. The volume control knob also serves to operate the telescoping antenna; pulling the knob out raises the antenna while pushing the knob in lowers it. An additional extension for weak signals and distant stations may be obtained by further extending the antenna by hand.

IMPROVED SPEAKER

Tone quality has been improved by a new speaker design. Greater intensity is obtained in the speaker magnetic field by the use of a new more powerful permanent magnet. The increased power output reduces distortion at higher volumes.

ACCESSORIESREAR COMPARTMENT RADIO

Vacuum antenna
New controls

An attractive rear compartment radio is available for the Series 67 and 75. It consists of three parts, the remote control unit mounted in the vanity case in the right rear arm rest, the speaker mounted beneath a screen on the shelf behind the rear seat, and the receiver mounted in the trunk between the spare wheel and the right trunk wall. A vacuum-operated telescopic antenna is mounted on the right side of the trunk near the body. It is controlled by a knob in the remote control unit. The rear radio has been completely redesigned to give better tone, greater volume, and increased sensitivity. The changes include a new speaker and a new "one-hand" type of control unit. This unit is neatly mounted in the vanity case in the right rear arm rest. Included in these controls are the manual station selector, volume control, antenna control and five push buttons, all finished in dark brown plastic.

UNDERSEAT HEATERS

Completely automatic operation
Thermostatic temperature control
New plastic and chrome controls

The underseat heater arrangement with two heating units, one under each front seat and a separate defroster and ventilating unit on the dash is continued for 1941 with a new thermostatic heat control and other improvements.

The thermostat regulates the amount of water flowing through the units and also governs the speed of the fans. When the heater is first turned on, the fans do not operate until water in the units has been warmed, thereby preventing the heater from throwing cold air into the passenger compartment. After water temperature has become sufficiently high, both heater units automatically operate at high speed. When the passenger compartment temperature has risen to approximately that indicated by the position of the thermostat control, the heaters automatically reduce to low speed and the water flow is restricted to maintain the pre-set temperature. When the car engine is turned off the heater fans are switched off automatically. Such positive control assures the desired passenger compartment temperature at all times.

Defroster fresh air and heater controls are mounted as an attractive unit along the lower portion of the instrument panel and are designed to harmonize with the instrument panel. The background of the controls is bronze metallic and ivory lettering impressed in clear transparent plastic indicates the operations. The upper control is a three position plastic defroster switch with "off", "high", and "low" control. Directly below this is the chrome plated fresh air intake control which regulates the quantity of fresh air through the defroster. Below this is a chrome plated lever which governs temperature by regulating the heater thermostat.

ACCESSORIESDASH HEATER

Improved defrosting ability.

Dash heaters are similar in operation and design to those used in 1940. Their output has been increased and they are finished in new colors to harmonize with the interiors. The motor is reversible so that either direct or diffused heat may be obtained. Heaters are available in both the ventilating and non-ventilating types, fresh air being admitted to the ventilating heaters through a flexible hose extending from the radiator grille. An increase in defroster output has been obtained by the use of a new fan and the use of larger hoses and nozzles. The greater effectiveness assures rapid de-icing and defrosting.

FOG LIGHTS AND DRIVING LIGHTS

Fog lights are recessed in the front fenders below the headlamps. The control switch, mounted on the lower portion of the instrument panel where it is easily accessible to the driver, is lighted for night visibility and is indicated by an "F" for "Fog Lights". The knob is illuminated when fog lights are in use.

REAR FENDER WHEEL COVERS

Rear fender wheel covers, standard equipment on most series, are available as an accessory for the 61 and 62 standard styles.

BACK-UP LIGHT

A new accessory this year is a back-up light which may be mounted above the rear bumper at the left. It provides a bright light especially helpful in backing out of the driveway at night. The plastic control knob with letter "B" for "Back-up Light" is mounted below the instrument panel at the left and is illuminated when in use.

NO-ROL

When the car is on an incline and the clutch pedal is depressed, the No-Rol will hold the foot brakes at the applied pressure without the foot brakes or emergency brakes being used, leaving the right foot free to operate the accelerator. As the clutch is engaged the No-Rol is released. A further improvement has been made in the mechanism so that the No-Rol is kept disengaged when the car is in reverse, permitting the car to coast when moving with the transmission in reverse and the clutch disengaged.

ACCESSORIESDAY-NITE REAR VIEW MIRROR

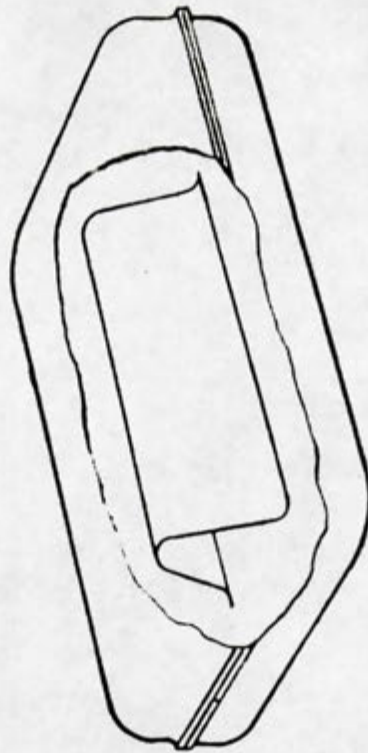
A new type non-glare, interior rear view mirror is now available for all Cadillacs. It can be used to replace the mirror with which the car is equipped and is designed to be mounted on the windshield division bar in place of the standard mirror. The glass has a gold backing to minimize glare and in addition may be tipped slightly upward for night driving to permit an indirect reflection of lighting from cars behind. For ordinary daytime driving the mirror may be left in normal position so that a direct reflection is obtained.

LIST OF ACCESSORIES

Automatic Radio-Vacuum Antenna	Outside Rear View Mirror
Rear Radio-Vacuum Antenna	Seat Covers
Automatic Underseat Heaters	Spot Light
Dash Heater	Windshield Washer
Ventilating Dash Heater	Back-Up Light
DeLuxe Steering Wheel	Luggage
Fog Lights	Robes
License Frames	Cushions
Rear Fender Wheel Covers	Sheepskin Rug
No-Rol	Trim Rings
Wheel Discs	Non-glare Rear View Mirror

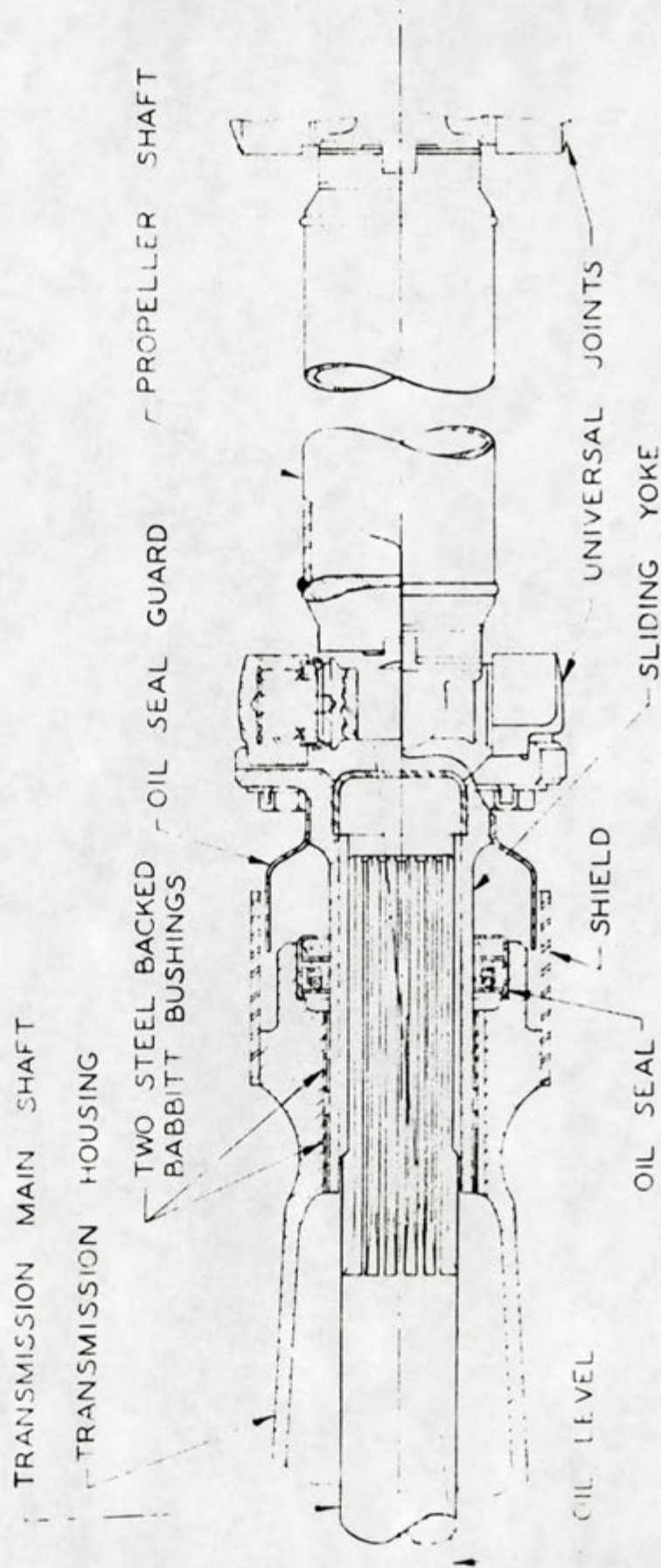


1940



1941

IMPROVED GASOLINE TANK BAFFLE
SERIES - 61-62-63-60S, 67



PROPELLER SHAFT ASSEMBLY

1941 ALL SERIES

ELECTRICAL SYSTEM AND INSTRUMENTS

For 1941 instrument visibility has been improved, car controls have been re-grouped for accessibility, and there have been many changes improving appearance.

INSTRUMENT PANEL (ALL SERIES)

- Distinctive new design
- Dark brown burlled walnut finish
- Convenient arrangement of controls
- Improved instrument visibility and lighting
- Automatic cigar lighter

ATTRACTIVE APPEARANCE

The new instrument panel has been attractively designed emphasizing chrome against a dignified, burlled walnut background. Controls have been re-grouped for easier accessibility, and the new instruments, in addition to being attractively designed, are much easier to read.

NEW RADIO GRILLE

In the center of the panel is a large radio grille, behind which the radio may be mounted. The lower portion of this grille consists of bright chrome vertical bars and conceals an ash receiver at the right. This ash receiver operates on a pivot so that when pushed in at the bottom, the top swings out, exposing a large removable tray. In the center of the grille is a series of horizontal louvers, edged in bright chrome, with a bronze metallic colored background. At the top is a chrome center plate bearing the Cadillac name in script. This plate is replaced by the radio dial and controls when a radio is ordered. For radio description see Page G-5

DISTINCTIVE CLOCK & SPEEDOMETER

To the left of the grille is a large round easily read speedometer, while to the right is an electric clock, standard equipment on all models, and similar in design to the speedometer. Behind the convex glass cover is a dial of transparent plastic upon which the ivory colored letters appear in relief against a bronze metallic background. At the center of the dial is a circular area of brushed aluminum outlined with a bright chrome bead. On the speedometer the odometers are located in the center of this area, while the red headlamp beam indicator is in the upper left portion of the face and the directional signal indicator is in the upper right. The speedometer pointer and the clock hands are white and may be easily seen both in the daytime and at night. Each instrument is illuminated by two bulbs located behind a wide chrome bezel which outlines the face of the instrument.

ELECTRICAL SYSTEM AND INSTRUMENTSNEW INSTRUMENTS

Each side of the instrument panel is divided into an upper and a lower section by a bright chrome moulding extending from the clock to the right side of the panel, and from the speedometer to the left side. Above this moulding on the left side, directly in front of the driver, is a glass panel enclosing the temperature, ammeter, gasoline and oil gauges which have ivory numerals against a bronze metallic background and have white pointers for easy visibility. Along the lower portion of the chrome bezel which borders this panel directly beneath each gauge is the name of that gauge in script so they each may be identified at a glance.

LIGHT SWITCH

The light switch located in the lower left portion of the instrument panel controls instrument lights, headlights and parking lights. Parking lights may be turned on by pulling the chrome knob out to the first position. When the knob is pulled out to the second position the headlights are on and may be dimmed or brightened by the foot switch located to the left of the clutch pedal.

INSTRUMENT LIGHTS

Instrument lights, though regulated by the headlight switch knob, are independent of its position and may be operated with the headlights and parking lights on or off. While headlights and parking lights are operated by pulling the knob out, instrument lights, including clock, radio, instrument and lock lights, are operated by rotating the knob. A rheostat in the switch permits the light intensity to be varied as desired.

The ignition lock keyhole is illuminated from within the lock whenever headlamps or parking lamps are on.

CONTROLS

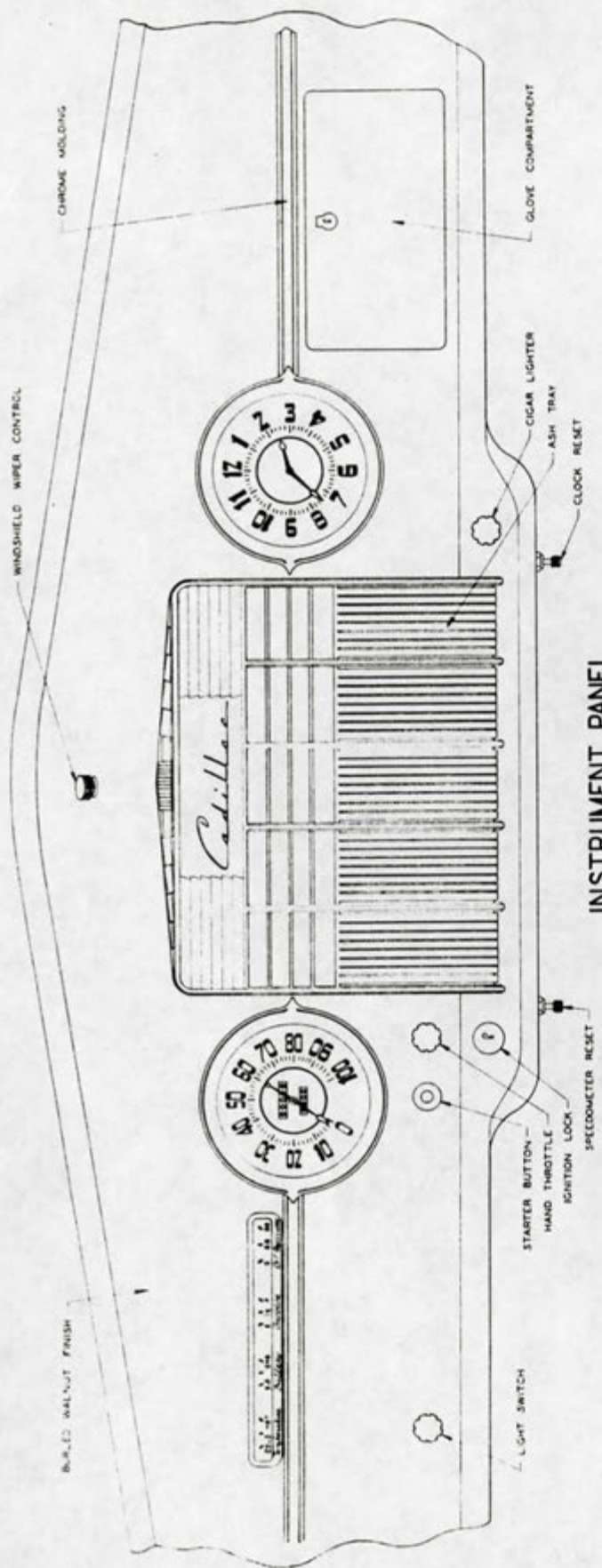
The principal car controls consisting of the starter push button, hand throttle control, and illuminated ignition lock are located in the lower portion of the instrument panel below the speedometer where they may be easily reached by the driver. The automatic cigar lighter, standard equipment on all cars, is located to the right of the radio grille near the ash tray.

GLOVE COMPARTMENT

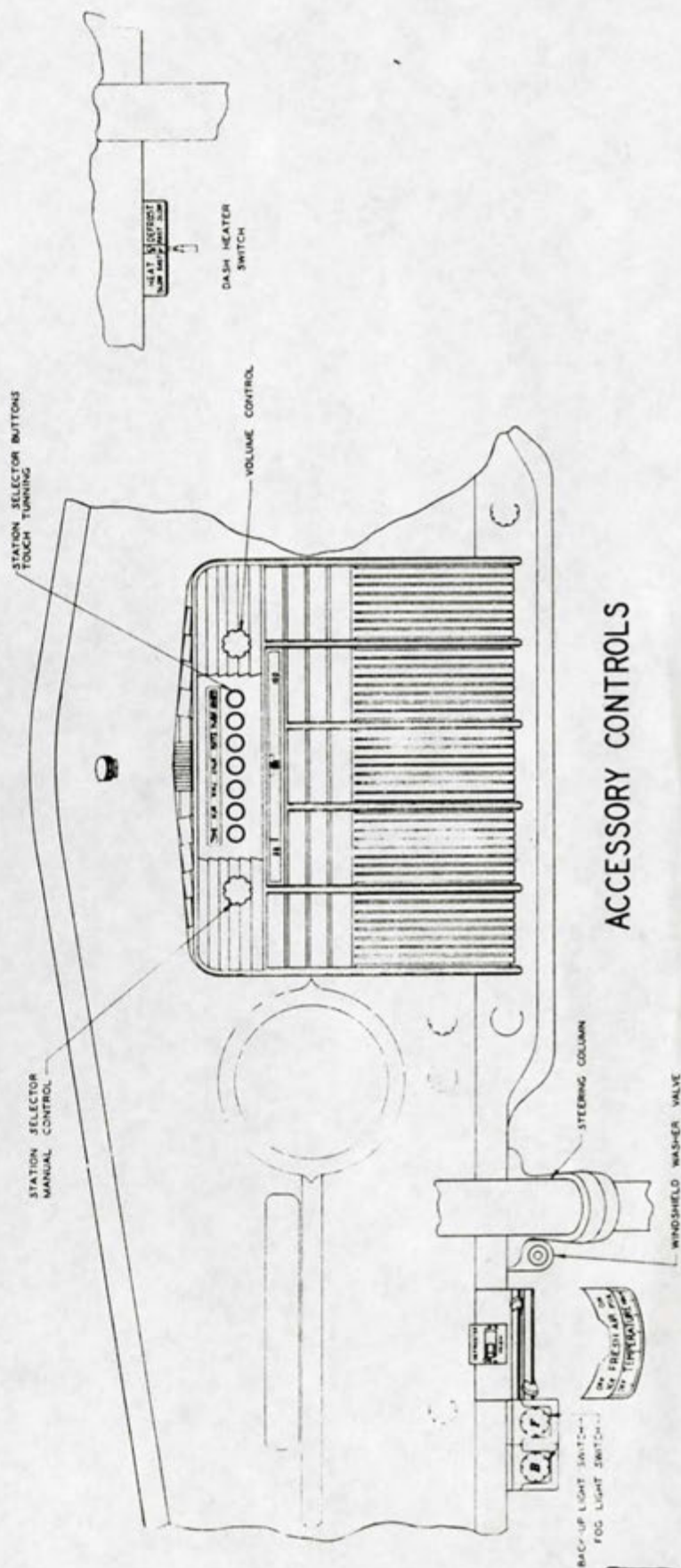
A large cloth lined glove compartment is contained in the right portion of the instrument panel and is automatically lighted when the door is opened.

HEADLAMPS

Sealed beam headlamps have been continued and are mounted high in the fenders on all models. This position permits light to be thrown far down the road and also avoids possible damage from flying stones.



INSTRUMENT PANEL



ACCESSORY CONTROLS

1941 & 1942 CADILLAC

EQUIPMENT CODE

E - ECONOMY AXLE	O--SPECIAL STEERING WHEEL
F-- FIRESTONE BLACK TIRES	P--WINDSHIELD WASHER
G-- WHEEL SHIELDS	R-- ROYAL BLACK TIRES
H-- VENTILATING HEATER DEFROSTER	S--RADIO AND AERIAL
J-- HEATER DEFROSTER	T--HYDRA-MATIC TRANS- MISSION
K-- AUTOMATIC HEATING SYSTEM	U-- REAR COMPT RADIO
L--LICENSE FRAMES	V-- NO RUNNING BOARDS
M-- RUNNING BOARDS	W--WHITE SIDE WALL TIRES
N--FOG LIGHTS	Y--WHEEL DISCS
	Z--WHEEL TRIM RINGS

OPERATING HINTS

for the

CADILLAC V-8

Series 41-61, 62, 63, 60S, 67 & 75



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We are anxious that you secure the best of service from your car, and we will welcome any inquiries regarding the car or its operation and maintenance. In writing on matters pertaining to your car, always give the engine number (See Page 24 for location of engine number). Please address correspondence to

Service Department
 CADILLAC MOTOR CAR DIVISION
 General Motors Sales Corp.
 Detroit, Michigan

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Everyday Care

The Right Gasoline—The Cadillac V-8 engines provide all the benefits of modern high-compression design, which means that they operate most efficiently with high-octane fuel. Premium grade fuels, such as "Ethyl" gasoline, having an octane rating of 80 or above, should be used.

The so-called "regular" grades of gasoline, having 72-74 octane ratings may be used without harm, but their use will necessitate retarding the spark, with a consequent decrease in performance and engine efficiency.

Raising the Hood—is accomplished by tilting the radiator ornament back. This releases both the regular and the safety catch. Counterbalancing springs hold the hood in its raised position. When lowering the hood, hold the ornament up until hood is fully closed, then press down and make sure the catch is fastened securely.

Engine Oil Level—In checking the engine oil level between oil changes, there is only one safe rule: Check the oil level every time gasoline is purchased and add oil as required.

The Break-In Period

Strictly speaking, your Cadillac car does not require a break-in period, for it is never necessary to drive at speeds below a specified maximum. We nevertheless urge that you drive at moderate speeds during the first 500 miles, even though it is only to accustom yourself to the handling of the car.

One definite precaution must be observed during this period. When driving a new car at speeds over 60 miles per hour, let up on the accelerator for ten or twelve seconds at frequent intervals. The important consideration is not miles per hour, but avoiding continuous high speed.

No Page 4

Oil will not be required every time, but it is better to check the level unnecessarily a dozen times than to miss the one time that more oil is needed.

The mileage intervals for changing engine oil and the correct grade to use depend upon the season of the year and the type of driving, as explained on page 13.

The combination oil filler cap and plunger type gauge is on the left side of the crankcase. Add oil whenever the level is down to the 6-quart mark, but add only enough to bring the level up to the 7-quart mark.

Cooling Liquid Level—The radiator filler cap is located under the hood for convenience in checking liquid level when checking the oil. The level should be checked at least once every week or ten days, (except on long tours, when it should be checked daily) and kept to within one inch of the top of the filler neck.

CAUTION—When removing the filler cap from a hot engine, rotate the cap toward the left until the stop is reached. This is the vented position, which allows pressure to escape. Keep in this position until the pressure in the system has been relieved, then turn again to the left to remove. Turn the cap all the way to the right when reinstalling.

Whenever the cooling system is drained and refilled, rust inhibitor should be added and in cold weather anti-freeze must be used. Solutions for these purposes are discussed on page 17.

Tire Pressure—The tire pressure is the fourth item requiring frequent attention. All tires, including spares, should be checked every week or ten days* and maintained at the correct pressures of 28 pounds, front and rear, except on 41-67 and 75, which should be 24 pounds front, and 32 pounds rear.

Check the pressure when the tires are cold, preferably in the morning, and never after a fast run. Heat developed on fast runs or from hot pavements increases the pressures and they decrease again when the tires cool.

Always unlock the rear compartment lid and have the attendant check the spare tire while he is checking the others. Also, remind the attendant to reinstall the tire valve caps, which provide an essential service in keeping dirt out and in maintaining air pressure.

*When touring and covering several hundred miles a day, check the tire pressure every day or two.

Instruments and Controls

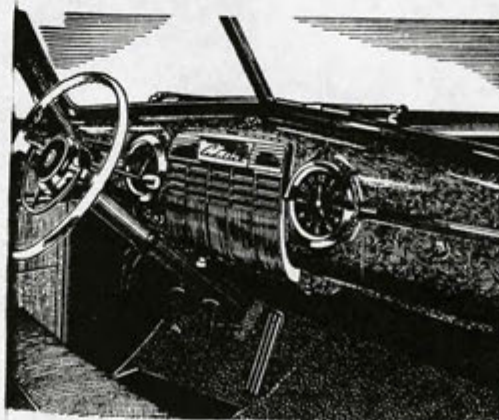
Comfort and convenience for the driver contribute to greater safety, as well as to more enjoyable driving. The Cadillac driver's compartment has been designed with this in mind.

The seat adjustment is easily made by lifting the catch on the left side of the front seat base and sliding the seat backward or forward to the most comfortable position. On long trips, changing the adjustment occasionally will be found helpful in avoiding fatigue.

The rear view mirror has a universal mounting which permits adjusting it to any angle required for maximum vision. Furthermore, the mirror is mounted so that a half-turn raises or lowers it to suit the height of the driver.

The transmission control lever on the steering column is operated in the conventional manner. Lift the knob and move rearward to engage low gear, or forward to engage reverse; depress the knob and move it forward or rearward to engage second and high gears respectively.

The hand brake lever is located under the instrument panel at the extreme left, where it is convenient to the driver's left hand and yet completely out of the way.



The gasoline gauge is operated electrically. It indicates the quantity of fuel in the tank only when the ignition is turned on. When the ignition is turned off, the pointer drops beyond the "empty" mark.

In place of an **ammeter**, a battery charge or discharge indicator is used. This gauge should indicate "charge" as soon as the car is running 15 to 20 miles an hour. If it fails to do so, or if it shows a discharge when the engine is not running and no electrical equipment is in use, the cause should be investigated immediately.

The **oil pressure gauge** should always show pressure while the engine is running. If it does not, stop the engine at once and investigate the cause.

The **temperature indicator**, which shows the temperature of the fluid in the cylinder blocks, is operated electrically and functions only when the ignition is turned on.

The needle should register within the normal range except on long, hard drives in summer weather, when it may register hot. This condition need not cause alarm, as the pressure-operated overflow will normally prevent water losses at temperatures up to 235°F.

When the engine does run hot on long drives, it is important to check the oil and water levels frequently. Observe the precaution given on page 6 when checking the water level.

If the indicator should show "hot" during short runs under normal driving conditions, the cause should be investigated.

The **Speedometer** trip mileage indicator can be quickly reset to zero by pushing the reset knob in and turning it backward. All of the figures will be returned to zero within one complete revolution of the dial.

The **clock** is electrically driven and fully automatic in operation. Interruptions in the current will naturally cause the clock to stop. After the current has been reconnected, it is necessary merely to reset the hands, as the resetting mechanism will again put the clock in operation. The resetting knob is directly below the clock on the instrument panel flange. The regulator knob is on the back of the clock.

The **Directional Signal** control lever is just below the steering wheel on the left-hand side. In the **up** position, a right turn is indicated; in the **down** position, a left turn.

The signal is made by the flashing of 21 c. p. bulbs in the fender lamp and the rear lamp on one side of the car. An indicator flashes in the upper left area of the speedometer face while the signal is in operation. The signal is turned off automatically when the steering wheel is straightened after completing the turn.

Headlamp Controls—The "Scaled Beam" headlamps used on Cadillac provide two separate beams:

1. A country (upper) beam, which illuminates the road evenly a considerable distance ahead of the car, for use on the open highway when no other vehicles are approaching.
2. A traffic (lower) beam, which is low enough to avoid glare in the eyes of oncoming drivers, for use on heavily traveled highways and whenever meeting other vehicles.

The headlamps are lighted by pulling the light switch on the instrument panel to the second or last position, and selecting the country or the traffic beam as traffic and road conditions demand by depressing the foot switch near the clutch pedal.

A red beam indicator in the upper area of the speedometer face lights up whenever the country beam is in use to warn the driver to switch to the traffic beam when another car approaches. **Never pass an approaching car with this light burning.**

The first position of the light switch turns on the parking lamps.

The instrument panel lights and the ignition switch key-hole light are also controlled by this switch knob. When rotated anti-clockwise, it turns on these lamps, *provided* the running lights are also on. Turning the knob further increases the brilliance of the lamps.

Accessory Controls—The locations of control switches and buttons for Cadillac accessories are planned both for convenience and for harmonious blending with the design of the instrument panel.

The radio controls, including the station selector buttons and the control for the vacuum-operated antenna, are neatly grouped above the radio grille in the center of the panel.

The control valve for the windshield washer and the switches for the fog lights and back-up light are on the flange of the panel to the left of the steering column, below the lighting switch.

In this location also is the switch for the heater—which may be of the familiar under-cowl type, or a completely self-regulating, under-seat heater.

Your Authorized Distributor or Dealer will be glad to show you any of these Cadillac Accessories.

Locks and Keys—Maximum protection is provided by the Cadillac system of locks and keys. Two sets of two keys each are furnished with the car. The octagonal handled key operates the front doors and the ignition switch. The round-handled key operates the compartment locks.

As a protection against unauthorized persons securing keys, the key numbers do not appear either on the keys or the face of the locks, but on small metal inserts fastened in the keys. Mark these key numbers on your Certificate of Title or Bill of Sale, as soon as you take delivery of the car, and have your dealer knock these number inserts out of the keys and destroy them.

Door Locks—The doors can all be locked from the inside by pushing down the small lock button. They can also be locked from the outside with the button by depressing the button while the door is open, and then holding the door handle all the way down while closing the door. The button snaps to the unlocked position when the door is closed in the usual fashion.

The front doors can be locked and unlocked with the driver's key. They can also be locked with the lock button and when so locked, the key will unlock them. Be careful not to lock the keys in the car when locking doors with the lock button.

Lock your car. Never leave it unlocked when unattended.

Cadillac Service

Authorized Service Stations—We urge you to take your Cadillac car to Authorized Service Stations for any service work that it may require, as Authorized Service Stations are qualified to take care of this work in a manner that cannot be duplicated elsewhere.

They have the obvious advantages of specialized experience on Cadillac cars, of the use of genuine Cadillac parts, and of adequate tools and equipment. Their workmen, too, secure the benefits of continuous training on up-to-date Cadillac servicing methods by means of regular publications and special bulletins supplied exclusively to them by the Cadillac factory.

Furthermore, keeping Cadillac owners well satisfied with their cars will pay dividends in future car sales to Authorized Dealers. For this reason alone, no one else will have as great an interest in keeping your car performing at its best.

Owner Service Policy—When you took delivery of your car you received from your distributor or dealer an "Owner Service Policy Certificate," which we ask you to read carefully at this time, if you have not already done so.

You will note from your certificate that you are entitled to a number of privileges, including: Free inspection and adjustments during the first 90 days or 4,000 miles of ownership, replacement without charge of any parts adjudged by this company to be defective under its Warranty, and free inspections at any time, provided no disassembly of parts is required.

You are also entitled, when touring, to the same consideration from any Authorized Service Station as you would receive from the service station of the dealer who sold the car, by merely presenting your Identification Card. This card was also presented to



you by the dealer when you took delivery of the car. This card should be signed as soon as it is received and always carried in the pocket provided for it on the cowl.

Manufacturer's Warranty—All Cadillac cars are sold subject to the following Manufacturer's Warranty:

"The Manufacturer warrants each new motor vehicle (including original equipment placed thereon by the Manufacturer except tires), chassis or part manufactured by it to be free from defects in material or workmanship under normal use and service, its obligation under this warranty being limited to making good at its factory any part or parts thereof which shall, within ninety (90) days after delivery of such vehicle to the original purchaser or before such vehicle has been driven four thousand (4,000) miles, whichever event shall first occur, be returned to it with transportation charges prepaid and which its examination shall disclose to its satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties, expressed or implied, and all other obligations or liabilities on its part, and it neither assumes nor authorizes any other person to assume for it any other liability in connection with the sale of its vehicles. This warranty *shall not apply* to any vehicle which shall have been repaired or altered outside of an Authorized Cadillac Service Station in any way so as in the judgment of the Manufacturer to affect its stability and reliability, nor which has been subject to misuse, negligence or accident."

Tire Warranty—All tires supplied as original equipment carry the following tire manufacturer's warranty:

"Every tire of our manufacture, bearing our name and serial number, is guaranteed by us to be free from defects in workmanship and material, without limit as to time or mileage, and to give satisfactory service under normal operating conditions.

"If our examination shows that any tire has failed under the terms of this guarantee, we will either repair the tire or make an allowance on the purchase of a new tire."

Battery Warranty—"A Delco battery, Model 17 K 3 W, is used in your car. It is guaranteed for 90 days or 4,000 miles, whichever first occurs, but if you will have it registered immediately with a Delco Battery Service Station, you can obtain an Adjustment Policy Service Certificate which protects you for 21 months or 21,000 miles. Your Cadillac Dealer will be glad to assist you with this important matter."

Lubrication

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DO NOT REMOVE

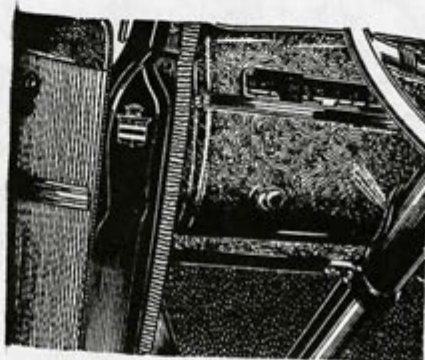
In order that your Cadillac car may deliver throughout its life the performance built into it, we urge you to protect your investment by having the car lubricated regularly as recommended.

Authorized Lubrication—Lubrication operations can be performed most satisfactorily by your Authorized Cadillac Service Station. In addition to having specialized equipment, they also have correct lubricants, complete instructions, and experience on Cadillac cars.

When a lubrication operation is performed at an Authorized Service Station, the number of the next lubrication and the mileage at which it is due will be posted on the crest-shaped plate on the left front door pillar. When this mileage appears on the speedometer, the car can be taken to any Authorized Service Station and, by asking for "schedule lubrication," the car will receive the exact lubrication required.

Engine Oil Recommendations

During the first 1,000 miles, use the oil that was in the crankcase when the car was delivered. When it is necessary to add oil during this period, use nothing heavier than 10-W oil in winter or 20-W in summer. Change the oil at the end of 1,000 miles.



NOTE: "Break-in" oils or compounds are entirely unnecessary. They should not be used under any circumstances unless the supplier can furnish satisfactory proof that the compound contains no harmful ingredients.

After the first 1,000 miles, the crankcase oil should be selected to give the best performance under your individual climatic and driving conditions.

During cold weather, an oil should be used that will permit easy starting at the lowest atmospheric temperature that is likely to be encountered.

When the engine crankcase is being refilled, the engine oil should be selected, not on the basis of the atmospheric temperature existing at the time of the change, but on the anticipated *minimum* temperature for the *entire* period during which the oil is to be used. Unless the selection is made on this basis, difficulty in starting will be experienced at each sudden drop in temperature.

The viscosity grades of engine oil for use in your Cadillac car at the various cold weather temperatures are given in the chart below:

If you anticipate that the minimum atmospheric temperature will be:	Use the grade indicated:
Not lower than 32°F. above zero	20-W or SAE-20
As low as 10°F. above zero	20-W
As low as 10°F. below zero	10-W
Below 10°F. below zero	10-W plus 10% kerosene

NOTE: 10-W oil plus 10% kerosene is recommended only for those territories where the temperature falls below 10°F. below zero for long periods.

During summer weather, use of 20-W or SAE-20 engine oil will permit better all-round performance of the engine than will the heavy body oils. SAE-30 oil may be used if it is expected that the average prevailing daylight temperature will be 90°F. or above, or if the car is regularly driven at high speeds.

Maintaining Oil Level—Check the oil level every time gasoline is purchased and add oil as necessary. The oil gauge rod is marked in quarts; add oil whenever the level falls below the 6-quart mark, but do not add above the 7-quart mark. Always be sure to have the right amount before starting on a long drive.

Changing Crankcase Oil—Under normal driving conditions, draining the crankcase and replacing with fresh oil every 2,000 to 3,000 miles is recommended.

Under adverse driving conditions, it may become necessary to drain the crankcase oil more frequently. These conditions would include:

Driving through dust storms or on extremely dusty roads may contaminate the engine oil in spite of the engine air cleaners.

During cold weather, frequent starts and short runs may contaminate the oil with water condensation inside the crankcase.

Hard driving tends to thicken oils and this may interfere with easy starting in cold weather.

Drain the crankcase only after the engine has been heated to normal operating temperature. The benefit of draining is, to a large extent, lost if the crankcase is drained when the engine is cold, as some suspended foreign matter will cling to the sides of the oil pan and will not drain out readily with slower moving cold oil.

Whenever the crankcase oil is changed, the copper gauze in the air intake for the crankcase ventilating system should be cleaned in gasoline and dipped in engine oil. The carburetor air cleaner should also be cleaned and re-oiled.

Chassis Lubrication

Detailed instructions for the lubrication of your Cadillac car are listed and illustrated in the "Lubrication Chart."* The chassis requires attention every 1,000 miles, and all chassis lubricating points should be given attention at these times. In addition, the transmission and rear axle lubricant should be drained and replaced every 6,000 miles.

Lubricants—The rear axle of your car is equipped with a hypoid gear and pinion, and it must be lubricated all-year-round with SAE-90 Passenger Car Duty Hypoid Lubricant.

The lubricant level should be inspected every 1,000 miles and Hypoid Lubricant added if required. The axle should

*Not supplied with this booklet, but available to owners without charge on request.

be drained, flushed out, and refilled with fresh Hypoid Lubricant every 6,000 miles, regardless of season.

NOTE: SAE-80 Passenger Car Duty Hypoid Lubricant should be used in localities where the temperature drops below 10° below zero for long periods.

The transmission is to be lubricated all-year-round with SAE-90 or SAE-90 EP gear oil. The SAE-90 Hypoid Lubricant recommended for the rear axle may be used also in the transmission.

The lubricant level should be inspected every 1,000 miles and lubricant added as required. Every 6,000 miles, the transmission case should be drained, flushed and refilled with fresh lubricant.

The steering gear, water pump, wheel bearings, 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.

Other Operations—In addition to lubrication operations, there are several items of maintenance regularly required which are listed here for your convenience:

Shock absorbers	....	Check fluid level every 6,000 miles
Brakes	.....	Check fluid level every 6,000 miles
Cooling system	....	Flush twice a year—Spring and Fall
Gasoline lines and strainers	.....	Clean out twice a year—Spring and Fall
Engine oil pan	....	Remove and clean once a year
Tires	.....	Interchange, left to right and front to rear, every 2,000 to 5,000 miles.

Lubricant Capacities:

Engine crankcase	.....	7	qts.
Transmission	.....	2½	pts.
Rear Axle	.....	5	pts.
Cooling system	.....	25	qts.
Gasoline tank	.....	20	gal.*

*Except on 41-75, which is 24 gallons.

Cooling System Service

The attention required by the cooling system consists of keeping it filled to the correct level with the proper fluid, keeping all connections tight to insure a leak-proof system, and cleaning the system thoroughly at regular intervals.

The proper liquid level is one inch below the top of the filler neck. The fluid is discussed below under "Cooling System Inhibitor" and "Anti-Freeze." The capacity of the system is 25 quarts.

It is recommended that the cooling system be cleaned and flushed twice a year, or every 6,000 miles—preferably by the reverse-flow method which is used in Authorized Cadillac Service Stations.

When draining the cooling system for cleaning or other purposes, first run the engine until it is warm, then stop it and open the three drain valves. One drain valve is located at the bottom of each cylinder block and one below the water pump. All three valves must be open to drain the engine completely.

The Underseat Heater (installed as an accessory when ordered) is so located that it does not drain, even with the hose disconnected, unless air pressure is applied. It is automatically protected against freezing in cold weather if the cooling system contains anti-freeze and the shut-off valves are open, but draining will not prevent its freezing.

Cooling System Inhibitor—When your car was delivered to you, the cooling system contained a charge of Cadillac Cooling System Inhibitor, a special chemical that retards the formation of rust and scale. A fresh charge of this inhibitor should be added whenever the system is drained and refilled, summer or winter, regardless of whether or not an anti-freeze containing an inhibitor is used. Cadillac Cooling System Inhibitor is recommended both because of its effective action and because it can be safely used with any recommended anti-freeze.

Anti-Freeze—The available commercial materials which may be used for preparing anti-freezing solutions for automobile radiators are denatured alcohol, methanol, propanol, ethylene glycol, and distilled glycerine.

Kerosene or other oils, or solutions containing calcium chloride, magnesium chloride, sodium silicate or other inorganic salts, honey, glucose or sugar are not satisfactory for use in the cooling system.

Denatured alcohol and methanol are used extensively for anti-freezing solutions. The various types of alcohol anti-freeze afford protection against freezing and have the advantage of wide distribution and low first cost.

There are, however, two important disadvantages: Alcohol is lost, especially on warm days and on hard driving, and unless the solution in the radiator is tested periodically and sufficient alcohol added to replace the loss, the engine or radiator, or both, are likely to be damaged by subsequent freezing. The car finish is softened and damaged by contact with alcohol solutions or vapors. Alcohol accidentally spilled on the finish should be flushed off immediately with a large quantity of cold water without wiping or rubbing.

The use of the pressure radiator cap on Cadillac cars serves to increase the boiling point of the anti-freezing solution and reduces the probability of loss through evaporation or boiling.

Ethylene glycol is, in first cost, more expensive than alcohol. It has, however, the advantage that in a tight system only water is required to replace evaporation losses. However, any solution lost mechanically through leakage or foaming must be replaced by additional new solution. Under ordinary conditions ethylene glycol solutions are not injurious to the car finish.

Only those ethylene glycol preparations containing suitable corrosion inhibitors and compounded for use in automobile cooling systems should be used.

Radiator glycerine, which is chemically treated, in accordance with the formula approved by the Glycerine Producers' Association, to avoid corrosion, is satisfactory for use in the cooling system.

Before installing anti-freezing solution, the cooling system should be inspected and serviced for winter operation. The system should be thoroughly cleaned and all loose scale and iron rust removed.

Cylinder head gaskets should be tightened, or replaced if necessary, to avoid the possibility of anti-freezing solutions leaking into the engine or exhaust gas blowing into the cool-

ing system. Anti-freeze, or water, mixed with engine oil may form sludge, which will interfere with lubrication, and, in some cases, may form varnish-like deposits which will cause gumming and sticking of the moving parts.

It may be advisable to install new radiator and heater hose, especially when ethylene glycol or glycerine anti-freezing solutions are used. Ethylene glycol and glycerine have a tendency to shrink rubber that previously has been swollen by the absorption of water, and leaks may develop.

The water pump seal must be leak-tight, not only to avoid loss of liquid, but to prevent air from being drawn into the cooling system. Aeration of the cooling liquid causes foaming and promotes oxidation which may result in serious corrosion.

After the anti-freezing solution has been installed, the entire system, including the hose connections, cylinder head gasket and pump, should be inspected regularly to insure that no leaks have developed.

Anti-freeze, or water, or both may be lost from the cooling system through leaks, evaporation, boiling, foaming, or expansion. Loss by expansion is a result of overfilling. In the average cooling system, the anti-freezing solution expands approximately 2 pints on heating from 30 to 160°F., and a corresponding space should be left when adding liquid to the radiator.

A hydrometer test will indicate whether anti-freeze, or water, or both should be added to bring the solution to the proper level and to maintain the desired freezing point.

Testing—Some devices used for testing anti-freezing solutions will indicate the correct freezing point only when the test is made at a specific temperature. Other testers, provided with thermometers and tables, indicate the freezing points corresponding to readings made at various temperatures. Disregarding the temperature of the solution, when tested, may cause an error as large as 30°F.

Some testing devices are made to test only one kind of anti-freezing solution. Others have several scales and may be used for the corresponding kinds of anti-freeze.

The freezing point of a solution containing both alcohol and ethylene glycol cannot be determined accurately by means of a hydrometer.

Wheel and Tire Service

The tires used on 41-61, 62, 63 and 60S Cadillac cars are size 7:00 x 15; those used on 41-67 and 75 are 7:50 x 16. The correct tire pressure is 28 pounds front and rear on 41-61, 62, 63 and 60S, and 24 pounds front and 32 pounds rear on 41-67 and 75, tested in accordance with the precautions given on page 6.

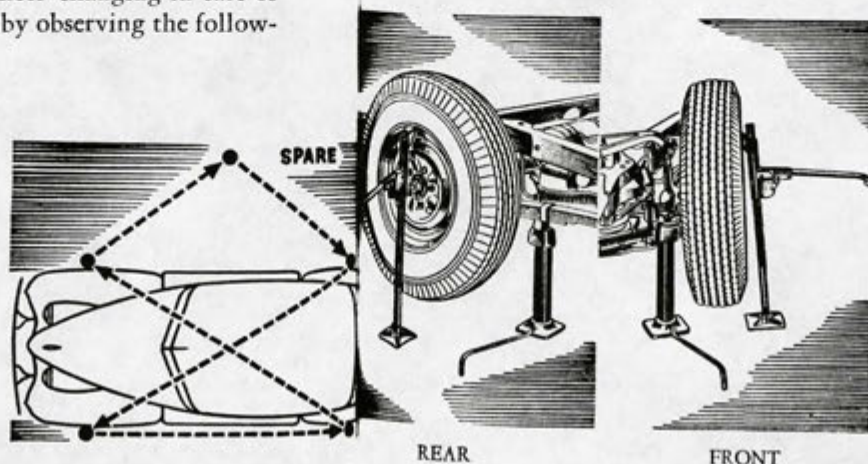
Interchanging Tires—Interchanging tires at regular intervals of from 2,000 to 5,000 miles greatly increases their useful life by subjecting them equally to the various types of wear.

The Cadillac-recommended system is illustrated in the sketch. Briefly, it provides for moving the rear wheels to the opposite front positions, moving the front wheels straight back to the rear, and substituting the spare wheel for the one that *was* on the right front.

Ask your Cadillac Serviceman about putting your tires on this schedule, and secure maximum usefulness from all *five* tires.

Changing Wheels—Emergency wheel changing in case of a flat tire is most easily accomplished by observing the following procedure exactly:

If a rear wheel is to be changed, and the car is fitted with wheel shields, the shield is removed by reaching up under the shield at the rear, grasping the handle of the tightening lever and pulling the handle inward to clear the flange and then down and forward. The shield will then drop outward at the top and can be lifted clear of the fender brackets at each end.



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Make sure the hand brake is set.

Remove the hub cap, using flattened end of combination wheel wrench and jack handle as a pry.

Loosen the wheel mounting nuts not more than a turn or two.

Place the jack next to the wheel, with the base as close as possible to the tire and with the jack head under the rolled edge of the wheel rim.

Raise the wheel until the jack stand can be slid into place. The top of the stand should be placed under the jack pad on the rear spring, as shown in the drawing.

Lower the jack until weight of car rests on the stand, take jack away and remove wheel in customary fashion.

Installing the spare wheel is performed by reversing the foregoing operations. To install the wheel shield, engage the projecting lugs at the lower corners of the shield into their respective fender brackets, and making sure the tightening lever handle points straight down, push the upper part of the shield in place. Then move the handle of the tightening lever back and up, locking it behind the lower flange of the shield.

Changing a front wheel is performed in the same manner, except that no wheel shields are used, and that the jack stand is placed with the step of the stand under the lower suspension arm, as shown in the drawing.

Page 21

Headlamp Service

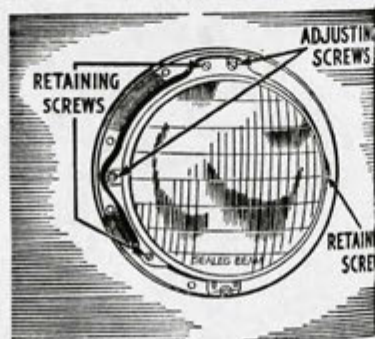
The only service required by the "Sealed Beam" headlamps used on Cadillac cars includes wiping off the lenses, rechecking the aim periodically, and replacing the entire unit in cases of burnt out filaments or physical damage.

No dust or moisture can get inside the "Sealed Beam" headlight unit because the reflector and lens are sealed together permanently. This feature eliminates cleaning, except for wiping off the outside of the lens, and provides proper focusing and maximum light efficiency as long as the lights are properly aimed.

Aiming Headlamps—We recommend taking the car to an Authorized Cadillac Service Station every six months to have the aim of the headlamps checked and corrected, if necessary.

Proper headlamp aiming is done best with precision headlamp testing equipment, although a properly marked aiming screen, similar to the one illustrated, is satisfactory. If re-aiming is necessary, it is accomplished by turning the two adjusting screws.

Replacing Headlamps—Two types of "Sealed Beam" headlamp units are available. One of these is made entirely of hard glass, while the other is a composite unit consisting of a metal reflector and a glass lens. Both are completely interchangeable from the standpoint of electrical connections, beam patterns, and physical dimensions.



The reflector units in both the right and left-hand headlamps are identical. They are so designed that they cannot be installed improperly, nor can the electrical connections be made in any but the right way. This feature makes replacement of a unit extremely simple, as follows:

Remove headlamp door rim.

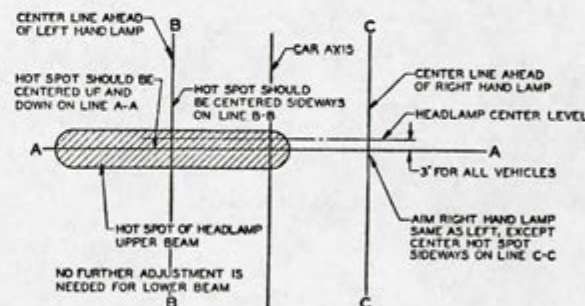
Remove the three screws holding the retaining ring.

Remove retaining ring by rotating to the left, allowing the reflector unit to be removed.

Remove the connecting plug from the reflector unit.

Install a new unit by reversing the above operations.

Re-aim headlamps.



License Data

Engine Number

Series 41-61.....	5340001 and up
Series 41-62.....	8340001 and up
Series 41-63.....	7340001 and up
Series 41-60S.....	6340001 and up
Series 41-67.....	9340001 and up
Series 41-75.....	3340001 and up

The engine number, which is also the serial number, is stamped on the car in two places: On the crankcase behind the left cylinder block, parallel to the dash, and on the frame sidebar, near the steering gear. It contains figures only, and no letters. It can be read from the left side upon lifting the hood.

The engine number is to be used in license and insurance applications, and in general reference to the car.

<i>Type of Engine</i>	V-8
<i>Bore and Stroke</i>	3½ x 4½ in.
<i>Piston Displacement</i>	346 cu. in.
<i>Taxable Horsepower</i>	39.2

Wheelbase

Series 41-61.....	126 in.
Series 41-62.....	126 in.
Series 41-63.....	126 in.
Series 41-60S.....	126 in.
Series 41-67.....	138 in.
Series 41-75.....	136 in.

Weight: Consult the distributor or dealer who sold you the car, or the Motor Vehicle Commissioner of your State. Weights of all Cadillac body styles are regularly supplied to these authorities.

1941 SERIES CADILLAC CHASSIS PARTS LIST

SERIES 41-60S, 41-61, 41-62, 41-63, 41-67, 41-75



This Parts List is effective October 1, 1940

Parts and Prices are subject to change or removal without notice

CADILLAC MOTOR CAR DIVISION
GENERAL MOTORS SALES CORPORATION
DETROIT, MICHIGAN

INTRODUCTION

This parts list includes all active Chassis parts supplied for service on 1941 series Cadillac cars. Certain slow moving parts not included can be obtained by supplying the factory with a description of the part. The standard Cadillac grouping system is continued in this list and the pages can be inserted in their corresponding groups in the Master Chassis Parts List.

The character "†" following some of the part numbers indicate new parts not used on previous models. Otherwise the same characters are used as in the Master Chassis Parts List to designate crated and special discount items.

On parts listed in more than one position, the Master Group Number is shown in parenthesis in the descriptive column, and is designated by a star (★).

Body Parts for Fisher and Fleetwood bodies are listed in a separate Body Parts List. Parts for bodies mounted on commercial chassis should be ordered from the manufacturer of the body.

All parts for custom or commercial chassis and bodies listed in this Parts List are available for service repair purposes only. When such parts are desired for changeovers or other than repair purposes, submit list of material wanted to Factory Parts Department for availability.

The same instructions for ordering and returning parts as contained in the Master Chassis Parts List apply to all parts included in this list.

Changes in design during production are made at a definite Engine or Unit Assembly Number.

The locations of these numbers are as follows:

- Engine Number { On rough flat surface on rear portion of crankcase back of L.H. block, numbered at right angles with crankshaft. Numbering to start from the top
- Unit Chassis Number . . . { On top surface of frame side bar, just ahead of dash, opposite steering gear.
- Unit Engine Number. . . . { On lower end of rough flat surface on rear portion of crankcase back of the L.H. block, numbered parallel with the crankshaft.
- Body and Style Number . . On plate on left side of dash.

ENGINE NUMBER CHART

	<u>Engine No.</u>	
Series 41-60S	6340001 to	6344101
Series 41-61	5340001 to	5369258
Series 41-62	8340001 to	8364734
Series 41-63	7340001 to	7345050
Series 41-67	9340001 to	9340922
Series 41-75	3340001 to	3342104

BODY STYLES

STYLE NO.	BODY TYPE	SERIES	WHEELBASE
41-6019S	5 Pass. Special Sedan	41-60S	126"
41-6019SA	5 Pass. Special Sedan (Sunshine Roof)	41-60S	126"
41-6109	5 Pass. Sedan	41-61	126"
41-6109D	5 Pass. Deluxe Sedan.	41-61	126"
41-6127	5 Pass. Coupe	41-61	126"
41-6127D	5 Pass. Deluxe Coupe.	41-61	126"
41-6219	5 Pass. Sedan	41-62	126"
41-6219D	5 Pass. Deluxe Sedan.	41-62	126"
41-6227	2 Pass. Coupe	41-62	126"
41-6227D	2 Pass. Deluxe Coupe.	41-62	126"
41-6229D	5 Pass. Deluxe Convertible Sedan.	41-62	126"
41-6267D	2 Pass. Deluxe Convertible Coupe.	41-62	126"
	Commercial Chassis.	41-62	163"
41-6319	5 Pass. Sedan	41-63	126"
41-6719	5 Pass. 4 Door Sedan.	41-67	138"
41-6719F	5 Pass. Formal Sedan.	41-67	138"
41-6723	7 Pass. Sedan	41-67	138"
41-6733	7 Pass. Imperial Sedan.	41-67	138"
41-7519	5 Pass. 4 Door Touring Sedan.	41-75	136"
41-7519F	5 Pass. Formal Sedan.	41-75	136"
41-7523	7 Pass. Sedan	41-75	136"
41-7523L	7 Pass. Business Sedan.	41-75	136"
41-7533	7 Pass. Imperial Sedan.	41-75	136"
41-7533F	7 Pass. Formal Sedan.	41-75	136"
41-7533L	7 Pass. Imperial Business Sedan	41-75	136"
41-7559	5 Pass. Formal Sedan.	41-75	136"
	Commercial Chassis.	41-75	163"

COLOR COMBINATIONS

Lacquers are not carried in stock. The factory will secure and ship as quickly as possible any standard colors not available locally, but cannot guarantee the color to be an exact match of that on the car, as all colors may change slightly due to climatic conditions and exposure to the weather.

BODY AND SHEET METAL

WHEELS

Comb. Code No.	Color Name	Color No.	Mfg.	Color Name	Color No.
51	Black	20498	R & M	Black	94-005
52	Antoinette Blue	22290	R & M	Vincennes Red	94-3618
53	Cavern Green	023355	R & M	Triton Green	94-20957
54	Gun Metal Gray	PS-169	R & M	Antoinette Blue	94-20871
55	El Centro Green	PS-3319	R & M	Triton Green	94-20957
56	Managua Beige	PS-8841	R & M	Vincennes Red	94-3618
57	Monica Blue	PS-2223	R & M	El Centro Green	B-182-21736
58	McKinley Gray	PS-1136	R & M	Managua Beige	B-182-21737
59	Valcour Maroon	PS-622	R & M	Monica Blue	B-182-21735
60	†Rivermist Gray	21209	R & M	Vincennes Red	94-3618
	†Dusty Gray	21259	R & M	Valcour Maroon	B-162-21732-M
61	†Fairroakes Green	PS-3326	R & M	Vincennes Red	94-3618
62	†El Centro Green	PS-3319	R & M	El Centro Green	B-182-21736
	†Berkley Gray	PS-1137	R & M	Vincennes Red	94-3618
	†Gun Metal Gray	PS-169	R & M	Oceano Blue	B-182-21733
63	†Crystal Blue	PS-2230	R & M	Cimarron Green	B-162-21734
	†Oceano Blue	PS-2224	R & M		
64	†Berkshire Green	PS-336	R & M		
	†Cimarron Green	PS-3302	R & M		

†Belt Mouldings and above.

‡Below Belt Mouldings.

The three spoke steering wheel, shifter housing, steering column jacket and hand brake lever are finished in ~~Bronze Brown Iridescent Lacquer~~ *Gold Bronze Dulux*
~~PS-8841. # HT 182 X-6232~~

COLOR COMBINATIONS (Continued)

Series 41-60S, 61, 62, 63, 67, 75

BODY AND SHEET METAL				WHEELS	
Comb. Code No.	Color Name	Color No.	Mfg.	Color Name	Matching Color No.
51	Black	20498	R & M	Black	94-005
52	Antoinette Blue	22290	R & M	Vincennes Red	94-3618
53	Cavern Green	023355	R & M	Triton Green	94-20957
54	Gun Metal Gray	P.S.169	R & M	Antoinette Blue	94-20871
55	El Centro Green	P.S.3319	R & M	Triton Green	94-20957
56	Managua Beige	P.S.8841	R & M	Vincennes Red	94-3618
57	Monica Blue	P.S.2223	R & M	El Centro Green	B-182-21736
58	McKinley Gray	P.S.1136	R & M	Managua Beige	B-182-21737
59	Valcour Maroon	P.S.622	R & M	Monica Blue	B-182-21735
60	†Rivermist Gray	21209	R & M	Vincennes Red	94-3618
	†Dusty Gray	21259	R & M	Valcour Maroon	B-162-21732-M
61	†Fairbanks Green	P.S.3326	R & M	Vincennes Red	94-3618
	†El Centro Green	P.S.3319	R & M	El Centro Green	B-182-21736
62	†Berkley Gray	P.S.1137	R & M	Vincennes Red	94-3618
	†Gun Metal Gray	P.S.169	R & M	Oceano Blue	B-182-21733
63	†Crystal Blue	P.S.2230	R & M	Cimarron Green	B-162-21734
	†Oceano Blue	P.S.2224	R & M		
64	†Berkshire Green	P.S.336	R & M		
	†Cimarron Green	P.S.3302	R & M		

The three spoke steering wheel, shifter housing, steering column jacket and hand brake lever are finished in Gold Bronze Dulux No. HT-182X-6232.

Series 42-60S, 61, 62, 63, 67, 75

1	Black	20498		Black	94-005
2	Antoinette Blue	22290		Vincennes Red	194-3618R
3	Cavern Green	023355		Triton Green	94-20957
4	Gunmetal Gray	P.S.169		Antoinette Blue	94-20871
5	Ivy Green	P.S.3350		Triton Green	94-20957
6	Pawnee Beige	P.S.8865		Vincennes Red	194-3618R
7	Marlboro Blue	P.S.2228		Ivy Green	182-22161
8	Sussex Gray	P.S.1144		Pawnee Beige	182-22162
9	Medeira Maroon	P.S.633		Marlboro Blue	182-22166
10	†Devon Green	023412		Vincennes Red	194-3618R
	†Rockledge Gray	020143		Medeira Maroon	162-22159M
10A	Rockledge Gray	020143		Clear Water Green	94-22170
11	†Shetland Gray	P.S.1165		Clear Water Green (1942A Series)	94-22170
	†Bahama Blue	P.S.2255		Shetland Gray (1942B Series)	194-22160
11A	Bahama Blue	P.S.2255		Shetland Gray (1942A Series)	194-22160
12	†Asbury Green	P.S.3352		Bahama Blue (1942B Series)	182-22164
	†Ivy Green	P.S.3350		Bahama Blue	182-22164
13	†Berkley Gray	P.S.1137		Ivy Green	182-22161
	†Gunmetal Gray	P.S.169		Vincennes Red	194-3618R
14	†Bahama Blue	P.S.2255		Bahama Blue	182-22164
	†Shetland Gray	P.S.1165		Shetland Gray (1942A Series)	194-22160
14A	Shetland Gray	P.S.1165		Bahama Blue (1942B Series)	182-22164

1942A Series standard steering wheel, ventilator control brackets, steering wheel hub, steering column jacket, steering column bracket, hand brake bracket, transmission shift lever carrier, transmission shifter dial indicator, signal switch housing and horn ring hub all styles except 42-6267D, 42-6733, 42-7533, 33F, 33L, Brown Iridescent Baking Enamel No. XR-5174.

1942B Series Lacquer specifications used instead of chromium and stainless steel (bright finish) surfaces.

Color No.	Mfg.	
XA493	R & M	Beige Iridescent Lacquer. Used on body interior hardware, escutcheons, handles, garnish mouldings, lamps, seat mouldings, instrument panel fittings, horn ring.
80873	R & M	Pearl Bronze Lacquer. Used on body interior hardware, escutcheons, handles, garnish mouldings and instrument panel fittings.
XP2349	R & M	Gunmetal Enamel. Used on hub caps, emblems, running board mouldings, hood ventilator, front compartment body hardware on Imperial Sedans.
XP2342	R & M	Gunmetal Gray Enamel. Used on radiator grille, auxiliary lamp frames.
XP2335	R & M	Chrome Gray Enamel. Used on outside door handles, emblems, wheel rim rings, wheel disc.
XR5174	R & M	Brown Iridescent Enamel. Used on steering wheel, steering column jacket, horn ring hub, shifter lever carrier.

† Belt Mouldings and above.

‡ Below Belt Moulding.

x Code Comb. No. will be found on Body Plate on dash.



UPHOLSTERY CHART NO. 3 (Cont'd)

Series 41-60S, 61, 62, 63, 67, 75

Trim Code No.	Description of Cushion and Back Rest Material	Cushion and Back Rest Material	Sidewall Material	Headlining Material
249D	Brown Bedford Cloth - Series 41-60S.....	149T141.....4121387	150T141..4121388	150T141..4121388
254D	Taupe Bedford Cloth - Series 41-60S.....	151T141.....4121389	152T141..4121390	152T141..4121390
271D	Tan Bedford Cloth - Series 41-60S.....	153T141.....4134496	154T141..4134497	154T141..4134497
312D	Tan Pin Stripe Cloth - Series 41-60S.....	79T141.....4121347	19T141...4119171	19T141...4119171
318(A)	Green Pin Stripe Cloth - Series 41-60S.....	6T141.....4119158	8T141.....4119160	8T141.....4119160
318(B)	Green Pin Stripe Cloth - Series 41-60S.....	6T141.....4119158	15T141...4119167	15T141...4119167
318(C)	Green Pin Stripe Cloth - Series 41-60S.....	6T141.....4119158	37T141...4134464	38T141...4117171
350D	Gray Shell Pattern Cloth - Series 41-60S.....	147T141.....4121385	148T141..4121386	148T141..4121386
353D	Green Stripe Cloth - Series 41-60S.....	141T141.....4121379	21T141...4134495	21T141...4134495
356(A)	Maroon and Green Stripe Cloth - Series 41-60S.....	18T141.....4119170	19T141...4119171	19T141...4119171
356(B)	Maroon and Green Stripe Cloth - Series 41-60S.....	18T141.....4119170	33T141...4134461	34T141...4134463
359	Tan and Blue Stripe Cloth - Series 41-60S.....	2T141.....4119154	5T141.....4119157	5T141.....4119157
362	Blue and Tan Pin Stripe Cloth - Series 41-60S.....	1T141.....4119153	5T141.....4119157	5T141.....4119157
369D	Taupe Mixture Shell Pattern Cloth - Series 41-60S.....	12T141.....4121366	135T141..4134493	135T141..4134493
370D	Blue Shell Pattern Cloth - Series 41-60S.....	131T141.....4121521	135T141..4134493	135T141..4134493
755(A)	Tan Two-Tone Bedford Cord - Series 41-60S.....	22T141.....4119174	23T141...4119175	23T141...4119175
755(B)	Tan Two-Tone Bedford Cord - Series 41-60S.....	22T141.....4119174	33T141...4134461	34T141...4134463
759D	Green Heather Mixture Cloth - Series 41-60S.....	140T141.....4134494	21T141...4134495	21T141...4134495
764D	Taupe Elliptic Pattern Cloth - Series 41-60S.....	128T141.....4121367	135T141..4134493	135T141..4134493
766D	Gray Chain Pattern Cloth - Series 41-60S.....	146T141.....4121384	148T141..4121386	148T141..4121386
772D	Lavender Cloverleaf Pattern Cloth - Series 41-60S.....	130T141.....4121369	135T141..4134493	135T141..4134493
778(A)	Maroon Chain Pattern Cloth - Series 41-60S.....	16T141.....4119168	19T141...4119171	19T141...4119171
778(B)	Maroon Chain Pattern Cloth - Series 41-60S.....	16T141.....4119168	33T141...4134461	34T141...4134463
780	Maroon Mixture Cloth - Series 41-60S.....	122T141.....4134490	126T141..4134491	126T141..4134491
787	Blue and Tan Heather Cloth - Series 41-60S.....	9T141.....4119161	11T141...4119163	11T141...4119163
794	Green Heather Cloth - Series 41-60S.....	12T141.....4119164	13T141...4119165	13T141...4119165
800D(A)	Gray Stripe Cloth - Series 41-60S.....	137T141.....4121375	11T141...4119163	11T141...4119163
800D(B)	Gray Stripe Cloth - Series 41-60S.....	137T141.....4121375	148T141..4121386	148T141..4121386
802D	Tan Pin Stripe Cloth - Series 41-60S.....	139T141.....4121377	142T141..4121380	142T141..4121380



UPHOLSTERY CHART NO. 3 (Cont'd)

Series 41-60S, 61, 62, 63, 67, 75

Trim Code No.	Description of Cushion and Back Rest Material	Cushion and Back Rest Material	Sidewall Material	Headlining Material
807(A)	Blue and Tan Diamond Pattern Cloth - Series 41-60S	17T141.....4119169	19T141...4119171	19T141...4119171
807(B)	Blue and Tan Diamond Pattern Cloth - Series 41-60S	17T141.....4119169	33T141...4134461	34T141...4134463
815D	Olive Foot Print Pattern Cloth - Series 41-60S	143T141.....4121381	145T141..4121383	145T141..4121383
816	Tan and Blue Pattern Cloth - Series 41-60S	3T141.....4119155	5T141.....4119157	5T141.....4119157
817	Tan and Blue - Gray Pattern Cloth - Series 41-60S	14T141.....4119166	15T141...4119167	15T141...4119167
818D	Gray-Blue Foot Print Pattern Cloth - Series 41-60S	134T141.....4134492	135T141..4134493	135T141..4134493
833D	Blue Heather Mixture Cloth - Series 41-60S	133T141.....4121371	135T141..4134493	135T141..4134493
834D	Olive Heather Mixture Cloth - Series 41-60S	144T141.....4121382	145T141..4121383	145T141..4121383
843D(A)	Olive Stripe Cloth - Series 41-60S	155T141.....4134498	87T141...4134499	87T141...4134499
843D(B)	Olive Stripe Cloth - Series 41-60S	155T141.....4134498	37T141...4134464	38T141...4117171
844D(A)	Blue Stripe Cloth - Series 41-60S	120T141.....4134488	121T141..4134489	121T141..4134489
844D(B)	Blue Stripe Cloth - Series 41-60S	120T141.....4134488	82T141...4121350	83T141...4121351
1324	Maroon and Tan Pattern Cloth - Series 41-60S	124T141.....4121363	126T141..4134491	126T141..4134491
1326	Green and Tan Pattern Cloth - Series 41-60S	20T141.....4119172	21T141...4134495	21T141...4134495
1329	Tan and Blue Pattern Cloth - Series 41-60S	4T141.....4119156	5T141.....4119157	5T141.....4119157
1358(A)	Green Stripe Cloth - Series 41-60S	7T141.....4119159	8T141.....4119160	8T141.....4119160
1358(B)	Green Stripe Cloth - Series 41-60S	7T141.....4119159	37T141...4134464	38T141...4117171
1866(A)	Tan Mixture Bedford Cord - Series 41-60S	10T141.....4119162	11T141...4119163	11T141...4119163
1866(B)	Tan Mixture Bedford Cord - Series 41-60S	10T141.....4119162	33T141...4134461	34T141...4134463
1888	Gray Mixture Bedford Cord - Series 41-60S	129T141.....4121368	135T141..4134493	135T141..4134493
1889	Tan Mixture Bedford Cord - Series 41-60S	125T141.....4121364	126T141..4134491	126T141..4134491
1890	Maroon Mixture Bedford Cord - Series 41-60S	123T141.....4121362	126T141..4134491	126T141..4134491



UPHOLSTERY CHART NO. 3 (Cont'd)

Series 41-60S, 61, 62, 63, 67, 75

Trim Code No.	Description of Cushion and Back Rest Material	Cushion and Back Rest Material	Sidewall Material	Headlining Material
79	Green Heather Cord - Series 41-61, 62, 63, 67	35T141 4117168	37T141 . . . 4134464	38T141 . . . 4117171
79-5	Green Cloth and Green Leather - Series 41-62	Cloth 35T141 4117168 Leather 4T1341 4118112		
80	Green Heather Cloth - Series 41-61, 62, 63, 67	36T141 4134457	37T141 . . . 4134464	38T141 . . . 4117171
83	Black Leather - Series 41-60S, 61, 62, 63, 67	1T1341 4118109		
84	Tan Leather - Series 41-60S, 61, 62, 63, 67	2T1341 4118110		
85	Green Leather - Series 41-60S, 61, 62, 63, 67	4T1341 4118112		
85A	Beige and Green Leather - Series 41-62	Beige 18T1341 4119541 Green 4T1341 4118112		
86	Blue Leather - Series 41-60S, 61, 62, 63, 67	5T1341 4118113		
86A	Beige and Blue Leather - Series 41-62	Beige 18T1341 4119541 Blue 5T1341 4118113		
87	Red Leather - Series 41-60S, 61, 62, 63, 67	6T1341 4133767		
87A	Beige and Red Leather - Series 41-62	Beige 18T1341 4119541 Red 6T1341 4133767		
88	Gray Leather - Series 41-60S, 61, 62, 63, 67	3T1341 4118111		
91	Tan Vogue Pattern Cloth - Series 41-75	48T141 4119179	50T141 . . . 4134503	52T141 . . . 4134504
92	Tan Bedford Cord - Series 41-75	49T141 4134501	50T141 . . . 4134503	52T141 . . . 4134504
93	Tan Plain Cloth - Series 41-75	50T141 4134503	50T141 . . . 4134503	52T141 . . . 4134504
94	Tan Figured Cloth - Series 41-75	51T141 4119184	51T141 . . . 4119184	52T141 . . . 4134504
95	Gray Vogue Pattern Cloth - Series 41-75	53T141 4134505	58T141 . . . 4134508	59T141 . . . 4134509
96	Gray Bedford Cord - Series 41-75	54T141 4134506	58T141 . . . 4134508	59T141 . . . 4134509
97	Gray Plain Cloth - Series 41-75	58T141 4134508	58T141 . . . 4134508	59T141 . . . 4134509
98	Gray Figured Cloth - Series 41-75	118T141 4119190	118T141 . . . 4119190	59T141 . . . 4134509
26/1D	Gray Diamond Stripe Cloth - Series 41-60S	138T141 4121376	11T141 . . . 4119163	11T141 . . . 4119163
170/ 25	Maroon Pin Stripe Cloth - Series 41-60S	132T141 4121370	135T141 . . . 4134493	135T141 . . . 4134493
170/ 28	Blue Pin Stripe Cloth - Series 41-60S	136T141 4121374	11T141 . . . 4119163	11T141 . . . 4119163



UPHOLSTERY CHART NO. 3

Series 41-60S, 61, 62, 63, 67, 75

Always use trim (upholstery) chart when ordering yardage upholstery. U.S. list and suggested General Trade Net prices on trim material are shown on pages immediately following upholstery charts in group 34.0000. When ordering specify group numbers as shown on price list.

Trim Code No.	Description of Cushion and Back Rest Material	Cushion and Back Rest Material	Sidewall Material	Headlining Material
31	Blue Gray Ribbed Cloth - Series 41-61, 62	39T141	29T141 ...4134458	41T141 ...4134456
32	Tan Ribbed Cloth - Series 41-61, 62	42T141	33T141 ...4134461	44T141 ...4134462
33	Green Ribbed Cloth - Series 41-61, 62	45T141	37T141 ...4134464	47T141 ...4134465
41	Blue Gray Cord - Series 41-60S	24T141	29T141 ...4134458	30T141 ...4134470
42	Tan Cord - Series 41-60S	25T141	33T141 ...4134461	34T141 ...4134463
43	Green Cord - Series 41-60S	26T141	37T141 ...4134464	38T141 ...4117171
57	Tan Bedford Cord - Series 41-62	97T140	98T140 ...4111047	99T140 ...4111049
58	Tan Cloth - Series 41-62	98T140	98T140 ...4111048	99T140 ...4111049
59	Gray Bedford Cord - Series 41-62	19T140	43T140 ...4134469	80T140 ...4111046
60	Gray Cloth - Series 41-62	43T140	43T140 ...4134469	80T140 ...4111046
61	Tan Broadcloth - Series 41-75	1T140	4T140 ...4102744	5T140 ...4102745
63	Tan Bedford Cord - Series 41-75	3T140	4T140 ...4102744	5T140 ...4102745
65	Gray Broadcloth - Series 41-75	6T140	8T140 ...4102748	9T140 ...4102749
66	Gray Bedford Cord - Series 41-75	7T140	8T140 ...4102748	9T140 ...4102749
67	Gray Broadcloth - Series 41-75	8T140	8T140 ...4102748	9T140 ...4102749
75	Blue Gray Heather Cord - Series 41-61, 62, 63, 67, 75	27T141	29T141 ...4134458	30T141 ...4134470
75-6	Gray Cloth and Blue Leather - Series 41-62	Cloth 27T141 ...4117160 Leather 5T1341 ...4118113		
76	Blue Gray Heather Cloth - Series 41-61, 62, 63, 67	28T141	29T141 ...4134458	30T141 ...4134470
77	Tan Heather Cord - Series 41-61, 62, 63, 67, 75	31T141	33T141 ...4134461	34T141 ...4134463
77-4	Tan Cloth and Tan Leather - Series 41-62	Cloth 31T141 ...4134471 Leather 2T1341 ...4118110		
77-7	Tan Cloth and Red Leather - Series 41-62	Cloth 31T141 ...4134471 Leather 6T1341 ...4133767		
78	Tan Heather Cloth - Series 41-61, 62, 63, 67	32T141	33T141 ...4134461	34T141 ...4134463



PART NO.	PRICE	GROUP NO.	PART NAME & SERIES OR STYLE	SPECIFICATIONS
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36.0002 TOP COVERING MADE UP, INCLUDING QUARTERS AND BACK CURTAIN

Does not include top framework, chrome mouldings or top boot. The top covering will be made up so far as practical but final fitting and finishing must be done when installing.

Specify engine, style and body number.

Part numbers furnished are for standard materials used in production. Prices on special materials furnished on request.

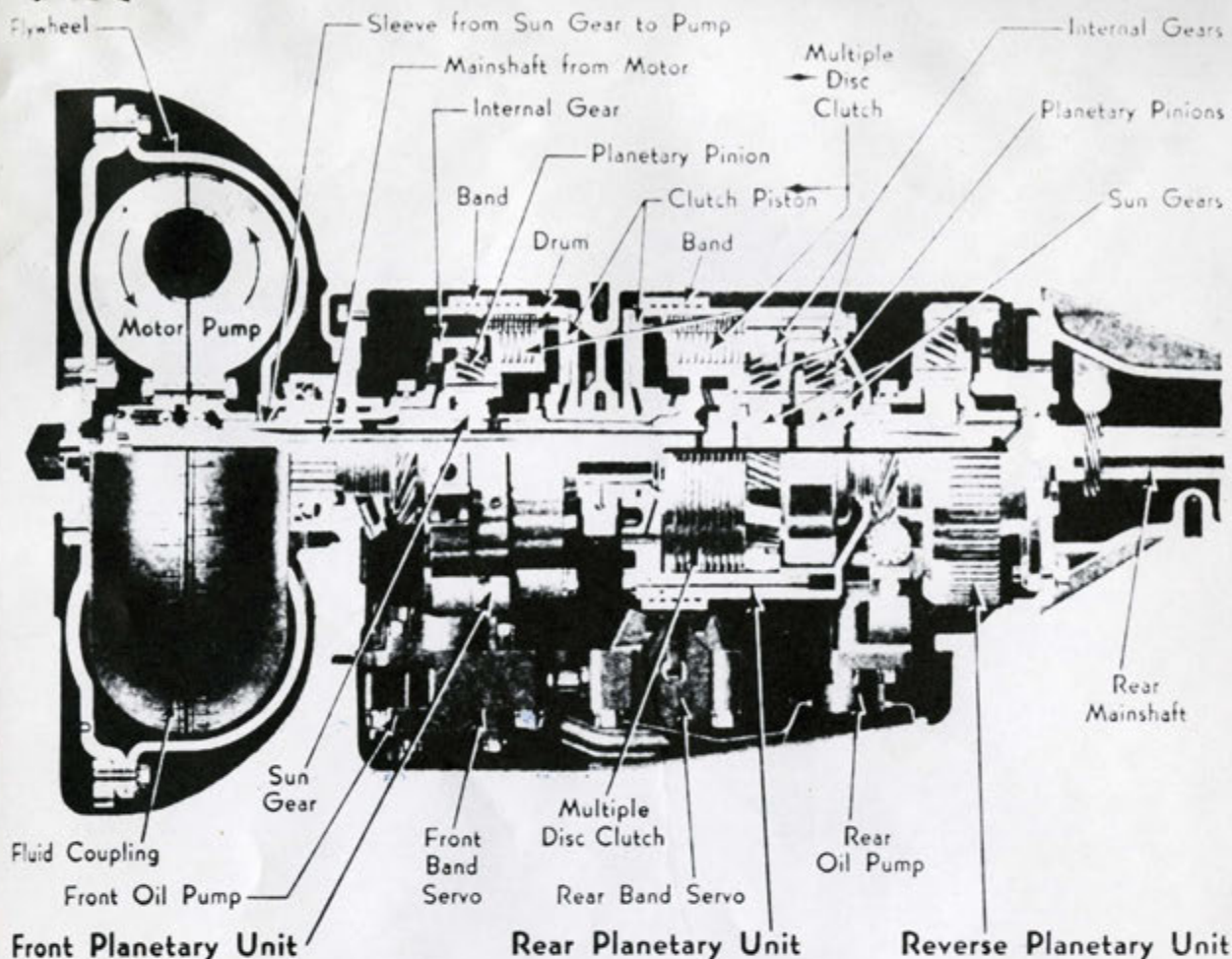
NOTE: Top covering made up for 1942,46,47 convertible coupe style 6267 is stocked at the factory according to the latest practice of applying black binding on black tops and tan binding on tan tops instead of former practice of using binding to match interior leather colors.

It is recommended that orders for fabricated assemblies be reviewed for acceptance of binding in the same color as top material and specify acceptance on orders accordingly.

409 8731	x126.50	39-5029,6129
409 8732	x92.00	39-5067,6167
409 8003	x158.15	39-7529,9029; 40-7529,9029
409 8004	x109.25	39-7567,9067; 40-7567,9067
411 2245	x126.50	40-5029
411 2246	x92.00	40-5067
411 3051	x126.50	40-5229,6229
411 3018	x69.00	40-5267,6267

412 8620	x126.50	41-6229D	Tan with black binding.....	83
412 8621	x126.50	41-6229D	Tan with tan binding.....	77-4,84
412 8622	x126.50	41-6229D	Tan with gray binding.....	88
412 8623	x126.50	41-6229D	Tan with green binding	79-5,85,85A
412 8624	x126.50	41-6229D	Tan with blue binding	75-6,86,86A
412 8625	x126.50	41-6229D	Tan with red binding	77-7,87,87A
412 8626	x138.00	41-6229D	Black with black binding ..	83
412 8627	x138.00	41-6229D	Black with tan binding	77-4,84
412 8628	x138.00	41-6229D	Black with gray binding ...	88
412 8629	x138.00	41-6229D	Black with green binding..	79-5,85,85A
412 8630	x138.00	41-6229D	Black with blue binding....	75-6,86,86A
412 8631	x138.00	41-6229D	Black with red binding.....	77-7,87,87A
412 8602	x86.25	41-6267D	Tan with black binding.....	83
412 8603	x86.25	41-6267D	Tan with tan binding.....	77-4,84
412 8604	x86.25	41-6267D	Tan with gray binding.....	88
412 8605	x86.25	41-6267D	Tan with green binding	79-5,85,85A
412 8606	x86.25	41-6267D	Tan with blue binding	75-6,86,86A
412 8607	x86.25	41-6267D	Tan with red binding	77-7,87,87A
412 8608	x97.75	41-6267D	Black with black binding ..	83
412 8609	x97.75	41-6267D	Black with tan binding	77-4,84
412 8610	x97.75	41-6267D	Black with gray binding ...	88
412 8611	x97.75	41-6267D	Black with green binding..	79-5,85,85A
412 8612	x97.75	41-6267D	Black with blue binding....	75-6,86,86A
412 8613	x97.75	41-6267D	Black with red binding.....	77-7,87,87A
414 3636	x126.50	42-6267	Tan with black binding.....	51
414 3637	x126.50	42-6267	Tan with tan binding.....	52,72-2

To match trim
combination



Cadillac Hydra-Matic Drive

A FLUID COUPLING with four-speed transmission, similar to that introduced on the Oldsmobile, is available on Cadillacs for \$125 extra.

A range lever on the steering column gives Neutral, Hi, Lo and Reverse. The lever must be put in Neutral to operate the starter. Then the lever is moved to Hi and the car is started and driven by the accelerator. There is no clutch. The lever must be lifted slightly to engage reverse.

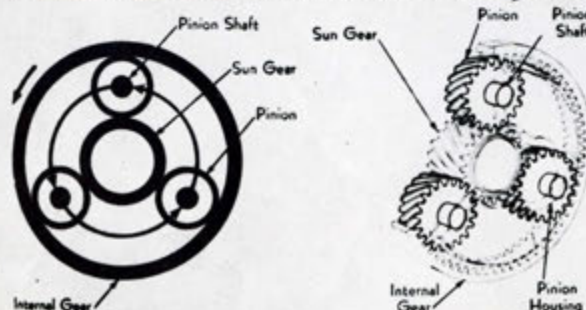
The car speed at which gears are shifted depends on throttle position. With throttle closed, the three up-shifts between the four speeds occur at 5.5, 11 and 17 mph. As the throttle is opened the shift-speed range is stretched. With throttle fully open, up-shifts occur at 17, 35 and 66.5 mph. At any speed below 58 mph, depressing the accelerator all the way shifts the transmission from fourth to

third. Third and fourth gears may be eliminated by moving the range lever to Lo. This shift may be made at any speed but the shift does not occur until car speed drops to 45 mph. The Lo range is useful in engine braking and also on steep and rough uphill grades which often may be more readily ascended in second. The engine may be started by pushing the car if the lever is shifted from Neutral to Hi (not Lo) at 15 to 20 mph.

The transmission consists of three planetary units, Front, Rear and Reverse. The principle of planetary gearing is shown in the diagram below where sun gear, pinions and internal gear are meshed together. The pinions are mounted in a housing or carrier. No power is transmitted when: (1), sun gear, (2), pinion assembly and (3), internal gear rotate freely but if any one of the three is prevented from rotating, as by applying a brake band, the other two may be used interchangeably as driving and driven members. If any two are locked together, as by a disc clutch, the unit gives direct drive.

In the Hydra-Matic transmission, bands are applied and released by pistons operated by oil pressure, called Front and Rear band servos. Multiple disc, metal-to-metal clutches, each engaged by oil pressure acting on three pistons, are used to lock Front and Rear units in direct although later it will be shown that this statement is not exactly correct regarding the Rear unit. Oil pressure is supplied by two gear pumps, one driven by the engine and the other by the car.

The control mechanism for (Continued on page 122)



Principle of planetary gear is shown by these two diagrams

shifting, consisting of hydraulically-operated plunger valves and governor, is not shown.

The gears in the Reverse unit idle except when Reverse is engaged by locking the internal gear by meshing the external teeth with a stationary toothed member.

In Neutral, all gears idle.

In first speed, the gears in both Front and Rear planetary units are in use, because their bands are locked to their drums while their clutches are disen-

gaged. The Front unit has a reduction of 1.44 and the Rear unit 2.26 so that the total reduction is 3.26 (1.44×2.26).

Coupling Is Between Units

The internal gear of the Front unit is driven by a sleeve attached to the hollow flywheel and the sun gear is held stationary by its drum, causing the pinions to drive the Pump member of the fluid coupling.

The torque of the engine is absorbed by accelerating the oil in the vane pas-

sages of the centrifugal Pump to very high speed and the resulting dynamic energy in the oil is converted back into torque by decelerating it in the centrifugal Motor.

The Motor drives the mainshaft to which both sun gears in the Rear planetary unit are attached. Since the First internal gear in this unit is locked by its band, the First pinions rotate, driving the Second internal gear and thus rotating the Second pinion housing which is splined to the rear mainshaft.

In second speed the Front unit is in direct, with band off and clutch in while the Rear unit is in gear and operates as in first speed.

Two Power Paths in Third

In third speed, the Front unit is in gear, same as in first, with band on and clutch out. In the Rear unit, the band is off and clutch engaged. The clutch locks the First internal gear to the sleeve driven by the Front planetary. The sleeve also drives the Pump member. This arrangement allows the Rear planetary to act as a 40-60 per cent "differential," 60 per cent of the torque being delivered directly from the Front planetary through the clutch to the First internal gear while 40 per cent of the torque is delivered to the Pump member, to Motor member, to mainshaft to Rear sun gears. Hence both Rear sun gears and Rear internal gears drive the Second set of Rear pinions (on a 40-60 basis) which in turn drive the Rear mainshaft.

In fourth gear, the Front unit is locked in direct with clutch in and band off. Torque through the Rear unit is split same as in third.

In Reverse, the Front unit is in gear. The Rear unit floats with band off and clutch out while the internal Reverse gear is locked by a toothed sprag which holds this gear against rotation.

When the car is stopped and the engine shut off, loss of oil pressure allows a powerful coil spring to apply the rear band, thus locking the car in Reverse.



DELCO SUPER 9 IS SAFER the year round

Delco Super 9 is a chemically processed brake fluid that completely eliminates vapor-lock caused by frequent braking in hot weather . . . cannot thicken and cause sluggish braking in cold weather. Delco Super 9 retains full efficiency in temperatures ranging from 300° above zero to 50° below.

Delco flushing and refilling service is easy to sell. Ask your United Motors Service jobber how you can put these "Safety Twins" to work for you — and increase your profits through better brake service.

Delco
BRAKE DIVISION
GENERAL MOTORS CORPORATION DAYTON, OHIO

COLORFUL SALES HELPS AND DISPLAYS

Sales-winning counter displays, window streamers and counter mailing pieces help you sell "Safety Twin" service. Get started right now, and cash in on spring business.



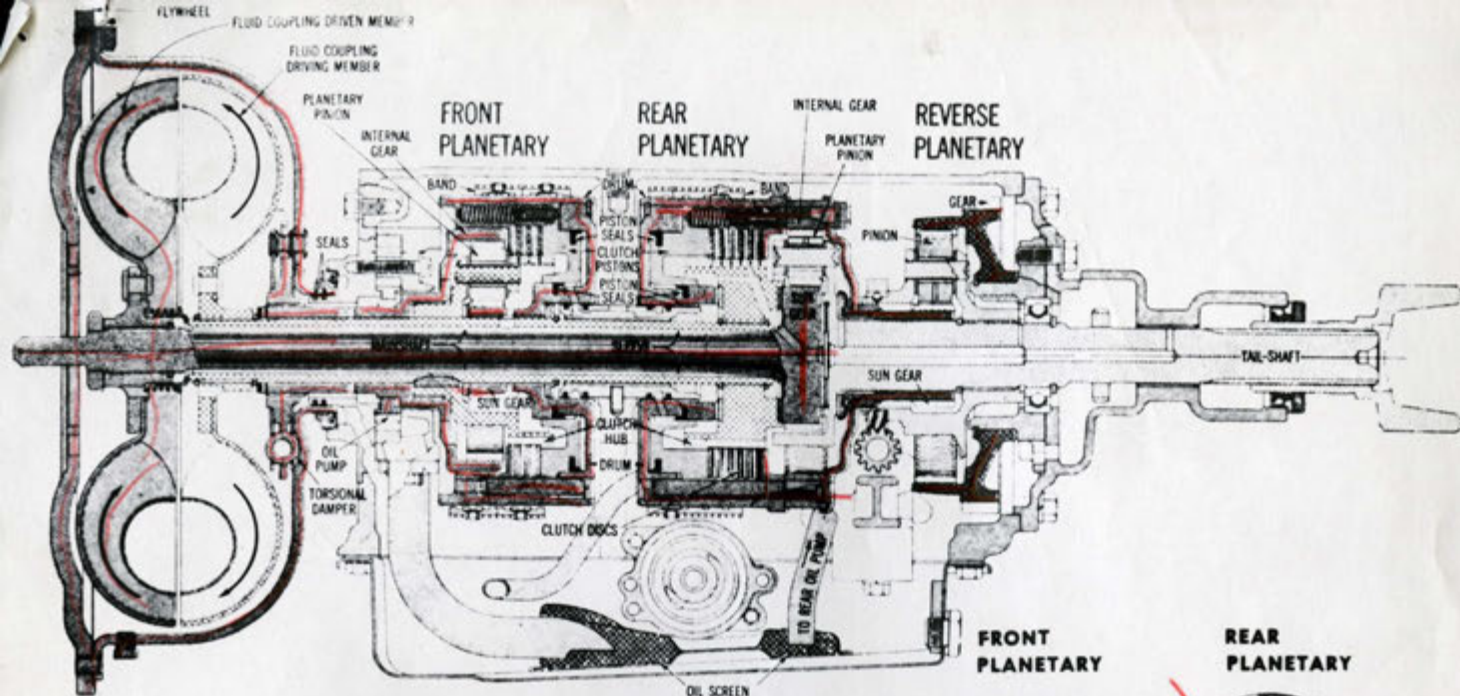
Delco Super 9, Declene and Delco Brake replacement parts are distributed by Bendix and United Motors Service distributors.



Wheel-Balancing Weights

A new L & H wheel balancing weight to fit all wheels, including those with the new wide base rims, has been announced by the Harley C. Loney Co., Detroit. The model clears brake backing plates on the inside of the rims and the trim rings on the outside. Its clip makes it easy to install and also easy to remove for readjustment without damage to either the weight or the clip and without use of a special clip.

STANDARD FOR EQUIPMENT—THE STANDARD FOR REPLACEMENT



COLOR SCHEME FOR DRAWINGS

In the drawings at right, driving and driven parts have been colored while stationary parts are black and white. In the sectional view above parts which rotate as a unit have been colored either black or red. Bands which are necessarily stationary are black

RED PARTS

Flywheel and front planetary internal gear (front unit drive gear)
Front planetary drum and sun gear
Driven member of fluid coupling, mainshaft and rear planetary sun gear
Rear planetary drum and internal gear
Reverse planetary "drum" and its external gear (the reverse internal gear)

BLACK PARTS

Front planetary pinions, intermediate shaft, driving member of fluid coupling and rear planetary clutch hub
Front planetary clutch piston and multiple discs
Rear clutch piston and multiple discs
Rear planetary pinions and tail shaft
Reverse planetary pinions and sun gear

How the Hydra-Matic Works

EASY TO UNDERSTAND . .

A Hydra-Matic transmission consists of a fluid coupling and two two-speed planetary units placed in series. These are called front and rear planetaries.

A planetary unit consists of a sun gear surrounded by pinions which mesh with an internal gear. The pinions are carried in a housing or hub. In direct, the planetary parts are locked together by a multiple disc clutch. In gear, one of the gears is locked stationary by a band acting on a drum. The other two unlocked members may then be used as driving and driven members as you choose.

In the Hydra-Matic when the front planetary is in gear the band locks the sun gear. Then the internal gear drives the pinions, causing them to walk around the stationary sun gear. The pinion housing drives the intermediate shaft which drives the driving member of the fluid coupling.

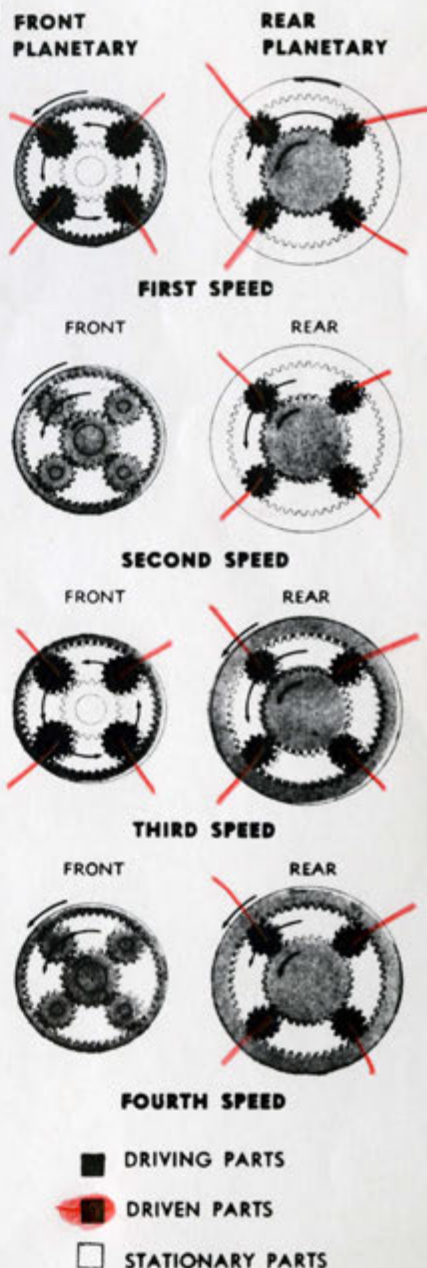
In the rear planetary, the band locks the internal gear. Then the sun gear drives the pinions and the tail or output shaft.

In gear the front planetary has a ratio of 1.45 and the rear planetary ratio is 2.63. There are four obvious combinations which give four speeds, as follows:

FIRST: Front and rear planetaries are in gear giving a combined ratio of 3.82 (1.45×2.63). Both bands are on and both clutches released.

SECOND: Front planetary is locked in direct (clutch in and band off). Rear planetary is in gear, giving a ratio of 2.63 (clutch out and band on).

THIRD: Front planetary is in gear (band on and clutch out) while rear planetary is in direct (band off and clutch in). [CONTINUED ON PAGE 280]



(Continued from Page 91)

However, the engaged clutch does not lock the rear planetary together. Instead it permits the internal gear and the sun gear to drive the pinions (on the principle of a differential) and the pinions, which do not rotate, drive the tail shaft. The rest of the story is that the flywheel drives the front planetary, which drives the intermediate shaft. This shaft drives both the rear planetary internal gear and the driving member of the fluid coupling, and the driven member of the fluid coupling drives the rear planetary sun gear. Ratio is 1.45. Sixty per cent of the torque goes directly from flywheel to tail shaft, while only 40 per cent is transmitted through the fluid coupling to rear sun gear.

FOURTH: Front planetary is locked together with clutch in and band off. Otherwise the action is the same as described for third. Ratio is 1 except for negligible slippage in the fluid coupling.

Both clutches and bands are applied by oil pressure on pistons, or by springs. The oil pressure is developed by two oil pumps built into the transmission. Oil pressure is directed to the proper pistons by means of plunger valves. In turn these valves are controlled by a governor in the transmission, and by a connection to the accelerator panel.

As car speed increases the governor tends to shift the transmission to a higher gear. Pushing down on the accelerator pedal tends to shift to a lower gear. Therefore, the point at which a shift occurs depends not only on car speed but on accelerator pedal position. For example, on slow acceleration the shift from third to fourth occurs at about 18 miles per hour, but with full throttle acceleration the 3 to 4 shift does not occur until 60 miles per hour is reached.

Reverse is obtained by a third planetary set. Instead of using a brake band to engage reverse, a toothed plunger locks an external gear on the reverse planetary drum. The plunger is actuated by mechanical connection to the control lever under the steering wheel. This action is the only direct mechanical shifting performed by the control lever. For "Neutral" and "Forward" the control lever merely moves a small plunger valve which directs oil pressure to the proper control valves and pistons. In the postwar transmission the toothed plunger is replaced by a sturdy swinging arm carrying a pointed tooth.

Combined with the two planetary gear sets is a fluid coupling, which permits elimination of the usual foot-operated clutch. The fluid coupling automatically disconnects the engine whenever idle speed is reached. Also it cushions the drive, as power is transmitted through the fluid coupling hydraulically, rather than by direct mechanical connection. In the Hydra-Matic the efficiency of the fluid coupling is increased in 3rd and 4th speeds by an ingenious means. Only 40 per cent of the power in these speeds goes through the fluid coupling. The remaining 60 per cent is transmitted directly through the gears and shafts. At the same time this arrangement slows down the fluid coupling in 1st and 2nd speeds, so that it is more effective in disconnecting the engine and preventing car "creep" while waiting for the stop light to change to green.

The two planetary sets have different speed reduction ratios. In high or 4th both planetary sets transmit power in direct drive, and the over-all ratio is 1:1. In 3rd the rear set remains in direct drive, but the front set operates in

reduction. This reduction ratio is 1.45:1, and hence the over-all transmission ratio is 1.45:1. That is, the engine turns 1.45 times for every turn of the propeller shaft. In 2nd speed the front planetary set operates in direct drive, and the rear set in reduction. This reduction ratio is 2.63:1, and the over-all transmission ratio is also 2.63:1. For low, or 1st speed, both planetary sets operate in reduction. Since the power passes first through the front set and then through the rear set the over-all transmission ratio is found by multiplying together the ratios of the two sets. This 1st speed ratio for the post war Hydra-Matic is 3.82:1.

All these speed ratios are engaged automatically. The driver needs only to determine the direction of travel (Forward or Reverse) and step on the accelerator pedal. As the engine speed increases, the power is transmitted through the fluid coupling and the planetary gear sets, to the propeller shaft. As car speed increase, the transmission shifts smoothly, under power, from 1st, to 2nd, to 3rd, and finally to 4th or direct drive. There are two forward positions for the control lever. Hi and Lo. Hi permits the automatic use of all four speeds while Lo restricts the transmission to first and second.

A fundamental advantage made possible by the Hydra-Matic transmission is the reduction in rear axle ratio which it permits. With a low rear axle ratio the engine runs slower when in top gear (4th speed), thereby giving better fuel economy, longer engine life, and less noise and vibration. With 3rd speed in the Hydra-Matic immediately available by merely stepping on the accelerator pedal, exceptionally good acceleration and hill climbing ability are obtained.