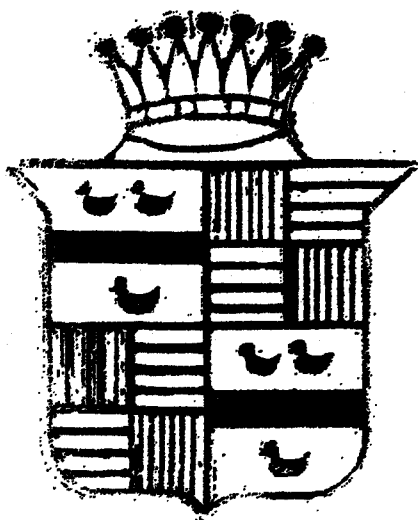
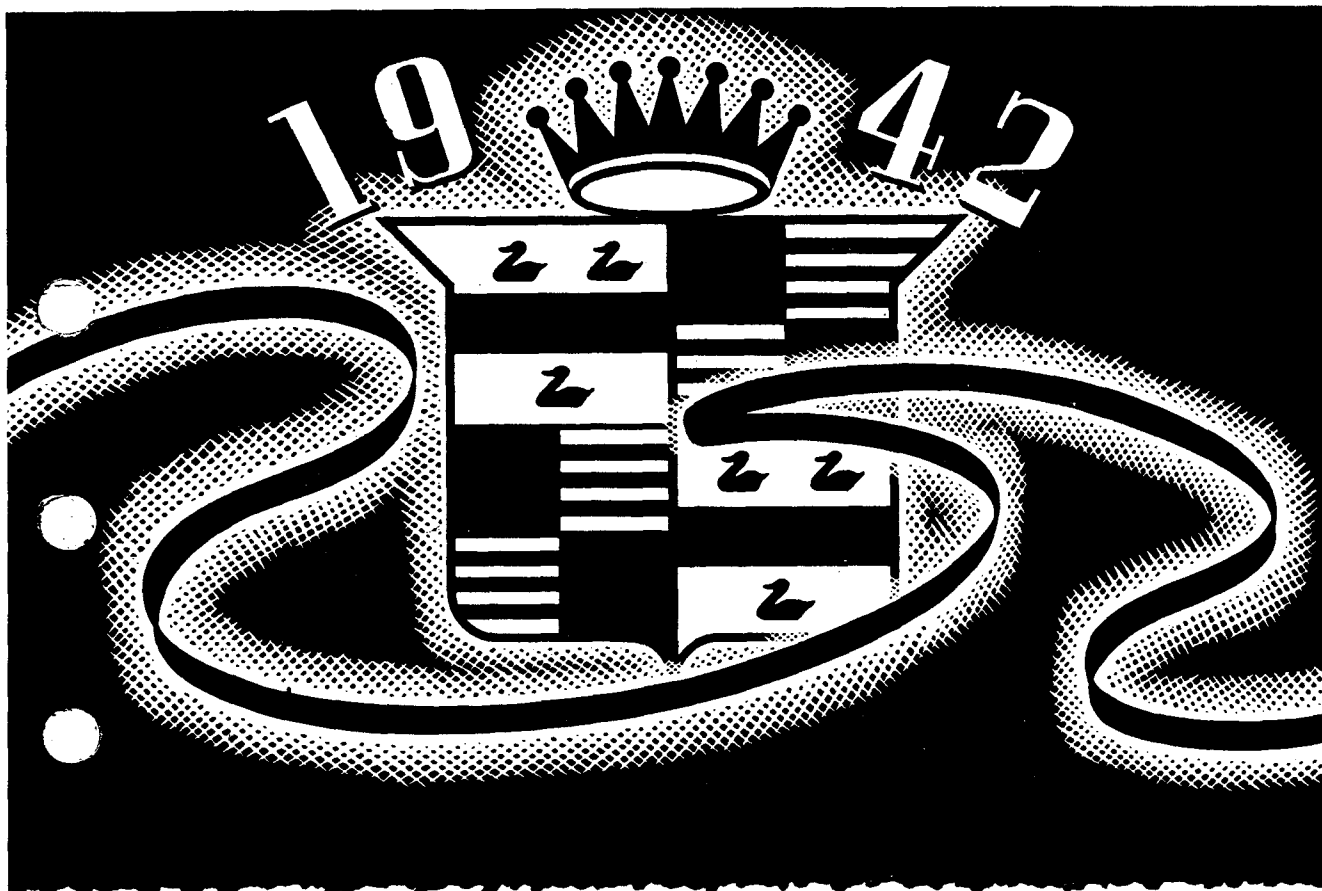




DATA BOOK

R. C. LONGHURST

1942



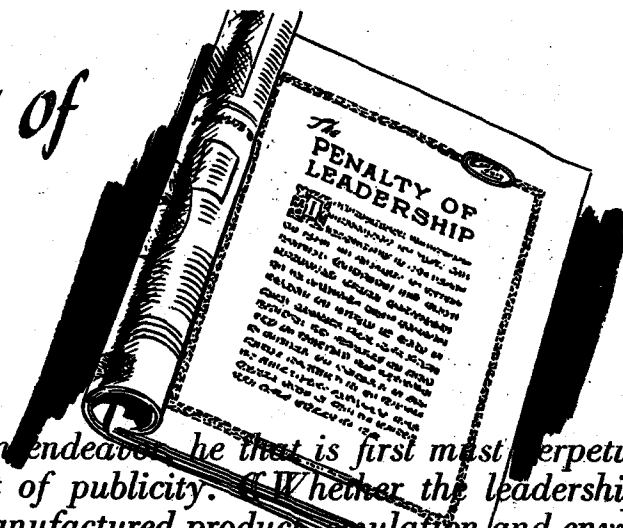
Cadillac DATA BOOK



The following pages carry the complete story of the 40th anniversary Cadillacs. The 1942 program is a fitting milestone to four decades of fine car building. Here is the peak of engineering achievement, master coachcraft and precision manufacture.

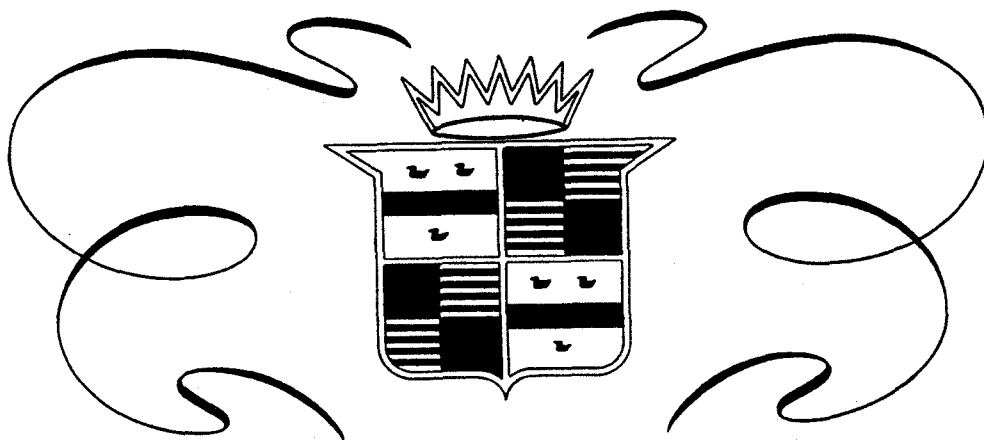
In six outstanding series, with twenty-two distinguished body styles, the 40th anniversary cars carry forward Cadillac's primary objective—"building the finest cars it is possible to produce."

The Penalty of Leadership



In every field of human endeavor, he that is first must perpetually live in the white light of publicity. Whether the leadership be vested in a man or in a manufactured product, emulation and envy are ever at work. In art, in literature, in music, in industry, the reward and the punishment are always the same. The reward is widespread recognition; the punishment, fierce denial and detraction. When a man's work becomes a standard for the whole world, it also becomes a target for the shafts of the envious few. If his work be merely mediocre, he will be left severely alone—if he achieve a masterpiece, it will set a million tongues a-wagging. Jealousy does not protrude its forked tongue at the artist who produces a commonplace painting. Whatsoever you write, or paint, or play, or sing, or build, no one will strive to surpass or to slander you, unless your work be stamped with the seal of genius. Long, long after a great work or a good work has been done, those who are disappointed or envious continue to cry out that it cannot be done. Spiteful little voices in the domain of art were raised against our own Whistler as a mountebank, long after the big world had acclaimed him its greatest artistic genius. Multitudes flocked to Bayreuth to worship at the musical shrine of Wagner, while the little group of those whom he had dethroned and displaced argued angrily that he was no musician at all. The little world continued to protest that Fulton could never build a steamboat, while the big world flocked to the river banks to see his boat steam by. The leader is assailed because he is a leader, and the effort to equal him is merely added proof of that leadership. Failing to equal or to excel, the follower seeks to depreciate and to destroy—but only confirms once more the superiority of that which he strives to supplant. There is nothing new in this. It is as old as the world and as old as the human passions—envy, fear, greed, ambition, and the desire to surpass. And it all avails nothing. If the leader truly leads, he remains—the leader. Master-poet, master-painter, master-workman, each in his turn is assailed, and each holds his laurels through the ages. That which is good or great makes itself known, no matter how loud the clamor of denial. That which deserves to live—lives.

[This text appeared as an advertisement in The Saturday Evening Post, January 2nd, in the year 1915. Copyright, Cadillac Motor Car Company.]



The PENALTY OF LEADERSHIP is as fittingly applied to the Cadillac of today as it was to the Cadillac of 1915, the year this tribute was originally published. Important engineering advances and bold style changes hold Cadillac in "the white light of publicity", where its superiority is constantly in evidence and where those with a less desirable product point to alleged faults without justification.

Back of the original Penalty Of Leadership lay thirteen years of constant progress, years during which the Cadillac organization repeatedly justified its well won reputation of engineering brilliant, progressive advancements. And since 1915 each successive year has seen this position of leadership in the industry further extended, with the result that Cadillac has offered the motoring public more important developments than any other manufacturer.

"If the Leader Truly Leads, He Remains . . . the Leader."
In 1942, Cadillac continues to be America's finest car.

40 YEARS OF  LEADERSHIP

THE PENALTY OF *Leadership*

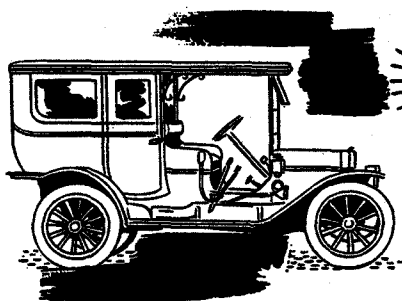
Cadillac stands unequalled in the number of "firsts" that have proved to be outstanding advances. Cadillac was first to:



Import **Johansson Gauge Blocks** which made possible volume production to finer precision limits than it is possible to hold by hand methods.



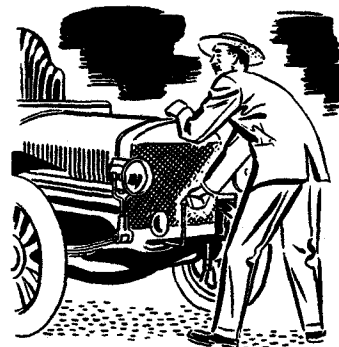
Achieve interchangeability through standardization of parts. Made Cadillac the **first American car** to win the Dewar Trophy.



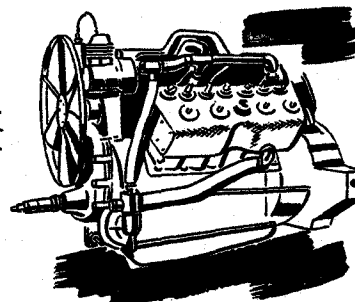
Offer **closed bodies as standard equipment**. Introduced by Cadillac because they meant greater comfort.

WAS BASED ON THESE *Achievements*

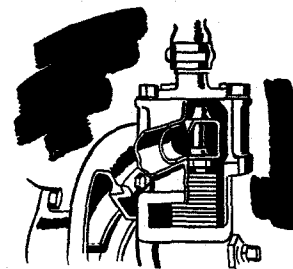
Offer electric starting, lighting and ignition. An unparalleled advance in eliminating motoring discomforts. Earned a second Dewar award; the only car to be so honored twice.



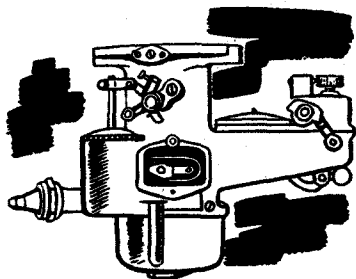
Introduce a V-type water cooled eight cylinder engine. The basis for the Cadillac of today—the engineeringly correct engine.



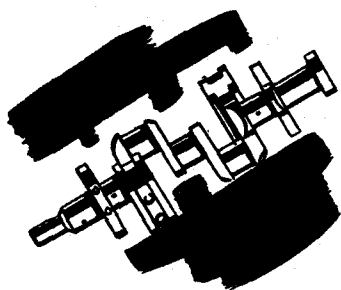
Employ thermostatic control of the cooling system. Made possible precise control of temperatures important to proper operation of internal combustion engines.



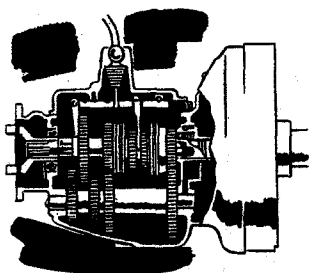
CONTINUING CADILLAC *Leadership* IS



Economies of today's V-8 engine are partly due to **Thermostatic Carburetor Control**, an important Cadillac "First." Means smoother, more powerful, more economical driving.



The inherently balanced V-8 Engine was possible because of the **Counter Balanced Crankshaft** pioneered by Cadillac. It is a primary factor in Cadillac's smoothness.



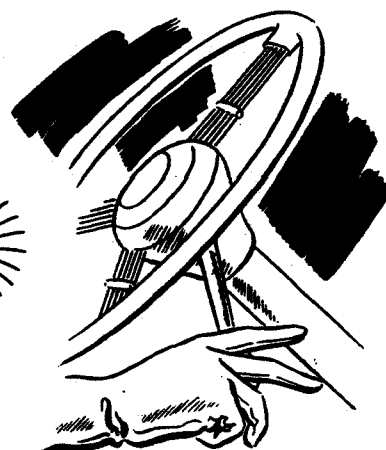
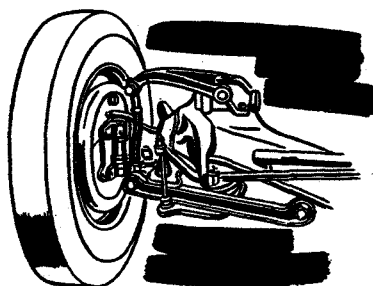
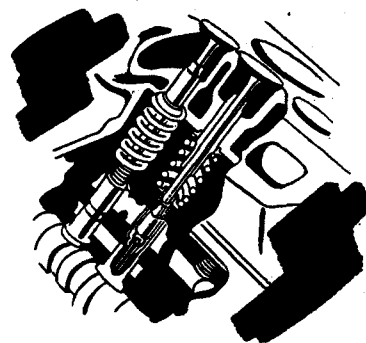
Clashless Syncro-Mesh Transmissions first appeared on Cadillacs. Imitations are now common but Cadillac still has a superiority as great as that between the original model and the transmissions it replaced.

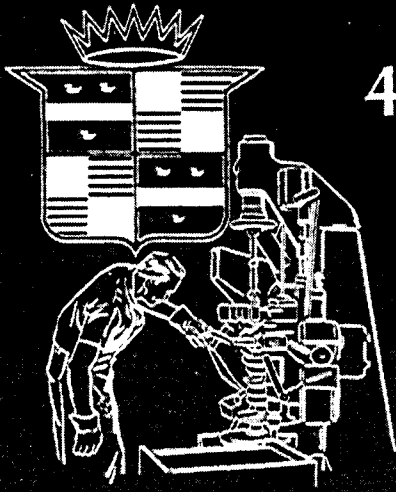
EVIDENCED BY THESE *Advancements*

Constantly accurate valve adjustment has been the result of **Hydraulic Valve Silencers**, a Cadillac "First" of 1930. A fine car feature contributing to Cadillac's matchless performance, engine quietness and low maintenance cost.

With the introduction of **Knee Action** by Cadillac, all previous ideas of car "ride" had to be revamped. No other front suspension gives such road stability in combination with smooth riding comfort.

Both the driver and front seat passengers benefited from Cadillac's development of the **Steering Post Gear Shift**. This improvement, in conjunction with **Ball Bearing Steering**, another "First", introduced new standards of handling ease.





40 YEARS OF LEADERSHIP IN

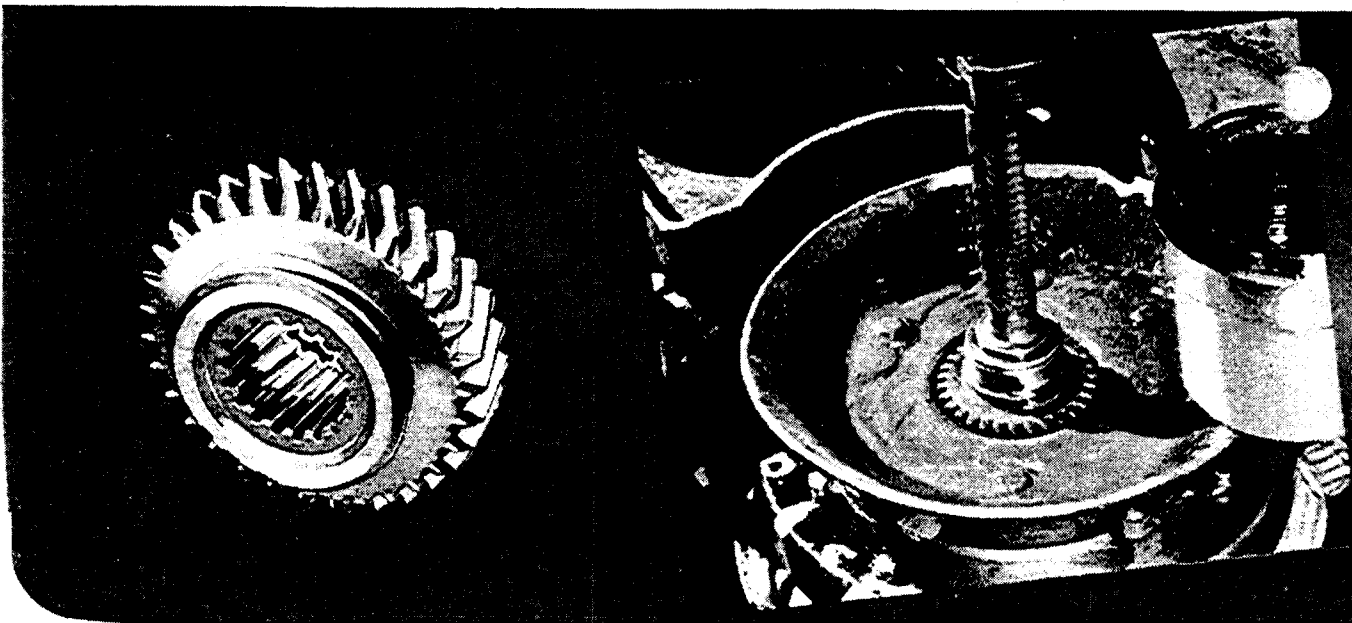


MANUFACTURING

The keynotes to Cadillac's unchallenged leadership in fine car building are excellence of styling, exceptional engineering and precision manufacture. These foundations were laid in 1902 when H. M. Leland, President and General Manager of the original Cadillac Automobile Co., said, "We are not going to build merely another automobile. We are going to build the finest car it is possible to produce."

Forty years of experience in the most exacting methods of manufacture have resulted in refined techniques used by no other automobile concern. One example is the LAPPING OF GEARS. Today the process is not exclusive with Cadillac, but only Cadillac laps *all* gears. With high precision machinery, gear teeth are smoothed, or lapped, to extreme limits. The result is silent operation and long life.

8



SHAVING CAMSHAFT GEARS is exclusively a Cadillac operation that gives correct gear tooth form and an extremely smooth tooth surface. Cadillac CONNECTING ROD CONSTRUCTION is still another example of extreme care in design and construction. Dowels in the connecting rod cap fit into the connecting rod itself giving perfect alignment. No other connecting rod has this feature.

Typical of Cadillac care is the PORCELAIN TREATMENT given exhaust manifolds and manifold cross-overs. This is strictly an appearance factor that avoids the burned and rusted surfaces common in other cars. It is indicative of the care and attention to detail given the entire Cadillac engine and chassis.



1902 HAND OPERATION



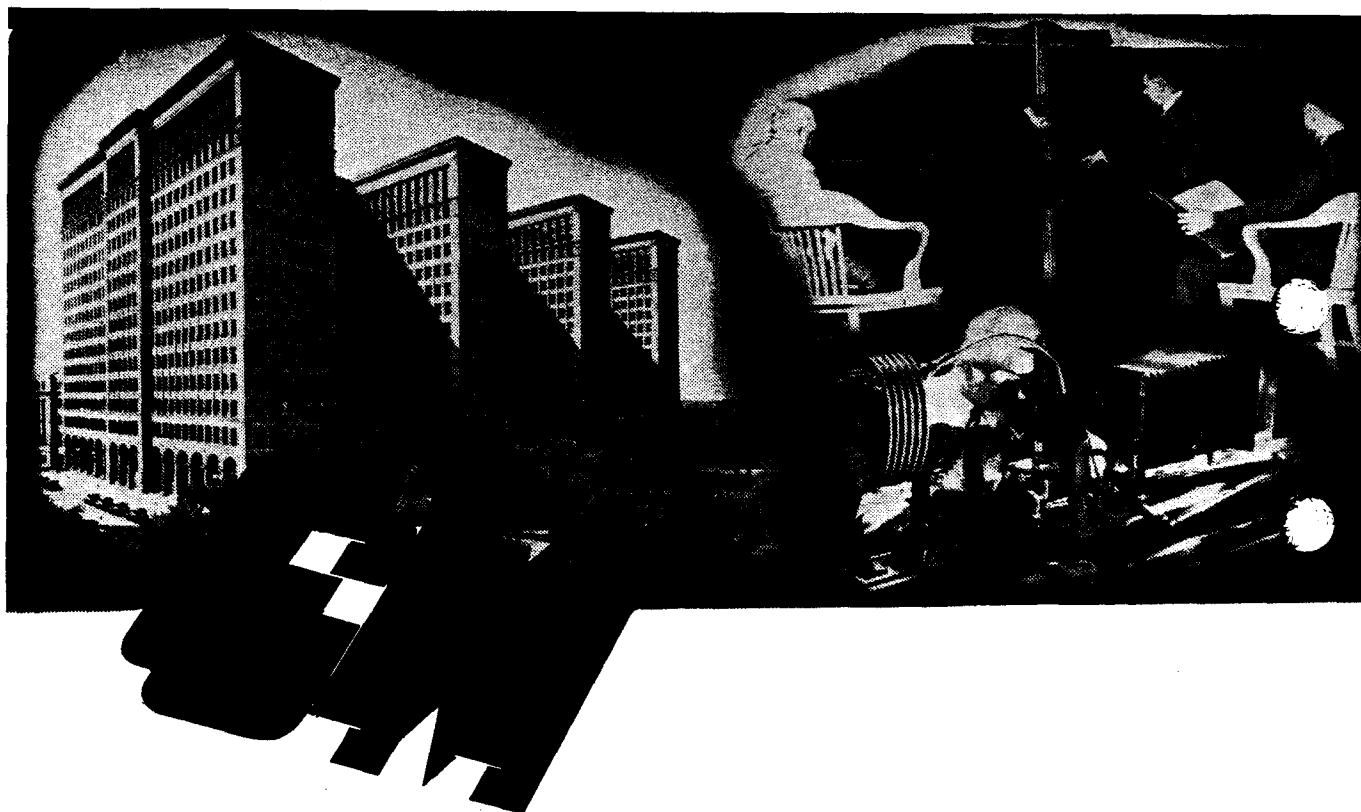
SHAVING CAMSHAFT GEARS



CONNECTING ROD CAP



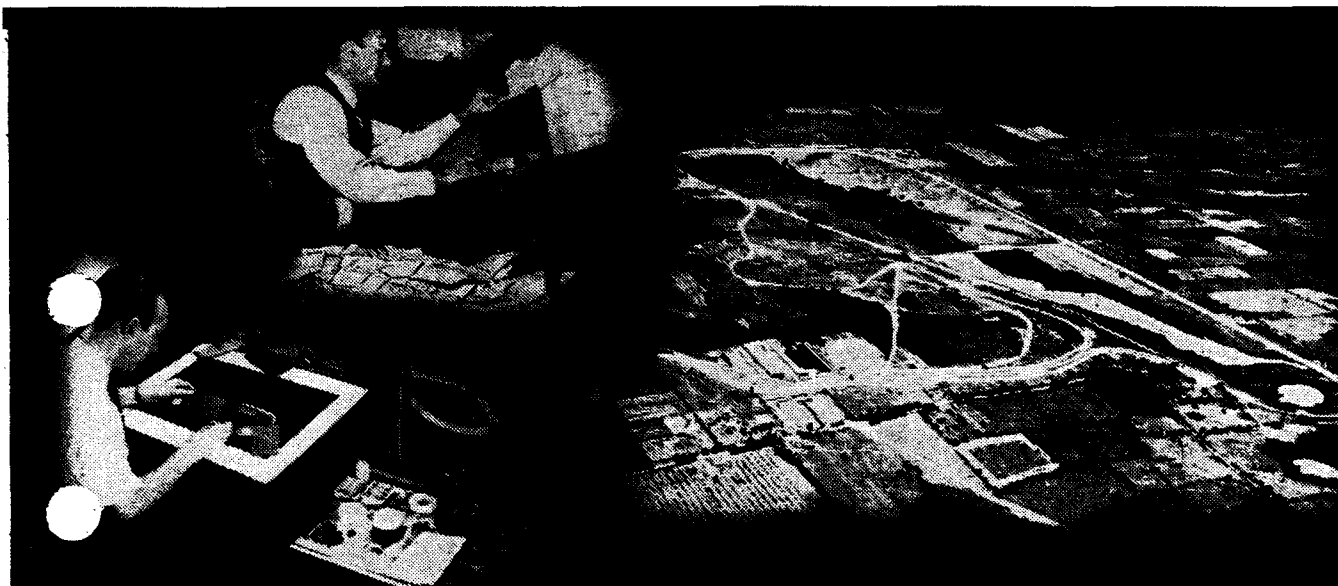
PORCELAIN BAKING ON EXHAUST MANIFOLDS



As General Motor's finest car, Cadillac has free access to the almost unlimited facilities of the General Motors Corporation.

At the Engineering Research Laboratory and the Proving Grounds the technical ability of hundreds of men is at the disposal of the Cadillac organization. The work done by these two technical groups is not restricted by considerations of competition or marketability. Here is pure research and testing, carried out with the single objective of producing the finest product human ingenuity can devise. From the wealth of facts they uncover, Cadillac is able to select the best for Cadillac cars.

As an exclusive builder of fine cars Cadillac constantly avails itself of Customer Research. This division is interested only in what the buying public wants in its cars. With this information available Cadillac can, each year, incorporate those major or minor improvements which will



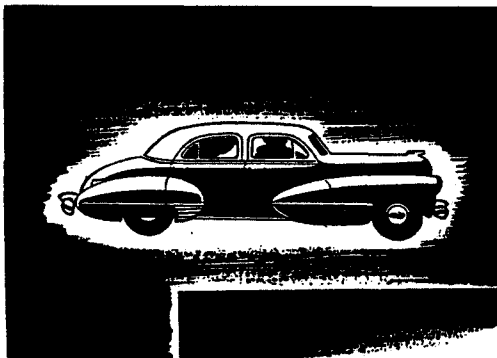
make the Cadillac models the nearest expression of the desires of the buyers in the fine car market. In this way Cadillac continues to remain the custom built car of America.

In its own right the Cadillac engineering department is unequalled in excellence with the result that many Cadillac developments eventually are found on other General Motors' cars.

GMAC

The General Motors Acceptance Corporation, one of the pioneering companies in the automobile installment field, offers the Cadillac buyer an opportunity to purchase his car out of regular income. The broadest type of insurance coverage for the car is provided on the GMAC Plan and finance rates are low. As a service organization, the first consideration is customer satisfaction. All policies and all facilities are directed toward this objective. GMAC makes it possible for many more people to enjoy Cadillac ownership than would otherwise be possible.

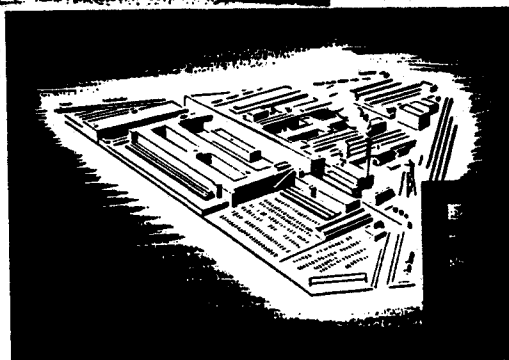




DESIGN

Cadillac..

MANUFAC-
TURING



SERVICE

In excellence of design and precision of manufacture Cadillac has no equal. In keeping with this background of technical perfection the Cadillac Service Policy has been developed to give every Cadillac owner and his car the care and consideration to which they are entitled. The Cadillac Service Emblem, known to discriminating motorists in every state, is assurance that Cadillac service work is done by men trained by factory specialists.

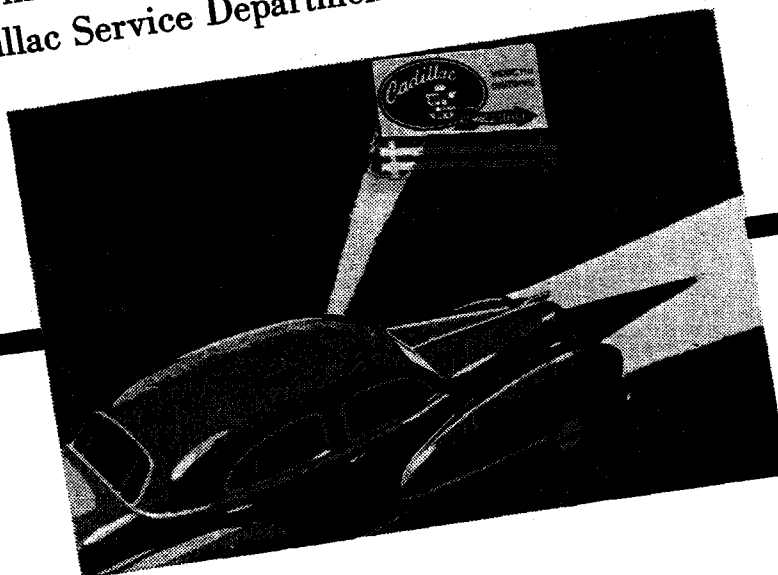
Cadillac service is not expensive. Cadillac service charges compare favorably with those of lower priced cars and in some instances even with those of the three lowest priced cars.

... SERVICE EXCELS

Not only are service operations low in cost but need for them is less frequent on Cadillac due to excellence of materials, the quality of design and the unequalled workmanship that goes into every car.

No matter what part of the country he is in the Cadillac owner gets friendly, helpful treatment. For example, under the National Tourist Policy, "No-charge warranty work" will be done by any authorized Service Department. The Cadillac owner is "at home" no matter where he travels.

One standard of workmanship and pride in their part in the Cadillac organization is common to every Cadillac Service Department.





WORLD WIDE

Acceptance

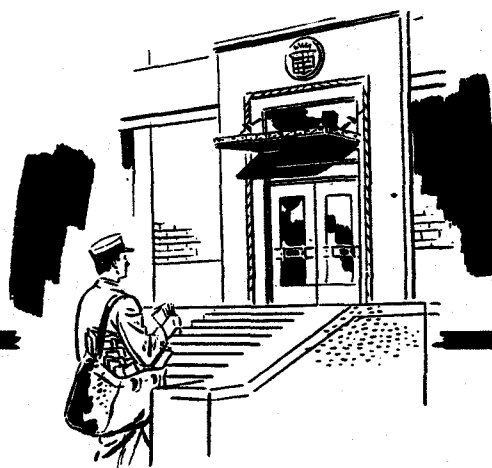
The man who owns a car is its most severe critic. This makes the thousands of unsolicited testimonial letters Cadillac has received, the more impressive in their praise of the car which is known as "The Standard Of The World."

These letters, which are on file for inspection, are ample proof that *Cadillac has built, and is now building, a car designed to meet the personal requirements of everyone spending \$1000 or more for an automobile. Owners find more of the things they feel essential to satisfactory motoring in a Cadillac.* A national survey proves them to be far better satisfied with their cars than any other group. Cadillac is truly the one car custom-designed for the market it serves.

40 YEARS OF



LEADERSHIP





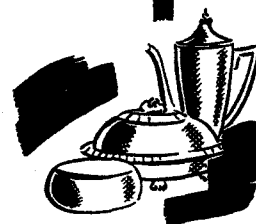
**What does all this mean to the man
with a thousand dollars or more
to spend for an automobile?**

To the automobile buyer, Cadillac offers distinctly more in terms of styling, luxurious interiors, mechanical design and precision manufacture. In total, greater cause for pride of ownership.

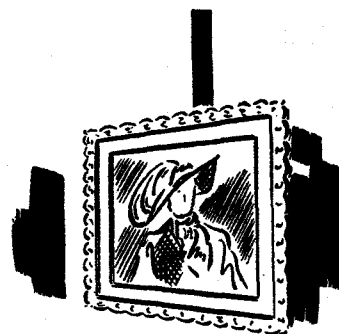
Style: Twenty-two distinctive body types, including four new bodies, maintain Cadillac's position as style leader for 1942.

Luxurious Interiors: No other car offers Interiors by Fleetwood, the custom stylists of the industry. Rich fabrics, tasteful detail and painstaking workmanship mean new interiors of unequalled elegance.

Mechanical Design and Precision Manufacture: No other car matches Cadillac in engineering design or precision manufacture under strict inspection and control. Smoother performance, longer life, incomparable ride and money-saving economy are the benefits.



As "Tiffany" represents luxury in silver craft, Cadillac represents luxury in motor cars.



In art, Rembrandt was a master of style. Cadillac is the master of style in automobiles.



Precision craftsmanship makes a Stradivarius the world's finest violin. Precision manufacture makes Cadillac the world's finest car.

Cadillac MILESTONES — 1902-1942

Year	Total Production	Type of Cars Produced	List Price (Typical Car)	Wheelbase
1902	—	—	—	—
1903	1,698	1 cyl. "A"	\$ 850	76"
1904	2,457	1 cyl. "B"	900	76"
1905	3,942	1 cyl. "F"	950	76"
1906	4,059	4 cyl. "D"	2,800	100"
		1 cyl. "M"	950	76"
		4 cyl. "H"	2,500	102"
1907	2,884	1 cyl. "M"	950	76"
		4 cyl. "G"	2,000	100"
		4 cyl. "H"	2,500	102"
1908	2,377	1 cyl. "T"	1,000	82"
		4 cyl. "H"	2,500	102"
1909	7,868	4 cyl. "30"	1,400	106"
1910	10,044	4 cyl. "30"	1,600	106"
1911	10,166	4 cyl. "30"	1,800	116"
1912	12,547	4 cyl. "1912"	3,250	116"
1913	17,290	4 cyl. "1913"	3,250	120"
1914	7,823	4 cyl. "1914"	2,800	120"
		V-8 "51"	2,800	122"
1915	13,000	V-8 "53"	2,950	122"
1916	18,000	V-8 "53"	2,950	122"
1917	18,002	V-8 "55"	3,110	125"
1918	20,285	V-8 "57"	3,535	125"
1919	20,678	V-8 "57"	4,090	125"
1920	19,628	V-8 "59"	4,750	125"
1921	5,250	V-8 "59"	4,950	132"

Milestones

Detroit Automobile Co., established 1899, reorganized as "Cadillac Automobile Co."

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.

Famous Johansson gauges, **First** imported into United States by Cadillac, enable Cadillac to become the following year the—

First American Car to be awarded the Dewar Trophy by 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.

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.

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 gruelling tests at Marfa, Texas.

Cadillac supplied 2,350 cars and 1,157 V-8 artillery tractor engines to U. S. Army.

Cadillac completes new Clark Ave. plant, Detroit, most modern in the industry. Retail stores opened at Detroit and Chicago.

17	1922	26,296	V-8	"61"	\$4,100	132"
	1923	14,707	V-8	"61"	4,150	138"
	1924	18,827	V-8	"V-63"	3,835	132"
	1925	16,673	V-8	"V-63"	3,195	132"
	1926	20,732	V-8	"314"	3,250	132"
	1927	30,641	V-8	"303"	2,685	125"
			V-8	"341-A"	3,250	140"
	1928	36,037	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-A"	2,595	134"
			V-8	"355-A"	3,695	134"
			V-12	"370-A"	3,895	140"
			V-16	"452-A"	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	"345-C"	2,245	136"
			V-8	"355-C"	2,895	140"
			V-12	"370-C"	3,695	140"
			V-16	"452-C"	6,250	149"
	1934	13,021	Str.	"8" "34-50"	1,595	119"
			V-8	"10"	2,695	128"
			V-12	"40"	4,195	146"
			V-16	"60"	6,750	154"
	1935	12,279	Str.	"8" "35-50"	1,545	120"
			V-8	"10"	2,495	128"
			V-12	"40"	3,995	146"
			V-16	"60"	6,750	154"
	1936	25,905	Str.	"8" "36-50"	1,225	121"
			V-8	"60"	1,695	121"
			V-8	"70"	2,445	131"
			V-8	"75"	2,645	138"
			V-12	"80"	3,145	131"
			V-12	"85"	3,345	138"
			V-16	"90"	7,750	154"

First to use Thermostatic Carburetor Control.

First to build the inherently balanced 90° V-type eight cylinder engine. **First** to use the Compensated Crankshaft. Four wheel brakes featured.

First to provide wide choice of Duco Exterior Finishes as standard equipment.

First to use Crankcase Ventilation. \$5,000,000 expansion program started. Cadillac contracts for entire output of Fleetwood Custom Body Co.

First to develop a comprehensive Service Policy and place it on a nationwide basis.

First to develop and use the Clashless Syncro-Mesh Transmission. **First** to install Security Plate Glass as standard equipment. **First** to adopt Chrome Plating as standard.

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. **First** to use Hydraulic Valve Silencers.

First to introduce Super-Safe Headlights, Air-Cooled Generator. Completely Silent Transmission and Full Range Ride Regulator.

First to provide fine cars with No-Draft Ventilation.

First to introduce Today's Mode of Streamlining. **First** American Car with spare tire concealed within body. **First** to develop and use Knee Action Wheels.

First and **only** fine car equipped with one-piece solid steel Turret Top. For five years, more Cadillacs purchased than any other make of fine car.

48.1% of all cars sold above \$1,500 were Cadillacs.

Cadillac MILESTONES—1902-1942 (Continued)

Year	Total Production	Type of Cars Produced	List Price (Typical Car)	Wheelbase	Milestones
1937	46,153	V-8 "37-50"	1,260*	124"	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.
		V-8 "37-60"	1,660*	124"	
		V-8 "37-65"	2,090*	131"	
		V-8 "37-70"	2,595*	131"	
		V-8 "37-75"	2,815*	138"	
		V-12 "37-85"	3,535*	138"	
1938	24,950	V-16 "37-90"	7,750*	154"	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.
		V-8 "38-50"	1,385*	124"	
		V-8 "38-60"	1,775*	124"	
		V-8 "38-60S"	2,085*	127"	
		V-8 "38-65"	2,285*	132"	
		V-8 "38-75"	3,075*	141"	
1939	36,611	V-16 "38-90"	5,265*	141"	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.
		V-8 "39-50"	1,320*	120"	
		V-8 "39-61"	1,680*	126"	
		V-8 "39-60S"	2,090*	127"	
		V-8 "39-75"	2,995*	141"	
		V-16 "39-90"	5,140*	141"	
1940	37,162	V-8 "40-50"	1,320*	123"	First to offer custom car interiors at medium price. First to equip passenger cars with Ball Bearing Steering. First to introduce an <i>ultra-modern</i> 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.
		V-8 "40-52"	1,440*	123"	
		V-8 "40-62"	1,745*	129"	
		V-8 "40-60S"	2,090*	127"	
		V-8 "40-72"	2,670*	138"	
		V-8 "40-75"	2,995*	141"	
1941	66,130	V-16 "40-90"	5,140*	141"	First to introduce to the medium price field a motor car of unquestioned prestige without a compromise in quality. First high price car to offer Hydra-Matic, the completely automatic transmission that eliminates the clutch pedal and all gear shifting. Cadillac outsold all makes of cars in both the Medium and High Price Groups.
		V-8 "41-61"	1,445*	126"	
		V-8 "41-62"	1,495*	126"	
		V-8 "41-63"	1,695*	126"	
		V-8 "41-60S"	2,195*	126"	
		V-8 "41-67"	2,595*	139"	
1942		V-8 "41-75"	2,995*	136"	Presentation of the Fortieth Anniversary Cadillacs. Introduction of sealed, ribbed Super-Safe Brakes and All-Weather Ventilation System.
		V-8 "42-61"		126"	
		V-8 "42-62"		129"	
		V-8 "42-63"		126"	
		V-8 "42-60S"		133"	
		V-8 "42-67"		139"	
		V-8 "42-75"		136"	

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

THE *Finest* CADILLACS
IN 40 YEARS OF LEADERSHIP



Four decades of unquestioned leadership in the building of fine cars is the rich heritage from which these Fortieth Anniversary Cadillacs have been developed.

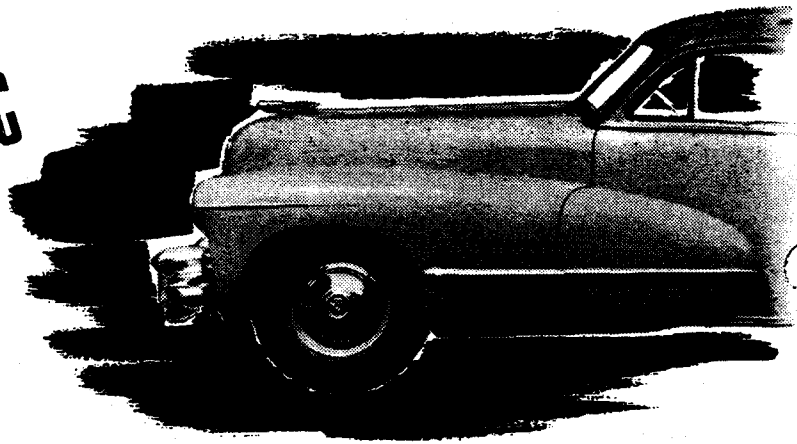
The new cars embody all of Cadillac's fine features with new advances that forecast the future in style and engineering.

A full range of body types, optional interior trim creations by Fleetwood and a continuation of Cadillac's unequalled standard of mechanical perfection make the 1942 models the greatest cars Cadillac has ever built.

**MORE THAN EVER BEFORE—
IT'S IMPORTANT TO BUY THE BEST**



DYNAMIC STYLING



The overall perspective of the new Cadillac gives a distinct impression of greater length and extreme lowness. Changes in detail treatment produce this result even on those models where the overall dimensions have not changed. *The projectile form of fenders, bumpers and bumper guards, tail lights and parking lights, gear shift and directional lever knobs, heater and defroster controls and steering wheel hub lend a note of symmetry and forethought that is exclusive to Cadillac style.*

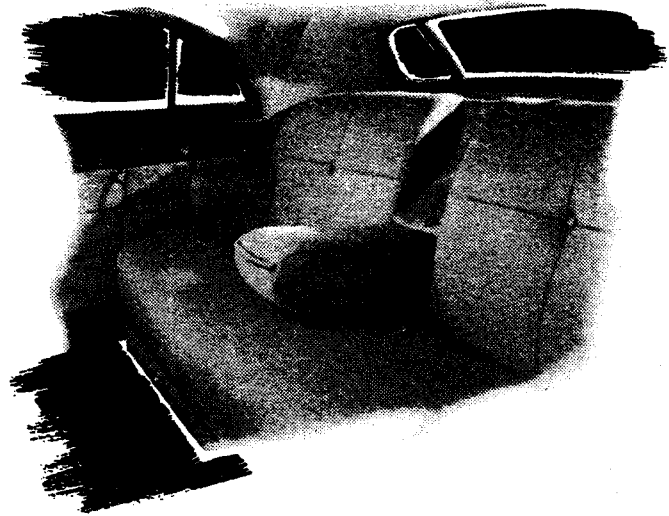
Long fenders and the unbroken hood line carry the eye from the radiator to the tail light without interruption while the bold styling of the front ensemble gives a feeling of strength unmarred by bulk. New Series 62 and Sixty Special bodies continue Cadillac's pioneering style leadership.

Style Details:

Front fenders carry onto front doors. Sixty Special and 62 sedan rear fenders extend over rear doors. Both series are longer and lower. Cadillac identity retained in restyled grille. Wheel shields on all models. Projectile form treatment. New fog light recesses.



INCOMPARABLE LUXURY



With individually styled interior designs for each series, the new Cadillacs *are more luxurious and smarter than ever before*. From the exclusive fabric options to the restyled hardware the 1942 models express modern tastes by successfully combining newness and dignity.

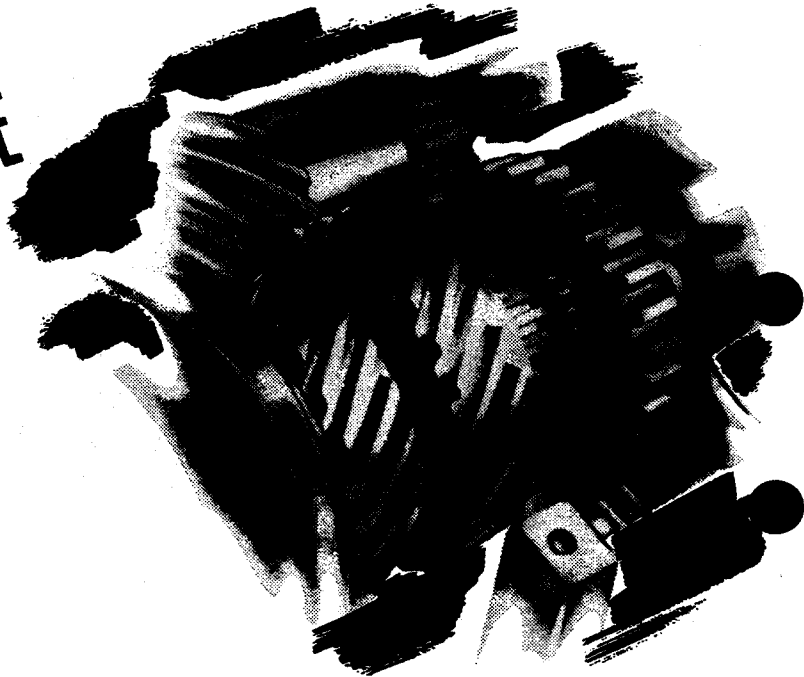
There is utility value in every Cadillac style and comfort feature. Lighters and ash receivers are conveniently located, assist straps are retractable and arm slings may be moved back out of the way when not in use. Instrument dials are not only stylish but are designed and located for maximum visibility.

Luxury Details:

Interiors by Fleetwood, new steering wheel, gear shift and directional signal levers. Cowling type dash, safety rear door lock, T-grip hand brake and All-Weather Ventilation System. Increased leg and head room as well as greater seat width.



MECHANICAL EXCELLENCE



More important than any single mechanical feature, for the general quality and dependable operation of the 1942 Cadillac cars, *is the continued use of the finest methods of precision manufacture.* Now, as in the past, no other car can boast of greater care with detail of design and exclusive production methods under the most rigid of inspection control systems.

Because of all these facts a Cadillac will last longer, give more dependable performance and require substantially less service work. All this means rock-bottom up-keep costs. In a year when it is a sound investment to buy the best, Cadillac becomes the natural choice.

Advanced Mechanical Improvements

SUPER-SAFE BRAKES: (page 111) Super-Safe Hydraulic brakes insure positive action even after repeated high speed stops.

BLOCKING-TYPE THERMOSTAT: (page 92) Improved design reduces warm-up time by a little less than one-half for greater engine and heater efficiency.

SPRING PADS: (page 109) A new wear resistant composition in the pads gives them longer life and low maintenance cost.

SHOCK ABSORBERS: (page 109) New valve arrangement provides better ride control and eliminates rebound valve noise.

1942 BODY STYLES

SERIES 61: 126" wb.:

- 5 passenger Club Coupe
- 4 door Sedan

SERIES 62: 129" wb.:

- 5 passenger Club Coupe
- *5 passenger Club Coupe
- 4 door Sedan
- *4 door Sedan
- *5 passenger Club Convertible Coupe

SERIES 63: 126" wb.:

- 4 door Sedan

SERIES 60 Special: 133" wb.:

- 4 door Sedan
- * 4 door Sedan—Division
- *Optional trim style

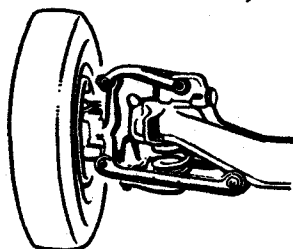
SERIES 67: 139" wb.:

- 5 passenger Sedan
- 5 passenger Sedan—Division
- 7 passenger Sedan
- 7 passenger Imperial

SERIES 75: 136" wb.:

- 5 passenger Sedan
- 5 passenger Sedan—Division
- 7 passenger Sedan
- 7 passenger Imperial
- 5 passenger Formal Sedan
- 7 passenger Formal Sedan
- 9 passenger Business Sedan
- 9 passenger Business Imperial

Features of Cadillac Leadership—Riding Comfort



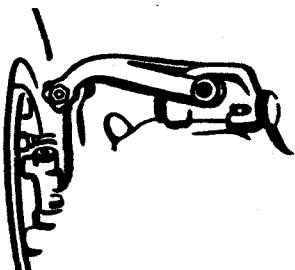
FRONT AND REAR SUSPENSION: Knee Action front wheels and rear leaf springs with waxed interliners provide properly balanced springing front-to-rear for superior ride control.

SEAT CUSHION CONSTRUCTION: Marshall-type springs fill entire cushion width. Deep padding gives the cushions resilient softness. Seat backs are heavily padded and correctly formed for comfortable posture.

WAXED REAR SPRING INTERLINERS provide a constant degree of spring friction. No lubrication needed. The proper amount of lubricant is always present. Never too much (as just after lubrication), never too little (as just before lubrication).

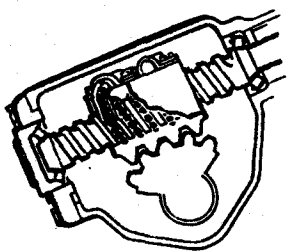


HOTCHKISS DRIVE: Road shocks are insulated from passengers by the springs, shackles and rubber pads between the springs and shackles.



TWO WAY SHOCK ABSORBERS (front and rear), control spring action. Operate on both down thrust and rebound. New valve arrangement for 1942 gives quieter, more luxurious ride.

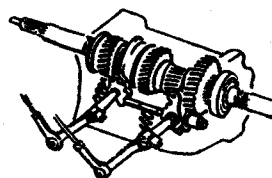
Features of Cadillac Leadership—Handling Ease



BALL BEARING STEERING: A steering mechanism that rolls on ball bearings. Frictionless operation with no pull or drag. A woman can steer a Cadillac with complete ease.

T-GRIP HAND BRAKE: A straight pull toward the driver engages the brake. No tugging or pulling to release. Simply turn the handle. Location and operation mean greater safety and less effort.

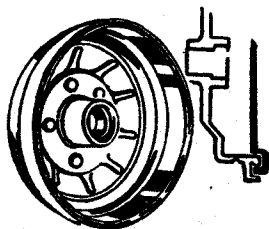
SYNCHRO-MESH TRANSMISSION: In conjunction with Syncromatic gear shift means effortless shifting operations. Pioneered and improved by Cadillac.



SHORT TURNING RADIUS: Twenty to twenty-two foot turning radii. The steering wheel automatically returns to center after turn.

Features of Cadillac Leadership—Safety

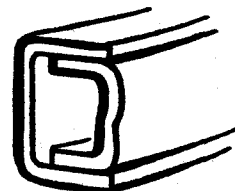
ALL STEEL BODY with turret top. Three steel roof bows, solidly welded to roof rails give added protection.



SUPER-SAFE, SELF-ENERGIZING HYDRAULIC BRAKES materially reduce braking effort. Positive operation even after repeated high speed stops, insured by heavy cast iron drums, ribbed for better cooling and sealed against dirt and water.

HI-TEST SAFETY PLATE GLASS used in all windshields and side windows. Hi-Test Safety Plate is the finest available, giving full protection without distortion of vision.

GIRDER TYPE FRAME with reinforced X-member. Rigid and substantial, this frame is one of the strongest used in passenger cars.

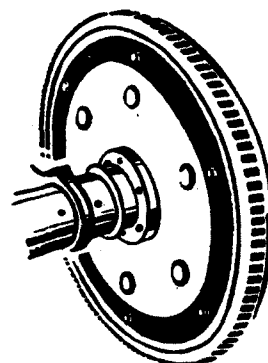


STABILIZERS FRONT AND REAR, properly balanced distribution of car weight, wide rear tread, steering mechanism and Knee Action, all contribute to Cadillac's unique high speed roadability.

Features of Cadillac Leadership—Economy

THE 90 V-8 ENGINE: Cancellation of inertia forces, short crankshaft, efficient carburetion from centrally located carburetor and equalized manifold, greater compactness for better cooling and more efficient lubrication all mean greater dependability, lower upkeep and service costs.

SYNCRO-FLEX FLYWHEEL: All shaft vibrations absorbed by flexible disc. Gives smoother operation for greater dependability.

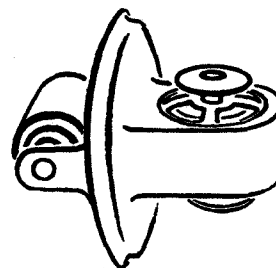


CONNECTING RODS: Rifle drilled for positive wrist pin lubrication. Connecting rod cap perfectly aligned with the rod through the use of two dowels. Greatest dependability and longest life.

HYDRAULIC VALVE SILENCERS: Virtually eliminate the need for valve grinding. Engine power is increased and tappet noise prevented. Lowers maintenance costs.

COUNTER BALANCED CRANKSHAFT: 27" long and weighs 90 pounds. Tough and rugged. Highly resistant to all wear and strain.

BLOCKING TYPE THERMOSTAT: More efficient engine warm up. Best operating temperatures reached in shorter time.



FULL LENGTH WATER JACKETS and positively cooled valves mean more efficient engine temperatures, reducing the possibility of damage from over-heating.

FOUR FERROX TREATED PISTON RINGS: Increase compression and reduce oil consumption.

CRANKCASE VENTILATION: Removes all harmful fuel vapors that would corrode metal surfaces and dilute lubricating oil.

MAJOR POINTS OF 1942 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
Flywheel	Syncro-Flex
Vibration dampener	Torsional
Valve silencers	Hydraulic
Camshaft	Cast iron alloy
Fan blades	61, 62, 63, 60 Special—4 67, 75—5
Cooling system capacity	25 quarts
Radiator thermostat	Blocking type
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 ampere hours
Location	Under hood outside right frame sidebar
Spark advance	Econo-Vacuum
Generator	Current and voltage regulated
Peak charging speed	27 M.P.H. up

MAJOR POINTS OF COMPARISON—Continued

CHASSIS	Series 61	Series 62	Series 63	Series 60 Special	Series 67	Series 75
Wheelbase.....	126"	129"	126"	133"	139"	136"
Tread—front.....	59"	59"	59"	59"	58½"	58½"
—rear.....	63"	63"	63"	63"	62½"	62½"
Tires—size.....	7.00 x 15	7.00 x 15	7.00 x 15	7.00 x 15	7.50 x 16	7.50 x 16
—plies.....	4	4	4	4	6	6
Inflation pressure—						
Front.....	28#	28#	28#	28#	24#	24#
Rear.....	28#	28#	28#	28#	32#	32#
Minimum axle clearance.....	8"	8"	8"	8"	9"	9"
Frame—type.....	Girder	Girder	Girder	Girder	Girder	Girder
—width.....	2"	2"	2"	2"	2½"	2¼"
—depth.....	6⅝"	6⅝"	6⅝"	6⅝"	7⅞"	7⅞"
First serial number..	5,380,001	8,380,001	7,380,001	6,380,001	9,380,001	3,380,001
Knee Action coils...	Enclosed by frame sidebars	Enclosed by frame sidebars	Enclosed by frame sidebars	Enclosed by frame sidebars	Enclosed by frame sidebars	Enclosed by frame sidebars
Steering gear type...	Recircu- lating ball	Recircu- lating ball	Recircu- lating ball	Recircu- lating ball	Recircu- lating ball	Recircu- lating ball
Steering gear ratio, overall.....	23.53-1	23.53-1	23.53-1	23.53-1	24.58-1	24.58-1
Car turning radius— Right and left....	19.6	20.1	19.6	20.6	22.3	22.0
Rear axle ratio.....	3.77-1	3.77-1	3.77-1	3.77-1	4.27-1	4.27-1
Optional economy ratio.....	3.36-1	3.36-1	3.36-1	3.36-1	3.77-1	3.77-1
Total foot braking area.....	208 sq. in.	208 sq. in.	208 sq. in.	208 sq. in.	233 sq. in.	233 sq. in.
Braking ratio—front	55.8%	55.8%	55.8%	55.8%	55.8%	55.8%
—rear.....	44.2%	44.2%	44.2%	44.2%	44.2%	44.2%
Shock absorbers—						
Front and rear...	End to end discharge type	End to end discharge type	End to end discharge type	End to end discharge type	End to end discharge type	End to end discharge type
Front stabilizer.....	Torsion rod	Torsion rod	Torsion rod	Torsion rod	Torsion rod	Torsion rod
Rear stabilizer.....	Cross link	Cross link	Cross link	Cross link	Cross link	Cross link
Rear springs—						
Length.....	54½"	54½"	54½"	54½"	56½"	56½"
Width.....	2"	2"	2"	2"	2"	2"
Number of leaves..	8	8	8	8	10	10
Shackles, type....	Compres- sion link	Compres- sion link	Compres- sion link	Compres- sion link	Compres- sion link	Compres- sion link

MAJOR POINTS OF COMPARISON—Continued

BODY	Series 61	Series 62	Series 63	Series 60 Special	Series 67	Series 75
Types.....	2	5	1	2	4	6 pleasure 2 business
Construction.....	Fisher Unisteel	Fisher Unisteel	Fisher Unisteel	Fleetwood Steel	Fisher Steel	Fleetwood Steel
Trim options.....	3	Standard 3 Optional 6	6	6	4	8
Exterior color options	17	17	17	17	17	17
Running boards....	Concealed	Concealed scuff plate	Concealed	Concealed scuff plate	Concealed	Conven- tional
Total glass area (sq. in.).....	2522	2521	2421	2531	2746	2930

DIMENSIONS—

Headroom—rear.	36½"	35"	36½"	35"	35¼"	35½"
Leg room—rear..	40⅜"*	40⅞"*	40⅜"*	43½"*	50⅛"*	48¼"*
Seat width—front:						
Hip.....	60½"	62"	60½"	62"	59¾"	60¾"
Shoulder.....	56¾"	58"	56¾"	58"	56¾"	58"
Seat width—rear:						
Hip.....	50⅝"	52"	50⅝"	52"	48⅞"	50¼"
Shoulder.....	54¼"	56"	54¼"	56"	55"	57½"
Ground to car floor.....	12⅜"	12⅜"	12⅜"	12⅜"	13⅜"	16⅜"
Overall length bumper to bumper	215"	220"	215"	224"	228"	227"
Overall width—						
Front.....	78¼"	78¼"	78¼"	78¼"	78¼"	77⅛"
Rear.....	80⅞"	80¾"	80⅞"	80¾"	83¼"	82⅝"

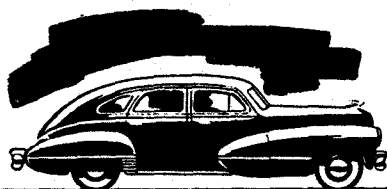
*Front seat in full rear position.

THE NEW 1932



Cadillac

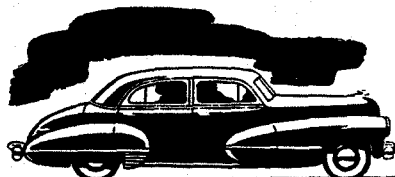
SERIES SIXTY-ONE:



A car rich in Cadillac quality, priced for the medium market. In every detail, a true Cadillac.



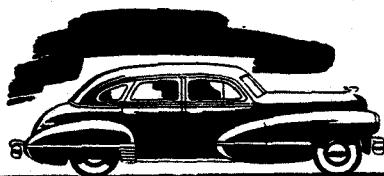
SERIES SIXTY-TWO:



Style leadership as exemplified by Cadillac makes this series outstanding. A new body design adds new lustre to Cadillac excellence.



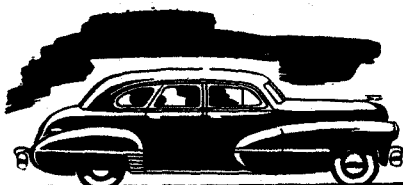
SERIES SIXTY-THREE:



An exclusive body of three window design for those to whom individuality is important. A custom Cadillac at a low price.



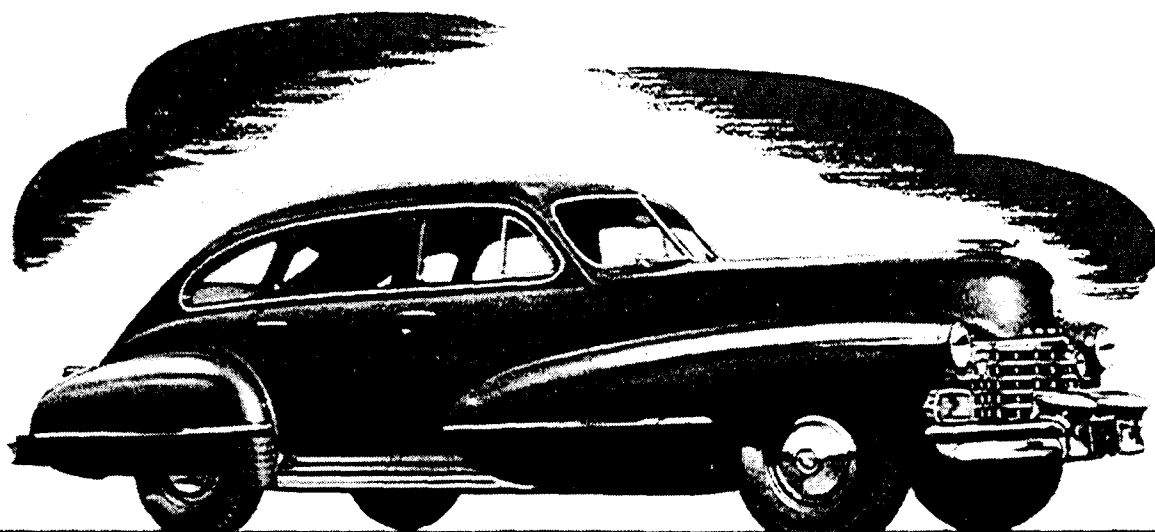
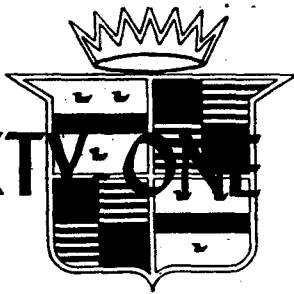
SERIES SIXTY-SEVEN:



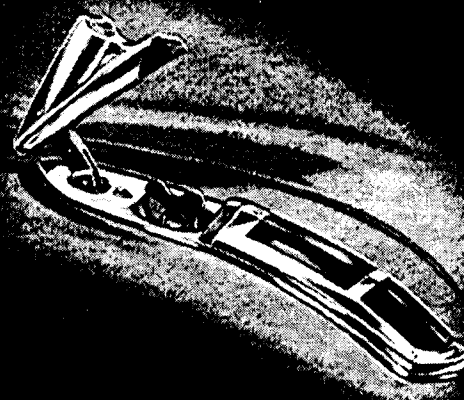
A luxurious, large, fine car of dignity and elegance priced below the Fleetwoods.



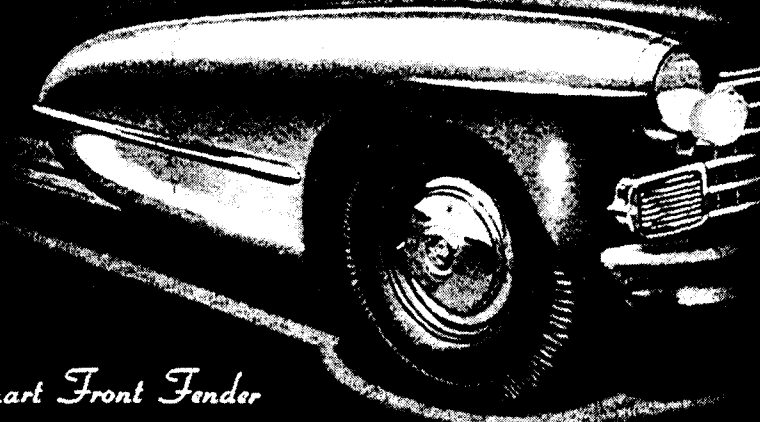
SERIES SIXTY-ONE *Features*



Rear License Plate Holder



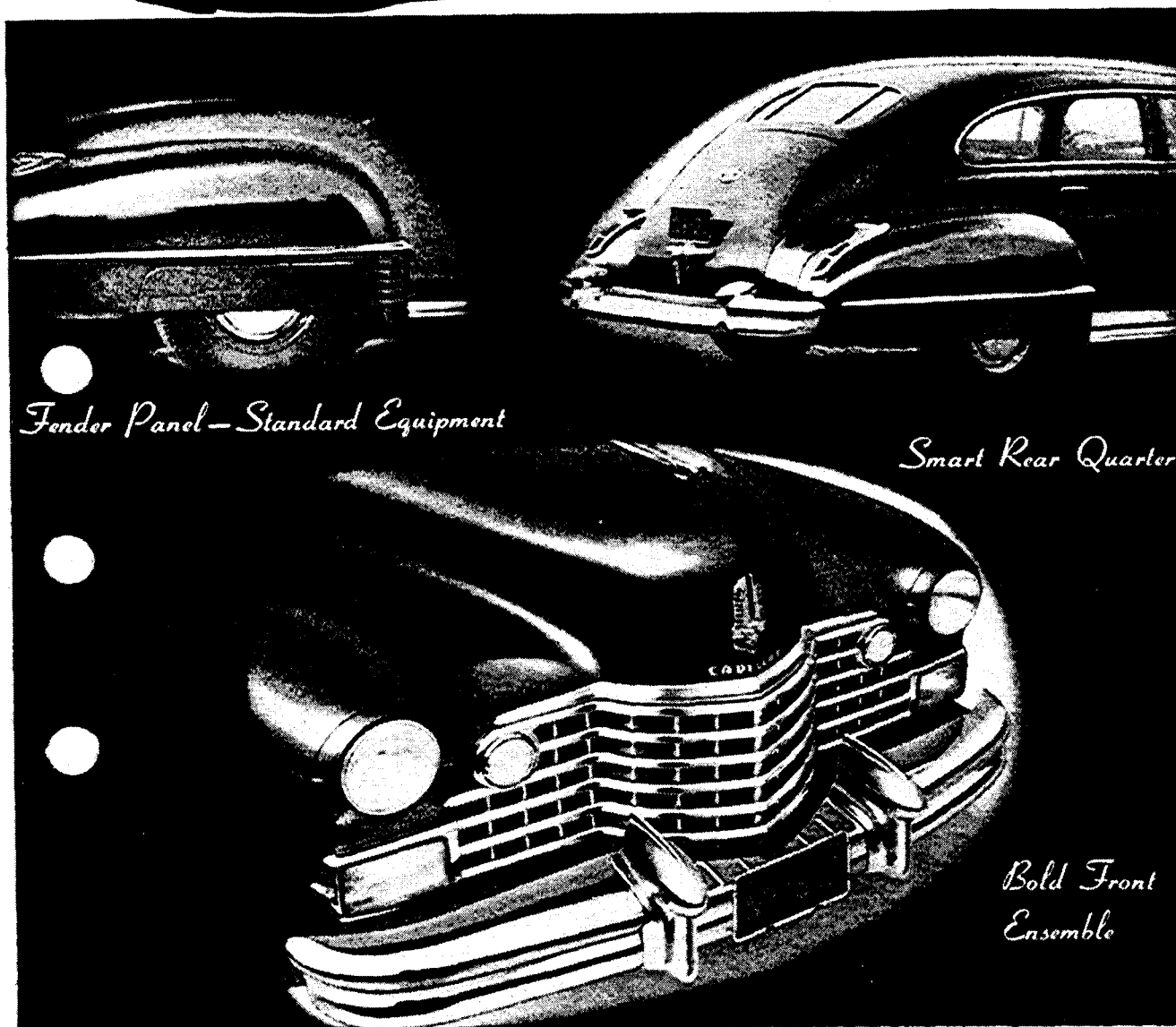
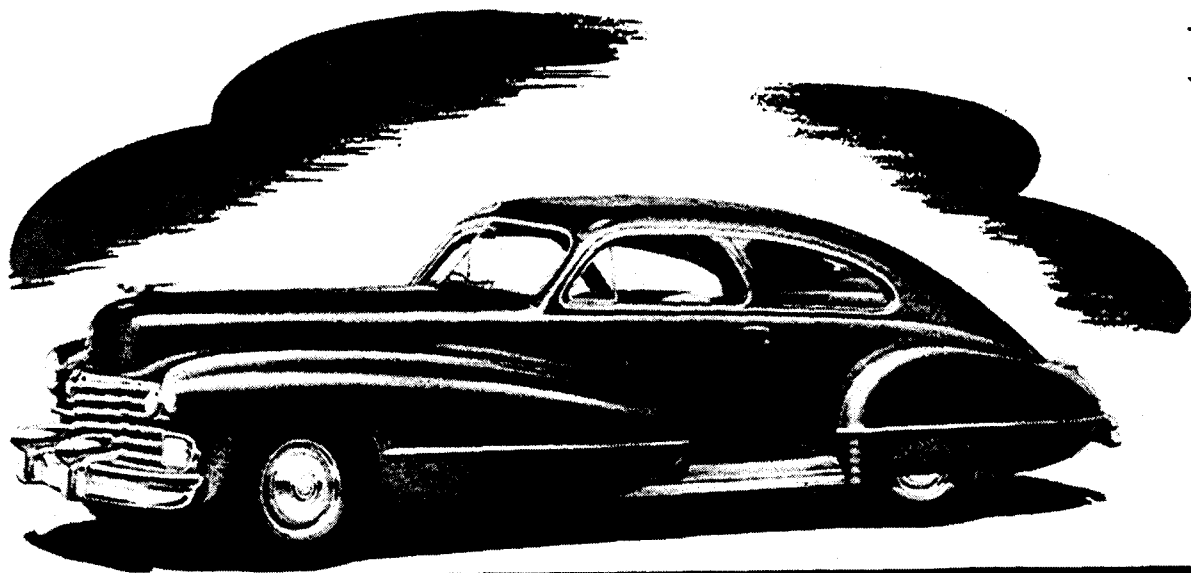
Concealed Gasoline Filler Cap



Long, Smart Front Fender

40 YEARS OF LEADERSHIP

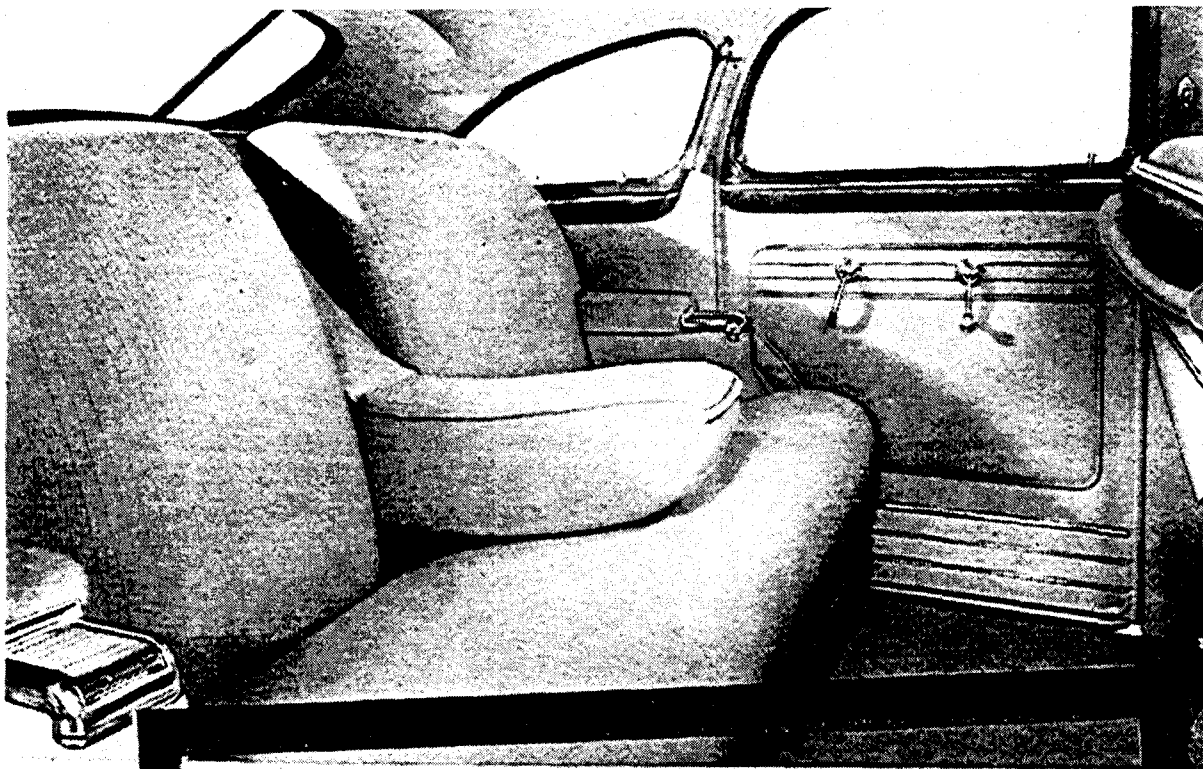
STYLING AND APPOINTMENTS
SERIES 61, 62, 63, 67



Fender Panel—Standard Equipment

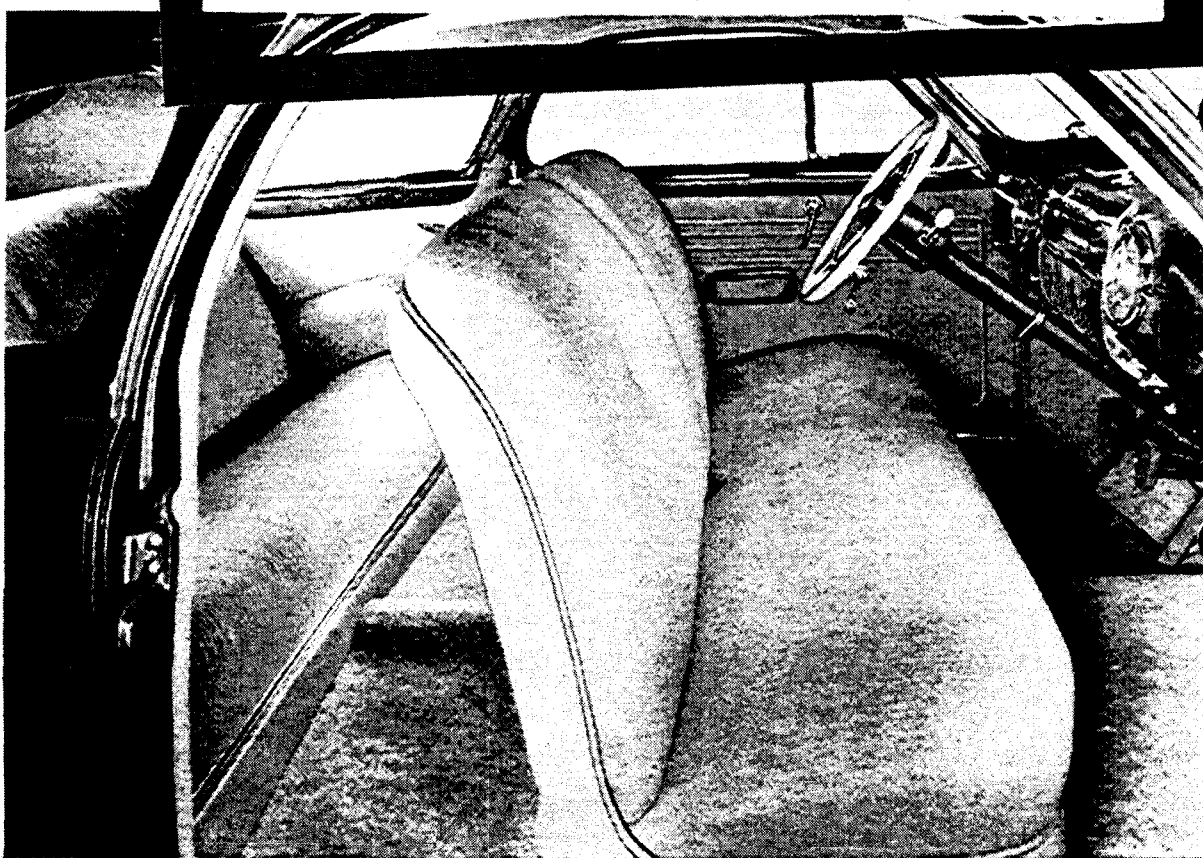
Smart Rear Quarter

*Bold Front
Ensemble*



Interiors—
**SERIES SIXTY-ONE
SEDAN AND COUPE**

32



General

Trim creations by Fleetwood
Soft deep seat cushions
Burl walnut garnish moulding
Retractive assist straps with rubber hand grips
Package shelf
Dome light automatically operated by all doors
Deep pile floor carpeting
Leatherette scuff pads
"Pull-to" arm rests—front doors
Greater instrument visibility
Non-glare instruments and radio panel
Distinctive radio grille—with built-in ash receiver
All-Weather Ventilation System
Electric clock, automatic lighter, automatic glove compartment light
4 $\frac{3}{4}$ " front seat adjustment
T-Grip hand brake
Adjustable full width sun visors
Concentric steering column—new gear shift and directional signal levers

Sedan Rear Compartment

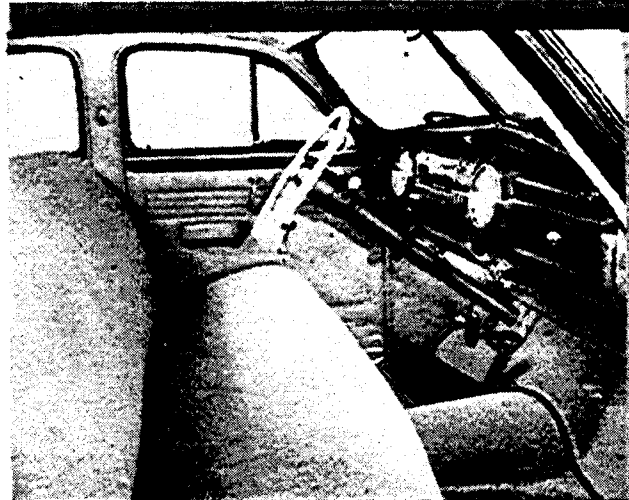
Center arm rest
Two ash trays with automatic lighters in side arm rests
Sliding rear quarter windows
Safety door locks
Walnut grain front seat back garnish moulding
Robe cord with ends inserted into front seat back
Foot recess in front seat back for added leg room

Coupe Rear Compartment

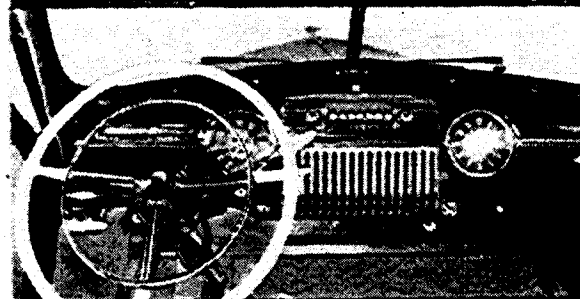
Rear quarter window crank handle
Full across rear seat—54 $\frac{1}{2}$ " wide
Exceptional leg room—34 $\frac{1}{2}$ "
Ash tray in each side arm rest
Robe cords on both front seat backs
Front seats tilt for easy entrance to rear compartment

TRIM OPTIONS—Blue gray, tan and green ribbed cloth.

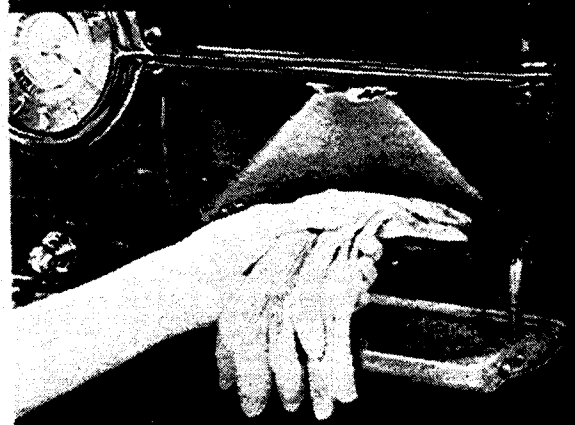
*No Other Medium Priced Car
has all These Features*



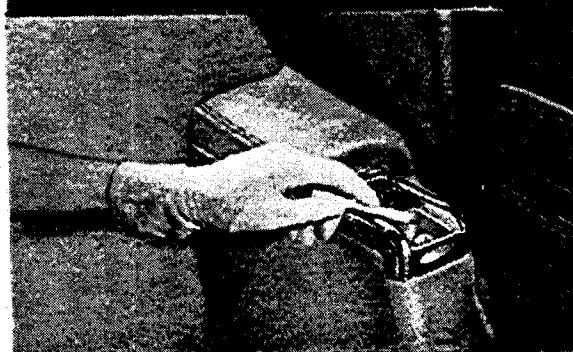
RICHL Y STYLED, ROOMY FRONT COMPARTMENT



BEAUTIFUL NON-GLARE INSTRUMENT PANEL

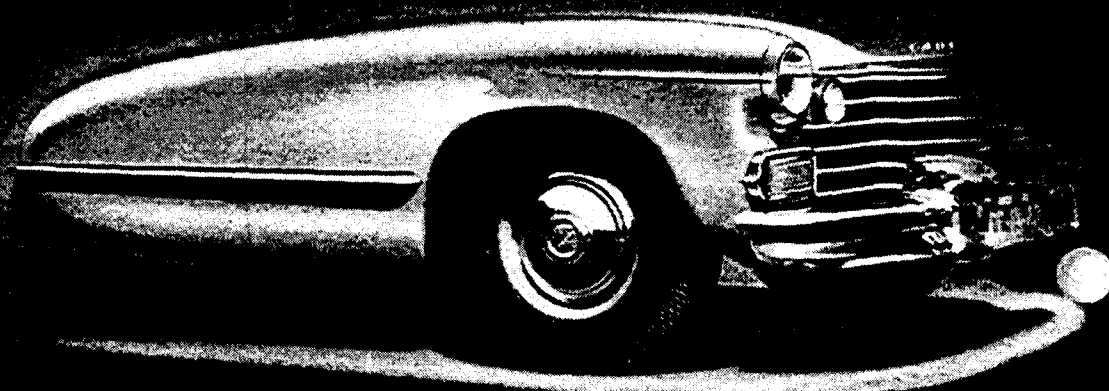
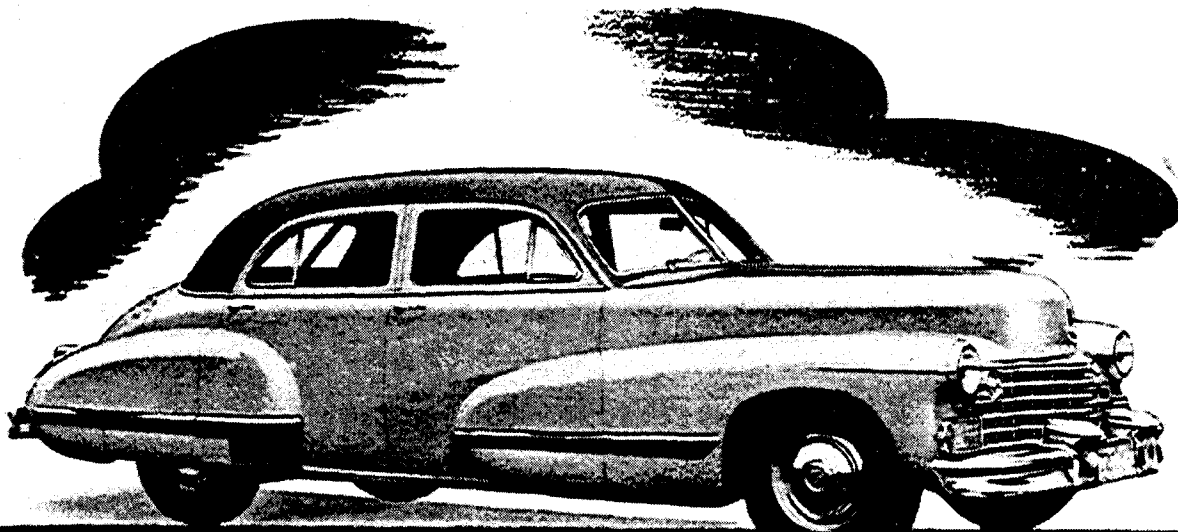


DEEP, CLOTH-LINED GLOVE COMPARTMENT

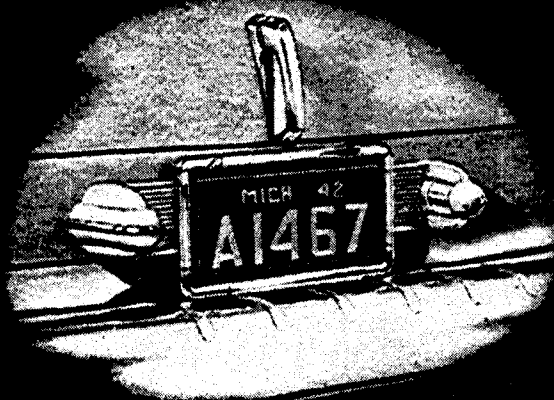


ASH TRAYS IN BOTH REAR SEAT ARM RESTS

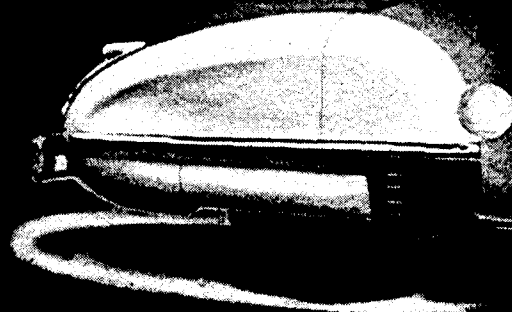
SERIES SIXTY-TWO *Features*



Extended Projectile Shape Front Fender

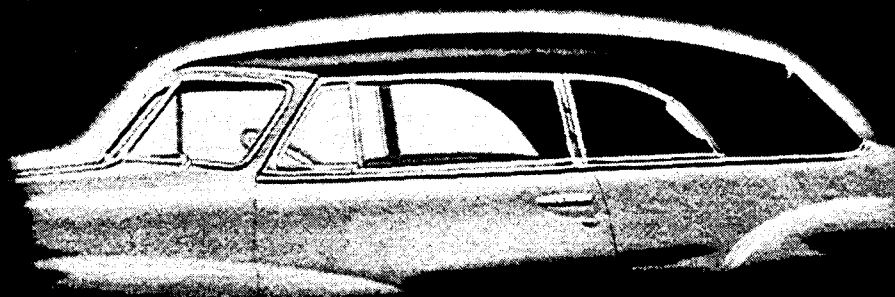
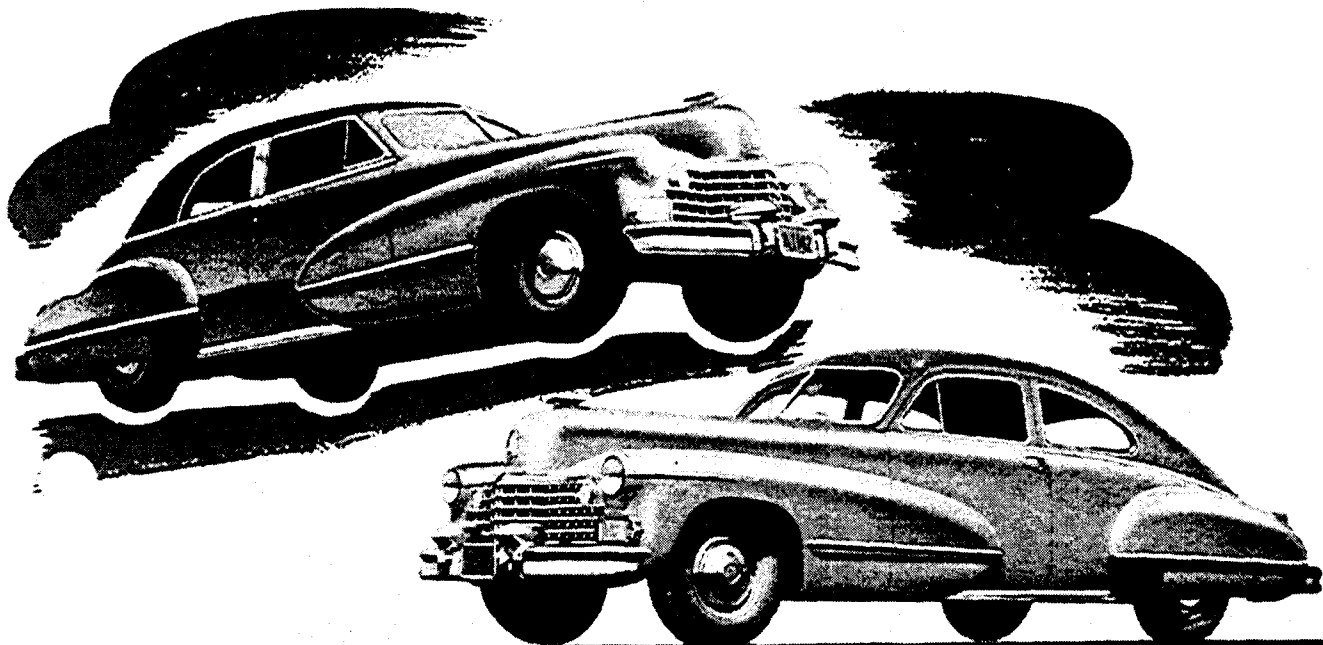


Dual Light License Plate Bracket



Rear Fender Extended Over Door

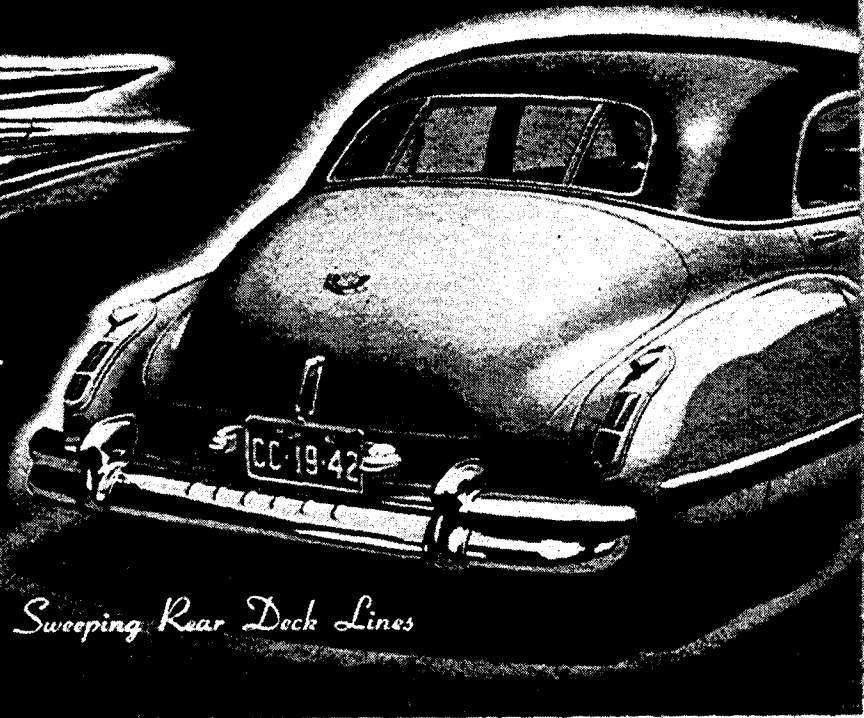
40 YEARS OF LEADERSHIP



Convertible Coupe—Rear Quarter Window



*Streamlined Radiator
Ornament*



Sweeping Rear Deck Lines

RICHLY STYLED INTERIORS

Series 62

Rear Compartment

Marshall type springs in seat cushions
 Luxurious rear seat center arm rest
 and side arm rests
 Butt walnut window and front seat
 back garnish moulding
 Leatherette scuff pad
 Safety rear door locks
 Ventipane crank handles
 Ventipane sliding locks
 Large ash receiver in center of front
 seat back
 Deep recessed foot rest in front seat
 back
 Dome light operated by all four doors
 Robe cord with concealed ends

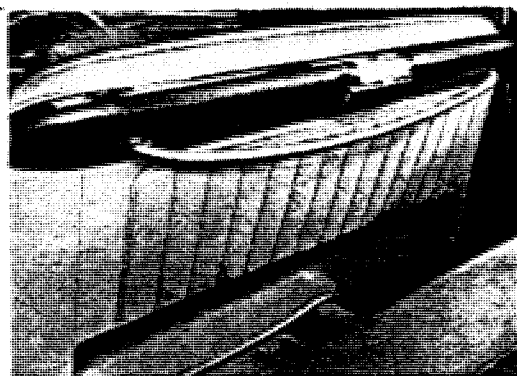
Front Compartment

New instrument panel cowling curves
 into front doors
 Instrument panel cowling with ta-
 pered top edge
 Easy-to-read airplane-type instruments
 New instrument grouping

Ash receiver built into new radio
 grille

Automatic lighter easily accessible to
 driver and front seat passengers

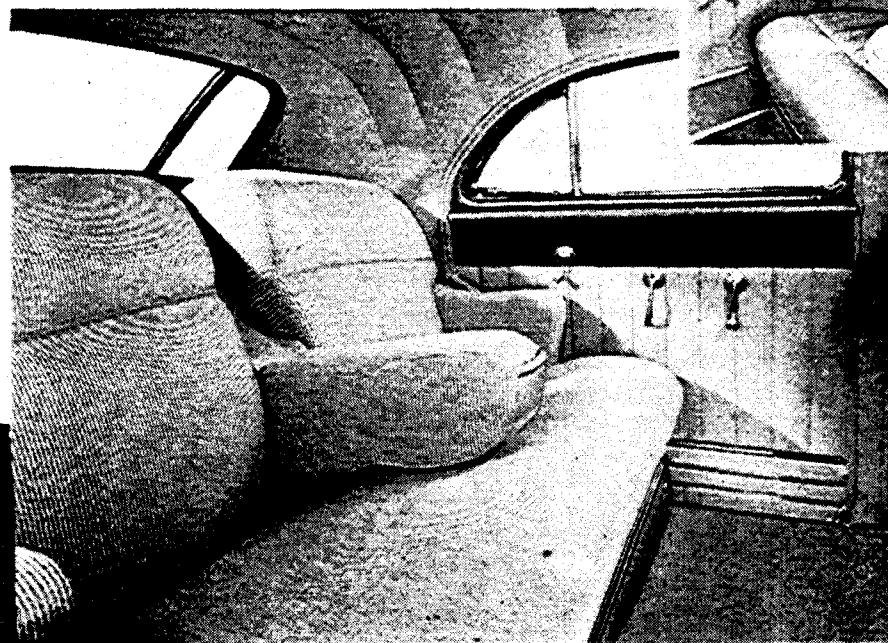
Electric clock recessed in glove com-
 partment door



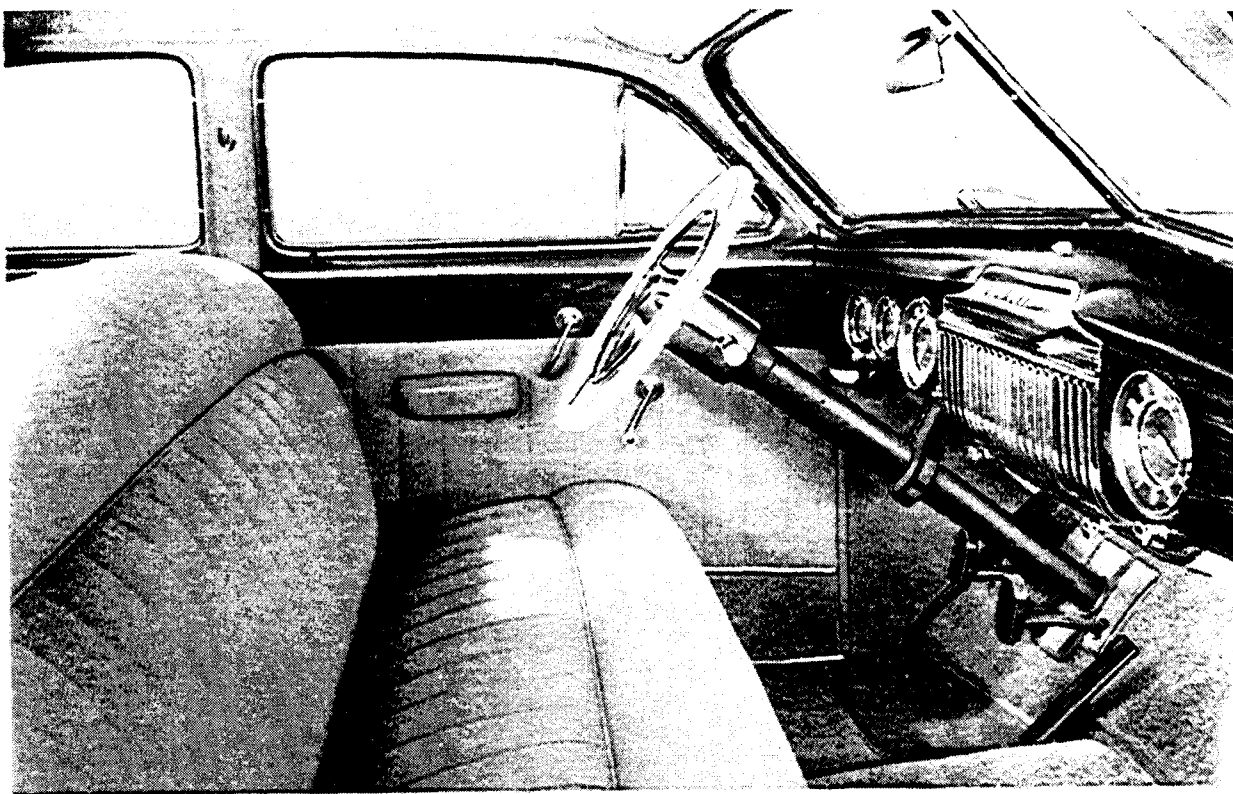
SERIES 62, OPTIONAL INTERIOR



**SERIES 62,
OPTIONAL INTERIOR**



SERIES 62 STANDARD



SERIES 62, OPTIONAL INTERIOR

Adjustable sun visors
 Concentric steering column for neat-
 ness and style
 Redesigned gear shift and directional
 signal levers
 All-Weather Ventilation System—
 controls within easy reach
 T-Grip hand brake
 "Pull-to" front door arm rests
 Hardware trimmed in transparent
 plastic
 Fully carpeted floors front and rear

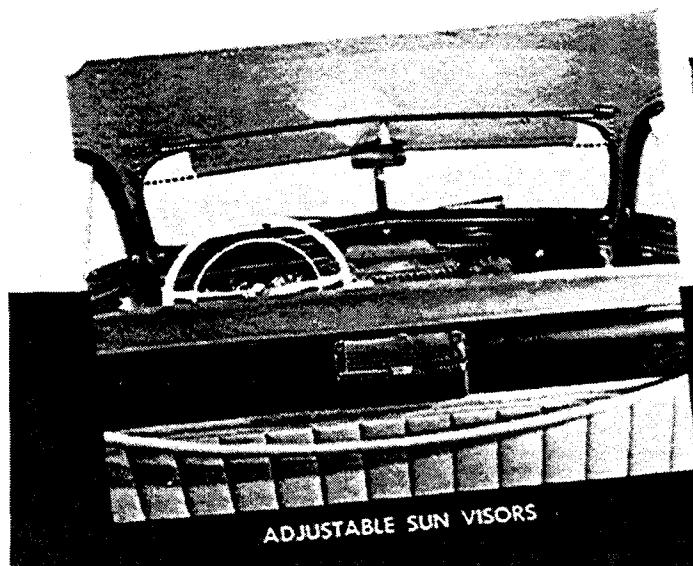
TRIM OPTIONS—Blue gray, tan or
 green ribbed cloth.

***Series 62, Optional Style
 Interior Offers in Addition:***

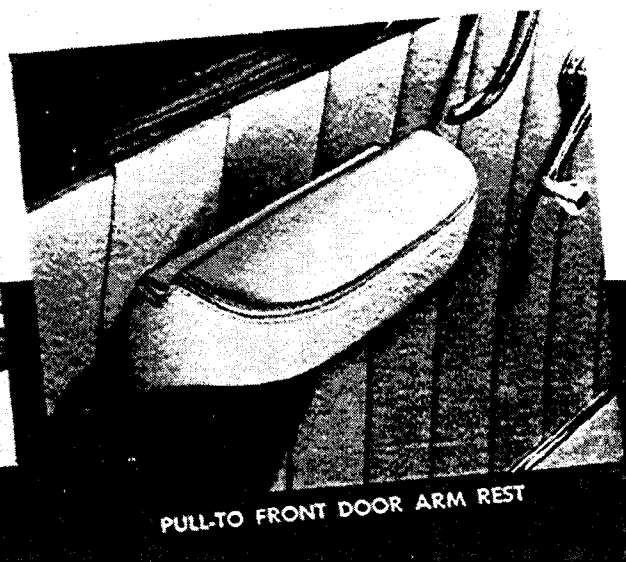
New steering wheel with full horn
 ring and three spokes
 Projectile shaped horn button with
 Cadillac crest under clear plastic
 Carpeted scuff pads on doors
 Bolster and pleated seat backs and
 cushions
 Pleated front seat back
 Duo-tone garnish mouldings in bronze
 pearl and Macassar ebony.

TRIM OPTIONS—Blue gray, tan or
 green Duo-tone Cord and blue gray,
 tan or green Heatherstone Broadcloth.

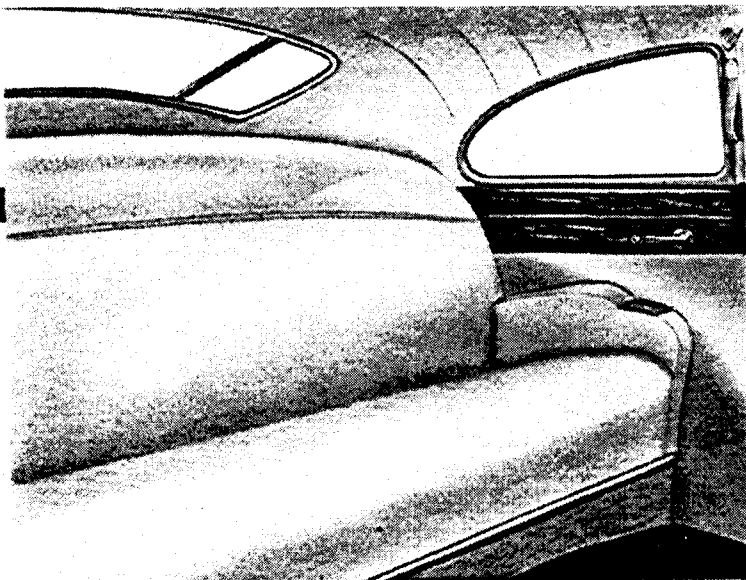
37



ADJUSTABLE SUN VISORS

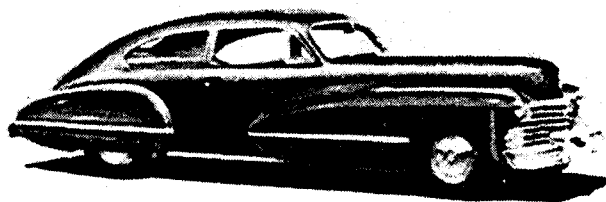


PULL-TO FRONT DOOR ARM REST



Series 62 **CLUB COUPE**

New aerodynamic body styling
Front fenders extend over front door
Distinctive Cadillac front ensemble
Overall length increased 4" to 220"
Vertical pillar post
Full across rear seat
Tilting front seat for ease of entrance

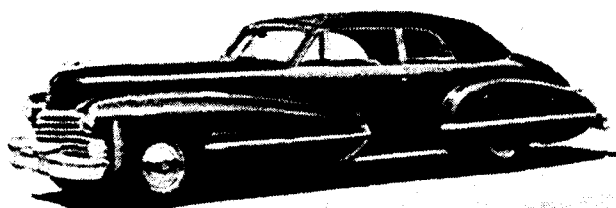


Extra rear seat leg room—36½"
Ample rear seat head room—34"x"
New walnut grain garnish mouldings
All-Weather Ventilation System

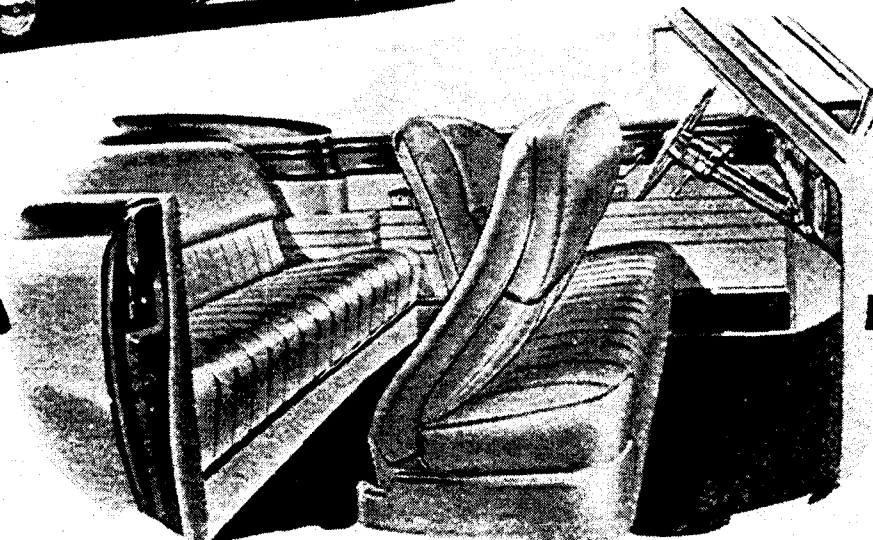
Series 62 **CLUB CONVERTIBLE**

Rear quarter windows for visibility and safety
Optional steering wheel
Two-tone garnish moulding
Full across rear seat

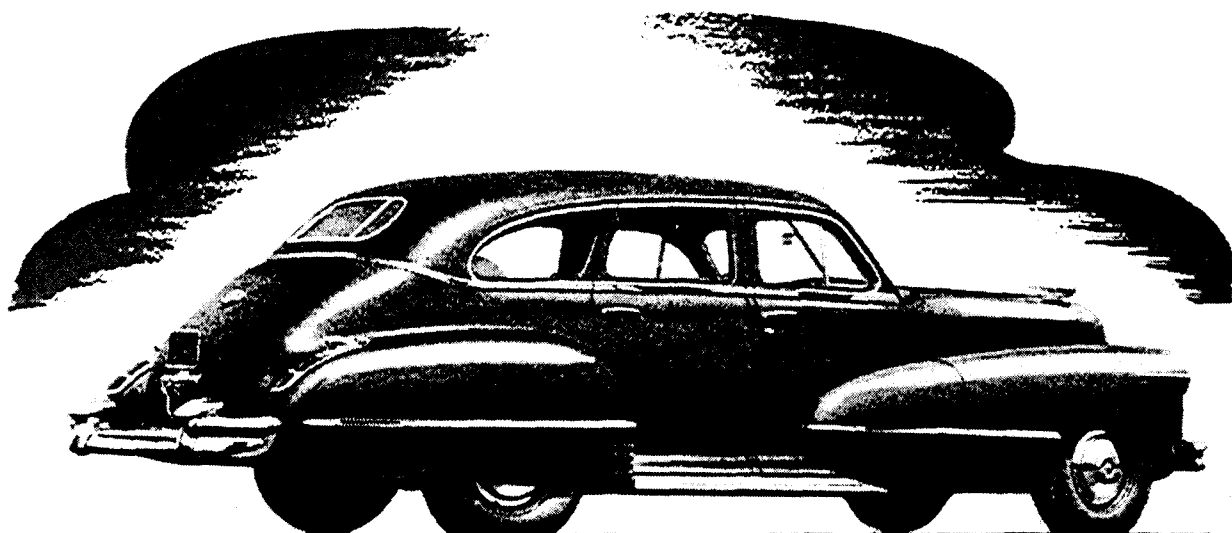
36" leg room in rear compartment
Automatic power top
All-Weather Ventilation System



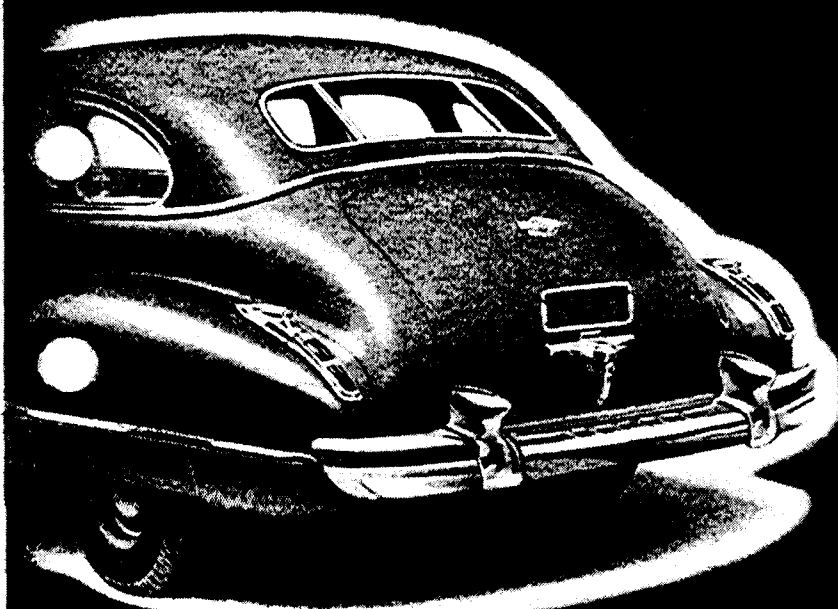
TRIM OPTIONS—Black, tan, gray, green, blue or red leather and green, blue or red combined with buff.



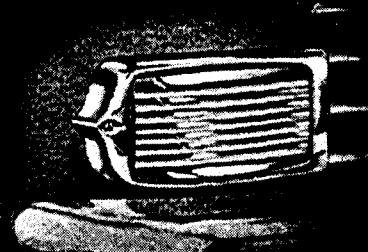
SERIES SIXTY-THREE *Features*



Exclusive Three Window Body



Sweeping Trunk Lines



Fog Light Recess

LUXURIOUS INTERIORS . . .

Rear Compartment

Heavily padded seat cushion and seat backs.

Marshall type springs.

Rear seat center arm rest.

Fully padded side arm rests.

Burl walnut garnish moulding.

Retractive assist straps with rubber hand grips.

Two rear seat arm rest ash receivers with automatic lighters.

Three window styling.

Dome light automatically operated by all four doors.

Cadillac medallion and crest on front seat back.

Recessed foot rest for extra leg room.

Leatherette scuff pads.

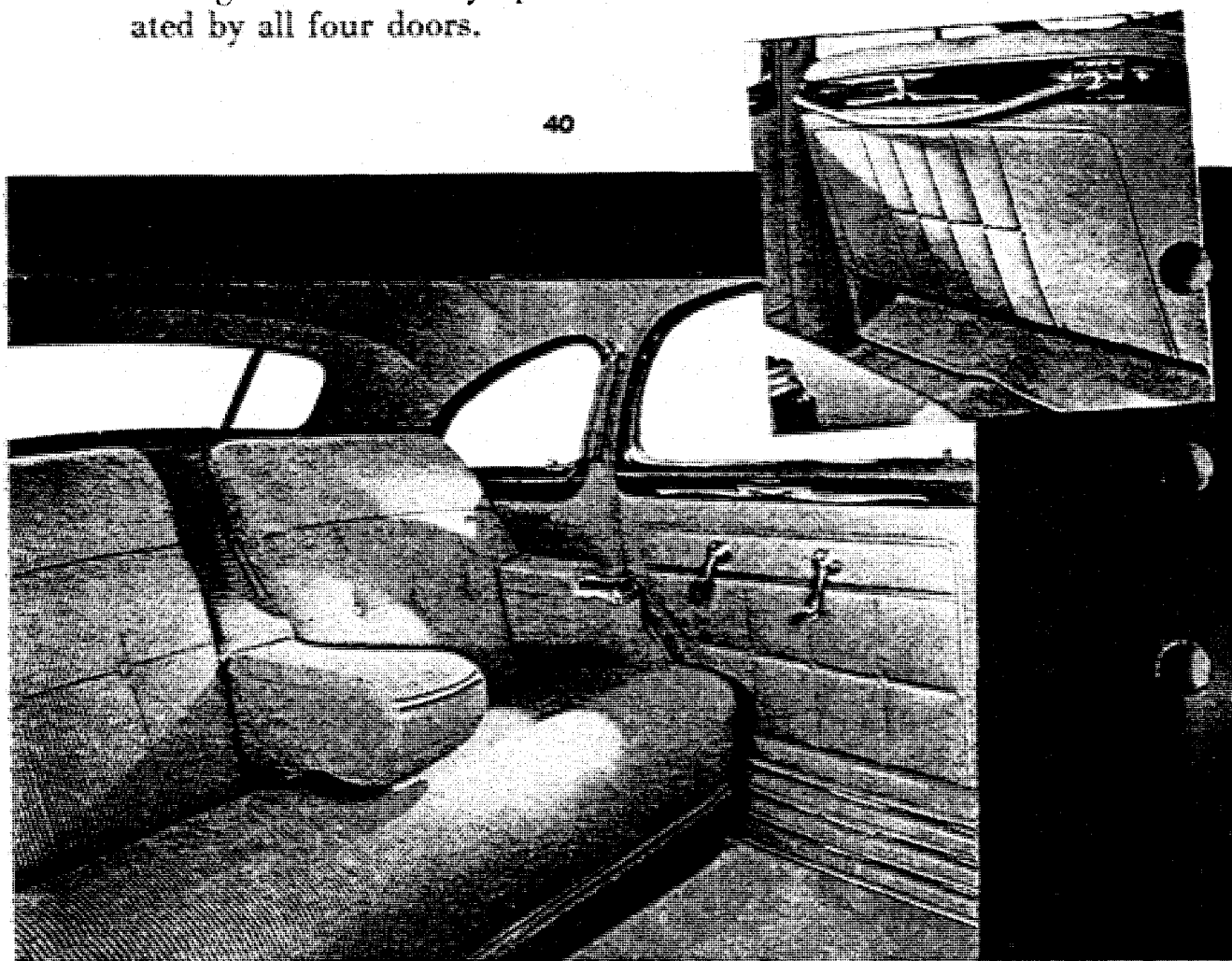
Modern hardware with transparent plastic trim.

Safety rear door locking device.

Package shelf behind rear seat.

Distinctive Fleetwood trim styling.

40



EXCLUSIVE SERIES 63

Front Compartment

Burl walnut instrument panel.

Improved instrument lighting for greater visibility.

New radio grille—ash tray built into right side.

Automatic lighter.

Electric clock.

Cloth-lined glove compartment with automatic light.

Concentric steering column.

Non-glare instrument panel.

Directional signal switch with automatic shut-off.

All-Weather Ventilation system.

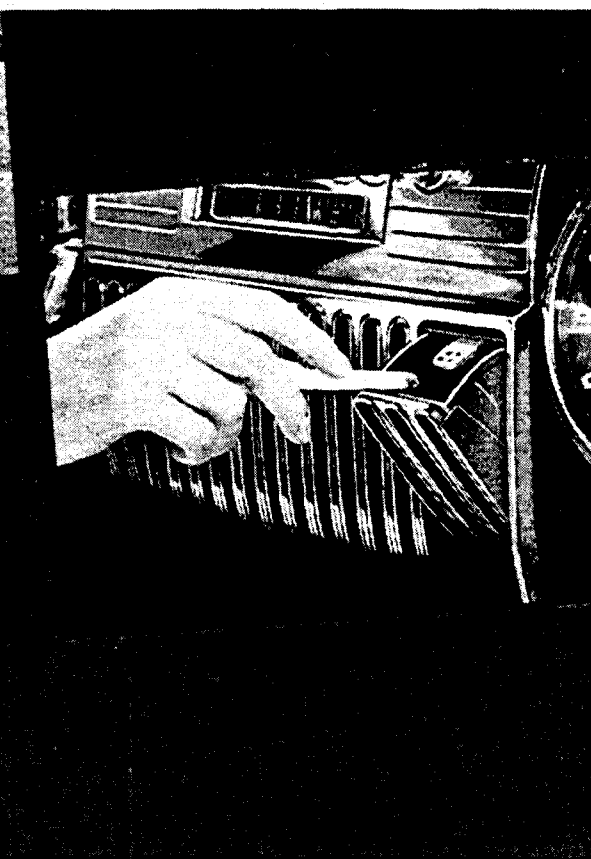
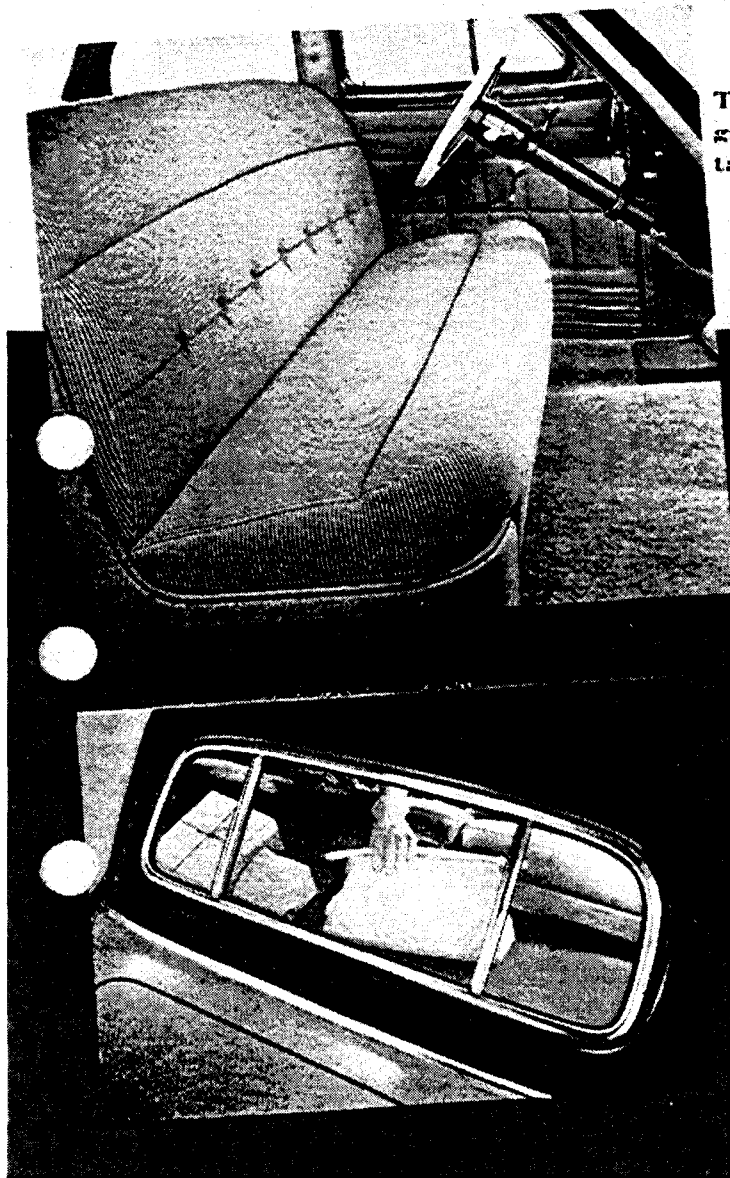
T-Grip hand brake.

"Pull-to" front door arm rests.

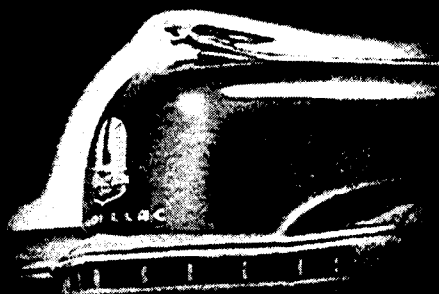
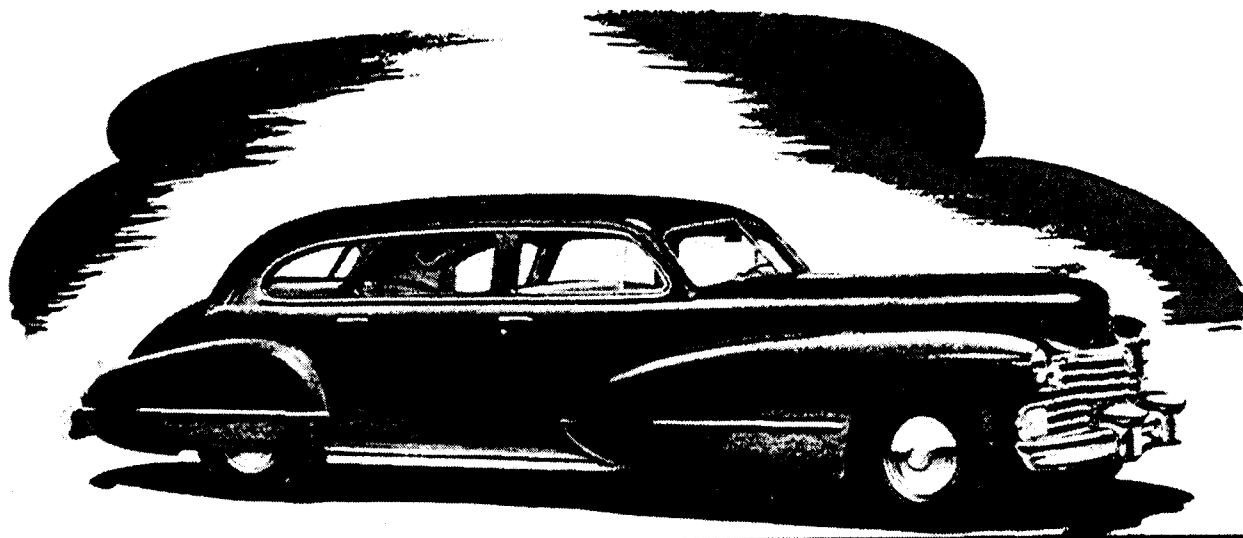
Fully adjustable, full across sun visors.

TRIM OPTIONS—Blue gray, tan or green Duo-tone Cord and blue gray, tan or green Heathertone Broadcloth.

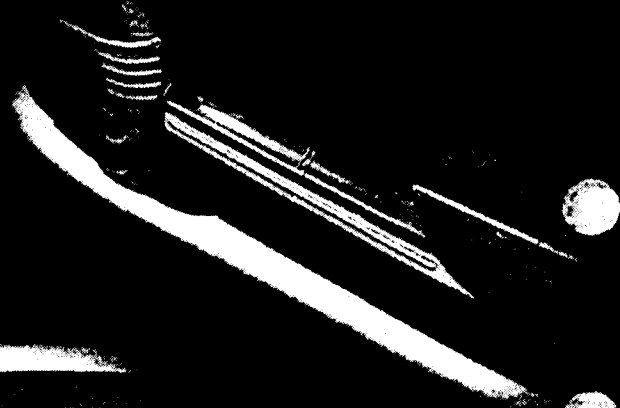
41



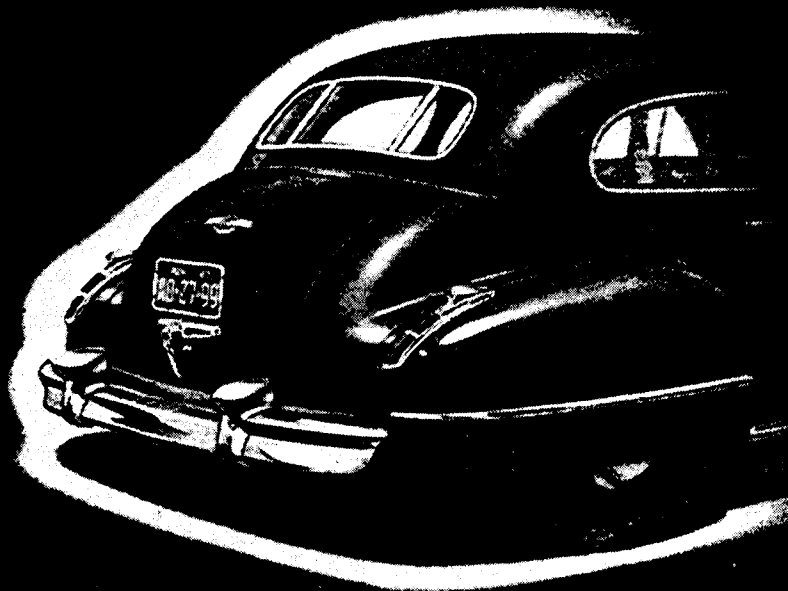
SERIES SIXTY-SEVEN *Features*



Sleek Front Styling



*Concealed
Running Boards*



Road Hugging Styling

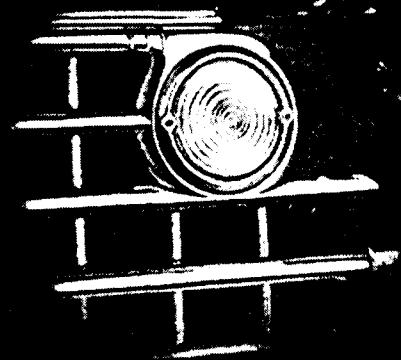
40 YEARS OF



LEADERSHIP



Rugged Rear Bumper



*Circular Parking Light
and Directional Signal*



Symmetrical Fender Lines

SERIES 67 — LUXURIOUS INTERIOR APPOINTMENTS FOR A LARGE, FINE CAR

Rear Compartment

Exclusive interiors by Fleetwood

Soft, luxurious rear seat center and side arm rests

Front seat back and window garnish panels in ribbon grain walnut

Two rear seat vanity cases fitted with automatic lighter, slide cover ash receivers and memo pad

Compartment in both rear quarters above arm rest

Adequate courtesy lights automatically light when door is opened

Adjustable, individual type foot rests

Rear compartment heater outlets

Division glass available on both five and seven passenger models

Division glass operated electrically

Division control buttons on both rear arm rests

Adjustable auxiliary seats fit flush into front seat back

Luxurious floor carpet cut for exact fit

Plush scuff pads on both front and rear doors

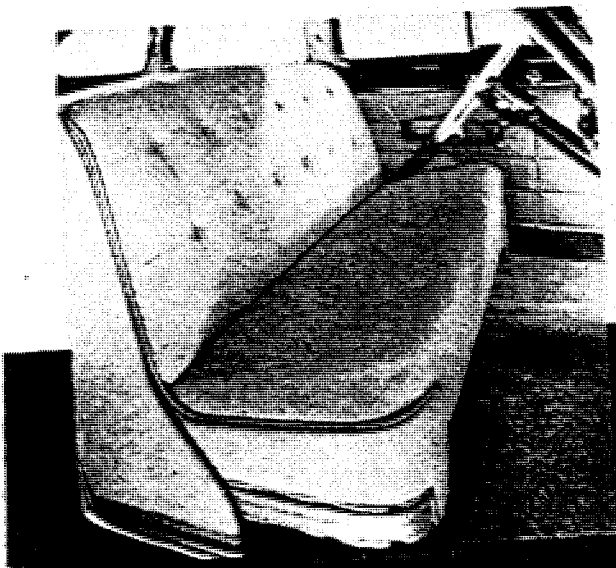
Seven Passenger

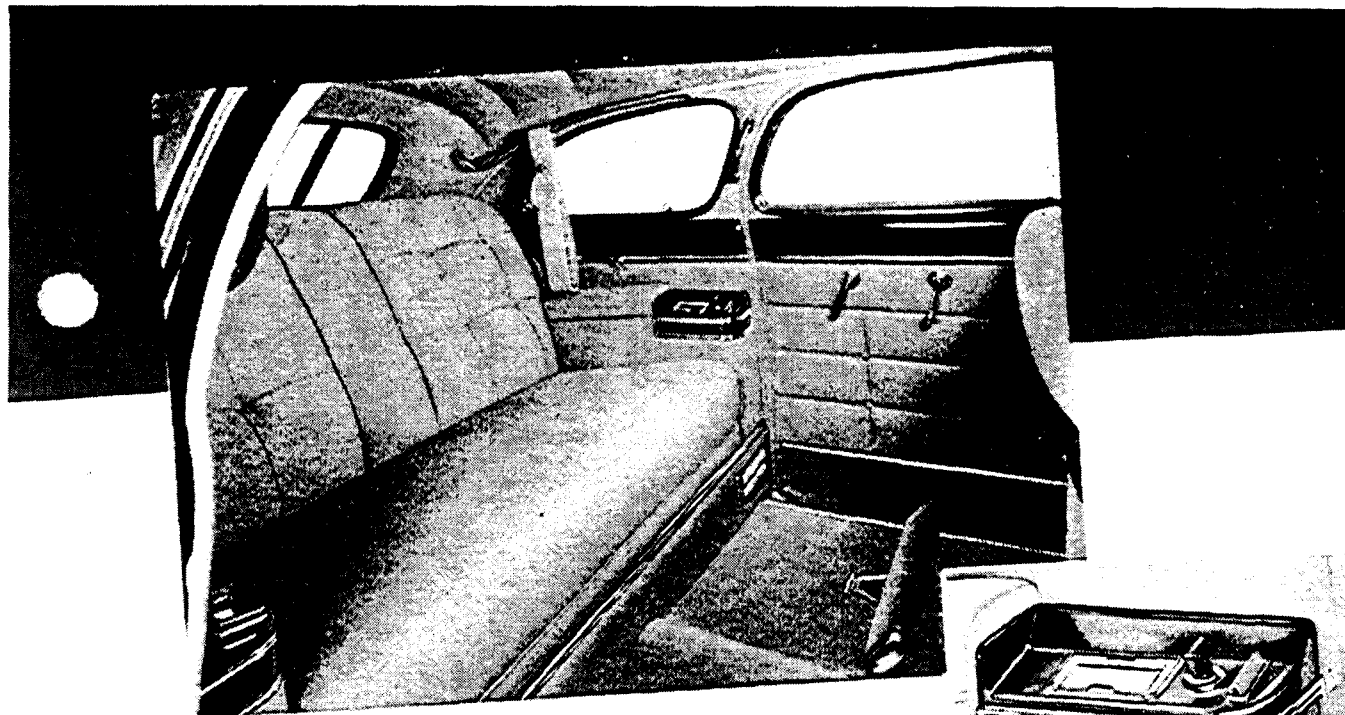
Sling type assist strap with rubber hand grips (may be placed on package shelf when not in use)

Assist handle on rear pillar post

Hand grip at each end of robe cord for assistance in entering or leaving the car

New rear compartment clock face (Imperial models only)





Front Compartment

Instrument panel finished in Macassar Ebony Walnut

New lighting improves instrument visibility

Instrument panel accessories include ash receiver, automatic snap-out lighter and electric clock

Metal finish on instrument panel reduces glare

Steering wheel with three spokes

Circular horn ring with projectile shape horn button with clear plastic cap covering gold Cadillac crest

Concentric steering column

New gear shift and directional signal levers

All-Weather Ventilation with two outlets and separate control knobs

T-Grip hand brake

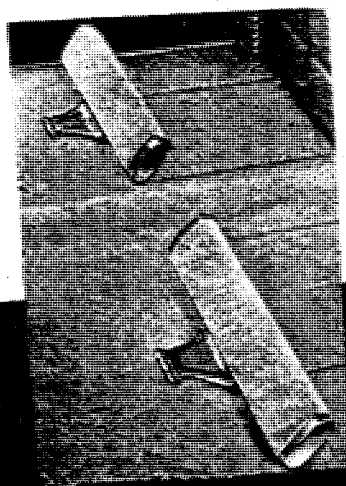
"Pull-to" arm rests on front door

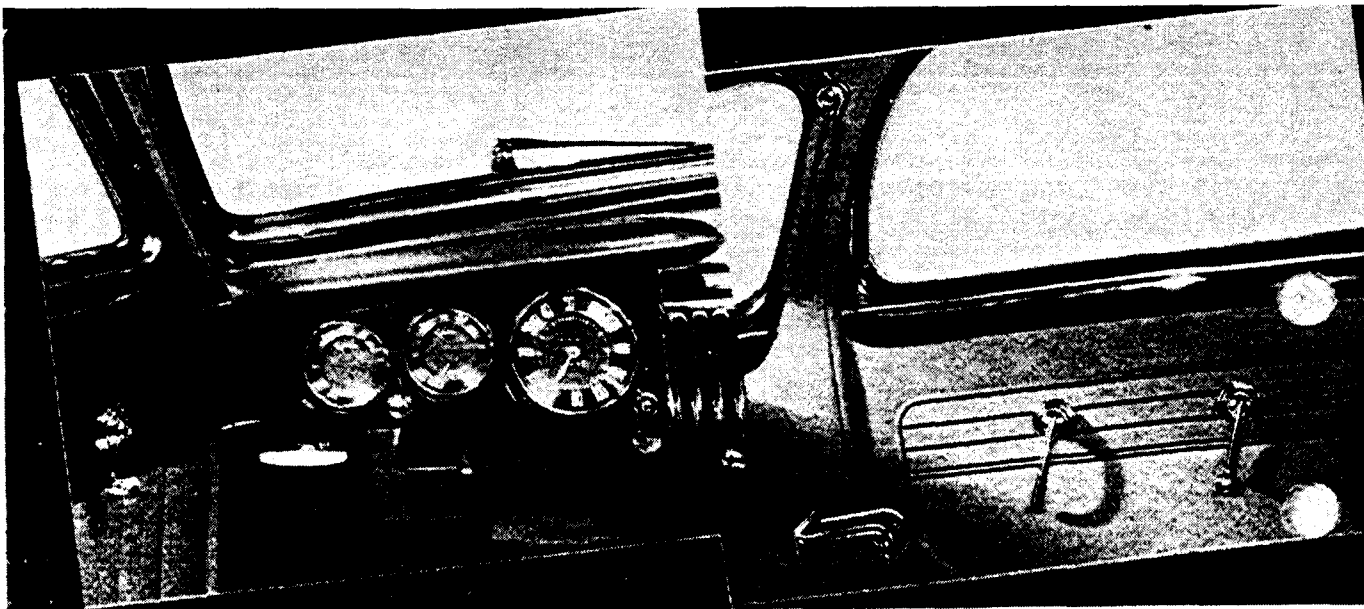
Restyled hardware

Imperial front compartment trimmed in black down leather

TRIM OPTIONS—Blue gray or tan Bedford broadcloth, blue gray or tan plain broadcloth.

45





Exclusives *by.* **FLEETWOOD**

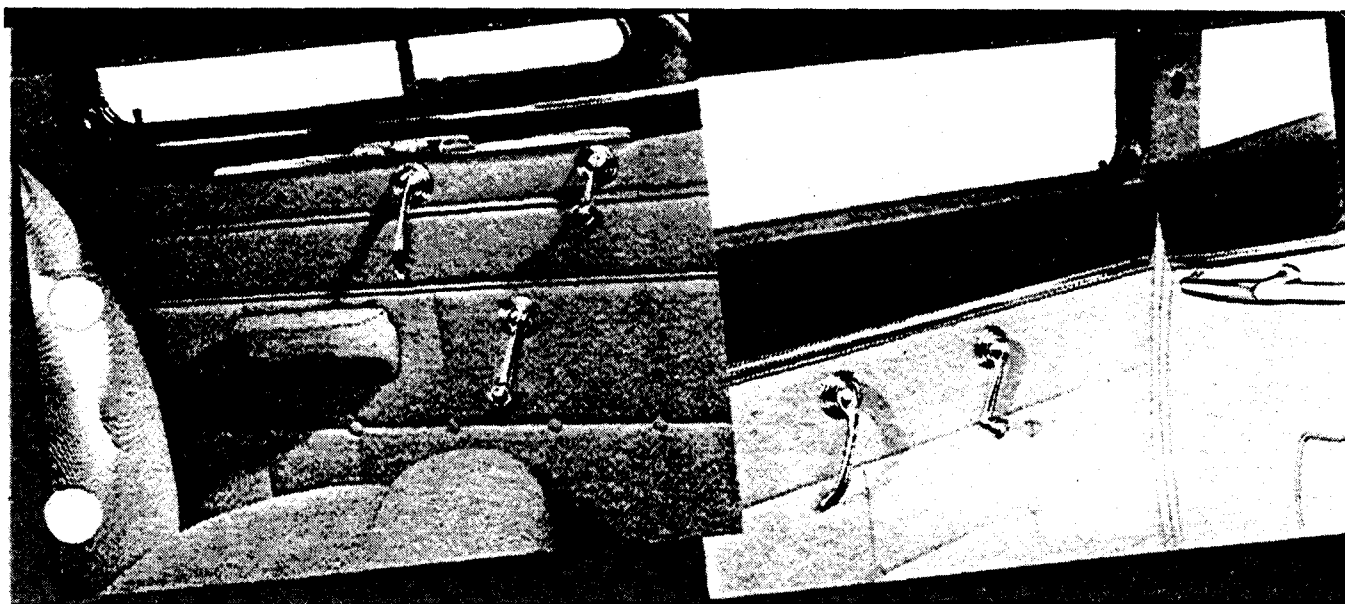
"Interiors by Fleetwood" is not an attribute of only the highest priced Cadillacs. Fine, rich Fleetwood interior trim is found in all series.

The Series 61 is available in one trim style with three fabric options. In its rich simplicity it is entirely in keeping with Cadillac quality and is custom designed by Fleetwood for the medium price market.

The style leader of the line is the new Series 62 and both the

Standard and Optional interior style trims that are available have been carefully created to complement exterior treatment. With three Standard and six Optional fabrics this series offers a versatile selection.

The trim treatment of the Series 63 is in keeping with an exclusive and distinctive body design. A combination of bolster seat backs and biscuit and button upholstery design, which is carried onto the door panels and



the front seat back, give this model a feeling of luxurious softness and quality.

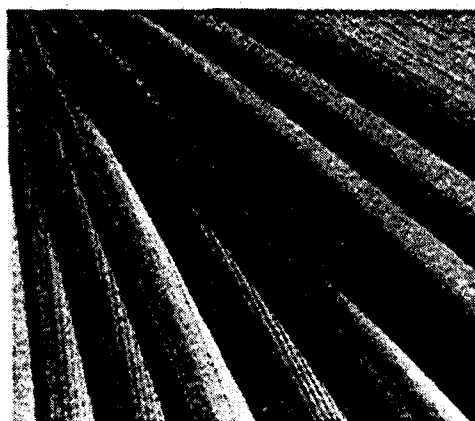
As befits a large, fine car the Series 67 offers a large variety of interior detail appointments.

All details, plus 4 luxurious fabric options and the front compartment treatment in the standard, division and imperial models combine to give a result that exemplifies Cadillac quality in every respect.

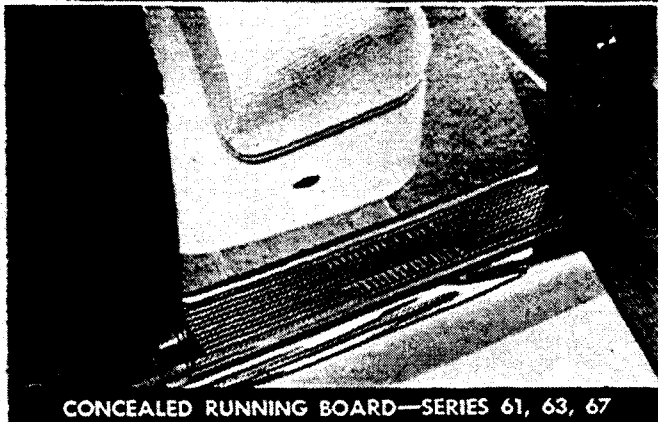
A nicety in overall finish, not found in any other car, tells the story of Fleetwood interiors more adequately than any specific detail. Fabrics are carefully

matched for uniformity in color and weave. All seams are carefully stitched and rigidly inspected to eliminate gaps and wrinkles. The cutting and fitting of headlinings is a precise art.

Taken in combination with numerous other factors these things mean the finest interiors in any cars built today.



EASE OF ENTRANCE



CONCEALED RUNNING BOARD—SERIES 61, 63, 67



CONCEALED SCUFF PLATE—SERIES 62

The ability to enter and leave a car easily is an important feature. The combination of low bodies, concealed running boards, high and wide doors, as well as door opening space unobstructed by the front seat back or the rear seat cushion, make Cadillac exceptional in ease of entrance.

Ground to Top of Body Sill—Rear Door—4 Passengers in Car

Series	Inches	
	Rear	Front
61.....	12 ³ / ₈	12 ⁷ / ₁₆
62.....	12 ³ / ₁₆	12 ³ / ₁₆
63.....	12 ³ / ₈	12 ⁷ / ₁₆
67.....	13 ¹³ / ₁₆	13 ³ / ₄

ROOMY INTERIORS



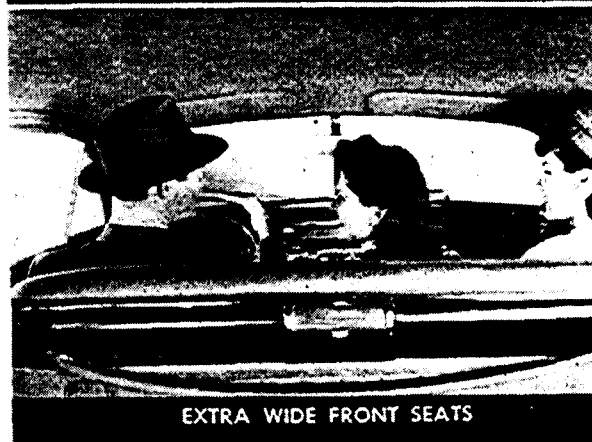
SPACIOUS REAR COMPARTMENTS

Real passenger and driver roominess is typical of Cadillac. Double drop frames and hypoid rear axles lower car floors. Proper seat height and position, as well as the angle of seat backs and cushions means more headroom and legroom.

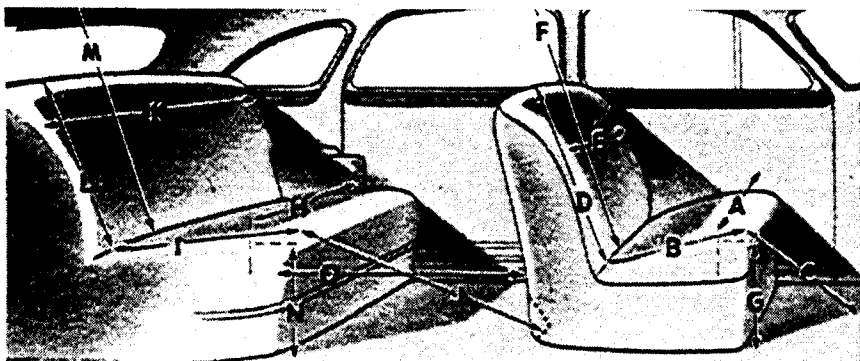
An important contribution to roominess, is car width available for cushions. The 1942 line is outstanding in this respect. For example, front compartment hip width on a Series 62 sedan is 62" while the rear cushion is 52" wide.



UNUSUAL HEADROOM

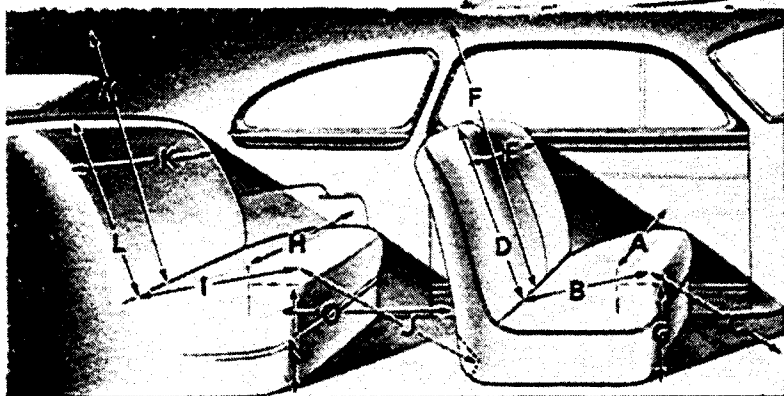
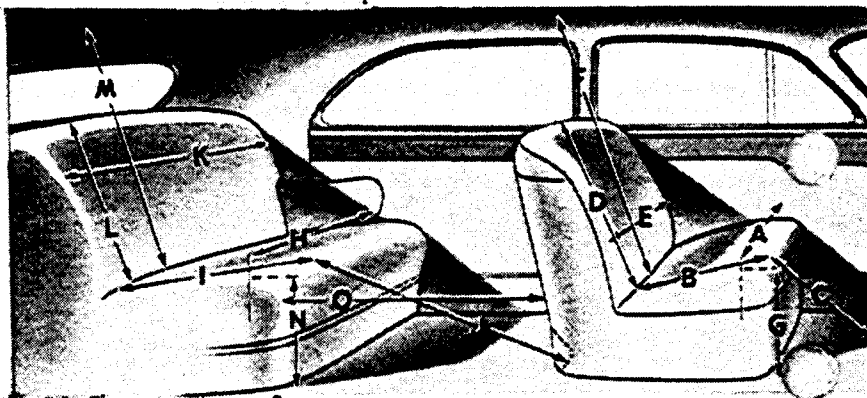


EXTRA WIDE FRONT SEATS



Series 61 and
63 Sedan

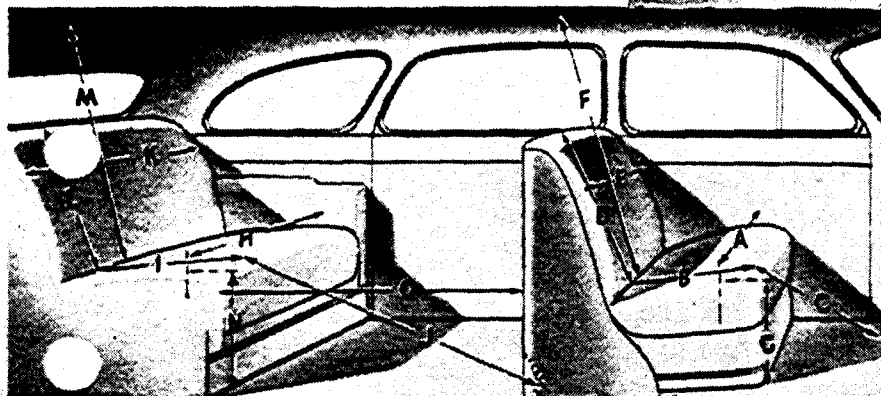
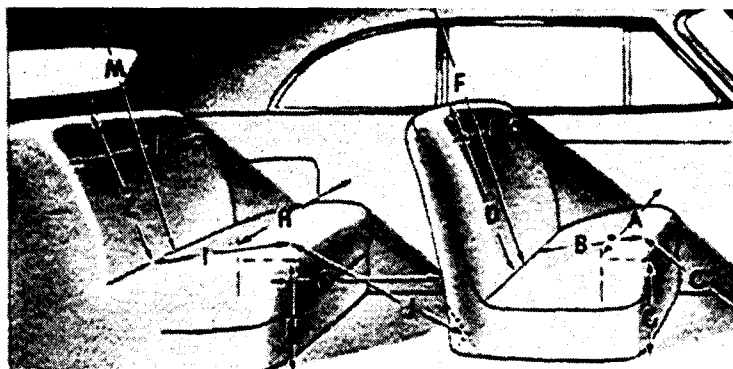
Series 62
Sedan



Series 61 and
62 Coupes

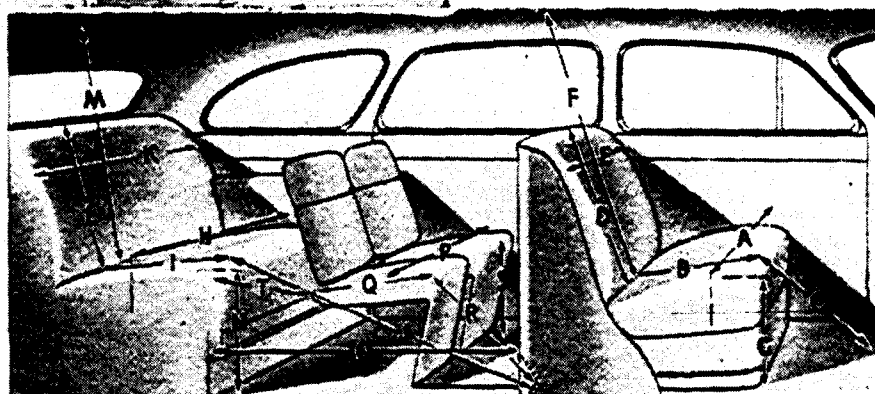
	61 Sedan	63 Sedan	62 Sedan	61 Coupe	62 Coupe
A	60½	60½	62	59	62
B	18¼	18¼	18	18¼	18
C	24¾	24¾	24¾	24¾	24¼
D	23½	23½	22¾	21¾	23¾
E	56¾	56¾	58	55	58
F	37½	37½	37¾	37½	37¾
G	14	14	12⅝	14	12⅝
H	50¾	50¾	52	54½	52
I	20	20	20	18	18¾
J	20¾	20¾	20¾	16½	18½
K	54¼	54¼	56	51½	53
L	27	27	23¾	24¾	23
M	36½	36½	35	34½	34¾
N	13	13	12½	13¾	10¾
O	13¾	13¾	13⅛	12¼	15⅛

SERIES 62 CLUB CONVERTIBLE

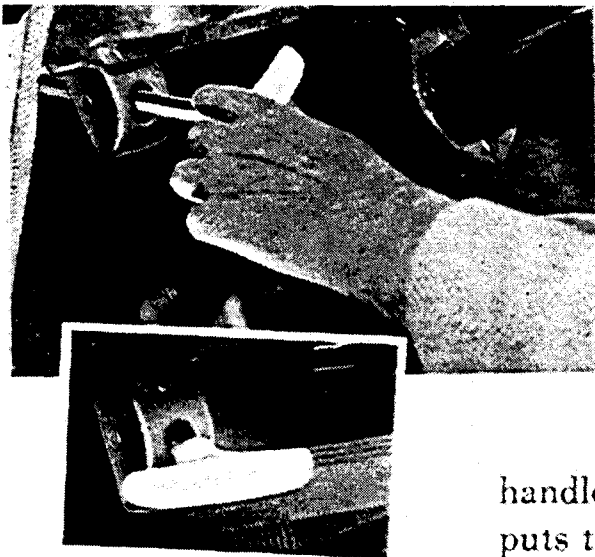


SERIES 67 5-PASSENGER SEDAN

SERIES 67 7-PASSENGER SEDAN



	62 Conv. Cpe.	67 5 Sedan	67 7 Sedan		62 Conv. Cpe.	67 5 Sedan	67 7 Sedan
A	62	59¾	59¾	K	46¾	55	55
B	18	18⅞	18¼	L	21¾	25¾	24⅞
C	24¼	24⅞	24⅞	M	33¾	35¼	35¼
D	23⅞	23⅞	24⅞	N	12¼	14¾	14¾
E	58	56¾	56¾	O	14¼	32¾	32¾
F	36½	38¾	38¾	P	—	—	63
G	12	13⅞	13⅞	Q	—	—	16¾
H	46¾	48⅞	48⅞	R	—	—	35¾
I	18	20	20	S	—	—	15⅞
J	18	30⅞	54½	T	—	—	27⅞



T-GRIP HAND BRAKE

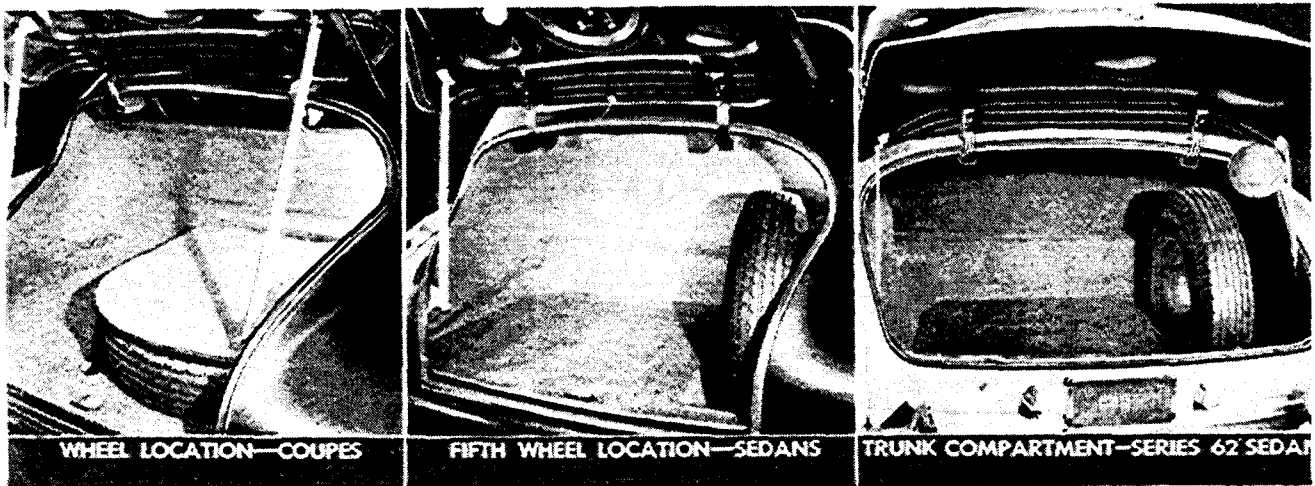
A new feature for 1942 is the T-Grip Hand Brake. Conveniently located on the left side of the dash, the design of the handle facilitates operation. A straight pull puts the brake on, while to release the brake it is only necessary to turn the handle. The ratchet frees itself without the necessity of pulling the brake further out. This new brake will appeal particularly to women because it is easily reached and operated.

LUGGAGE SPACE

All Cadillac trunk compartments are richly carpeted and fully sealed against dirt and moisture. Interior trunk lights are featured on all 1942 models. Extreme width and depth give Cadillac trunks a large amount of usable space.

Sedans carry the fifth wheel upright on the right side of the trunk, while coupes carry the fifth wheel flat with a cover that provides extra space. In all cases the wheel is easily removed. Six wheel equipment available at extra cost on all sedans. Carried upright on left side of trunk.

Space is provided for tools either in a special compartment or between the trunk side wall and the fifth wheel.



WHEEL LOCATION—COUPES

FIFTH WHEEL LOCATION—SEDANS

TRUNK COMPARTMENT—SERIES 62 SEDAN

EXCEPTIONAL VISION

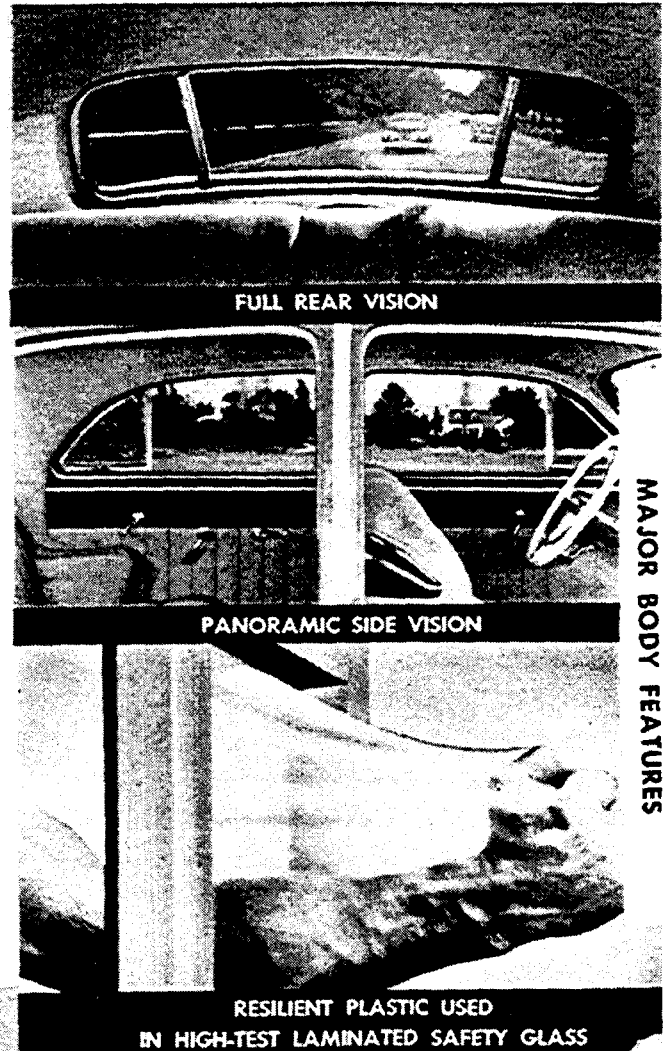
Large glass areas are common to all Cadillacs. Greater safety results from full vision and the clear undistorted quality of Hi-Test Safety Plate glass. Actual tests prove it to be more resistant to breakage than any other type. A flexible, highly resistant plastic interlining prevents shattering.

GLASS AREAS—sq. in.

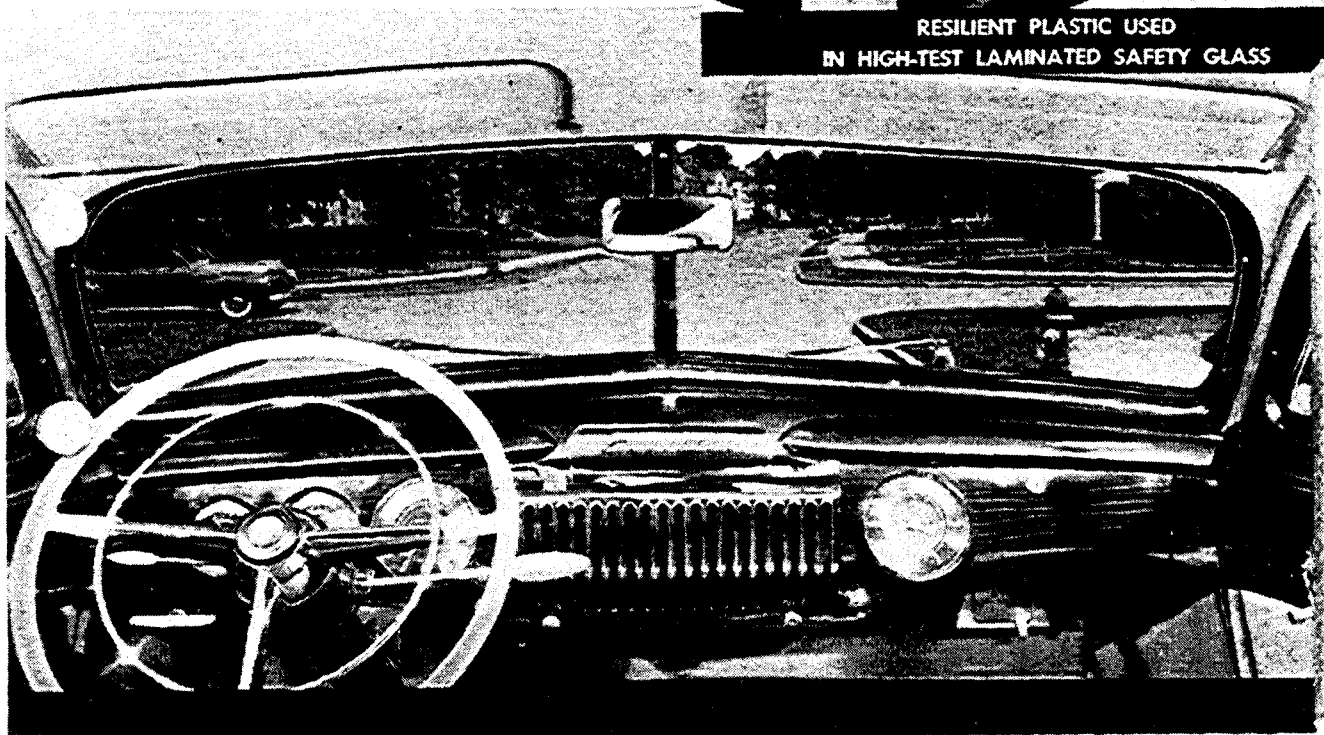
5 Passenger Sedans

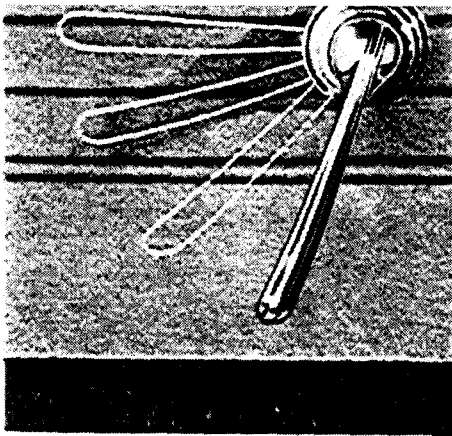
Series 61.....	2,522
Series 62.....	2,521
Series 63.....	2,421
Series 67.....	2,746

Hi-Test Safety Plate glass is ground and polished for perfect clarity with no distortion. Means better vision and reduced eye strain.



MAJOR BODY FEATURES





LOCKING SYSTEM

Few other cars offer the convenient locking features found in a Cadillac. All doors may be locked without a key. Outside locks on both front doors permit entry into the car from either side. The newly designed rear door safety lock is a valuable

safety feature on all sedans. By simply pushing the lock button down, the inside handle will not engage the catch. The push button must be released and the handle turned to open door, making rear compartment safe for children. This locking system is not operative when cars are shipped from the factory, but a very simple service operation is all that is necessary to make the change. As in 1941 there is one key for the doors and ignition and a second key for trunk and glove compartment.



PAINTING and WEATHERPROOFING

Thorough hand rubbing on 12 coats of lacquer gives the lustrous Cadillac finish, free of any "orange peel" effect. A special gage checks for uniform thickness. Bonderite rustproofs in event of scratches. Water dripping prevented by shields placed over each ventipane and drip mouldings welded to sides of top and windshield pillar posts. Doors, sills and windows are fitted with heavy rubber lacings and weather stripping for draft free interiors.

54

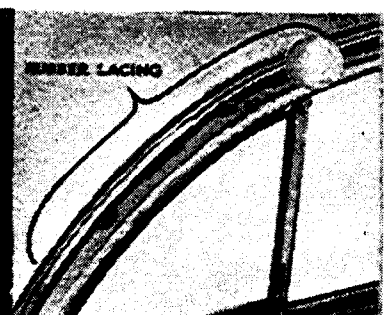
CHECKING LACQUER THICKNESS



DRIP Moulding AND VENTIPANE SHIELD



DOOR WEATHER-PROOFING

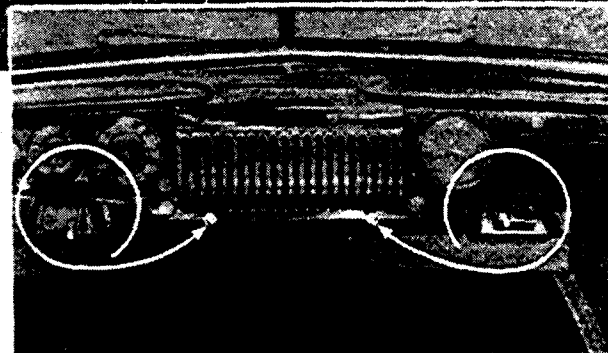


CADILLAC *All-Weather* VENTILATION SYSTEM

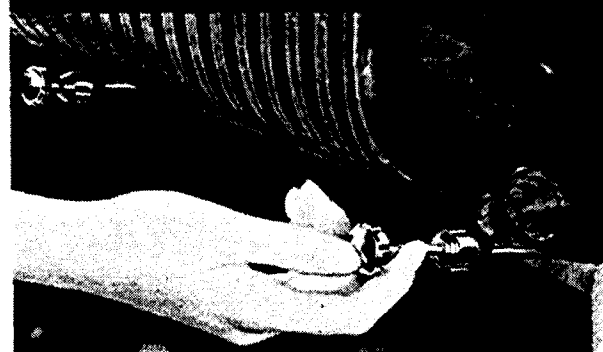
By means of controlled forced fresh air circulation, the new Cadillac All-Weather Ventilation System which is standard equipment on all models, provides:

1. Complete fresh air ventilation with all windows closed.
2. Window fogging drastically reduced, regardless of outside weather conditions.
3. Control of the volume and direction of incoming air.
4. Cooler front compartment even in the hottest weather.
5. Completely trouble free. Nothing to get out of order.
6. Improved exterior appearance. No cowl ventilator breaking hood line.
7. Quiet operation. Long intake cuts wind noise.
8. Simple controls easily accessible to both driver and front seat passengers.
9. No rain can enter even in severe storms.
10. Connects to dash heater or defrosting unit of underseat heater.

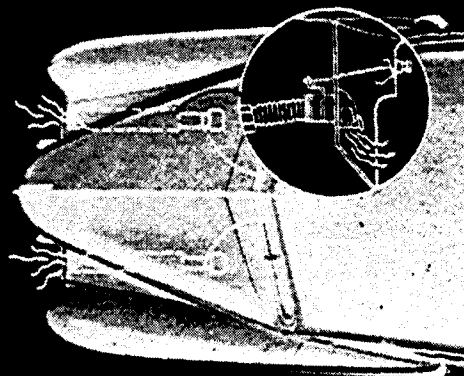
Two screened intake openings are located directly behind radiator grille. These are connected to two front compartment outlets by air ducts which have built-in butterfly valves that control the amount of air entering the car. Dash controls operate these valves. Front compartment outlets are fitted with tilt doors that control direction of air currents. The length and slope of intake ducts prevent water from reaching car interior.



TWO FRONT COMPARTMENT OUTLETS



EASILY OPERATED AIR VOLUME CONTROL



DIAGRAMMATIC VIEW OF VENTILATING SYSTEM

Body Construction

The Strongest Steel Body Made
Today

40 YEARS OF



LEADERSHIP



TURRET TOP: The solid steel Turret Top differs from the usual steel roof. Formed of a single panel of heavy steel plate it is arched for better appearance and greater strength and it is sturdily supported. Three steel roof bows stiffen the entire body structure and support the roof panel. Welded to the steel roof rails each bow is an integral part of the body. Many other cars use crosswise strips but their only purpose is to hold the headlining in place. They have no structural function.

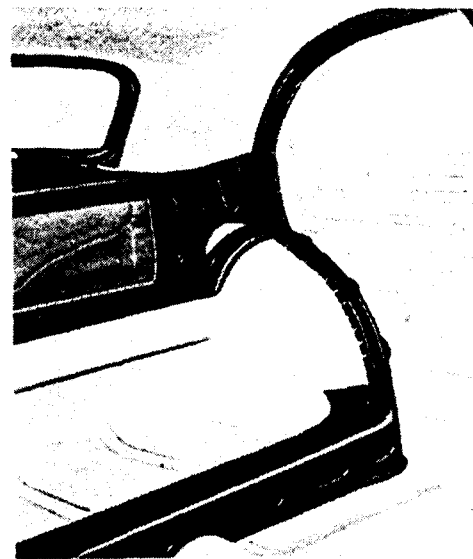
FLOOR: Steel floors are formed of heavy steel panels ribbed for added strength. Steel channel braces run the full width of the panels. They are scientifically placed to carry the load and they are welded into position. Floors are further strengthened by strong box-section braces at the front and back of the rear seat.

COWL BRACING: Cowls are rigidly braced for utmost strength. Horizontal braces at top and bottom and a substantial diagonal brace from pillar to floor give maximum support. Many other makes use a single diagonal brace at this point.

56



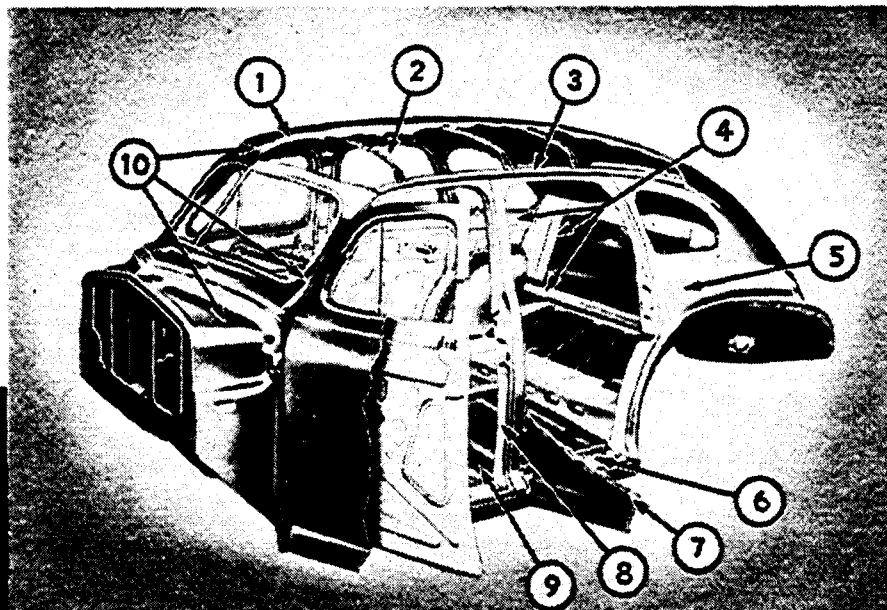
REAR BRACING: The rear of the body is strongly reinforced by a box type brace behind the rear seat. Some cars have ineffective cross members at this point. Cadillac bracing provides support from stress at any angle.



Features of Body Construction

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 crossmember below 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 members welded together form each pillar post.
9. Steel floor welded integral part of body.
10. Cowl structure one complete unit of reinforced dash, windshield posts and header panel welded to Turret Top. Cowl structural support extends in straight line from front body bracket to windshield pillar for extreme strength and rigidity.

57



BODY INSULATION

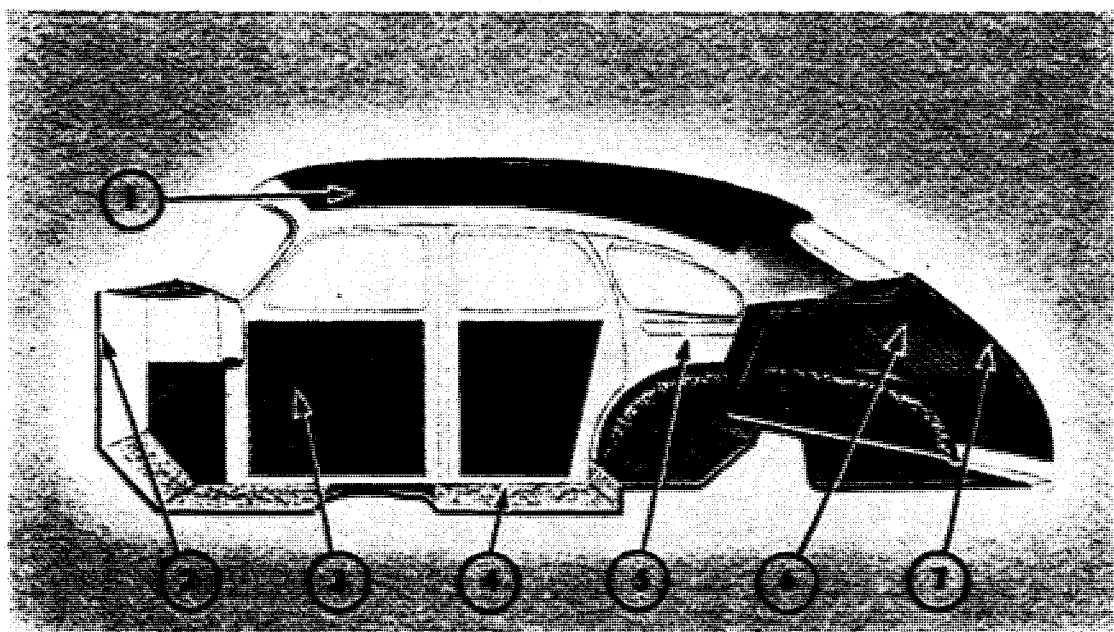
40 YEARS OF

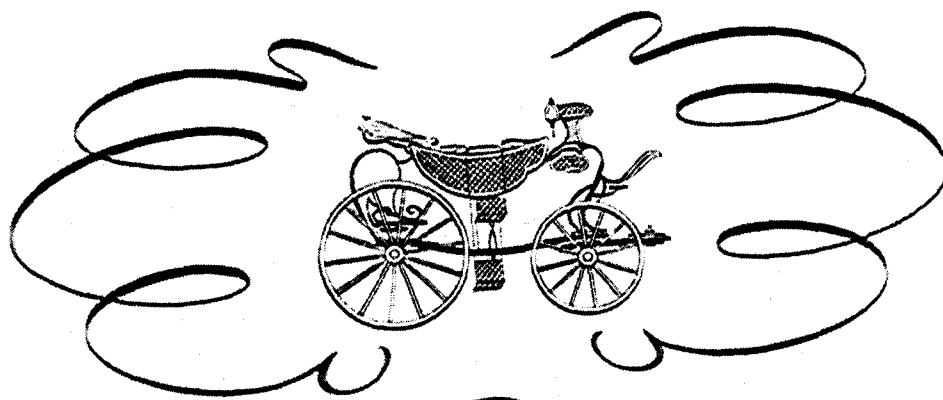


LEADERSHIP

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 and brake pedals.
3. Door panels lined with asphalt impregnated felt.
4. 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 carpet.
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.





THE NEW CADILLAC *Fleetwoods*

Only a Cadillac offers the finest of interior styling as created by Fleetwood, the exclusive quality of Fleetwood Custom Coachwork, in addition to the outstanding excellence of the Cadillac chassis.

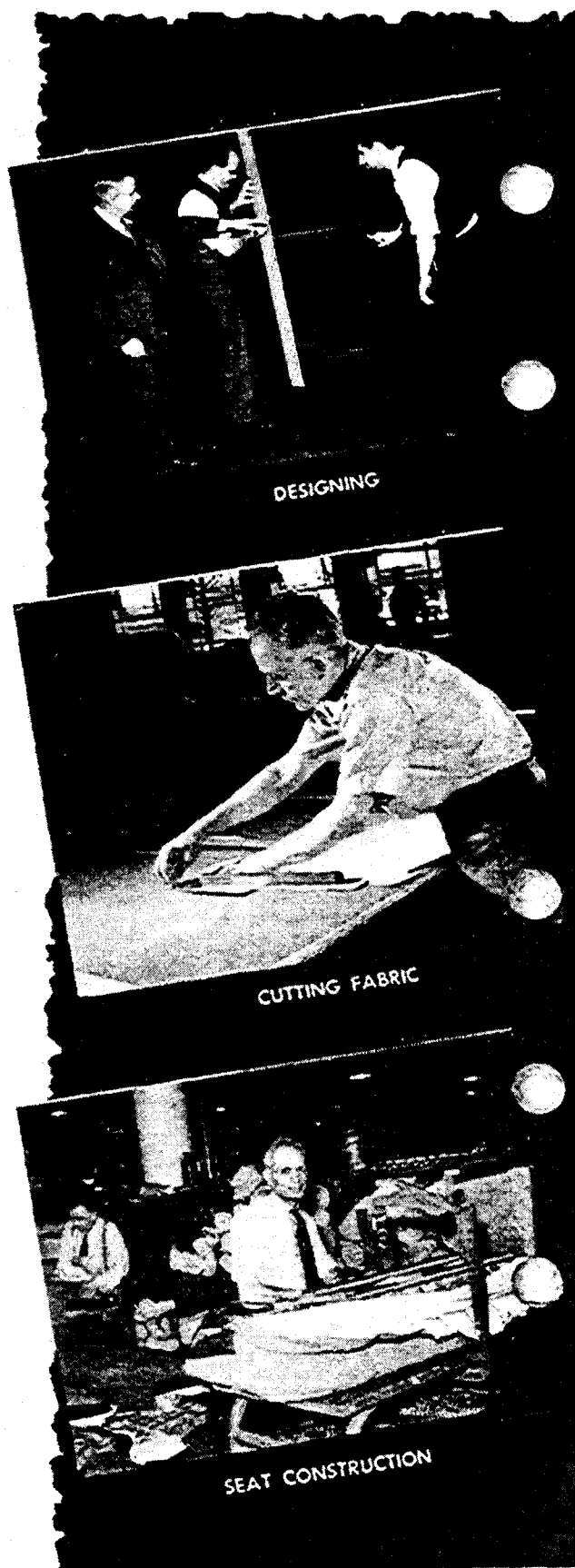
The completely new Sixty Special in two body styles and the Series 75 offering 8 body styles are the ultimate in fine car building. They stand completely alone, in the degree to which they fulfill the qualifications of the ideal in luxurious transportation.

40 YEARS OF  LEADERSHIP

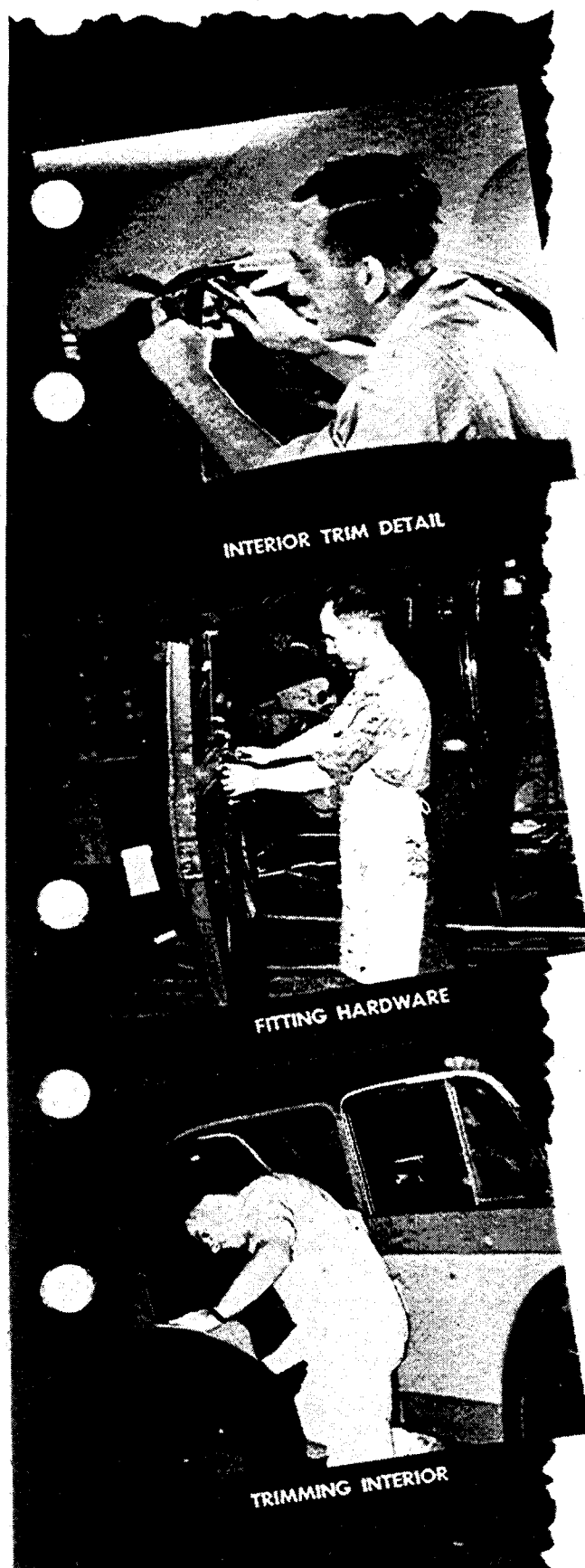
FLEETWOOD CRAFTSMANSHIP. . . .

In every detail, from the conception of a design idea, through the cutting of the luxurious fabrics to the completion of the car, Fleetwood craftsmen work with the painstaking effort that has given Fleetwood the unchallenged place as leader in the creation of fine car coachwork.

That the Fleetwood organization is advanced, as well as exacting, is well proven by the fact that the all steel body and Turret Top were first conceived and developed by Fleetwood, later to be copied by every car manufacturer. Fleetwood bodies are not only beautiful and modern in appearance, but they are soundly and safely built. Wood is used only in the rear door and trunk lid frames. Every structural member contributing to strength, rigidity and safety is of high grade steel.



..... IS EXCLUSIVELY CADILLAC

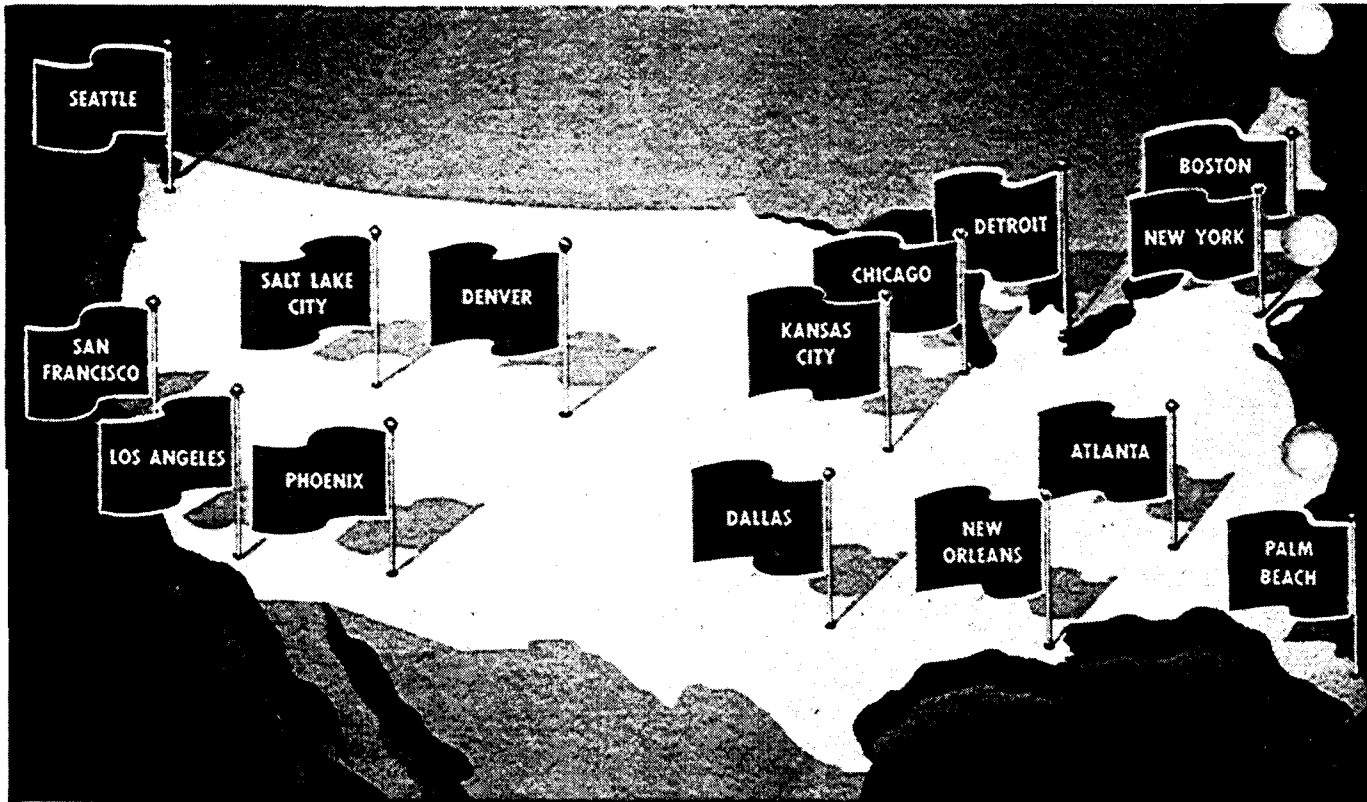


Heavy rubber moulds, asphalt treated felt and rock wool are applied to the steel body framework for thorough temperature and sound insulation.

Prior to 1925 Fleetwood created fine car interiors for all fine car builders in America, as well as for Rolls Royce, Hispano-Suiza, and Isotta-Fraschini. Since that time the entire Fleetwood capacity and all of the Fleetwood personnel have worked exclusively in creating custom coachwork for Cadillac alone.

In 1942, as in earlier years, the objective of Fleetwood is the creation of the most luxurious and stylish coachwork in the world. The current Cadillac Fleetwoods express the degree of success to which this goal has been achieved.

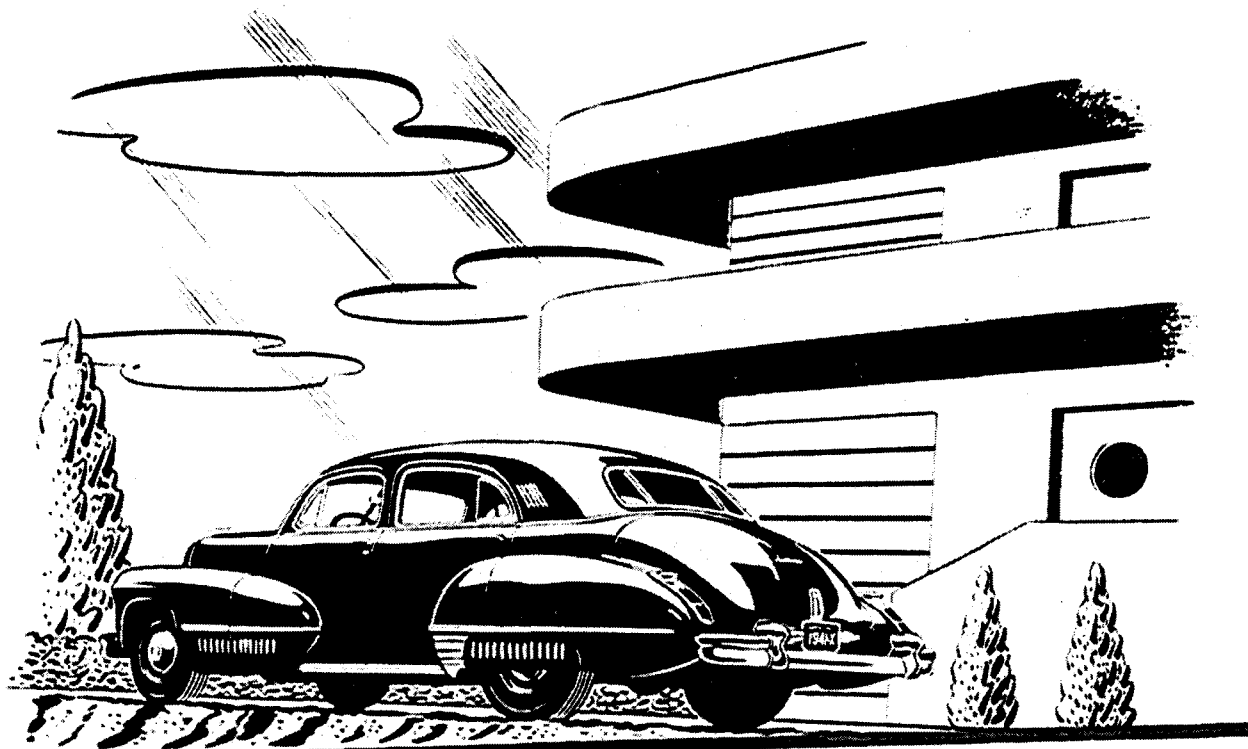
CADILLAC-FLEETWOOD — AMERICA'S MOST DISTINGUISHED MOTOR CAR



In fine homes, clubs and the exclusive summer and winter resorts of the country, Cadillac-Fleetwoods have proven themselves to be the unquestioned choice of America's most discriminating market.

As the perfect combination of luxury and utility these cars, the preference of practically two out of every three High Price car buyers, stand as the peak of perfection in the automobile industry.

For 1942 Cadillac Fleetwood, creator of the world's outstanding motor cars, has again met the challenge and produced a line of motor cars that defy all comparison.



CADILLAC *Sixty* SPECIAL



The 1942 version of America's most imitated motor car inaugurates a new trend in modern design. Since 1938 the Sixty Special has pioneered the way in motor car styling and has been one of Cadillac's most distinctive creations. Each year changes have been made, leaving the previous year's models to the imitators.

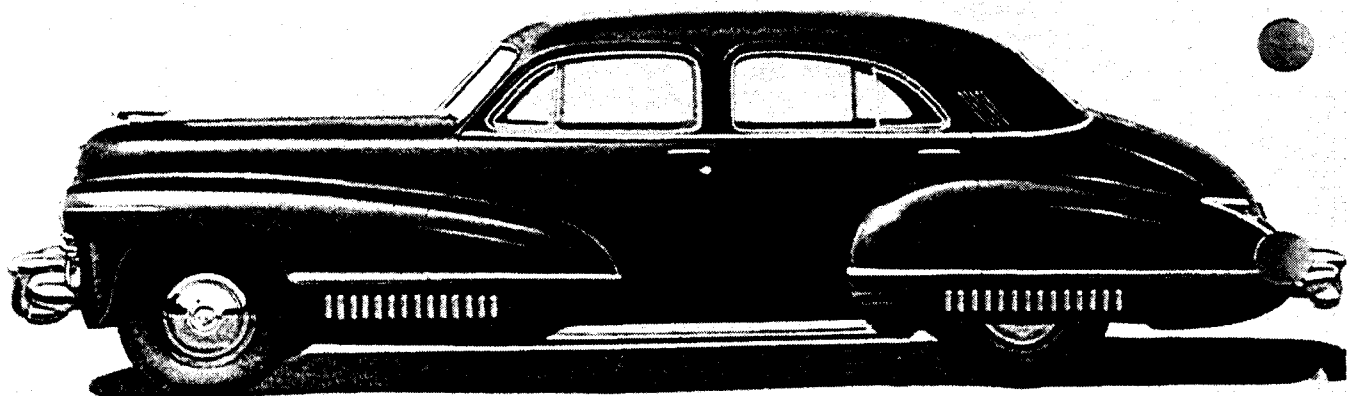
The Sixty Special for 1942 makes the most decided departure from the original design yet presented. This exclusive body is seven inches longer and an inch lower with extreme leg and seat room. The 1942 Sixty Special is destined to mark a new path in modern styling that will be as outstanding as that achieved by the first Sixty Special in 1938.

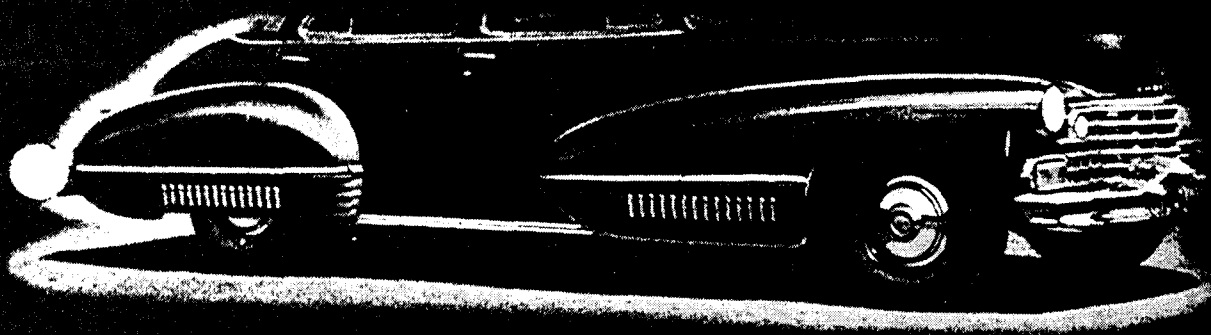


In exterior and interior styling the Series Sixty Special is the finest product of Cadillac for the market that is primarily interested in sophistication and modernity.

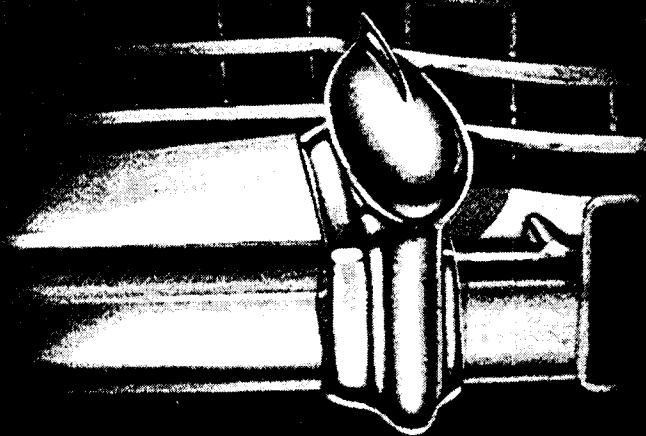
Expressing the ultimate in modern design, with no compromise in exclusiveness, the new Sixty Special epitomizes Cadillac quality and distinction.

64

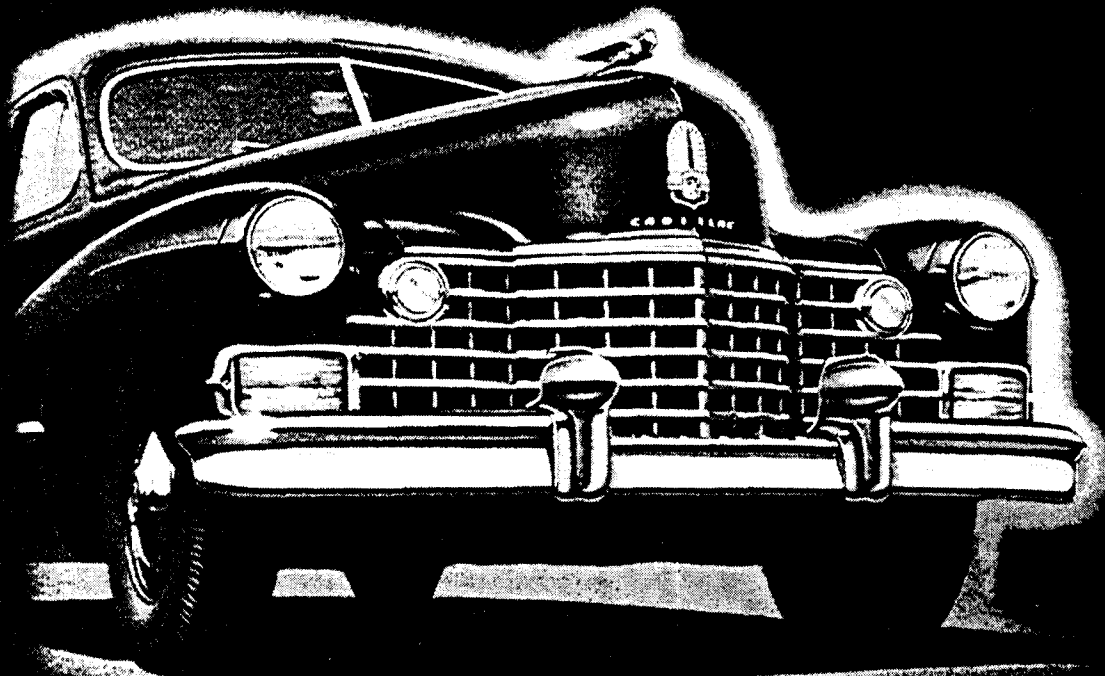




Extended Front and Rear Fenders



Projectile Shape Bumper Guards



Massive, Smartly Styled Frontal Treatment

Fleetwood SIXTY SPECIAL

Rear Compartment

Exclusive coachwork by Fleetwood

Wide, rear seat center arm rest and padded side arm rests

Exclusive garnish moulding in bronze pearl and Macassar ebony, curves from front seat back onto doors

Robe cord with Pom Pom ends

Large, smart ash tray set into front seat back

Modernly styled dome light operated automatically by all four doors

Marshall springs in seat cushions

Ventipane window crank and sliding bolt lock

Safety door locks

DIVISION MODEL

Division controls located in both arm rests

Division model has divided foot recess

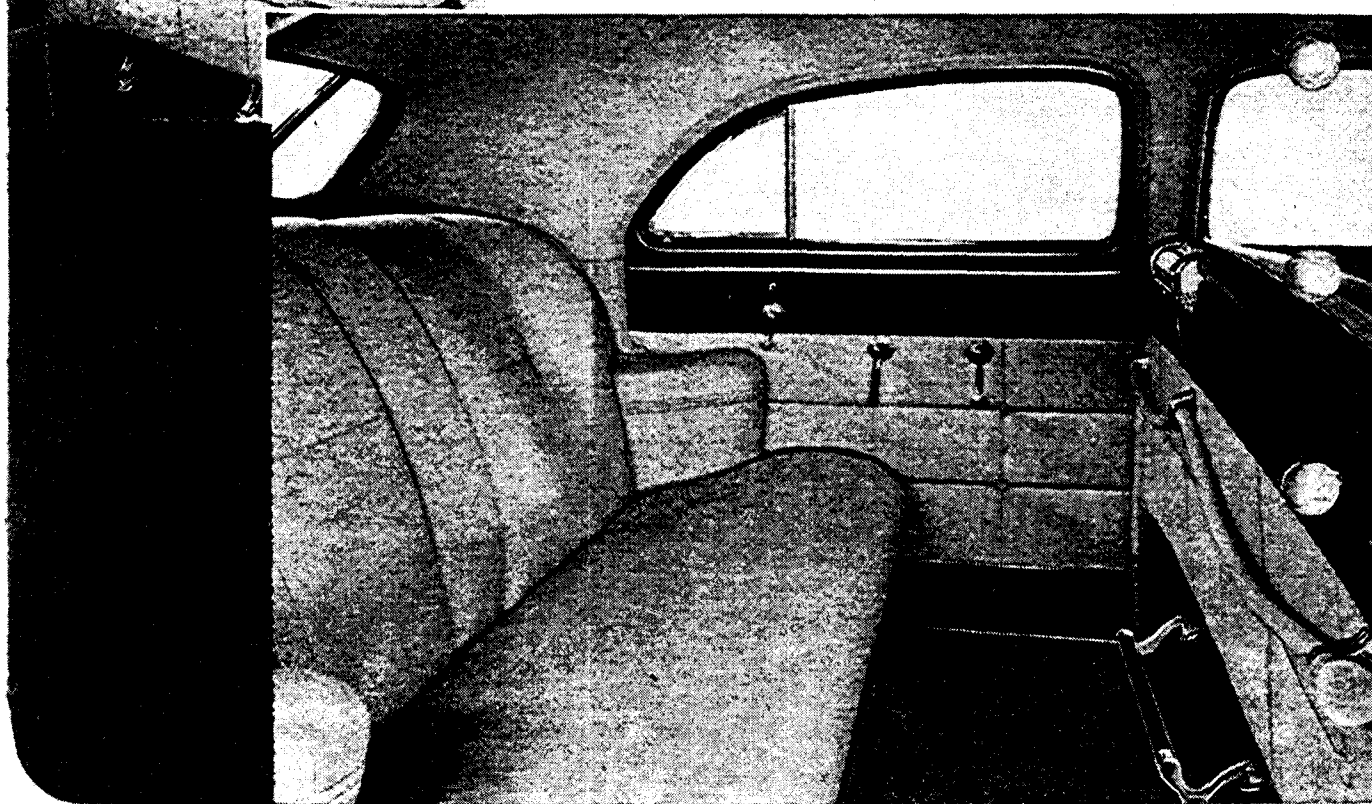
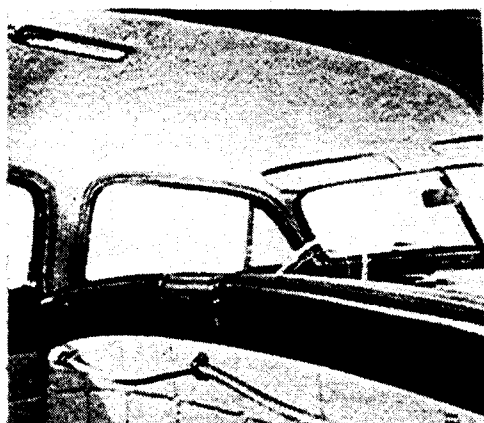
Head lining runs in one piece across top and down pillar post. No seams—costly custom feature

Hardware trimmed in plastic

2 adjustable foot rests

Deep foot recess

Door scuff pads of carpet material



Fleetwood SIXTY SPECIAL

Front Compartment

Cowling type instrument panel in bronze pearl and Macassar ebony, curved onto front doors

Redesigned instrument faces for increased visibility

New radio grille with built-in ash receiver

Electric clock recessed in glove compartment door

Restyled gear shift lever and directional signal

Conveniently located and easily operated T-Grip hand brake

Extra wide front seat. Abundant room for three persons

"Pull-to" arm rests

Full floor carpeting

Adjustable sun visors

Automatic lighter readily accessible

Flicker signal in speedometer face for directional indicator

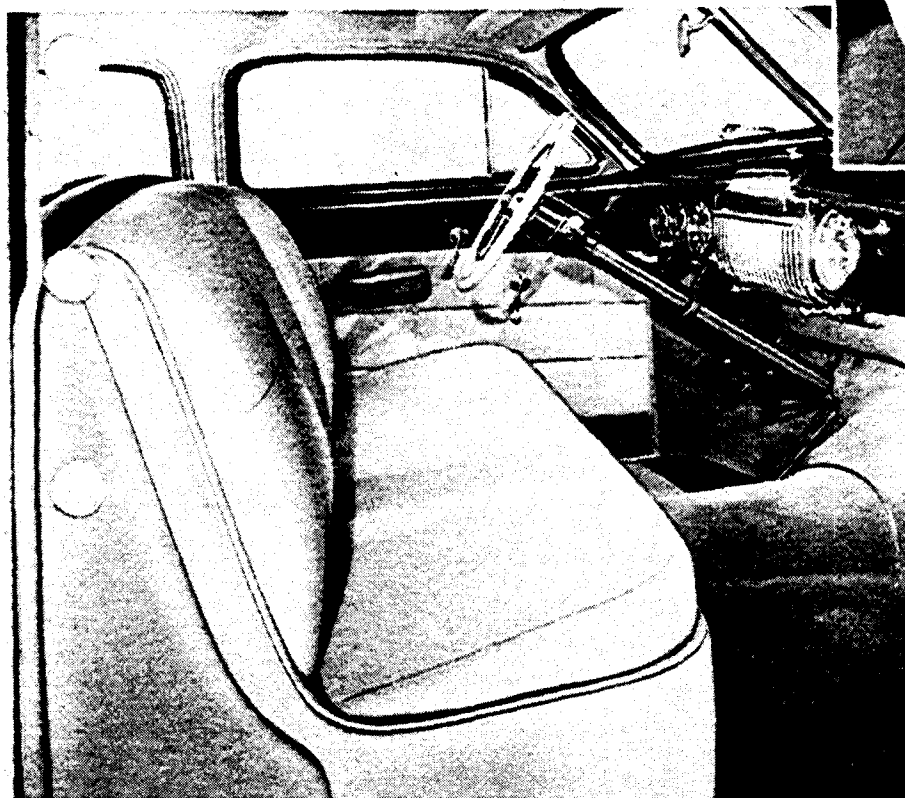
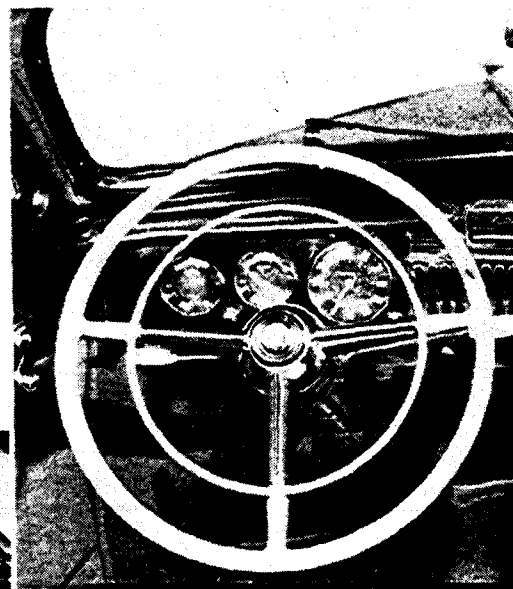
Optional steering wheel, standard equipment

Circular horn ring and bullet shaped horn button with plastic face and gold Cadillac crest

Concentric steering column

All-Weather Ventilation System

TRIM OPTIONS—Blue gray, tan, or green Bedford cord or striped broadcloth.



Fleetwood SIXTY SPECIAL

EASE OF ENTRANCE AND EXIT

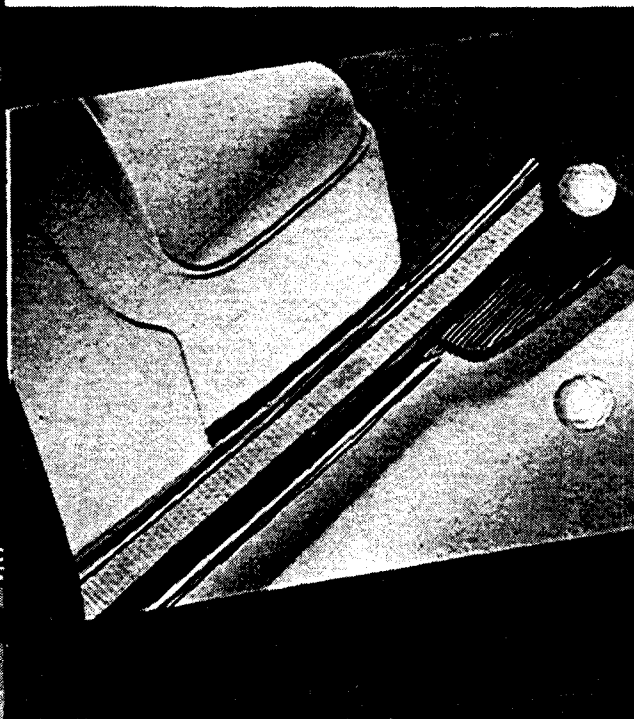
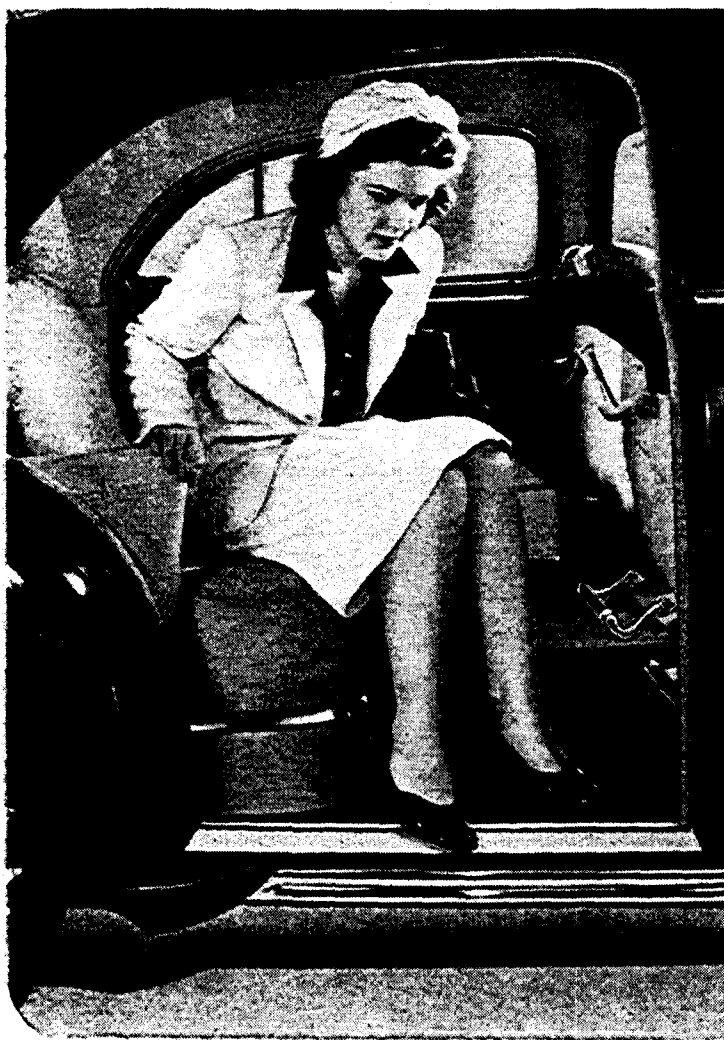
The new Sixty Special body, 1" lower than in 1941, makes it extremely easy to get into or out of the car.

Actual rear door width is $40\frac{7}{8}$ " while height from car floor to roof is $42\frac{9}{16}$ ". This wide opening plus a 12" step up from ground to floor is indicative of the forethought of Cadillac body engineers.

Scuff plates, concealed by the doors, are always free of water, snow or dirt. Not only are they helpful in getting into or out of the car, but they help to keep floor carpeting clean. The

location and height of the rear seat side arm rests are purposely designed to give added support in leaving the car.

68



Fleetwood SIXTY SPECIAL

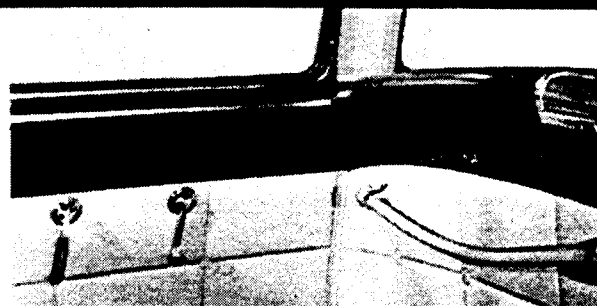
ROOM AND LUXURY

A large part of the seven inches that have been added to the Sixty Special have been converted into additional legroom. The new Sixty Special is now one of the roomiest Cadillacs built. The adjustable foot rests are available for the greater comfort of short passengers. When not needed they tip back out of the way.

The wide, deep, heavily cushioned seats are properly designed for greatest comfort and maximum seating space.

In both the front and rear compartments the reserved dignity of good taste is in evidence. The complete absence of useless details brings out the richness of the fine fabrics and tasteful trim styling.

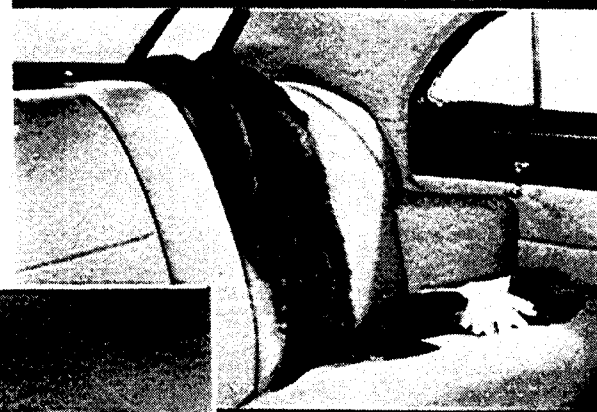
69



NEW, ROUNDED COWLING MOULDING



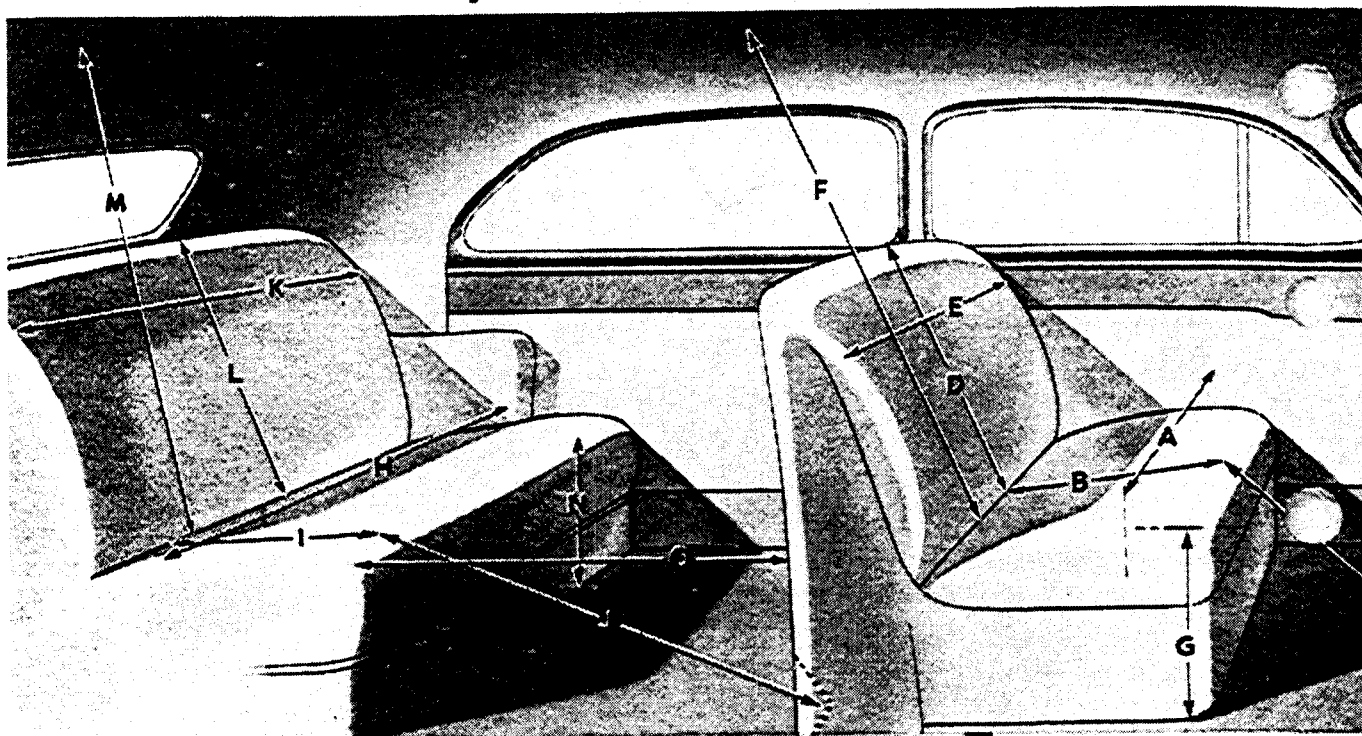
EXTRA INCHES OF LEGROOM



RICH STYLING

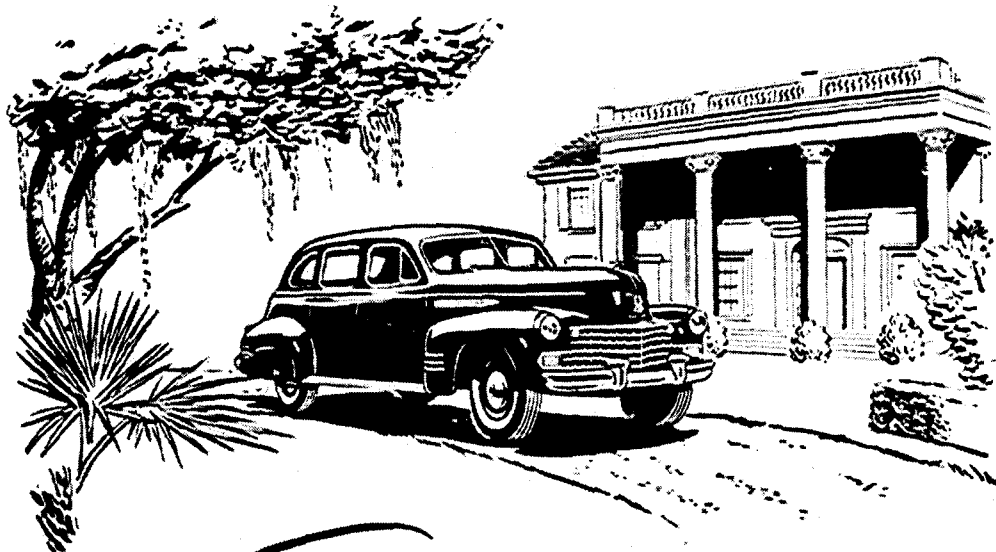


D I M E N S I O N S



SIXTY SPECIAL

Dimension	60 Special	Dimension	60 Special
A	62	I	20
B	18	J	23½
C	24¼	K	56
D	23	L	24
E	58	M	35
F	37¼	N	12½
G	12½	O	16¼
H	52		



SERIES SEVENTY-FIVE

Fleetwood

On any basis of comparison by which motor cars are judged, the 1942 Cadillac-Fleetwood Series 75 with its exclusive body styles ranks as the epitome of luxurious comfort, dignity and maximum quality.

Two thoughts were uppermost in the minds of the creators of this new and finest Cadillac—the complete comfort of the passengers and the luxurious good taste of its overall exterior and interior styling.

Restrained in exterior appearance as is fitting for a car of this type, with an overall impression of lowness due to skillful blending of body lines, this great Cadillac stands alone in its field as the unchallenged style and quality leader. Again, the Fleetwood Series 75 continues to represent the world's finest motor car.

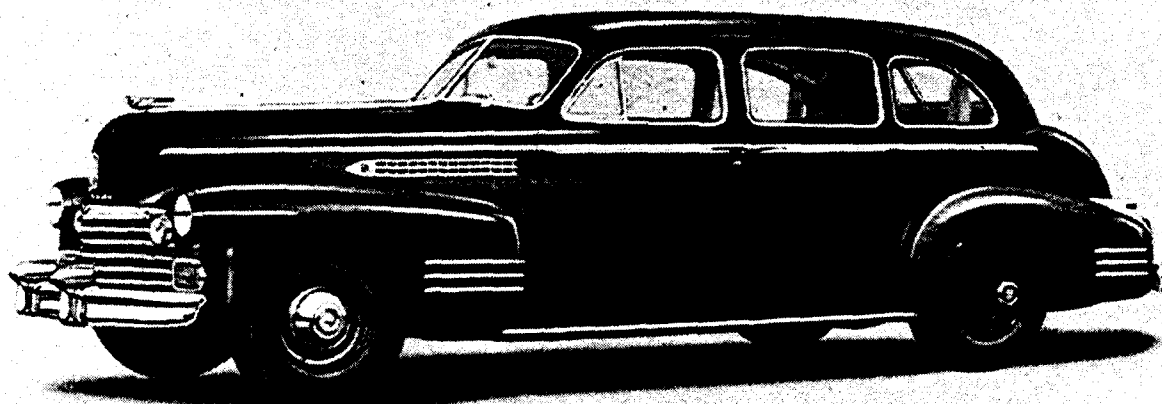




The 1942 Cadillac Series Seventy-Five is the perfect motor car for the market that is interested in the most luxurious transportation it is possible to buy.

In a series of eight body styles this outstanding Cadillac creation expresses the ultimate in fine car construction. For those who want only the very best there is only one answer—the 1942 Cadillac Series Seventy-Five.

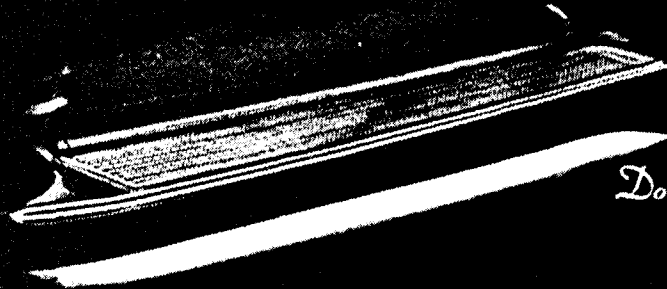
72



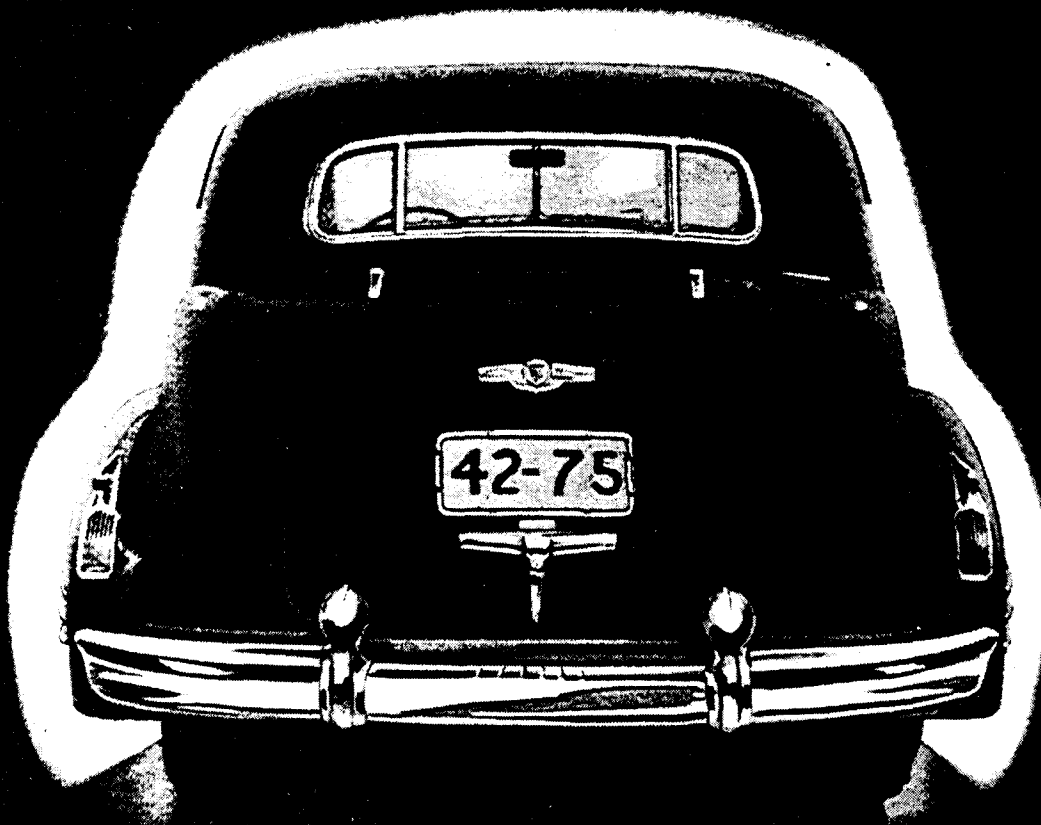


Formal Rear Quarter

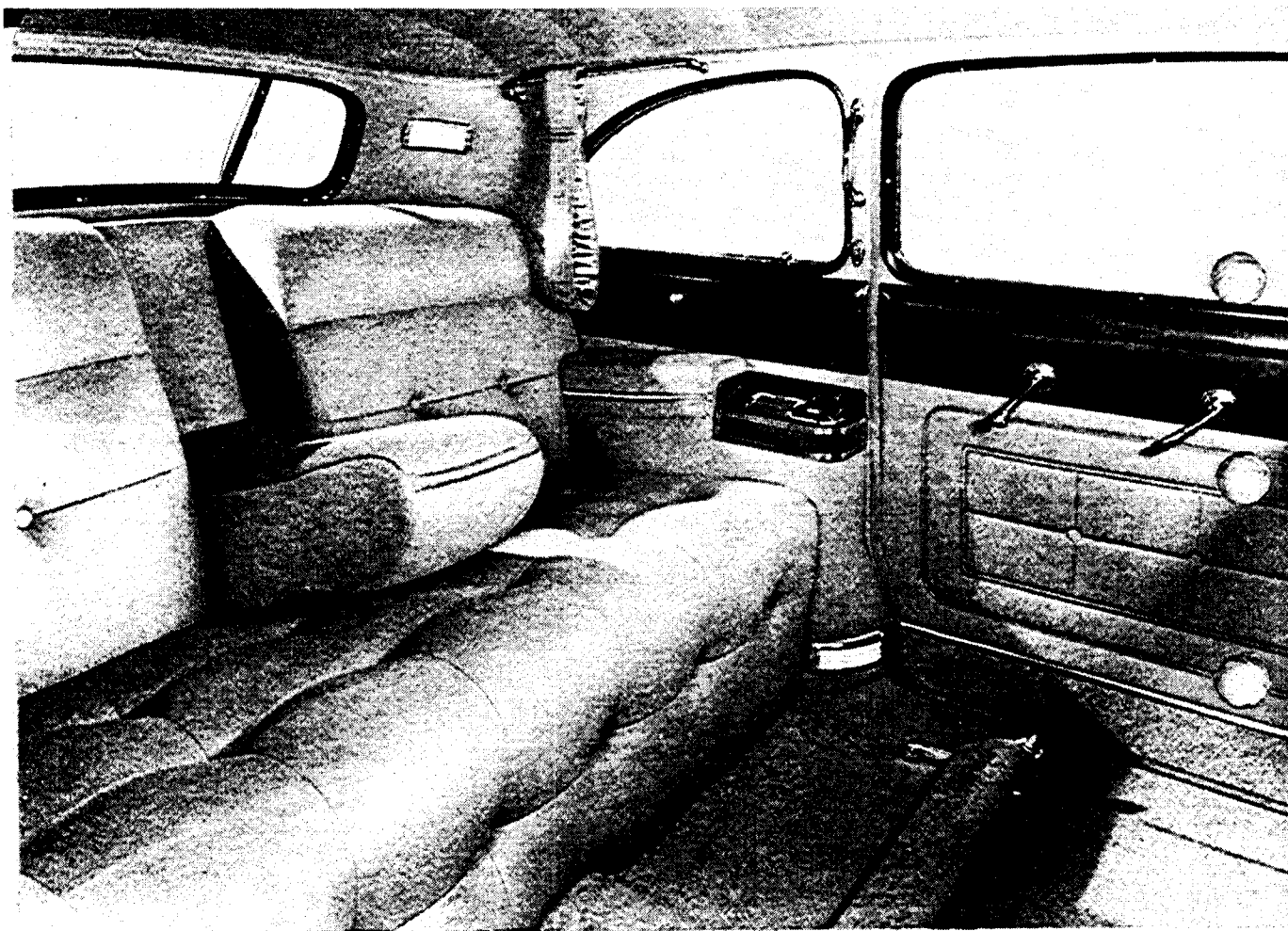
Wide, Full Length Running Boards



Door Handles on Chrome Moulding



Wide, Low Rear Treatment



Fleetwood SEVENTY-FIVE

Rear Compartment

Exclusive coachwork by Fleetwood

8 Weise fabric options in exclusive patterns

Marshall springs in seat cushions and seat backs

Luxurious trim styling on seat cushions, backs and door panels

Wide, soft rear seat center and side arm rest

Wide genuine French walnut garnish mouldings

Assist handle on rear pillar post.
7 Passenger and Formal types only

Adjustable assist straps

Arm rest vanity cases provide automatic lighter, ash tray and memo pad

Provision for rear compartment radio controls in right hand vanity case

Slash pocket with zipper opening in each arm rest

Fleetwood SEVENTY-FIVE

Utility compartment in rear quarter
moulding, each side

Courtesy lights operated by doors

Rear quarter lights

Electric clock in center of front seat
back moulding

Auxiliary seats:

5 Formal—left seat with lazy back
facing right side. Right seat faces
rearward

7 Passenger types—both seats face
forward

7 Passenger auxiliary seats are adjust-
able, have double-throw backs and
Marshall spring cushions. Seat
cushion and backs are flush afford-
ing room for three passengers

Electrically operated division glass;
controls in both side arm rests

Rich, soft Kinkomo floor carpeting

Kinkomo carpet scuff pads on doors

Full width foot rest, carpeted

Safety locks on rear doors

Front Compartment

Instrument panel finished in genuine
burl walnut; non-glare

Instrument panel carries ash receiver
in new radio panel, automatic
lighter and electric clock

Automatic light in cloth lined glove
compartment

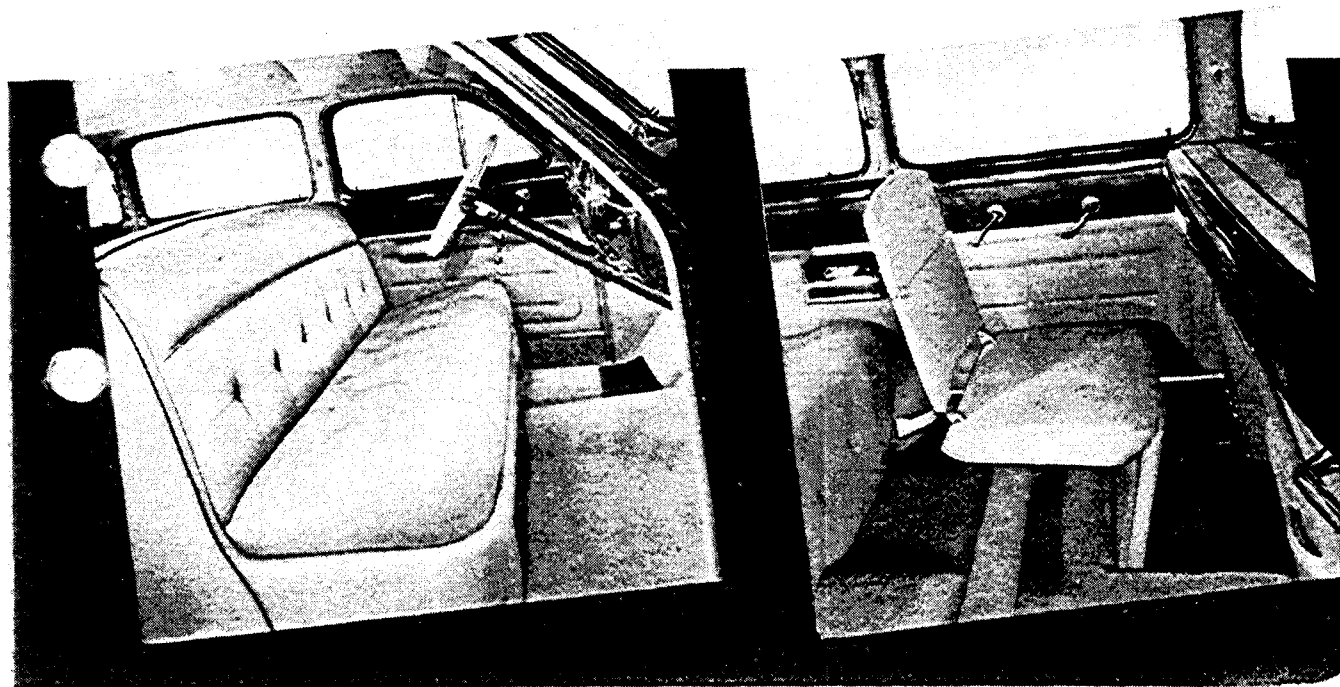
Newly styled steering column, wheel,
horn button, gear shift and direc-
tional signal levers

Front seat adjustable in both division
and non-division models

"Pull-to" arm rests

All-Weather Ventilation System

TRIM OPTIONS—Tan or gray vogue
broadcloth, Bedford cord, plain broad-
cloth or figured broadcloth.



Fleetwood SEVENTY-FIVE



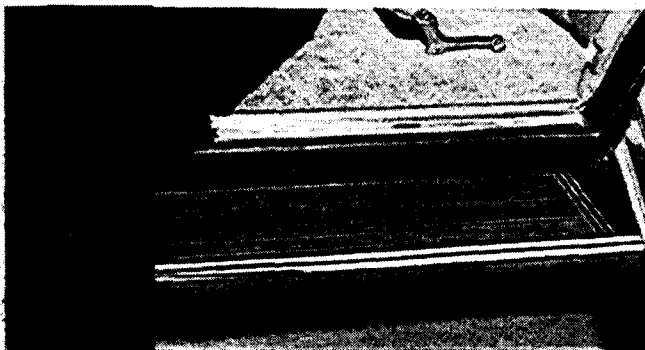
EXTREME EASE OF ENTRANCE

Wide, high doors and a low step from ground to the wide running boards make it possible to virtually walk upright into a Cadillac 75.

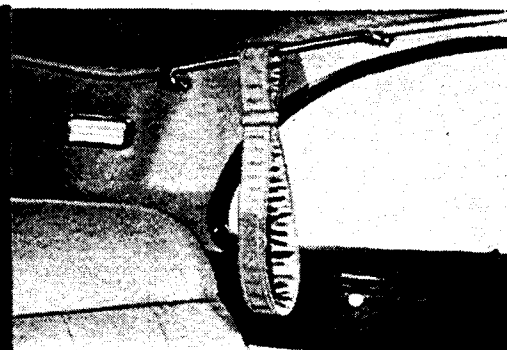
Rear doors are $33\frac{7}{8}$ " wide and measure $46\frac{7}{8}$ " from car floor to roof. The step from ground to running board is only $11\frac{3}{4}$ ". The running boards (featured on the 75) are full width and are separated from the fenders at each end to prevent the accumulation of dirt, snow and water.

Ease of exit is facilitated by a hand grip attached to the door pillar post, and the assist grip on the front seat back at each end of robe cord while the arm sling is of further assistance in this respect.

76



HEAVILY CORRUGATED RUNNING
BOARD COVERING



MOVABLE ARM SLING FACILITATES
EASE OF EXIT

Fleetwood SEVENTY-FIVE

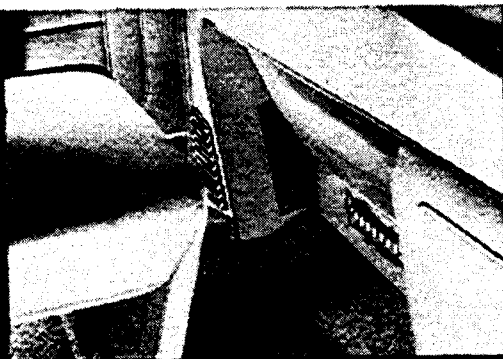
ROOM and LUXURY

The exceptionally roomy interior of the Series 75 is in keeping with a car of outstanding quality. The deep, soft seats invite relaxation while extra leg room and the carpet covered throw foot rest make it possible for both the short and the tall passenger to ride in comfort.

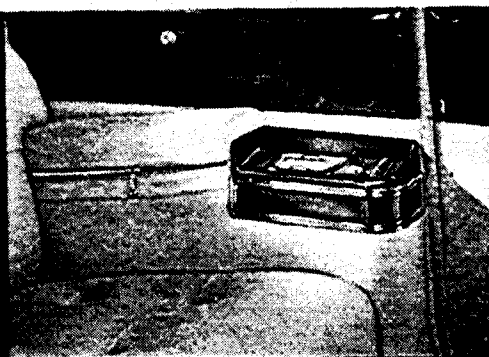


The position and design of the Marshall spring cushioned auxiliary seats leave ample room for the rear seat passengers without cramping those riding on the auxiliary seats. "Even the host rides in comfort," with plenty of leg and foot room. Luxurious appointments include the zipper closure slash pockets in each arm rest, the vanity cases which include automatic lighter, covered ash receiver and memo pad, and the utility compartment built into the rear quarter moulding. In every detail the Series 75 is the ultimate expression of luxurious transportation.

77

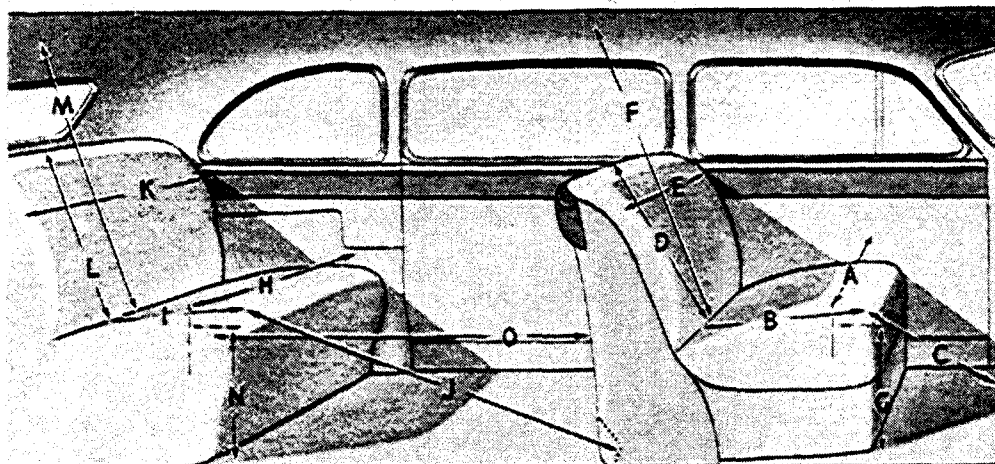


EXTRA AUXILIARY SEAT LEGROOM, REAR COMPARTMENT HEATER OUTLETS, AUXILIARY SEATS FOLD INTO FRONT SEAT BACK



SLASH POCKET WITH ZIPPER CLOSURE, UTILITY COMPARTMENT AND STYLISH ARM REST VANITY WITH LIGHTER, ASH RECEIVER AND MEMO PAD

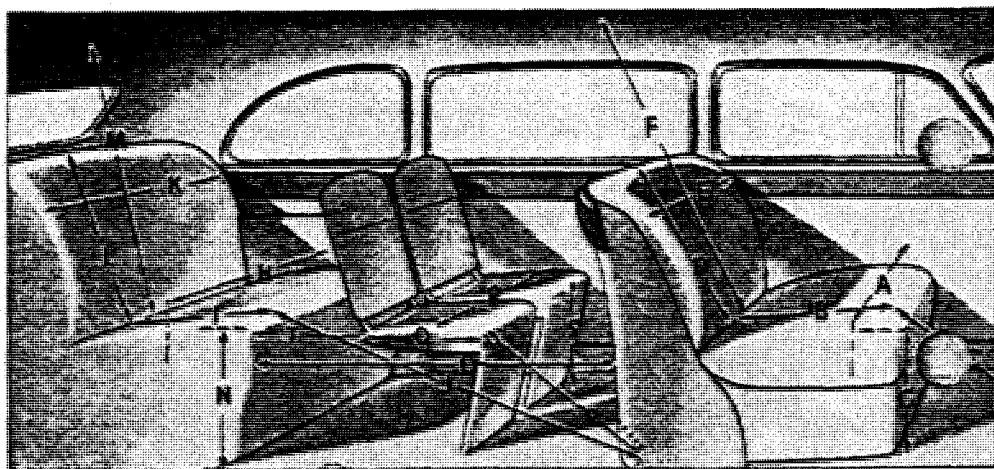
D I M E N S I O N S

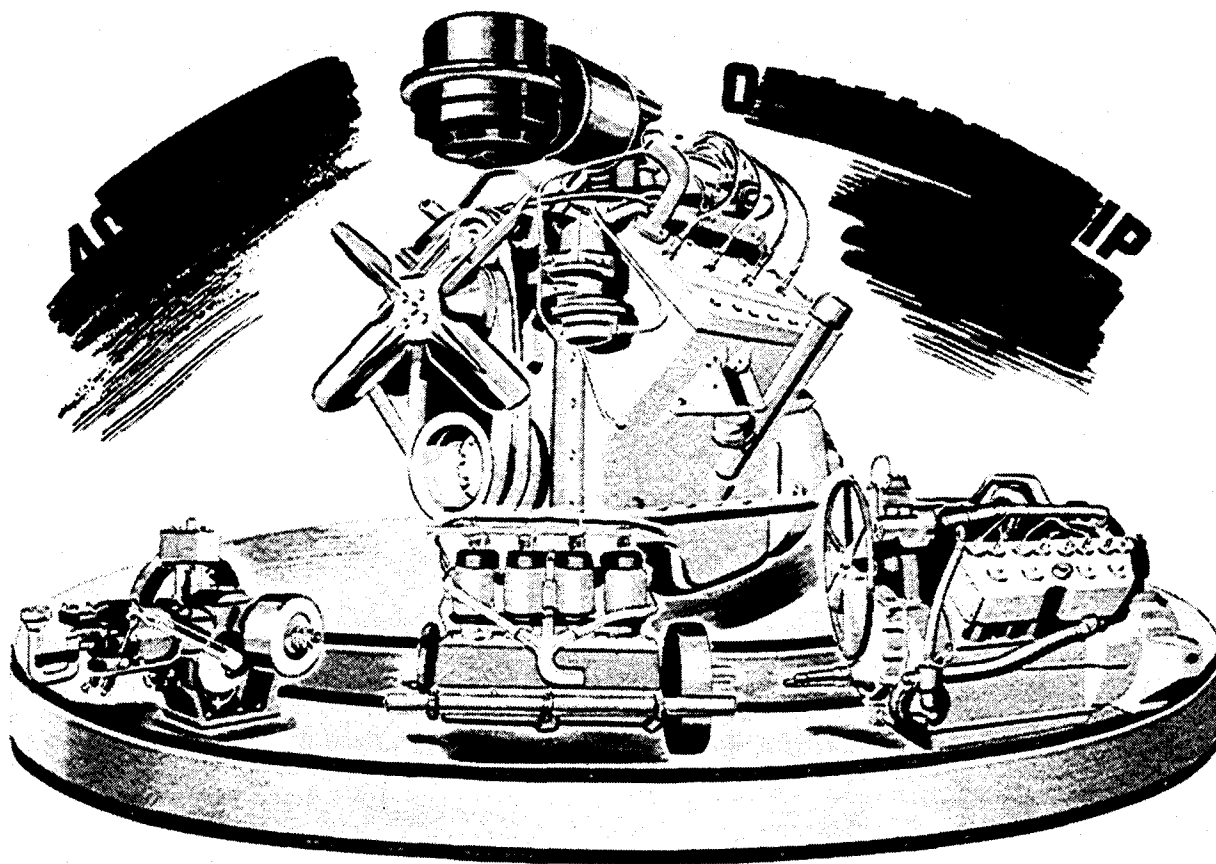


**Series 75
5-Passenger
Sedan**

	5 Pass.	7 Pass.		5 Pass.	7 Pass.
A	60 $\frac{3}{4}$ "	60 $\frac{3}{4}$ "	K	57 $\frac{1}{2}$ "	57 $\frac{1}{2}$ "
B	18 $\frac{1}{2}$ "	18 $\frac{1}{2}$ "	L	23 $\frac{1}{8}$ "	23 $\frac{1}{2}$ "
C	24 $\frac{1}{4}$ "	24 $\frac{1}{8}$ "	M	35 $\frac{1}{2}$ "	35 $\frac{1}{2}$ "
D	20 $\frac{1}{2}$ "	20 $\frac{3}{4}$ "	N	14 $\frac{7}{8}$ "	14 $\frac{7}{8}$ "
E	58"	58"	O	33 $\frac{1}{4}$ "	33 $\frac{1}{4}$ "
F	37 $\frac{1}{2}$ "	37 $\frac{1}{2}$ "	P	---	63"
G	13 $\frac{5}{8}$ "	13 $\frac{5}{8}$ "	Q	---	16 $\frac{1}{4}$ "
H	50 $\frac{1}{4}$ "	50 $\frac{1}{4}$ "	R	---	22 $\frac{1}{2}$ "
I	20"	20"	S	---	15 $\frac{3}{8}$ "
J	28 $\frac{1}{4}$ "	37"	T	---	10 $\frac{3}{4}$ "

**Series 75
7-Passenger
Sedan**



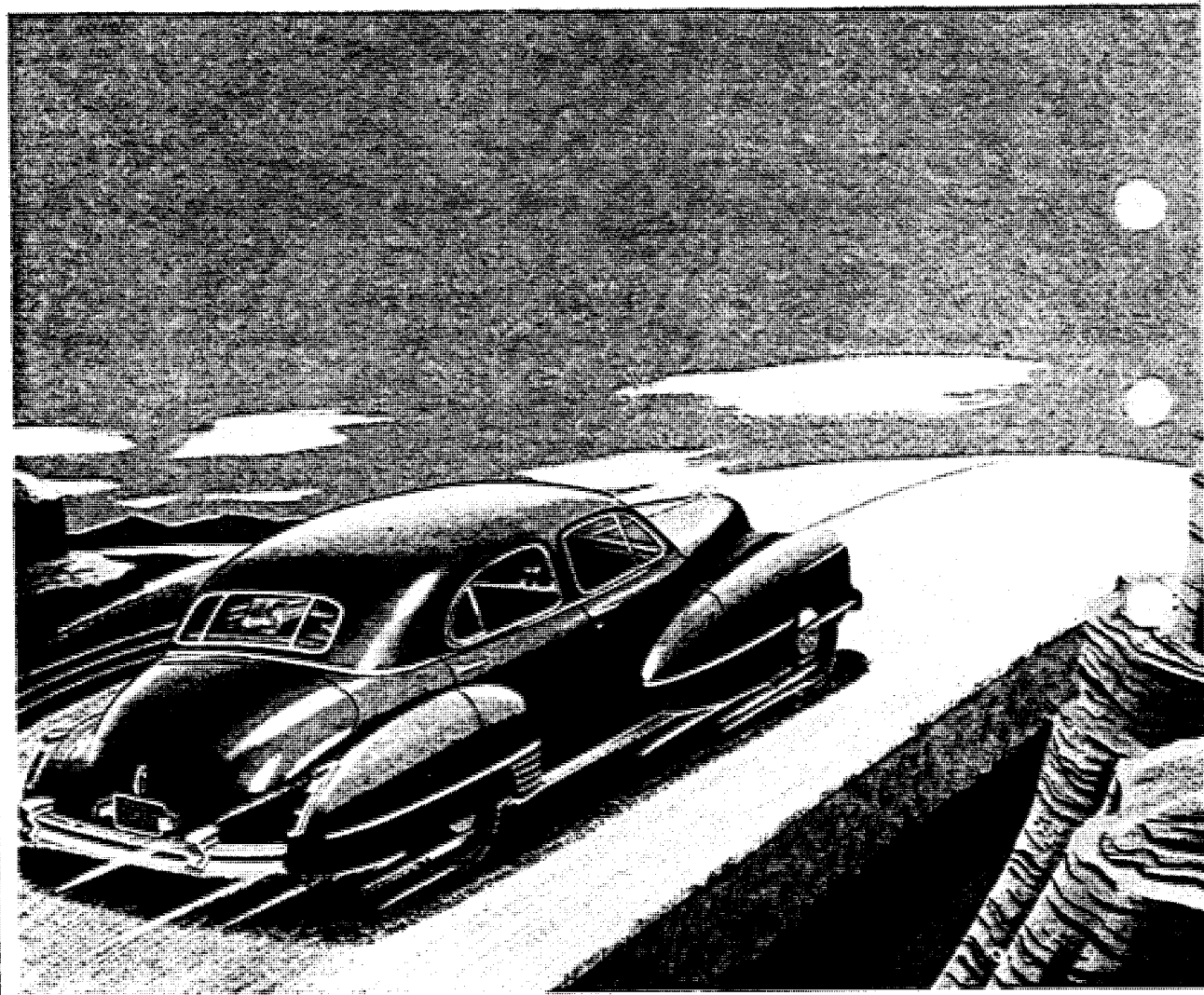


Cadillac V-8 ENGINE

Forty years of uncompromising research and development lie back of the 1942 Cadillac engine. Out of that experience has come the knowledge that the 90° V-8 engine affords greater flexibility and efficiency than any other design. It is truly the "engineers' engine."

In 1942 quality remains the rule by which Cadillac measures all factors. There is no finer engine built for automobiles. Technical exactness in design, scrupulous care in precision manufacture and uncompromising rigidity in inspection standards make the 1942 V-8 engine Cadillac's finest.





POWER—

The 150 horsepower Cadillac engine gives quick acceleration, fast hill climbing and high top speed. Because of design these advantages do not increase operating expenses. A high compression ratio (7.25-1), 90° V-8 design and a favorable weight to power ratio (28.33 lbs.) give the exceptional results. In addition, Series 61, 62, 63, 60S have a standard rear axle ratio of 3.77-1 and an optional economy ratio of 3.36-1. Series 67 and 75 standard axle ratio is 4.27-1 with an optional ratio of 3.77-1.

Throughout 1941 Cadillac proved itself to have the finest all around performance of any car on the road. The 1942 models will maintain this record.

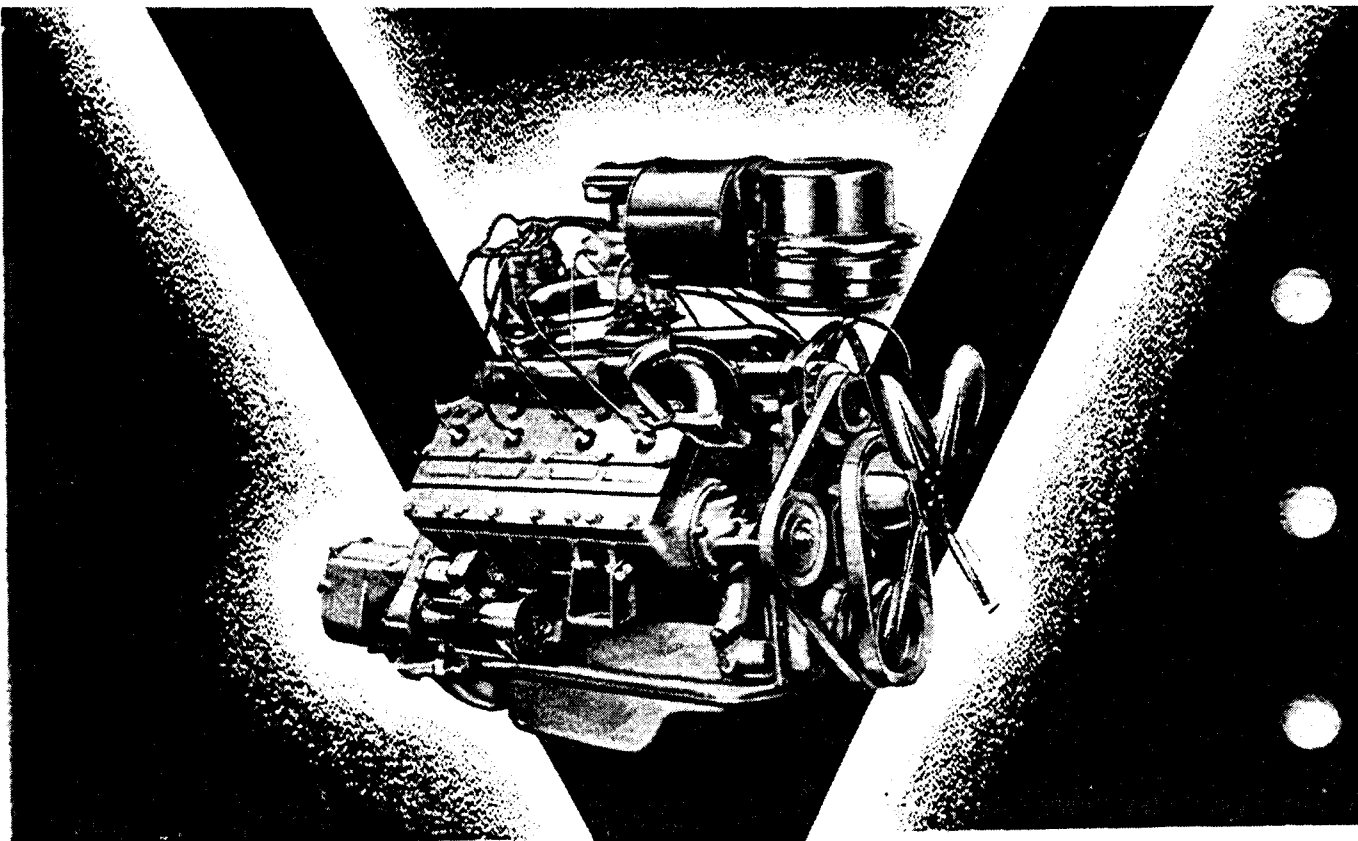


Automobile economy is considered in terms of low gasoline consumption, low oil consumption and low service charges. In all three respects the 1942 Cadillac will equal or excel the 1941 Series.

Owners in all sections reported 14 to 17 miles to the gallon and tests conclusively prove Cadillac to have one of the lowest rates of oil consumption of any car regardless of size or price.

Precision manufacture means that Cadillacs require the minimum of service work, and experience proves that Cadillac charges compare favorably with those of medium priced cars.

ECONOMY
OF
OPERATION



CADILLAC 90° -8 ENGINE

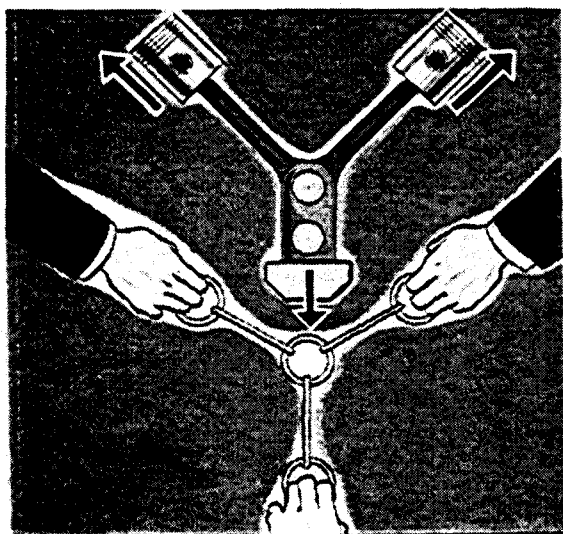
The 90 degree V-type principle is the only engineeringly correct design for all engines of eight cylinders because it affords five distinct and inherent advantages over all straight eight engines.

SMOOTHNESS

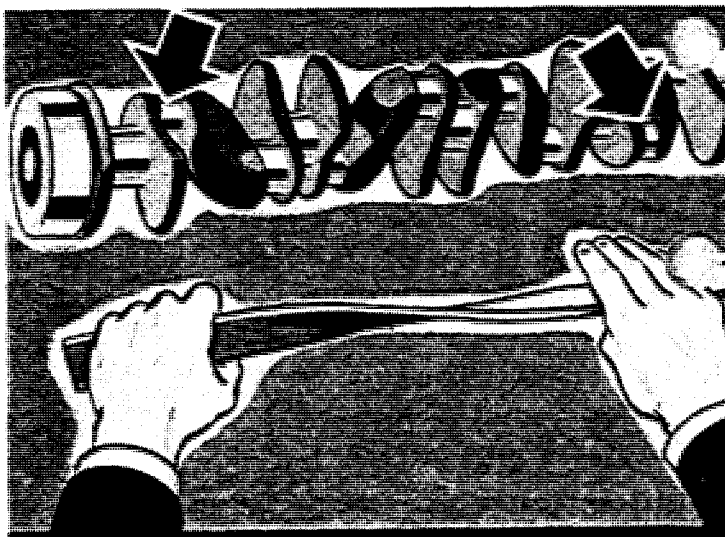
In V-8 paired cylinders, inertia force developed in one is completely offset by an equal force in the other and by crankshaft counterweights. Meeting at the crankshaft, the three forces neutralize each other.

Straight eight cylinders are not paired—forward must balance rearward cylinders. Offsetting forces must travel along the crankshaft which increases stress and deflection, resulting in high speed vibration.

82



CANCELLATION OF INERTIA, 90 V-TYPE DESIGN



INERTIA FORCES ON STRAIGHT 8 CRANKSHAFT

A SHORT SHAFT ELIMINATES VIRTUALLY ALL WHIP AND VIBRATION

Centrifugal forces set up by crankshaft revolutions and explosive forces within the cylinders have little effect on the V-8 crankshaft because it is short and rigid. The natural tendency is for a crankshaft to bend under the explosive drives of the pistons, but the *V-8 crankshaft holds true to a straight line because it is rugged and heavy for its short length.*

The short shaft combined with the cancellation of inertia forces in the paired cylinders (pg. 82) supplies the smooth, quiet operation of the Cadillac V-8 engine. These result in greater dependability and longer life than is possible in straight eight design.

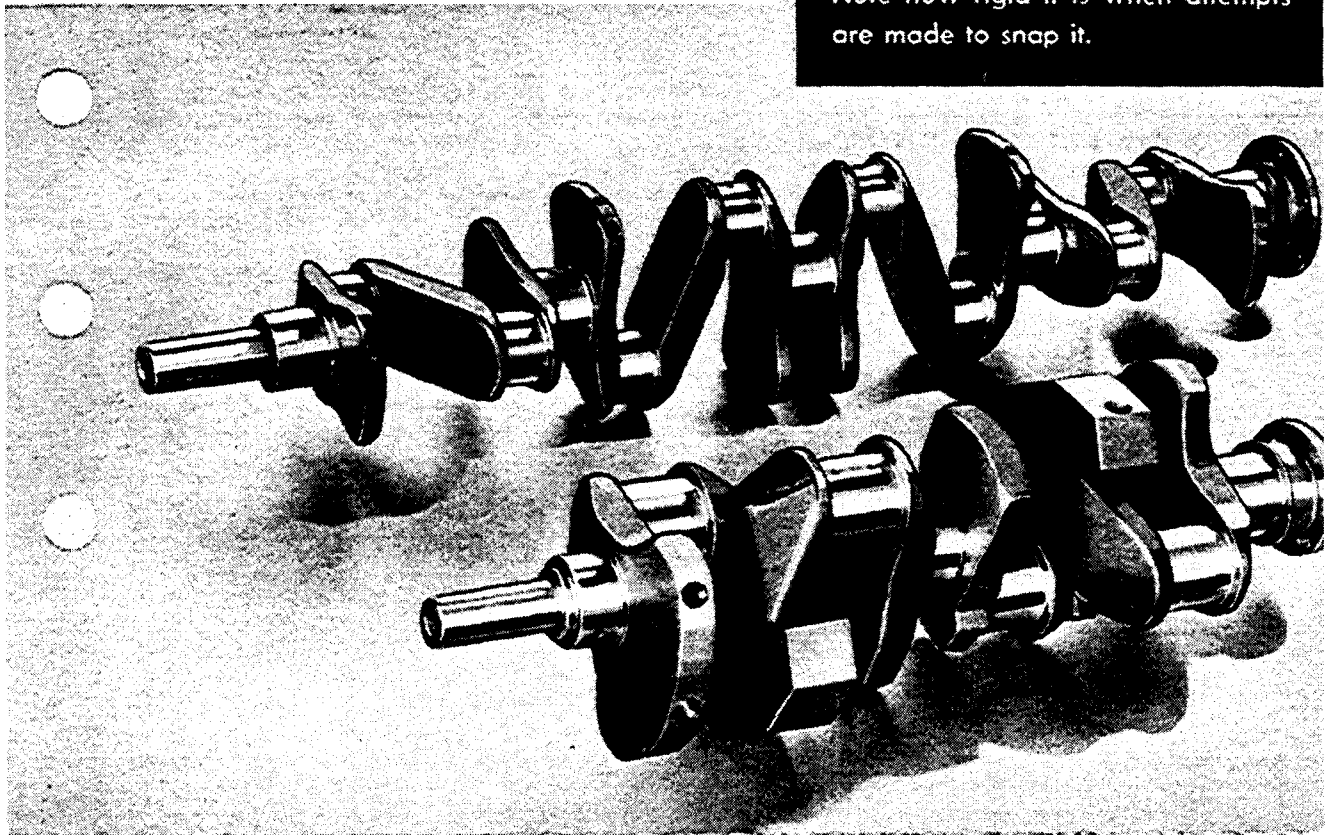
83



Hold a rule on a table until much of its length projects over the table edge. The end may be snapped easily.



Hold a rule 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.

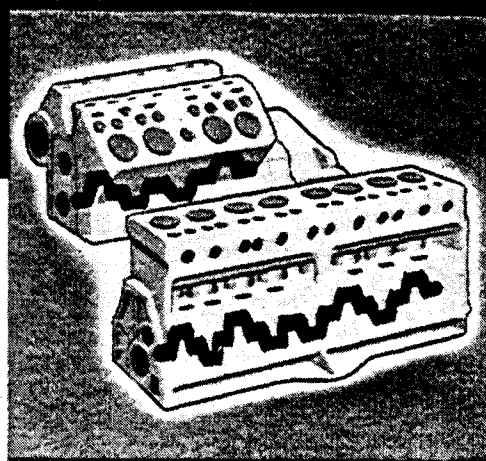
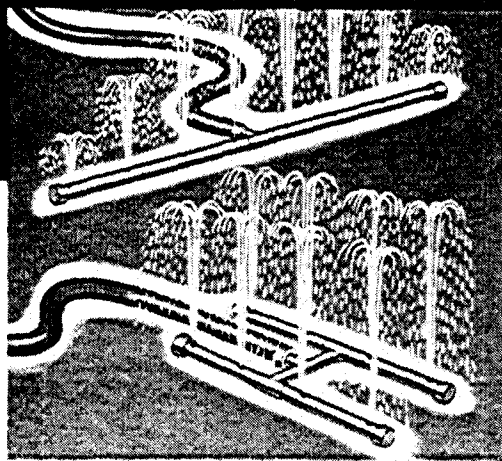


Carburetion V-8 Compactness

In Cadillac V-8 design, the carburetor is centrally located giving equalized fuel distribution to all cylinders. The farthest cylinder in the Cadillac V-8 is approximately half the distance from the carburetor that it is in a straight eight. Fuel vapors condense in a long intake manifold. The short Cadillac equalized manifold minimizes gasoline loss. The result is better fuel distribution to all cylinders and greater gas economy.

Two intake manifolds are cast into a single unit to make the Cadillac manifold. This design makes possible more complete combustion, greater power, faster starting when cold and greater fuel economy than can be obtained with the long straight eight manifold.





V-8 COMPACTNESS

Uniform Cooling:

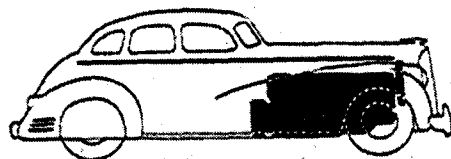
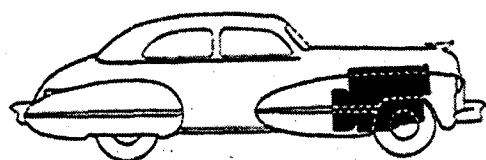
Engine temperature variations, front to rear, are reduced below those in a straight 8 because the V-type engine block is so compact cooling water needs to travel only short distances. This improves oil economy.

Better Lubrication:

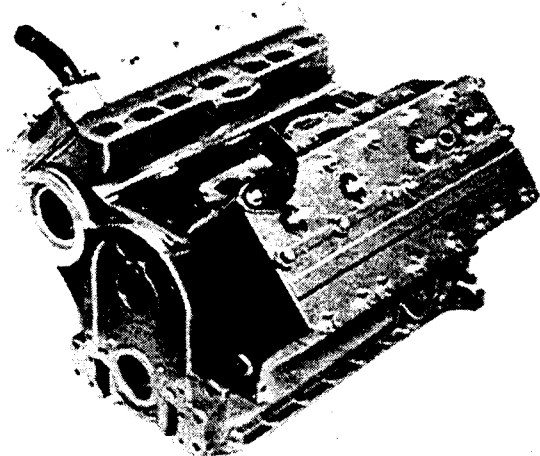
Positive lubrication is assured by the short V-8 crankcase, short oil lines, and an oil pump inlet that is always immersed. Because of its greater length, a straight 8 does not have these inherent V-8 assets.

CONSERVES BODY ROOM

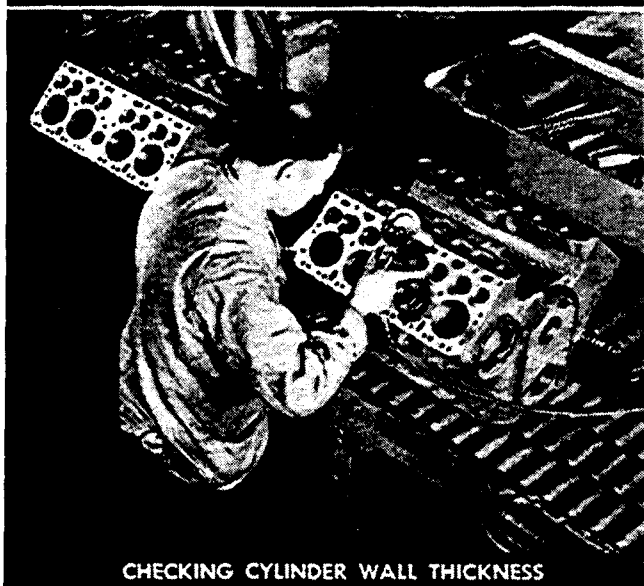
Greater interior body room is made available due to the fact that a V-8 engine of greater power and size needs less hood length than a straight eight. The Cadillac V-8 engine is approximately 6 inches shorter than a straight 8 of equal power. When passenger comfort and car room are so closely related, *savings of inches without any loss in engine size or power are important.*



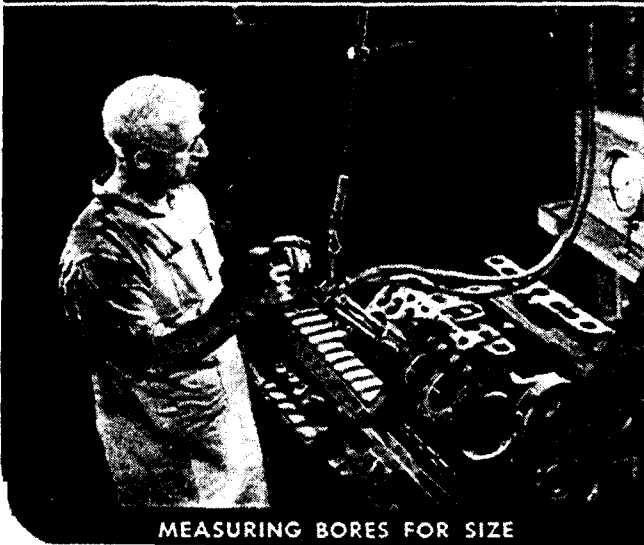
Cadillac PRECISION MANUFACTURE IN V-8 ENGINE DESIGN



ENBLOC CYLINDER CRANKCASE



CHECKING CYLINDER WALL THICKNESS



MEASURING BORES FOR SIZE

The Cadillac cylinder block is cast in a single mould from a hard alloy of steel and iron. Seasoned by a slow cooling process to normal temperatures in an "equalizing oven" it holds its original dimensions permanently. Soft, less resistant materials used by some manufacturers make necessary the use of steel cylinder sleeves and valve seat inserts.

All dimensions of cylinder wall thickness are checked with a magnetic gage. Smooth, glass-like walls come from a careful honing process. This increases piston and ring life, minimizes scoring possibilities, promotes even cooling, engine efficiency and long life.

Every bore is inspected with an expanding gage to insure perfect concentricity and parallelism and to grade them into selective sizes. Exact fit of piston to bore to 7/100,000 in. variation in clearance insures maximum engine operating efficiency.

COUNTERBALANCED CRANKSHAFT

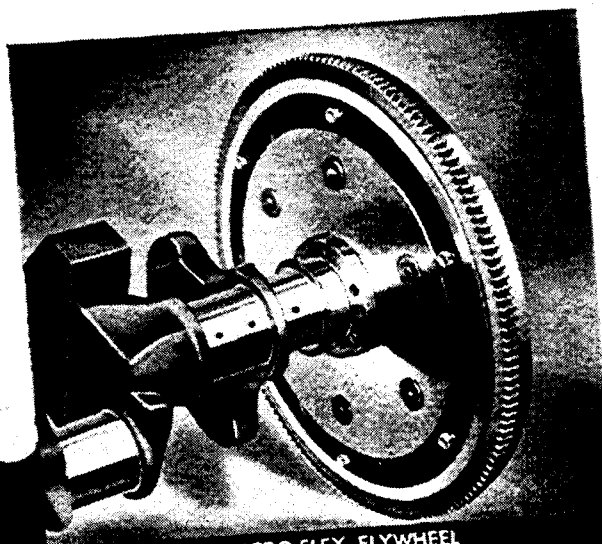
The principle of the counterbalanced crankshaft, which made possible the 90 degree V-type engine, *was pioneered by Cadillac*. As used today the crankshaft is 27" long and weighs 90 pounds. Its high weight-to-length ratio—approximately $3\frac{1}{3}$ pounds per inch—is an important factor in its resistance to twisting forces.

Crankshafts are minutely balanced to $\frac{1}{16}$ ounce inch limit and again with flywheel and clutch attached to $\frac{1}{2}$ ounce limit to give greatest smoothness.

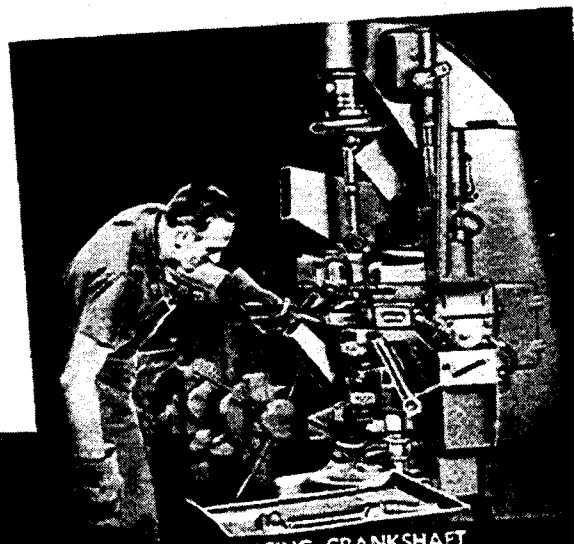
A torsional vibration dampener is provided as a luxurious refinement promoting unequalled smoothness.

The Syncro-Flex Flywheel, a Cadillac "First", provides a flexible disc that connects a cast iron flywheel rim to the crankshaft. *Vibrations are absorbed by this disc, permitting the flywheel rim to run in a true circle.*

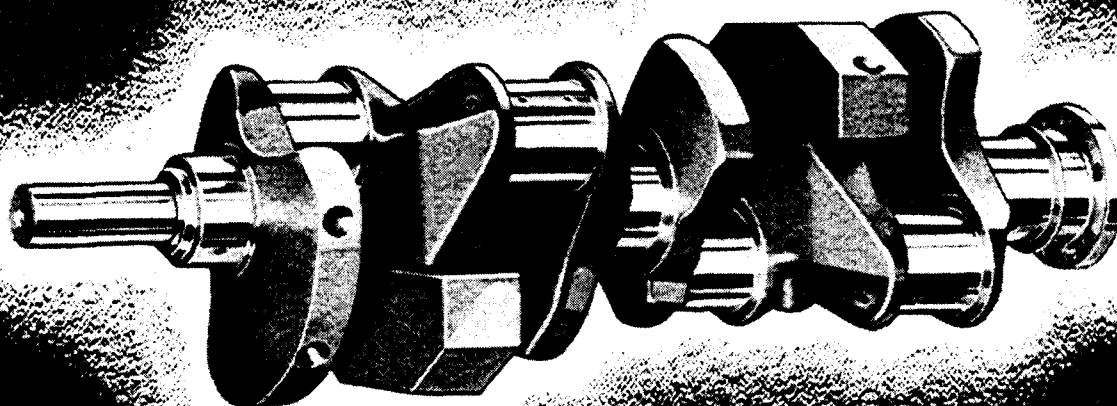
87



SYNCRO-FLEX FLYWHEEL



BALANCING CRANKSHAFT



PRECISION FITTED PISTONS

The assembly of pistons into the engine is a good example of the high art of precision manufacture as practiced by Cadillac.

Because temperature variations of as little as ten degrees affect piston size, all final operations and all inspection and grading take place in an air conditioned room.

Pistons are allowed to "Normalize"—adjust themselves to room temperature—for twenty-four hours before any operations are performed.

The most accurate air gages are used to check all piston dimensions and each piston is individually examined and graded as well as weighed to insure exact conformance to the size of the cylinder bore.



Wrist pin holes are bearing-ized to secure the smoothest possible surface and all wrist pins are hand fitted after being checked to 1/100,000 inch variation in diameter.

Four Ferrox treated rings are used, two compression and two oil, for maximum performance and greatest oil economy.

88



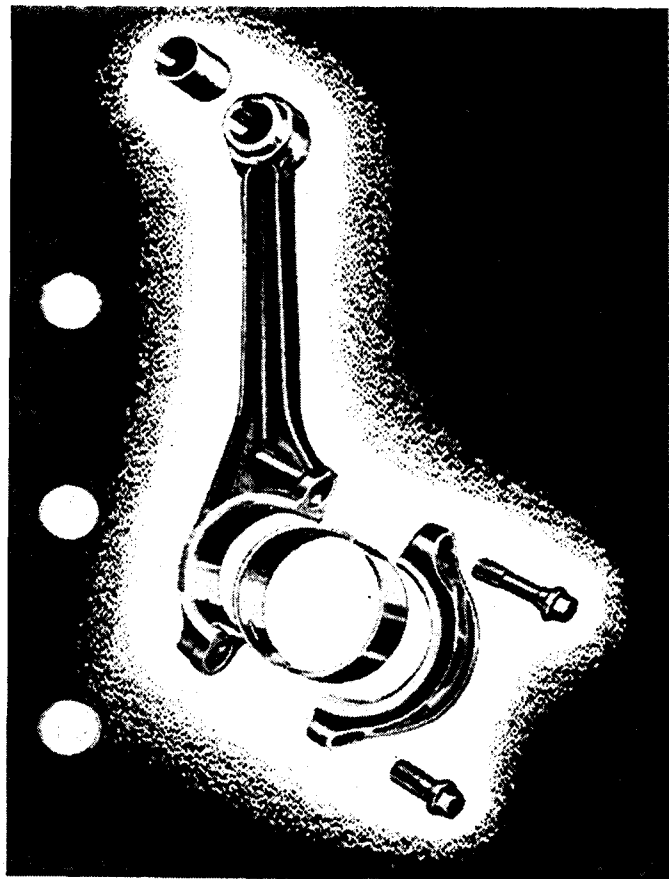
BEARINGIZING WRIST PIN HOLE



AIR GAGE DIMENSION INSPECTION

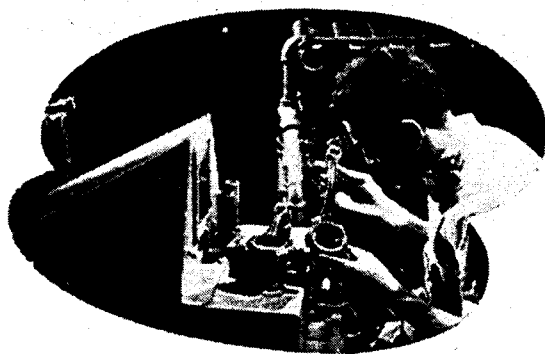


FITTING WRIST PIN BY HAND



CONNECTING ROD

Perfect alignment between the cap and the rod is secured through the use of two dowels, *an exclusive Cadillac feature*. Rods are rifle drilled for positive wrist pin lubrication and they are angle split to permit quick removal through the top of the cylinder bore. Each assembly of piston, wrist pin, connecting rod and bearings is precision balanced to limits of $\frac{1}{32}$ oz.

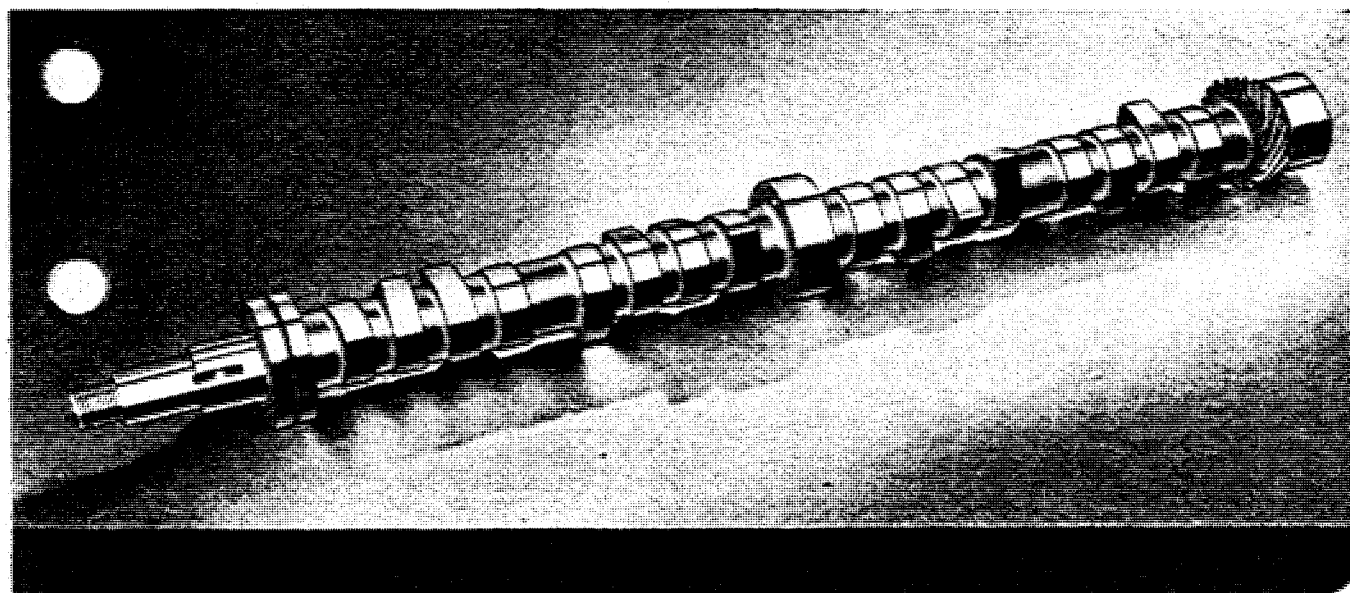


Balancing Connecting Rods

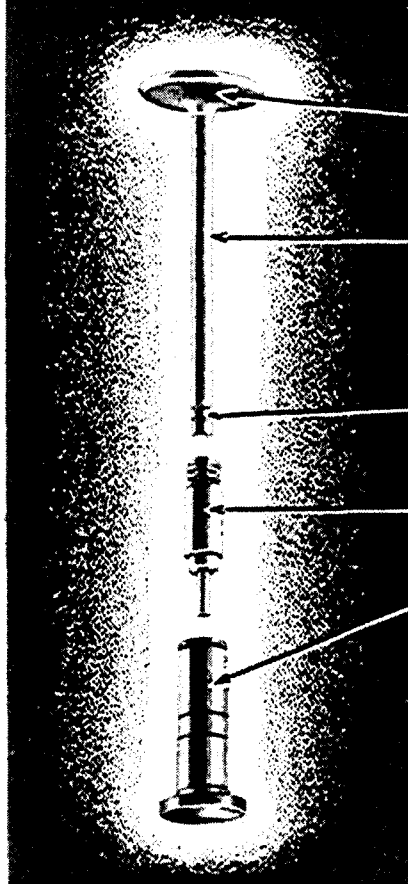
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CAMSHAFT

A silent chain driven camshaft, reduces scoring possibilities. Cam contours are rigidly inspected against slightest irregularities. *Cam gears are shaved to give absolute smoothness and exact form—an exclusive Cadillac process.*



HIGH PRECISION VALVES



L-HEAD VALVE DESIGN

Valve Head

Heat Resistant Stem

Double Positive Valve Stem Lock

Hydraulic Valve Silencer

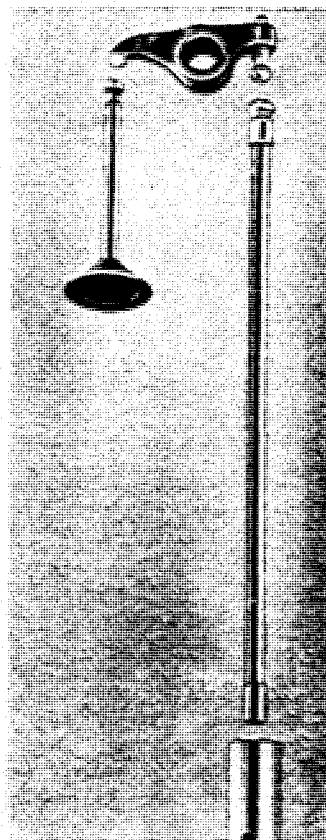
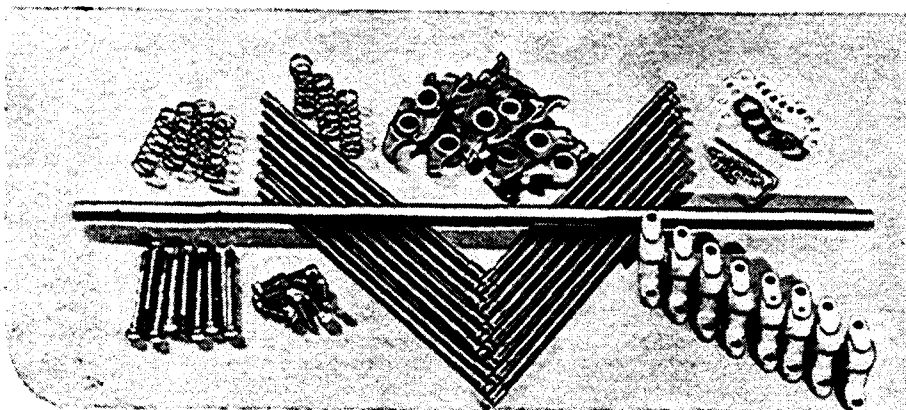
Corrosion Resistant Tappet Body

A special material, highly resistant to heat, is used in Cadillac valves. It provides insurance against pitting and scoring, giving reduced maintenance expense and substantially increased valve life. *Cadillac valves are typical of Cadillac precision manufacture.*

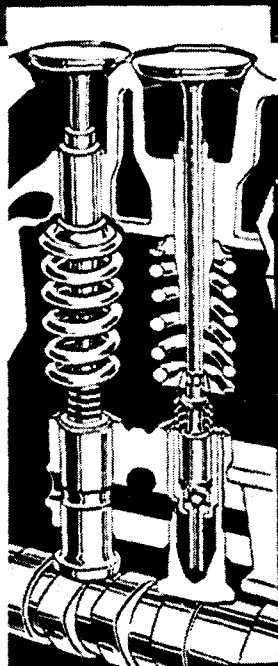
90

Improved mechanical efficiency is one of the benefits of simplicity in design. The greater simplicity of the L-head valve system as contrasted with overhead valves is easily understood when considering the over 100 push rods, rocker arms, springs, bolts and miscellaneous parts not required in L-head design. The L-head is quieter, smoother and requires less attention.

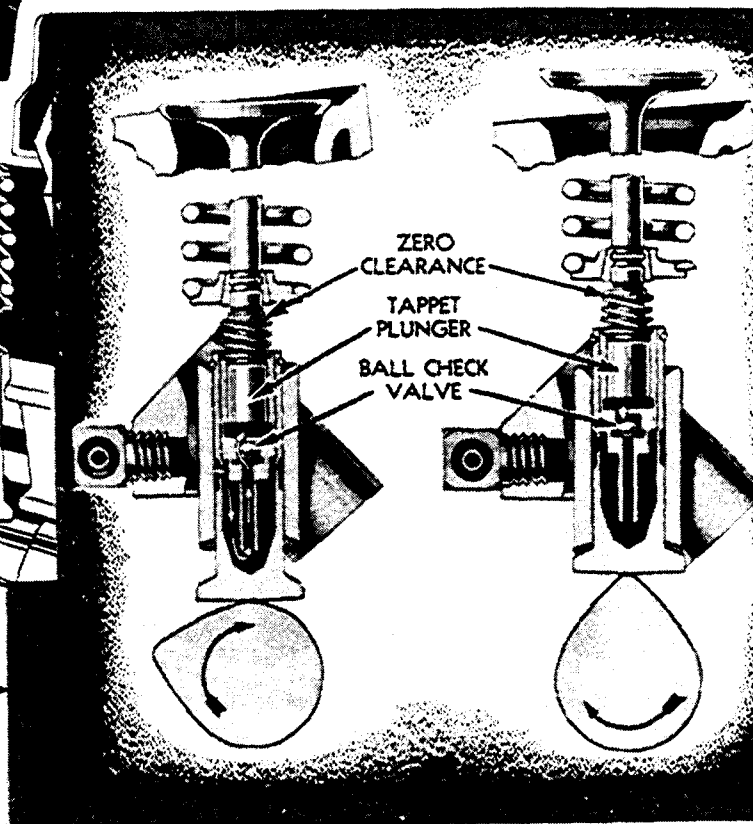
Below: Excess overhead valve parts. Right: Rocker arm assembly.



HYDRAULIC VALVE SILENCERS

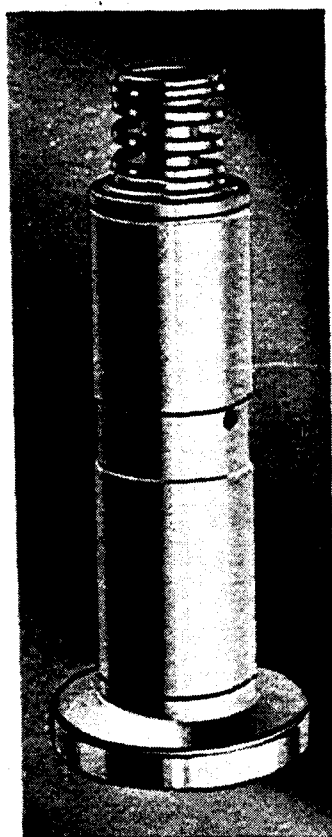


When the valve is closed oil is forced by the engine lubricating system in around the ball check valve. This oil pressure holds the tappet firmly against the valve stem. Clearance is zero and the valve is in accurate adjustment.



91

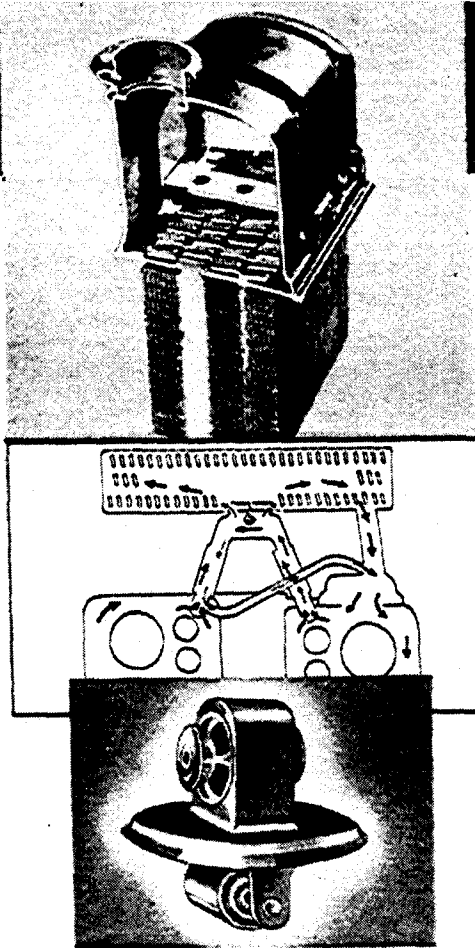
When the valve opens, the ball check valve prevents oil from escaping, again insuring zero clearance. A controlled oil bleed around the tappet plunger compensates for valve expansion, maintaining accurate adjustment.



All 16 valves are held in constantly accurate adjustment by Hydraulic Valve Silencers. They are an outstanding example of the highest type of precision manufacture. The tappet plunger construction affords the closest tolerances, maximum durability and longer life for the silencer. Tappet noise is eliminated and there is virtually no need for valve grinding. Additional benefits are elimination of tappet noise and increased engine power.

The entire tappet body, which encloses the silencer unit is especially treated to change the outer layer to ferrous oxide, a corrosion resistant material which can best preserve the finely machined and polished surfaces of the cam lobes. No other manufacturer gives tappet bodies complete Ferrox treatment.

COOLING SYSTEM



Blocking Thermostat

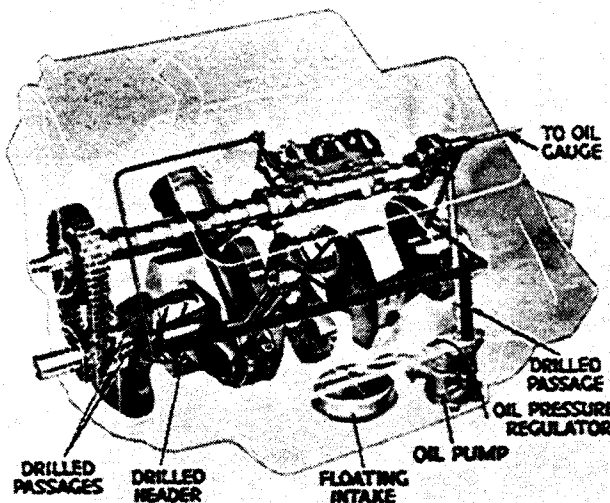
Red Arrows—
Thermostat closed.

Black Arrows—
Thermostat open.

A new blocking type thermostat reduces warm-up time to little more than one half which means top efficiency in a short run and better heater operation. Location of thermostat permits free water circulation throughout the block during the warm-up period. The tube and fin type radiator core is virtually "leak-proof." Pressure cap raises boiling point to 235 degrees (at sea level) to prevent loss of cooling fluid and anti-freeze. Core is $3\frac{3}{8}$ " overall thickness with $8\frac{1}{2}$ fins per inch.

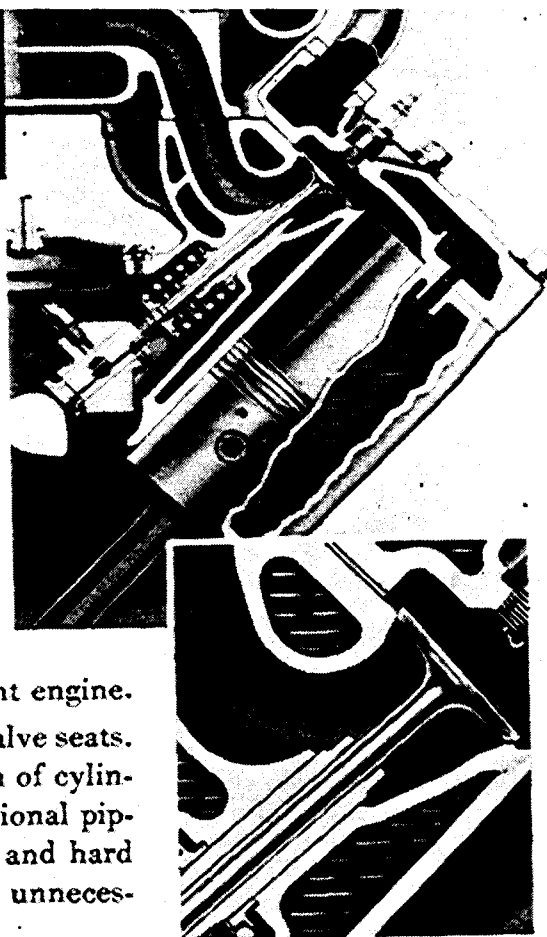
ENGINE LUBRICATION SYSTEM

Full pressure lubrication, with no dependence on "splash," includes wrist pins and cylinder walls. Only clean oil admitted through screened floating intake. Intake size and short engine mean free oil flow regardless of oil consistency or steepness of the grade. Pan capacity, 7 quarts.



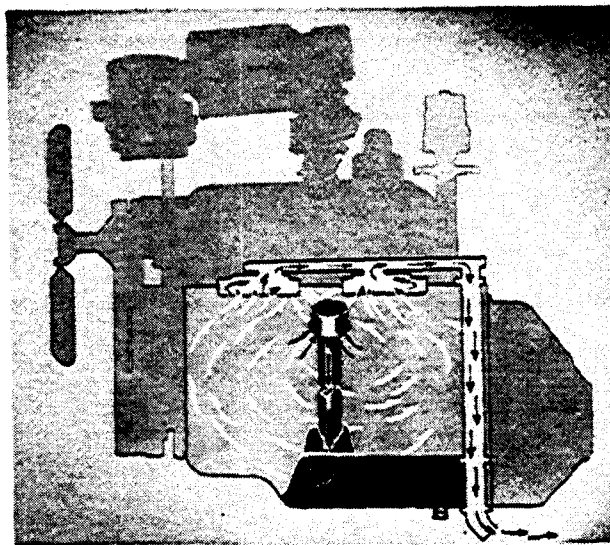
FULL LENGTH WATER JACKETS POSITIVELY COOLED VALVES

Water jackets completely encircle cylinder barrels for their entire length to give best cooling results for lower engine temperatures. *Cadillac offers greater operating efficiency and better cooling than cars with shorter jackets.* The compactness of the 90° V-type design results in short circulating lengths and more uniform cooling than a long straight eight engine. Water under pressure directly cools valve seats. Pressure provided by size and location of cylinder block holes which eliminate additional piping. Thorough cooling of valve seats and hard block material make valve seat inserts unnecessary.



Crankcase Ventilation—A Cadillac “First”

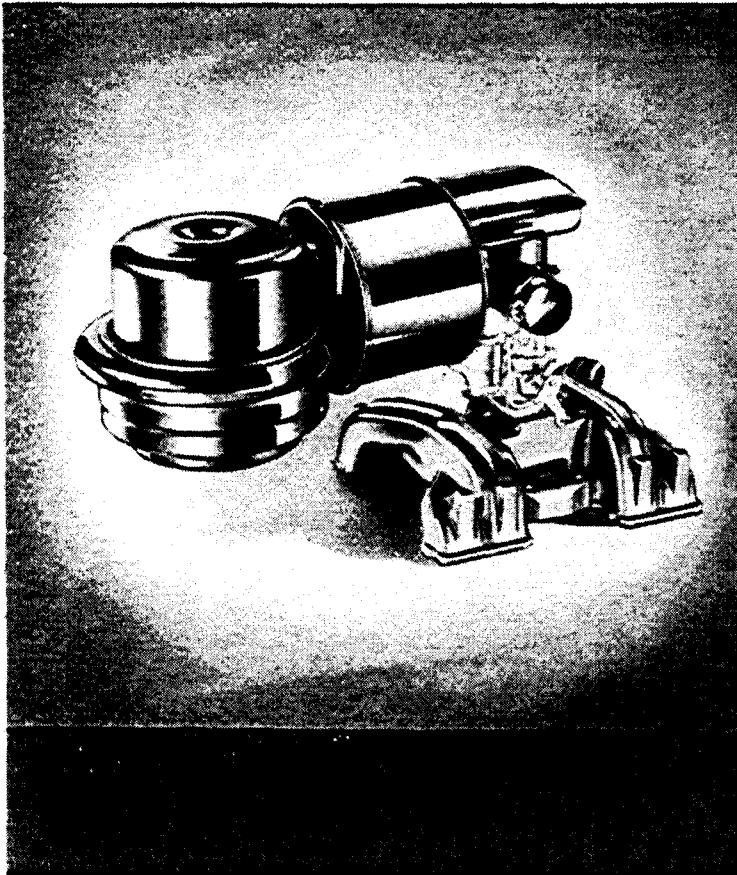
The Cadillac designed velocity suction type crankcase ventilation is more thorough than other road draft types. Damaging fuel vapors are sucked out at all car speeds before they can corrode vital engine parts and dilute lubricating quality of the oil. Cadillac crankcase ventilation insures longer engine life and greater oil economy.



FUEL SYSTEM

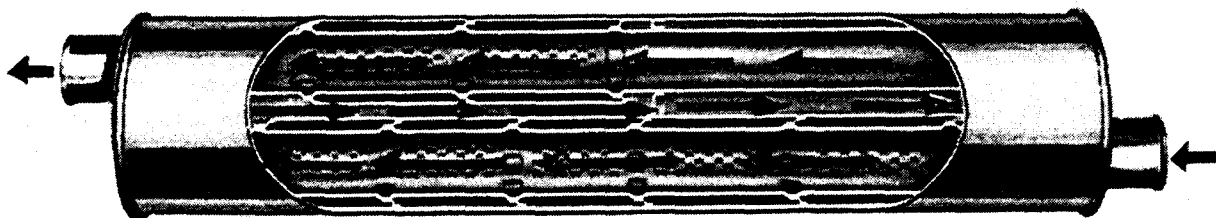
The equal distribution of fuel to all cylinders is one result of the unique, Cadillac designed, manifold in combination with a centrally located carburetor. In addition, the fuel system includes a large capacity oil bath air cleaner and silencer and dual downdraft carburetor with automatic choke. These units contribute to gas

economy. Actual distance between the carburetor and each cylinder is approximately seven inches. In long straight 8 engines, the farthest cylinders are twice the distance of the nearest cylinders. This causes fuel and power losses, and rough engine operation at high speed. Equalized manifold lengths have been designed by Cadillac for a straight 8, using one carburetor, but attempts by others have so far been unsuccessful.



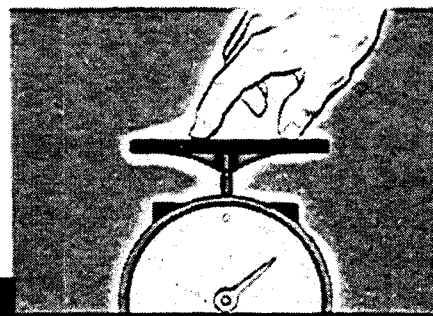
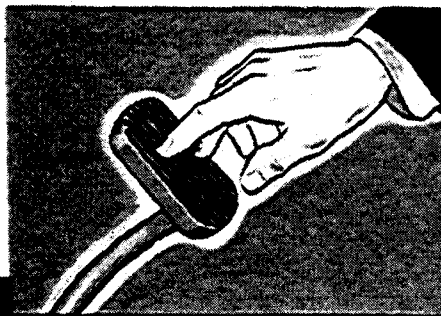
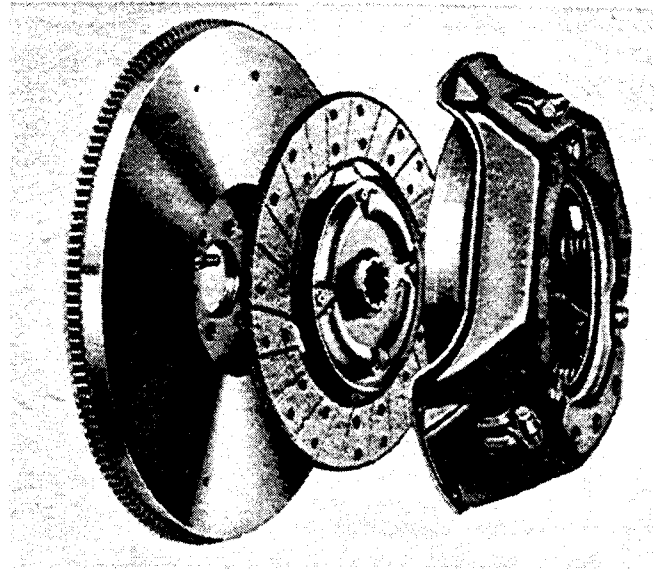
THREE PASS MUFFLER

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



CLUTCH

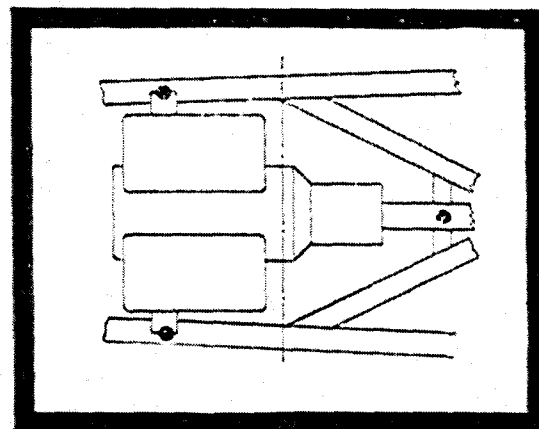
The Cadillac semi-centrifugal dry plate clutch uses 8 coil spring vibration dampeners to insulate drive line from engine pulsations. To insure long life the permanently lubricated throwout bearing is designed to prevent rotation when car is in motion. Smooth clutch engagement provided by driven disc cut into waved segments which have a cushioning effect. Easy clutch action supplied by 3 needle bearings and anti-friction washers at release lever.



CADILLAC CLUTCH OPERATION REQUIRES LITTLE EFFORT

THREE-POINT 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. Engine rocks freely yet its weight is utilized to steady the frame. Both exceptional engine smoothness and car stability are achieved.



THE ELECTRICAL SYSTEM

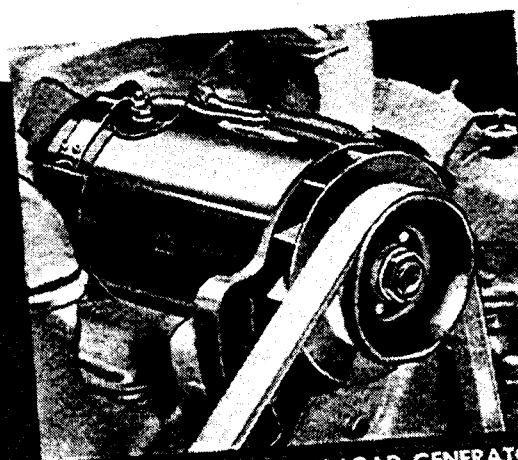
The 115 ampere hour battery is mounted in front of the dash on the right side under the hood. It is readily accessible and always cool. Non-overflow filler plugs prevent the addition of too much water. The highly efficient voltage controlled, current regulated Peak Load generator automatically adjusts itself to accommodate temperature changes, amount of drain, speed of recharging and internal battery resistance. This feature keeps battery adequately charged. High tension wiring system minimizes electrical interaction between wires, gives stronger spark, reduces need for spark plug cleaning and replacement. Spark automatically advanced or retarded by Econo-Vacuum advance on the distributor, operating from the intake manifold. Gives complete fuel combustion for greater economy.

Sealed Beam Headlights, recessed in front fenders, stay bright longer as reflectors are sealed from dust and dirt. A button on front compartment floor controls beam for city or country driving. There is a red dot signal in speedometer face to warn the driver when the high beam is being used.

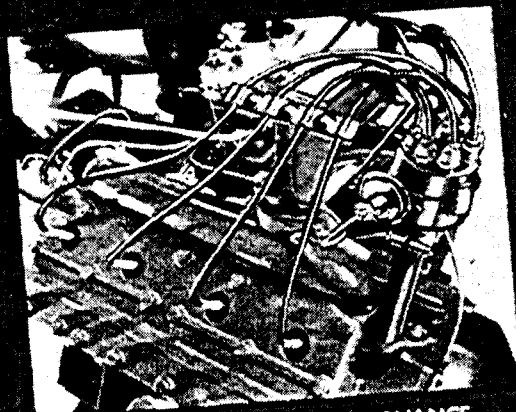
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READILY ACCESSIBLE BATTERY



LARGE DEPENDABLE PEAK LOAD GENERATOR

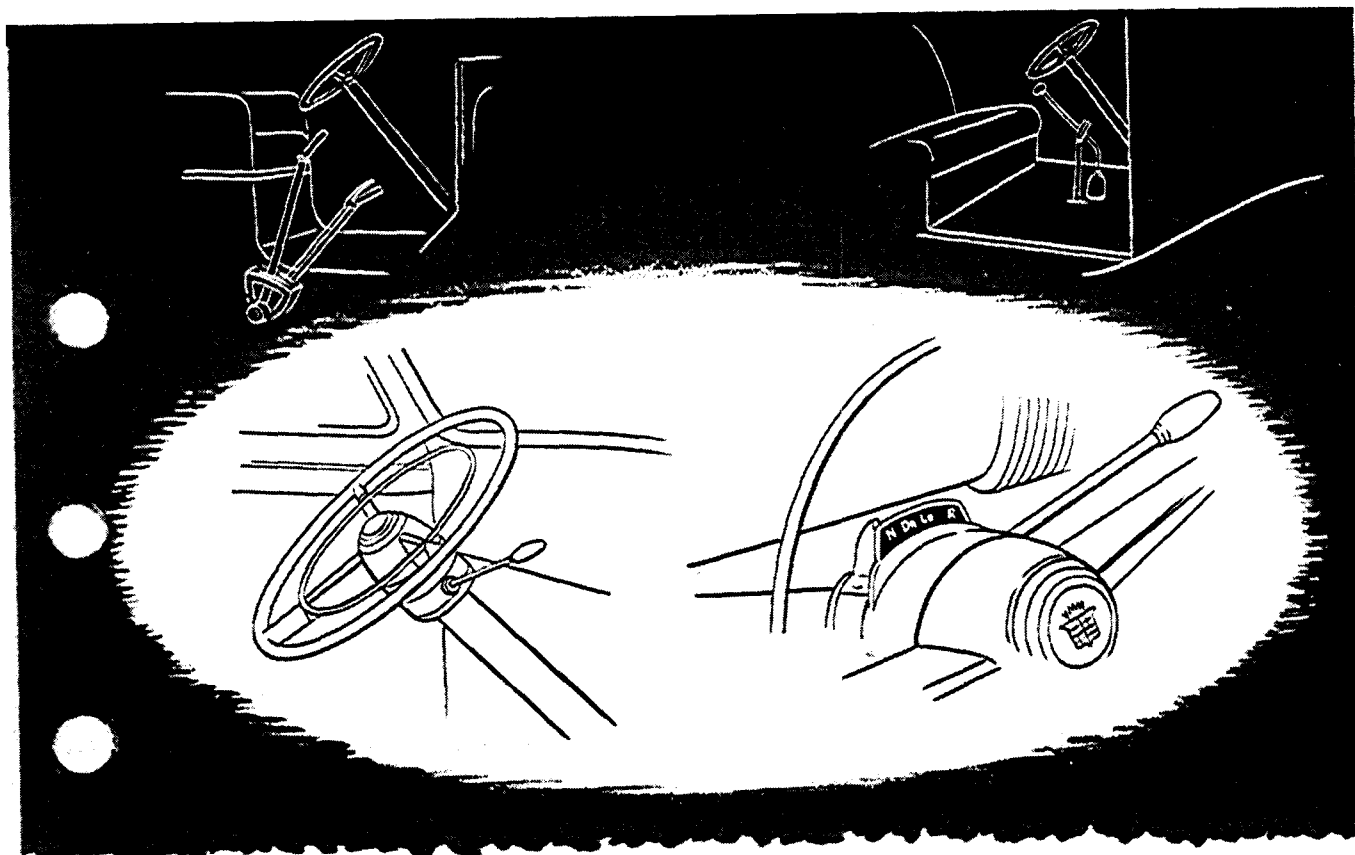


ECONO-VACUUM SPARK ADVANCE



SEALED BEAM HEADLIGHTS—PASSING

SEALED BEAM HEADLIGHTS—DRIVING



Cadillac Transmissions— **THE FINEST IN THE WORLD**

Ease of shifting plays so important a part in driving pleasure and effortless long distance touring that Cadillac has always employed a staff of engineers, specializing exclusively in transmission research and development. In addition, Cadillac's gear manufacturing technique is recognized as the most precise and durable in the industry. Among many noteworthy Cadillac contributions to shifting ease are the first Syncro-Mesh Transmission, pioneered by Cadillac in 1928, first to use helical reverse as well as forward gears for silent shifting, the introduction of steering post gear shift in 1938, and Hydra-Matic Drive in 1941—the greatest advancement in driving comfort since the self-starter.

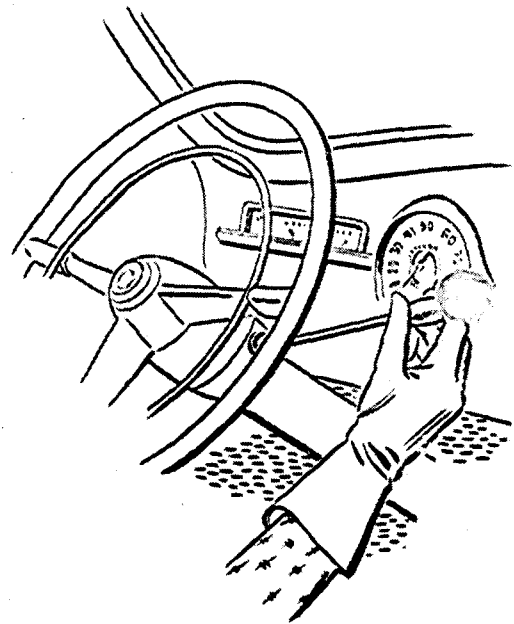
For 1942 the Cadillac Syncro-Mesh Transmission and the improved Cadillac Hydra-Matic offer a choice of the easiest, most dependable shifting methods available.

40 YEARS OF  **LEADERSHIP**

SYNCHRO-MESH TRANSMISSION SYNCHROMATIC SHIFT

The Syncromatic Shift, first introduced by Cadillac, is unequalled in its mechanical simplicity and operating efficiency. In addition to faster, quieter, easier handling, there is a firmness in the shifting "feel" to be found in no other car.

Shifting is accomplished by a short lever which actuates either of two shafts, one within the other and parallel to the steering column. The projectile shaped column is neat in its simplicity and eliminates the possibility of dirt or grease soiling clothing. The shafts connect with levers which in turn engage the 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 highest standards of precision manufacture and craftsmanship. It is many times more durable, according to actual fatigue tests, than any other transmission.



SILENT AS A KITTEN



SHIFTING KNOB
CONVENIENT TO
DRIVERS RIGHT HAND

PIN TYPE SYNCHRONIZER
FOR FAST QUIET SHIFTING

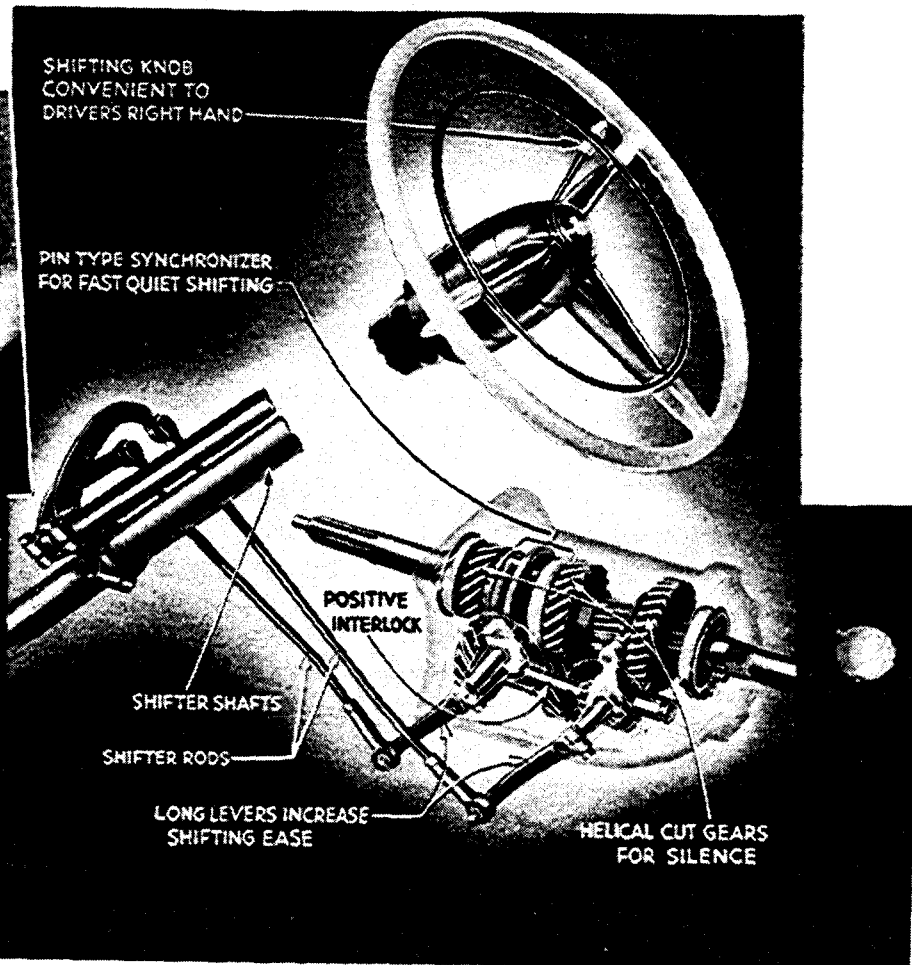
POSITIVE
INTERLOCK

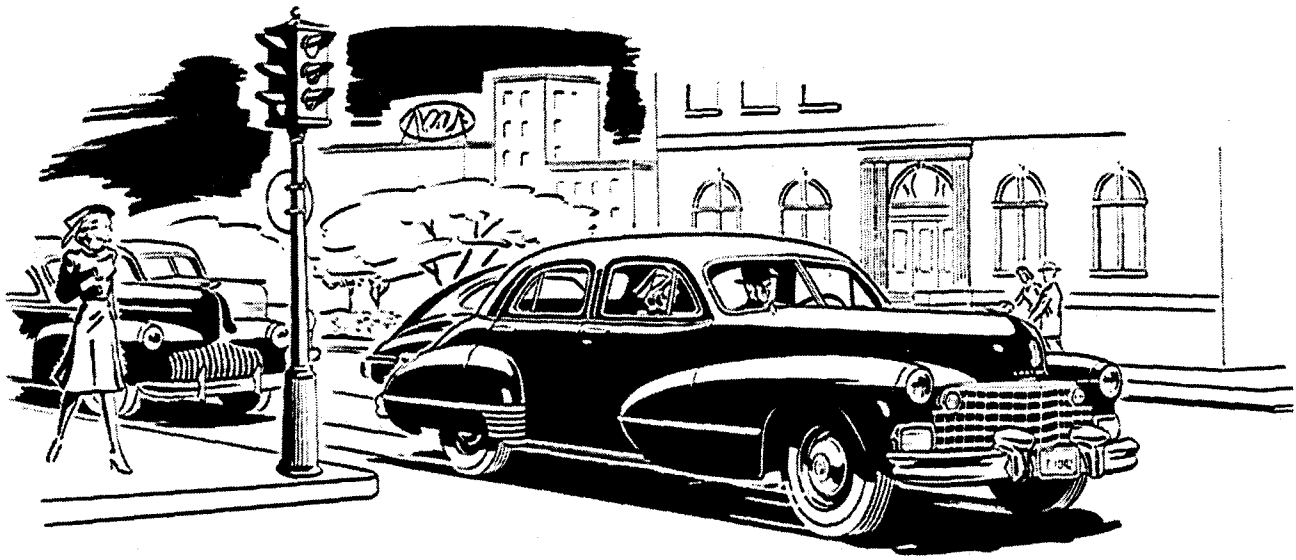
SHIFTER SHAFTS

SHIFTER RODS

LONG LEVERS INCREASE
SHIFTING EASE

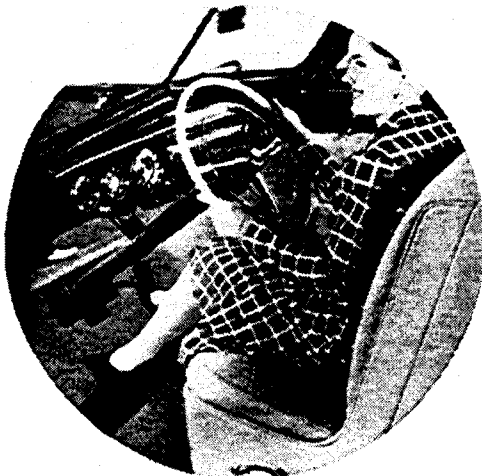
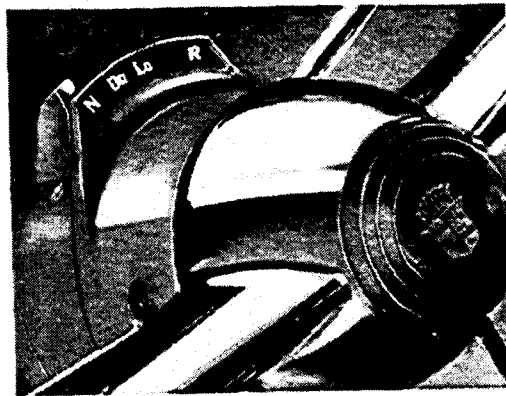
HELICAL CUT GEARS
FOR SILENCE





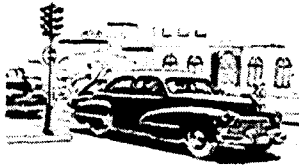
CADILLAC *Hydra-Matic*— The Completely Automatic Transmission

Among the changes made for 1942 to give smoother, quieter, even more outstanding performance are: special torsional vibration dampener to reduce vibrations and to eliminate transmission noise, two dowels in the flywheel cover to give improved alignment for perfect balance and the elimination of oil seepage. In addition changes have been made in transmission parts to avoid expansion due to heat, thus providing constant hydraulic pressure through the valves for even performance.



Hydra-Matic Drive eliminates clutch pedal entirely and includes a completely automatic transmission. Driving consists simply of steering, braking and accelerating. Only with Hydra-Matic do you have the advantage of maximum car performance without the necessity of gear shifting.



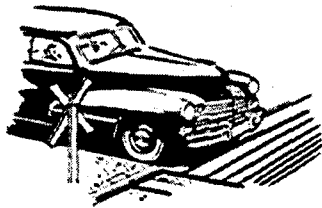


PERFORMANCE, ECONOMY, SAFETY, SIMPLICITY

With Cadillac engineered Hydra-Matic, driving becomes a pleasurable experience. It offers almost unlimited advantages.

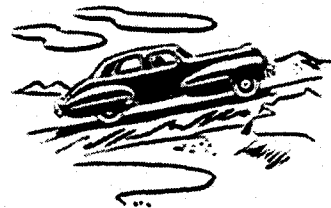
Matchless Performance: Hydra-Matic is always in the gear that will give maximum car performance. There is no pause in getting underway for there is no time lost between shifts. Fast, fluid-smooth starts, smoothness at high speeds and no bucking or stalling even at one mile per hour are all part of Hydra-Matic driving.

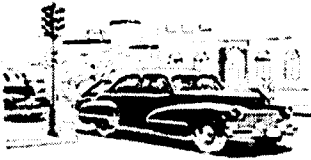
Gasoline Economy: Most driving is done in fourth speed. Fewer engine revolutions per mile mean the engine just "loafs along."



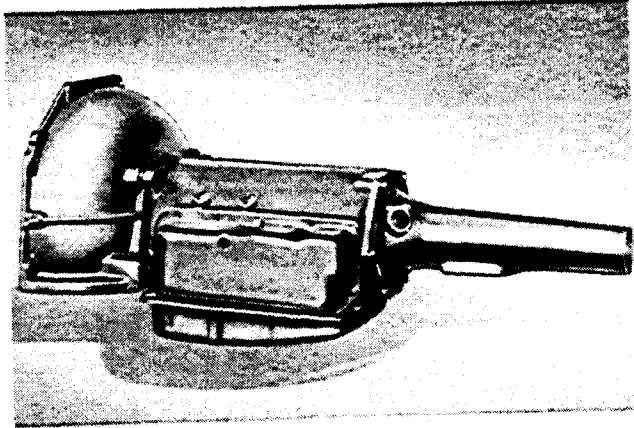
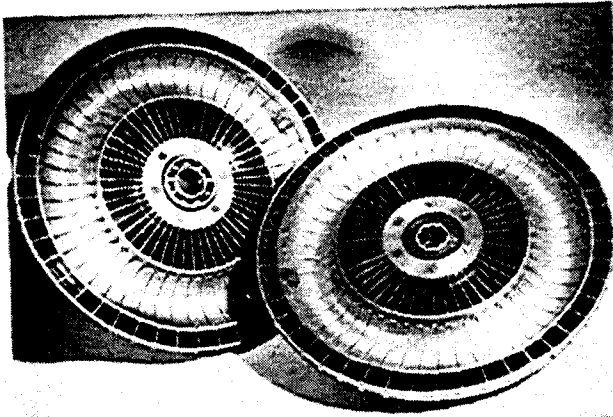
Safety: With Hydra-Matic, the engine cannot stall. Better traction on slippery surfaces is attained because there is no sudden clutch engagement. An exclusive reverse gear lock permits parking on the steepest hills with absolute safety. Extra power for safer passing is instantaneously secured by merely pressing on the accelerator pedal. A fast accelerating ratio comes into operation. Like good brakes this feature affords greater car control.

The **simplicity** of driving the Hydra-Matic way is unequalled. There is no clutch pedal. All that is required is the operation of the accelerator and the brake. There are no gears to shift. Changes in power ratios are brought about automatically by variations in car speed and accelerator pedal position.





No Clutch—No Gear Shifting



Cadillac engineered Hydra-Matic Drive consists of a fluid coupling (which replaces the conventional flywheel and clutch) and a fully automatic four speed transmission.

The coupling consists of two steel saucers, both of which are segmented by metal vanes like a grapefruit. They are placed facing each other, and slightly apart, within a sealed casing filled with fluid. One saucer which is called the driving member is attached to the crankshaft and turns with the engine. In revolving, it throws fluid from its vanes against the vanes of the second saucer, called the driven member. As the driven member turns under the force of the moving fluid, it transmits power through the transmission to the rear wheels.

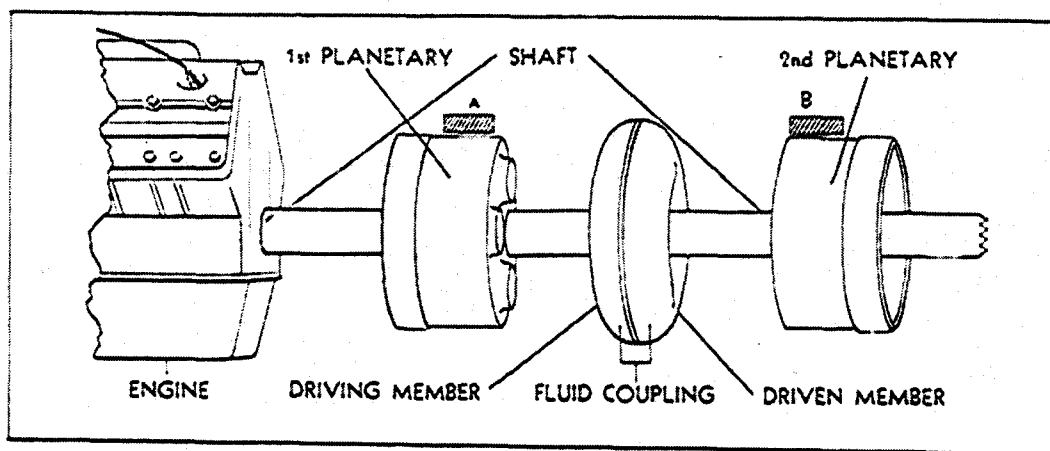
The transmission is automatic in operation, as described on the next page. Hydra-Matic planetary gears are always in mesh and ready for instant use. They replace the conventional sliding gears.

There is no manually operated clutch between the flywheel and the transmission. This eliminates the clutch pedal and all clutch parts which require adjustment and repair.

The Range Selector replaces the conventional shifting lever. It moves easily from one range to another. All shifting is automatic. After the engine is started the Selector is placed at "Dr" and is not touched again for any forward speeds. This one position takes care of over 95% of all driving.



OPERATING PRINCIPLE



The superior performance of Hydra-Matic Drive is largely due to the fact that power goes from the engine through one set of transmission planetary gears before it reaches the fluid coupling. A planetary gear is, simply stated, a large central gear around which other smaller gears revolve. This operation of the fluid coupling between two sets of planetary gears is a feature of no other transmission or shifting method. It is secured, not by the actual location of the units, but by the path the power follows when it leaves the engine. In the above diagram, A and B are holding devices. When they are applied against the planetary units, these units are brought into operation. Engine power passes through the planetary gears giving increased driving force at the rear wheels.

The operating principle of the automatic planetary gears in the Cadillac Engineered Hydra-Matic is as follows:

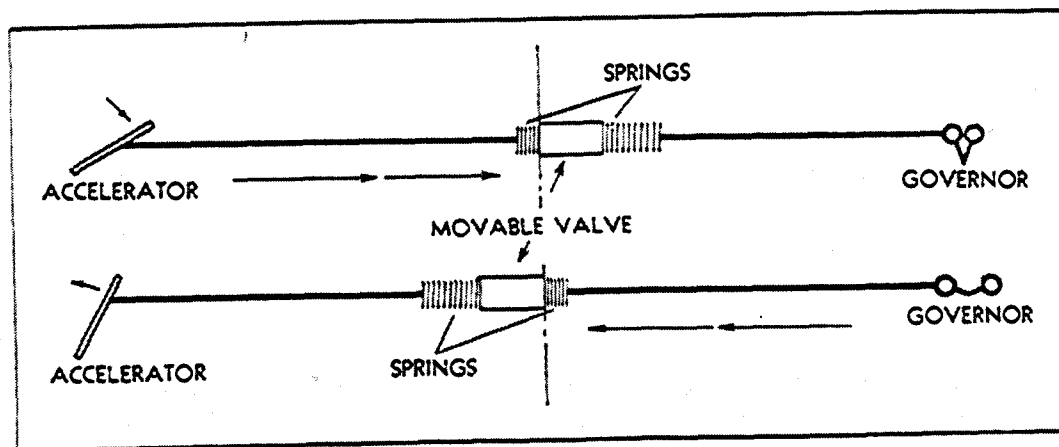
1. The engine turns the first planetary.
2. The first planetary unit turns the driving member of the fluid coupling.
3. Fluid thus set in motion revolves the driven member thus turning the transmission shaft.
4. The shaft drives the rear planetary unit which operates the rear axle through the propeller shaft.

The following are the various combinations for the forward speeds:

- a. **HIGH SPEED:** A and B are released. Engine power is transmitted directly and unaffected by the gears to the rear wheels. In High the shaft and planetary units revolve together, giving the lowest engine speed.
- b. **THIRD SPEED:** B is released and A holds its planetary unit giving a reduction in shaft speed of 30% which is comparable to High in a conventional transmission.
- c. **SECOND SPEED:** A is released and B holds its planetary unit. With no reduction in the first planetary the total reduction is 55%, giving power equivalent to Second gear in the conventional car.
- d. **LOW SPEED:** A and B are both holding their planetary units. All power flows through the gears. 1st set gives a reduction of 30% in shaft speed; 2nd set reduces the balance of speed 55% for a total reduction of about 69%. This supplies more power than that customarily provided by the conventional Low gear.



HYDRA-MATIC IS AUTOMATIC



Diagrammatically these illustrations show how the accelerator position and car speed bring about the automatic shifting of gears in Hydra-Matic Drive. The governor is connected to and operated by the propeller shaft. Thus rear wheel speed determines how hard the governor pushes against its spring, and in turn, against the movable valve. The valve is the unit that operates members A and B, described on page 102, and thus controls the entire automatic transmission.

In the upper illustration the accelerator pedal has moved the valve to the right. In this position the combination of gears for Low speed is in operation. As car speed increases the governor flattens out thus exerting more pressure against its spring. At a given speed this pressure will be greater than that supplied by the accelerator and it will move the valve part way to the left as shown in the lower illustration and bring about the next change in speed ratios. Other ratio changes are brought about in a similar manner.

Since accelerator pressure and car speed determine the operation of the governor and the valve, the driver is at all times in complete control of the car.

For more rapid deceleration or automatic braking power on down grades the driver can, should he so desire, move the Selector to "Lo" by a flick of the wrist. The governor controls the system, but the driver controls the governor.



FACTS AND FIGURES

ACCELERATION RATES

Climbing a 7.2% hill 2900 feet long with a start of 10 MPH.

	Speed at Top-MPH	Elapsed time
Cadillac Hydra-Matic.....	70.0	40.68 sec.
Cadillac Standard.....	67.0	46.0 sec.
Competitive Car A.....	59.2	52.1 sec.
Competitive Car B.....	57.1	50.0 sec.
Competitive Car C.....	61.2	49.4 sec.

Ratio Changes in Hydra-Matic Are Made as Follows:

"DR" RANGE "UP-SHIFTS"*

Ratio	MPH Minim. Throttle	MPH Full Throttle
1st to 2nd	5-7	15-19
2nd to 3rd	9-13	33-37
3rd to 4th	15-19	64-68

"LO" RANGE "UP-SHIFTS"*

1st to 2nd	11-15	24-28
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"DR" RANGE "DOWN-SHIFTS"*(test made on upgrade)

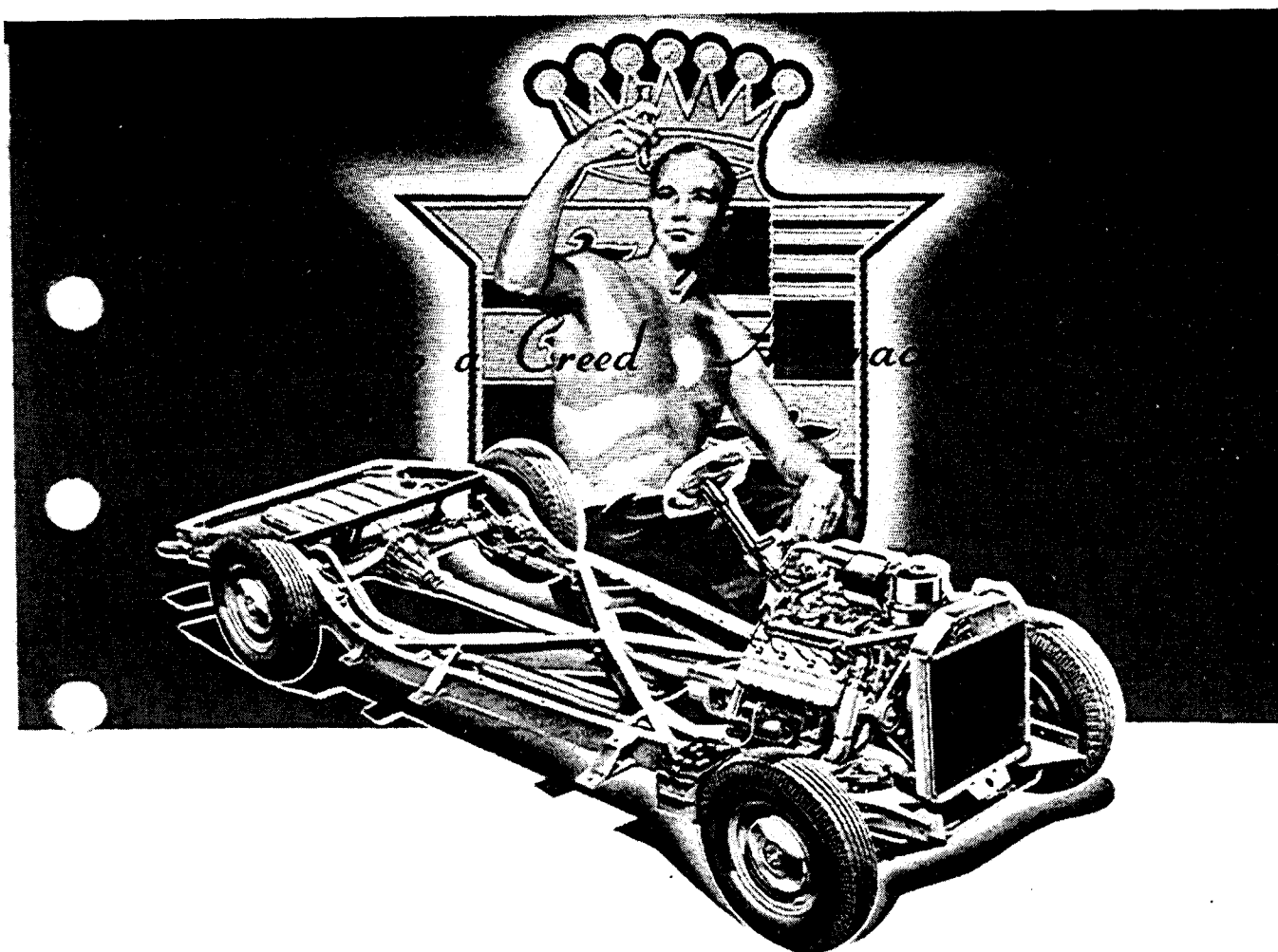
4th to 3rd	10-14	52-56
3rd to 2nd		10-14
3rd to 1st	4-9	
2nd to 1st		5-7

"LO" RANGE "DOWN-SHIFTS"*(test made on upgrade)

4th to 2nd	44-50	
2nd to 1st	5-9	9-13

NOTE: Miles per hour at which shift is made is dependent on throttle opening.
*Actually no gears shift. Term used for clarity of meaning only.

Transmission and Axle Ratios:	REGULAR CADILLAC				HYDRA-MATIC CADILLAC		
	3.36 Economy Axle Series 61, 62, 63, 60S 3.77 Standard Axle Series 61, 62, 63, 60S 3.77 Economy Axle Series 67, 75 4.27 Standard Axle Series 67, 75				3.36 Axle—Series 61, 62, 63, 60S 3.77 Axle—Series 67, 75		
	Overall Reduction				Overall Reduction		
	Trans- mission	3.77 Axle	3.36 Axle	4.27 Axle	Trans- mission	3.36 Axle	3.77 Axle
Low.....	2.39	9.00	8.03	10.20	3.264	10.97	12.31
Second.....	1.53	5.76	5.14	6.53	2.260	7.59	8.52
Third.....	1.00	3.77	3.36	4.27	1.444	4.85	5.45
Fourth.....	—	—	—	—	1.000	3.36	3.77
Reverse.....	2.39	9.00	8.03	10.20	3.810	12.80	14.36



THE 1942 *Cadillac* CHASSIS

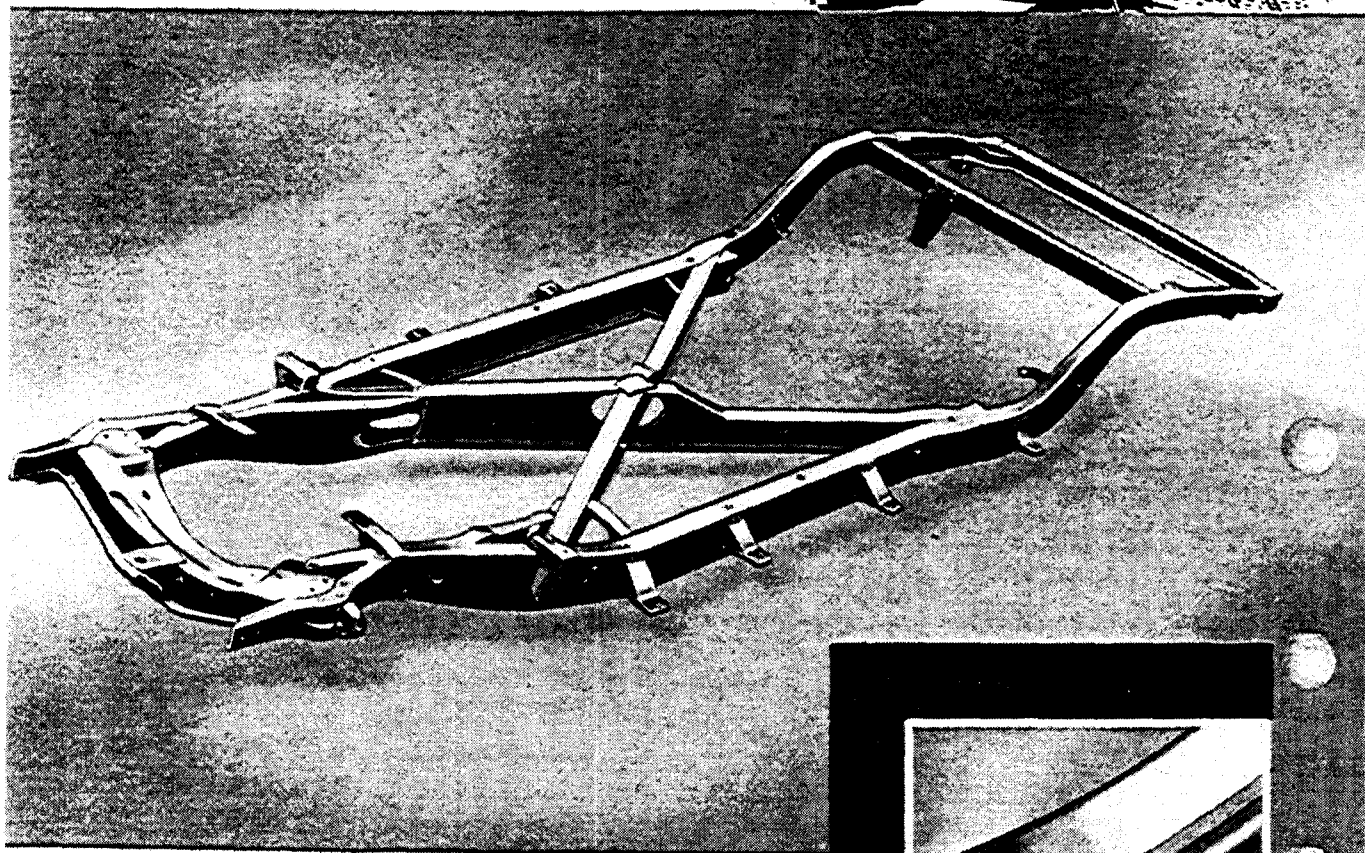
As in the past there is only one standard of quality used in the manufacture of the famous Cadillac Chassis. Some detail variations, necessitated by different wheelbase lengths and body weights, are made but every chassis is built to provide a maximum of dependability, comfort and long life, regardless of the size and price of the Cadillac car. The Chassis continues in 1942 to be a perfect expression of the time-honored Cadillac slogan—"Craftsmanship A Creed, Accuracy A Law."

An engineering staff of specialists maintain a constant program of research and experimentation with the result that the Cadillac Chassis always embodies the latest improvements and thoroughly tested developments.

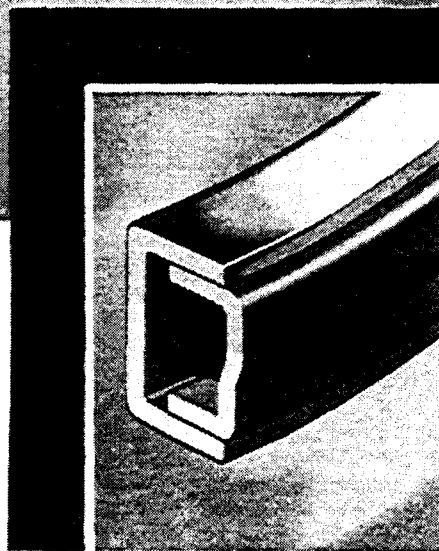
40 YEARS OF  LEADERSHIP

CADILLAC GIRDER FRAME

Designed and built under the supervision of structural experts, the Cadillac girder frame, as the foundation of the car, is designed to give rigidity and stability. The following are outstanding features: (1) Channel section reinforcement welded to frame side bar from rear of X member to fuel tank cross member. Reinforces kick-up over rear axle. (2) Side bars $6\frac{5}{8}$ " deep, $7\frac{7}{8}$ " on Series 67 and 75. (3) Load carrying rear corners braced with heavy Z members. (4) Forward



rigidity increased by joining side rails to X member farther toward the rear. (5) Sixty Special frame made heavier to provide for increased length and weight.

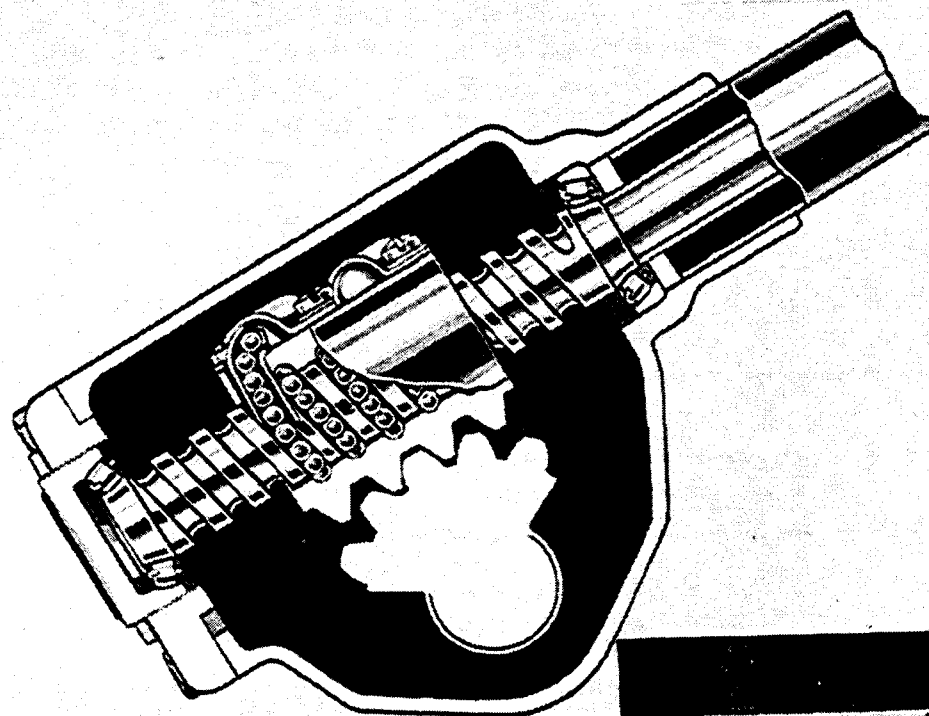
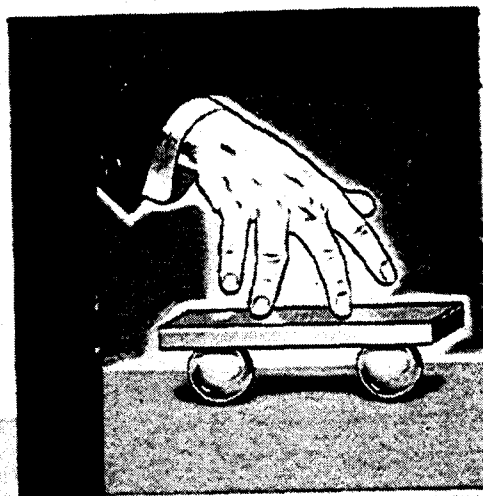


BALL BEARING STEERING . . . A CADILLAC "First"

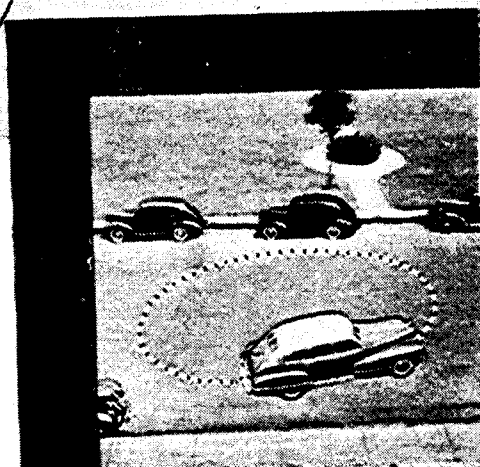
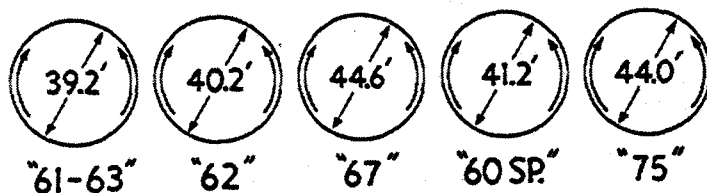
All 1942 series feature Ball Bearing Steering, a "first" introduced by Cadillac in 1940. A large number of ball bearings are interposed between the worm and the nut which encircles it, providing a practically frictionless rolling contact. The balls work their way up or down the steering shaft, being recirculated at top and bottom by either of two return chambers. Unusual handling ease results. Even a small woman can steer the largest Cadillac with extreme ease.

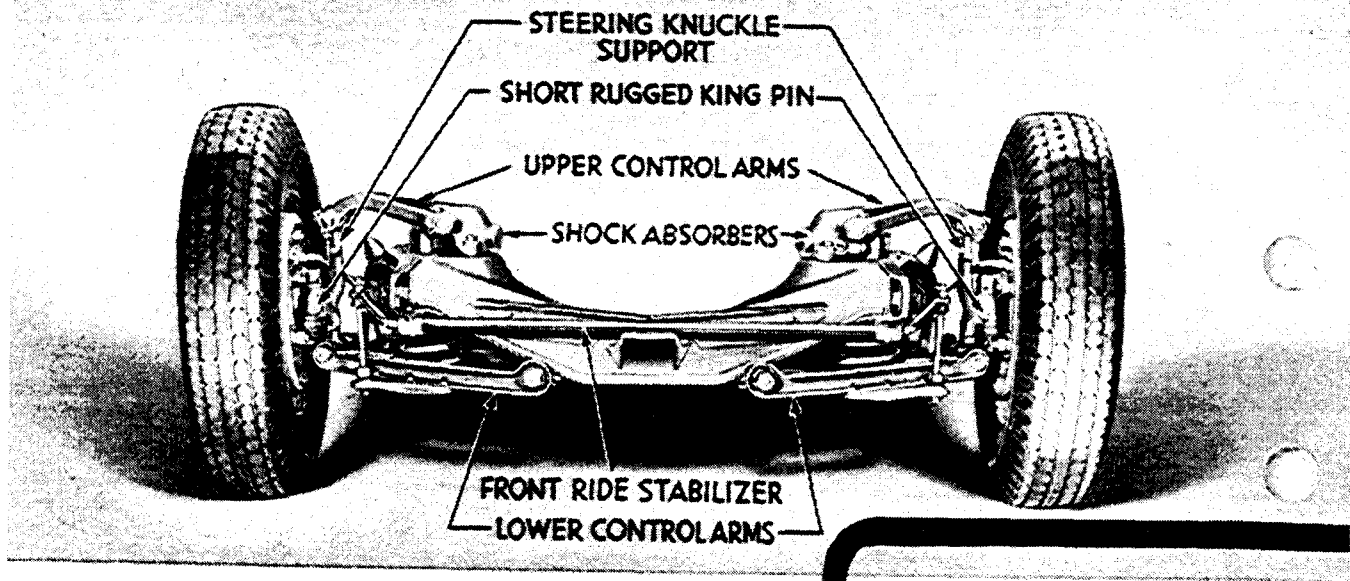
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A controlled amount of friction is purposely added in the linkage ball joints to give a solid and secure steering "feel."



TURNING DIAMETERS



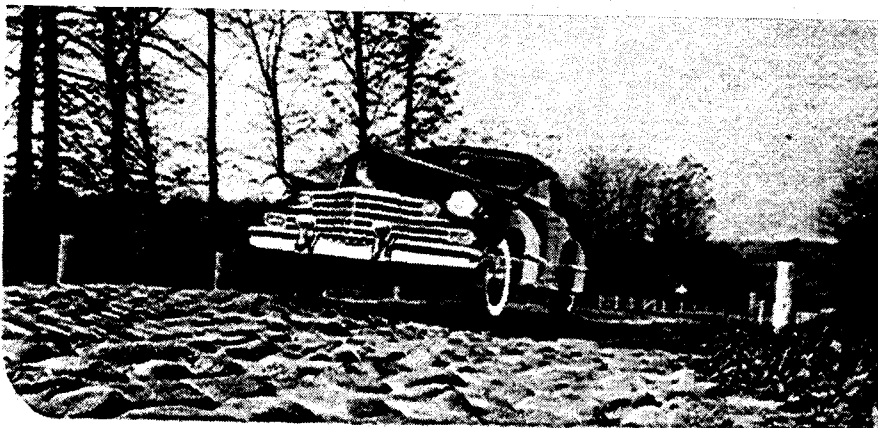


CADILLAC KNEE ACTION

Pioneered by Cadillac, Knee Action has the following elements: (1) Front suspension slightly softer than rear for uniform spring action. (2) Wheels held in perfect alignment by two heavy steel arms fastened directly to frame.

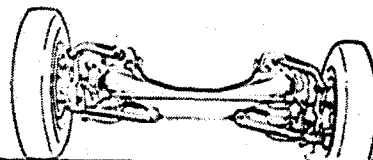
(3) Upper arm is forked and attached to shock absorbers which dampen excessive spring action. Lower arm fastened with shaft supports to frame. (4) Helical coil springs of heavy spring steel between lower arm and frame allow wheels to roll over road irregularities without transferring jolts to chassis.

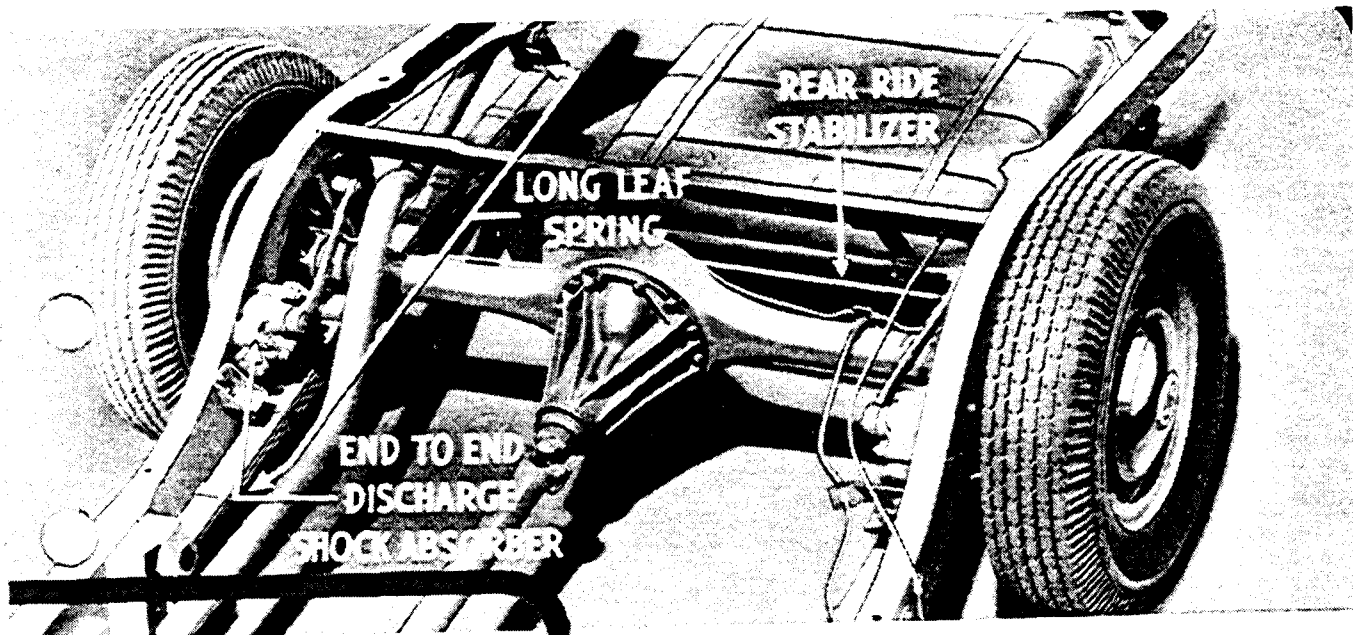
CADILLAC'S INCOMPARABLE RIDING COMFORT is the result of the work of a staff of ride engineers whose entire time is devoted to improving all of the factors contributing to better riding qualities. Cadillac's recognized superiority in luxury of ride is the result of outstanding engineering and the proper coordination between all phases such as front and rear suspension, shock absorbers, frame design, body mountings, stabilizers and weight distribution.



In Knee Action, movement of either wheel has no effect on steering. Car wander, shimmy and the effect of tire blowout are negligible. Safety is paramount.

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REAR SUSPENSION

Cadillac's rear suspension is the most expensive in use today. The long semi-elliptic rear springs are fitted with waxed interliners which provide a constant amount of spring friction. Friction is

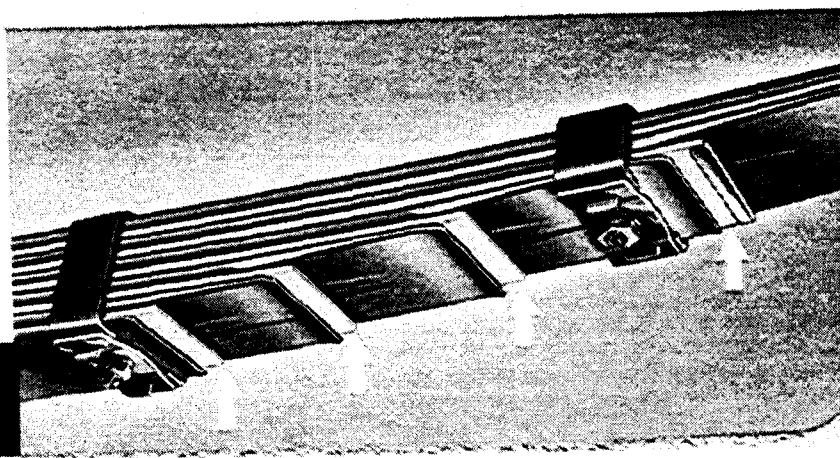
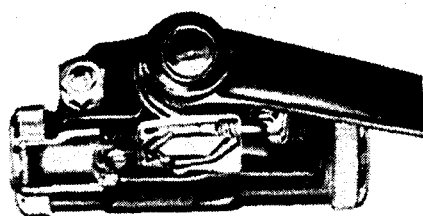
essential to controlled axle movement over rough roads. Only where there are no heavy parts to control, as in Knee Action, are frictionless coil springs satisfactory.

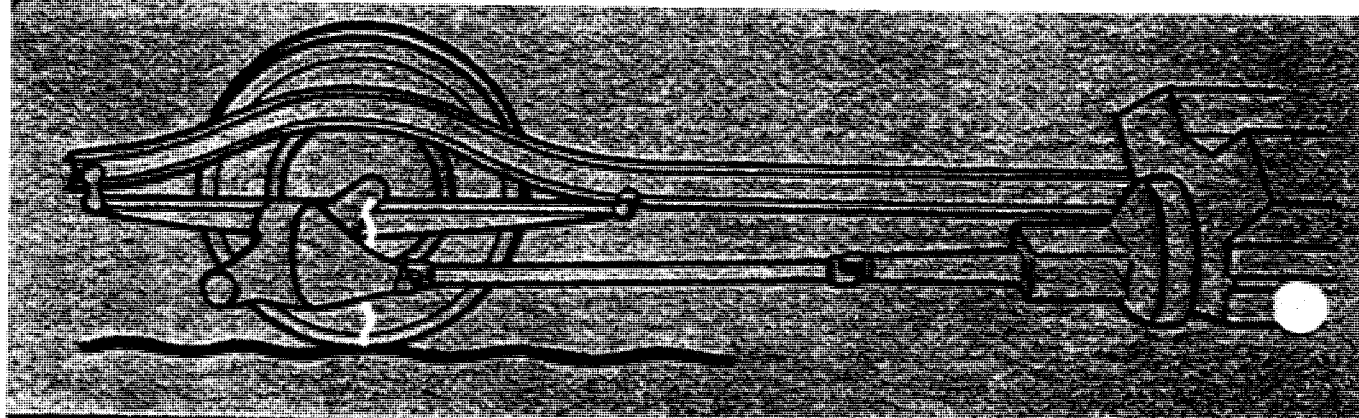
Spring Pads of new material have longer life and provide accurate axle alignment without relying on metal shims for rigidity.

End to End Shock Absorbers are used front and rear. They control spring action on both downthrust and rebound. Self-adjusting hydraulic pressure automatically balances the two-way system. A new valve sleeve in 1942 eliminates rebound valve noise.

Ride Stabilizers (*front and rear*): Improve roadability through control of body side sway. Car is held more nearly level.

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HOTCHKISS DRIVE - REAR DRIVE LINE

With Hotchkiss drive the "push" of the rear wheels passes into the frame through rubber pads between the springs and axle, through the springs themselves and through rubber shackles. This triple insulation insulates the frame and body from road shock.

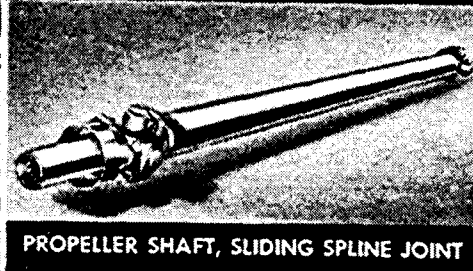
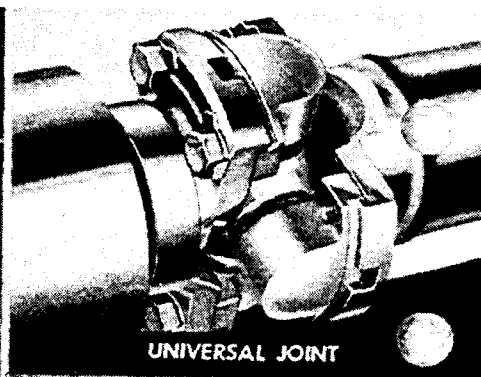
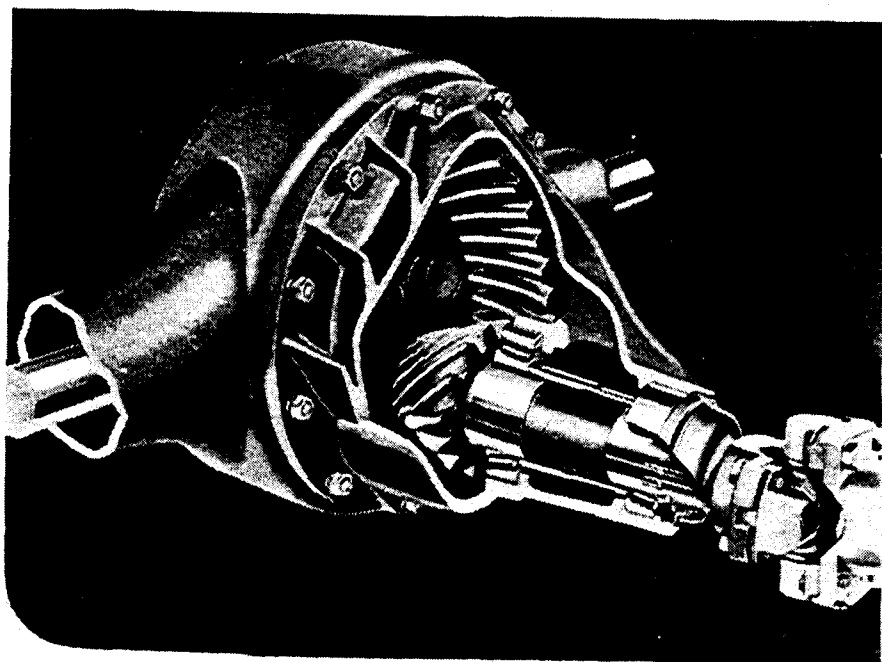
Only with leaf springs is this better method of drive possible. The springs absorb driving forces, and *the suspension supports virtually all car weight.*

With torque arm or rigid torque tube drive, as used in some other cars, road shocks are transmitted to body and frame or directly to the engine and then to the frame.

Cadillac high speed rear axles are precision built for long life and quiet operation. Exclusive details include extremely heavy hand mated ring gear and pinion, tapered roller bearings completely encircled by differential housing and a gear case especially manufactured for its own set of gears.

The short, thick propeller shaft (41" x 2 1/4") is balanced dynamically and statically to 1/2 in. oz. limit at 4200 rpm. The enclosed sliding spline joint is constantly lubricated with transmission oil. Two large, durable universal joints have 8 permanently lubricated needle bearings sealed against dirt and water.

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NEW

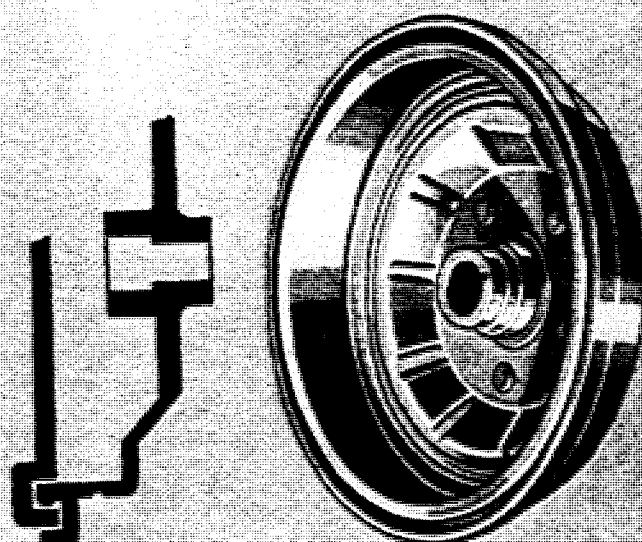
Super-Safe CADILLAC BRAKES

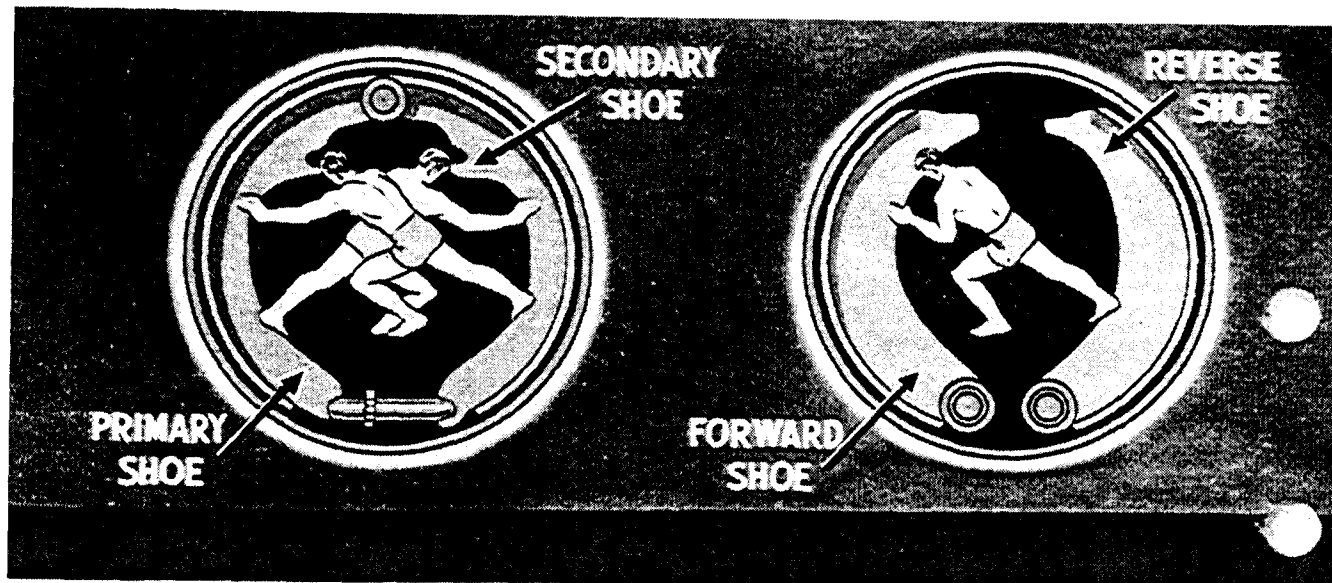
The 1942 Cadillac cars offer the finest system of hydraulic brakes ever developed. The cast iron brake drums are a pound heavier with greater area exposed to the air for ample heat dissipation. The result is *positive brake action without failing even after repeated high speed stops.*

A further refinement is the sealed drum. The groove running around the circumference of the drum meshes with the lip on the brake dust shield. This positive seal prevents water or dirt from getting into the brake mechanism. The result is better brake operation and longer brake lining life.

THE HAND BRAKES: An independent mechanical system operates the rear brake shoes. A triangular equalizer insures maximum dependability and safety. Cables from the hand lever run to the equalizer and then to each rear brake shoe. Should one cable become inoperative the equalizer operates the other shoe insuring brake action. Hand brake cables have new improved sealing to prevent water and dirt from getting into the brake drum.

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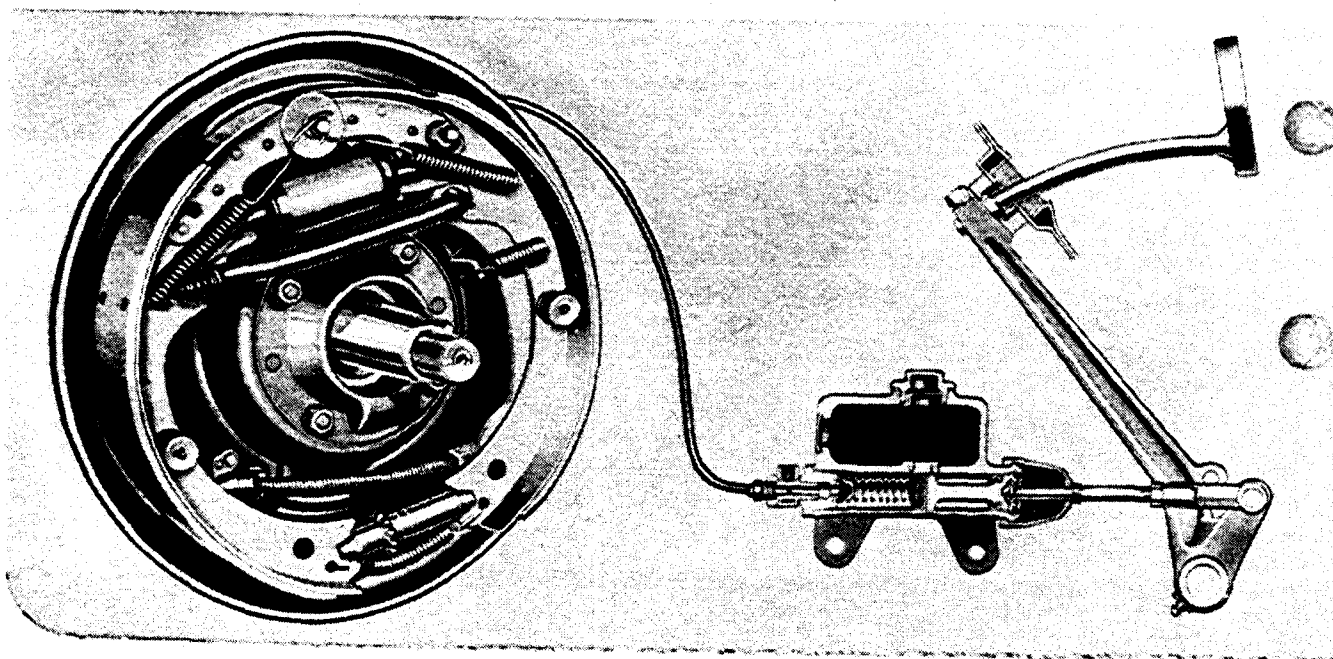


BRAKES

The design of Cadillac's large self-energizing brakes makes possible long-wearing, hard, moulded linings. Operation is easier than with hydraulic brakes using less self-energization. Car motion, forward or backward, creates additional braking energy. Less pedal pressure is needed because the brake shoes tend to wrap themselves more securely around the drums. Shoes are interconnected so that each can adjust itself with equal pressure to the drum.

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. Useful brake lining area is reduced by half, wear increased and more foot pressure required. The location of the anchor relative to the drum must be precisely maintained. If not, there will be localized lining wear and inaccurate judgment of the amount of foot pressure required to stop the car.

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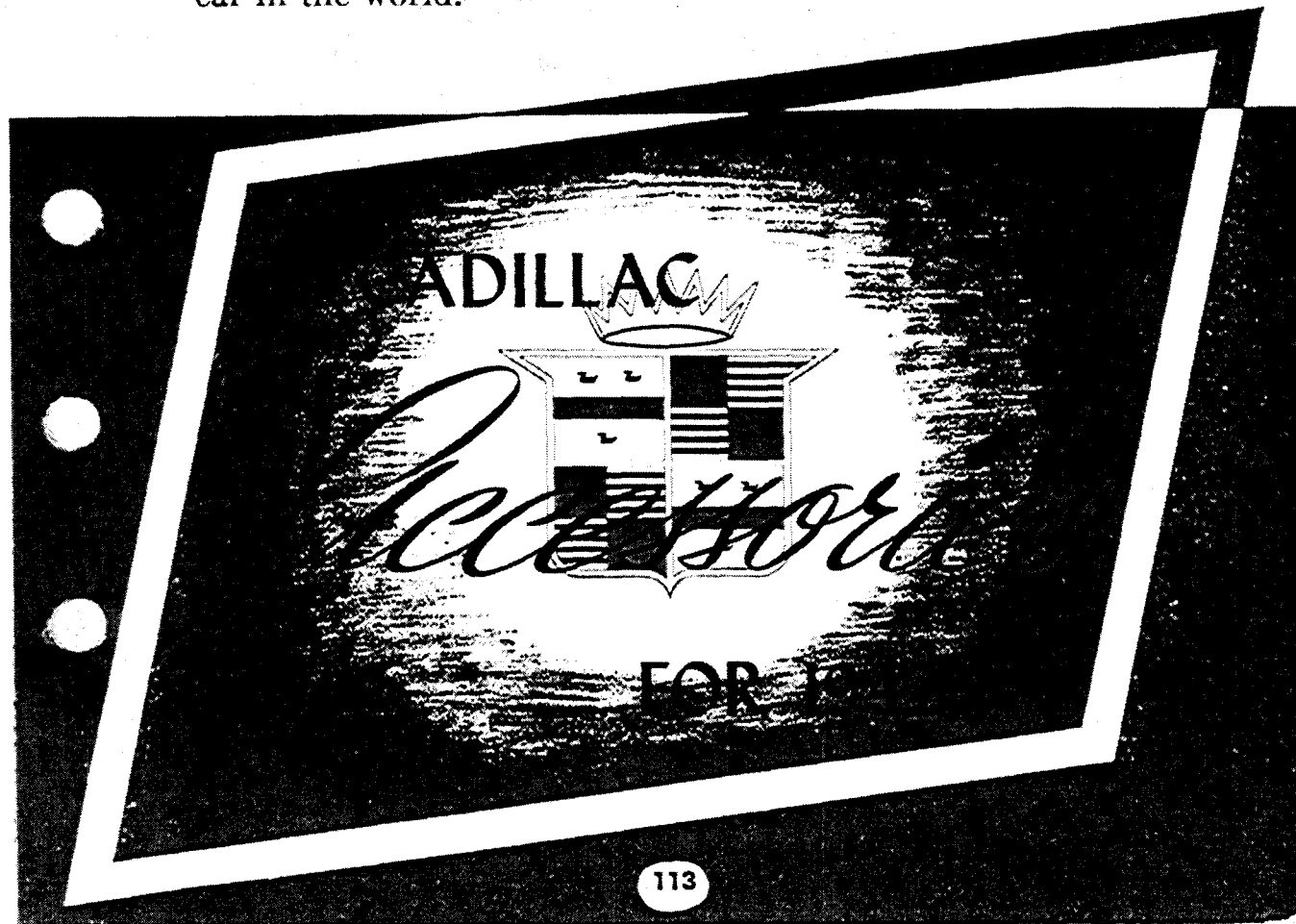
40 YEARS OF  LEADERSHIP

Accessories FOR GREATER MOTORING PLEASURE

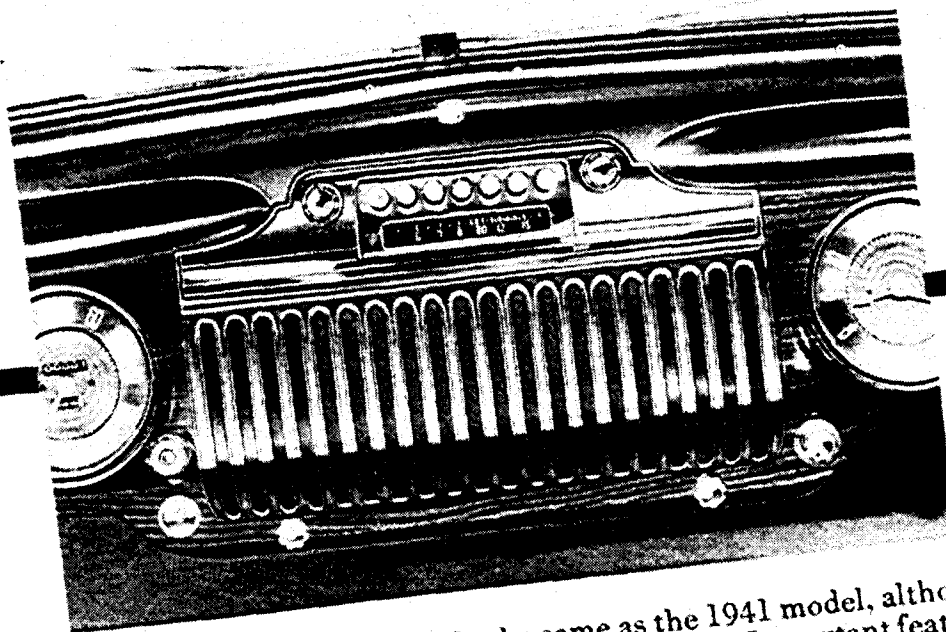
The pleasure and enjoyment of Cadillac ownership can be increased by standard Cadillac accessories. In every case they are in keeping with the quality of the cars.

These accessories are the finest available, and being designed specifically for Cadillac, they become an integral part of the car. In almost every case, provision has been made for them in the original body or chassis design which not only means improved appearance but improved operation.

Moderately priced, correctly engineered and smartly styled, Cadillac accessories are the perfect complement for the finest car in the world.

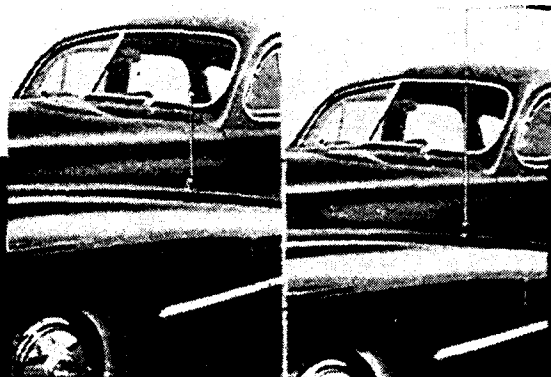


THE CADILLAC Radio . . .

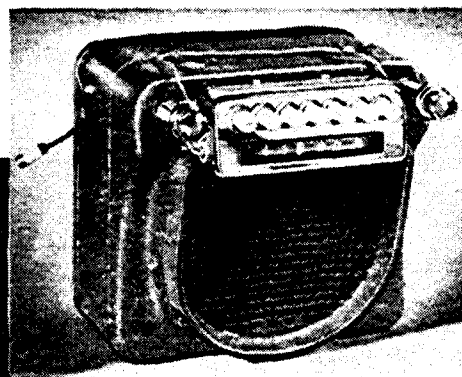


The 1942 Cadillac radio is basically the same as the 1941 model, although some design and detail improvements have been made. Important features retained are iron core tuning, seven tubes and six watts power output. A new grille, a more readable dial and push button controls in plastic, are distinctive appearance details. The radio is connected through the ignition switch so that when the engine is turned off the radio is also turned off. The ignition key turns counter-clockwise to operate radio when engine is not running.

The setting of the automatic push buttons is secured by depressing the button until it latches down and then rotating it clockwise or counter-clockwise until the station is properly tuned. Any station can be tuned in on any of the five buttons as each one covers the entire tuning range. Manual tuning is accomplished by depressing the left knob until it latches and then rotating in the usual way. Treble, medium or bass tone is secured by simply pushing the tone control button, the first push button on the left. The push button on the far right is the off-on control. Depress once to turn on, depress



VACUUM OPERATED AERIAL



COMPACT UNIT CONSTRUCTION

PROVIDES OUTSTANDING RECEPTION



REAR COMPARTMENT RADIO CONTROLS

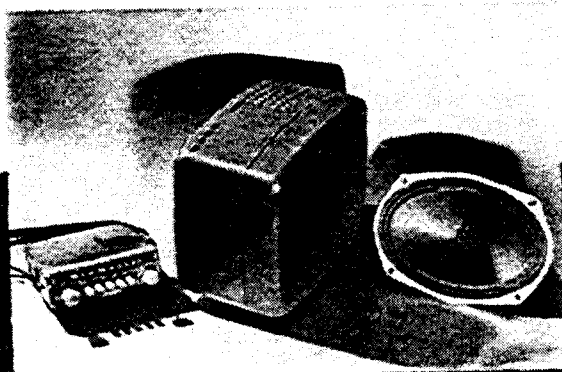
again to turn off. A glowing red dot in the center of the panel indicates when the set is operating.

The right-hand knob combines the vacuum aerial and volume control. With the engine running, pushing the knob in raises the aerial, and pulling it out lowers the aerial. Clockwise and counter-clockwise rotation increase and decrease the volume.

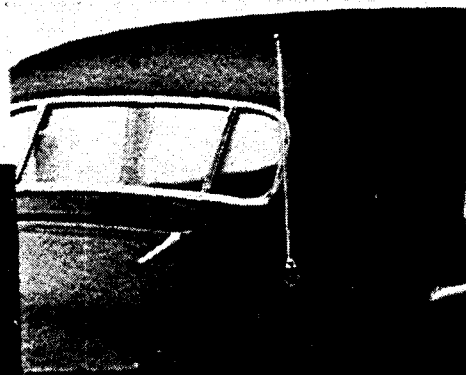
Radio dial illumination is controlled by the instrument panel lights and rheostat.

The two-piece vacuum operated radio antenna is mounted in the left fender. There are two sliding rods, the inner rod for full extension being manually operated while the outer rod is vacuum operated. The aerial is connected to the antenna lead-in by conductance instead of direct electrical connection.

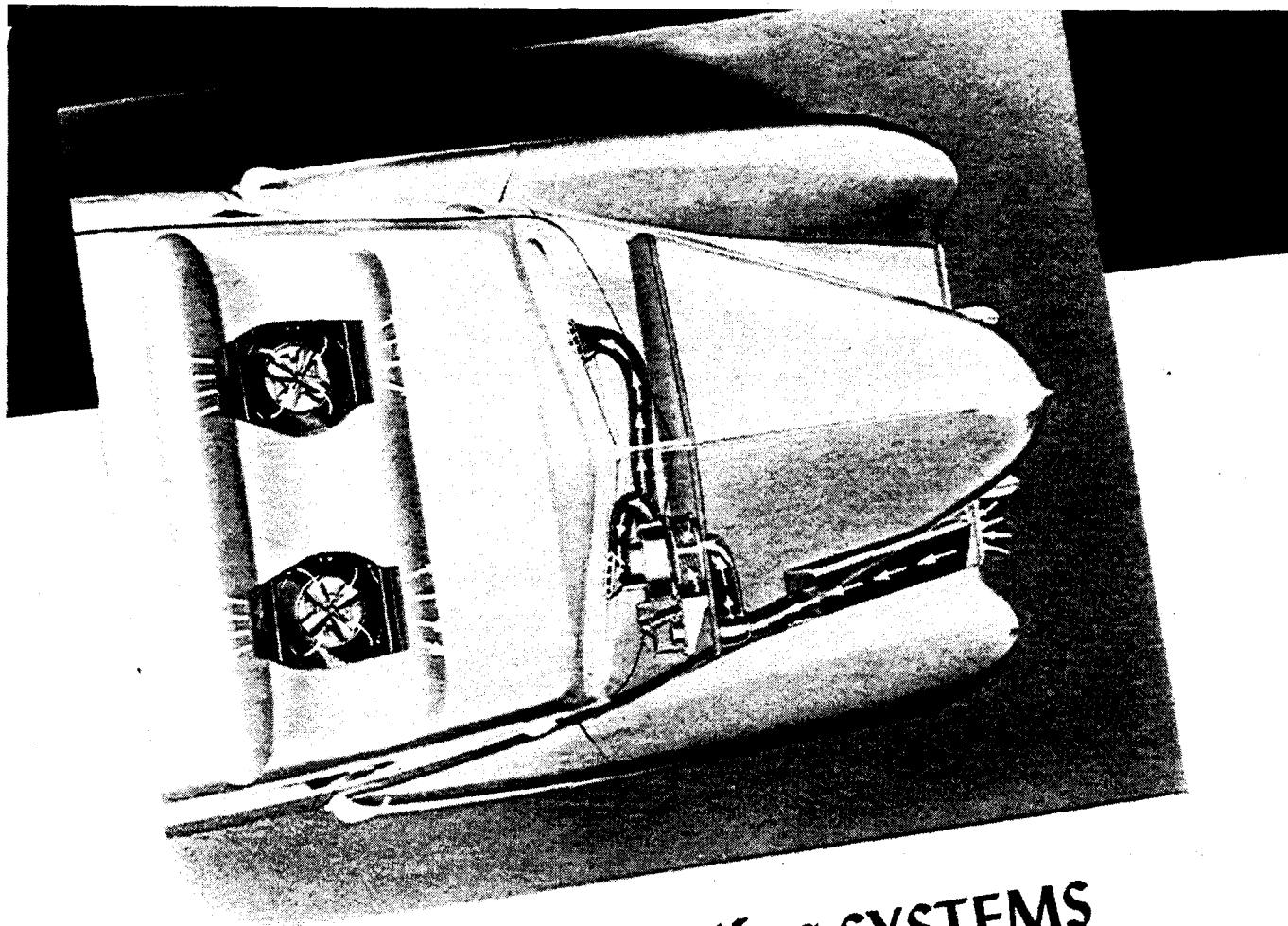
Rear compartment radios are available on Series 67 and 75. The control unit located in the right hand vanity includes the vacuum aerial knob, push button station selectors and the volume control knob which is also the "on-off" control. Series 67 rear compartment radios should be installed at the factory when the car is built.



REAR COMPARTMENT RADIO UNITS



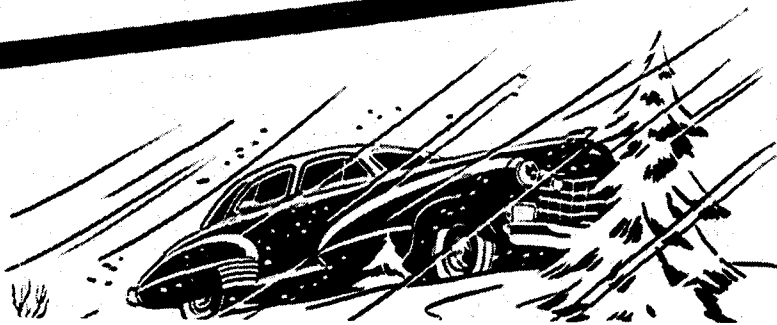
REAR VACUUM AERIAL



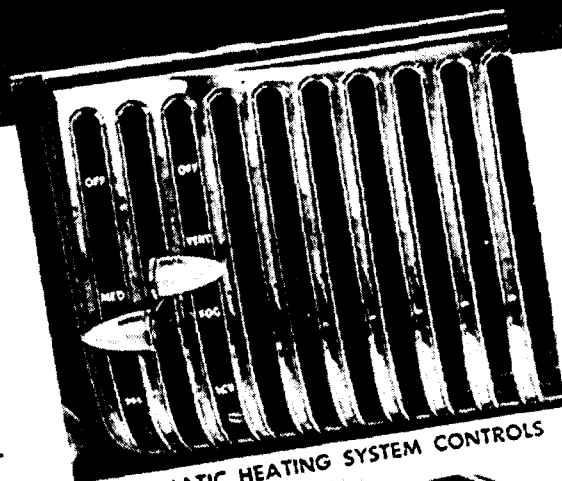
CADILLAC *Heating* SYSTEMS

Automatic Heating System: Provides automatic thermostatic temperature controlled heating, fresh air ventilation and controlled defrosting capacity adjustable to widely varying conditions. Desired car temperature is selected by the heat control lever and the system, through automatic self-regulation of fan speed and the amount of hot water passing through the two under-seat heaters, maintains the temperature level selected.

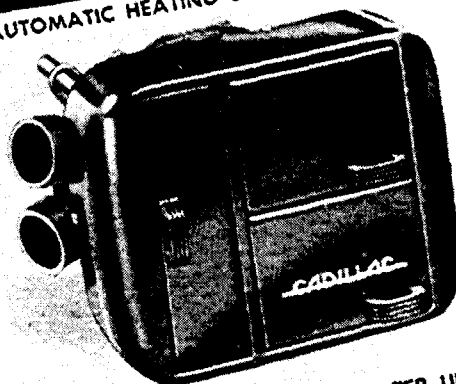
By adjusting the fresh air intake and defroster controls window fogging, frosting and icing can be prevented. The entire unit is connected through the ignition switch so that when the engine is turned on or off the system is automatically turned on or off.



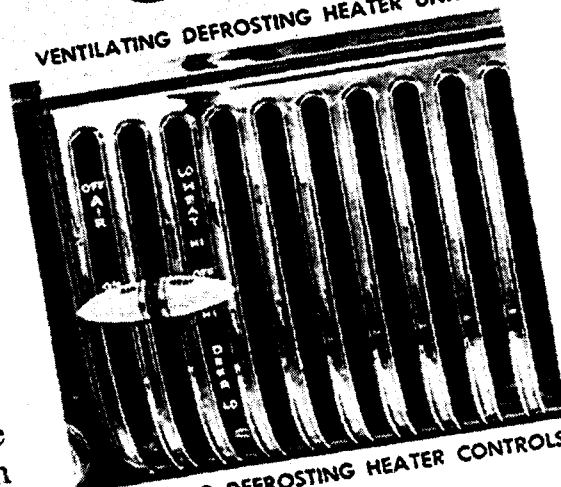
Ventilating Defrosting Heater: This heater retains the same fundamental reversible motor principle first introduced by Cadillac over three years ago with a major design change greatly increasing heat output through improved fresh air capacity. Fresh air is introduced directly to the heater core in sufficient volume and with sufficient pressure to make it possible to use the unit as an impact heater—with the motor turned off—a large part of the time, once interior temperatures have reached a satisfactory point. The reversible motor provides direct hot air from the face of the heater or indirect heat blown out through the top, sides and bottom when the motor is reversed. The defroster is an integral part of the heater, operating whenever the heater is on, as both heater and defroster fans run from one motor. Controls for both heaters are similar in design and appearance but are entirely different in operation.



AUTOMATIC HEATING SYSTEM CONTROLS



VENTILATING DEFROSTING HEATER UNIT



VENTILATING DEFROSTING HEATER CONTROLS

**CADILLAC *Heaters* PROVIDE
CONTROLLED CAR TEMPERATURES
FOR MAXIMUM COMFORT**

SPECIAL *Lighting* EQUIPMENT



PROPERLY LOCATED FOG LIGHTS



BACK-UP LIGHT



FULLY ADJUSTABLE SPOTLIGHT

Fog Lights: Permanent attachment, maintaining the proper direction of light beams is the outstanding advantage of built-in fog lights. A new lens for 1942 incorporates the latest developments in beam control. Location of lights is correct for maximum vision. Provision for accurate adjustment is provided. Fog lights operate only when parking lights are on in accordance with state laws. Control switch is placed to the left of the steering wheel at the bottom edge of the instrument panel.

Back-up Light: The Back-up light automatically goes on when the gear shift lever or the Hydra-Matic Range Selector is placed in reverse. The light is mounted low on the back of the car for maximum benefit. Connected with the ignition switch, the light is off whenever the engine is off.

Spotlight: For reading street signs, house numbers and road signs as well as for illuminating the edge of the road for country driving the Spotlight has great utility. Fully adjustable the direction of the beam is easily controlled by the driver from his normal position in the car.

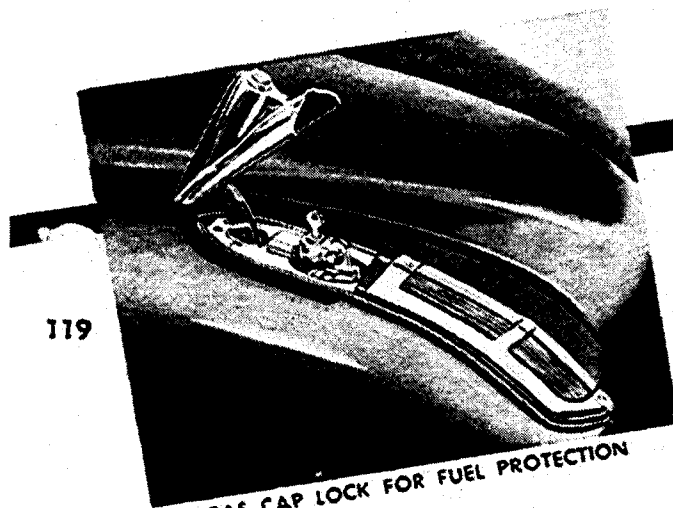
Specialized TYPES OF LIGHTS
TO MEET ALL DRIVING
CONDITIONS. MEAN SAFER
NIGHT DRIVING.



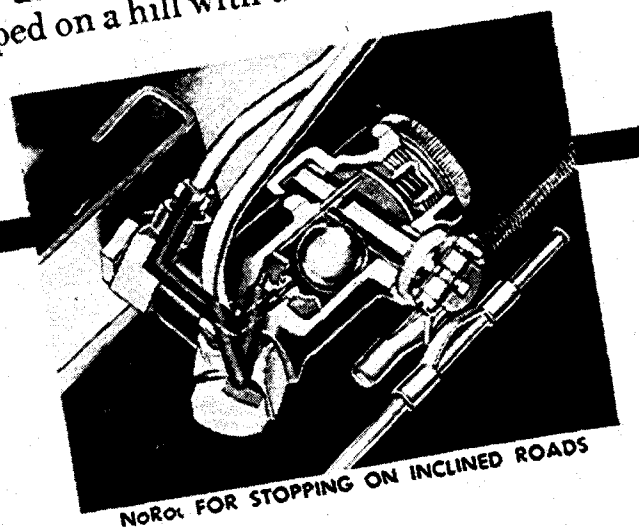
The Cadillac Windshield Washer is the only device that makes it possible to keep the windshield free of road film and dirt without stopping the car or moving from the seat behind the wheel. Vacuum powered, it throws a stream of water from small nozzles mounted in the windshield wiper bases. Provision is made in the regular wiper housing in all 1942 models for installation of the spray nozzles. Water is sprayed on the windshield after the dash control button is released. A two quart reservoir is mounted on the engine side of the dash where it is readily accessible for refilling. An anti-freeze is used in the winter which helps prevent ice and sleet from freezing on the windshield. Only Cadillac Windshield Washer Anti-Freeze should be used in order to protect car finish.

Gas Cap Lock: Fits all 1942 Cadillacs. Fits within filler cap enclosure and is completely concealed. Operated with glove compartment and trunk key.

NoRoL: Provides standard cars with the same ease of starting and holding the car on a grade as is found in Hydra-Matic. It is not necessary to use the foot or emergency brake to hold the car when stopped on a hill with the clutch disengaged.



GAS CAP LOCK FOR FUEL PROTECTION



NOROL FOR STOPPING ON INCLINED ROADS

REAR VIEW *Mirrors* AND DISTINCTIVE *Seat Covers* USEFUL APPOINTMENT DETAILS

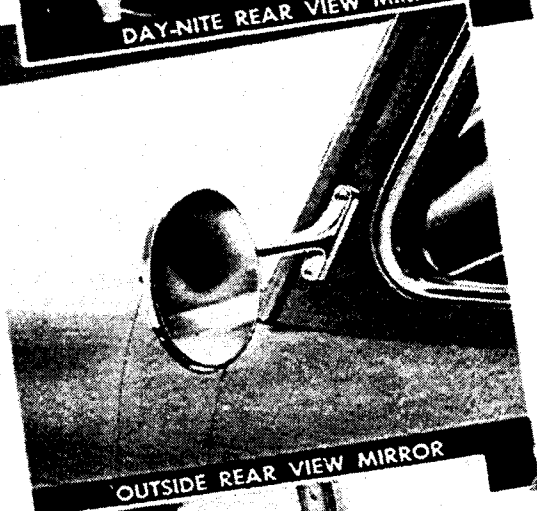
Day-Nite Mirror: The elimination of headlight glare without sacrificing full daytime vision is offered by the Cadillac Day-Nite rear view mirror. A touch on the tab on the lower edge of the mirror adjusts it for either full reflection or non-glare reflection without disturbing the position of the mirror.

Outside Rear View Mirror: The large 4½" diameter non-glare type outside mirror is invaluable for complete vision on the left hand side of the car. All metal parts are brightly polished and rigid precautions during manufacture prevent water seepage and condensation. The mirror is fully adjustable.

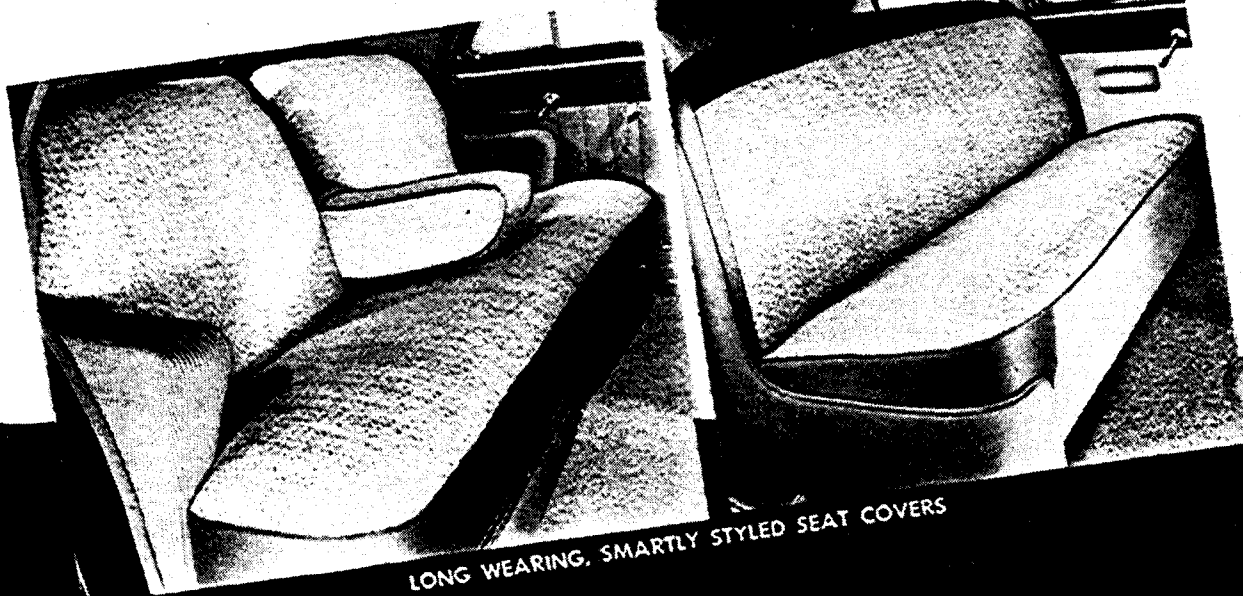
Seat Covers: New material and design, available for 1942 models only, made of leatherette fabric combined with a rice paper material. Covers in the brown material used last year are also available. Excellent tailoring and snug fit are again outstanding Cadillac qualities.



DAY-NITE REAR VIEW MIRROR



OUTSIDE REAR VIEW MIRROR



LONG WEARING, SMARTLY STYLED SEAT COVERS

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.....	42-61, 42-62, 42-63, 42-60S; 42-67, 42-75
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.....	Aluminum alloy
Piston features.....	T-slot anodized finish
Piston weight, oz. (without rings, pin or locking rings)...	18.32
Piston weight, oz. (with rings, pin and locking rings)...	25.46
Piston length.....	4⅞"
Piston clearance.....	.0022" to .0026"
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.....	⅞"
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.....	37.68
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.....	Torsional
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 babbitt
Main bearing clearance	.0015"
Main bearing type	Slip-in
No. 1 main bearing journal, diameter and length	2½" x 1⅛"
No. 2 main bearing journal, diameter and length	2½" x 1⅝"
No. 3 main bearing journal, diameter and length	2½" x 1⅜"

TIMING CHAIN

Timing chain make	Link belt
Timing chain model	Type #3766—TC-15
Timing chain length	23¼"
Timing chain, number of links	62
Timing chain width	1⅛" 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°
Intake valve seat insert	None
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"
Exhaust valve seat insert	None
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"
Tappet clearance adjustment	Automatic
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
Main bearing lubrication	Pressure

DETAILED ENGINE SPECIFICATIONS—Continued

LUBRICATION—Continued

ALL SERIES

Connecting rod bearing lubrication.....	Pressure
Wrist pin lubrication.....	Pressure
Camshaft bearing lubrication.....	Pressure
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# 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 ventilation.....	Suction type

FUEL

Gasoline tank capacity.....	61, 62, 63, 60S and 67— 20 gallons 75—24 gallons
Fuel feed type.....	Camshaft pump
Carburetor make.....	Stromberg or Carter
Carburetor size.....	1 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.
Muffler type.....	3-pass.

COOLING

Cooling circulation, type of.....	Pump
Water pump, type.....	Centrifugal
Water pump drive.....	Vee belt
Blocking thermostat make and control.....	Dole-thermostatic
Radiator core type.....	Tube and fin
Radiator core make.....	Harrison
Cooling capacity.....	25 quarts
Cylinder water jackets.....	Full length
Fan belt type.....	1—Vee belt
Fan belt length (pitch circumference).....	35 1/2"
Fan belt width, maximum.....	1 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.....	2-4-6-8 Front 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.....	.028-.033"

BATTERY

Battery make.....	Delco
Battery number.....	17 K2W
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 #1107931 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
Generator ventilation.....	Forced air
Voltage at cutout closing.....	6.1-6.6
Amperes to open cutout.....	0-2
Generator normal charging rate.....	34-36 amps. peak. Due to voltage regulation actual charging rate is con- trolled by state of charge of battery.
Car speed for minimum peak charging rate—approx.....	27 M.P.H.
Generator belt.....	Vee— $\frac{1}{8}$ "

DETAILED ENGINE SPECIFICATIONS—Continued

LAMPS

ALL SERIES

Lighting switch make.....	Delco-Remy 1995023
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
Amperage draw of horns.....	17-21

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 $\frac{1}{2}$ " • 67, 75—11"
Clutch facing thickness.....	.137"
Number of facings required.....	2
Facing area.....	Series 61, 62, 63, 60 Spec. —96.16 sq. in. 67, 75—103.4 sq. in.

TRANSMISSION

Transmission make.....	Own
No. of forward speeds.....	3
Control—on steering column.....	Manual
Gear ratio in high, standard axle.....	"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 and reverse.....	Sliding-helical
Type of gears—2nd.....	Constant mesh helical
Synchronous meshing 2nd and 3rd gears.....	Yes
Transmission oil capacity.....	4 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", "60 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 (standard with Hydra-Matic Transmission).....	3.36	3.77
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"
Pinion bearing adjustment.....	Preloaded	Preloaded

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	Bumper type jack	Bumper type jack
Axle clearance, for jack, tires inflated, rear	Bumper type jack	Bumper 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. 1¼° to Neg. 2¾°	Neg. 1¼° 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.....	23.53	24.58

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.....	³ / ₁₆ "	³ / 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.....	³ / ₁₆ "	³ / ₁₆ "
Front brake clearance.....	.010"	.010"
Total foot braking area.....	208 sq. in.	233 sq. in.
Per cent braking power on rear wheels...	44.2	44.2
Hand brake location.....	Left side of dash	Left side of dash
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 ¹ / ₈ "
Frame thickness, maximum.....	⁹ / ₁₆ "—"60S"— ⁵ / ₁₆ "	⁵ / ₁₆ "
Flange width, maximum.....	2"	"67"—2 ¹ / ₂ " "75"—2 ¹ / ₄ "
Wheelbase.....	126"-61, 63 129"-62 133"-60S	139"—"67" 136"—"75"
Tread front.....	59"	58 ¹ / ₂ "
Tread rear.....	63"	62 ¹ / ₂ "
First serial number.....	"61"—5,380,000 "63"—7,380,000 "62"—8,380,001 "60S"—6,380,001	"67"—9,380,001 "75"—3,380,001

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"—220"	"75"—227"
	"60 Spec."—224"	

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 $\frac{13}{16}$ " x $\frac{23}{32}$ "	$\frac{3}{4}$ " x $\frac{13}{16}$ " x $\frac{23}{32}$ "
Starter motor outboard bearing type.....	Bronze bushing	Bronze bushing
Starter motor outboard bearing size.....	$\frac{9}{16}$ " x $\frac{5}{8}$ " x $\frac{3}{4}$ "	$\frac{9}{16}$ " x $\frac{5}{8}$ " x $\frac{3}{4}$ "
Generator commutator end bearing type..	Bronze bushing	Bronze bushing
Generator commutator end bearing size or number.....	$\frac{9}{16}$ " x $\frac{3}{4}$ " x $\frac{3}{4}$ "	$\frac{9}{16}$ " 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

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The 1942 Cadillac Data Book was compiled as of September 5th, 1941 and was printed in U. S. A. The above reservations apply to all pages unless otherwise noted.

CADILLAC

1942

ACCESSORY DATA BOOK

Complete information on all
Cadillac Accessories for 1942.
Prepared for the use and con-
venience of the members of
the Cadillac Sales and Service
Organization.



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Motors Sales Corporation reserves the right to
make changes at any time without notice, in prices,
color, material, equipment, specifications and
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shown do not include any local taxes.

Parts and Accessory Merchandising
Department
CADILLAC MOTOR CAR DIVISION
General Motor Sales Corporation
Detroit, Michigan, U. S. A.

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CADILLAC ACCESSORY GROUPS

A

For Series 61, 62

Special Wheel
License Frames
Trim Rings (5)
Gas Cap Lock

\$28.00
installed
tax extra

B

For Series 61, 62

Special Wheel
License Frames
Wheel Discs (4)
Gas Cap Lock
Windshield Washer

\$45.00
installed
tax extra

C

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

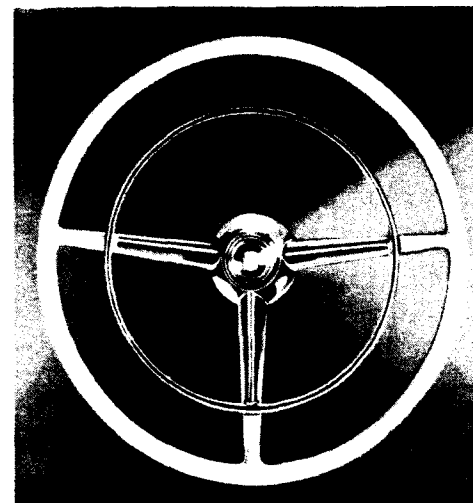
Wheel Discs (4)
License Frames
Gas Cap Lock
Windshield Washer
Back-up Light

\$42.50
installed
tax extra

SPECIAL STEERING WHEEL

Part No.	Series	Installed Price
3507394	42-61, 62	\$15.00

A beautiful three spoke plastic and bright metal deluxe steering wheel with a full ring for convenient blowing of the horn, regardless of the position of the hands on the wheel. Standard equipment on the Series 62D, 63, 60S, 67 and 75, an accessory on Series 61 and 62.



LICENSE FRAMES

Part No.	Series	Installed Price
1446261 Large	All 1942, 41, 40, 39	\$3.00 Pair
1446262 Small		
1446263 Calif.		

State license plates take on a finished appearance when attached to the car with Cadillac License Frames. Sturdily built of heavy gauge metal, to Cadillac's design, they are fully adjustable to fit all conventional plates. The two standard sizes fit all state license plates except California's, for which a special large size is provided.





WHEEL DISCS

Part No.	Series	Installed Price
3506738	42 & 41-61,62, 63 & 60S	\$4.00 each 16.00 per set of four
3506739	42 & 41-67 & 75	

The style trend of wheel discs started by Cadillac ten years ago still leads in smart wheel appearance. The 1942 Discs are similar in design to last year with a new emblem. They cover the entire wheel inside the rim, replacing the standard hub caps. Four discs are required per car.



TRIM RINGS

Part No.	Series	Installed Price
1097278	42 & 41 - 61,62,63,60S	\$1.50 each 7.50 per set of five
1416571	42 & 41 - 67,75	

Cadillac Trim Rings are permanently secured inside the wheel rim by patented locking clips which engage when they are installed. These narrow rims of bright metal smartly set off every wheel, whether black or brilliantly colored. A set of five is required per car.

GAS CAP LOCK

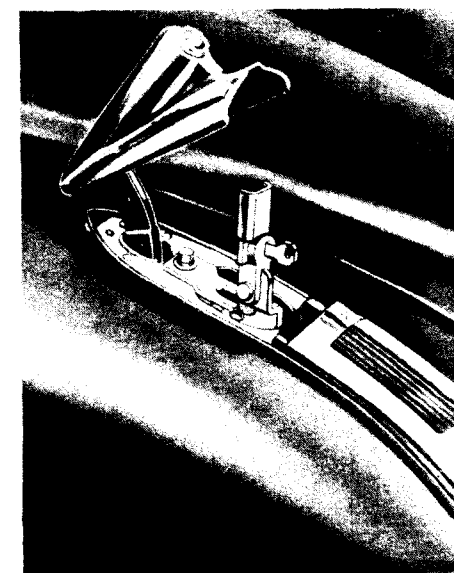
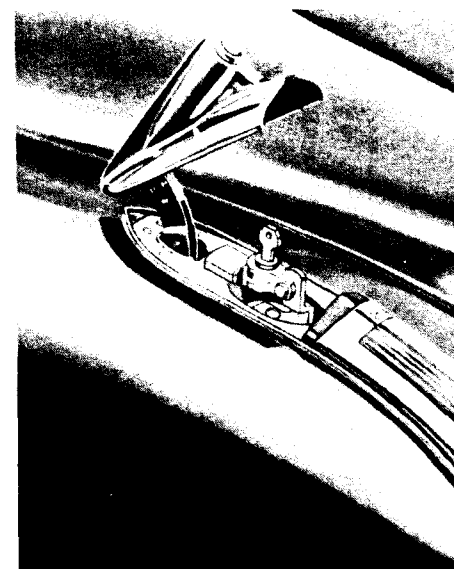
Part No.	Series	Installed Price
1446459	All 1942	\$2.75

The Cadillac Gas Cap Lock is a new accessory for all 1942 Cadillacs, offering protection to the fuel supply from loss or tampering.

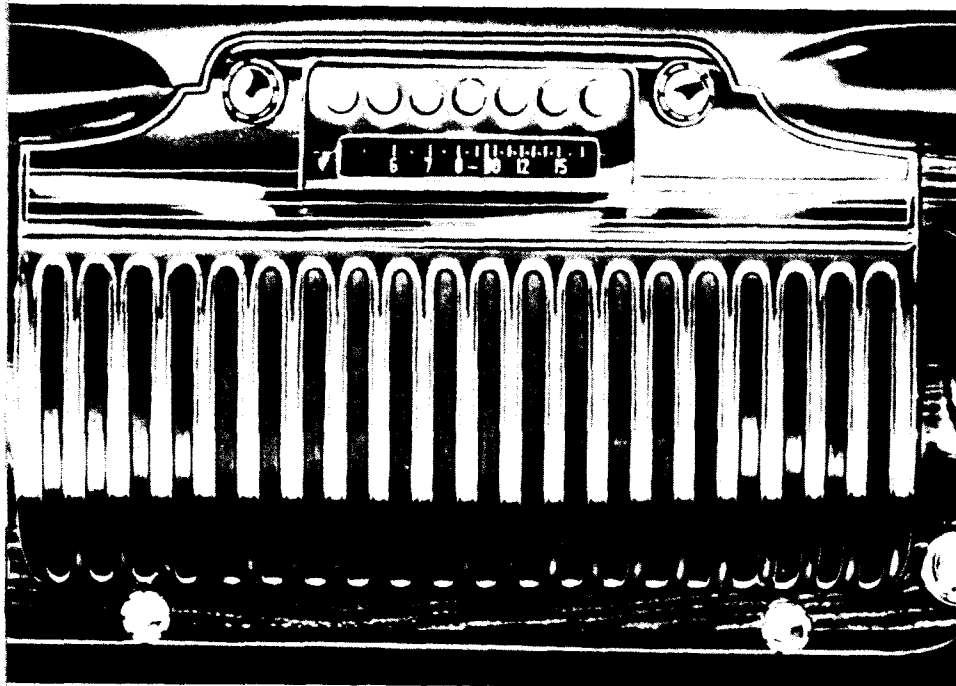
It fits within the gasoline filler cap enclosure and is completely concealed as well as protected from the elements.

The simple locking mechanism of this new gas cap lock effectively prevents removal of the gasoline filler cap until it is unlocked.

The gas cap lock cylinder is cut to fit the glove compartment and trunk key so that when the car is left in parking lots and public garages the gasoline supply can remain protected, although the door and ignition key is left with the car. Also,utilizing the glove compartment--trunk key in this manner is a most convenient advantage, as no additional keys are required to operate the car. The installation of the gas cap lock is very simple and requires but a short time.

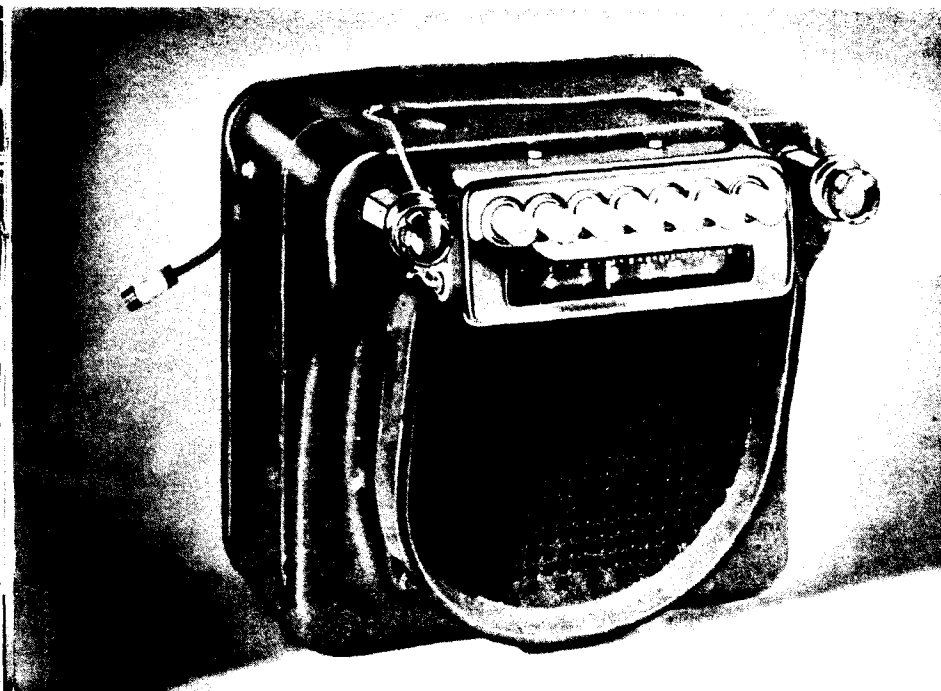


CADILLAC RADIO AND AERIAL FOR 1942



Part No.	Description	Series	Installed Price	Complete Installed Price
7241951	Radio - Front Compartment.	All 1942 Series	\$65.00	\$75.00
1444550	Aerial -	42-61,63,60S,67 Series	10.00	Complete with
1444693	Aerial -	42-75 Series	10.00	aerial

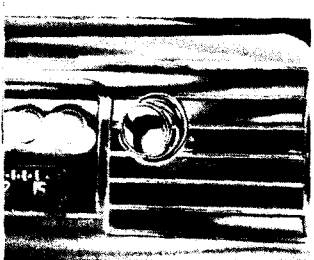
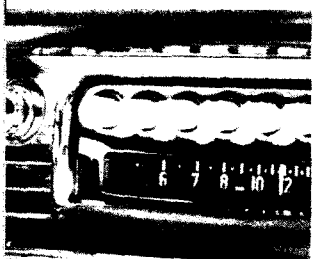
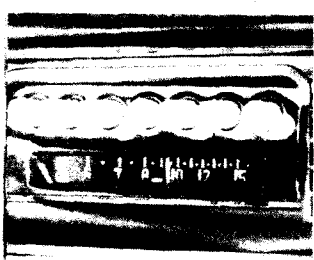
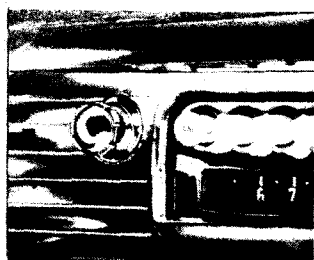
The 1942 Cadillac Radio embodies the fundamental design proven so satisfactory during 1940 and 1941. The 1942 Cadillac Radio Chassis is an improved edition of the 1941 Model retaining all the outstanding superiorities--iron core tuning, seven tubes, six watts power output, etc.



General appearance is similar, but the dial and push button controls have been changed. The push buttons are now plastic, matching the plastic of the steering wheel and other interior trim of the same material.

All of the radio controls operate in the same manner as the 1941 model, but a new ignition switch control has been added. On 1942 cars the radio is connected through the ignition switch so that when the engine is turned off the radio will be positively turned off too. However, the ignition key may be turned counterclockwise which will permit operating the radio with the engine not running and the ignition off as illustrated on the opposite page.

Setting the automatic push buttons is still extremely simple. No tools are required--merely depress the push



button fully, latching it down, then rotate the button clockwise or counter-clockwise until the desired station is tuned in. When setting the button it is important NOT to in any way depress the button. Merely rotate it. Any station can be tuned in on any of the five station buttons as each one covers the entire tuning range.

Manual tuning is accomplished as in 1941--depressing the manual knob (left hand) until it latches and then rotating in the usual way.

The tone control, the first push button from the left, operates in the same manner as previously--depressing three times sets the tone for treble, medium or bass in that order.

The next five buttons are station selectors. To tune automatically, push down on whichever of the five selectors is desired. It will stay latched down and automatically tune in the station for which it is set.

The seventh and last button on the right hand side is the on-off switch. Depress once to turn on, depress again to turn off. The little red indicator dot in the center of the dial glows red when the set is on; is dark when the set is off.

The right hand knob is the vacuum aerial and volume control. Pushing in on the knob raises the aerial--pulling out lowers the aerial. Clockwise rotation increases volume--counterclockwise reduces volume.

The separate on-off switch is the keystone of the "automatic" performance of the Cadillac Radio. It makes possible tuning from station to station and turning the radio on with nothing else to do except

push a button. No waiting for the set to warm up to adjust volume. Just push a button to turn it on, push another for the station you want.

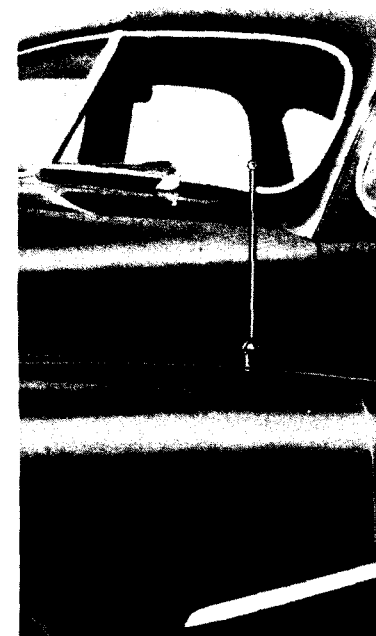
Radio dial illumination is connected through the instrument light control switch and is not related to the operation of the radio. Whenever the instrument panel lights are on, the radio dial lights will be on, etc. The degree of illumination is controlled by the same rheostat as the instrument panel lights.

1942 AERIAL

The 1942 Antenna is a vacuum operated two piece rod mounted in the left fender as illustrated. It is raised or lowered by pushing in or pulling out the combination radio volume and aerial control, the right hand knob on the radio set.

The basic design of the 1942 Vacuum Aerial is identical with the 1941 type. The rod is connected to the antenna lead-in by conductance instead of a direct electrical connection.

There are two rods sliding within one another. The inner rod is manually extended only, the outer rod is raised and lowered by vacuum power obtained from the manifold. The control knob is pushed in to raise, pulled out to lower the aerial. The aerial is mounted in the left front fender on all 1942 cars for front compartment radio installation.

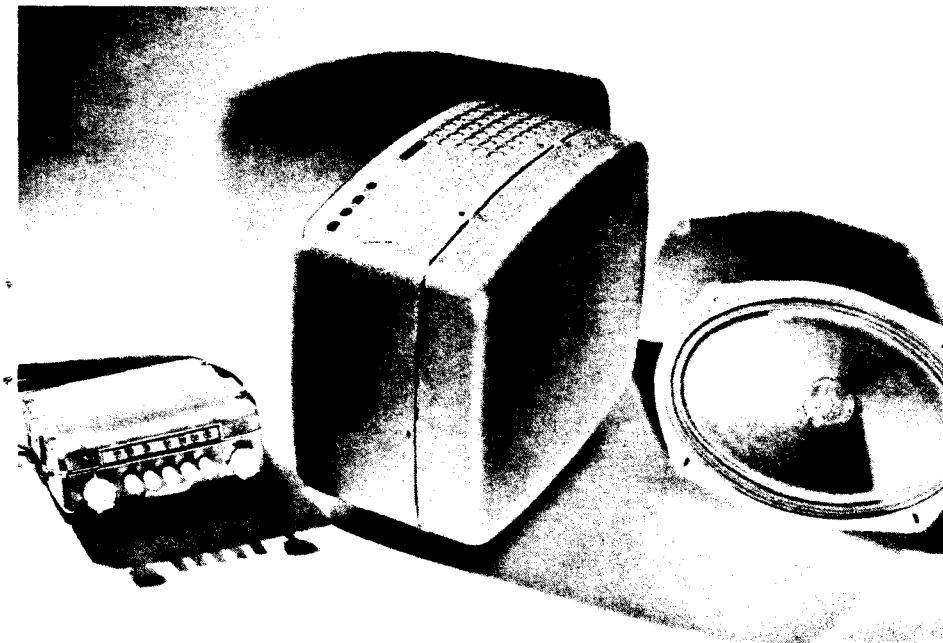
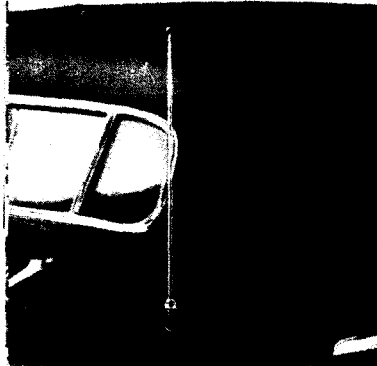




REAR COMPARTMENT RADIO

For 1942, the completely new Rear Compartment Radio introduced in 1941 is continued. This new chassis and speaker has established entirely new standards of rear compartment radio performance, and fully equals front compartment radio performance. The fine tone quality is unusually outstanding.

The Rear Compartment Radio is available for 1942 Series 67 and 75 Sedans, Imperials, and Formals, and provides the 'nth degree of luxury for the chauffeur driven car. The vacuum aerial included in the assembly is mounted in the rear trunk as illustrated, and provides excellent signal pick-up. The control unit mounts in the right hand vanity case ensemble on the Series 67 and 75, and becomes a harmonious part of the beautiful Fleetwood interiors. The controls include a

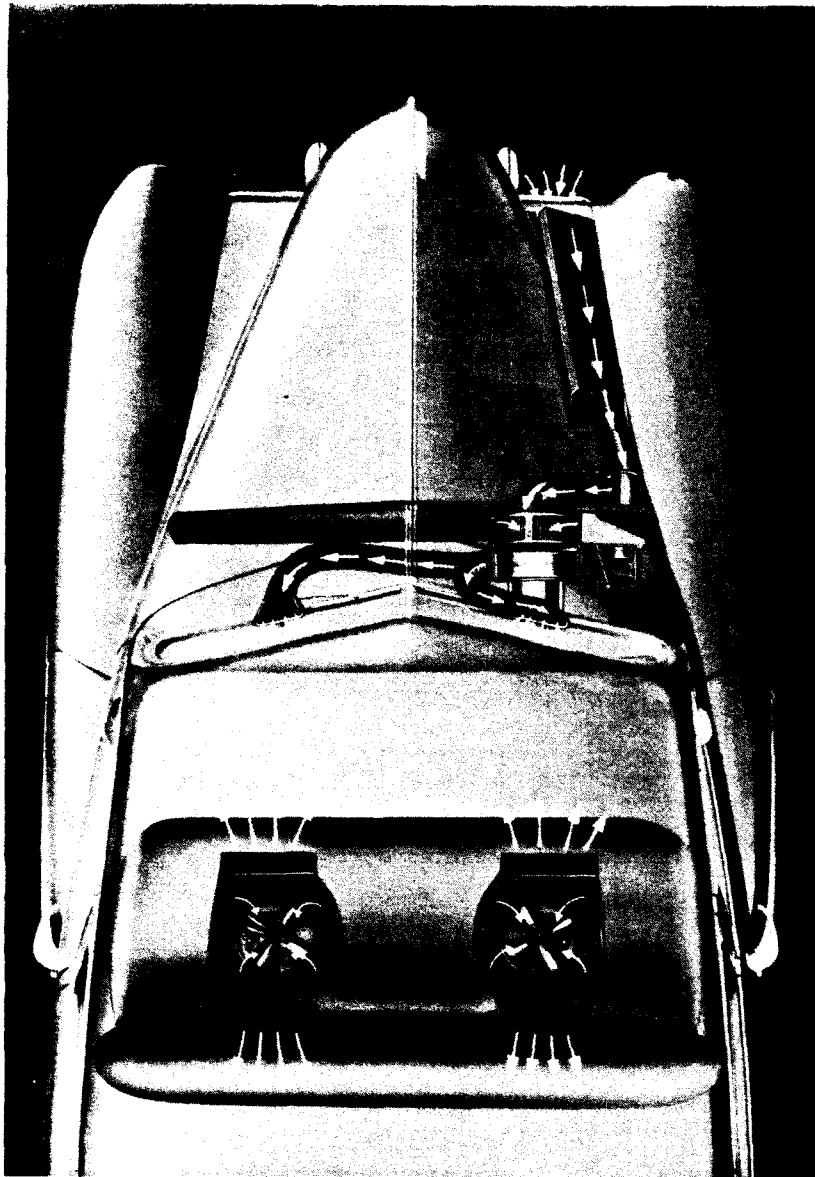


vacuum aerial switch, manual tuning control, five station selectors (push buttons), and a combined on-off and volume control switch. To turn on the radio, rotate the volume control clockwise, press the station selector button desired, and press down on the aerial control to raise the antenna.

The automatic tuning mechanism of the Rear Compartment Radio is of the same type as the 1942 Front Compartment Radio, and the selector buttons are tuned to a station in the same manner.

The illustration above shows the three units which make up the Rear Compartment Radio assembly--the tuning control, the receiver chassis proper, and the specially developed oval type speaker.

Whenever possible Rear Compartment Radios should be installed at the Factory when the car is built. However, local installation can be made satisfactorily on Series 75 body styles, but is very difficult on Series 67 as certain body braces must be materially altered. The price is \$125.00 installed tax extra.



AUTOMATIC HEATING SYSTEM

<u>Part No.</u>	<u>Series</u>	<u>Installed Price</u>
3116372	42-61, 62, 63 & 6069	\$59.50
3116375	42-6069F, 67 & 75	65.00
1444887	42 Coupe Adapter Package	2.50

The revolutionary Cadillac Automatic Heating System for automobiles--first introduced in the 1941 series--has established new standards of winter driving comfort. Two out of three buyers of 1941 Cadillacs when selecting a heater chose the Cadillac Automatic Heating System.

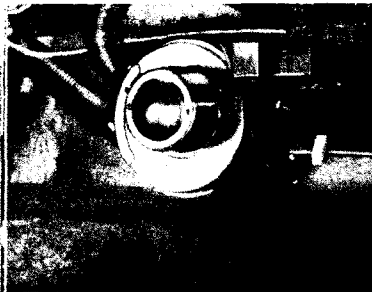
The new All Weather Ventilation system on the 1942 Cadillacs makes possible increased fresh air intake to the 1942 Automatic Heating System, improving ventilation. Also, the new cooling system thermostat, reduces warm-up time considerably.

The controls have been redesigned and are mounted as an integral part of the instrument panel. Two levers extend through the second slot of the radio grille. The left hand lever labeled "Heat" sets the automatic thermostatic control for the heat level to be maintained in the car. It is off at the top and full on at the bottom. The opening setting begins at about 65° and the maximum setting is about 90°. Whatever temperature level is selected between these two points will be automatically maintained.

The right hand lever controls the fresh air inlet and the defroster. In the top position, the fresh air vent is closed, and the defroster is off. Pressing the lever downward to the first position (or notch), roughly opposite "VENT" on the indicator strip, opens the fresh air vent. This is the position for all normal winter driving.

The next downward setting--just above "FOG"--leaves the fresh air fully on and turns on the defroster at low speed; the position for ordinary defrosting.

The next downward stop--just below "FOG"--turns the defroster on at high speed still leaving the ventilator open for maximum fresh air. This position should be used to temporarily clean off a frosted windshield but under severe weather might be needed to maintain a clear windshield.



The next and last position, "ICE", keeps the defroster on at full speed and closes the ventilator so no fresh air is taken in. This position forces air at maximum temperature on to the windshield for de-icing.

Automatic temperature controlled heating is accomplished by two large heaters mounted under the front seat, thermostatically controlled both as to fan speed and water flow. The system is connected through the ignition lock so that when the ignition is turned on the system is automatically turned on.

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. As soon as the water in the cooling system becomes warm, both heater fans are automatically turned on at high speed. They are continued in the high speed position until the interior of the car reaches the temperature previously set. At this point the fans are reduced to slow speed. If the temperature continues to climb, the automatic control begins to restrict the water flow to the heaters. If the temperature falls below the pre-set point, water flow is automatically increased and, if necessary, the fans are returned to high speed.

Heat is equally distributed to both the front and rear compartments by the large separate heater units mounted beneath the front seat.

In the Series 67 and 75, special ducts are built into the stationary front seat, to provide proper air distribution to the rear compartment.

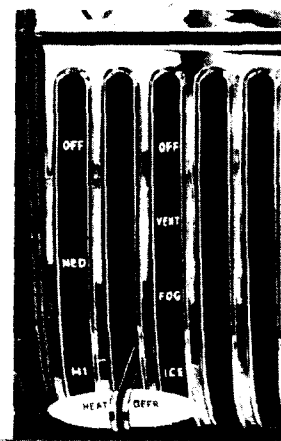
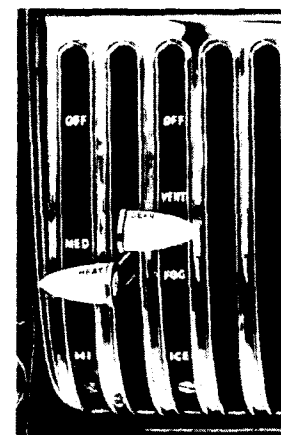
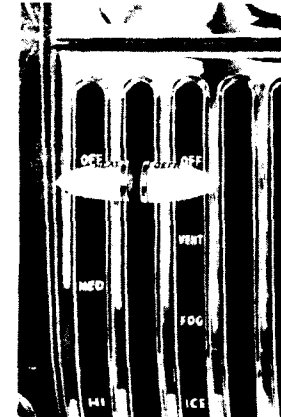
Fresh air is taken into the heating system from the right hand All Weather Ventilator. A special duct is attached to the right hand ventilator inlet at the engine side of the dash just before the ventilator shut off valve. In the winter time the All Weather Ventilator should always be kept closed, so the air taken in by the inlet will be forced into the defroster unit to be delivered at the windshield level through the defroster tubes.

The volume of fresh air for ventilating purposes is increased considerably by the new ventilating system incorporated in the 1942 Cadillacs.

For normal operation the fresh air inlet should be kept in the fully open position, marked "VENT" on the control.

A separate defrosting unit mounted on the dash with its own heating core is controlled by a two speed switch incorporated into the combination air and defrosting control lever.

Under practically all ordinary cold weather conditions there will be sufficient fresh air enter the defroster with the valve open to demist the windshield as well as dehumidify the air within the car. If more defrosting is required the four position defroster and fresh air control described previously provides a satisfactory setting for every cold weather condition.



VENTILATING DEFROSTING HEATER

Part No.	Description	Series	Installed Price
1444697	Ventilating Defrosting Heater	All 1942	\$29.50
1441558	Defrosting Heater*	All 1941	26.50
1437350	Defrosting Heater*	All 1940	26.50
1441569	Ventilating Adapter Kit	All 1941	6.50
1097356	Ventilating Adapter Kit	All 1940**	6.50

* Ventilating Defrosting Heaters for 1941 and previous series are a combination of Defrosting Heaters and Ventilating Adapter Kits.

** Except series 40-50 & 62 cars equipped with Fenderwells.

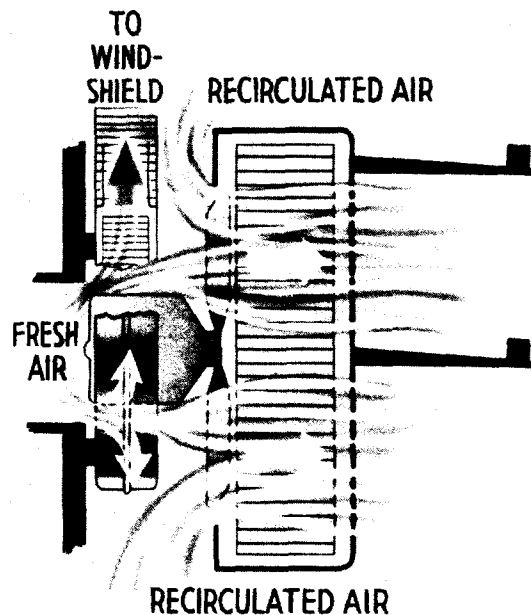
The Ventilating Defrosting Heater for 1942 retains the same fundamental reversible motor principle first introduced by Cadillac over three years ago, but incorporates a major design change, greatly increasing heat output through improved fresh air capacity.

Fresh air is now introduced directly into the heater core in large quantity as indicated in the sketch illustrating the heater in both direct and indirect settings. This method makes it possible to operate the new Ventilating Defrosting Heater a good part of the time as an impact heater--that is with the motor turned off. The fresh air volume and pressure is adequate to maintain the car temperature in mild winter weather after the car body has been brought up to a satisfactory level with the fan off. When driving on the highways at higher speeds this impact heat volume will usually be more than adequate for car heating even with rather low outside temperatures.

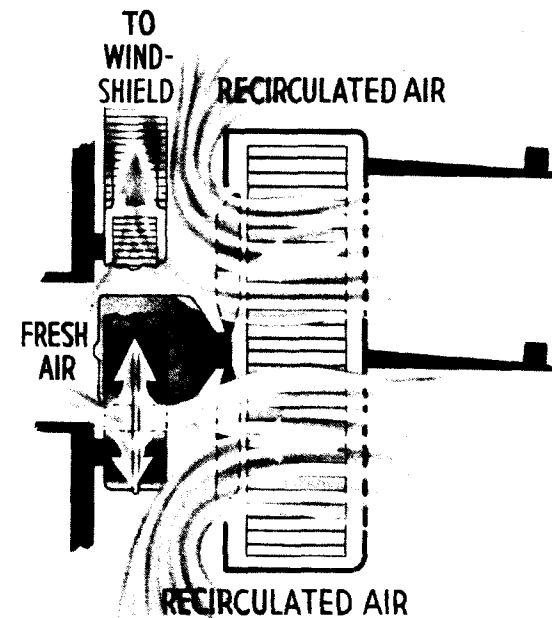
Warm-up time has been shortened due to the improved cooling system thermostat on the 1942 Cadillacs. Heat is delivered much sooner than on previous models.

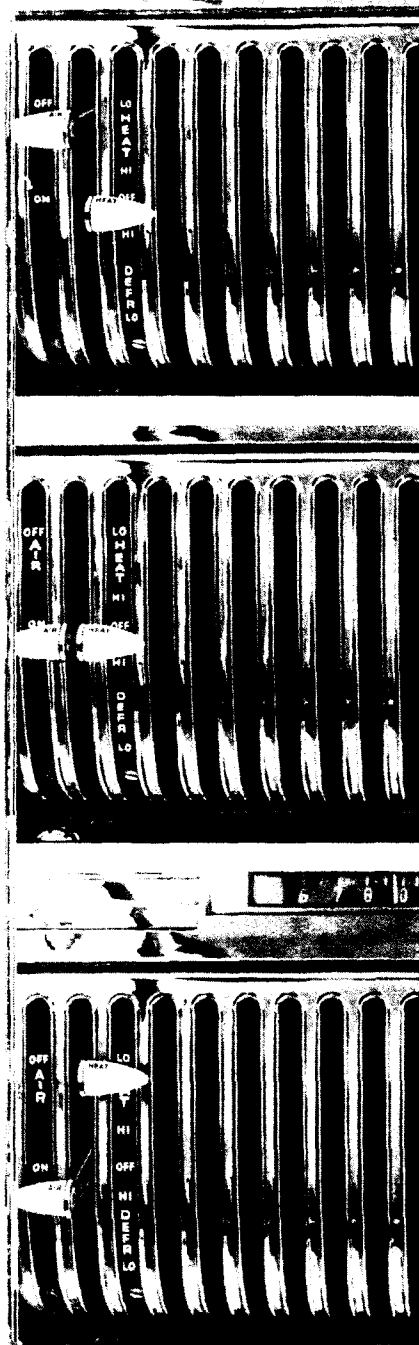
The reversible motor provides conventional direct heating, whereby the heated air is delivered from the face of the

DIRECT



INDIRECT





heater, and indirect heating, 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 and prevents a blast of hot air being blown on the front seat passengers. The entire car is filled with a pleasant indirect warmth.

The generous quantities of fresh air introduced by the new design, not only materially increases heat output and improves ventilation, but also increases the air pressure within the car body, still further reducing drafts and cold spots.

The defroster is an integral part of the heater and operates whenever the heater is on, as both the heater fan and defroster fan are operated by a single motor.

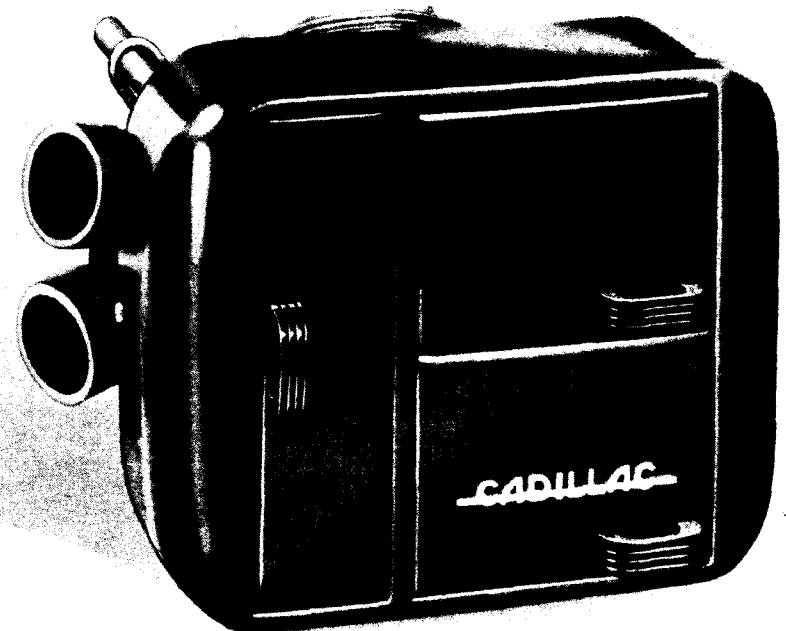
Air is forced to the windshield by the defroster fan in both the direct and indirect settings, but maximum defrosting is obtained in the indirect setting.

The control for the 1942 Ventilating Defrosting Heater is mounted in the instrument panel in a similar manner as the Automatic Heating System control. The left hand lever labelled "AIR" controls the damper in the fresh air inlet. It is open in the center position, closed in the top position. For all normal operation, this lever should be kept in the open position. Also, as in the case of

the Automatic Heating System, the left hand all-weather Ventilator should be kept closed in the winter time.

The right hand lever labelled "HEAT" operates the three speed reversible heater motor switch. It is off in the center position. Raising the lever upward turns the motor on for direct heat at high speed; the next upward notch is medium speed, the top notch low speed. Moving the lever downward from the center off position turns the motor on for indirect heating at high speed, and continuing the downward movement will switch to medium and then low speed.

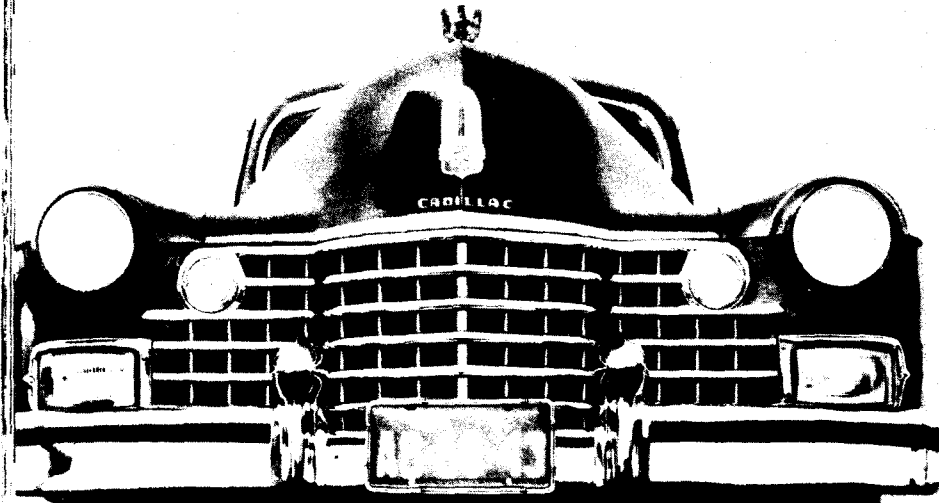
Illumination of the controls is connected through the instrument panel light switch. The new Ventilating Defrosting Heater is available for all 1942 cars at \$29.50 installed, tax extra. The 1941 type Ventilating Defrosting Heater is available for all 1941, 1940 and 1939 cars at \$33.00 installed, the Defrosting Heater is available for 1941 and previous model cars at \$26.50



FOG LIGHTS FOR 1942

<u>Part No.</u>	<u>Series</u>	<u>Installed Price</u>
929728	All 1942	\$24.50

The 1942 Cadillacs have provision for integrally mounting Fog Lights in the front end grille assembly, as first introduced by Cadillac last year. The 1942 Fog Lights, however, are of entirely different design and appearance,

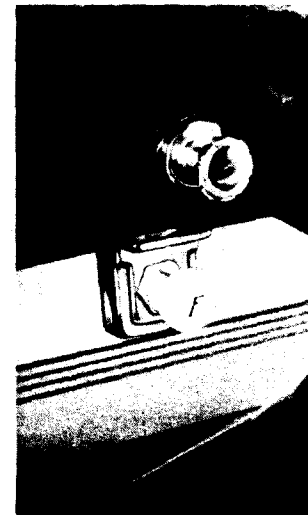
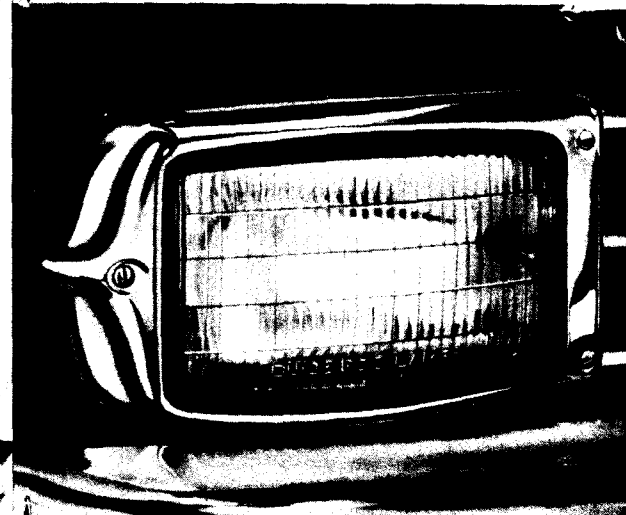


being large massive rectangular lights. The new rectangular lens incorporates the latest developments in beam control and provides maximum illumination under all bad weather conditions.

The Fog Light openings in the front end assembly are normally concealed by decorative panels which can be removed easily for Fog Light installation. This method of installation is far superior to the conventional method. It assures a solid permanent attachment and protects the lights from being easily damaged.

Proper adjustments for correct aiming--so vital to Fog Light efficiency--are of course provided, and, Cadillac's integral mounting design assures their staying in aim.

Cadillac Fog Lights are ideally located for bad weather vision at the lower front edge of the fender; their rays are not reflected back into the driver's eyes by fog or mist, as



the conventional light rays are, permitting the driver to see, through the fog, the objects illuminated by the light beams.

The 1942 Cadillac Fog Lights are connected through the headlight system of the car so they can be turned on only when the parking lights are on, in compliance with State laws.

A neat control switch with an illuminated plastic knob, designed to match perfectly with the instrument panel knobs, is mounted just to the left of the steering column on the bottom edge of the instrument panel.

BACK-UP LIGHT

Part No.	Series	Installed Price
1446470	All 1942, 1941, 1940	\$12.50

The Back-up Light for 1942 is an entirely new unit designed for automatic operation, the control switch is connected to the gear shifting mechanism.

When backing into or out of parking spaces, driveways, garages, parking lots, etc., the illumination provided by



the Cadillac Back-up Light is invaluable. The light itself is neat and unobtrusive. It is mounted low on the back of the car, near the bumper, and though small in size, throws a generous broad beam of light.

The new Cadillac Back-up Light automatically goes on when the gear shifting lever, or Hydra-Matic control lever, is placed in reverse. The light is connected through the ignition switch so that whenever the engine is off, the light is off. This hook-up assures illumination when needed, yet automatically prevents the possibility of leaving the light on accidentally.

SPOT LIGHT

Part No.	Description	Series	Installed Price
1443645	Spotlight (Right)	All Series	\$19.50
1443646	Spotlight (Left)	All Series	19.50
1443648	Bracket (Right)	42-61, 63 & 67	Brackets
1443651	Bracket (Left)	42-61, 63 & 67	Included In
1443654	Bracket (Right)	42-62 & 60S	Installed
1443657	Bracket (Left)	42-62 & 60S	Price
1443660	Bracket (Right)	42-75	of
1443663	Bracket (Left)	42-75	Spotlight



The Cadillac Spotlight is ideal for reading road signs, house numbers, street signs, and the like. It is of equal value in illuminating curves and cross roads when driving on the highway. Its powerful concentrated beam of light is easily directed to practically any angle or elevation by the driver from his normal position in the car.

The Cadillac 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 as listed in the Cadillac Master Accessory Parts List. Cadillac Spotlights are also available for right hand installation.

WINDSHIELD



<u>Part No.</u>	<u>Series</u>	<u>Installed Price</u>
1443931	All 1942	\$8.25
1442584	All 1941	8.25
1434464	All 1940 and Previous Series	8.25
1434480	Winter Solution	.25

In 1941 the Cadillac Windshield Washer finally achieved the public acceptance it was sure to attain once motorists became familiar with the device. It is one of the most important safety accessories ever devised. In fact, it is undoubtedly the most important safety accessory not now generally standard equipment on motor cars.

It does away with the danger and inconvenience of vision obscured by a windshield spattered with mud and road spray, which the wipers cannot clean off. Owners everywhere who have had a Windshield Washer on their car are insistent that they will never again be without one. It is the only device which makes it possible to keep the windshield free of muddy water, spattered dirt, and mud, without stopping the car or moving from the seat behind the wheel.

In the winter time, an anti-freeze is used, which will help remove snow and sleet, and will, in fact, prevent ice and sleet from freezing on the windshield.

WASHER

The device is quite simple and is very reliable in its operation. It is powered by vacuum and utilizes a two quart glass reservoir to hold the water supply. To operate, the control button mounted just to the left of the steering column on the lower edge of the instrument panel is pressed down for a few seconds. When the pressure is removed, water is sprayed on the windshield from tiny nozzles mounted in the windshield wiper boss or base, and the wipers then can sweep the windshield clean and clear.

Provision is built into all 1942 Cadillac cars for installation of the windshield washer nozzles. It is only necessary to remove two small dummy screws and insert the nozzles in the same threaded holes.

The two quart reservoir is mounted on the engine side of the dash, and is easily reached for refilling when the hood is raised. The amount of water sprayed upon the windshield is determined by the length of time the button is depressed. The longer the button is held down, the longer water will be sprayed.

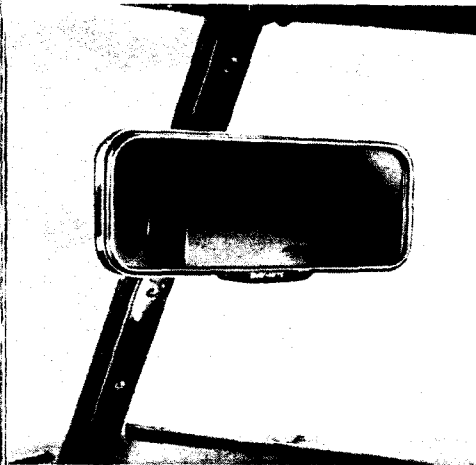
It is extremely important that Cadillac Windshield Washer Anti-Freeze solution only is used in the washer in the winter time to prevent damage to the paint.



DAY-NITE MIRROR

Part No.	Series	Installed Price
1444213	All Series	\$4.50

The Cadillac Day-Nite Mirror, introduced in 1941 has been eminently satisfactory. Its public acceptance has been growing daily, because it finally solves the problem of night



glare in the inside rear view mirror, as well as giving full day vision.

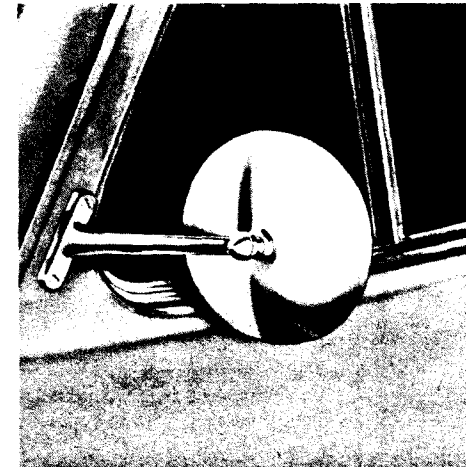
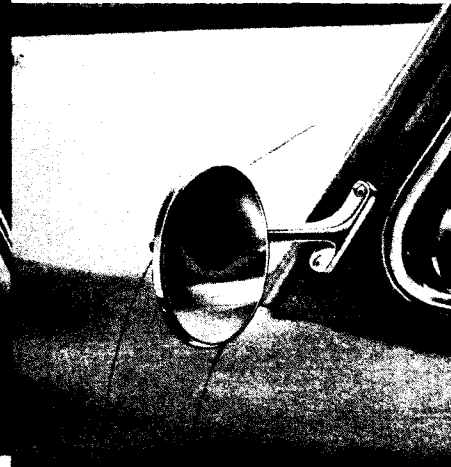
It is a wedge shaped prism with two positions, both being obtained by a touch on the adjusting tab of the lower edge of the mirror. Pressing in on the tab puts the mirror in the "Day" position, which reflects light from the back of the mirror in the usual way giving a full crystal-clear view. Pulling forward on the adjusting tab on the lower edge of the mirror snaps it into the "Nite" position. In this position, due to the prism shape of the mirror, light is reflected from the front surface and complete glareproof vision is obtained.

The Cadillac Day-Nite Mirror back is gold-surfaced instead of silver for soft clear reflection. It mounts in the same manner, and in the same position as the standard rear view mirror in the car.

OUTSIDE REAR VIEW MIRROR

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

The Cadillac Outside Rear View Mirror is a large 4-1/2" diameter fine quality mirror of the non-glare type backed



with lead sulphide. It eliminates the blind spot on the left hand side of the car, and makes both city and country driving infinitely safer and easier. It is invaluable for all driving conditions.

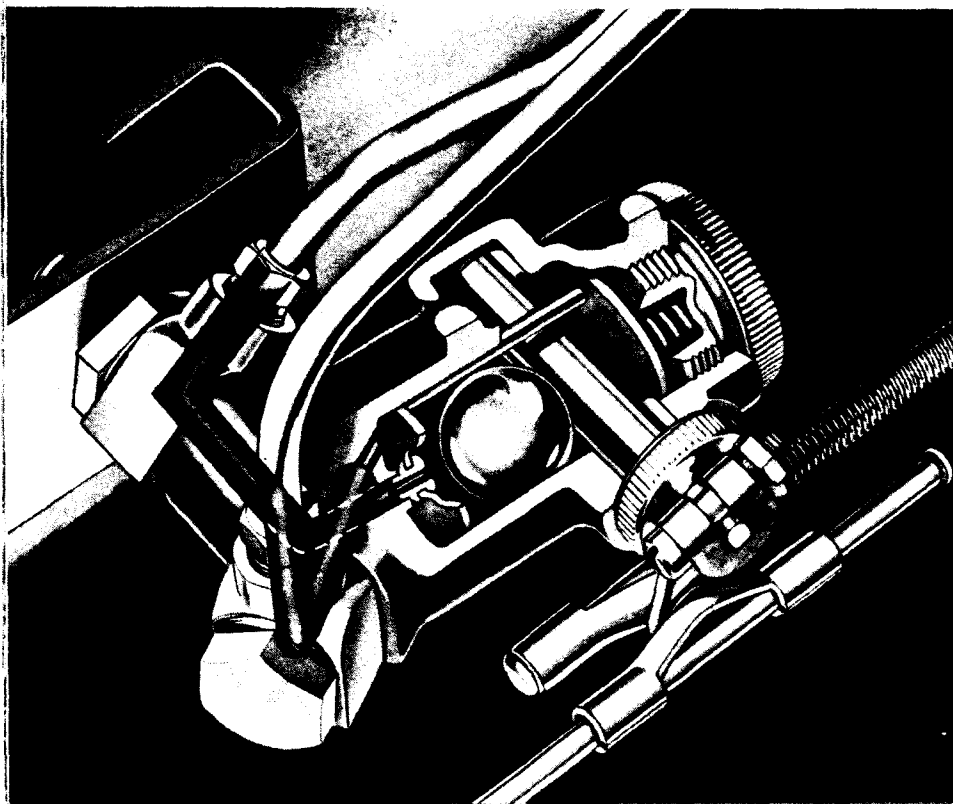
Unusual care has been taken in its design and manufacture to protect the mirror surface against water seepage and condensation. A specially designed joint is used between the mirror and the head, and the back of the reflecting surface of the mirror is copper plated. All metal parts of the mirror are brightly polished to match the exterior fittings of Cadillac Cars.

The outside Rear View Mirror may be either clamped on or bolted to the left door pillar, as desired. It is easily adjustable to the driver's left hand, but firmly retains its position. It is also available in a right hand mirror.

NOROL

Part No.	Series	Installed Price
1442356	42 & 41-61, 62, 63 & 60S	\$12.50
1442993	42 & 41-75	12.50
1443047	42 & 41-67	12.50
1438270	40-50, 52, 62 & 72	12.50

The Cadillac NoRoL gives to standard transmission cars the same ease of starting and holding the car on an upward grade that is available on Cadillacs equipped with the Hydra-Matic Transmission. The principles involved are, of course, different, but the NoRoL will hold the car on an incline without keeping your foot on the brake pedal, or using the emergency brake. It is helpful both to experienced and new drivers alike, because it eliminates the awkwardness of operating both the brake pedal and the accelerator at

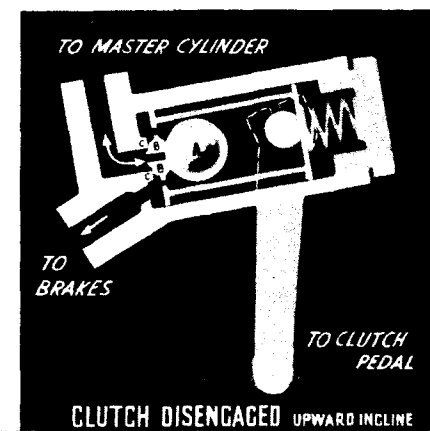
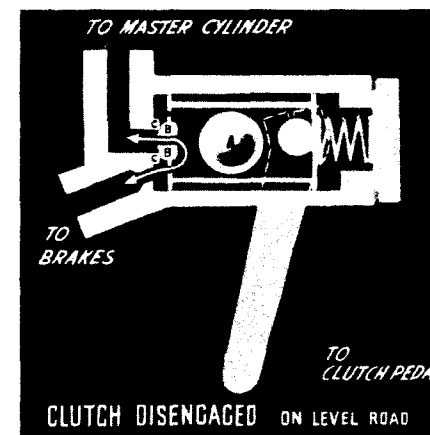
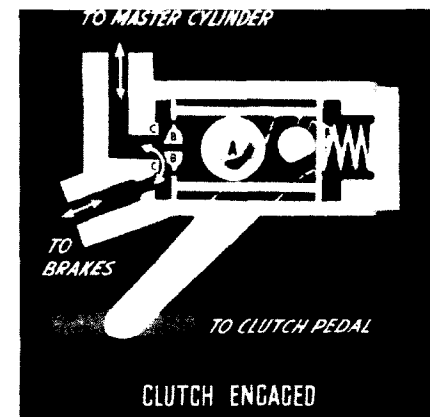


the same time. It is inoperative when the car is in reverse gear so that parking and backing out of driveways is the same as though the NoRoL was not on the car.

Its operation is shown graphically in the three position sketch to the right. In the first sketch, the clutch is engaged and the car is on a level, therefore, 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".

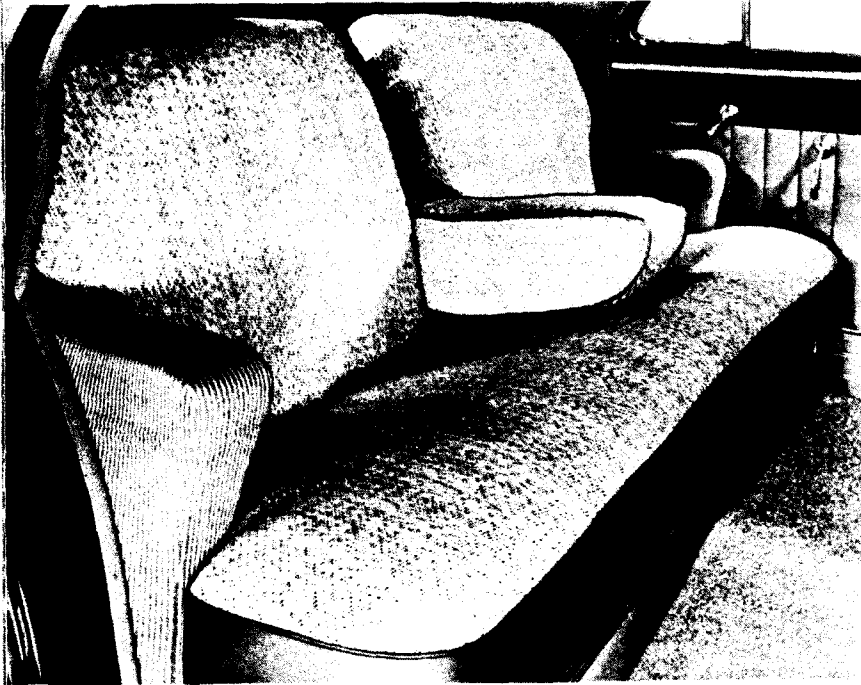
The center sketch illustrates the car still on a level, but with the clutch disengaged. In this position, valve "B" is placed against seat "C", but unless the car is on an upward incline, ball "A" is away from valve "B", and the brake fluid still has free passage through valve "B".

The third sketch shows the car on an incline with the clutch disengaged, thus establishing 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.



SEAT COVERS

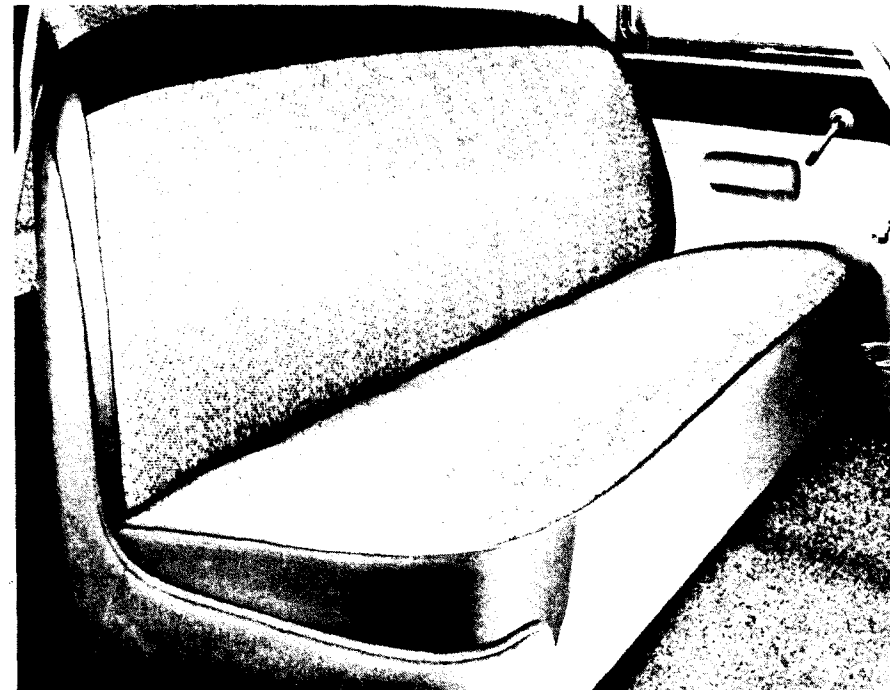
An entirely new style of tailoring has been adopted for 1942 Cadillac Seat Covers. Imitation leather is used in conjunction with the woven rice paper material to create an unusually smart and attractive appearance. Also, a new material design has been developed for 1942 Seat Covers. This new fabric, illustrated below is lighter and more



distinctive than any used heretofore. Seat Covers are one of the most important and largest selling Cadillac accessories. They have many utility values. They shield passengers from hot seat cushions, which adds a great deal to the pleasure of driving in hot weather. They protect upholstery from the dirt and grime that gets into the car both winter and summer. Also, they make it very easy to slide

in and out of the automobile. For years one of the outstanding features of Cadillac Seat Covers has been their excellent tailoring which retained their snug fit and smart appearance indefinitely.

Cadillac Seat Covers will be available for 1942 Cadillacs in the new material, and in the brown material which was offered in 1941. For 1941 and previous model cars, Cadillac

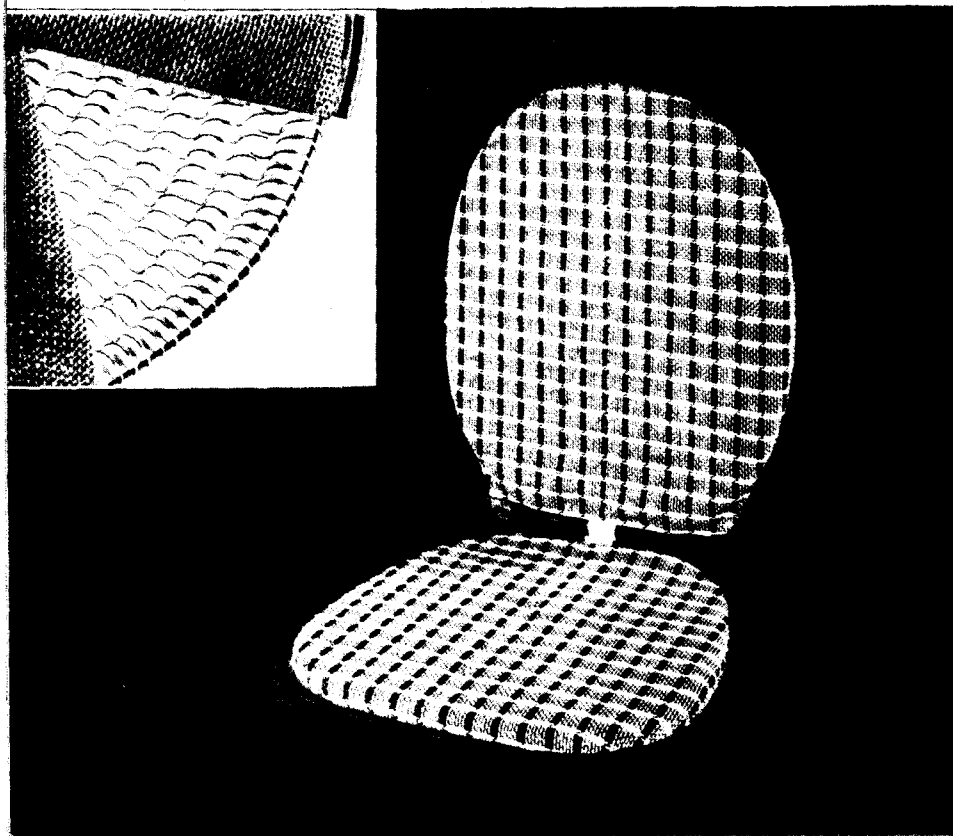


Seat Covers will be available in both the grey and brown material, and in the same tailoring style which was used last year. The new material and the new style of tailoring will not be available for other than 1942 Cadillacs. Cadillac Seat Covers for all 1942 series are priced at \$9.75 per seat installed; for all 1941 and previous models, \$8.75 per seat, tax extra. Detailed ordering specifications are given in the Master Accessory Parts List.

COOL CUSHION

<u>Part No.</u>	<u>Series</u>	<u>List Price</u>
1429745	All Series	\$2.95

The Cadillac Cool Cushion is an individual seat pad constructed of large resilient coil springs enclosed in a loosely woven rice paper fabric cover, which permits easy entrance and exit of air. The Cool Cushion really cools during hot weather by circulating air between the passenger and the seat cushion. 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.



FLEETWOOD ROBE

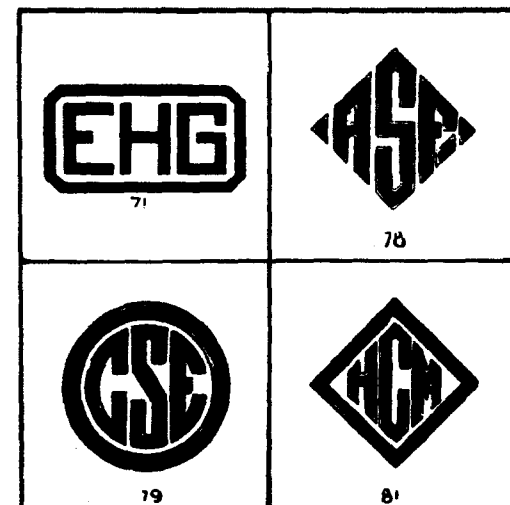
<u>Part No.</u>	<u>Series</u>	<u>List Price</u>
1435746	All Series Monograms	\$50.00 5.50

The Cadillac Fleetwood Robe is custom made of the same material as the car upholstery, and is lined with either alpaca or crushed silk plush, as preferred. The robe measures 52" by 70".

Monograms are available in any of the four styles illustrated at \$5.50 list. It is important when ordering 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 middle. If a man's name was Harold M. Chester, his monogram would be HCM. In monogram style No. 71, however, the initials are put in the order in which they normally appear HMC.

All Fleetwood Robes are custom tailored to order. Specify the upholstery material exactly when ordering. Fleetwood Robes can be shipped within five days of receipt of order at the Factory Accessory Department.



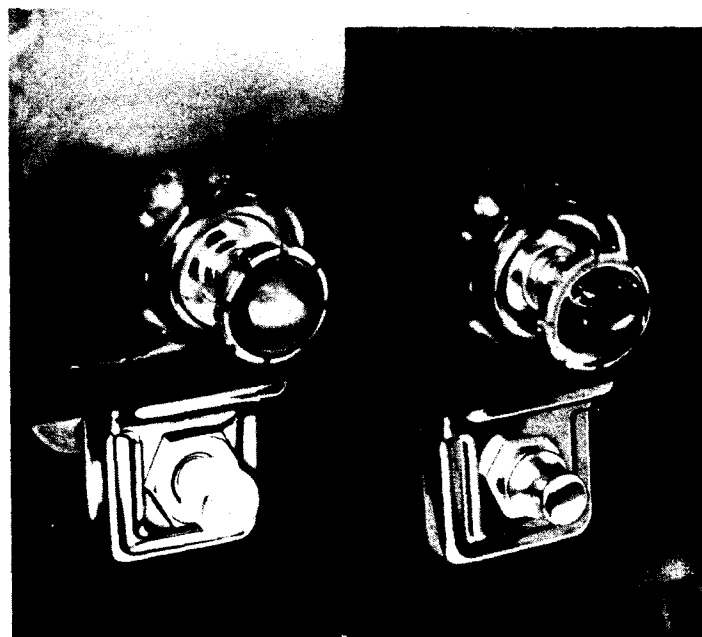
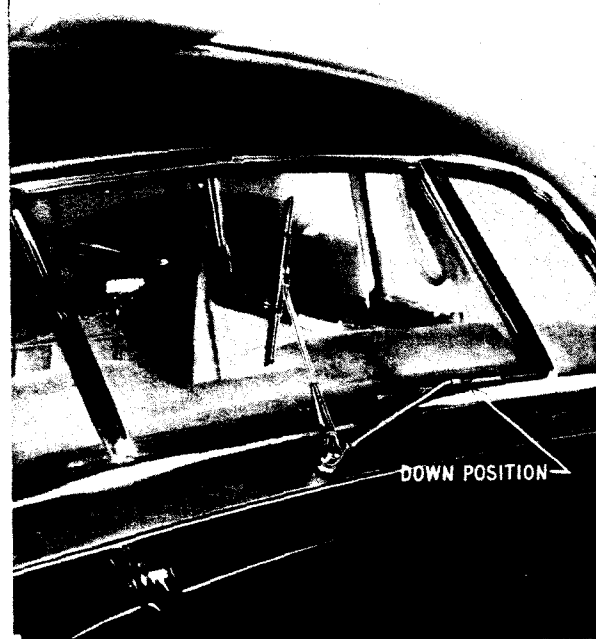
REAR WINDOW WIPER

<u>Part No.</u>	<u>Series</u>	<u>Installed Price</u>
1444655	42 & 41 - 63 & 67, 41-62	\$14.50
1444675	42 & 41 - 61	14.50
1446971	42 - 60S	14.50
1446969	42-62 Coupe	14.50
1446970	42-62 Sedan	14.50

The Rear Window Wiper for 1942 and 1941 series cars is a new accessory. It has been developed to fill the need for keeping the rear window clear of rain and snow, occasioned by the more slanting rear windows developed with modern body styling. The illustration shows the area covered by the Rear Window Wiper, and also shows the position of the wiper when it is not in operation.

The wiper is vacuum operated and the control is mounted on the lower edge of the instrument panel to the left of the steering column.

The wiper blade is an extra large unit and does an excellent job of keeping the rear window clear for safe vision in rain, snow, or other severe weather conditions.



REAR WINDOW FAN

<u>Part No.</u>	<u>Series</u>	<u>Installed Price</u>
1444636	All Series	\$8.25

The Rear Window Fan is also a new accessory this year and has been developed to improve rear vision under severe weather conditions. The rear window is always subject to more fogging or frosting than any other window in the car, and under certain conditions of temperature and humidity it is extremely difficult to keep fog from obscuring rear vision.

This vacuum operated fan mounted on the ledge behind the rear seat cushion will circulate sufficient air to keep the rear window free from mist, fog, and frost under practically all conditions.

The fan is controlled by a switch mounted on the lower edge of the instrument panel to the left of the steering column. It is priced at \$8.25 installed, and is recommended for use in conjunction with the rear window wiper described on the opposite page.

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 finish 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 seals 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. The Sealer is offered in two packages--a jar for over the counter sales to customers, and a half-pound can for shop use.



COOLING SYSTEM INHIBITOR

Part No.	List Price
1435737	\$0.75

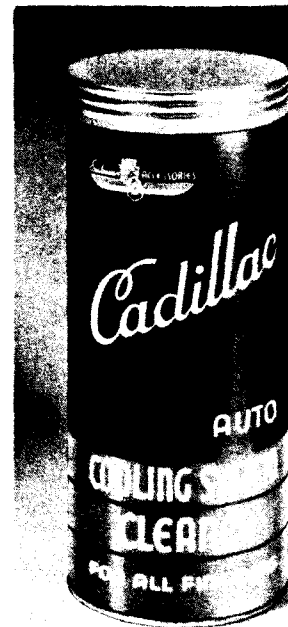
Cadillac Cooling System Inhibitor is so valuable in preventing the harmful effects of minerals in water, that Cadillac puts it in the radiator of every car that leaves the Cadillac Factory. Developed by Cadillac engineers, it is markedly superior to other inhibitors. It is in liquid form, and may be 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.



COOLING SYSTEM CLEANER

Part No.	List Price
1435736	\$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	Body Polish (Pt.)	\$0.60
885708	Body Polish (Gal.)	3.00
885709	Chromium and Headlamp Reflector Cleaner	.60
891620	Fabric Cleaner (Pt.)	.60
885706	Fabric Cleaner (Gal.)	3.00
1434102	White Sidewall Tire Cleaner (Pt.)	.60
1434158	White Sidewall Tire Cleaner (Gal.)	3.00
1416743	Glass Cleaner	.45

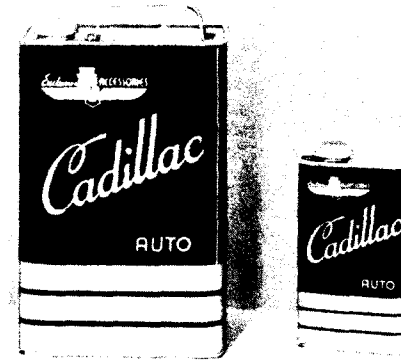


Cadillac Chromium Cleaner is an excellent cleaner for cleaning and polishing chromium, nickel, and silver-plated parts--especially headlight reflectors. The cleaner will not scratch the fine surface of a headlight reflector, yet it will remove all tarnish and discoloration.

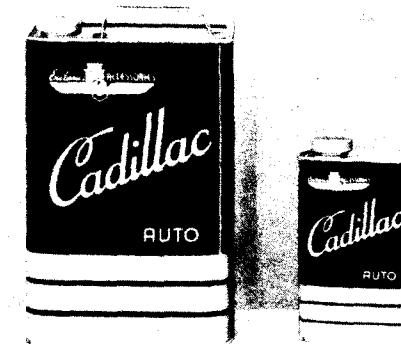


Cadillac Glass Cleaner makes cleaning glass surfaces as easy as dusting a highly polished piece of furniture. Especially designed to remove all dirt, grime or bug spatter, the Glass Cleaner does not require hard rubbing and leaves no streaks.

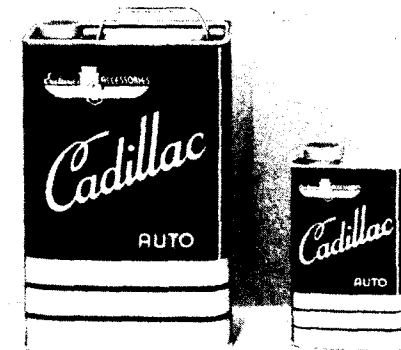
Cadillac Body Polish and Cleaner cleans and polishes in one operation. It can be used with equal ease by owners and service stations, as it is easy to apply and does an excellent job in a short space of time. The polish contains no harsh abrasives or injurious chemicals.



Cadillac 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.



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, as well as being easy to use by any owner at home.



BODY STYLES

STYLE NO.	BODY TYPE	SERIES	WHEELBASE
42-6069	4 Door Sedan	42-60S	133"
42-6069F	4 Door Sedan (Division)	42-60S	133"
42-6107	5 Pass. Club Coupe	42-61	126"
42-6109	4 Door Sedan	42-61	126"
42-6207	5 Pass. Club Coupe	42-62	129"
42-6207D	5 Pass. Club Coupe	42-62	129"
42-6267D	5 Pass. Club Convertible	42-62	129"
42-6269	4 Door Sedan	42-62	129"
42-6269D	4 Door Sedan	42-62	129"
42-6319	4 Door Sedan	42-63	126"
42-6719	5 Pass. Sedan	42-67	138"
42-6719F	5 Pass. Sedan (Division)	42-67	138"
42-6723	7 Pass. Sedan	42-67	138"
42-6733	7 Pass. Imperial	42-67	138"
42-7519	5 Pass. Sedan	42-75	136"
42-7519F	5 Pass. Sedan (Division)	42-75	136"
42-7523	7 Pass. Sedan	42-75	136"
42-7523L	9 Pass. Business Sedan	42-75	136"
42-7533	7 Pass. Imperial	42-75	136"
42-7533F	7 Pass. Formal Sedan	42-75	136"
42-7533L	9 Pass. Business Imperial	42-75	136"
42-7559	5 Pass. Formal Sedan	42-75	136"
	Commercial Chassis	42-75	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 FENDERS		WHEELS		
Comb. Code No.	Color Name	Color No.	Color Name	Color No.
1	Black	20498	Black	94-005
			Vincennes Red	194-3618
2	Antoinette Blue	22290	Triton Green	94-20957
3	Cavern Green	023355	Antoinette Blue	94-20871
4	Gunmetal Gray	PS-169	Triton Green	94-20957
5	Ivy Green	PS-3350	Vincennes Red	194-3618
6	Pawnee Beige	PS-8865	Ivy Green	182-22161
7	Marlboro Blue	PS-2228	Pawnee Beige	182-22162
8	Sussex Gray	PS-1144	Marlboro Blue	182-22166
9	Medeira Maroon	PS-633	Vincennes Red	194-3618
10	+ Devon Green	023412	Medeira Maroon	162-22159x
	+ Rockledge Gray	020143	Clear Water Green	94-22170
10A	Rockledge Gray	020143	Clear Water Green	94-22170
11	+ Shetland Gray	PS-1165	Shetland Gray	194-22160
	+ Bahama Blue	PS-2255	Bahama Blue	182-22164
11A	Bahama Blue	PS-2255	Ivy Green	182-22161
12	+ Asbury Green	PS-3352		
	+ Ivy Green	PS-3350	Vincennes Red	194-3618
13	+ Berkley Gray	PS-1137	Bahama Blue	182-22164
	+ Gunmetal Gray	PS-169	Shetland Gray	194-22160
14	+ Bahama Blue	PS-2255		
	+ Shetland Gray	PS-1165		
14A	Shetland Gray	PS-1165		
	+ Upper			
	+ Lower			

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 #RX-5174.



UPHOLSTERY

Carpets, Seats, Fabricated Trim

UPHOLSTERY CHART NO. 4

Series 42-60S, 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 42-61, 62	1T142.....4134449	10T142 ...4134458	11T142 ...4134459
32	Tan Rib Cloth - Series 42-61, 62	2T142.....4134450	13T142 ...4134461	14T142 ...4134462
33	Green Rib Cloth - Series 42-61, 62	3T142.....4134451	16T142 ...4134464	17T142 ...4134465
51	Black Leather - Style 42-6267	1T1342.....4134642		
52	Tan Leather - Style 42-6267	2T1342.....4133764		
53	Gray Leather - Style 42-6267	3T1342.....4134936		
54	Green Leather - Style 42-6267	4T1342.....4133765		
54A	Green and Beige Leather - Two-Tone, Style 42-6267	Beige 10T1342.....4135626 Green 4T1342.....4133765 5T1342.....4133766		
55	Blue Leather - Style 42-6267	5T1342.....4133766		
55A	Blue and Beige Leather - Two-Tone, Style 42-6267	Beige 10T1342.....4135626 Blue 5T1342.....4133766 6T1342.....4133767		
56	Red Leather - Style 42-6267	6T1342.....4133767		
56A	Red and Beige Leather - Two-Tone, Style 42-6267	Beige 10T1342.....4135626 Red 6T1342.....4133767		
61	Blue-Gray Bedford Broadcloth - Series 42-60S, 67	19T142.....4134467	21T142 ...4134469	22T142 ...4134470
62	Blue Pin Stripe Broadcloth - Series 42-60S	30T142.....4134477	31T142 ...4134478	32T142 ...4134479
63	Tan Bedford Broadcloth, Series 42-60S, 67	23T142.....4134471	25T142 ...4134473	26T142 ...4134474
64	Maroon Pin Stripe Broadcloth - Series 42-60S	33T142.....4134480	34T142 ...4134481	35T142 ...4134482
65	Green Bedford Broadcloth - Series 42-60S	27T142.....4134475	28T142 ...4139636	29T142 ...4134476
66	Green Pin Stripe Broadcloth - Series 42-60S	36T142.....4134483	37T142 ...4134484	38T142 ...4134485
67	Blue-Gray Plain Broadcloth - Series 42-67	21T142.....4134469	21T142 ...4134469	22T142 ...4134470
68	Tan Plain Broadcloth - Series 42-67	24T142.....4134472	25T142 ...4134473	26T142 ...4134474
71	Blue-Gray Dual Cord - Series 42-62, 63	4T142.....4134452	10T142 ...4134458	12T142 ...4134460
71-5	Blue-Gray Dual Tone Cord and Blue Leather - Style 42-6267 . .	Cloth 4T142.....4134452 Leather 5T1342.....4133766		



UPHOLSTERY CHART NO. 4 (Cont'd)

Series 42-60S, 61, 62, 63, 67, 75

<u>Trim Code No.</u>	<u>Description of Cushion and Back Rest Material</u>	<u>Cushion and Back Rest Material</u>	<u>Sidewall Material</u>	<u>Headlining Material</u>
72	Tan Dual Cord - Series 42-62,63	6T142.....4134454	13T142 ...4134461	15T142 ...4134463
72-2	Tan Dual Tone Cord and Tan Leather - Style 42-6267	Cloth 6T142.....4134454 Leather 2T1342.....4133764		
72-6	Tan Dual Tone Cord and Red Leather - Style 42-6267	Cloth 6T142.....4134454 Leather 6T1342.....4133767		
73	Green Dual Cord - Series 42-62,63	8T142.....4134456	16T142 ...4134464	18T142 ...4134465
73-4	Green Dual Tone Cord and Green Leather - Style 42-6267..	Cloth 8T142.....4134456 Leather 4T1342.....4133765		
76	Blue-Gray Heather Broadcloth - Series 42-62,63	5T142.....4134453	10T142 ...4134458	12T142 ...4134460
78	Tan Heather Broadcloth - Series 42-62,63	7T142.....4134455	13T142 ...4134461	15T142 ...4134463
80	Green Heather Broadcloth - Series 42-62,63	9T142.....4134457	16T142 ...4134464	18T142 ...4134465
91	Tan Vogue Broadcloth - Series 42-75	53T142.....4134500	56T142 ...4134503	57T142 ...4134504
92	Tan Bedford Cord - Series 42-75	54T142.....4134501	56T142 ...4134503	57T142 ...4134504
93	Tan Plain Cloth - Series 42-75	56T142.....4134503	56T142 ...4134503	57T142 ...4134504
94	Tan Figured Cloth - Series 42-75	55T142.....4134502	56T142 ...4134503	57T142 ...4134504
95	Gray Vogue Broadcloth - Series 42-75	58T142.....4134505	61T142 ...4134508	62T142 ...4134509
96	Gray Bedford Cord - Series 42-75	59T142.....4134506	61T142 ...4134508	62T142 ...4134509
97	Gray Plain Broadcloth - Series 42-75	61T142.....4134508	61T142 ...4134508	62T142 ...4134509
98	Gray Figured Broadcloth - Series 42-75	60T142.....4134507	61T142 ...4134508	62T142 ...4134509
271	Tan Bedford - Series 42-60S.....	49T142.....4134496	50T142 ...4134497	50T142 ...4134497
759	Green Heather Mixture Cloth - Series 42-60S.....	47T142.....4134494	48T142 ...4134495	48T142 ...4134495
780	Maroon Mixture Cloth - Series 42-60S.....	43T142.....4134490	44T142 ...4134491	44T142 ...4134491
818	Gray-Blue Foot Print Pattern Cloth - Series 42-60S	45T142.....4134492	46T142 ...4134493	46T142 ...4134493
843	Olive Stripe Cloth - Series 42-60S.....	51T142.....4134498	52T142 ...4134499	52T142 ...4134499
843A	Olive Stripe Cloth - Series 42-60S.....	51T142.....4134498	37T142 ...4134484	38T142 ...4134485
844	Blue Stripe Cloth - Series 42-60S.....	41T142.....4134488	42T142 ...4134489	42T142 ...4134489
844A	Blue Stripe Cloth - Series 42-60S.....	41T142.....4134488	31T142 ...4134478	32T142 ...4134479

CADILLAC MOTOR CAR DIVISION
GENERAL MOTORS SALES CORPORATION

1942 CADILLAC SUGGESTED MAXIMUM RETAIL DELIVERED PRICES

On all 1942 Model Cadillacs, the following is the detail of Suggested Maximum Delivered Price for each body type without Optional Equipment and Accessories.

Body Style		List Price of Car	E.O.H.	Dealer Delivery and Handling	"Advertised Delivered Price at Detroit"	Trans- porta- tion Charge	Suggested Maximum Del'd.Price of Car
<u>SERIES "61"</u>							
6107	5-Pass.Club Coupe	\$1,450	\$40	\$30	\$1,520		
6109	4-Door Sedan	1,530	45	30	1,605		
<u>SERIES "62"</u>							
6207	5-Pass.Club Coupe	1,545	45	35	1,625		
6207-D	5-Pass.Club Coupe	1,630	45	35	1,710		
6269	4-Door Sedan	1,630	45	35	1,710		
6269-D	4-Door Sedan	1,705	50	35	1,790		
6267-D	5-P.Club.Conv.	1,880	55	35	1,970		
<u>SERIES "63"</u>							
6319	4-Door Sedan	1,745	50	40	1,835		
<u>FLEETWOOD "60" SPECIAL</u>							
6069	4-Door Sedan	2,265	65	45	2,375		
6069-F	4-Door Sedan-Div.	2,415	65	45	2,525		
<u>SERIES "67"</u>							
6719	5-Pass.Sedan	2,700	75	50	2,825		
6719-F	5-Pass.Sedan-Div.	2,845	75	50	2,970		
6723	7-Pass.Sedan	2,845	75	50	2,970		
6733	7-Pass.Imperial	2,995	80	50	3,125		
<u>FLEETWOOD "75"</u>							
7519	5-Pass.Sedan	3,080	85	60	3,225		
7519-F	5-Pass.Sedan -Div.	3,230	85	60	3,375		
7523	7-Pass.Sedan	3,230	85	60	3,375		
7533	7-Pass.Imperial	3,375	90	60	3,525		
7559	5-P.Formal Sedan	4,060	105	60	4,225		
7533-F	7-P.Formal Sedan	4,205	110	60	4,375		
7523-L	9-P.Bus.Sedan	2,935	80	60	3,075		
7533-L	9-P.Bus.Imperial	3,080	85	60	3,225		

*The Retail Purchaser has the right to buy the car without being required to buy any Optional Equipment or Accessories. Therefore, if Optional Equipment or Accessories are on the car and the Retail Purchaser does not desire to buy such Optional Equipment or Accessories, the Distributor or Dealer should either remove them or order a car with only such Optional Equipment or Accessories as the Retail Purchaser desires.

The above prices will be increased as of Oct.1,1941

Prices after Oct. 1,1941, subject to change without notice.

Any State or Local Taxes should be added to the above prices.

1942 CADILLAC OPTIONAL EQUIPMENT AND ACCESSORIES
SUGGESTED MAXIMUM INSTALLED PRICES

GROUP ACCESSORIES

<u>GROUP - A</u> <u>SERIES - 61,62</u> <u>\$28.00</u>	<u>GROUP - B</u> <u>SERIES - 61,62</u> <u>\$45.00</u>	<u>GROUP - C</u> <u>SERIES - 62D,63,60S,67,75</u> <u>\$42.50</u>
Special Steering Wheel License Frames (Pair) Trim Rings (Five) Gas Cap Lock	Special Steering Wheel License Frames (Pair) Wheel Discs (Four) Gas Cap Lock Windshield Washer	License Frames (Pair) Wheel Discs (Four) Gas Cap Lock Windshield Washer Back-Up Light

OTHER ITEMS

Hydra-Matic Drive	\$135.00
Sixth Wheel Equipment -Trunk Mounting - Series 61,62,63,60S (Excl. Coupes)	35.00
Sixth Wheel Equipment -Trunk Mounting - Series 67,75	35.00
Radio and Vacuum Aerial	75.00
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 6019F	65.00
Ventilating Defrosting Heater	29.50
Special Steering Wheel	15.00
Trim Rings - Each	1.50
Wheel Discs - Each	4.00
Gas Cap Lock	2.75
License Frames - Pair	3.00
No-Rol (Not available with Hydra-Matic Drive)	12.50
Windshield Washer	8.25
Fog Lights-(Pair)	24.50
Spotlight,Left or Right.....	19.50
Back-up Light	12.50
Day-Nite Rear View Mirror.....	4.50
Outside Rear View Mirror - Left or Right	4.50
Seat Covers - Per Seat	9.75
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.

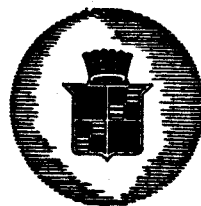
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OPERATING HINTS

for the

CADILLAC V-8

Series 42-61, 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 32 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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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 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.

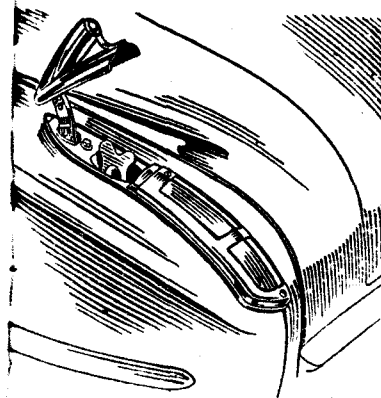
Everyday **FILE COPY**
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The Right Gasoline—The Cadillac V-8 engine is of modern, high compression design. The compression ratio used permits them to use up more completely the chemical energy in the fuel which is released at the time of combustion, and this in turn means improved acceleration, higher maximum speeds, and better fuel economy.

This design necessitates the use of fuels having octane ratings of 80 or above, which are generally classified as premium grade fuels. If fuels below 80 octane are used, engine efficiency will be reduced and spark knock or "ping" may result. In such instances, spark knock may be reduced by lowering the compression ratio, but this will cause a further decrease in performance and efficiency.

The gasoline filler cap is located under the hinged top of the left rear lamp as shown below. A lock for this cap is available as an accessory from your Cadillac dealer.

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. 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 18.

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 re-installing.

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 25 and 26.

Tire Pressure—The tire pressure is the fourth item requiring frequent attention. All tires, including spares, should be checked every week or ten days (except on long tours, when they should be checked daily), and maintained at the correct pressures of 28 pounds, front and rear on 42-61, 62, 63 and 60S, and 24 pounds front, and 32 pounds rear, on 42-67 and 75.

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.

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.

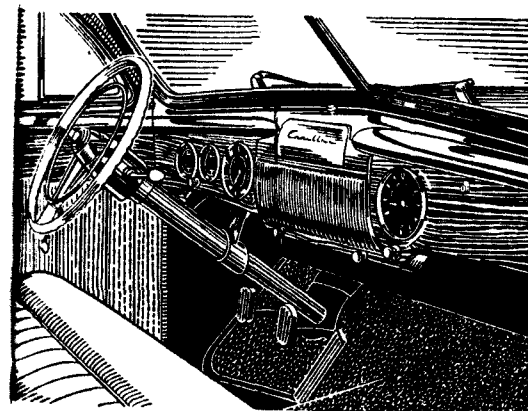
All-Weather Ventilation—Instead of a cowl ventilator, your Cadillac has two ventilating passages that take air through screened openings just behind the radiator grille and deliver it to the driving compartment. This arrangement permits adequate ventilation (with all windows closed) under all conditions, and is especially valuable during severe rainstorms, when the system can be fully opened without danger of any water entering the car.

The controls for the ventilating system comprise valves for opening or closing each air passage, operated by control knobs located just below each end of the grille. Pulling these knobs all the way out opens the ventilators, pushing them in closes the passages.

Hinged deflectors at the outlets can be tilted with the foot to direct the incoming air stream as desired.

The seat adjustment is easily made by lifting the lever 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.



Series 62 & 60 Special panel illustrated; others are similar

The **hand brake handle** is located just below the instrument panel at the driver's left, where it is easily reached, yet out of the way. To apply the brake, simply pull the handle straight out; to release the brake, twist the handle counter-clockwise and allow it to return to the released position.

The **ignition switch** has two positions besides the "Off" position. When the key is turned clockwise, the ignition is on, and all electrically-operated instruments and accessories are on. When the key is turned counter-clockwise from the "Off" position, however, only the instruments and accessories are on—the ignition is **OFF**.

This second position of the switch is to be used for checking the gasoline gauge while the tank is being filled, or for operating heaters or radio when the engine is not running.

CAUTION: Use of accessories for any length of time with engine off will result in a completely discharged battery.

The **gasoline gauge** is operated electrically. It indicates the quantity of fuel in the tank **only when the ignition switch 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 switch 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 **starter button** is on the instrument panel just to the right of the steering column. The starter will crank the engine **only** when the ignition is turned on and, on Hydra-Matic equipped cars, only when the selector lever is in neutral.

When starting a cold engine, the accelerator should be depressed slowly to the toe-board and then released, **before** cranking the engine. This will assure correct setting of the automatic choke and fast idle.

When starting a hot engine, the accelerator can be depressed to the half open position while cranking the engine, to prevent flooding. If the engine should become flooded, the accelerator should be held fully depressed and the engine cranked for several seconds until it starts.

When the engine is first started, it runs very fast because the carburetor is on fast idle. This idling speed will slow down materially after the accelerator has been depressed and released. Then as the engine warms up, the idling speed will slow down to normal.

The **transmission control lever** on the steering column is operated in the conventional manner (except on Hydra-Matic Drive, for which see page 13). 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 **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 parking lamp and the rear lamp on one side of the car. An indicator flashes in the upper 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 "Sealed 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 with the left foot.

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 lights are also controlled by this switch knob. When rotated counter-clockwise, it turns on these lamps, *provided* the running lights are also on. Turning the knob further increases the brilliance of the lamps.

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 below the clock on the instrument panel flange on 61, 63, 67 and 75, and on the back of the clock on 62 and 60 Special. The regulator arm is on the back of the clock on all series.

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 rear window wiper and defrosting fan are on the flange of the panel to the left of the steering column, below the lighting switch. The fog lights can be turned on only when the main lighting switch is in the "parking" position.

The Back-Up Light, when installed, turns on automatically when the transmission control lever is shifted into reverse, provided the ignition switch is also on.

The controls for the heater—which may be either the

Cadillac Automatic Heating System or the Cadillac Ventilating-Defrosting Heater—are located at the left-hand side of the grille in the center of the instrument panel.

The Automatic Heating System control has two levers. The left-hand lever (marked "Heat") is the thermostatic control. In its uppermost position, the heaters are off. As it is moved downward, the warmth provided increases corresponding to the lever position down to "Hi" which provides maximum heat. The lever may be left in the desired position, as the heating system is turned on and off automatically with the ignition, and the temperature selected is automatically maintained.

IMPORTANT NOTE—When the car is first started, the heater fans will not start until the water has risen to a satisfactory temperature, at which they will start automatically and maintain the temperature for which the system has been set. This prevents circulation of cold air.

The other lever (marked "Defr") controls both the fresh air supply to the defroster and the defroster fan. In the uppermost or "Off" position, the defroster fan is turned off and the fresh air valve is closed. In the "Vent" position, the defroster fan is off and the fresh air valve opened. This position is recommended for normal conditions. In the next two positions, just above and just below "Fog", the defroster is on, first at low speed, then at high speed. At the extreme bottom position, the defroster is on high speed and the air valve closed, which provides maximum defrosting to melt ice from the windshield.

The Ventilating-Defrosting Heater also has two controls, the heat control lever at the right marked "Heat", and the fresh air control at the left marked "Air".

The heat control is "off" in the central position. Moving the lever upward provides direct heat at three heater motor speeds—high, medium, and low. Once the car has been brought to a comfortable temperature, the heater motor can be turned off, provided the fresh air valve is open, as the fresh air passing through will maintain the temperature in mild winter weather. Moving the lever into the lower or "Defroster" range reverses the direction of the heater fan and thereby provides *indirect* heating with maximum defrosting in three speed ranges.

The fresh air lever should normally be carried in the central or "On" position. It can be moved to the upper or "Off"

position when maximum defrosting action is required to melt ice from the windshield.

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. Be careful not to lock the keys in the car when locking doors with the lock button.

The locks on the rear doors of Sedans are normally set so that the inside door handles operate regardless of the position of the lock button. They can, however, be reset at an Authorized Service Station so that depressing the lock button makes the inside as well as the outside door handle inoperative. This arrangement is desirable when small children ride alone in the rear seat.

To open a rear door that is set up with this arrangement, it is first necessary to lift the lock button and then operate the door handle.

Lock your car. Never leave it unlocked when unattended.

A **Door Hold-Open** is incorporated in the hinges of front and rear doors on all series. When a door is fully opened, this device keeps it from closing of its own weight while passengers are entering or alighting. No special operation is required to release the "hold-open"; simply close the door firmly.

Hydra-Matic Drive

*The Hydra-Matic selector lever does not shift any gears, it opens and closes oil control valves which determine the speed range, or moves a pawl to select reverse. The positions of the lever are "Neutral", "Dr", "Lo", and "Reverse".

Starting the Engine—The selector lever must be in neutral when starting the engine. The starting circuit is so arranged that the starting motor will not crank the engine unless this lever is in neutral.

Driving in High Range—After the engine is started, the lever is moved to the "Dr" position for forward driving. The car will not move forward until the accelerator is depressed and the engine speed increased above idling.

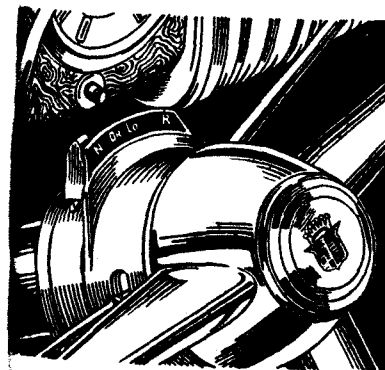
The rapidity of the start depends entirely upon how far the accelerator is pushed down. For maximum acceleration, push the accelerator to the floor.

Stopping the Car—To stop the car, it is necessary merely to release the accelerator and apply the brakes.

Passing—When driving on the open highway at speeds below 55 miles per hour, an extra burst of speed for passing can be secured by pressing all the way down on the accelerator. The drive then changes to third speed for rapid pick-up and returns to direct drive automatically at a higher speed.

Reverse—To drive the car in reverse, first bring it to a full stop, raise the end of the lever slightly and move it on into reverse, with a quick, positive motion. When shifting into reverse from neutral, move the lever first into either "Dr" or "Lo", pause a moment and then move on into reverse.

Low Range—In the "Lo" position of the lever, the transmission operates only in first and second gears; it will not change to third and fourth. This range is provided for descending steep hills where greater braking power of the engine is desirable.



Hydra-Matic Drive is optional equipment at extra cost

The change from "Dr" to "Lo" range is made simply by moving the lever. If the lever is moved at car speeds above 45 miles per hour, the drive will not go into "Lo" range until the car speed is reduced below 45.

Parking on Hills—One of the many advantages of Hydra-Matic Drive not shared by other types of fluid drives is that it permits locking the car in gear. When the car is parked on a hill or other steep incline, the car can be locked in gear by first shutting off the engine and then moving the lever into reverse.

Holding Car on Hills—When circumstances require waiting for cross traffic on an upgrade, leave the selector lever in "Dr" and press the accelerator down enough to keep the car from rolling backward. The power of the engine can be applied through the fluid coupling to hold the car without harm.

Towing to Start—If it should ever be necessary to start the engine by pushing or towing the car, this can easily be done by towing with the car in neutral until a speed of 15 to 20 miles per hour is reached. Then the control lever should be moved to the "Dr" position (not to "Lo") and the engine will ordinarily start within a few seconds.

Care of Hydra-Matic Drive

The operation of the Hydra-Matic Drive depends upon the use of a fluid of very exacting specifications which is compounded especially for the Cadillac Hydra-Matic Drive and is not procurable on the open market. It is distributed only by Authorized Cadillac Service Stations and for your protection is dispensed only in the container illustrated on this page. Any other fluid will fail to give satisfactory results, and may even cause serious damage.

The fluid level should be checked every 1,000 miles, at the same time that the car is lubricated, and fluid added to bring the level up to the "Full" mark on the plunger type gauge.



To check the level:

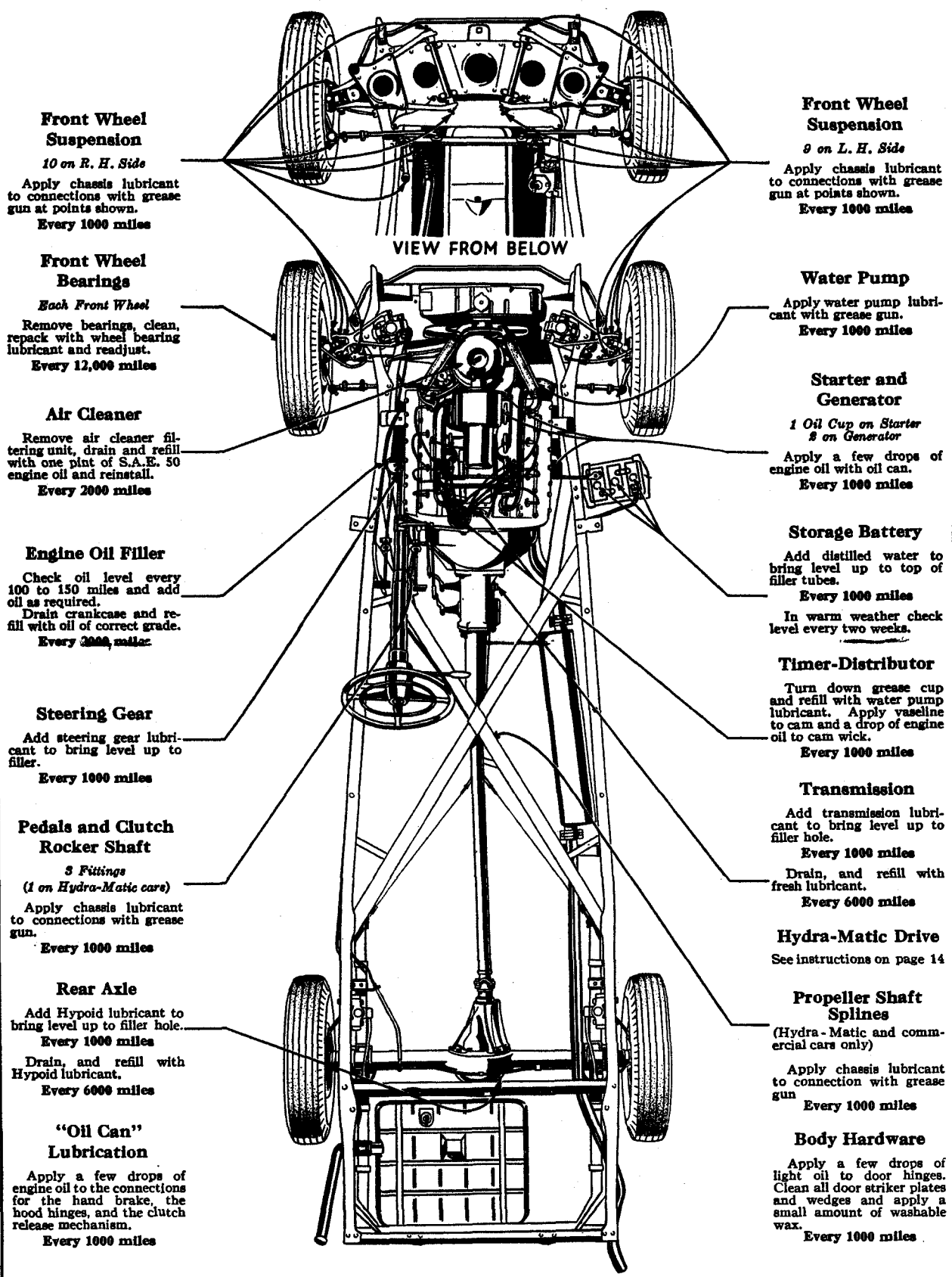
Raise right edge of front compartment rug and remove sheet metal cover over filler plug. Run engine about 30 seconds, then stop engine and wait about one minute. Remove indicator plunger, wipe clean, reinstall plunger and check level.

In addition, the entire unit should be drained and fresh fluid added at the end of the first 6,000 miles and at 12,000 mile intervals thereafter (i.e., at 6,000, 18,000, 30,000, etc.). Two drain plugs are provided, one in the front face of the fly-wheel, the other in the bottom of the case. Both plugs must be removed to drain the unit completely.

When fresh fluid is installed, approximately 11½ quarts are required to refill to the correct level. The correct level is determined by the mark on the gauge plunger rather than by the quantity installed. After 8 quarts have been added, the engine should be started, run for 3 or 4 minutes and stopped and then the level should be checked and sufficient fluid added to bring it up to "Full".

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Page 17



Front Wheel Suspension

10 on R. H. Side

Apply chassis lubricant to connections with grease gun at points shown.

Every 1000 miles

Front Wheel Bearings

Each Front Wheel

Remove bearings, clean, repack with wheel bearing lubricant and readjust.

Every 12,000 miles

Air Cleaner

Remove air cleaner filtering unit, drain and refill with one pint of S.A.E. 50 engine oil and reinstall.

Every 2000 miles

Engine Oil Filler

Check oil level every 100 to 150 miles and add oil as required.

Drain crankcase and refill with oil of correct grade.

Every 2000 miles

Steering Gear

Add steering gear lubricant to bring level up to filler.

Every 1000 miles

Pedals and Clutch Rocker Shaft

3 Fittings

(1 on Hydra-Matic cars)

Apply chassis lubricant to connections with grease gun.

Every 1000 miles

Rear Axle

Add Hypoid lubricant to bring level up to filler hole.

Every 1000 miles

Drain, and refill with Hypoid lubricant.

Every 6000 miles

"Oil Can" Lubrication

Apply a few drops of engine oil to the connections for the hand brake, the hood hinges, and the clutch release mechanism.

Every 1000 miles

Front Wheel Suspension

9 on L. H. Side

Apply chassis lubricant to connections with grease gun at points shown.

Every 1000 miles

Water Pump

Apply water pump lubricant with grease gun.

Every 1000 miles

Starter and Generator

1 Oil Cup on Starter
8 on Generator

Apply a few drops of engine oil with oil can.

Every 1000 miles

Storage Battery

Add distilled water to bring level up to top of filler tubes.

Every 1000 miles

In warm weather check level every two weeks.

Timer-Distributor

Turn down grease cup and refill with water pump lubricant. Apply vaseline to cam and a drop of engine oil to cam wick.

Every 1000 miles

Transmission

Add transmission lubricant to bring level up to filler hole.

Every 1000 miles

Drain, and refill with fresh lubricant.

Every 6000 miles

Hydra-Matic Drive

See instructions on page 14

Propeller Shaft Splines

(Hydra-Matic and commercial cars only)

Apply chassis lubricant to connection with grease gun.

Every 1000 miles

Body Hardware

Apply a few drops of light oil to door hinges. Clean all door striker plates and wedges and apply a small amount of washable wax.

Every 1000 miles

Lubrication

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.

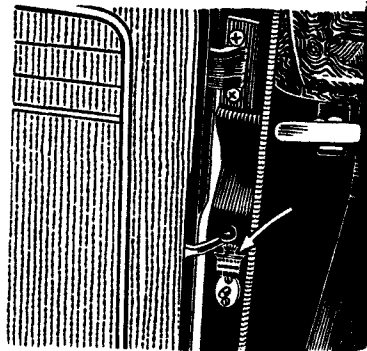
Authorized Lubrication—Lubrication operations can be performed most satisfactorily by your Authorized Cadillac Service Station. In addition to having specialized equipment, they also have correct lubricants, complete instructions, and experience on Cadillac cars.

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 30° 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-around 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 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.

*On pages 16 and 17

The transmission (except Hydra-Matic) 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 4,000 to 5,000 miles. (See page 28.)

Capacities

Engine crankcase..... 7 qts.

Transmission (standard)..... { 2½ pts. (refill)
4 pts. (dry)

Hydra-Matic Drive..... 11½ qts.

Rear Axle..... 5 pts.

Cooling system..... 25 qts.

Gasoline tank..... 20 gal.*

*Except on 42-75, which is 24 gallons.

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.

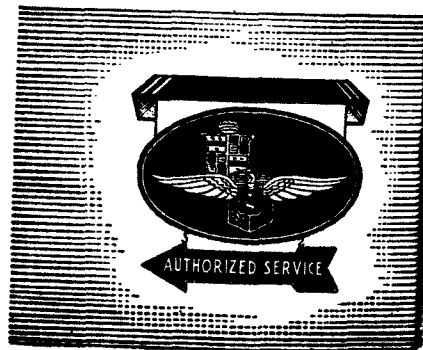
They have the obvious advantages of specialized experience on Cadillac cars, of the use of genuine Cadillac parts, and of adequate tools and equipment. Their workmen, too, secure the benefits of continuous training on up-to-date Cadillac servicing methods by means of regular publications and special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

Manufacturer's Warranty—It is expressly agreed that there are no warranties, expressed or implied, made by either the Dealer or the Manufacturer on the Cadillac Motor vehicles, chassis or parts furnished hereunder, except the Manufacturer's warranty against defective materials or workmanship as follows:

"The Manufacturer warrants each new motor vehicle, including all equipment or accessories (except tires) supplied by the Manufacturer, chassis or part manufactured by it to be free from defects in material and 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 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."

The Manufacturer has reserved the right to make changes in design or add any improvements on motor vehicles and chassis at any time without incurring any obligation to install same on motor vehicles and chassis previously purchased.

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."

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 at the radiator outlet elbow on the right-hand side of the car. All three valves must be open to drain the engine completely.

When refilling a system that has been drained completely, add as much fluid as possible, then run the engine two or three minutes and then refill to the correct level. This procedure is necessary to assure by-passing the thermostat in the radiator inlet elbow.

The Automatic Heating System (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 solution 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 to avoid corrosion in accordance with the formula approved by the Glycerine Producers' Association, 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 cooling 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 system 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 a cold cooling system.

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 42-61, 62, 63 and 60S Cadillac cars are 4 ply, size 7:00 x 15, and should be inflated to 28 pounds, front and rear. Those used on 42-67 and 75 are 6 ply, size 7:50 x 16, and should be inflated to 24 pounds front and 32 pounds rear. Test inflation in accordance with the precautions given on page 6.

Conserving Tires—The present national emergency calls for the strictest conservation of strategic raw materials, of which crude rubber is one of the most vital. Since tires consume about 75% of all crude rubber used in America, users of tires have a great share in this program. The recommendations that follow will help you to prolong the life of your tires and thus indirectly conserve the supply of crude rubber:

Keep tires properly inflated.

Drive at reasonable speeds.

Slow down for curves.

Develop the habit of starting and stopping gradually.

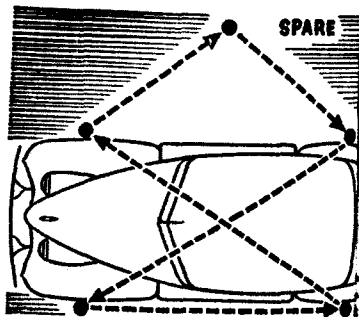
Avoid running over chuck holes or against curbs to eliminate tire injuries.

Keep front wheels in alignment and all wheels in balance.

Interchange tires regularly as explained in the next paragraph.

Interchanging Tires—Interchanging tires at regular intervals of from 4,000 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:

Make sure the hand brake is set.

Place jack directly under bumper* 8 to 10 inches from end and raise car high enough to clear wheel. It is necessary to raise car higher with bumper jack than with some other types.

If a rear wheel is to be changed, remove wheel shield as explained below.

Remove hub cap, using flattened end of combination wheel wrench and jack handle as a pry; or wheel disc, using special wrench provided.

Remove wheel mounting nuts and take road wheel off of hub. Mounting nuts on all wheels are loosened by turning counter clockwise.

Installing spare wheel is performed by reversing the foregoing operation.

Rear Wheel Shields—To remove rear wheel shields on all series except series 75, turn hex head nut on lower edge of shield clockwise (using wheel wrench) to release the catches at the lower corners, then lift lower edge outward and upward to disengage retaining lugs at top.

To reinstall this type of shield, engage lugs at top, move shield down into position, and then turn hex head nut counterclockwise to re-engage catches at lower corners.

To remove shield on series 75, reach up under shield at rear, grasp handle of tightening lever, pull it inward to clear flange, and then straight down. The shield will then drop outward at top and can be lifted clear of fender brackets at each end.

To reinstall this shield, engage lugs at lower corners in their respective brackets and—making sure that lever handle points straight down—push upper part into place. Then move handle back and up, locking it behind lower flange of shield.

*Bumper type jack is not used on commercial cars.

Headlamp Service

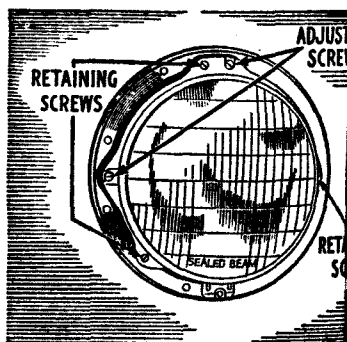
The only service required by the "Sealed Beam" headlamps used on Cadillac cars includes wiping off the lenses, rechecking the aim periodically, and replacing the entire unit in cases of burnt out filaments or physical damage.

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.



POOR ORIGINAL

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 trim.

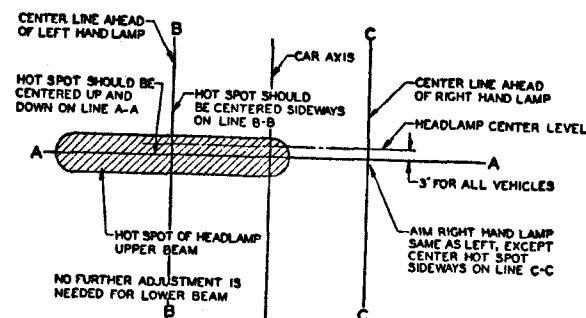
Remove the three screws holding the retaining ring.

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 42-61.....	5380001 and up
Series 42-62.....	8380001 and up
Series 42-63.....	7380001 and up
Series 42-60S.....	6380001 and up
Series 42-67.....	9380001 and up
Series 42-75.....	3380001 and up

The engine number, which is also the serial number, is stamped on the car in two places: On the right-hand side of the crankcase, just above the water pump, and on the right frame sidebar just behind the engine support bracket. It contains figures only, and no letters. It can be read from the right side upon lifting the hood.

The engine number is to be used in license and insurance applications, and in general reference to the car.

Type of Engine.....	V-8
Bore and Stroke.....	3½ x 4½ in.
Piston Displacement.....	346 cu. in.
Taxable Horsepower.....	39.2

Wheelbase

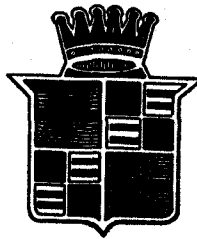
Series 42-61.....	126 in.
Series 42-62.....	129 in.
Series 42-63.....	126 in.
Series 42-60S.....	133 in.
Series 42-67.....	139 in.
Series 42-75.....	136 in.

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.

Edition 42-61
5M-9-41

1942 SERIES CADILLAC CHASSIS PARTS LIST

SERIES 42-60S, 42-61, 42-62, 42-63, 42-67, 42-75



This Parts List is effective October 1, 1941

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 replacement on 1942 series Cadillac cars. Parts of minor importance that should not require replacement are not included but can be obtained by supplying the factory with a description of the parts.

The Standard Cadillac Grouping System, explained in detail in the Master Chassis Parts List, is continued in this list and the pages can be inserted in their corresponding groups in the Master Chassis Parts List. A different color paper is used in this Parts List to distinguish the 1942 from the 1941 and Master Chassis Parts Lists.

Parts that are new and have not been used on previous models are indicated by the dagger (†) character following the part number. Except where series specifications are shown parts included in this Parts List are used on all 1942 series cars. Parts used on Hydra-Matic Drive cars only are indicated by the letters "HYD" in the description of the part and parts that are not used on Hydra-Matic Drive cars are indicated by the phrase "except HYD". 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 the 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 location of these numbers are as follows:

Engine Number	{ On rough flat surface on rear portion of the boss above the water pump on the front of the R.H. block numbered at right angles with crankshaft. Numbering to start from the top.
Unit Chassis Number	{ On top surface of Right 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 R.H. block, numbered parallel with crankshaft. Numbering to start from the bottom.
Body and Style Number	On plate on left side of dash

ENGINE NUMBER CHART

ENGINE NO.

SERIES 42-60S	6380001 TO 6381500/6386270 TO 6386375
SERIES 42-61	5380001 TO 5385237
SERIES 42-62	8380001 TO 8384401/8386001 TO 8386560
SERIES 42-63	7380001 TO 7381500/7386001 TO 7386250
SERIES 42-67	9380001 TO 9380520/9386001 TO 9386180
SERIES 42-75	3380001 TO 3381200/3386001 TO 3386327

1

STYLE NO.	BODY TYPE	SERIES	WHEELBASE
42-6069	4 Door Sedan	42-60S	133"
42-6069F	4 Door Sedan (Division)	42-60S	133"
42-6107	5 Pass. Club Coupe	42-61	126"
42-6109	4 Door Sedan	42-61	126"
42-6207	5 Pass. Club Coupe	42-62	129"
42-6207D	5 Pass. Club Coupe	42-62	129"
42-6267D	5 Pass. Club Convertible	42-62	129"
42-6269	4 Door Sedan	42-62	129"
42-6269D	4 Door Sedan	42-62	129"
42-6319	4 Door Sedan	42-63	126"
42-6719	5 Pass. Sedan	42-67	138"
42-6719F	5 Pass. Sedan (Division)	42-67	138"
42-6723	7 Pass. Sedan	42-67	138"
42-6733	7 Pass. Imperial	42-67	138"
42-7519	5 Pass. Sedan	42-75	136"
42-7519F	5 Pass. Sedan (Division)	42-75	136"
42-7523	7 Pass. Sedan	42-75	136"
42-7523L	9 Pass. Business Sedan	42-75	136"
42-7533	7 Pass. Imperial	42-75	136"
42-7533F	7 Pass. Formal Sedan	42-75	136"
42-7533L	9 Pass. Business Imperial	42-75	136"
42-7559	5 Pass. Formal Sedan	42-75	136"
	Commercial Chassis	42-75	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 FENDERS			WHEELS	
<u>Comb.</u> <u>Code No.</u>	<u>Color Name</u>	<u>Color No.</u>	<u>Color Name</u>	<u>Color No.</u>
1	Black	20498	Black	94-005
			Vincennes Red	194-3618
2	Antoinette Blue	22290	Triton Green	94-20957
3	Cavern Green	023355	Antoinette Blue	94-20871
4	Gunmetal Gray	PS-169	Triton Green	94-20957
5	Ivy Green	PS-3350	Vincennes Red	194-3618
6	Pawnee Beige	PS-8865	Ivy Green	182-22161
7	Marlboro Blue	PS-2228	Pawnee Beige	182-22162
8	Sussex Gray	PS-1144	Marlboro Blue	182-22166
9	Medeira Maroon	PS-633	Vincennes Red	194-3618
10	+ Devon Green	023412	Medeira Maroon	162-22159M
	+ Rockledge Gray	020143		
10A	Rockledge Gray	020143	Clear Water Green	94-22170
11	+ Shetland Gray	PS-1165	Clear Water Green	94-22170
	+ Bahama Blue	PS-2255	Shetland Gray	194-22160
11A	Bahama Blue	PS-2255	Bahama Blue	182-22164
12	+ Asbury Green	PS-3352	Ivy Green	182-22161
	+ Ivy Green	PS-3350		
13	+ Berkley Gray	PS-1137	Vincennes Red	194-3618
	+ Gunmetal Gray	PS-169		
14	+ Bahama Blue	PS-2255	Bahama Blue	182-22164
	+ Shetland Gray	PS-1165	Shetland Gray	194-22160
14A	Shetland Gray	PS-1165		
	+ Upper			
	+ Lower			

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 #RX-5174.

1942 - 1946

LUBRICATION

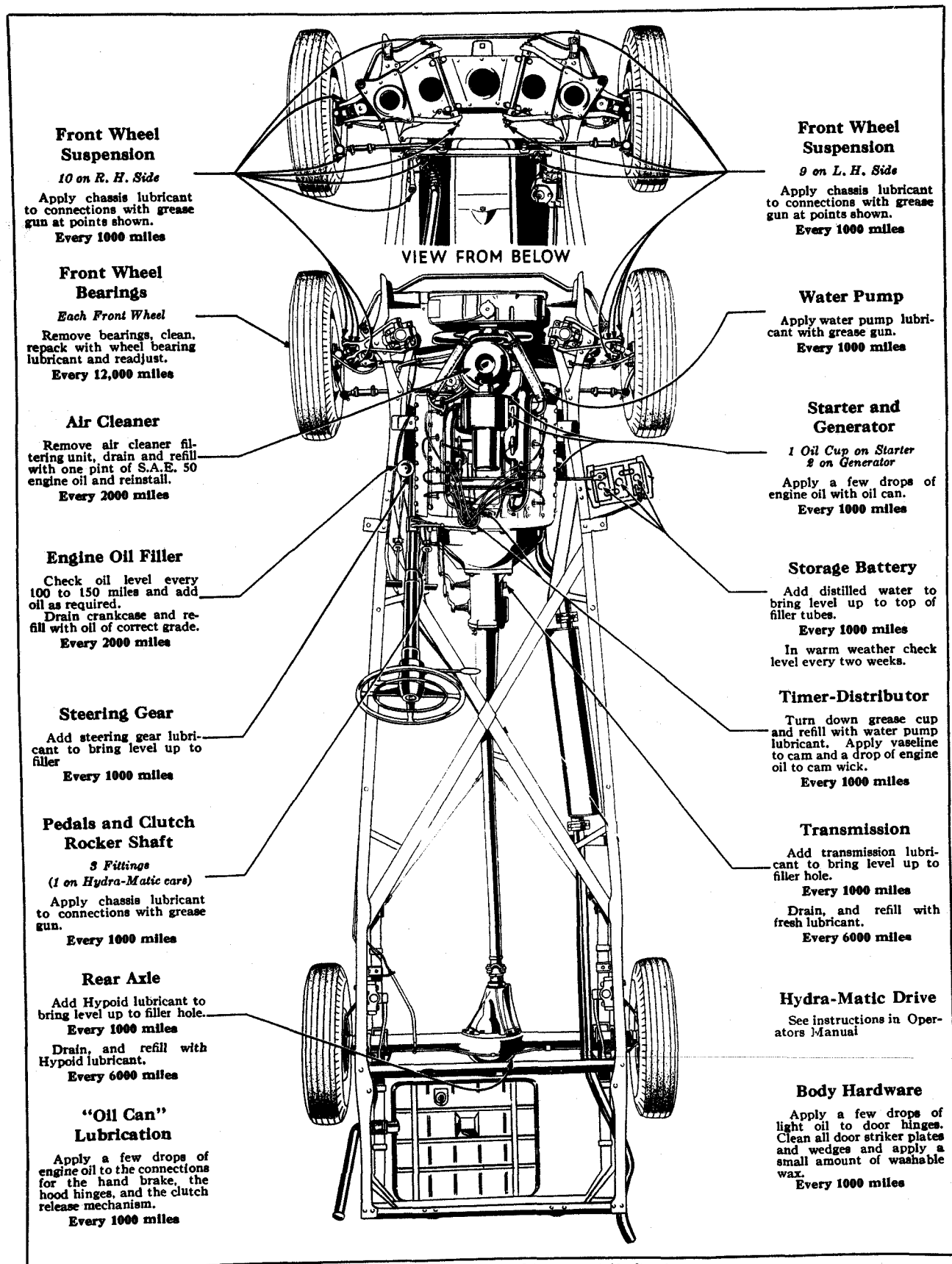


Fig. 2. Lubrication Chart—All Series

1143-1946

CHASSIS ELECTRICAL SYSTEM

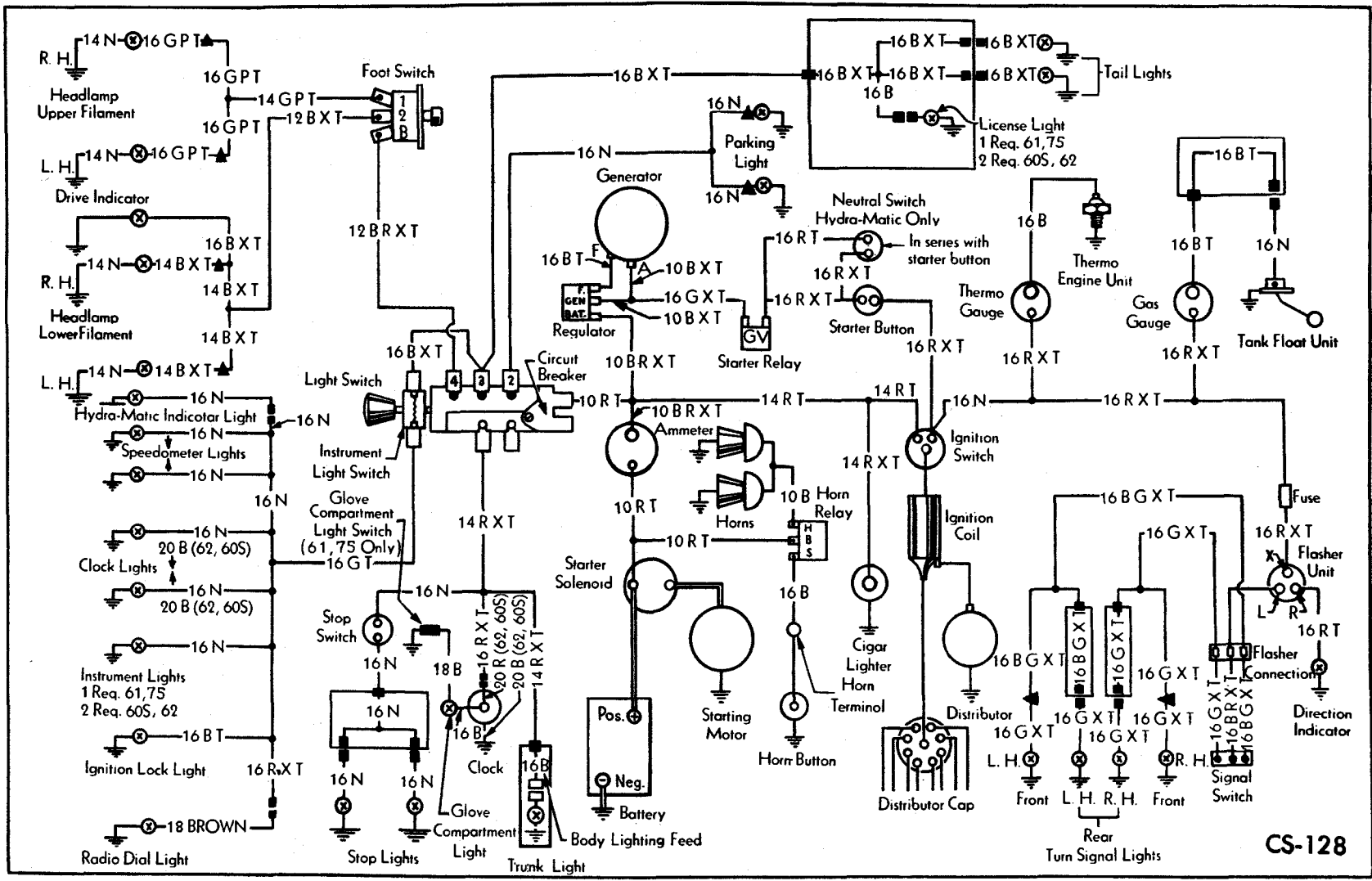


Fig. 58. Circuit Diagram, All 1946 Series

1942 - 1946

SPECIFICATIONS

CAPACITIES

Subject	46-61, 62	46-60S	46-75	46-75 Comm.
Engine crankcase.....	7 Quarts	7 Quarts	7 Quarts	7 Quarts
Cooling system.....	25 Qts.†	25 Qts.†	25 Qts.†	25 Qts.†
Gasoline tank.....	20 Gals.	20 Gals.	24 Gals.	24 Gals.
Hydra-Matic.....	12½ Qts. (refill) 13 Qts. (dry)	12½ Qts. (refill) 13 Qts. (dry)	12½ Qts. (refill) 13 Qts. (dry)	12½ Qts. (refill) 13 Qts. (dry)
Rear axle.....	5 Pts.	5 Pts.	5 Pts.	5 Pts.
Tire pressure.....	28 Lbs.	28 Lbs.	24 Lbs., Front 32 Lbs., Rear	* *
Transmission (Std.).....	2½ Pts. (refill) 4 Pts. (dry)	2½ Pts. (refill) 4 Pts. (dry)	2½ Pts. (refill) 4 Pts. (dry)	2½ Pts. (refill) 4 Pts. (dry)
Lubricant viscosity.....	90 EP	90 EP	90 EP	90 EP

FRAME

Subject	46-61, 62	46-60S	46-75	46-75 Comm.
Depth of sidebar, maximum.....	6⅝"	6⅝"	7⅞"	7⅞"
Flange width, maximum.....	2"	2"	2¼"	2¼"
Overall length, bumper to bumper.....	215⅞"-61 219⅞"-62	224¾"	226⅞"	253"
Thickness of web, maximum.....	⅜"	⅜"	⅜"	⅜"
Tread, front.....	59"	59"	58½"	58½"
Tread, rear.....	63"	63"	62½"	64½"
Wheelbase.....	126"-61 129"-62	133"	136¼"	163"

FRONT WHEEL SUSPENSION

Subject and Remarks	46-61, 62	46-60S	46-75	46-75 Comm.
Angle between steering knuckle pin and wheel spindle.....	95° 51'	95° 51'	95° 51'	95° 51'
Camber of front wheels.....	-¾ to + ¾°	-¾ to + ¾°	-¾ to + ¾°	-¾ to + ¾°
Caster angle.....	-1¼ to -2¾°	-1¼ to -2¾°	-1¼ to -2¾°	-1¼ to -2¾°
Shock absorbers—				
Bore.....	1½"	1½"	1½"	1½"
Rebound valve**.....	2.5E	2.5E	.90G	.90G
Compression valve**.....	2 D 1	2 D 1	2 ED 1	2 ED 1
Fluid.....	Delco	Delco	Delco	Delco
Type No.....	1946 GH	1946 GH	1946 GH	1946 GH
Toe-in (car standing).....	⅜" - ⅜"	⅜" - ⅜"	⅜" - ⅜"	⅜" - ⅜"
Toe-in (scuff board measurement).....	8 ft. per mile	8 ft. per mile	8 ft. per mile	8 ft. per mile
Toe-out on turns—				
With outside wheel set at 20°, inside wheel angle should be—left turn.....	25° 25'	25° 25'	24° 7'	24° 7'
—right turn.....	24° 42'	24° 42'	23° 6'	23° 6'
Toe-out (scuff board measurement).....	2 ft. per mile	2 ft. per mile	2 ft. per mile	2 ft. per mile

†Add two quarts on cars equipped with a Cadillac Automatic Heating System; add one quart on cars having a Cadillac Ventilating Defroster Heater.

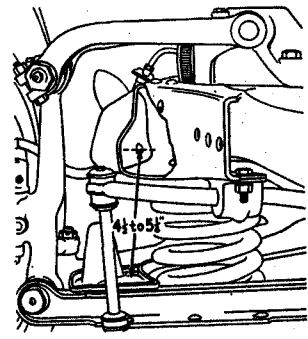
*Depends on weight of body used.

** Valve markings are stamped on outside cap.

1942 - 1946

SPECIFICATIONS

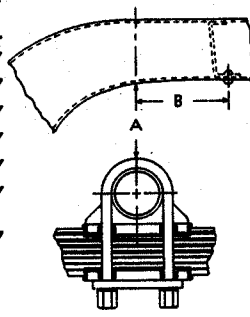
FRONT SPRING DATA CHART

Series	Part No.	Color Daub	Normal Load	Rate Per In.	Spring Height (All Series)
46-61.....	1428432	None	1950	375	
46-62, 60S.....	1428433	Orange	2025	375	
46-75.....	1428434	Pink	2125	375	
46-75 Comml.....	1428429	Yellow	2500	540	

REAR SPRING DATA CHART

Series	Body Styles	Part No.	Color Daub	Rate Per Inch	No. of Leaves	Spring Height	
						A	B
46-61, 62 (except conv.)	Coupes	1440081	Grey	100	8	6-6½"	4½"
46-61, 62, 60S.....	Sedans	1440085	None	105	8	6-6½"	4½"
46-62 Convertible.....	All	1440083	Green	110	8	6-6½"	4½"
46-61, 62, 60S.....	Heavy Duty	1440084	None	140	10	6-6½"	4½"
46-75.....	All	1440827	Blue	135	10	5¾-6½"	5¼"
46-75.....	Livery and Export	1440828	Blue-2	170	10	5¾-6½"	5¼"
46-75.....	Commercial	1440831	Yellow	235	11	5¾-6½"	5¼"

Single color markings appear on rear eye only. Double color markings appear one on each eye.
All springs are two inches in width.



REAR WHEEL SUSPENSION

Subject and Remarks	46-61, 62	46-60S	46-75	46-75 Comm.
Axle housing out of true, not over.....	⅛"	⅛"	⅛"	⅛"
Axle shaft—				
Length.....	33⅜"	33⅜"	33⅜"	34"
Out of true (at ground surface near splines) not over.....	.006"	.006"	.006"	.006"
Backlash—pinion and ring gear.....	.004—.010"	.004—.010"	.004—.010"	.004—.010"
Distance outer end axle shaft taper to outer end bearing inner race.....	3⅜"	3⅜"	3⅜"	3⅜"
Gear ratio—Standard.....	3.77 to 1	3.77 to 1	4.27 to 1	4.27 to 1
Optional (economy axle).....	3.36 to 1	3.36 to 1	3.77 to 1	
Minimum road clearance (under center of axle housing).....	8"	8"	9"	9"
Shock absorbers—				
Bore.....	1½"	1½"	1¾"	1¾"
Rebound valve†.....	1T	1T	1H	1.75T
Compression valve†.....	1 n 1	1 n 1	2 Ad 1	1 Ad 1
Fluid.....	Delco	Delco	Delco	Delco
Type No.....	1754N&P	1754N&P	2007N&P	1751V&W

*Without shim.

†Valve markings are stamped on outside cap.

SPECIFICATIONS

BRAKES

Subject and Remarks	46-61, 62	46-60S	46-75	46-75 Comm.
Braking area (foot brakes).....	208 sq. in.	208 sq. in.	233 sq. in.	248 sq. in.
Braking ratio—				
Front.....	55.8%	55.8%	55.8%	50.0%
Rear.....	44.2%	44.2%	44.2%	50.0%
Drums—				
Inside diameter.....	11.995—12.005"	11.995—12.005"	11.995—12.005"	11.995—12.005"
Out-of-round, not over.....	.007"	.007"	.007"	.007"
Clearance between lining and drums.....	.007—.010"	.007—.010"	.007—.010"	.007—.010"
Remachining, not over.....	.030"	.030"	.030"	.030"
Material.....	Cast Iron— Steel Face	Cast Iron— Steel Face	Cast Iron— Steel Face	Cast Iron— Steel Face
Fluid.....	Delco Super No. 9	Delco Super No. 9	Delco Super No. 9	Delco Super No. 9
Lining—				
Length, primary, front shoes.....	11 $\frac{1}{4}$ "	11 $\frac{1}{4}$ "	11 $\frac{1}{4}$ "	11 $\frac{1}{4}$ "
Length, secondary, rear shoes.....	12 $\frac{1}{4}$ "	12 $\frac{1}{4}$ "	12 $\frac{1}{4}$ "	12 $\frac{1}{4}$ "
Width, front wheels.....	2 $\frac{1}{4}$ "	2 $\frac{1}{4}$ "	2 $\frac{1}{4}$ "	2 $\frac{1}{4}$ "
Width, rear wheels.....	2"	2"	2 $\frac{1}{2}$ "	2 $\frac{1}{2}$ "
Thickness.....	$\frac{3}{8}$ "	$\frac{3}{8}$ "	$\frac{3}{8}$ "	$\frac{3}{8}$ "
Type.....	Moulded	Moulded	Moulded	Moulded
Wheel cylinder bore, front.....	1 $\frac{1}{8}$ "	1 $\frac{1}{8}$ "	1 $\frac{1}{8}$ "	1 $\frac{1}{8}$ "
Wheel cylinder bore, rear.....	1"	1"	1"	1 $\frac{1}{8}$ "

ENGINE

Subject and Remarks	All Series	Subject and Remarks	All Series
Bore.....	3 $\frac{1}{2}$ "	Crankpin diameter.....	2.4590-2.4595"
Compression pressure (lb. per sq. in.)—		Crankpin out-of-round, not over.....	.00025"
At cranking speed (throttle open)....	100-105	End play in crankshaft—	
At 1000 R.P.M.....	182	New limits.....	.001-.005"
Compression ratio.....	7.25-1	Worn limits.....	.010"
Horsepower—		Main bearing caps—	
Rated (taxable).....	39.20	Bolt thread diameter.....	15/32"
Developed at 3400 R.P.M.....	150	Main bearing journal diameter.....	2.4990-2.4995"
Piston displacement in cu. in.....	346	Main bearing journals, out-of-round, not over.....	.00025"
Points of suspension, number.....	3	Main bearing journal lengths—	
Stroke.....	4 $\frac{1}{2}$ "	Front.....	1 5/32"
Torque, at 1700 R.P.M.....	283 ft.-lbs.	Center.....	1 5/32"
CAMSHAFT		Rear.....	1 31/32"
Bearing clearance—		Main bearings, material.....	Moraine Durex 300
New limits.....	.0015-.0033"	OIL PUMP	
Worn limits, not over.....	.0045"	Backlash between drive gears, not over..	.008-.012"
Bearing out of round, not over.....	.002"	Clearance between pump body and driveshaft—	
Number of bearings.....	3	New limits.....	.0010-.0025"
CHAINS		Worn limits, not over.....	.005"
Camshaft chain—		Clearance between pump body and gears—	
Adjustment.....	None	New limits.....	.003-.005"
Length.....	23 $\frac{1}{4}$ "	Worn limits, not over.....	.006"
Make.....	Link Belt	End play in pump gears—	
Number of links.....	62	New limits.....	.001-.004"
Pitch.....	$\frac{3}{8}$ "	Worn limits, not over.....	.006"
Width.....	1 $\frac{1}{8}$ "	Oil pump type.....	Helical gear
CONNECTING RODS		OIL PRESSURE REGULATOR	
Bearing material.....	Moraine Durex 300	Clearance between valve plunger and housing—	
Clearance between bearing and shaft—		New limits.....	.0020-.0035"
New limits.....	.0005-.0020"	Worn limits, not over.....	.005"
Worn limits, not over.....	.0045"	Normal pressure at 30 m.p.h. (min.).....	25 lbs.
Diameter lower end, without bearing....	2.5845-2.5850"	Idle (average).....	15 lbs.
End play on lower bearings.....	.008-.014"	Spring—	
Length, center to center.....	8 $\frac{3}{4}$ "	Free length (approx.).....	2 25/64"
CRANKSHAFT AND MAIN BEARINGS		Pressure at 1 13/32".....	5 $\frac{3}{4}$ -6 $\frac{1}{4}$ lbs.
Clearance, main bearings—		Valve opens at.....	30 lbs.
New limits.....	.0008-.0025"		
Worn limits, not over.....	.005"		

SPECIFICATIONS

ENGINE—Cont'd

Subject and Remarks	All Series	Subject and Remarks	All Series
PISTONS AND CYLINDERS			
Cylinder bore out of round (new or reground limit) not over.....	.0005"	Head diameter, overall.....	1.876-1.886"
Cylinder bore, standard.....	3.5000-3.5020"	Lift.....	.335"
Piston material.....	Aluminum Alloy	Seat angle.....	45°
Piston skirt diameter-standard.....	3.4979-3.4999"	Seat width (minimum).....	.075"
Piston skirt diameter-oversize—		Seat eccentricity not over (total indicator reading).....	.002"
.010" oversize.....	3.5089-3.5099"	Stem, length overall.....	5 $\frac{1}{4}$ "
.020" oversize.....	3.5189-3.5199"	Stem, diameter.....	.3415-.3425"
.030" oversize.....	3.5289-3.5299"		
Piston top land diameter—standard.....	3.4780-3.4810"	VALVE SPRINGS	
Taper, not over.....	.0007"	Free length.....	2.210"
		Pressure in pounds—	
		Compressed to 1 $\frac{1}{4}$ " (valve closed)....	60-67
		Compressed to 1 $\frac{1}{4}$ " (valve open)....	139.5-150.5
PISTON PINS		VALVE TIMING	
Clearance between pin and bushing—		Exhaust opens.....	52° B.B.C.
New limits.....	.0002-.0008"	Exhaust closes.....	10° A.T.C.
Worn limits, not over.....	.0014"	Intake opens.....	T.D.C.
Clearance between pin and piston—		Intake closes.....	42° A.B.C.
New limits.....	.00005-.0001"		
Worn limits, not over.....	.0007"	FAN	
Piston pin bushing finish.....	Diamond bored	Belt—	
Piston pin diameter.....	$\frac{1}{8}$ "	Length-pitch circumference.....	34 $\frac{1}{2}$ "
Piston pin length.....	3 $\frac{1}{16}$ "	Width.....	1 $\frac{1}{8}$ "
		Type.....	34" Vee
PISTON RINGS		Distance from fan hub to end of fan shaft.....	$\frac{1}{4}$ "
Clearance between rings and sides of grooves in piston—		Drive Ratio.....	.95 to 1.0
Compression rings.....	.0022-.0035"	Number of blades—	
Oil ring.....	.0013-.0026"	61, 62, 60S.....	4
Gap between ends—		75 and 75 Com'l.....	5
Compression rings.....	.007-.023"	Pitch.....	1 $\frac{1}{4}$ " $\neq$ $\frac{1}{2}$ "
Oil rings.....	.007-.023"		
Number of compression rings.....	2	RADIATOR	
Number of oil rings.....	1	Area of core, in square inches.....	400
Width of compression rings.....	$\frac{3}{8}$ "	Capacity of system.....	25 quarts
Width of oil rings.....	$\frac{1}{8}$ "	Radiator core make.....	Harrison
Width of oil ring slot (original).....	.045"	Radiator core fins per inch.....	8 $\frac{1}{2}$
(replacements).....	.064"	Tube spacing.....	$\frac{5}{8}$ "
		Radiator cap pressure.....	8 $\frac{1}{4}$ to 9 $\frac{1}{4}$ lbs.
VALVES, EXHAUST			
Clearance between stem and guide—		Hoses, cylinder block to radiator (top)—	
New limits.....	.0015-.0035"	Diameter, inside.....	1 $\frac{1}{4}$ "
Worn limits, not over.....	.005"	Length.....	R.H. 13 $\frac{3}{8}$ "
Clearance between stem and lifter.....	.030-.070"	L.H. 12 $\frac{3}{8}$ "	
(With hydraulic unit compressed)			
Clearance between lifter bracket and lifter body—		Hose, radiator to water pump—	
New limits.....	.0010-.0024"	Diameter, inside.....	2"
Worn limits, not over.....	.0035"	Length.....	8 $\frac{1}{8}$ "
Distance between valve stem and base circle of camshaft.....	3.000"	Type.....	Moulded
Head diameter, overall.....	1.626-1.636"		
Lift.....	.345"	WATER PUMP	
Seat angle.....	45°	Clearance between impeller and pump body.....	.050-.092"
Seat width (minimum).....	.075"	Clearance between pump shaft and bushings—	
Seat eccentricity, not over (total indicator reading).....	.003"	New limits.....	.0010-.0025"
Stem, length overall.....	5 $\frac{1}{4}$ "	Worn limit, not over.....	.0035"
Stem, diameter.....	.3405-.3415"	Packing spring—	
Valve seat inserts.....	None	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	
VALVES, INLET		IGNITION	
Clearance between stem and guide—		Coil, amperes draw, engine running.....	2.2
New limits.....	.0005-.0025"	Coil, Delco-Remy type number.....	1115129
Worn limits, not over.....	.005"	Distributor advance—	
Clearance between stem and lifter (with hydraulic unit compressed).....	.030-.070"	Manual advance.....	20°
Clearance between lifter bracket and lifter body—		Automatic advance.....	21-24°
New limits.....	.0010-.0024"	Vacuum advance.....	18°
Worn limits, not over.....	.0035"	Distributor, Delco-Remy type number.....	1110807
Distance between valve stem and base circle of camshaft.....	3.000"	Contact point gap.....	.0125-.0175"

SPECIFICATIONS

ENGINE—Cont'd

Subject and Remarks	All Series	Subject and Remarks	All Series
Tension of contact arm spring in ounces.	19-23	CARBURETION	
Timing mark (IGA) ahead of center.....	5°	Model, Carter.....	595 S
Ignition switch—		Model, Stromberg.....	AAV-26
Delco-Remy part number (61, 75)....	1116328	Size.....	1¼"
Delco-Remy part number (62, 60S)....	1116327	Float level setting, Stromberg.....	⅝"
Firing order.....	1, 8, 7, 3, 6, 5, 4, 2	Carter.....	⅜"
Spark plugs—		(Fuel level below top surface of bowl)	
A.C. type number.....	104	Fuel pump discharge (10 strokes).....	22 cc.
Gap.....	.025-.030"		
Thread.....	10 mm.		

REPLACEMENT PISTON RING CHART

Width	Type	Standard	.010" Oversize	.020" Oversize	.030" Oversize
	Set	1097584	1097585	1097586	1097587
	200 Comp.	1451157	1451619	1451617	1451618
	XWS 85 Oil	1451710	1451711	1451712	1451713

NOTE: Part numbers are subject to change. Always refer to Parts List before ordering.

CLUTCH

Subject and Remarks	46-61, 62	46-60S	46-75	46-75 Comm.
Clearance between hub and splines on clutch connection shaft—				
New limits.....	.0013-.0035"	.0013-.0035"	.0013-.0035"	.0013-.0035"
Worn limits.....	.0045"	.0045"	.0045"	.0045"
Driven disc with facings—				
Number used.....	1	1	1	1
Number dampener springs used.....	8	8	8	8
Thickness (overall compressed).....	.306-.316"	.306-.316"	.306-.316"	.306-.316"
Runout, not over.....	.025"	.025"	.025"	.025"
Disc facings—				
Diameter inside.....	7"	7"	7"	7"
Diameter outside.....	10½"	10½"	11"	11"
Facing area, in square inches.....	96.16	96.16	103.4	103.4
Thickness.....	.137"	.137"	.137"	.137"
Number used.....	2	2	2	2
Material.....	Woven	Woven	Woven	Woven
Pedal (clutch) freepay.....	⅞ to 1⅛"	⅞ to 1⅛"	⅞ to 1⅛"	⅞ to 1⅛"
Pressure springs—				
Number used.....	9	9	9	9
Color.....	Yellow	Yellow	Yellow	Orange
Free length.....	2⅝"	2⅝"	2⅝"	2"
Pressure in pounds compressed to 1⅝"	145-150	145-150	145-150	175-185
Clutch finger screw height.....	1.969-2.031"	1.969-2.031"	1.969-2.031"	1.969-2.031"
Spring, retracting, clutch pedal—				
Free length, inside loops.....	11⅜"	11⅜"	11⅜"	11⅜"

TRANSMISSION

Subject and Remarks	All Series	Subject and Remarks	All Series
Make.....	Cadillac	Bearings—type—	
Gears—		Clutch connection shaft pilot.....	Ball
First and Reverse.....	Sliding Helical	Mainshaft—front.....	Ball
Second.....	Constant Mesh	Mainshaft pilot.....	Roller
	Helical	Mainshaft—rear.....	Ball
Gear Ratios—		Reverse Idler.....	Steel-backed babbitt
First.....	2.39 to 1.00	COUNTERSHAFT ASSEMBLY	
Second.....	1.53 to 1.00	Backlash—Clutch connection gear—	
High.....	1.00 to 1.00	New limits.....	.002-.004"
Reverse.....	2.39 to 1.00	Worn limit, not over.....	.005"

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SPECIFICATIONS

TRANSMISSION—Cont'd

Subject and Remarks	All Series	Subject and Remarks	All Series
Backlash—second speed gear—		Clutch connection shaft out of true—	
New limits.....	.006-.008"	Not over.....	.0015"
Worn limit, not over.....	.009"	End play of second speed gear—	
Backlash—low speed sliding gear—		New limits.....	.004-.008"
New limits.....	.008-.010"	Worn limit, not over.....	.012"
Worn limits, not over.....	.011"	Fit between second speed gear and mainshaft	
Backlash—reverse idler—		New limits.....	.001-.0015"
New limits.....	.008-.010"	Worn limit, not over.....	.00175"
Worn limit, not over.....	.011"	Mainshaft pilot bearings—	
End play in countershaft gear—		Diameter of needle bearings.....	.2180-.2182"
New limits.....	.005-.012"	Number of needle bearings used.....	14
Worn limit, not over.....	.018"	Diameter of mainshaft pilot.....	.7631-.7636"
Needle bearings—		Diameter of clutch connection shaft	
Diameter of bearings.....	.1248-.1250"	counterbore.....	1.2002-1.2010"
Diameter of countershaft.....	.9993-.9998"	Main shaft out of true—	
Diameter of gear cluster counterbore.....	1.2498-1.2506"	Not over.....	.0015"
MAINSHAFT ASSEMBLY		REVERSE IDLER GEAR ASSEMBLY	
Backlash between clutch connection gear		Clearance between bushing and shaft—	
and sliding coupling—		New limits.....	.005-.010"
New limits.....	.000-.003"	Worn limit, not over.....	.015"
Worn limits, not over.....	.004"	End play in gear—	
Backlash between second speed gear and		New limits.....	.005-.010"
sliding coupling—		Worn limit, not over.....	.015"
New limits.....	.002-.004"	SHIFTING MECHANISM	
Worn limit, not over.....	.005"	Clearance between shifter shaft and	
Backlash between splines on mainshaft		transmission case—	
and splineways on sliding coupling—		New limits.....	.002-.0035"
New limits.....	.0005-.001"	Worn limit, not over.....	.005"
Worn limit, not over.....	.003"	Interlock spring—	
Backlash between splines on mainshaft and		Free length.....	2 $\frac{1}{4}$ "
splineways in low and reverse gears—		Pressure in pounds compressed to 1 $\frac{1}{4}$ "	10-13
New limits.....	.004-.007"		
Worn limit, not over.....	.010"		

HYDRA-MATIC DRIVE

Subject and Remarks	All Series	Subject and Remarks	All Series
FLYWHEEL COVER AND TORUS ASSEMBLIES		Clutch plates, driven—	
Flywheel cover, maximum runout of hub.	0.005"	Material.....	Steel
Backlash between splines of cover and		Number used.....	3
front unit drive gear.....	0.001" to 0.004"	Thickness (Parallel within .0005").....	.068" to .070"
Torus members, maximum runout of face.	0.015"	Clutch release springs—	
Torus check valve spring—		Number used—inner.....	6
Free length.....	3 $\frac{1}{4}$ "	Number used—outer.....	6
Pressure compressed $\frac{3}{4}$ ".....	8.6 to 9.6 lbs.	Free length—inner.....	2 $\frac{1}{4}$ "
TRANSMISSION CASE FRONT COVER AND		Free length—outer.....	2 $\frac{1}{4}$ "
OIL SEAL		Pressure compressed to 1 $\frac{1}{4}$ " inner.....	22 to 26 lbs.
Oil seal rings—		Pressure compressed to 1 $\frac{1}{4}$ " outer.....	14 to 16 lbs.
Clearance in groove.....	0.0005" to 0.0035"	Drive gear—	
Gap installed.....	0.002" to .007"	Steel thrust washer, thickness.....	0.049" to 0.052"
Width of rings.....	0.0925" to 0.0935"	Bronze thrust washer, thickness.....	0.087" to 0.091"
Width of ring grooves in cover.....	0.094" to 0.096"	End play.....	0.003" to 0.026"
FRONT UNIT		Backlash between gear and planetary	
Clutch piston—		pinions.....	0.003" to 0.005"
Clearance on clutch cover hub.....	0.002" to 0.006"	O.D. of drive spline.....	1.970" to 1.975"
I.D. of piston.....	2.8735" to 2.8755"	Planet carrier pinions, end play.....	0.005" to 0.026"
O.D. of hub.....	2.8695 to 2.8715"	O.D. of pinion.....	1.377" to 1.382"
Clutch hub thrust washer, thickness—		FRONT OIL PUMP	
Bronze.....	0.090" to 0.092"	Oil pump assembly—	
Clutch plates, driving—		Pressure at 400 rpm.....	55 lb., min.
Material.....	Steel with Cork & Krafelt facing	By-pass valve spring—	
Number used.....	4	Free length.....	1 $\frac{1}{4}$ "
Thickness.....	0.095 to 0.102"	Pressure compressed to $\frac{1}{4}$ " in.....	13.6 to 14.0 lbs.
		By-pass valve—	
		Clearance between valve and pump	
		body.....	0.001" to 0.0015"
		Outside diameter of valve.....	0.4985" to 0.4990"
		I.D. of pump body for valve.....	0.4995" to 0.5005"

SPECIFICATIONS

HYDRA-MATIC DRIVE—Cont'd

Subject and Remarks	All Series	Subject and Remarks	All Series
Oil pump driving gear—		REAR UNIT	
Clearance between gear side and pump cover.....	0.0008", min.	Clutch piston—	
Clearance between teeth and crescent on body.....	0.0030" to 0.0035"	Clearance on clutch cover hub.....	0.002" to 0.006"
Oil pump driven gear—		I.D. of piston.....	2.8735" to 2.8755"
Clearance between O.D. of gear and pump body.....	0.003" to 0.006"	O.D. of hub.....	2.8695" to 2.8715"
Clearance between teeth and crescent on body.....	0.002" to 0.0055"	Clutch hub—	
Clearance between gear and pump cover.....	0.0008", min.	Bronze thrust washers, thickness.....	0.087" to 0.091"
FRONT SERVO		Clutch plates, driving—	
Servo release piston—		Material.....	Steel with Cork and Krafelt facing
Clearance in cylinder.....	0.005" to 0.008"	Number used.....	8
O.D. of piston.....	1.6175" to 1.6195"	Thickness.....	0.095" to 0.102"
I.D. of cylinder.....	1.6245" to 1.6255"	Clutch plates, driven—	
Servo apply piston—		Material.....	Steel
Clearance in body.....	0.005" to 0.008"	Number used.....	7
O.D. of piston.....	1.305" to 1.307"	Thickness (Parallel within—.0005").....	0.068" to 0.070"
I.D. of cylinder.....	1.312" to 1.313"	Clutch release springs—	
Oil seal ring (1 $\frac{5}{8}$ "), release piston—		Number used—inner.....	6
Clearance in groove.....	0.0005" to 0.0025"	Number used—outer.....	6
Gap installed.....	0.010", max.	Free length—inner.....	2 $\frac{1}{4}$ "
Width of ring.....	0.0930" to 0.0935"	Free length—outer.....	2 $\frac{3}{4}$ "
Oil seal ring (1 $\frac{1}{8}$ "), apply piston—		Pressure compressed to 1 $\frac{1}{8}$ " inner.....	14 to 16 lbs.
Clearance in groove.....	0.0004" to 0.003"	Pressure compressed to 1 $\frac{1}{8}$ " outer.....	22 to 26 lbs.
Gap installed.....	0.010", max.	Output shaft assembly—	
Width of ring.....	0.0925" to 0.0935"	Backlash of pinions—	
Servo booster spring—		Internal gear.....	0.006" to 0.008"
Free length.....	1 $\frac{1}{8}$ " to 1 $\frac{1}{4}$ "	Sun gear.....	0.003" to 0.005"
Pressure compressed to 1 $\frac{1}{8}$ ".....	38 to 46 lbs.	End play of pinions.....	0.005" to 0.026"
Servo retracting spring—		O.D. of pinion.....	1.180" to 1.185"
Free length.....	1 $\frac{3}{4}$ "	REAR SERVO	
Pressure compressed to 1 $\frac{1}{8}$ ".....	18 to 22 lbs.	Accumulator piston spring, outer—	
OIL PRESSURE REGULATOR		Free length.....	4 $\frac{1}{4}$ "
Pressure regulator valve—		Pressure compressed to 2 $\frac{1}{8}$ ".....	118 to 128 lbs.
Clearance in pump body.....	0.001" to 0.0015"	Accumulator piston springs, inner—	
O.D. of regulator valve.....	0.5920" to 0.5925"	Free length (small spring).....	3 $\frac{3}{4}$ "
I.D. of pump body for valve.....	0.5930" to 0.5940"	Pressure compressed to 2 $\frac{3}{8}$ ".....	13 to 16 lbs.
Pressure regulator spring—		Free length (large spring).....	3 $\frac{1}{2}$ "
Free length.....	3 $\frac{1}{4}$ "	Pressure compressed to 2 $\frac{3}{8}$ ".....	28 to 32 lbs.
Pressure compressed to 2 $\frac{3}{8}$ ".....	19.5 to 22.5 lbs.	Booster piston spring, outer—	
OIL DELIVERY SLEEVE		Free length.....	1 $\frac{1}{2}$ "
Oil delivery sleeve assembly—		Pressure compressed to 1 $\frac{1}{2}$ ".....	62 to 69 lbs.
Clearance on intermediate shaft.....	0.0025" to 0.0045"	Booster piston spring, inner—	
O.D. of intermediate shaft.....	1.3265" to 1.3275"	Free length.....	1 $\frac{1}{4}$ "
I.D. of bushing in sleeve.....	1.3300" to 1.3310"	Pressure compressed to 1 $\frac{1}{4}$ ".....	44.5 to 48.5 lbs.
Clearance in front unit clutch cover.....	0.0315" to 0.0335"	Accumulator body—	
O.D. of oil delivery sleeve.....	1.9670" to 1.9680"	Clearance in servo body.....	0.0005" to 0.0025"
I.D. of clutch cover.....	1.9995" to 2.0005"	O.D. of accumulator body.....	2.2480" to 2.2490"
Clearance in rear clutch cover.....	0.0315" to 0.0335"	I.D. of servo body.....	2.2495" to 2.2505"
I.D. of clutch cover.....	1.9995" to 2.0005"	Accumulator piston—	
Oil seal rings (2"):		Clearance in accumulator body.....	0.005" to 0.009"
Clearance in grooves.....	0.0005" to 0.0025"	O.D. of accumulator piston.....	2.366" to 2.369"
Gap installed.....	0.0015" to 0.004"	I.D. of accumulator body.....	2.374" to 2.375"
Width of rings.....	0.0925" to 0.0935"	Accumulator piston pin—	
Width of ring grooves in sleeve.....	0.0940" to 0.0955"	Clearance in accumulator body.....	0.0005" to 0.002"
		O.D. of piston pin.....	0.3735" to 0.3740"
		I.D. of accumulator body.....	0.3745" to 0.3755"
		Booster piston—	
		Clearance in servo body.....	0.006" to 0.010"
		O.D. of booster piston.....	2.240" to 2.243"
		I.D. of servo body.....	2.2495" to 2.2505"
		Compensator piston—	
		Clearance in accumulator piston.....	0.003" to 0.005"
		O.D. of compensator piston.....	1.2455" to 1.2465"
		I.D. of accumulator piston.....	1.2495" to 1.2505"

SPECIFICATIONS

HYDRA-MATIC DRIVE—Cont'd

Subject and Remarks	All Series	Subject and Remarks	All Series
Oil seal ring (2¼")—		Oil seal rings (1⅝")—	
Clearance in groove.....	0.0005" to 0.0025"	Clearance in groove.....	0.001" to 0.003"
Gap installed.....	0.010", max.	Gap installed.....	0.010", max.
Width of ring.....	0.0930" to 0.0935"	Width of rings.....	0.0925" to 0.0935"
Width of ring groove in piston.....	0.0940" to 0.0955"	Width of ring groove in governor body.....	0.0945" to 0.0955"
Oil seal ring (2⅜")—		VALVE BODY	
Clearance in groove.....	0.0005" to 0.003"	2-3 shift valve spring (small)—	
Gap installed.....	0.010", max.	Free length.....	1⅜"
Width of ring.....	0.0925" to 0.0935"	Pressure compressed to ⅝".....	4.10 to 4.75 lbs.
Width of ring groove in piston.....	0.0940" to 0.0955"	2-3 shift valve spring (large)—	
Oil seal ring (1⅞")—		Free length.....	1⅞"
Clearance in groove.....	0.0005" to 0.003"	Pressure compressed to ⅞".....	1.90 to 2.10 lbs.
Gap installed.....	0.010", max.	3-4 shift valve spring—	
Width of ring.....	0.0930" to 0.0935"	Free length.....	1⅞"
Width of ring groove in piston.....	0.0940" to 0.0955"	Pressure compressed to ⅝".....	12.5 to 13.2 lbs.
Oil seal ring (1¾")—		1-2 regulator plug spring—	
Clearance in groove.....	0.0005" to 0.0025"	Free length.....	1⅞"
Gap installed.....	0.010", max.	Pressure compressed to ¼".....	2.60 to 2.90 lbs.
Width of ring.....	0.0930" to 0.0935"	Valves—	
Width of ring groove in piston.....	0.0940" to 0.0955"	Clearance in cylinders.....	0.0005" to 0.002"
Band actuating lever—		Detent spring—	
I.D. at lever.....	0.5236" to 0.5246"	Free length.....	1⅞"
Accumulator body check valve plunger		Pressure compressed to ⅞".....	5.75 to 7.25 lbs.
Large end.....	0.3735" to 0.3740"	SHAFTS	
Small end.....	0.1860" to 0.1865"	Mainshaft—	
Booster piston pin.....	0.3735" to 0.3740"	End play.....	0.006" to 0.016"
REAR OIL PUMP AND GOVERNOR ASSEMBLY		Selective thrust washer, thickness.....	0.055" to 0.059"
Governor body—			0.063" to 0.067"
Clearance in sleeve.....	0.004" to 0.006"		0.071" to 0.075"
O.D. of governor body.....	1.182" to 1.183"		0.079" to 0.083"
I.D. of governor sleeve.....	1.187" to 1.188"		0.087" to 0.091"
Maximum runout of governor sleeve.....	0.005"		0.095" to 0.099"
Governor drive flange—		Output shaft, rear thrust washer, thickness.....	0.087" to 0.091"
Maximum runout of face.....	0.002"	REVERSE MECHANISM	
Oil pump gears—		Planet carrier assembly—	
Clearance in body.....	0.003" to 0.005"	End play of pinions.....	0.005" to 0.026"
End play of gears.....	0.001" to 0.0035"	Internal gear—	
Back lash of gears.....	0.006" to 0.012"	Backlash on pinions.....	0.004" to 0.007"
Oil pump drive shaft—		O.D.....	6.690" to 6.700"
Clearance in body.....	0.001" to 0.0023"	Internal gear support—	
O.D. of drive shaft.....	0.4837" to 0.4840"	I.D.....	3.1255" to 3.1265"
I.D. of pump body bushing.....	0.485" to 0.486"	O.D.....	3.1195" to 3.1205"
Governor valve travel—		Anchor spring, retracting—	
Large.....	⅞"	Free length.....	1⅞"
Small.....	⅞"	Pressure compressed to 1 inch.....	4.50 to 5.0 lbs.
Governor body inside diameter for small valve—		Blocker piston O.D.....	0.7995" to 0.8010"
Body.....	.6245" to .6255"	Bracket reverse shifter I.D.....	0.8005" to 0.8015"
Sleeve.....	.3745" to .3755"	Sun gear—	
		I.D. at bushing.....	1.4995" to 1.5005"
		I.D. at rear.....	1.531" to 1.533"

SPEEDOMETER PINION GEAR CHART

Series	Part Number	Axle Ratio	No. of Teeth	Identif. Mark	Tire Size	Remarks
46-61, 62, 608	1442174	3.77 to 1	19	R-3	16 x 7.00	Standard rear axles
46-75, 75 Comm'l	1442175	4.27 to 1	20	R-4	16 x 7.50	Standard rear axles
46-61, 62, 608	1442172	3.36 to 1	17	R-1	16 x 7.00	Economy rear axle
46-75	1442173	3.77 to 1	18	R-2	16 x 7.50	Economy rear axle
46-61, 62, 608	1442172	3.36 to 1	17	R-1	16 x 7.00	Hydra-Matic Drive
46-75	1442173	3.77 to 1	18	R-2	16 x 7.50	Hydra-Matic Drive

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SPECIFICATIONS

WHEELS AND TIRES

Subject and Remarks	46-61, 62	46-60S	46-75	46-75 Comm.
RIMS				
Diameter.....	15"	15"	16"	16"
Width.....	5½"	5½"	5"	5"
TIRES				
Inflation pressure, in pounds—				
Front.....	28	28	24	*
Rear.....	28	28	32	*
No. of plies.....	4	4	6	6
Size.....	7:00 x 15	7:00 x 15	7:50 x 16	7:50 x 16
WHEELS				
Type.....	Slotted Disc	Slotted Disc	Slotted Disc	Slotted Disc
Make.....	Kelsey-Hayes	Kelsey-Hayes	Kelsey-Hayes	Kelsey-Hayes
*Depends on weight of body used.				

CHASSIS ELECTRICAL SYSTEM

Subject and Remarks	All Series	Subject and Remarks	All Series
BATTERY		Bearings—	
Capacity, ampere hours.....	115	Commutator end.....	In cast iron frame
46-75 Comm'l.....	125	Drive end.....	Brass bushing
Charging rate on bench—		Outboard.....	Brass bushing
Start, in amperes.....	10	Lock amperage.....	600
Finish, in amperes.....	8	Lock torque, in foot-pounds.....	16
Delco-Remy type number.....	17K3W	Lock voltage.....	3.0
46-75 Comm'l.....	19Q3W	Gear ratio.....	17 to 1
Plates, number of.....	17	Type number (Delco-Remy).....	1107931
46-75 Comm'l.....	19		
Terminal grounded.....	Negative	STARTING RELAY	
GENERATOR REGULATOR		Voltage, points open.....	1-1.2
Current regulator—		Voltage, points close.....	1.90 max.
Air gap (between armature and center of core).....	.080-.085"	GENERATOR	
Contact point opening (armature down).....	.012" min.	Armature—	
Current setting, in amperes—at 150°F... 34-36		Commutator out-of-round, not over.....	.002"
Cut-out relay—		End play in bearing, not over.....	.005"
Air gap.....	.018-.022"	Car. speed at min. peak charging rate... 27 m.p.h.	
Contact point opening.....	.018-.025"	**Delco-Remy type number (two types are interchangeable).....	1102693 or 1102694
*Contacts close at volts.....	6.1-6.6	Generator ventilation.....	Forced air
Type number of regulator.....	1118242	Generator charging rate normal.....	34-36 amps.
Voltage regulator—		***Ratio of armature RPM to engine RPM.....	1.96:1
Air Gap.....	.068-.073"	Starts charging at armature RPM....	800
Contact point opening (armature down).....	.012" min.		
*Voltage setting—		GENERATOR TEST SPECIFICATIONS	
Closed circuit in volts—at 150°F.....	6.8-7.1	Output, cold—	
HORNS		Cut-in, Gen. RPM.....	825 max.
Air gap between armature and field core—		Amperes.....	0
Low note.....	.042-.046"	Volts.....	6.4
High note (must be within .003" of parallel).....	.032-.036"	Balance, Gen. RPM.....	1025 max.
Current consumption, in amperes at 6 volts—		Volts.....	7.0
Low note.....	19-21	Given Speed, Gen. RPM.....	1750
High note.....	17-19	Amperes.....	30
Horn relay air gap.....	.009-.018"	Volts.....	8.0
Horn relay point opening.....	.020-.035"		
Type number.....	1999577-8		
STARTING MOTOR			
Armature—			
Commutator out-of-round, not over.....	.005"		
End play, not over.....	.050"		

*For testing in car, add 3 volts to all voltage specifications.

**Delco-Remy type number on all models equipped with Hydra-Matic Drive or a 3.36:1 rear axle ratio is 1102694.

***Ratio of armature RPM to engine RPM is 2.25 to 1 on all models equipped with Hydra-Matic Drive or a 3.36:1 rear axle ratio.

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SPECIFICATIONS

TORQUE TIGHTNESSES

Location	Size	Ft.-Lbs. Min.	Ft.-Lbs. Max.
BODY			
Body bolts, No. 1 and Convertibles (no rubber cushion).....	7/8-14	50	60
Body bolts (except No. 1 and Convertibles) (with rubber cushion).....	Special	8	10
Hood hinge bracket to cowl.....	7/8-14	45	50
Hood moulding screws.....	10-24	2	2 1/2
Hood prop bracket to dash.....	3/8-24	20	25
Hood prop link screw (46-60S only).....	Flatten lock washer		
Regulator mounting screws.....	1/4-20	3	5
Tail light to fenders.....	1/4-20	10	12
FRAME			
Bumper to brackets.....	1/2-20	80	90
Bumper brackets to frame (front).....	3/8-18	80	90
Bumper brackets to frame (rear).....	3/8-18	110	120
Bumper guards to brackets.....	1/2-20	35	40
FRONT SUSPENSION			
Knuckle to brake backing plate and steering arm.....	7/8-20	60	70
Knuckle support arm—fixed threaded bushings—			
In shock absorber arm.....	Special	145	155
In lower suspension arm.....	Special	195	205
Rubber bumper to lower suspension arm.....	3/8-24	16	20
Shock absorber bolts (front).....	1/2-20	85	95
Stabilizer bracket to frame.....	7/8-20	50	60
Steering tie rod adjuster clamp bolts.....	5/8-24	9	11
Steering tie rod pivots to steering arms.....	1/2-20	50	55
Steering idler arm threaded bushing.....	Special	100	115
Suspension arm shafts to frame.....	7/8-20	60	70
REAR SUSPENSION			
Axle shaft hub nuts.....	1-14	285	315
Brake dust shield to axle housing.....	3/8-24	35	40
Differential carrier to axle housing.....	3/8-24	30	35
Pinion shaft nut.....	7/8-14	200 Min.	
Shock absorber to frame (rear).....	5/8-18	70	75
Shock absorber connecting links.....	1/2-20	25	30
Spring bolt (front end).....	Special	65	75
Spring shackle bushings and hanger bushings.....	Special	65	75
Spring U-bolts.....	Special	45	52
Stabilizer rod nut—both ends.....	1/2-20	30	35
Universal joint screws.....	5/8-24	18	22
BRAKES			
Brake fluid line connections.....	Special	8	9
Hand brake cable clamps (at backing plate).....	5/8-18	10	13
Pedal clamp bolt.....	5/8-16	20	25
ENGINE			
Camshaft sprocket nut.....	3/4-16	80	85
Camshaft thrust plate to crankcase.....	5/8-18	15	18
Choke stove cover to manifold.....	1/4-20	10	12
Connecting rod bolts.....	Special	60	65
Crankshaft counterweights.....	5/8-18	145	155
Crankshaft pulley to shaft.....	5/8-18	95	100
Cylinder head bolts.....	7/8-14	70	75
Distributor support to crankcase.....	5/8-18	15	18
Distributor idler gear support.....	5/8-24	15	20
Engine, rear support bolts.....	7/8-20	50	60
Exhaust manifold connection.....	5/8-16	25	30
Fan support bracket.....	5/8-11	85	95
Fan support bracket stud.....	5/8-18	85	95
Fan to hub.....	5/8-24	18	22
Flywheel to crankshaft (Hydra-Matic Drive).....	1/2-20	70	75
Flywheel to crankshaft (standard trans.).....	1/2-20	65	70
Front support cushion to bracket.....	1/2-20	80	90
Front support cushion to frame.....	3/8-24	25	30
Front support bracket to crankcase.....	1/2-20	50	55
Front cover to crankcase.....	5/8-18	15	18
Hose clamp—water pump bypass.....	Special	12	15
Hose clamp—other.....	Special	15	20
Intake manifold.....	5/8-16	25	30
Lower flywheel housing to upper housing.....	5/8-18	8	10
Main bearing caps to crankcase.....	5/8-12	130	140
Manifold stud nuts.....	5/8-24	25	30
Oil pan baffle to bracket.....	1/4-28	4	5
Oil pan drain plug.....	1/2-20	20	25

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SPECIFICATIONS

TORQUE TIGHTNESSES—Cont'd

Location	Size	Ft.-Lbs. Min.	Ft.-Lbs. Max.
Oil pan to crankcase.....	$\frac{5}{8}$ -18	7	10
Oil pump cover to body.....	$\frac{1}{4}$ -20	10	12
Oil pump to crankcase.....	$\frac{3}{8}$ -24	25	30
Spark plugs.....	10 mm	7	10
Temperature indicator thermal unit.....	$\frac{1}{2}$ pipe	35	40
Valve compartment cover to crankcase.....	$\frac{1}{4}$ -20	3	5
Valve lifter bracket baffle to bracket.....	$\frac{1}{4}$ -20	10	12
Valve lifter bracket to crankcase.....	$\frac{1}{8}$ -14	45	50
Ventilator conduit to valve cover.....	$\frac{1}{4}$ -20	$\frac{1}{2}$	1
Water pump pulley to shaft.....	$\frac{1}{2}$ -20	35	40
Water pump to crankcase.....	$\frac{5}{8}$ -18	15	18
CLUTCH			
Pedal clamp bolt.....	$\frac{3}{8}$ -16	20	25
Pressure plate to flywheel.....	$\frac{5}{8}$ -18	20	25
HYDRA-MATIC DRIVE			
Band adjusting screw lock nut.....	$\frac{1}{2}$ -20	40	50
Bell housing to crankcase.....	$\frac{1}{8}$ -14	45	50
Bell housing to transmission case.....	$\frac{1}{2}$ -13	80	90
Center bearing cap.....	$\frac{1}{8}$ -14	40	50
Detent retainer to outer valve body.....	10-24	3	4
Extension housing to case.....	$\frac{3}{8}$ -16	28	33
Extension housing to reverse unit support.....	$\frac{3}{8}$ -16	28	33
Flywheel to flywheel cover.....	$\frac{3}{8}$ -24	30	35
Front cover retaining screws.....	$\frac{5}{8}$ -18	10	13
Front oil pump cover to body.....	$\frac{1}{4}$ -20	12	15
Front servo body plug.....	$\frac{1}{8}$ pipe	6	7
Front servo body to cylinder.....	$\frac{1}{4}$ -20	6	8
Front servo to case.....	$\frac{3}{8}$ -16	23	28
Front valve body plate to body.....	10-24	3	4
Front valve body to inner body.....	10-24	3	4
Governor body to drive flange.....	$\frac{1}{4}$ -20	6	8
Intake pipe to front pump.....	$\frac{1}{4}$ -20	10	12
Internal gear to rear drum.....	10-24	3	4
Mainshaft retaining nut.....	$\frac{7}{8}$ -16	15	20
Manual lever clamp screw.....	$\frac{5}{8}$ -24	10	13
Oil pan to case.....	$\frac{5}{8}$ -18	10	13
Oil pan drain plug.....	$\frac{5}{8}$ -18	35	45
Oil pressure take-off at case.....	$\frac{1}{8}$ pipe	6	7
Outer valve body to inner body.....	10-24	3	4
Pressure regulator valve plug.....	1 $\frac{1}{8}$ -16	40	50
Rear oil pump to case.....	$\frac{5}{8}$ -18	15	18
Rear pump cover to body.....	$\frac{1}{4}$ -20	6	8
Rear servo spring retainer to body.....	$\frac{5}{8}$ -18	10	13
Rear servo to case.....	$\frac{3}{8}$ -16	23	28
Rear valve body cover to inner body.....	10-24	3	4
Rear valve body plate to outer body.....	10-24	3	4
Reverse anchor support to case.....	$\frac{7}{8}$ -20	23	28
Reverse unit drive flange to rear unit drum.....	$\frac{5}{8}$ -18	10	13
Side cover to case.....	$\frac{1}{4}$ -20	10	12
Throttle lever clamp screw.....	$\frac{1}{4}$ -28	10	12
Torus member check valve retainer.....	$\frac{1}{4}$ -28	6	8
Torus member drain plug.....	$\frac{1}{8}$ pipe	6	7
Valve body to case.....	$\frac{1}{4}$ -20	6	8
FUEL TANK AND EXHAUST			
Exhaust pipe extension.....	$\frac{3}{4}$ -24	Tighten clamp $\frac{1}{4}$ "	
Gasoline fittings.....	Special		
Gas tank brackets and strap to frame.....	$\frac{3}{4}$ -24	2	3
Gas tank strap draw bolts.....	$\frac{5}{8}$ -24	2	3
Rubber mountings for muffler.....	$\frac{5}{8}$ -24	12	15
Saddle clamps.....	$\frac{5}{8}$ -18	15	18
Self-tapping screws.....	$\frac{5}{8}$ -18	15	20
STEERING (Also see Front Suspension)			
Steering gear to frame.....	$\frac{1}{8}$ -14	40	45
Steering wheel nut.....	Special	45	50
WHEELS			
Wheel mounting nuts.....	$\frac{1}{2}$ -20	110	120
RADIATOR			
Radiator cradle to bracket mounting nut.....	$\frac{5}{8}$ -18	70	80