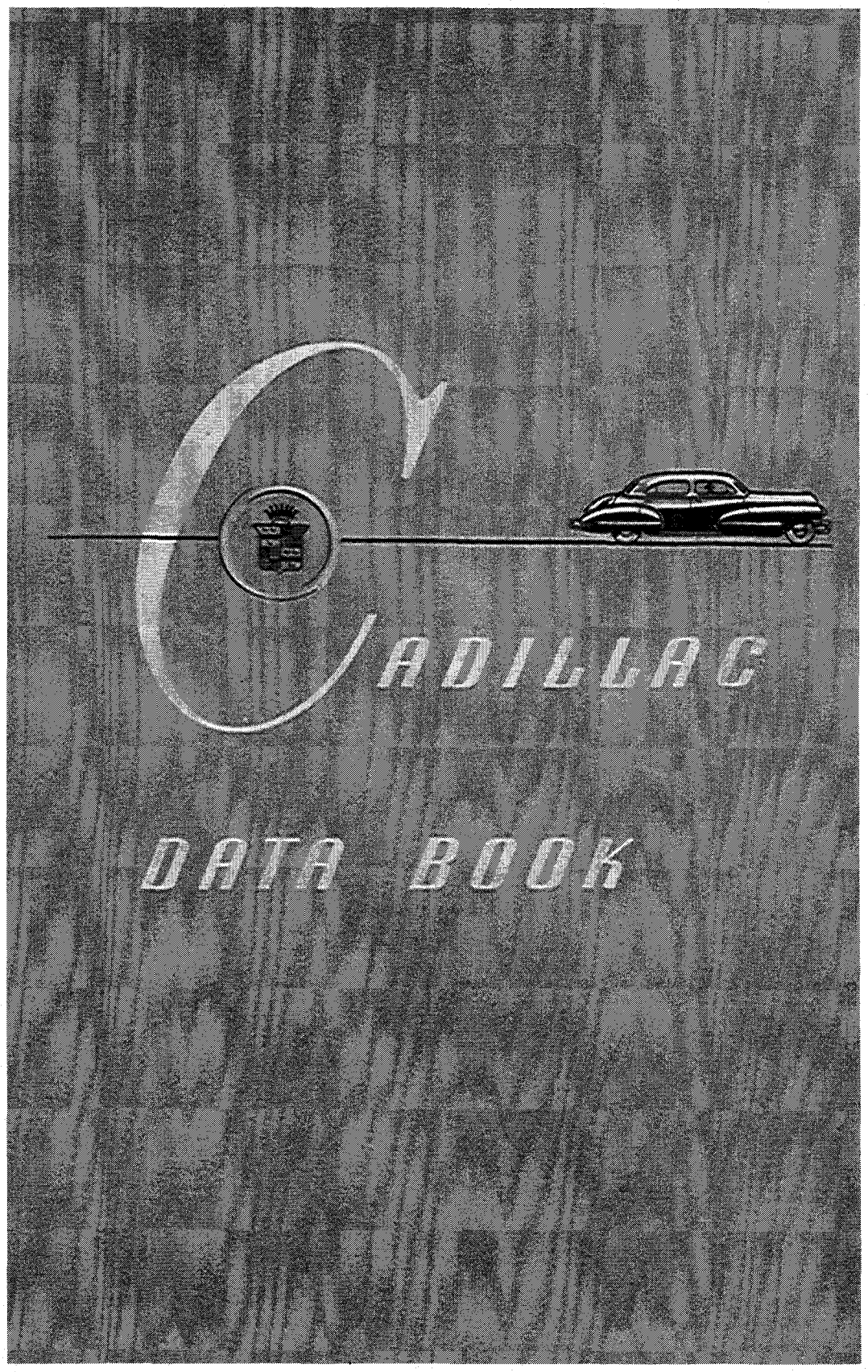
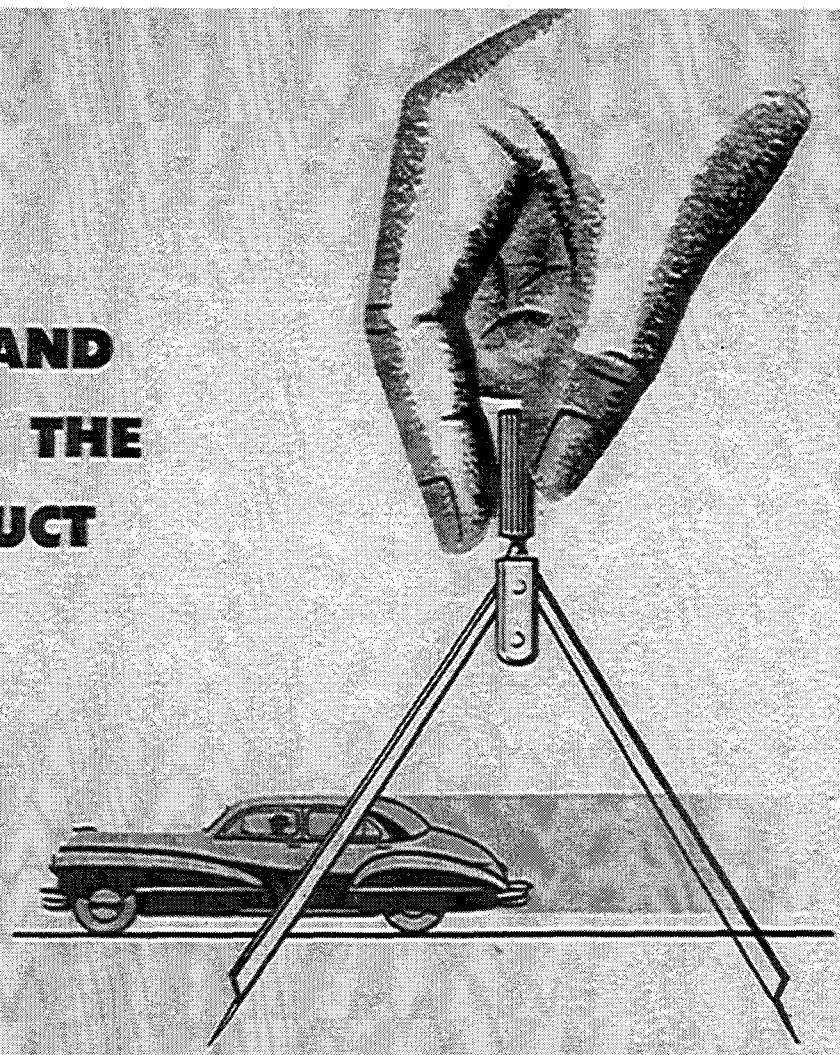
1946



THE HAND BEHIND THE PRODUCT



On an archway in the heart of the Cadillac plant appears a slogan that is unique in the field of business—"Craftsmanship a Creed, Accuracy a Law."

It is unique in that it is directed toward manufacturing personnel; it is a workers' creed and not simply a sales stimulant. Adherence to this principle throughout a period of more than forty years has secured Cadillac's position of leadership beyond question.

Public acknowledgment of such leadership, the fact that Cadillac is accepted as the highest standard of excellence in its field, certainly represents the supreme compliment that can be given any commercial product.

To the public, Cadillac has come to mean the best and the newest in automotive designing and manufacturing . . . and

with good reason. Cadillac was the *first* to produce a multi-cylinder engine, the *first* to achieve interchangeability of parts, the *first* to offer closed bodies as standard equipment, the *first* to use hydraulic valve silencers and the *first* to develop and use knee action wheels.

There are scores of other Cadillac "firsts" which, when placed in the order of their appearance, read like the history of automotive progress during the past forty years. All of this has come from a manufacturer dedicated to *building the finest cars it is possible to produce.*

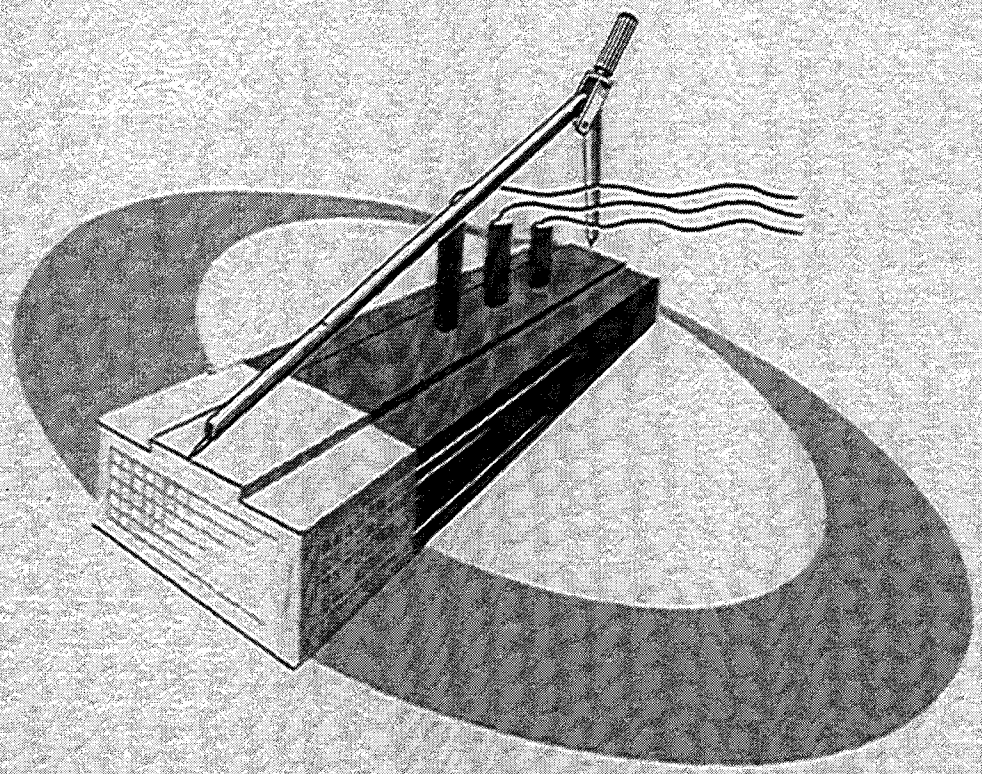
Further verification of Cadillac's superiority in engineering and manufacturing skill is to be found in the story of its participation in the war effort. Even before Pearl Harbor, Cadillac was asked by the armed services to help solve serious problems involving precision parts for the Allison aircraft engine. These Allison parts resembled Cadillac automobile parts, but they required even more exacting workmanship, they were larger and they were more complex. Every bearing surface had to be true to every other bearing surface to within one-tenth of one-thousandth of an inch! *Surface finishes were so exceedingly fine that finger prints could ruin them.*

Cadillac met the army's rigid inspection standards and kept deliveries constantly ahead of schedule. Eventually 170 different Allison precision parts were given to Cadillac for large-scale production.

This, however, was only a part of the war production picture. Cadillac designed, engineered and built the world-famed 19-ton Greyhound tanks and produced them by the thousands for distinguished service in the European and Pacific theaters of war. And every one of these massive combat vehicles was powered by the Cadillac V-type engine and Hydra-Matic transmission.

Cadillac's transition from peace to war was one of the quickest and smoothest among major producers, proof that the necessary breadth of knowledge and background of experience were more than ample for the tasks to come.

Of course, many new methods and advanced ideas were evolved during the fabrication of war materials. In keeping with its tradition of making the best product possible, Cadillac has utilized these new methods and ideas to build its finest cars—the new 1946 Cadillacs.



EXPANSION OF FACILITIES

Cadillac's role in the war effort was a tremendous one and necessitated an expansion of many engineering and manufacturing facilities.

One of the most notable of these is the addition to the assembly building, which was constructed after an analysis revealed that more plant area was essential to meet rapidly increasing tank schedules. This huge new building has an approximate

area of 144,000 square feet, and will be an important factor in making possible the largest peace-time production in Cadillac history.

Another important addition to plant facilities was made in the summer of 1944, with the construction of a large receiving court. Completion of this project enabled Cadillac to meet its war production schedules in 1944.

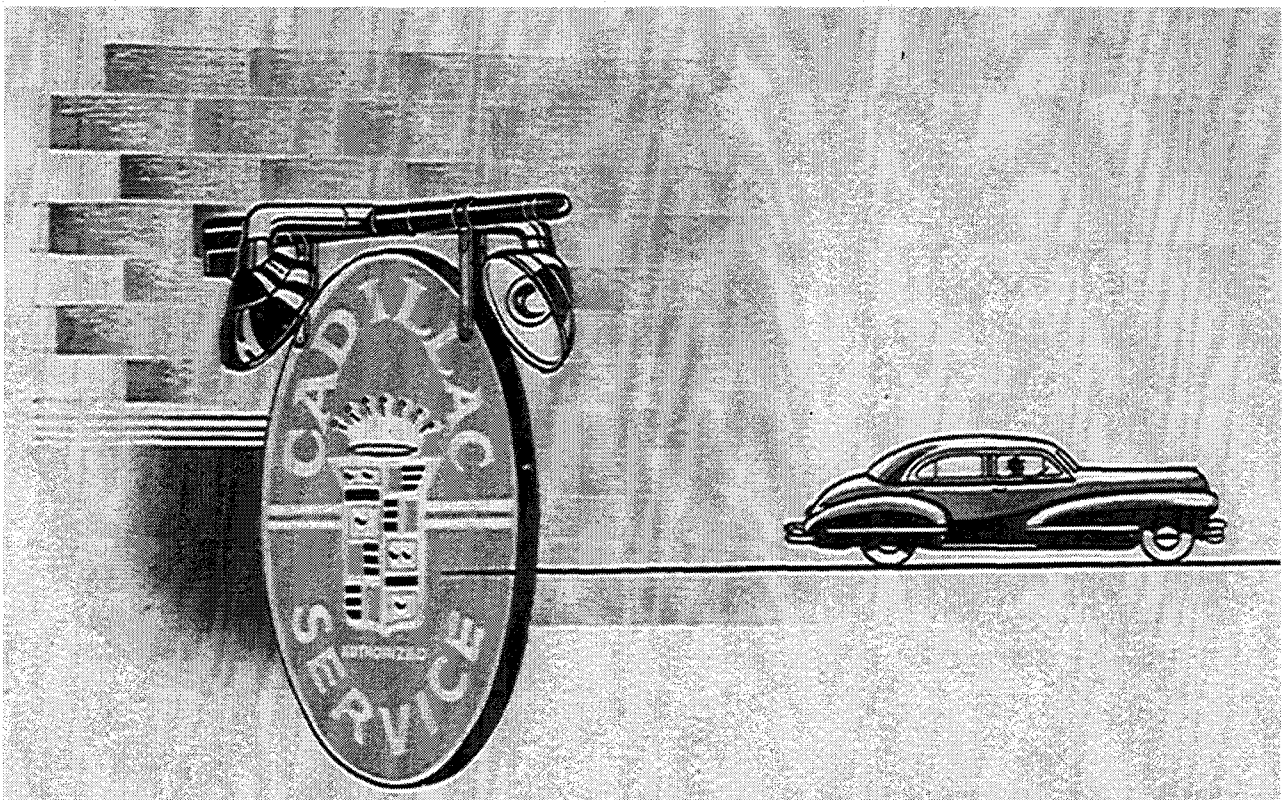
Two overhead conveyors have been installed in the plant, one to carry cylinder blocks and other major castings from the foundry to the machine shops, and the other to transport completed engines and axles from the machine shops to the final assembly building.

Construction of one of the largest and most modern foundries in the industry at Cadillac has included the installation of the latest types of lifting and handling equipment. It is fully mechanized for maximum output and efficiency.

Engineering and research facilities, too, have been vastly modernized and supplemented. New engine test dynamometer rooms and rooms for testing transmissions, axles, etc. have been built, with additional construction of this nature being planned.

In addition, Cadillac has cooperated with other divisions of the Corporation in effecting numerous improvements at the General Motors Proving Grounds. These include new wind tunnels, new test roads, new laboratories, etc.

This program of expansion and modernization, carried out to increase the scope and effectiveness of the war effort, will be reflected eventually in the success of Cadillac's peace-time activities. It means a productive output and efficiency far in excess of any previous attainments and further strides in product design and engineering. Cadillac is ready to strengthen its position of leadership.



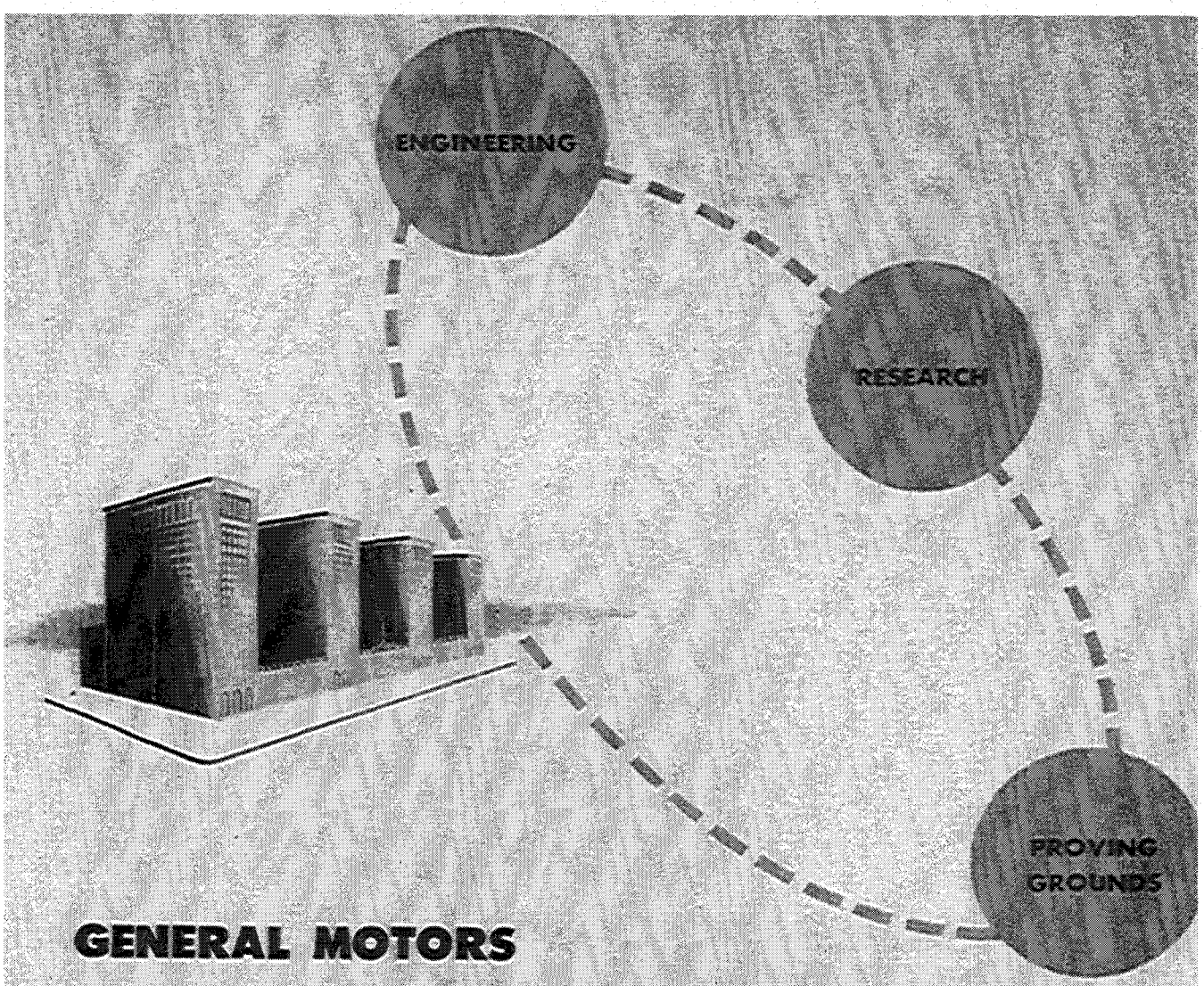
THE CADILLAC SERVICE POLICY

In recognizing a continuing obligation to its owners, Cadillac has developed one of the most liberal and rigidly enforced service policies offered to purchasers of any make car.

Every Cadillac owner is entitled to certain benefits under the Cadillac Service Policy, regardless of the age of his car and whether or not he purchased it new or used. It is a policy that is in effect in and uniformly interpreted by Cadillac distributor and dealer service organizations all over the country.

An outstanding feature of the policy is its provision for the touring owner. This provision entitles the owner to all the benefits of the policy when he is away from home and must rely on an Authorized Distributor or Dealer other than the one from whom he purchased his car.

Thus the entire Cadillac distributor-dealer organization is united under the Service Policy to provide every owner with good service and friendly, helpful treatment.



GENERAL MOTORS

Cadillac is an integral part of General Motors and as such has free access to the almost unlimited facilities of the Corporation. In many vital ways, these facilities supplement Cadillac's, with a resultant combination of resources that assures development of the best that engineering minds can conceive.

At the disposal of the Cadillac organization are the knowledge and experience of hundreds of technical experts in the General Motors Engineering Laboratory and at the Proving Grounds. In their constant search for something better, these men help uncover the facts which are indispensable in improving the product.

There is another division of General Motors which renders an invaluable service and which is unequalled in its particular field. This is the Customer Research Division, an organization devised as a huge sounding-board for the desires of the buying public all over the country.

The vast amount of information gathered by this division provides Cadillac with an accurate picture of what its potential customers want in a car. Thus Cadillac has, at all times, what amounts to a set of customer specifications, and these expressed desires help point the way to a truly custom-built car each year.

All of these facilities are in addition to those maintained by Cadillac, among which the Engineering Division is of major importance. It is this organization that has developed and perfected many advancements which have helped make the automobile such an important part of modern life.

G. M. A. C.

Another service of General Motors which is of direct benefit to the Cadillac buyer is that rendered by the General Motors Acceptance Corporation. G.M.A.C. is a service organization designed to make it easier and less expensive for people to own and operate Cadillac cars.

Its plan for financing the purchase of a Cadillac includes low rates and the broadest type of insurance coverage. Being a part of General Motors, G.M.A.C. of course shares one of the primary objectives of the Corporation—to increase and maintain the loyalty and satisfaction of General Motors customers and to make new friends.

CADILLAC MILESTONES—1902-1946

Year	Total Production	Type of Cars Produced	List Price (Typical Car)	Wheelbase	Milestones
1902	—	—	—	—	Detroit Automobile Co., established 1899, reorganized as "Cadillac Automobile Co."
1903	1,698	1 cyl. "A"	$ 850	76"	
1904	2,457	1 cyl. "B"	950	76"	Cadillac Automobile Co. and Leland & Faulconer consolidate as "Cadillac Motor Car Company" with Henry M. Leland, grand old man of the industry, as General Manager.
1905	3,942	1 cyl. "F"	950	76"	First Four Cylinder establishes Cadillac as the pioneer of multi-cylinder motor cars.
		4 cyl. "D"	2,800	100"	
1906	4,059	1 cyl. "M"	950	76"	
		4 cyl. "H"	2,500	102"	
1907	2,884	1 cyl. "M"	950	76"	Famous Johansson gauges, First imported into United States by Cadillac, enable Cadillac to become the following year the—
		4 cyl. "G"	2,000	100"	
		4 cyl. "H"	2,500	102"	
1908	2,377	1 cyl. "T"	1,000	82"	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.
		4 cyl. "H"	2,500	102"	
1909	7,868	4 cyl. "30"	1,400	106"	Cadillac purchased by General Motors Corporation. Four cylinder production increases six times over 1908 production.
1910	10,044	4 cyl. "30"	1,600	106"	First to offer Closed Bodies as standard equipment. Less than 10% of cars then produced had closed bodies.
1911	10,166	4 cyl. "30"	1,800	116"	Custom Coachcraft by Fleetwood Body Company begins.
1912	12,547	4 cyl. "1912"	3,250	116"	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.
1913	17,290	4 cyl. "1913"	3,250	120"	
1914	7,823	4 cyl. "1914"	2,800	120"	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.
		V-8 "51"	2,800	122"	
1915	13,000	V-8 "53"	2,950	122"	First to use Tilt-Beam Headlights for night driving safety.
1916	18,000	V-8 "53"	2,950	122"	Cadillac becomes "Division of General Motors."
1917	18,002	V-8 "55"	3,110	125"	Cadillac adopted as Standard Officers' car by U. S. Army after gruelling tests at Marfa, Texas.

Cadillac Milestones—1902-1946 (Cont'd)

Year	Total Production	Type of Cars Produced	List Price (Typical Car)	Wheelbase	Milestones
1918	20,285	V-8 "57"	3,535	125"	Cadillac supplied 2,350 cars and 1,157 V-8 artillery tractor engines to U. S. Army.
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"	Cadillac completes new Clark Ave. plant, Detroit, most modern in the industry. Retail stores opened at Detroit and Chicago.
1922	26,296	V-8 "61"	4,100	132"	First to use Thermostatic Carburetor Control.
1923	14,707	V-8 "61"	4,150	138"	First to build the inherently balanced 90° V-type eight cylinder engine. First to use the Compensated Crankshaft. Four wheel brakes featured.
1924	18,827	V-8 "V-63"	3,835	132"	First to provide wide choice of Duco Exterior Finishes as standard equipment.
1925	16,673	V-8 "V-63"	3,195	132"	First to use Crankcase Ventilation. $5,000,000 expansion program started. Cadillac contracts for entire output of Fleetwood Custom Body Co.
1926	20,732	V-8 "314"	3,250	132"	First to develop a comprehensive Service Policy and
1927	30,641	V-8 "303"	2,685	125"	place it on a nationwide basis.
		V-8 "341-A"	3,250	140"	
1928	36,037	V-8 "328"	2,495	125"	First to develop and use the Clashless Synchro-mesh
		V-8 "341-B"	3,595	140"	Transmission. First to install Security Plate Glass as
1929	40,965	V-8 "340"	2,595	134"	standard equipment. First to adopt Chrome Plating as
		V-8 "353"	3,695	140"	standard.
1930	25,991	V-8 "345-A"	2,595	134"	First to build a Sixteen Cylinder Automobile engine.
		V-8 "355-A"	3,695	134"	Later in the year the V-12 Cadillac was introduced.
		V-12 "370-A"	3,895	140"	First to offer a complete line of multi-cylinder cars—all
		V-16 "452-A"	5,950	148"	of V-type design. First to use Hydraulic Valve Silencers.
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"	First to introduce Super-Safe Headlights, Air-Cooled
		V-8 "355-B"	2,895	140"	Generator, Completely Silent Transmission and Full
		V-12 "370-B"	3,795	140"	Range Ride Regulator.
		V-16 "452-B"	5,095	149"	
1933	6,655	V-8 "345-C"	2,245	136"	First to provide fine cars with No-Draft Ventilation.
		V-8 "355-C"	2,895	140"	
		V-12 "370-C"	3,695	140"	
		V-16 "452-C"	6,250	149"	

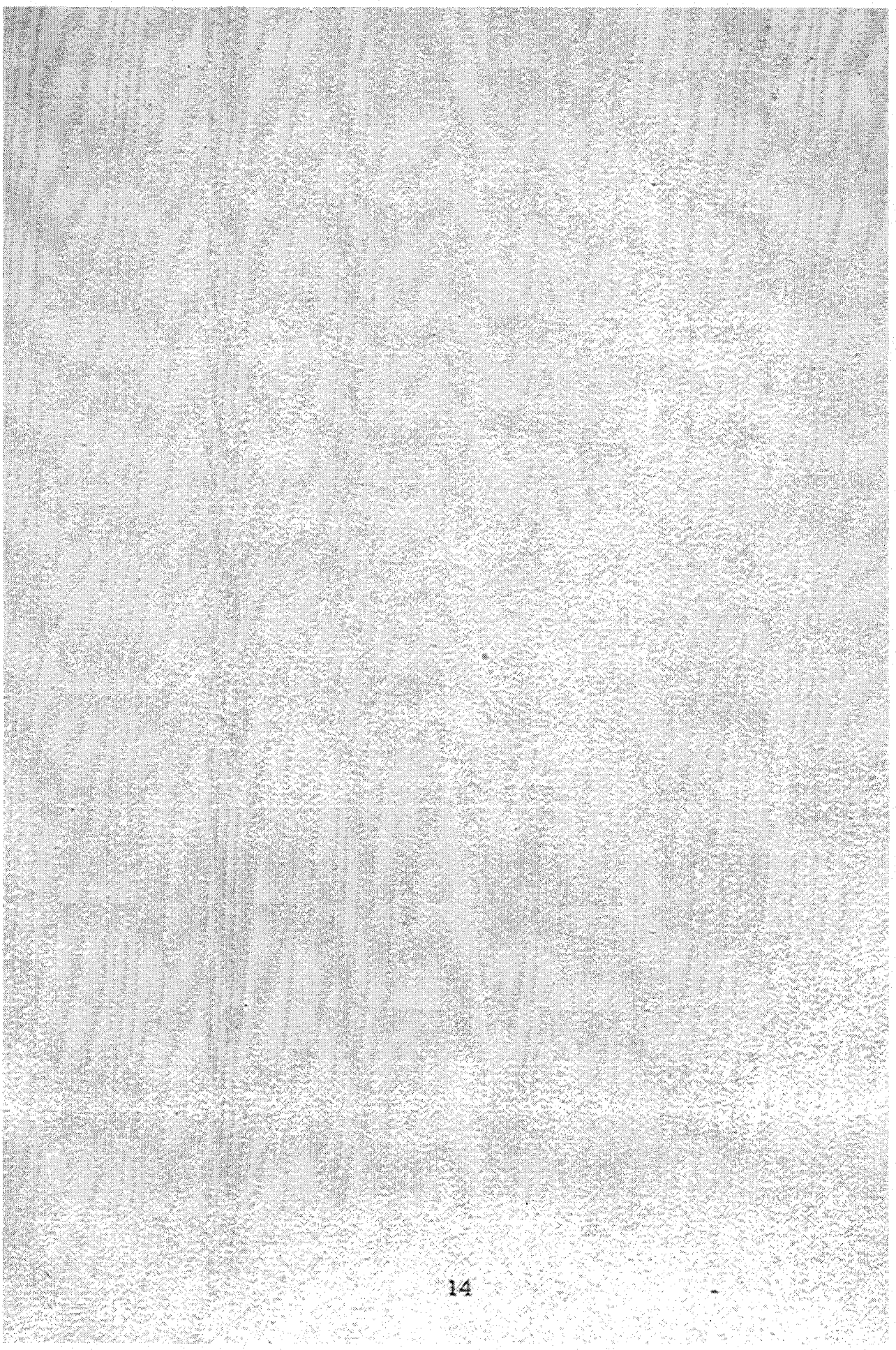
Cadillac Milestones—1902-1946 (Cont'd)

Year	Total Production	Type of Cars Produced	List Price (Typical Car)	Wheelbase	Milestones
1934	13,021	Str. "8" "34-50"	$1,595	119"	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.
		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"	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.
		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"	48.1% of all cars sold above $1,500 were Cadillacs.
		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"	
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"	
		V-16 "37-90"	7,750*	154"	
1938	24,950	V-8 "38-50"	1,385*	124"	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 "38-60"	1,775*	124"	
		V-8 "38-60S"	2,085*	127"	
		V-8 "38-65"	2,285*	132"	
		V-8 "38-75"	3,075*	141"	
		V-16 "38-90"	5,265*	141"	
1939	36,611	V-8 "39-50"	1,320*	120"	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 $2,000 are Cadillacs.
		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 *ultra-modern* large, luxurious motor car—The Cadillac Fleetwood 72. During first six months, 1939, Cadillac outsold all makes combined with series having 5 touring sedans priced at or above $1,300.
		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"	
		V-16 "40-90"	5,140*	141"	

Cadillac Milestones—1902-1946 (Cont'd)

Year	Total Production	Type of Cars Produced		List Price (Typical Car)	Wheelbase	Milestones
1941	66,130	V-8	"41-61"	$1,445*	126"	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	"41-62"	1,495*	126"	
		V-8	"41-63"	1,695*	126"	
		V-8	"41-60S"	2,195*	126"	
		V-8	"41-67"	2,595*	139"	
		V-8	"41-75"	2,995*	136"	
1942	16,511	V-8	"42-61"	1,647*	126"	Presentation of the Fortieth Anniversary Cadillacs. Introduction of sealed, ribbed Super-Safe Brakes and All-Weather Ventilation System.
(Production halted February, 1942)		V-8	"42-62"	1,754*	129"	
		V-8	"42-63"	1,882*	126"	
		V-8	"42-60S"	2,435*	133"	
		V-8	"42-67"	2,896*	139"	
		V-8	"42-75"	3,306*	136"	
1943		—	—	—	—	Cadillac-built light tanks and motor carriages contributed immeasurably to the struggle for victory and peace. Precision aircraft engine parts made by Cadillac helped power America's leading combat planes. Army-Navy "E" award to Cadillac for excellence in production of war equipment.
1944		—	—	—	—	Cadillac produced the M-24 one of the world's fastest and most maneuverable combat vehicles of its kind. This famous light tank, which served on all battle-fronts, was powered by Cadillac V-type engines and Cadillac Hydra-Matic Transmissions.
1945		—	—	—	—	Continued production of the world-famed M-24 light tank for distinguished use in both the European and Pacific theaters of war. Introduction of the M-19, a potent anti-aircraft gun motor carriage.
1946		V-8	"46-61"		126"	Presentation of the 1946 Cadillacs, using the battle-proved Cadillac V-type engine and Hydra-Matic Transmission, the only automotive units of their kind to be produced and improved without interruption during the war.
		V-8	"46-62"		129"	
		V-8	"46-60S"		133"	
		V-8	"46-75"		136"	

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



1946

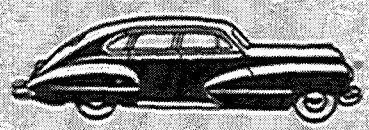
THE 1946 CADILLAC

For 1946, Cadillac presents four different Series and eleven distinctive body styles.

SERIES 61

Here is the luxury and quality of the finest of motor cars. New interior styling with custom type seat backs and cushions provides a distinctive custom appearance.

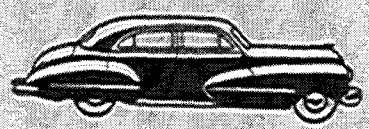
4 door 5 pass. sedan
2 door 5 pass. coupe



SERIES 62

Gracefully rounded rear deck and body lines give this moderately priced Cadillac a modern yet dignified appearance. A newly styled interior features boxed seat cushions with genuine leather piping around the edges.

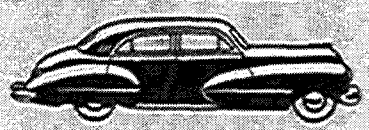
4 door 5 pass. sedan
2 door 5 pass. coupe
club convertible



SERIES 60S

The Cadillac Sixty Special has consistently been paid the compliment of imitation. And with its unique streamlining go the many other qualities that have established Cadillac leadership in the fine car field.

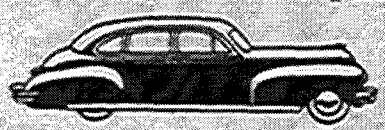
4 door 5 pass. sedan



SERIES 75

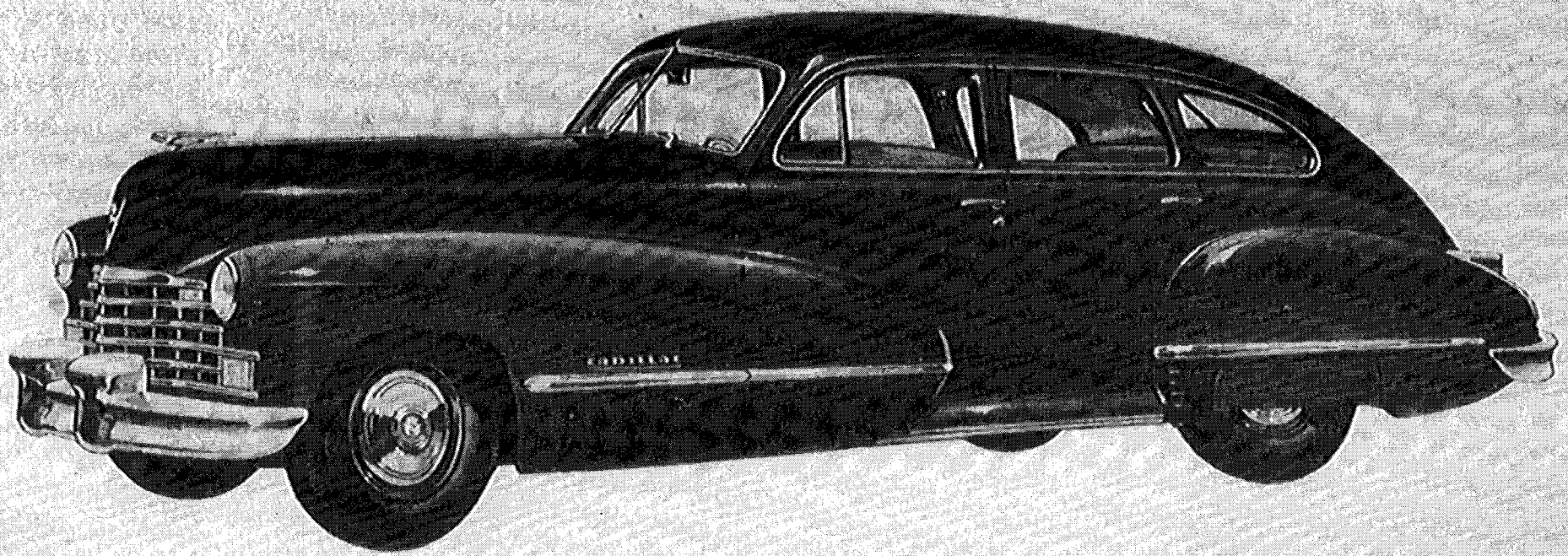
Here is the supreme achievement in the art of motor car design and fabrication, a product that has become known the world over as a symbol of the highest standard of automotive excellence. It is truly a motor car apart from all others.

4 door 5 pass. sedan
4 door 7 pass. sedan
4 door 7 pass. Imperial
4 door 9 pass. bus. sedan
4 door 9 pass. bus. Imperial



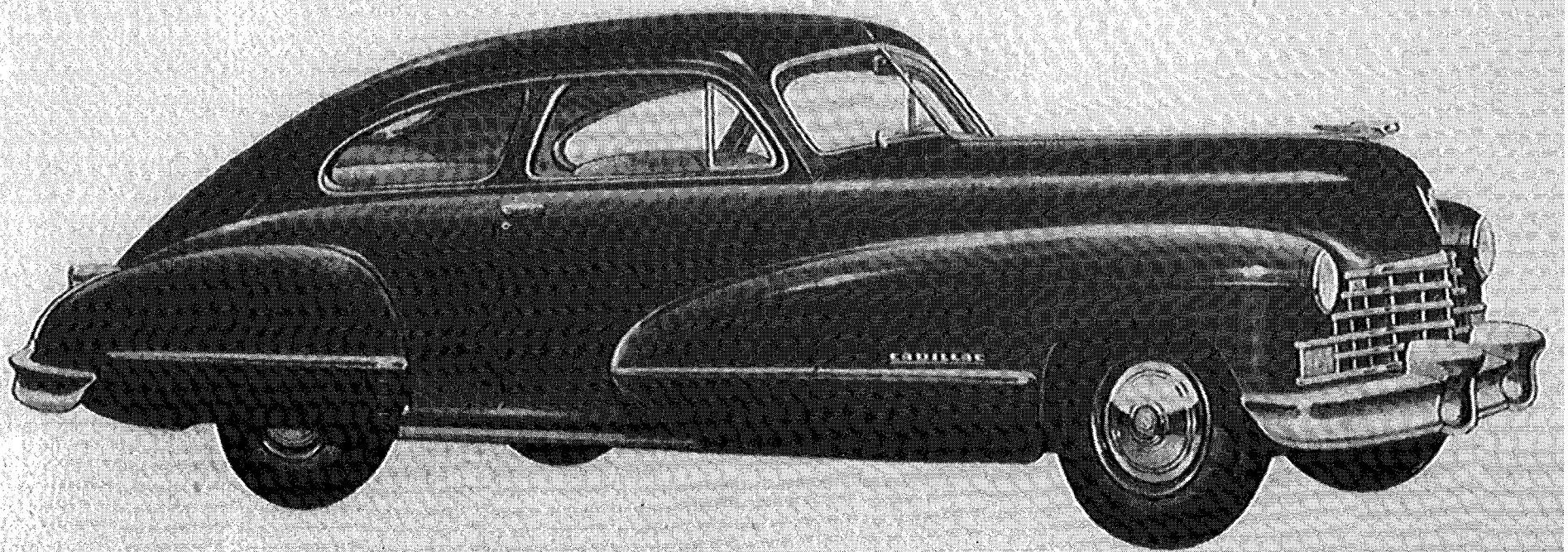
SERIES 61

FOUR DOOR FIVE PASSENGER SEDAN



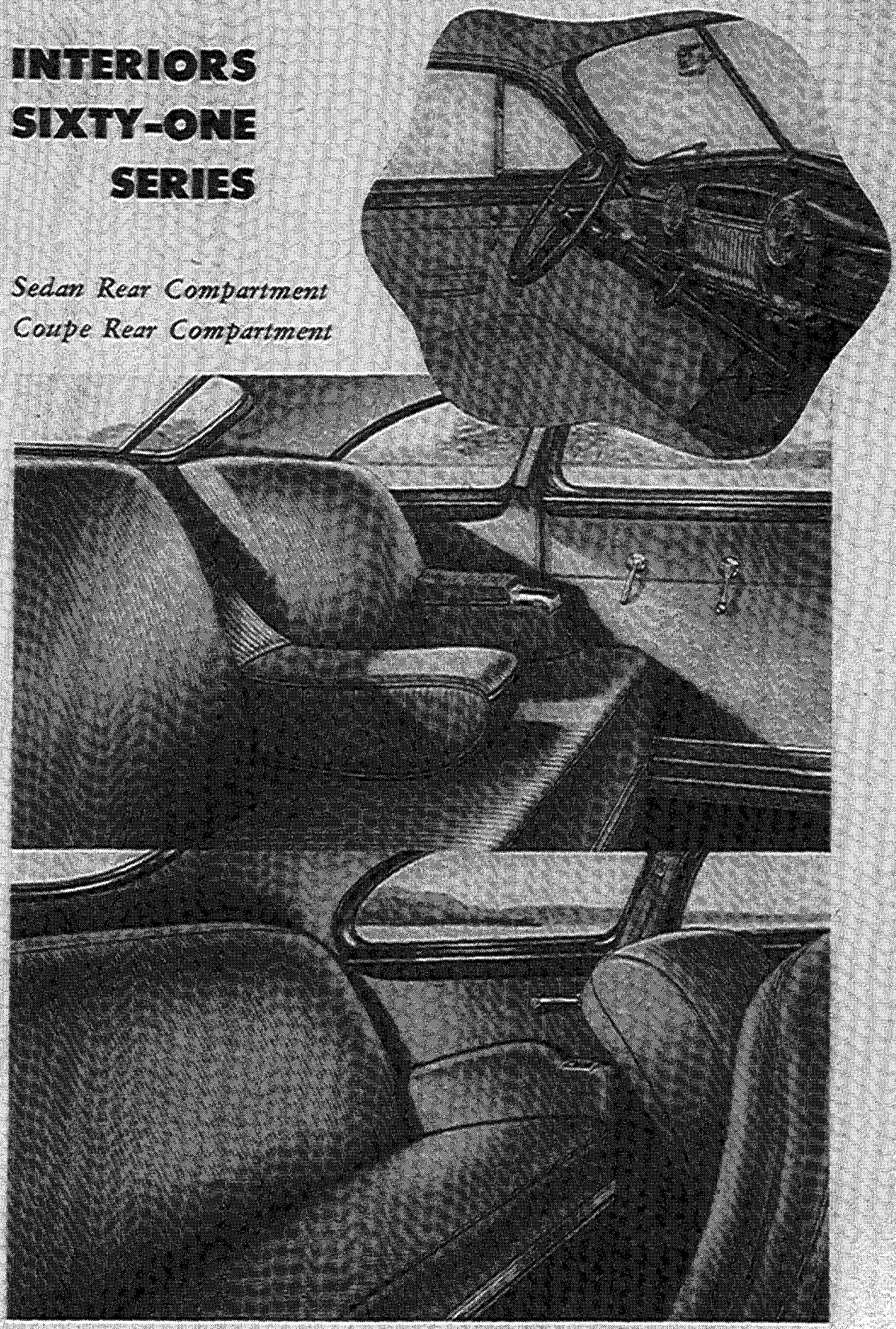
SERIES 61

TWO DOOR FIVE PASSENGER COUPE



INTERIORS SIXTY-ONE SERIES

Sedan Rear Compartment
Coupe Rear Compartment



GENERAL

Trim creations by Fleetwood • Soft, deep seat cushions • Oriental walnut garnish mouldings • 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 • Maximum instrument visibility • Distinctive new radio grille • All-Weather Ventilation System • Electric clock, automatic lighter, automatic glove compartment light • 4¾" front seat adjustment • T-Grip hand brake • Adjustable, full-width sun visors • Concentric steering column •

SEDAN REAR COMPARTMENT

Center arm rest • Two ash trays with automatic lighters in side arm rests • Sliding rear quarter windows • Safety door locks • Oriental 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 •

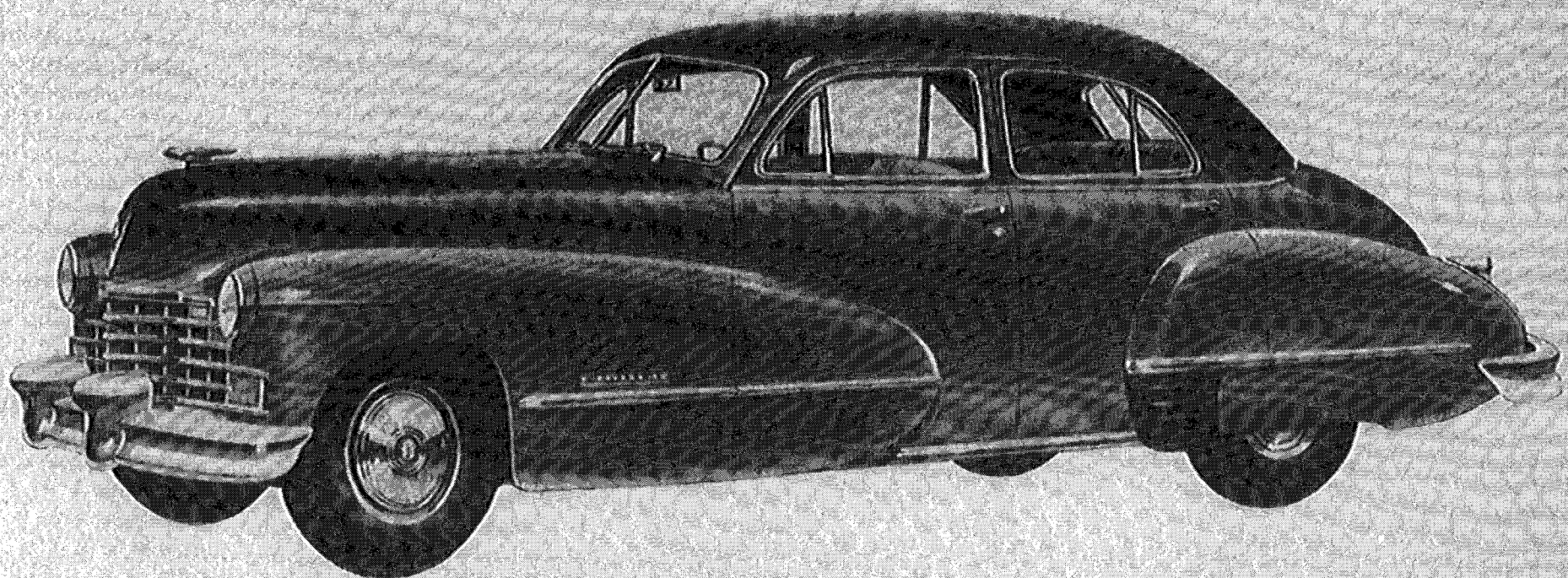
COUPE REAR COMPARTMENT

Rear quarter window crank handle • Full-across rear seat—54½" wide • Exceptional leg room—34½" • 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 cloth.

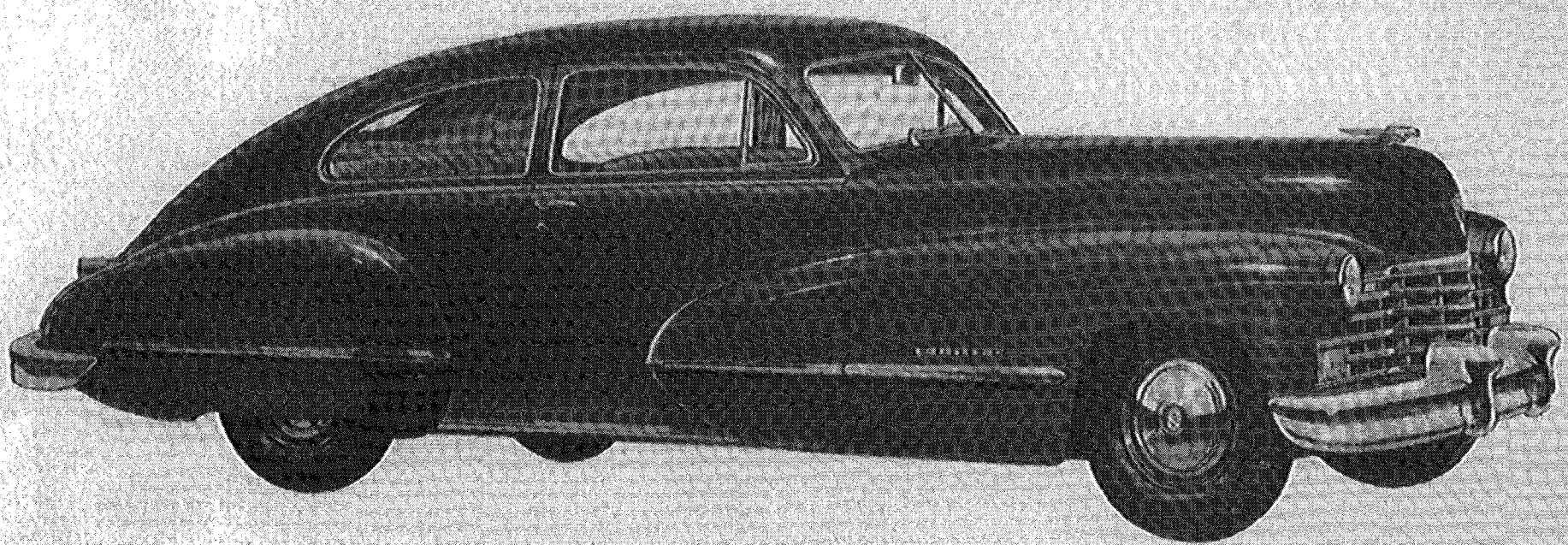
SERIES 62

FOUR DOOR FIVE PASSENGER SEDAN



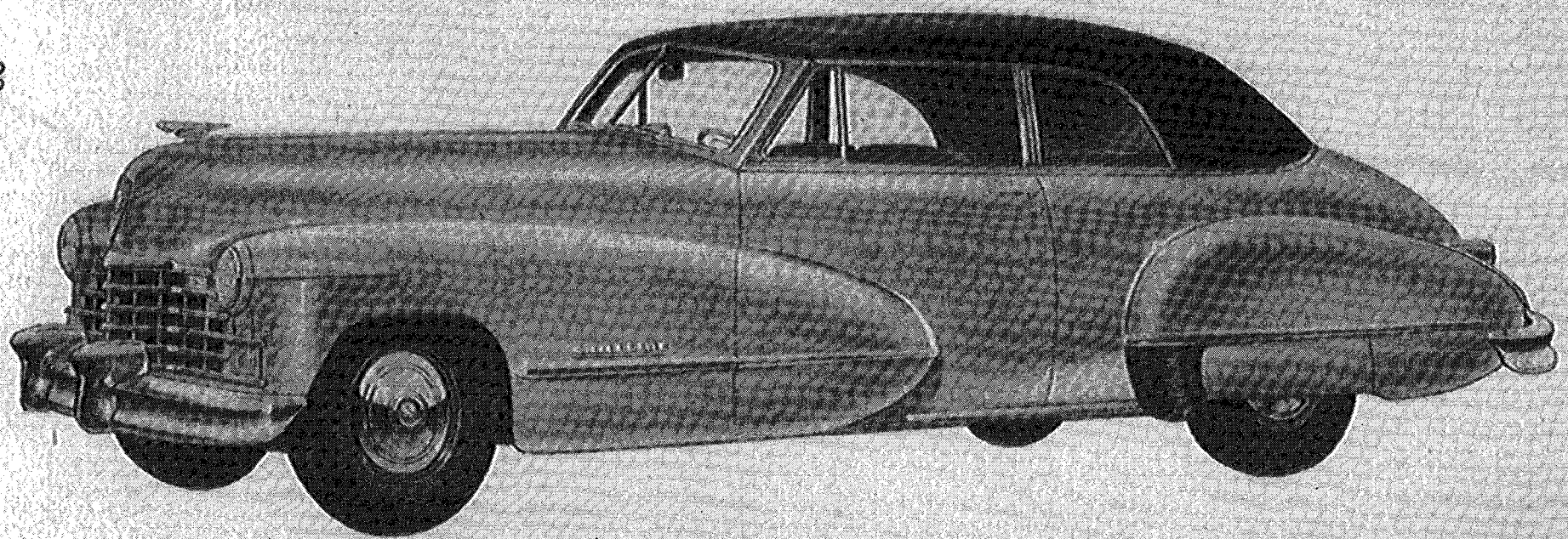
SERIES 62

TWO DOOR FIVE PASSENGER COUPE

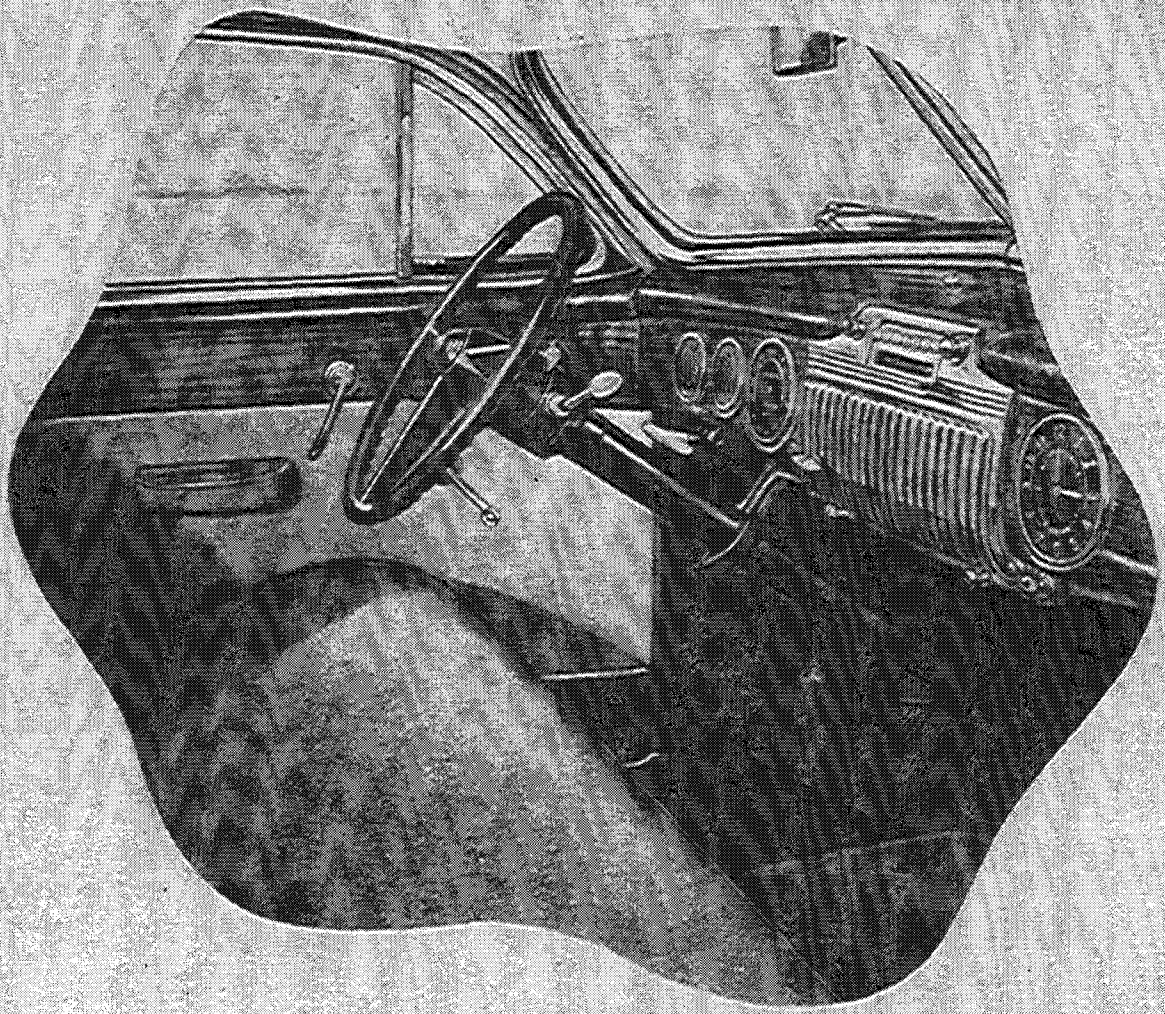


SERIES 62

TWO DOOR CONVERTIBLE COUPE



INTERIORS—SIXTY-TWO SERIES



Sedan Rear Compartment



SEDAN REAR COMPARTMENT

Luxury springs in seat cushions • Rear seat center arm rest and side arm rests • Oriental walnut window and front seat back trim panel • Carpet scuff pad • Safety rear door locks • Ventipane crank handles • Ventipane sliding locks • Large ash receiver in middle of front seat back • Deep-recess foot rest in front seat back • Dome light operated by all four doors • Robe cord with concealed ends •

FRONT COMPARTMENT

Instrument panel cowling curves into front doors—has tapered top edge • New, improved, easy-to-read, airplane-type instruments • Adjustable sun visors • Concentric steering column for neatness • All-Weather Ventilation System • T-Grip hand brake • "Pull-to" front door arm rests • Fully carpeted floor • Steering wheel with full horn ring and three spokes • Projectile-shaped horn button with Cadillac crest under clear plastic • Front seat back pleated •

COUPE

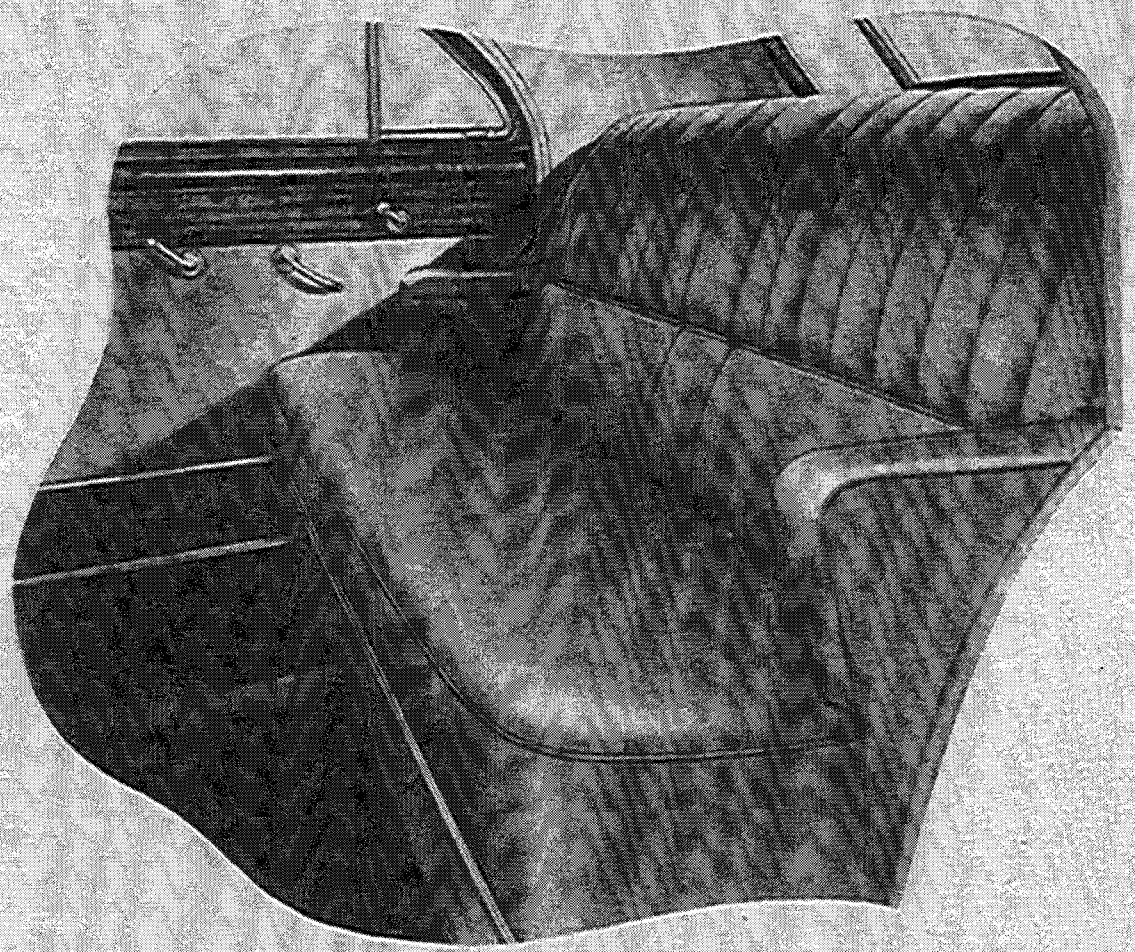
Center arm rest • Tilting front seat for ease of entrance • Vertical pillar post • Rear seat leg room—36⅝" • Ample rear seat head room—34⅜" • Oriental walnut grain trim panels • All-Weather Ventilation System •

Trim Options—Blue-gray, tan dual-tone Cord and blue-gray, tan Heathertone Broadcloth.

CONVERTIBLE INTERIOR

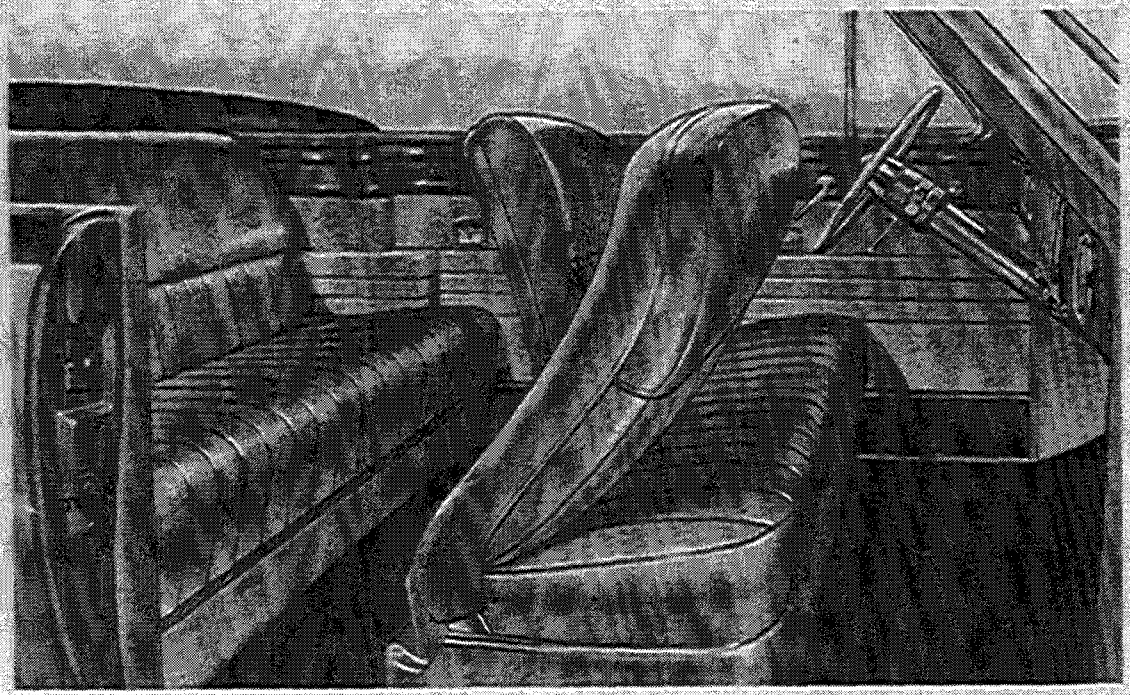
Rear quarter windows for visibility and safety • Special steering wheel standard equipment • Solid color trim panel • Full-across rear seat • 32" leg room in rear compartment • Automatic power top • All-Weather Ventilation System •

Trim Options—Black, tan, green, blue, or red leather combined with Bedford Cord.

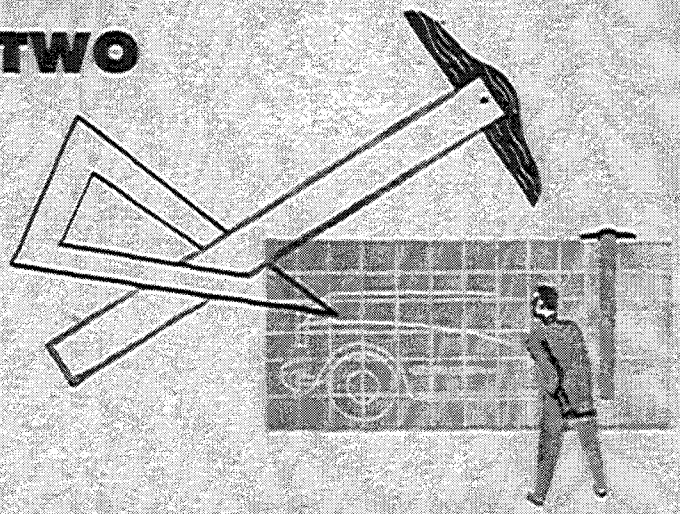


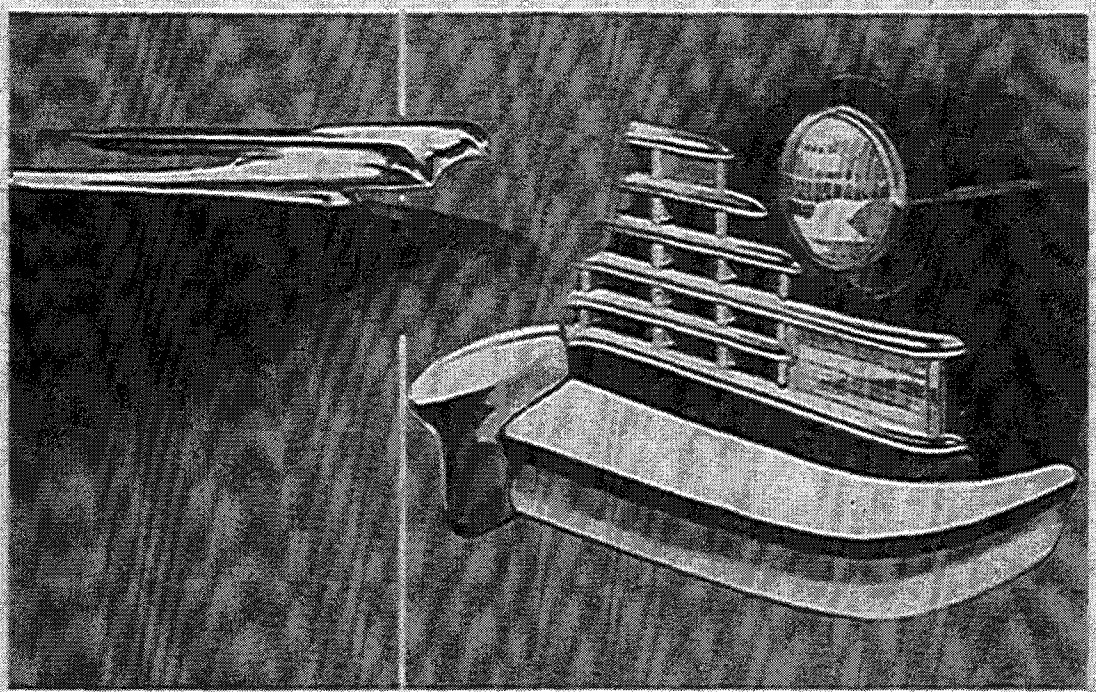
Sedan Rear Compartment

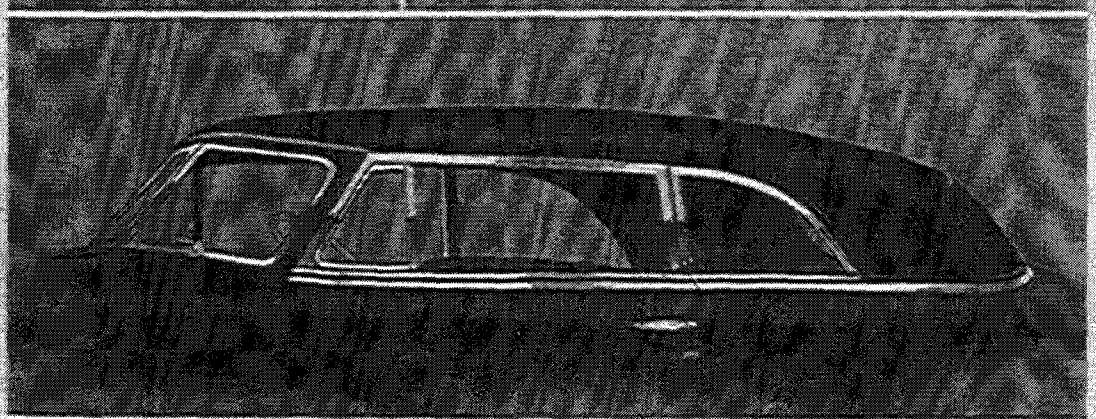
Convertible Interior

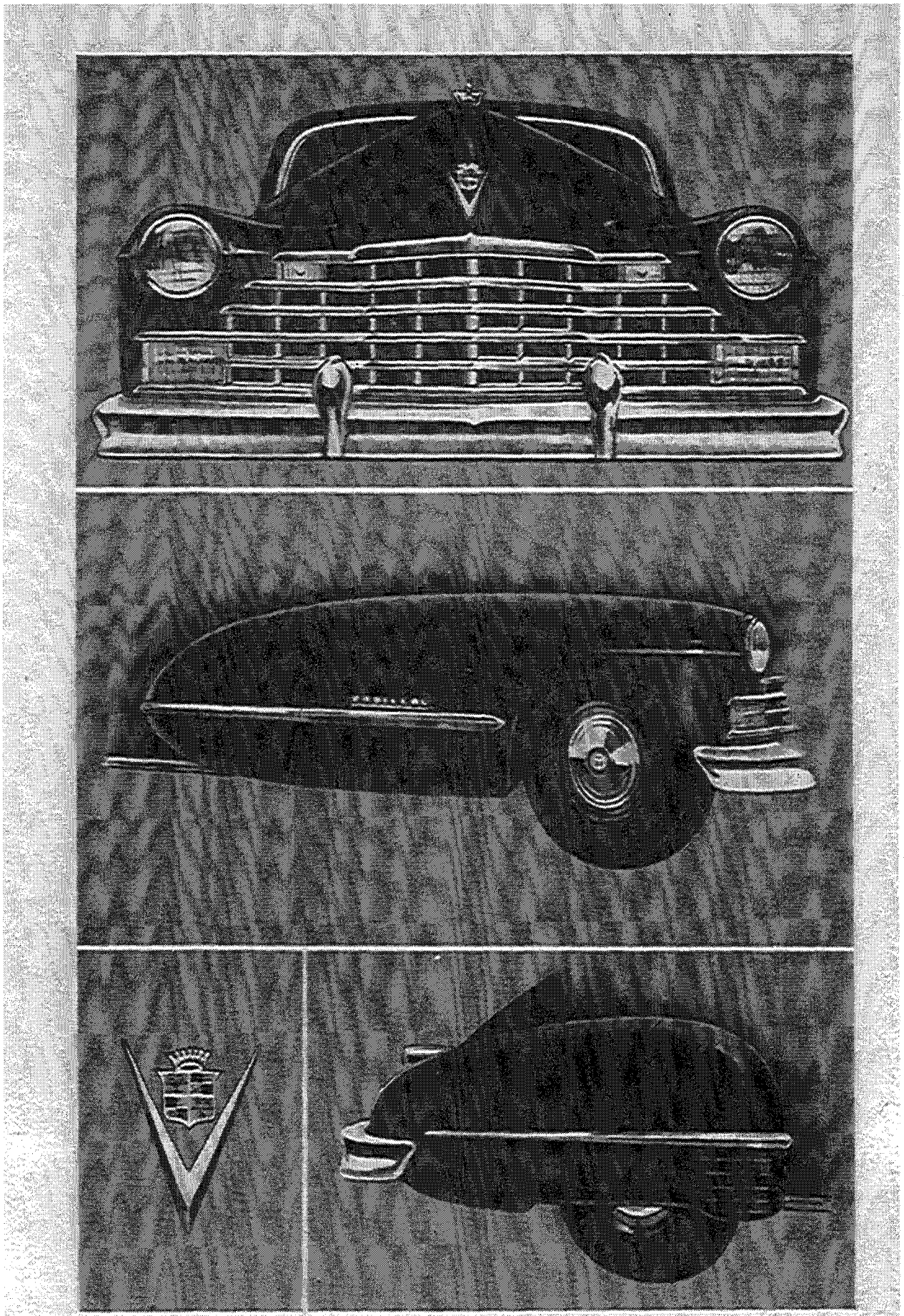


STYLING FEATURES
SERIES SIXTY-ONE
SERIES SIXTY-TWO

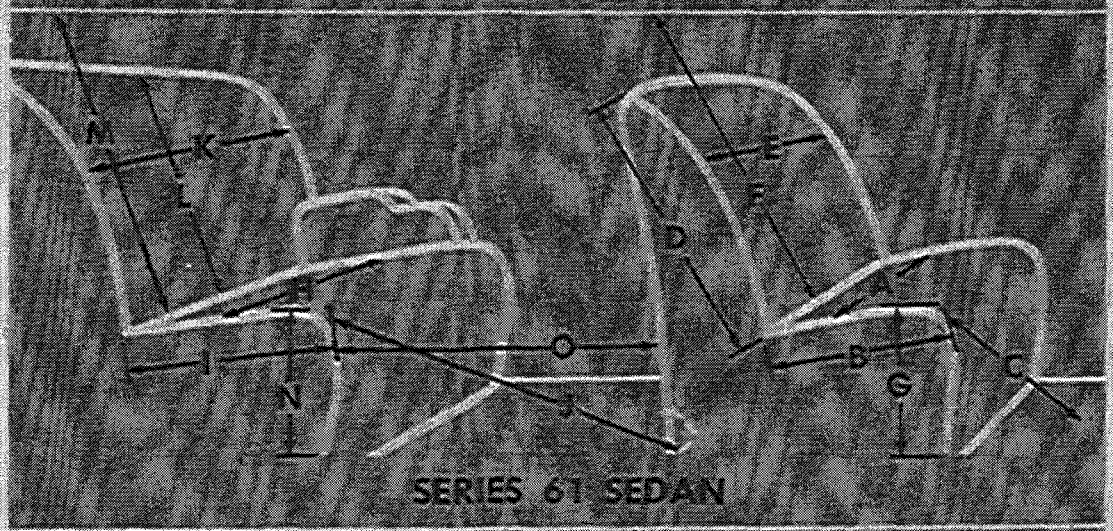




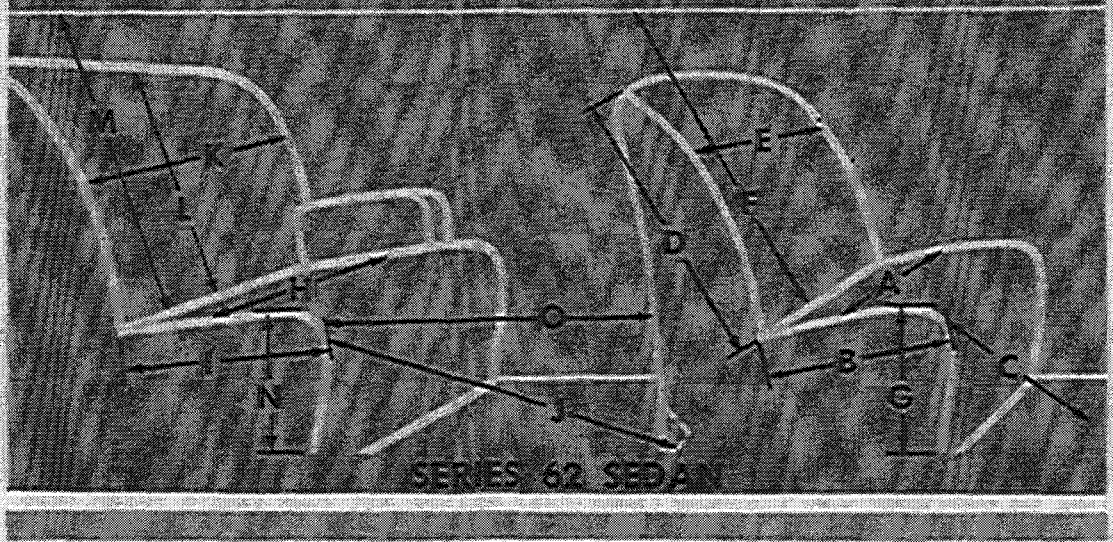




DIMENSIONS



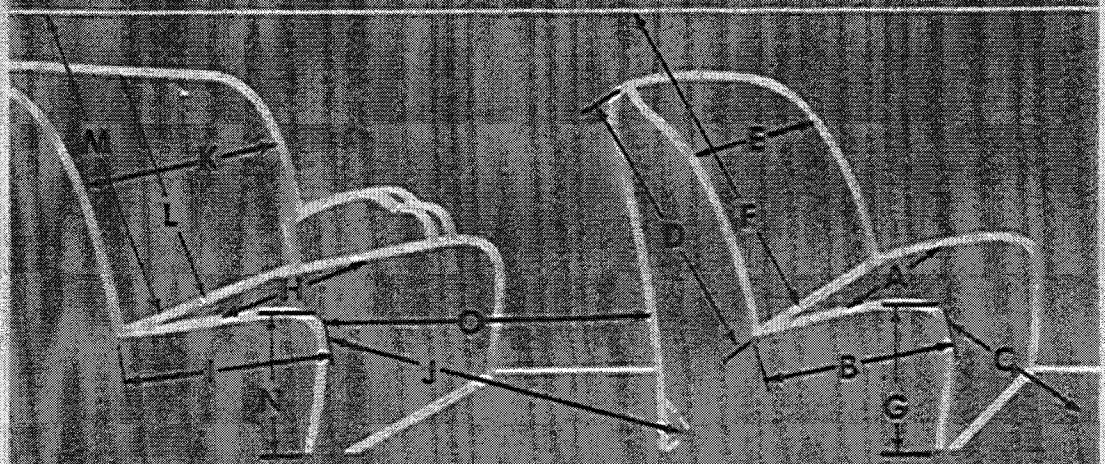
SERIES 61 SEDAN



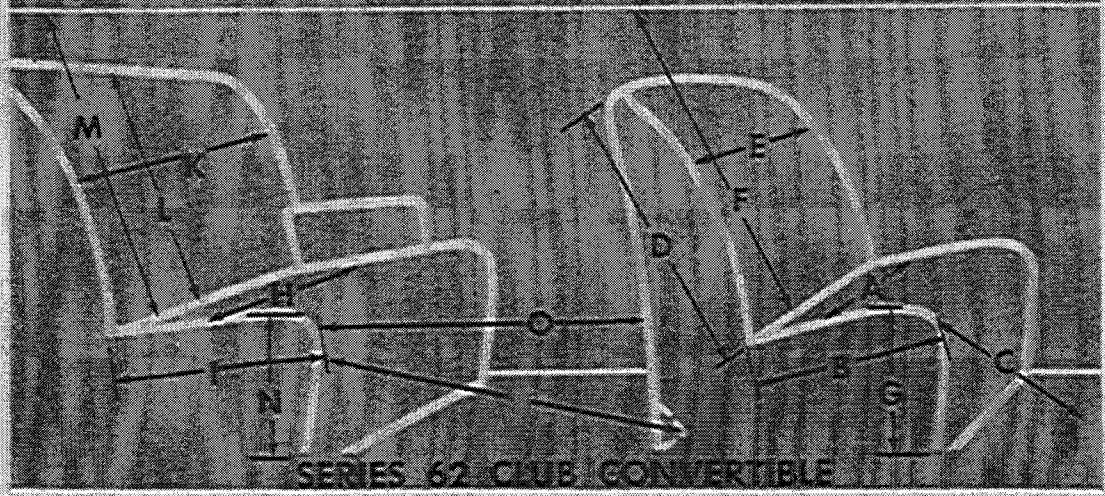
SERIES 62 SEDAN

Dimension	61 Sedan	62 Sedan	61 Coupe	62 Coupe	62 Conv. Coupe
A	60 1/2	62	59	62	62
B	18 1/4	18	18 3/4	18	18
C	24 5/8	24 1/8	24 1/8	24 1/4	24 1/4
D	23 1/2	22 5/8	21 3/8	23 1/8	23 1/8
E	56 3/4	58	55	58	58
F	37 1/2	37 3/8	37 1/2	37 3/8	36 1/2
G	14	12 5/16	14	12 5/16	12

DIMENSIONS



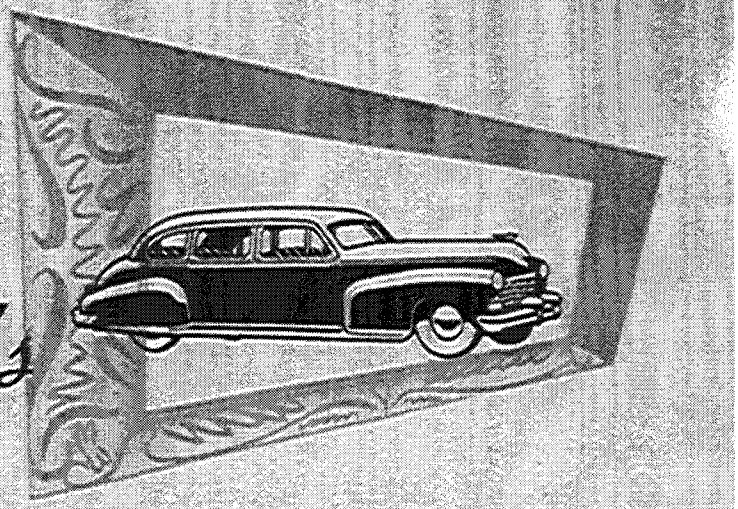
SERIES 61 AND 62 COUPE



SERIES 62 CLUB CONVERTIBLE

Dimension	61 Sedan	62 Sedan	61 Coupe	62 Coupe	62 Conv. Coupe
H	50 5/8	52	54 1/2	52	46 3/4
I	20	20	18	18 1/8	18
J	20 3/8	20 7/8	16 1/2	18 1/2	18
K	54 1/4	56	51 1/2	53	46 3/4
L	27	23 3/4	24 3/8	23	21 3/4
M	36 1/2	35	34 1/2	34 3/8	33 3/4
N	13	12 1/2	13 3/8	10 5/8	12 1/4
O	13 5/8	13 13/16	12 1/4	15 1/8	14 1/4

THE CADILLAC *Fleetwoods*



Fleetwood has become a symbol for unparalleled coachwork just as Cadillac has become synonymous for the finest in motor cars.

Fleetwood began to build custom bodies in 1911, and through the years has served the manufacturers of the finest American and European chassis. Identified with such names as Rolls-Royce, Isotta-Fraschini and Mercedes, Fleetwood came to be regarded as the world's finest custom body builder.

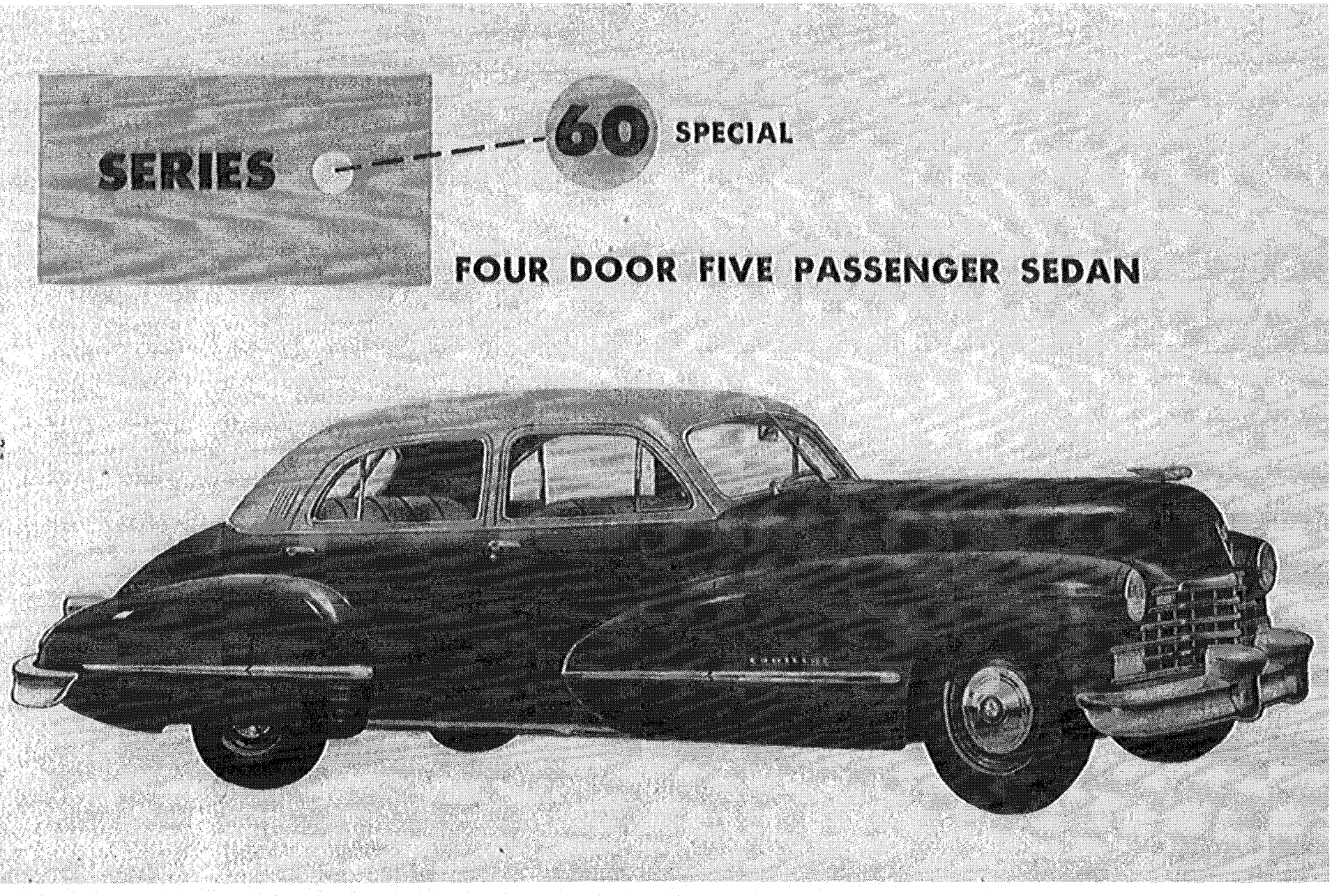
Today the entire output of the Fleetwood organization is reserved for Cadillac. Fleetwood craftsmen work to a single set of standards—*the highest in the industry.* They are concerned only with what is best.

It is not by chance, therefore, that Fleetwood custom-built bodies provide matchless comfort and luxury. But in safety, too, Fleetwood is outstanding in the industry. The Turret Top was conceived and developed in the Fleetwood shops as the result of a constant striving for perfection. Every part of the 1946 Fleetwood bodies that contributes to strength and safety is made of steel.

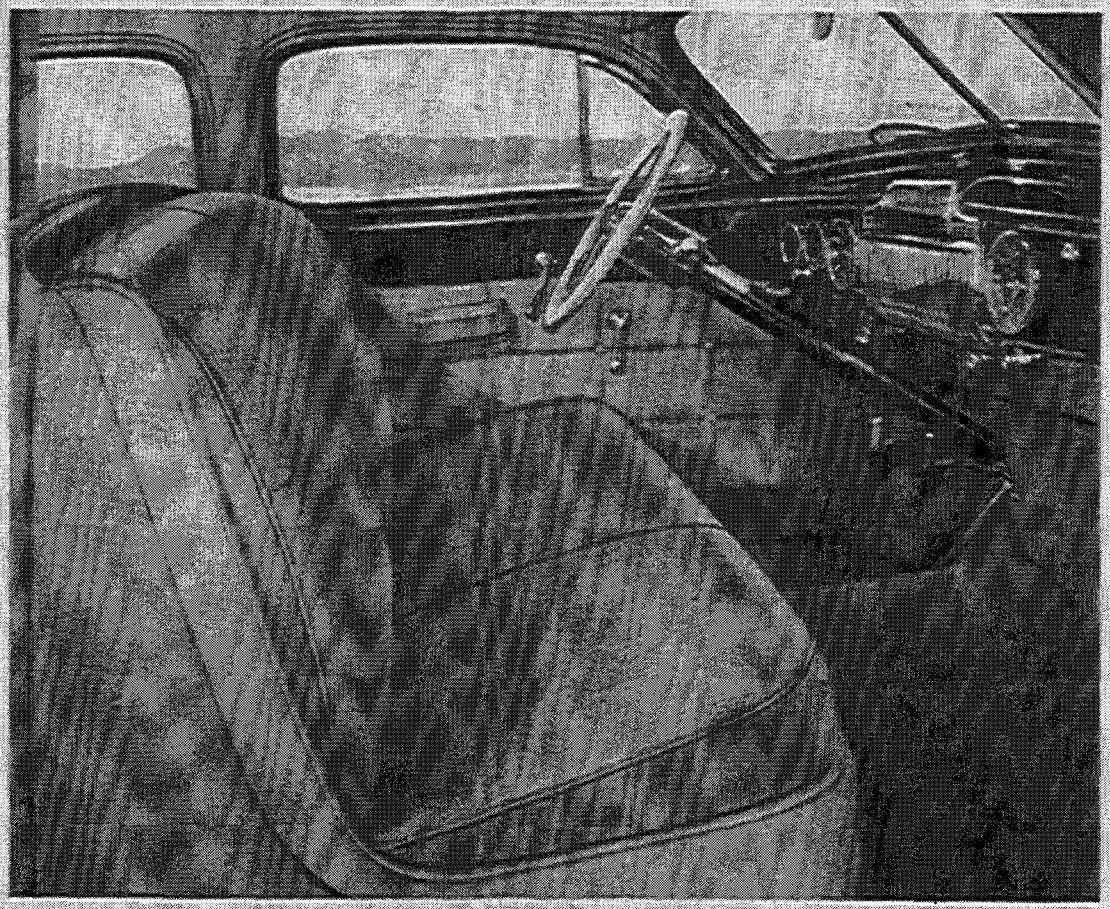
There is no more valuable combination available to fine car buyers than that of the products made by Cadillac and Fleetwood.

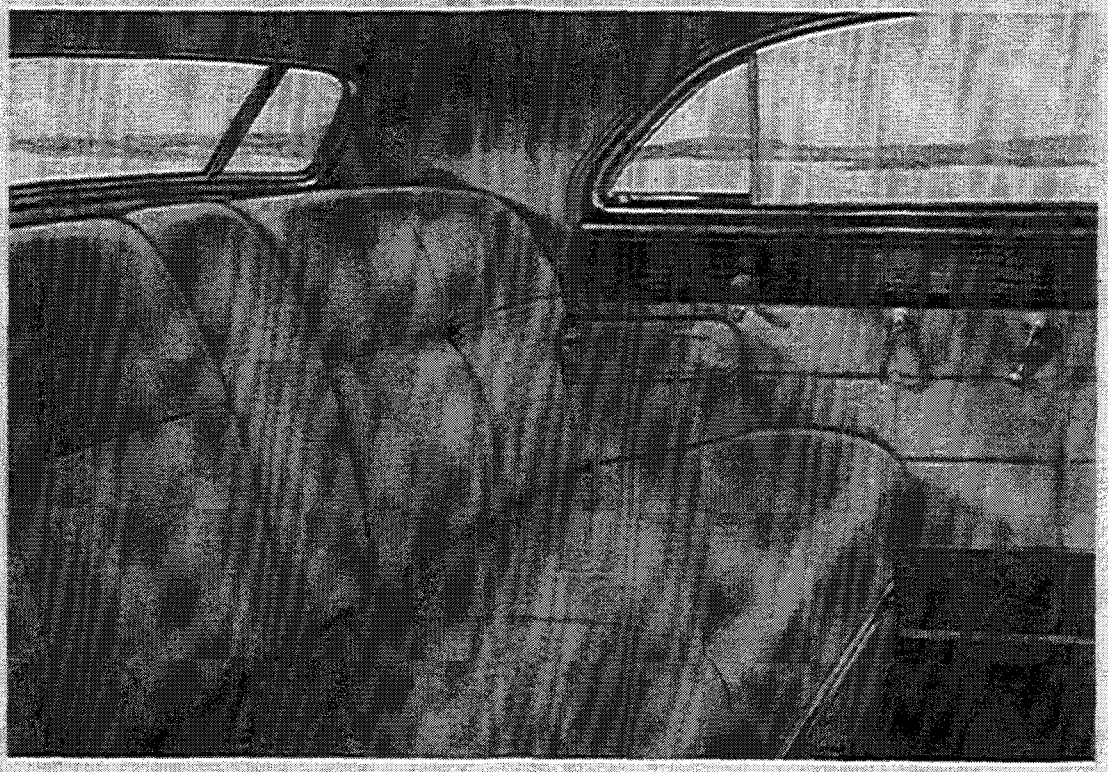
SERIES 60 SPECIAL

FOUR DOOR FIVE PASSENGER SEDAN



INTERIORS—SIXTY SPECIAL SERIES





REAR COMPARTMENT

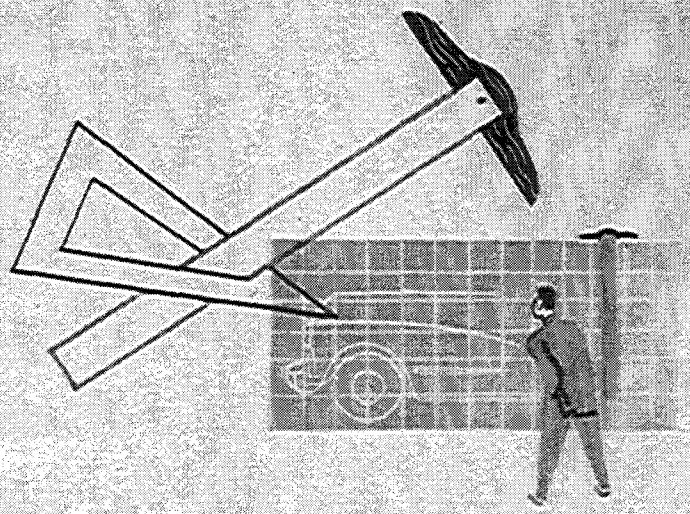
Exclusive coachwork by Fleetwood • Wide, rear seat center arm rest and padded side arm rests • Trim panel in Oriental walnut curves from front seat back onto doors • Robe cord with Pom Pom ends • Large, smart ash tray set into front seat back • Modernly styled dome light operated automatically by all four doors • Marshall springs in seat cushions • Ventipane window crank and sliding bolt lock • Safety door locks •

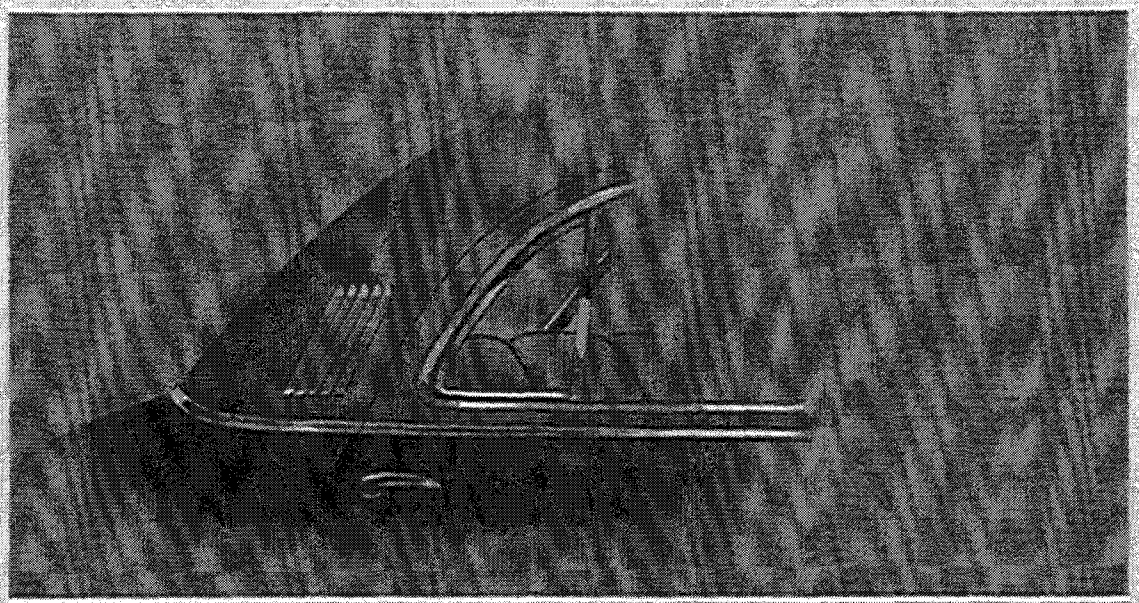
FRONT COMPARTMENT

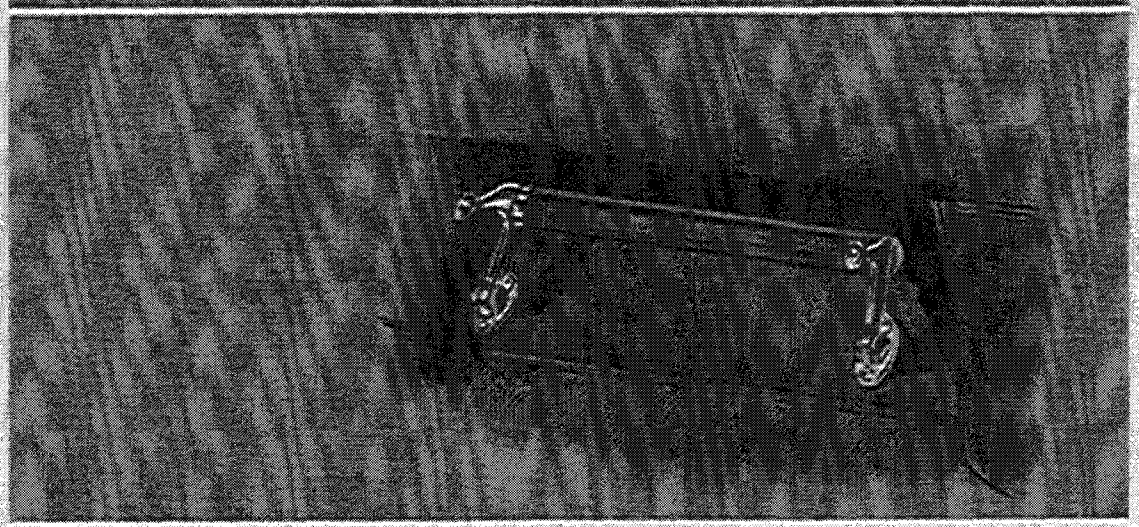
Cowling type instrument panel in Oriental walnut curved onto front doors • Instrument faces designed for maximum visibility • Electric clock recessed in glove compartment door • Conveniently located and easily operated T-Grip hand brake • Extra wide front seat—abundant room for three persons • "Pull-to" arm rests • Full floor carpeting • Adjustable sun visors • Automatic lighter • 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 •

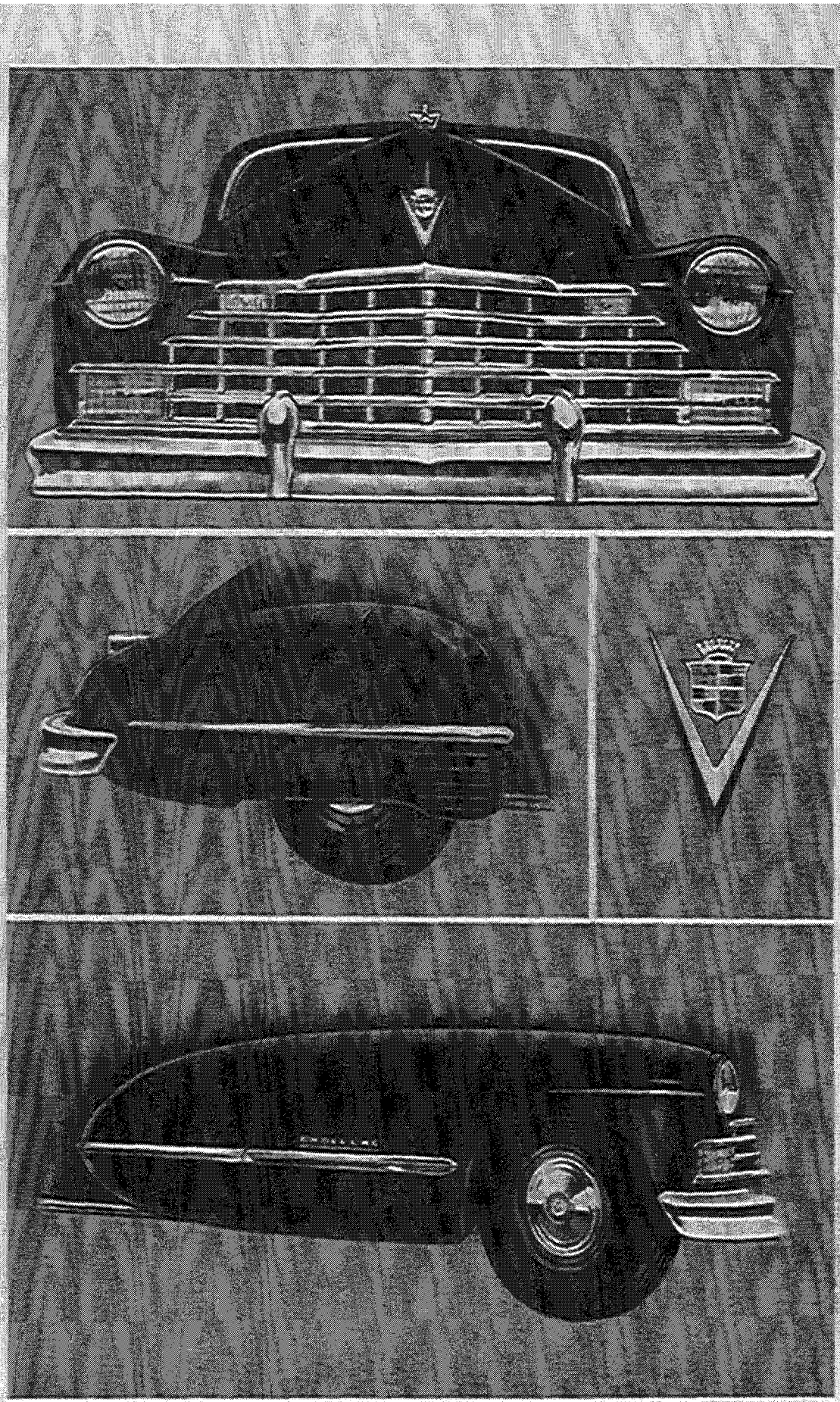
Trim Options—Blue-gray, tan or green Bedford Cord or striped broadcloth.

STYLING FEATURES SIXTY SPECIAL SERIES

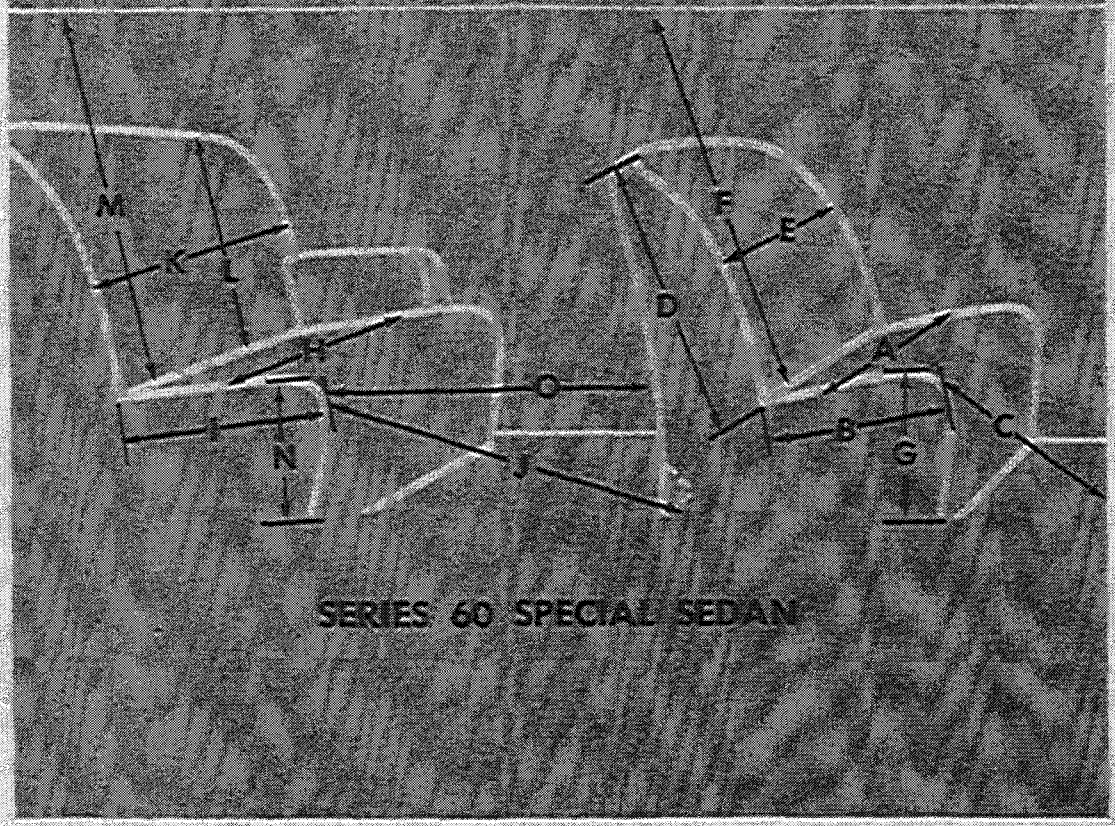








D I M E N S I O N S

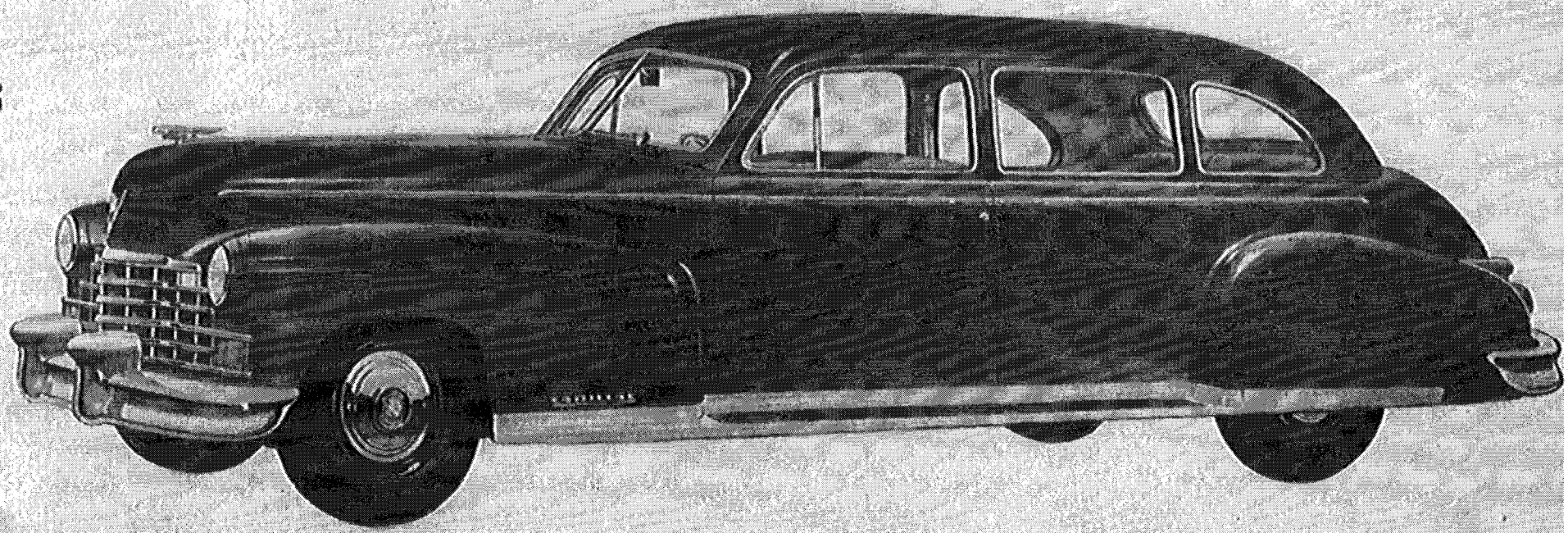


SERIES 60 SPECIAL SEDAN

Dimension	60 Special	Dimension	60 Special
A	62	I	20
B	18	J	23½
C	24⅛	K	56
D	23	L	24
E	58	M	35
F	37⅜	N	12½
G	12½	O	16⅛
H	52		

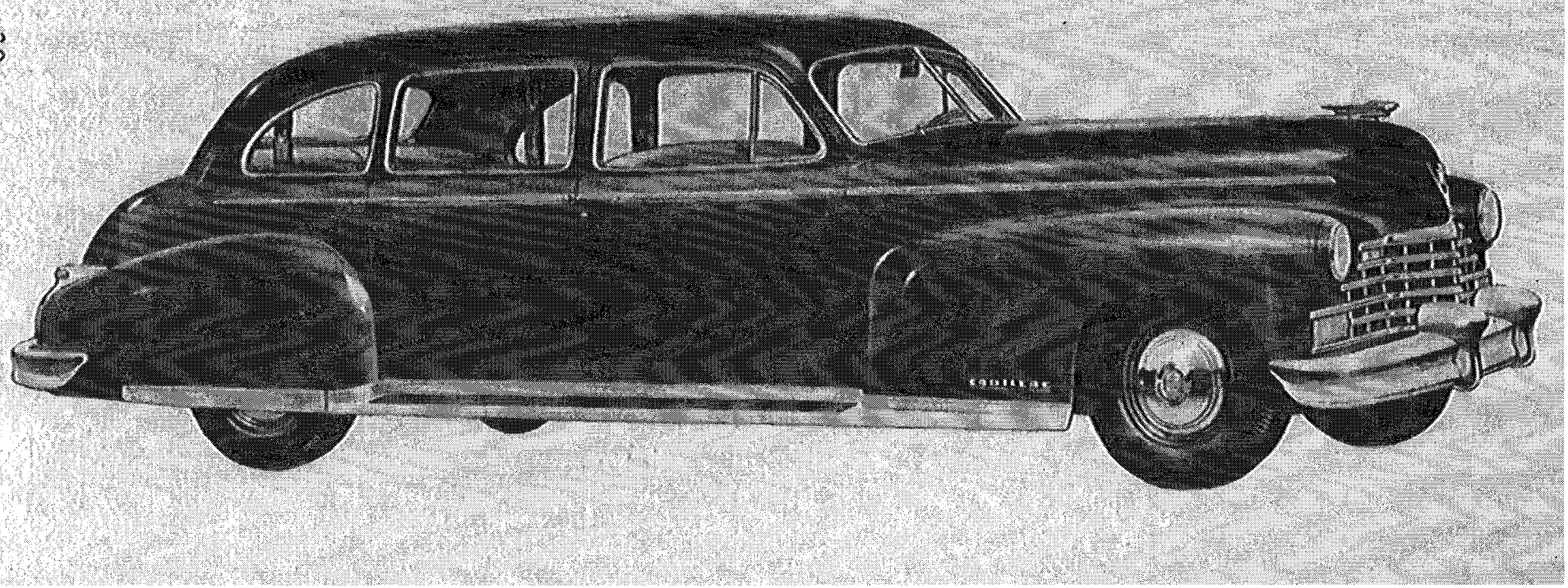
SERIES 75

FOUR DOOR FIVE PASSENGER SEDAN

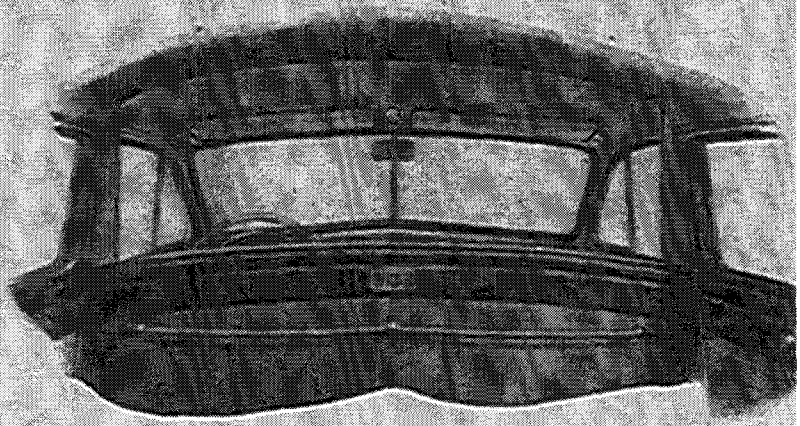


SERIES 75

FOUR DOOR SEVEN PASSENGER SEDAN

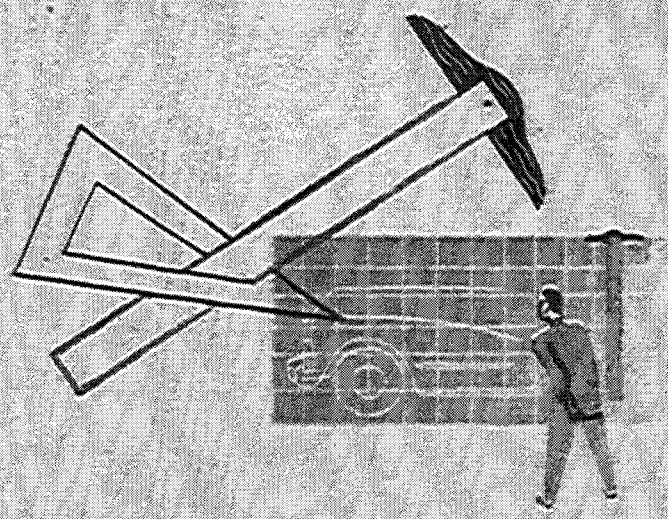


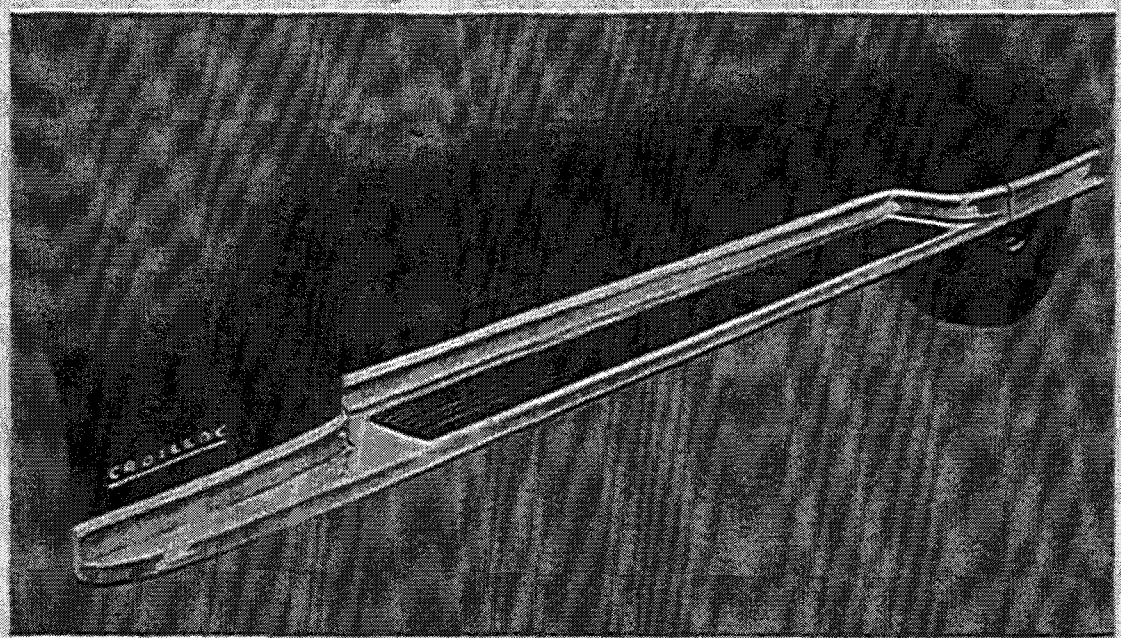
INTERIORS—SEVENTY-FIVE SERIES

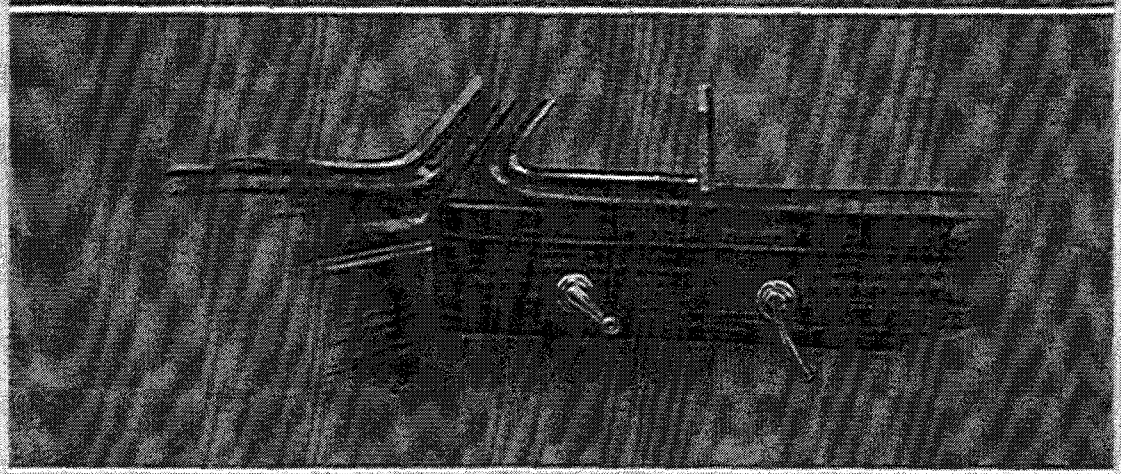


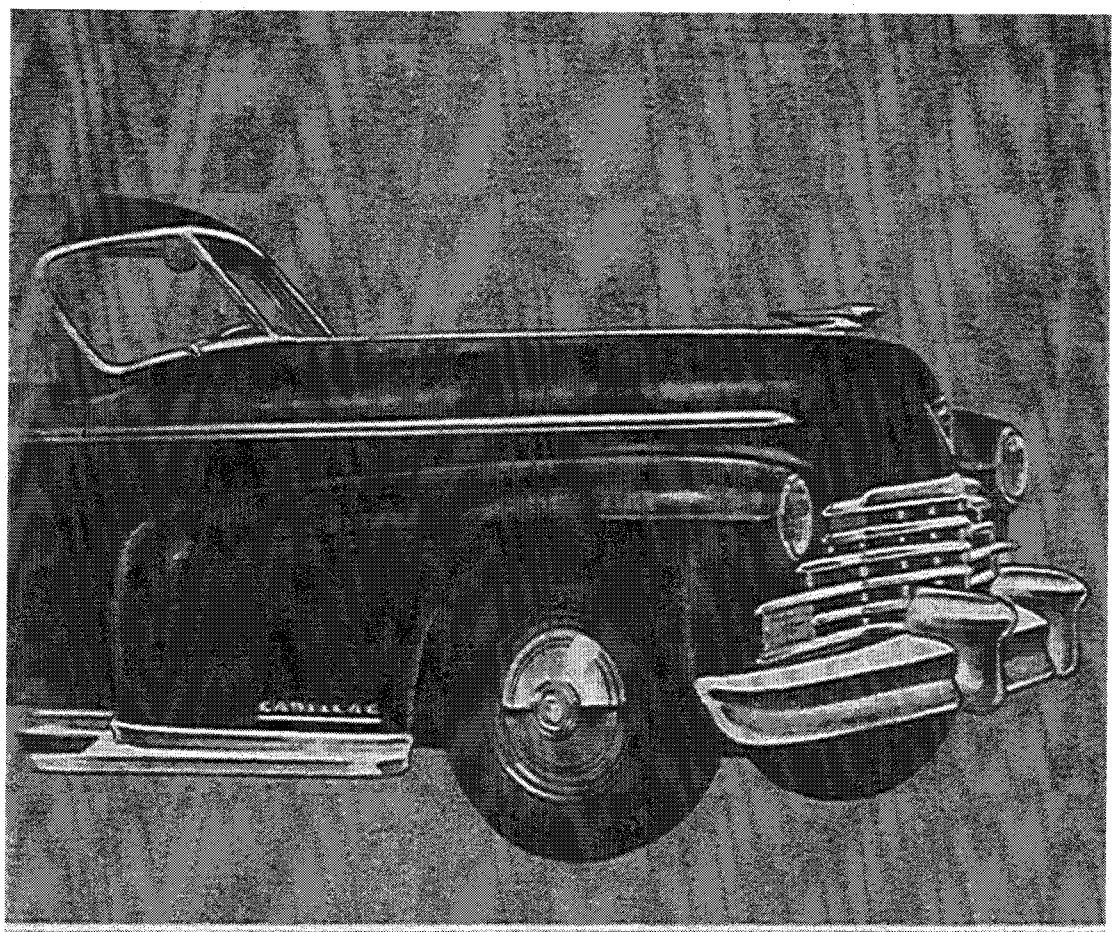


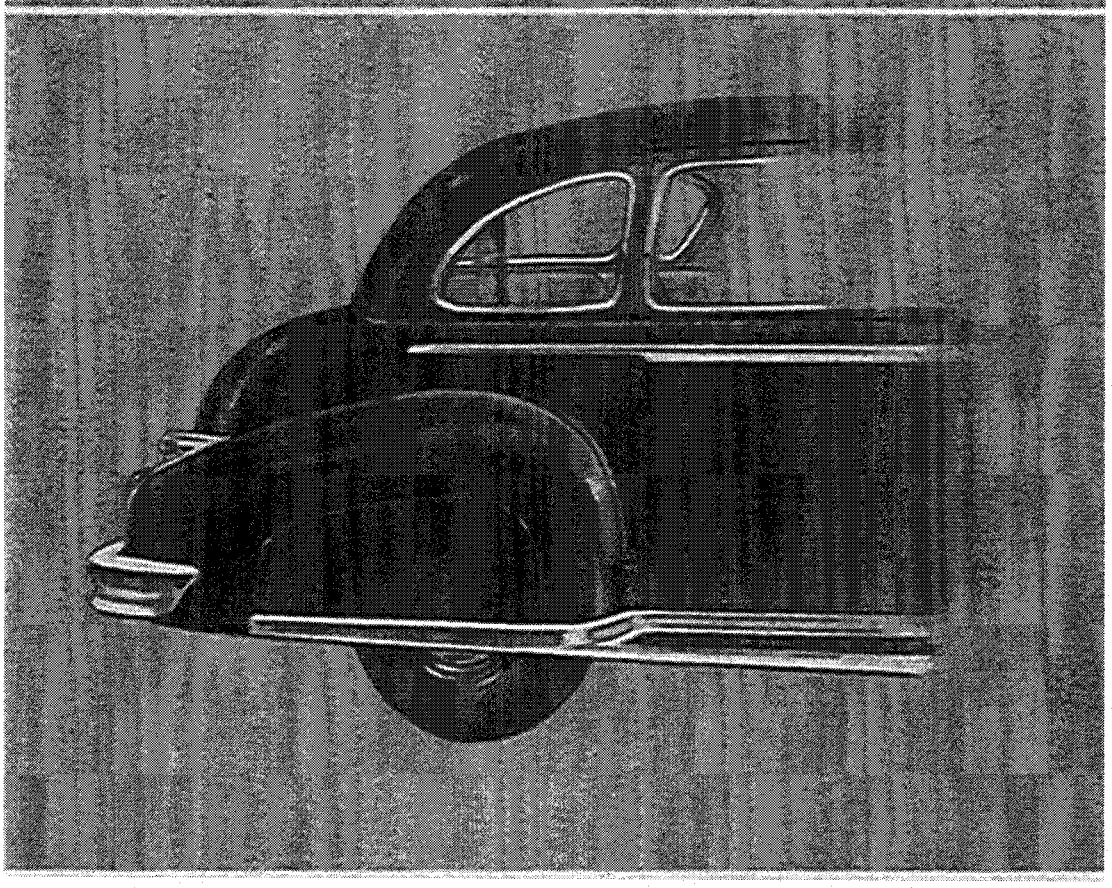
STYLING FEATURES
SERIES 75











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 rests • Wide French walnut garnish mouldings • Assist handle on rear pillar post (7-passenger and Imperial only) • Adjustable assist straps • Arm rest vanity cases contain 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. Utility compartment in rear quarter moulding, each side • Courtesy lights operated by doors • Rear quarter lights • Electric clock in middle of front seat back moulding • Auxiliary seats:

7-passenger type — both seats face forward — adjustable, double-throw backs. Seat cushions and backs are flush, affording room for three passengers.

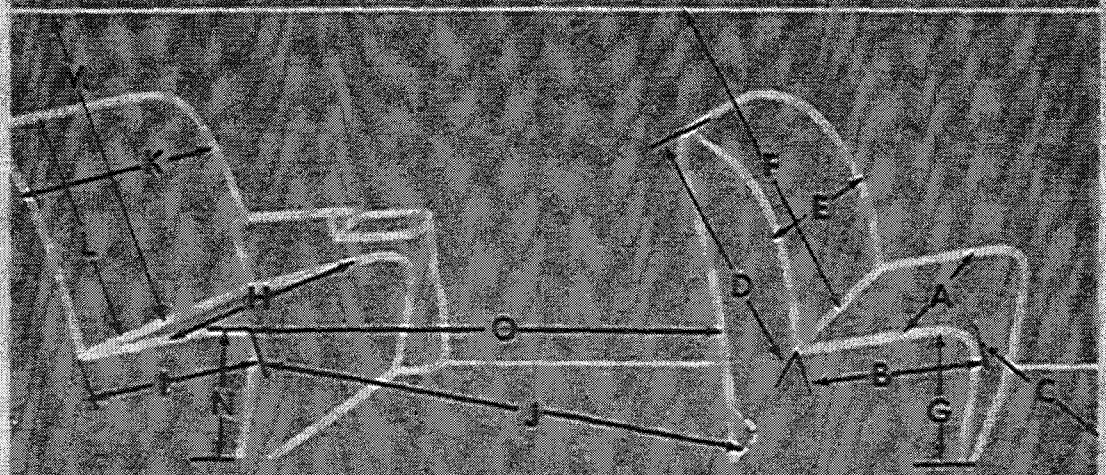
Electro-hydraulically operated division glass—controls in both side arm rests • Rich, soft Kinkomo floor carpeting • Kinkomo carpet scuff pads on doors • Full-width foot rest, carpeted • Safety locks on rear doors •

FRONT COMPARTMENT

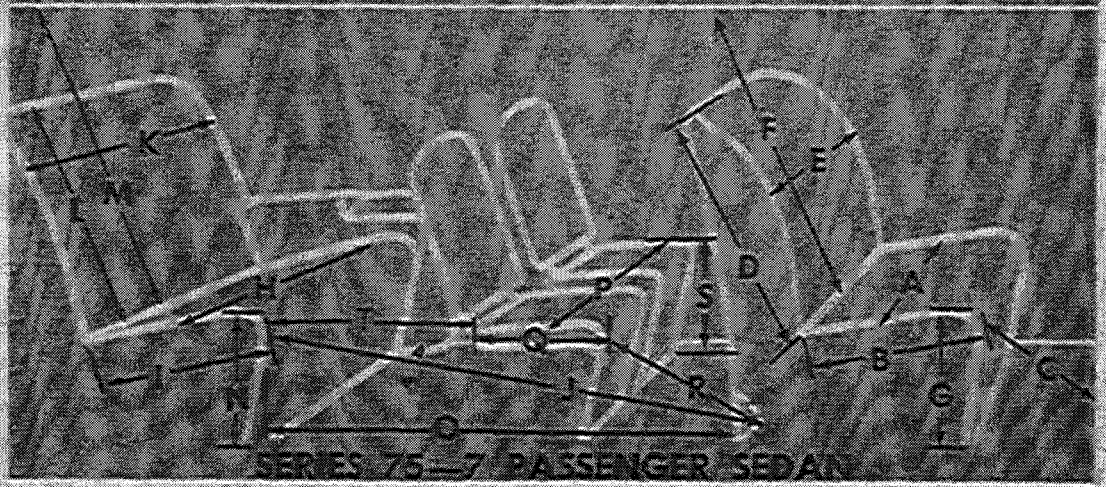
Instrument panel finished in French walnut — non-glare • Instrument panel has ash receiver in radio panel, automatic lighter and electric clock • Automatic light in cloth-lined glove compartment • Front seat adjustable in non-division model • "Pull-to" arm rests • All-Weather Ventilation System •

Trim Options—Vogue broadcloth, Bedford Cord, plain broadcloth or figured broadcloth in tan or gray.

DIMENSIONS



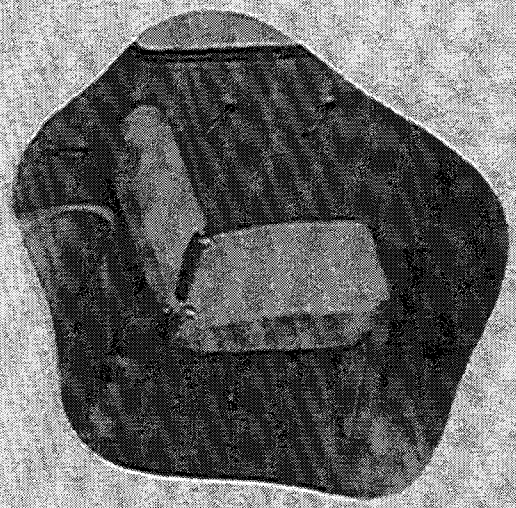
SERIES 75—5 PASSENGER SEDAN



SERIES 75—7 PASSENGER SEDAN

	5 Pass.	7 Pass.		5 Pass.	7 Pass.
A	60¾"	60¾"	K	57½"	57½"
B	18½"	18½"	L	23⅜"	23½"
C	24¼"	24⅛"	M	35½"	35½"
D	20½"	20¾"	N	14⅞"	14⅞"
E	58"	58"	O	33¾"	33¼"
F	37½"	37½"	P	—	63"
G	13⅜"	13⅜"	Q	—	16¼"
H	50¼"	50¼"	R	—	22½"
I	20"	20"	S	—	15⅜"
J	28¼"	37"	T	—	10¾"

SERIES 75 NINE-PASSENGER BUSINESS SEDAN AND IMPERIAL



Here is the world's finest motor car with interiors designed specifically for livery use and for members of the funeral profession. All the dignity and superb quality of the Cadillac-Fleetwood Series 75 are combined in this car with appointments and trim styling which make it ideal for business use.

An outstanding feature of this fine car is the auxiliary seat construction—these single throw-back seats are flush so as to accommodate three adults comfortably.

The upholstery consists of tan Bedford Cord, and the styling consists of plain cushions, backs and door panels. Additional interior features are side armrests, walnut garnish moldings, assist handles, plush kick pads in rear, carpet kick pads in front, two adjustable sun visors, rear compartment ash receivers, finger guard on rear quarter pillar.

The Series 75 Business Sedan for 1946 is also available with the division glass between front and rear compartments.

COMPARING THE 1946 CADILLACS

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 lifters	Silent Hydraulic
Camshaft	Cast iron alloy
Fan blades	61, 62, 60 Special—4, 75—5
Cooling system capacity	25 quarts
Radiator thermostat	Blocking type
Fuel tank capacity	61, 62, 60 Special—20 gallons 75—24 gallons
Oil reservoir capacity	7 quarts
Carburetor size	1¼″
Radiator core	Tube and fin
Clutch—diameter	61, 62, 60 Special—10½″ 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

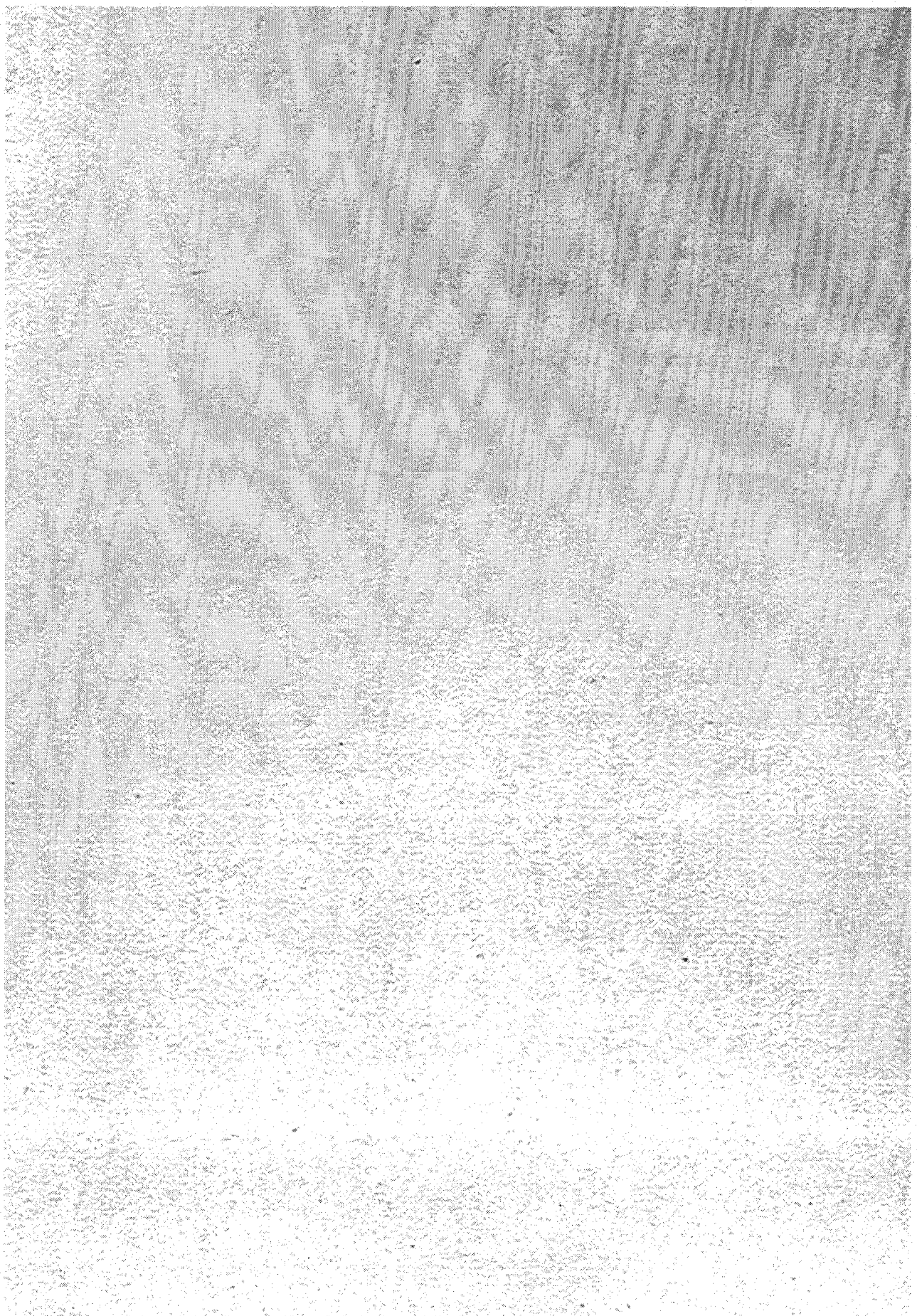
CHASSIS	Series 61	Series 62	Series 60 Special	Series 75
Wheelbase	126″	129″	133″	136″
Tread—front	59″	59″	59″	58½″
—rear	63″	63″	63″	62½″
Tires—size	7.00 x 15	7.00 x 15	7.00 x 15	7.50 x 16
—plies	4	4	4	6
Inflation pressure—				
Front	28#	28#	28#	24#
Rear	28#	28#	28#	32#
Minimum axle clearance	8″	8″	8″	9″
Frame—type	Girder	Girder	Girder	Girder
—width	2″	2″	2″	2¾″
—depth	6⅝″	6⅝″	6⅝″	7⅞″

CHASSIS (Continued)	Series 61	Series 62	Series 60 Special	Series 75
First serial number..	5,400,001	8,400,001	6,400,001	3,400,001
Knee Action coils....	Enclosed by frame sidebars	Enclosed by frame sidebars	Enclosed by frame sidebars	Enclosed by frame sidebars
Steering gear type...	Recirculating ball	Recirculating ball	Recirculating ball	Recirculating ball
Steering gear ratio, overall.....	23.53-1	23.53-1	23.53-1	24.58-1
Car turning radius— Right and left.....	19.6	20.1	20.6	22.0
Rear axle ratio.....	3.77-1	3.77-1	3.77-1	4.27-1
(Standard with hydramatic transmission).....	3.36-1	3.36-1	3.36-1	3.77-1
Total foot braking area.....	208 sq. in.	208 sq. in.	208 sq. in.	233 sq. in.
Braking ratio—front.	55.8%	55.8%	55.8%	55.8%
—rear..	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
Front stabilizer.....	Torsion rod	Torsion rod	Torsion rod	Torsion rod
Rear stabilizer.....	Cross link	Cross link	Cross link	Cross link
Rear springs—				
Length.....	54½"	54½"	54½"	56½"
Width.....	2"	2"	2"	2"
Number of leaves..	8	8	8	10
Shackles, type.....	Compression link	Compression link	Compression link	Compression link

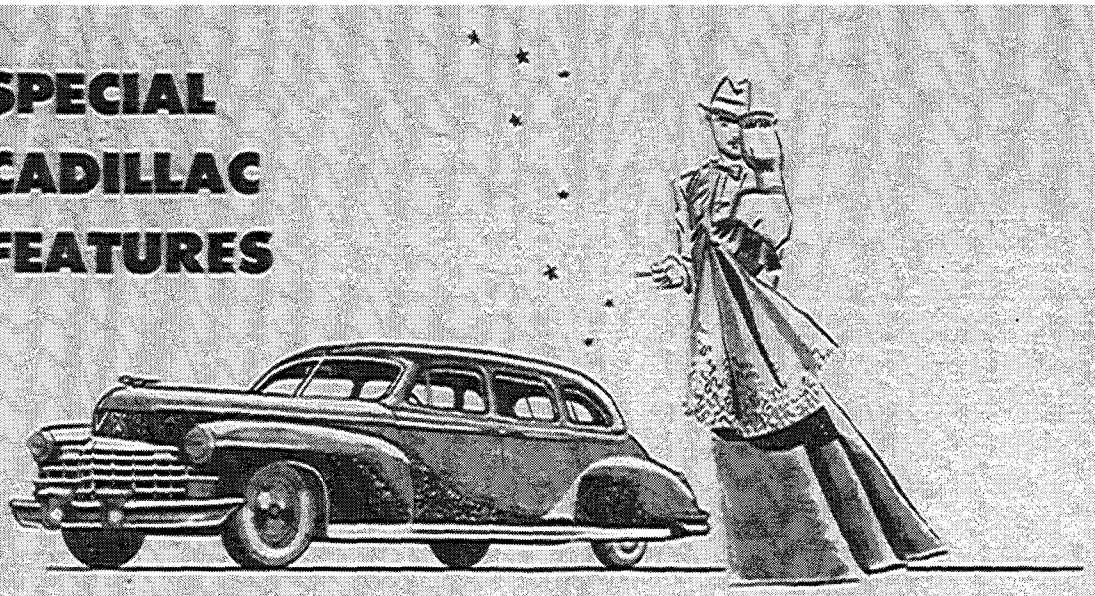
BODY	Series 61	Series 62	Series 60 Special	Series 75
Types.....	2	3	1	3 pleasure 2 business
Construction.....	Fisher Unisteel	Fisher Unisteel	Fleetwood Unisteel	Fleetwood Unisteel
Running boards.....	Concealed	Concealed scuff plate	Concealed scuff plate	Conventional
Total glass area (sq. in.).....	2522	2521	2531	2930
DIMENSIONS				
Headroom—rear...	36½"	35"	35"	35½"
Leg room—rear...	40⅜"*	40⅞"*	43½"*	48¼"*
Seat width—front:				
Hip.....	60½"	62"	62"	60¾"
Shoulder.....	56¾"	58"	58"	58"

BODY (Continued)	Series 61	Series 62	Series 60 Special	Series 75
Seat width—rear:				
Hip	50 5/8"	52"	52"	50 1/4"
Shoulder	54 1/4"	56"	56"	57 1/2"
Ground to car floor	12 3/8"	12 3/16"	12 3/16"	16 5/16"
Overall length bumper to bumper	215"	220"	224"	227"
Overall width—				
Front	78 1/4"	78 1/4"	78 1/4"	77 1/8"
Rear	80 7/8"	80 3/4"	80 3/4"	82 5/16"

*Front seat in full rear position.

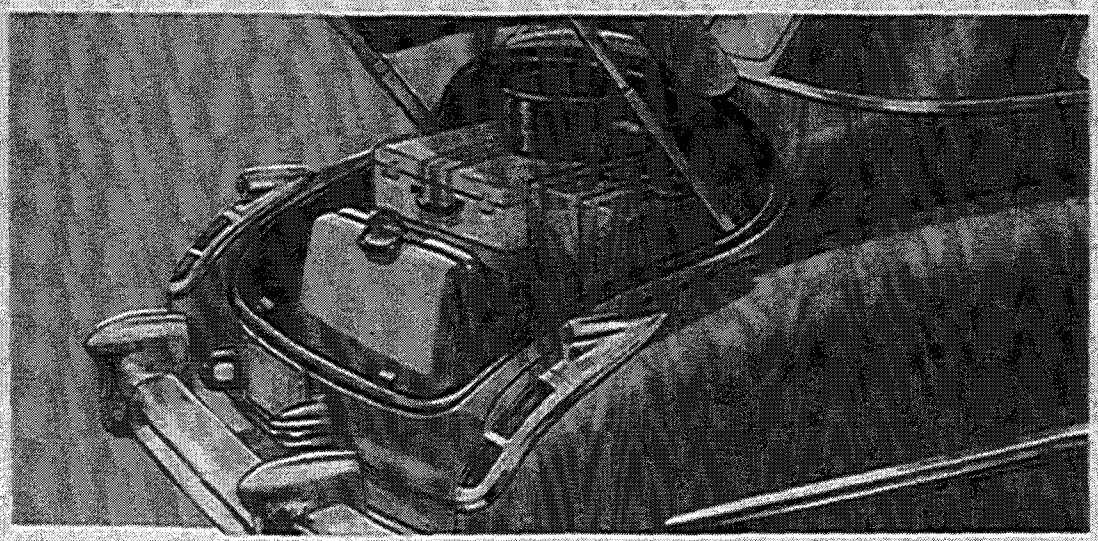


SPECIAL CADILLAC FEATURES



CUSTOM DESIGN—One of the distinguishing characteristics of Cadillac, that has always been valued most highly by those who own this finest of motor cars, is custom design. In styling, in color selections and in interior appointments, Cadillac has consistently offered to the discriminating buyer a product specifically designed to satisfy his individual tastes.

Every detail which may contribute to the comfort, convenience and safety of motoring is given due consideration. It is this uncompromising determination to provide only the best that accounts for the vast number of distinctive appointments which make Cadillac a product with individuality.



LUGGAGE SPACE—Ample trunk compartment space is a characteristic of all 1946 Cadillacs, making it unnecessary to crowd the interior of the car with luggage.

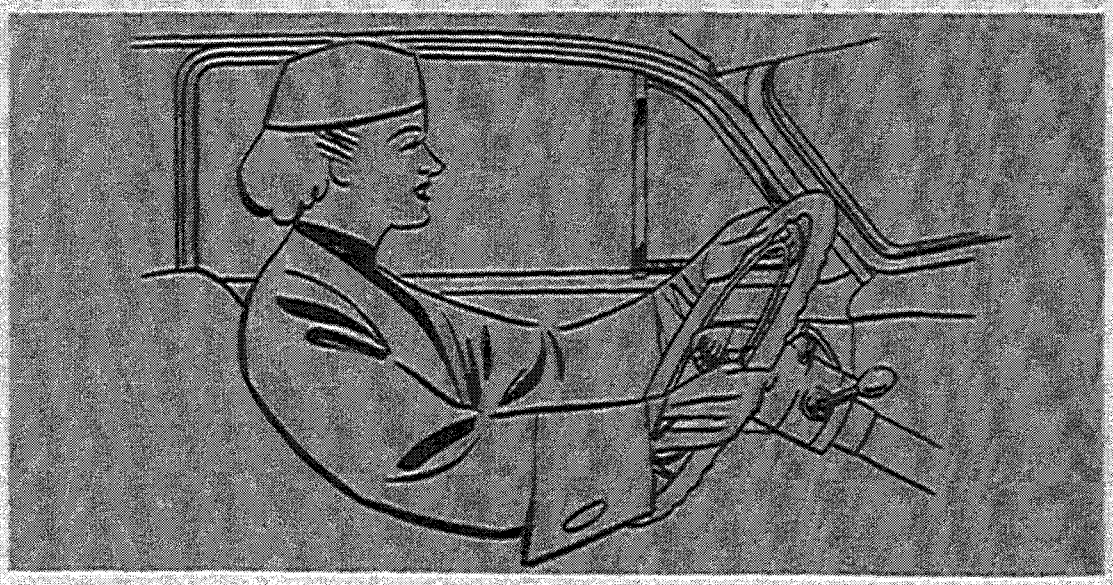
The depth of the trunk compartment in the various Cadillac Series ranges from 34″ to 38″, and the total trunk area is more than ample to meet normal requirements for luggage space. Trunks are completely carpeted and are weatherproofed to keep out dust and moisture.

Lights in the trunk interiors automatically provide illumination when the lid is raised. Trunk space is conserved by positioning the spare wheel upright in sedans and flat in coupes, with a special cover provided in the latter case.

LARGE WINDOW AREA—Clear, unobstructed vision on all four sides for driver and passengers alike is provided in all 1946 Cadillacs.

The windshield and the windows at the sides and rear are unusually large, thereby making driving easier and safer. The V-type windshield provides a sweeping view of the road ahead, while the size of the windows at the rear is such as to minimize "blind" spots.

Hi-Test Safety Plate Glass is used throughout for clarity and to prevent shattering.





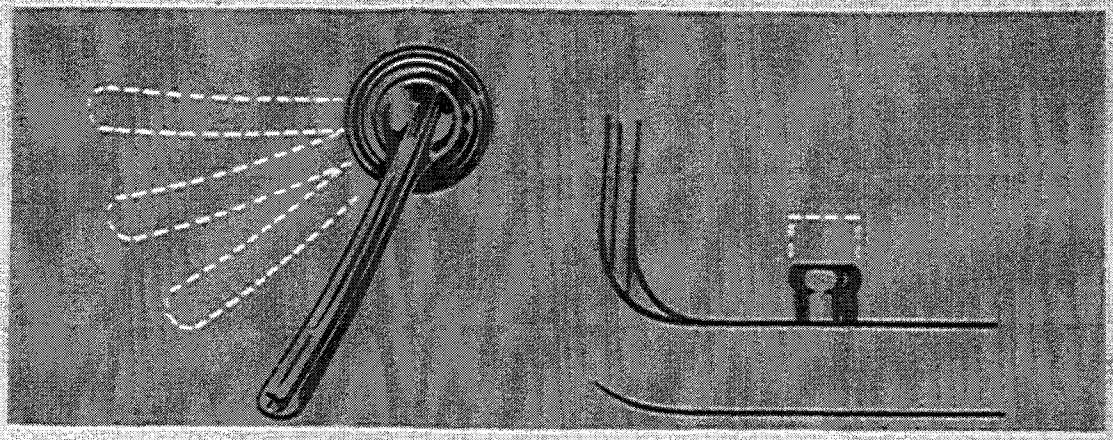
SPACIOUS INTERIORS—No small part of the unusual comfort provided by Cadillac is derived from their roominess in both front and rear compartments. Wide, properly positioned seats and ample headroom and legroom are characteristics of every Cadillac body style in each series.

Entrance and exit are made easy by low bodies, wide doors and unobstructed door openings. An important feature of all Cadillac cars is the smooth floor in the rear compartment. There is no high tunnel to reduce legroom, so that it is as comfortable to sit in the middle of the rear seat as at the sides.

LOCKING SYSTEM—The locking system on all 1946 Cadillacs is convenient to operate and affords positive protection.

All doors are fitted with inside lock buttons which permit locking from the inside without a key. The doors may also be locked without a key from the outside by depressing the lock button and holding the door handle down.

Both front doors have locks so that entrance can be made from either side, a feature that is particularly valuable when one door cannot be opened because of inadequate space. The right-hand rear door of Series 60S and 75 Sedans is also fitted with a lock.

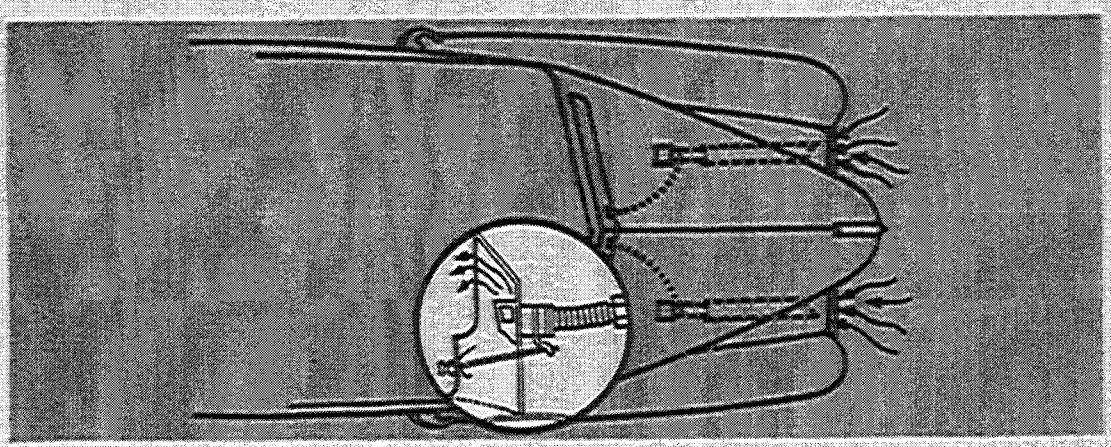


The rear inside locking feature is most desirable when small children ride in the rear compartment. The inside lock buttons on these doors can be set to operate in one of two ways.

Normally they operate so that the inside door handle can be used to open the door at all times. They can, however, be set so that depressing them makes *both* the inside and the outside door handles inoperative. The door can only be opened by first lifting the lock button.

ALL-WEATHER VENTILATION SYSTEM—One of the outstanding comfort-giving features offered in any car is the Cadillac All-Weather Ventilation System. This unique system makes a cowl ventilator unnecessary, thereby improving the exterior appearance of the car and preventing the flow of air directly on passengers.

Front Compartment Outlets



It consists of two (right and left) ventilating passages which extend from the radiator grille back to the driver's compartment. These passages, or ducts, are equipped with shut-off valves which are operated by a knob on the instrument panel. These valves control the amount of air entering the car. Individual controls for each of the front seat passengers are provided.

Two outlets in the front compartment are fitted with deflectors which can be tilted to control the direction of the air.

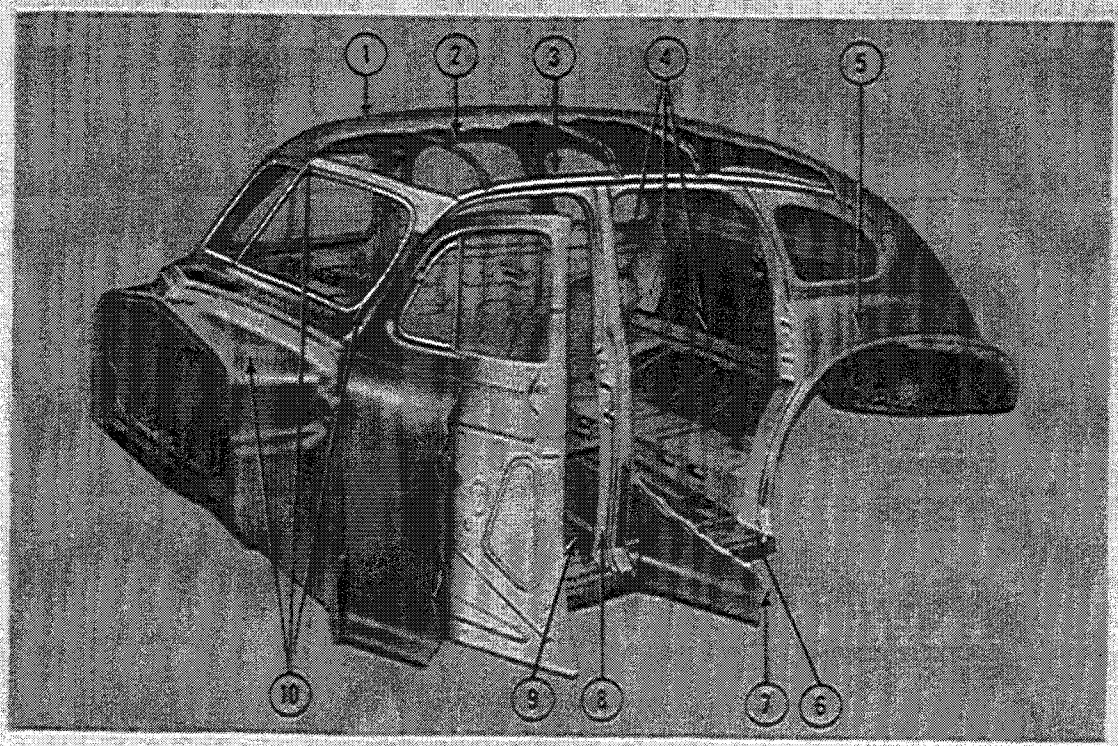
The All-Weather Ventilation System provides wholesome fresh air ventilation with all windows closed. It changes the air inside the car in a half minute. The introduction of outside air minimizes window fogging and tends to prevent drafts.

The design of the system is extremely simple, making it trouble-free in operation. It has an added value in that it can be connected to heating units to provide fresh air heating.

BODY CONSTRUCTION—Great strength and safety are inherent in the design of all Cadillac bodies. Roof rails, braces, body panels, rocker panels, pillars and floors are welded to form a properly integrated unit.

The Turret Top is of one-piece, solid steel construction, supported by three steel roof bows. These bows are welded to the steel roof rails, so that each bow is an integral part of the body. The steel body panels are welded together, and the steel rocker panels are welded to the underbody.

The floors are strong ribbed steel panels strengthened by steel braces which are welded into position. Addi-



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.*

tional braces at the rear seat are used.

The cowl and dash assembly is a complete unit welded to the Turret Top. It is braced at top and bottom for maximum support and rigidity.

Many improvements have been made in various sheet

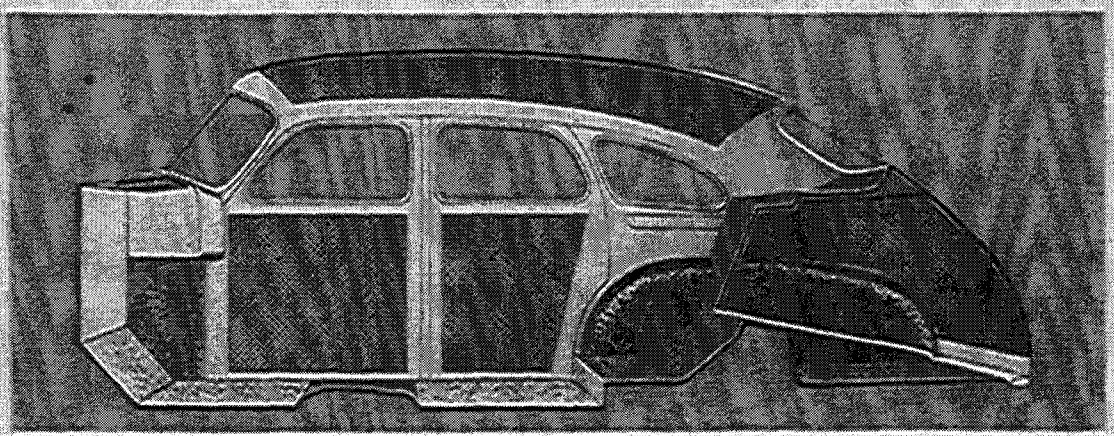
metal body parts for greater durability, and to prevent rust and corrosion. The inside surfaces of lower body panels and door panels are painted. The inside surfaces of the rocker sill are also painted, and oval openings to the bottom provide ventilation. Thickness of the metal has been increased one-third.

The floor pan includes metal strips to prevent dust from entering the body. The thickness of the metal in the wheelhousing at the door opening is increased one-third, and the inner surface is painted to prevent corrosion.

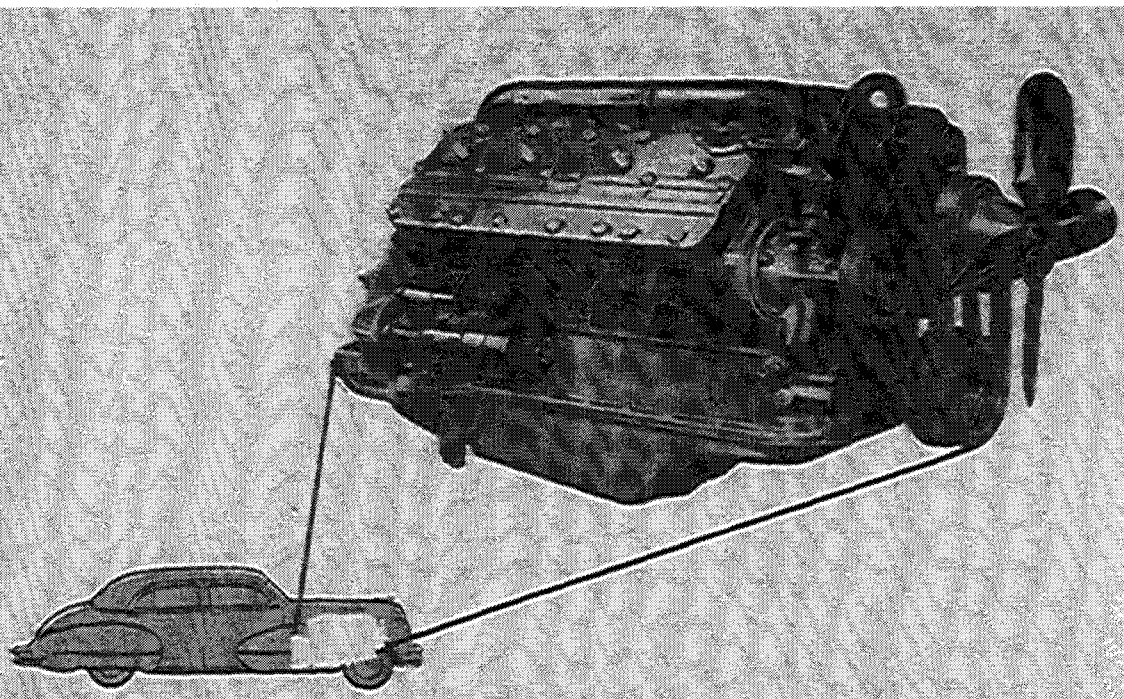
Similar improvements have been made in the rear end panel and the side quarter and the door shroud panels. Spacers have been added to the door drain slots so that they will not collapse. As a rust-preventive measure, the ends of the doors and the trunk lid have been sealed.

BODY INSULATION—Not the least of the design and construction features which contribute to Cadillac's incomparable riding comfort is scientific body insulation. Floors, cowls, doors and panels have been completely insulated against noise, vibration and engine heat.

The Turret Top has triple insulation, with asphalt im-



pregnated felt, dead air space and heavy wool headlining. Asphalt impregnated felt is also used in door panels, rear quarter panels, trunk lid and on the floors. Engine heat and sound do not enter the passenger compartments because of a jute pad and celotex board at the dash and rock wool packing in the cowl. Special seals around the clutch and brake pedals are also part of the body insulation. The sides and back of the trunk are lined with carpeting.

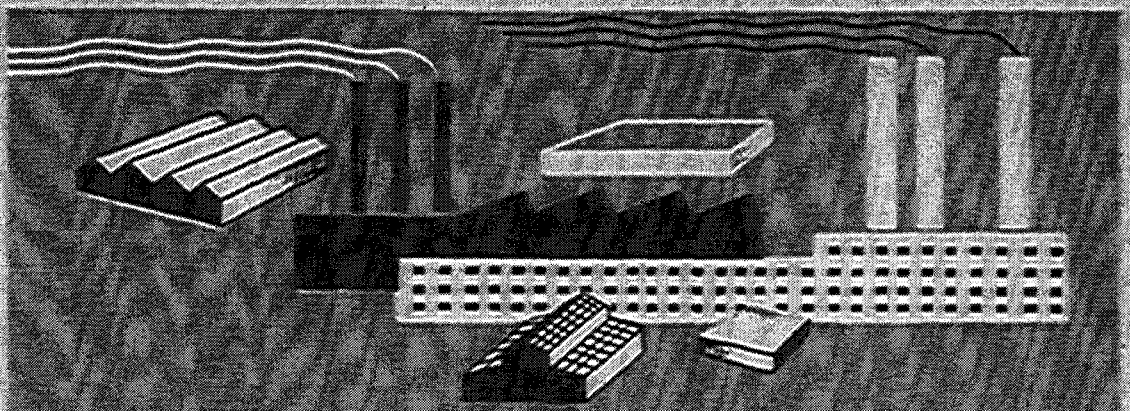


THE CADILLAC V-TYPE ENGINE

No small part of the prestige enjoyed by Cadillac for so many years can be attributed to the superior performance of the Cadillac V-type engine. Nowhere have the results of the Cadillac tradition, *"Craftsmanship A Creed, Accuracy A Law,"* been more apparent than in this finest of automotive power units.

Now, in its 1946 cars, Cadillac presents an engine which is totally unlike any competitive make in that it *has never been out of production.* Standardized by the army for its light tanks in preference to all other makes and types of units, the Cadillac V-type engine was continually produced and improved throughout the war period.

Cadillac craftsmen have never lost their touch; instead, they have had the exclusive advantage of three years of wartime experience, of perfecting the Cadillac engine in the light of severe combat usage. This is one of the most important single advantages to be offered by any automotive manufacturer in the postwar period.



THREE YEARS OF PROGRESS

These are the modifications made in the Cadillac V-type engine during three years of war-time manufacture. Taken in the aggregate, they have brought even greater *durability* and *economy* to an engine that has long been an important factor in maintaining Cadillac leadership.

- Newly designed, heavy duty 3-ring pistons and piston rings will provide greater durability and oil economy at high speeds.

- Redesigned cylinder heads provide greater water passage depth over the cylinders, thus assuring better engine cooling and more uniform temperature control.

- Valve guides have been redesigned and given a Ferrox treatment, contributing to quiet engine operation and longer valve life.

- Moraine Durex type main and connecting rod bearings include special materials and processes for maximum durability.

- A new tappet body of heavier metal construction has greater strength and fatigue resistance.

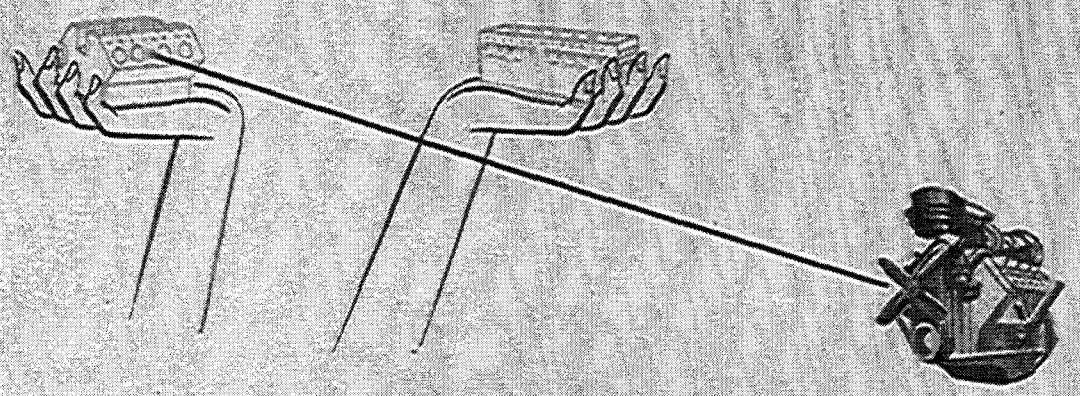
- Throttle controls have been improved to increase wear resistance and provide more positive operation.

- New 3-ply buna synthetic rubber water hoses with external fabric layers under the hose clamps are superior to pre-war crude rubber type, minimizing possibility of cooling system leaks.

- The choke shaft has been chrome plated for free and efficient operation of the automatic choke at all times.

- The cylinder head thermo plug (temperature unit) has been modified as an added assurance of absolute accuracy in engine temperature readings.

- Carburetion has been refined to provide better acceleration under all conditions of warm-up.



WHY THE V-TYPE EXCELS

Because of its smoothness, power and dependability, the 150-horsepower Cadillac 90° V-type engine is a fitting power unit for the finest of motor cars.

Economy, too, is one of its outstanding characteristics—economy of operation and economy resulting from minimized service. The Cadillac engine long has been known for its low oil consumption, and, despite its exceptional power, has consistently drawn praise from owners who marvel at the gasoline mileage they obtain.

Cadillacs require a minimum of service work, which is the natural result of extreme care in engineering and manufacturing. The dependability of the Cadillac engine has contributed greatly to the high percentage of Cadillac owner loyalty; a loyalty that surveys have proved to be without equal among automobile manufacturers.

There are, in addition to the outstanding performance characteristics resulting from Cadillac's engineering and manufacturing policies, certain advantages which are peculiar to the V-type design. These are of utmost significance and explain why Cadillac has concentrated on V-type engines for thirty-one years.

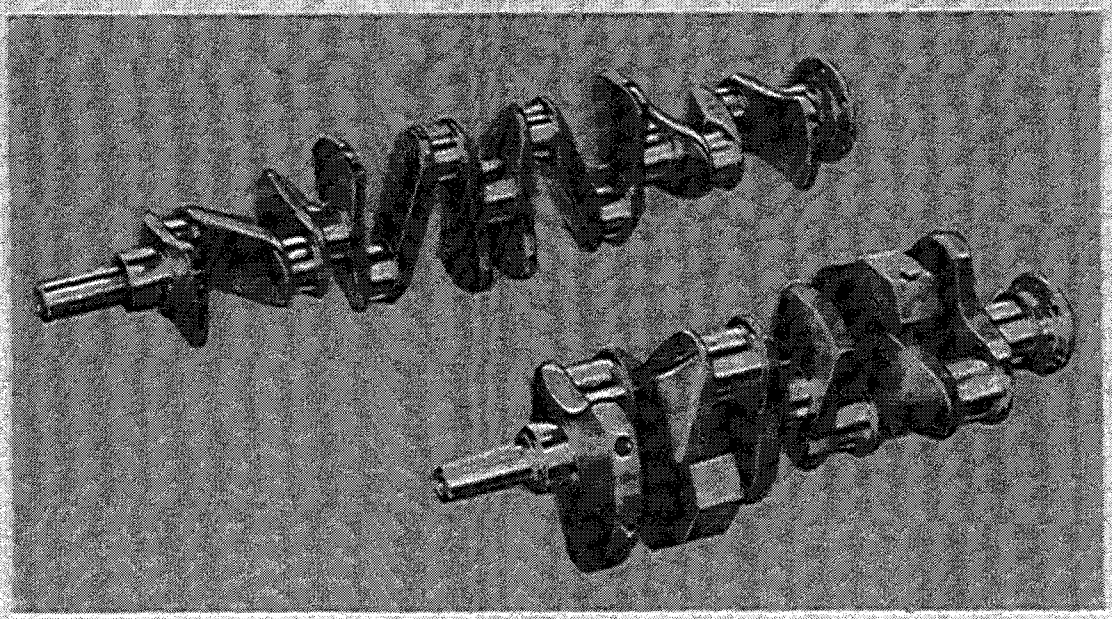
Engines of V-type design are far simpler and more direct and efficient in their operation than the in-line type. One of the most notable examples of this inherent superiority is the short crankshaft used in the Cadillac V-type engine.

SHORT, RIGID CRANKSHAFT

With cylinders paired at ninety degrees, the V-type crankshaft is shorter and more rigid than the straight 8 shaft and so is better able to withstand the stresses of explosive forces in the engine. Vibration is far less than that in an in-line engine, resulting in smoother, quieter operation and longer engine life.

For the same reason, the centrifugal forces set up by high speed crankshaft rotation have far less effect on a V-type shaft than on a straight 8 shaft. This also contributes greatly to smoother operation and increased engine durability.

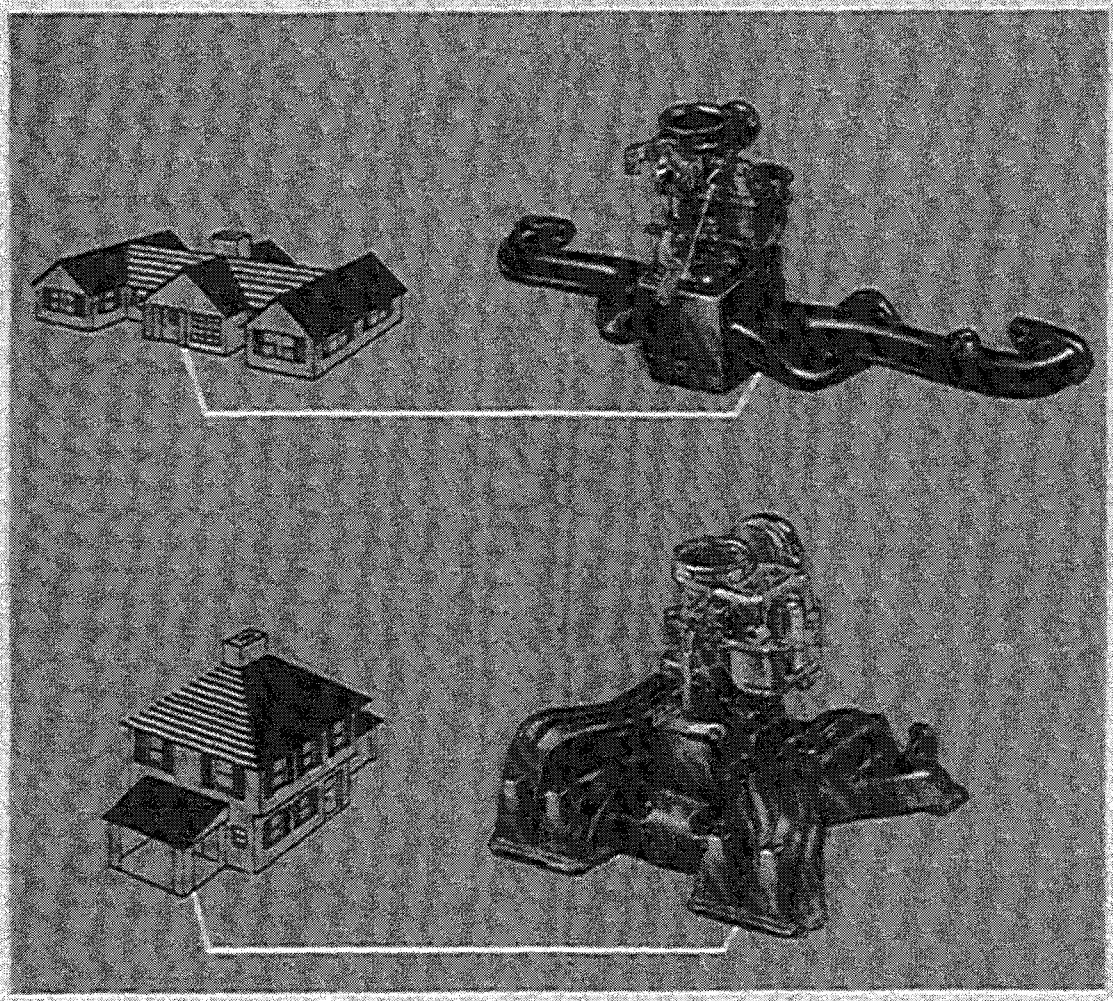
In a V-type Cadillac engine, cylinders are paired at right angles to each other so that inertia forces in one are neutralized by an equal force in the other and by crankshaft counterweights. In a straight 8 engine, however, the front cylinder balances the rear cylinder, causing inertia forces to travel the length of the crankshaft. The results are increased crankshaft stresses, increased wear of main bearings and high speed engine vibration.



EQUALIZED CARBURETION

Equalized carburetion is an outstanding advantage obtained in the V-type engine design. The carburetor is located above and between the two cylinder blocks, permitting equal fuel distribution of all eight cylinders.

The distance from the farthest cylinder to the carburetor in a V-8 engine is about half that in a straight 8, which results in a much shorter intake manifold and consequently far better fuel preparation through reduced condensation in the manifold. The short Cadillac intake manifold assures better combustion, easier starting in cold weather, and greater fuel economy than are possible with the longer manifold used in a straight 8 engine.



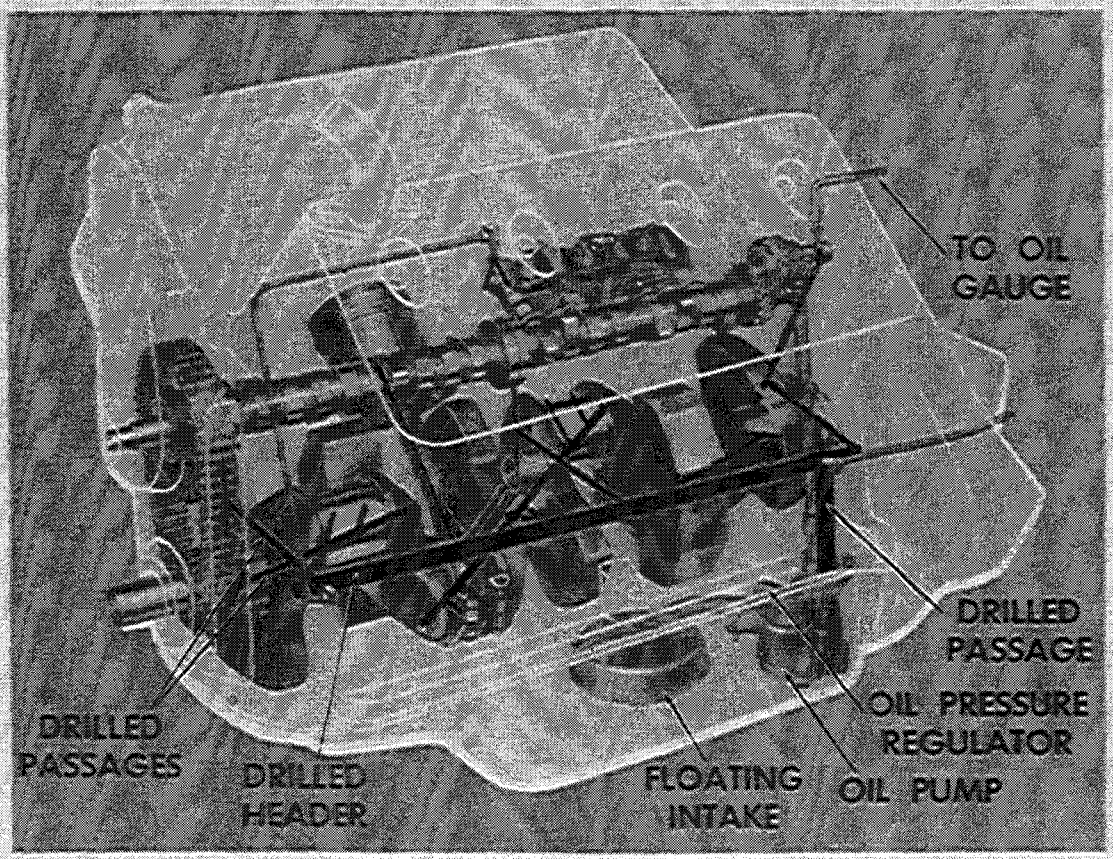
EFFICIENT LUBRICATION

Greater lubricating efficiency is another advantage gained by utilizing the V-type engine instead of the straight 8. Oil passages throughout the V-type engine are shorter, minimizing the danger of plugged oil passages. The passages themselves are drilled in the crankcase, thereby preventing engine failure because of broken oil lines.

The oil pump inlet in the Cadillac V-type engine is always on the oil surface in the crankcase, regardless of steep grades, a feature which assures a proper supply of oil at all times.

Large main bearings have greater surface area than those used in an in-line engine, and therefore retain oil longer. Furthermore, there are fewer main bearings in the V-type design, making for greater efficiency of lubrication. This also contributes to the better wearing qualities of the V-type engine.

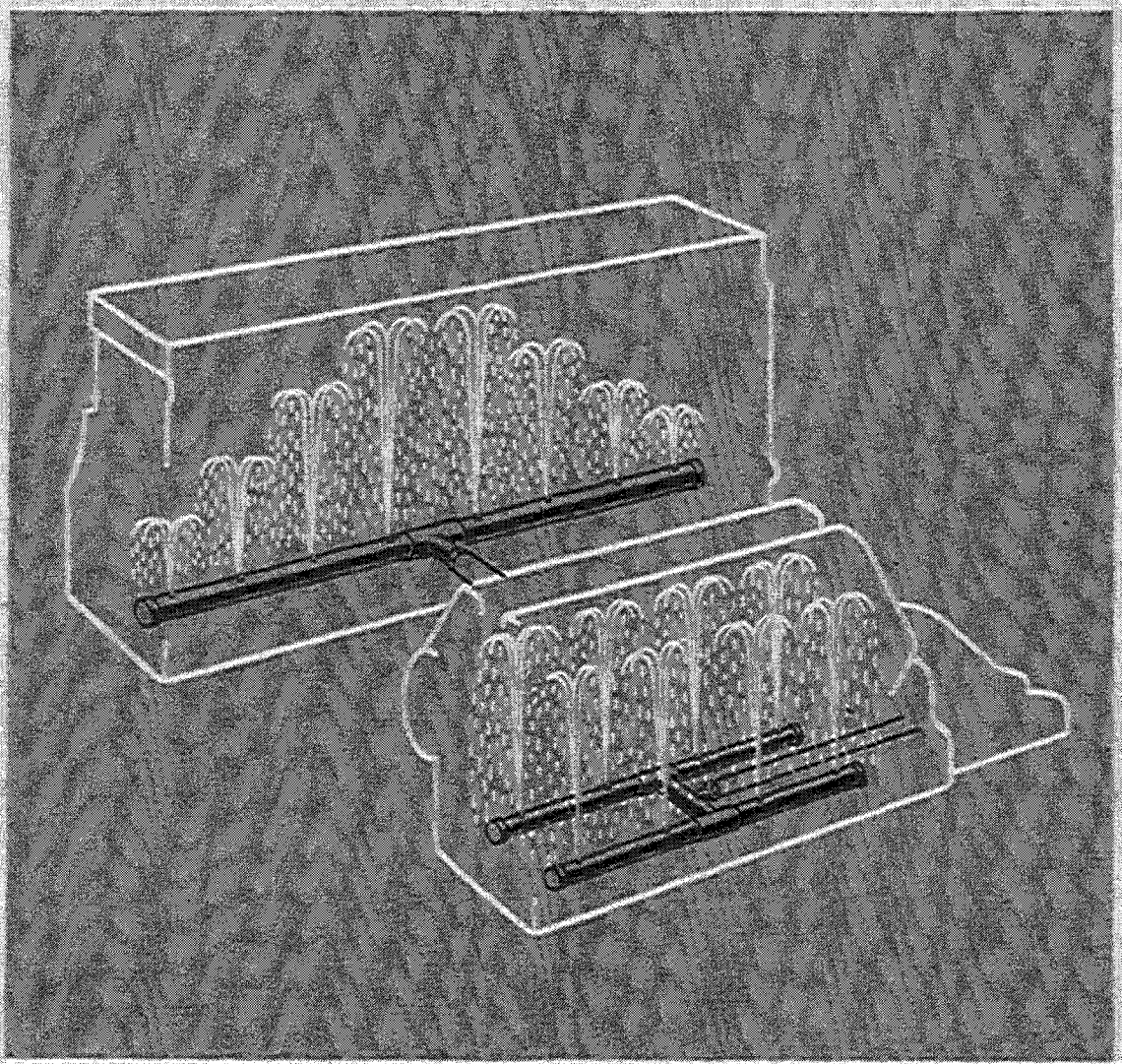
Lubrication System



EFFICIENT COOLING

Since the Cadillac V-type engine is shorter and more compact than the straight 8, the cooling water travels a far shorter distance to the farthest cylinders. The natural result is a marked reduction in engine temperature variations between front and rear cylinders.

The positive and more uniform cooling that is possible in a V-type engine is an important factor in retaining the lubricating quality of the oil, increasing oil economy and lengthening the life of vital engine parts.

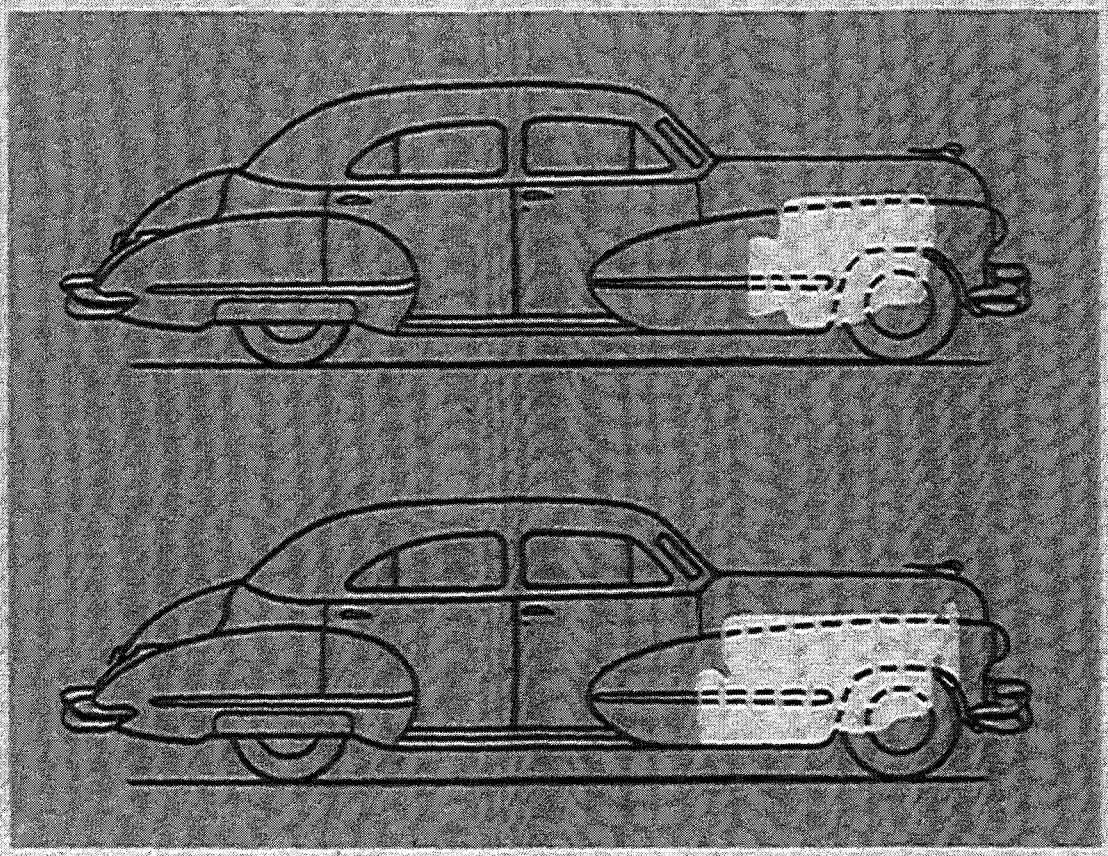


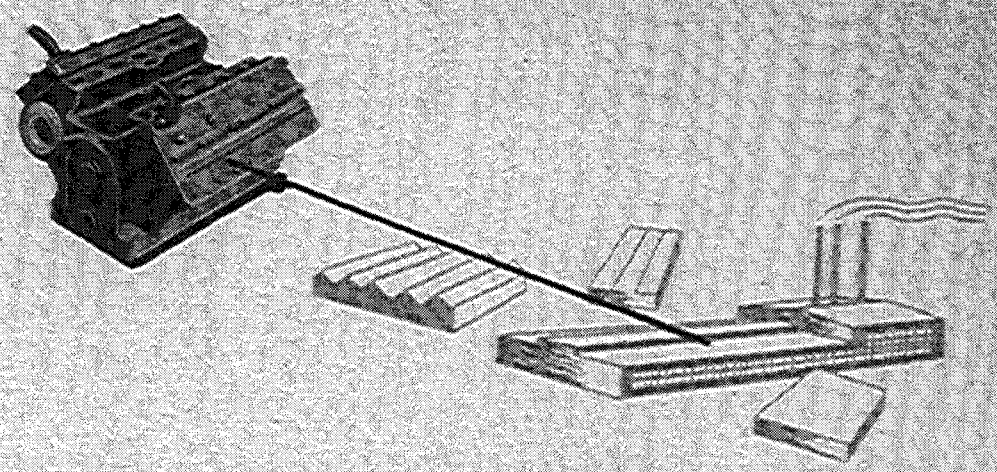
SAVES VALUABLE SPACE

The design of the Cadillac V-type engine permits a unit of greater power output than an in-line type to be placed under less hood area, thus leaving more area for the body interiors.

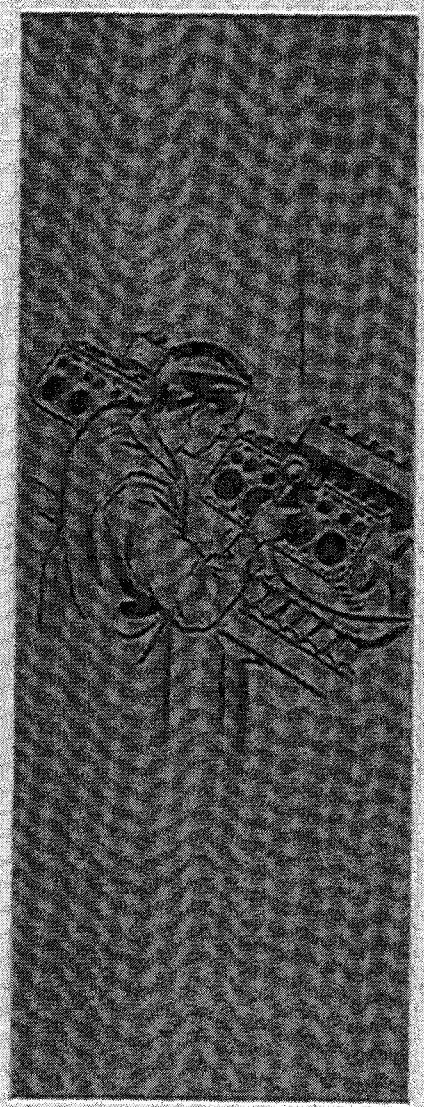
If a straight eight engine of similar displacement were to be produced for installation in a short engine space, its design would be such that increased wear and shorter engine life would result.

This marked superiority of the Cadillac V-type engine over an in-line engine is one reason for the spacious interiors characteristic of each Cadillac body style. And roominess is an important ingredient of passenger comfort.





THE ART OF PRECISION MANUFACTURE



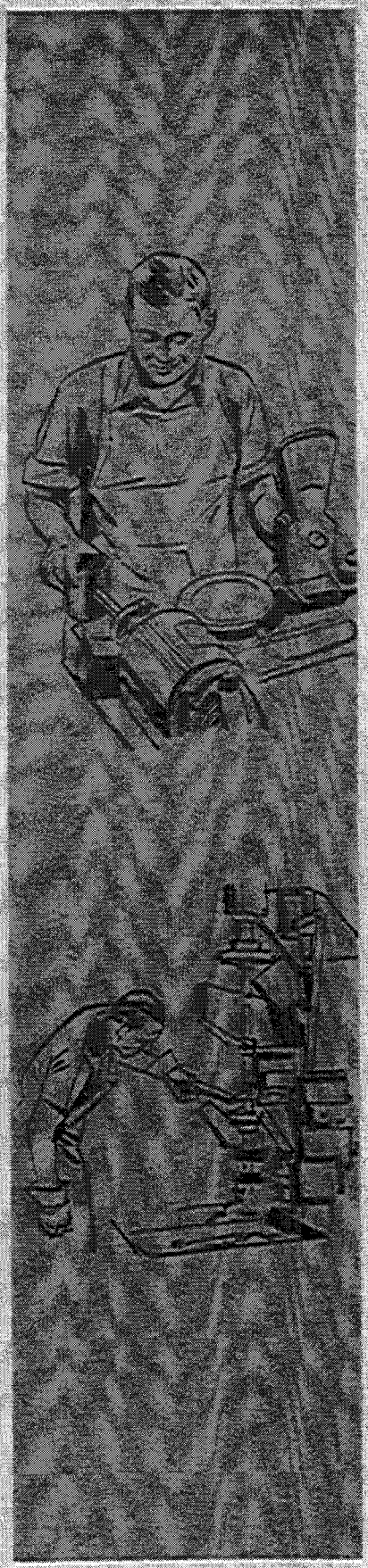
Just as Cadillac is regarded as the leader among fine cars, so does the Cadillac manufacturing organization stand unique among automotive manufacturers for precision workmanship and rigid control of quality. Ample reason for this is to be found by considering the manner in which Cadillac engines are built, by taking into account the hundreds of different tests and inspections required and the precautionary measures taken to assure the closest possible approach to perfection.

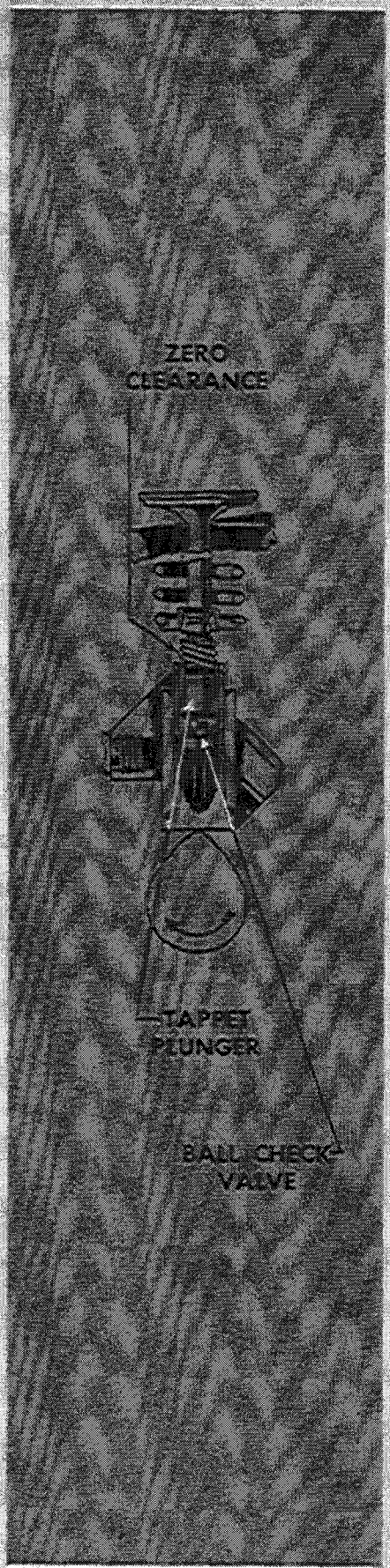
Manufacture of the Cadillac V-type engine begins in the Cadillac factory with the casting of the cylinder block in a single mould from a hard alloy of steel and iron. In testing all castings, the water is maintained at a temperature of not

less than 125° and a pressure of not less than 100 lbs. per square inch.

Periodically, parts of castings are cut into sections and checked for core shift, hardness, shrinkage, etc., and a careful record is kept of all such checks. Throughout all machining processes, limits and tolerances calling for the most exacting workmanship are rigidly maintained. Cylinder wall finishes are light tested, and any questionable surfaces are refinished if necessary. The final result of the honing process is a jewel-like finish that is a guarantee of maximum ring life and oil economy.

The *counterbalanced crankshaft,* pioneered by Cadillac, is one of the major factors in the superior performance of the Cadillac V-type engine. The balancing machine is checked with a master crankshaft every 24 hours of production as a precaution against the slightest inaccuracy. Shafts are balanced to within 1/2-inch ounce limit. The same measures to control quality are taken during the fabrication of connecting rods. For example, the Engineering Department periodically tests a sufficient number of connecting rod bearings used in production





to assure the maintenance of the wearing quality, as established by previous laboratory tests.

Two dowels are used to assure perfect alignment between the connecting rod and the cap. Positive lubrication of wrist pins is obtained by rifle drilling the rod from the large end bearing to each wrist pin bearing. Cross lubrication of cylinder wall surfaces under all operating conditions is provided by metering oil holes in the large end of the rods. This is a distinct Cadillac design.

The pistons, too, come in for their share of extremely close limits and frequent tests and inspections. A brief excerpt from the instructions given to factory supervision concerned with piston inspection graphically illustrates what is meant by *precision manufacture.* The excerpt, which has to do with the sizing of pistons, reads as follows:

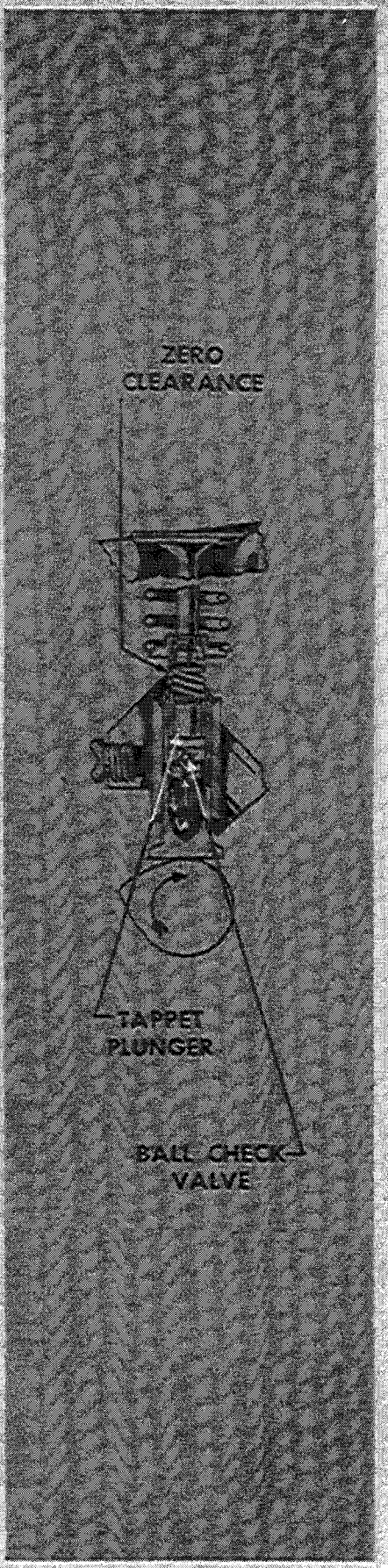
> *"Diameter (size of chalk mark on top of piston) is determined by measuring on an Electro-Limit Gauge, which must be checked daily to agree with a master setting gauge and periodically during the day to agree with a reference piston. If room temperature is above or below the basic*

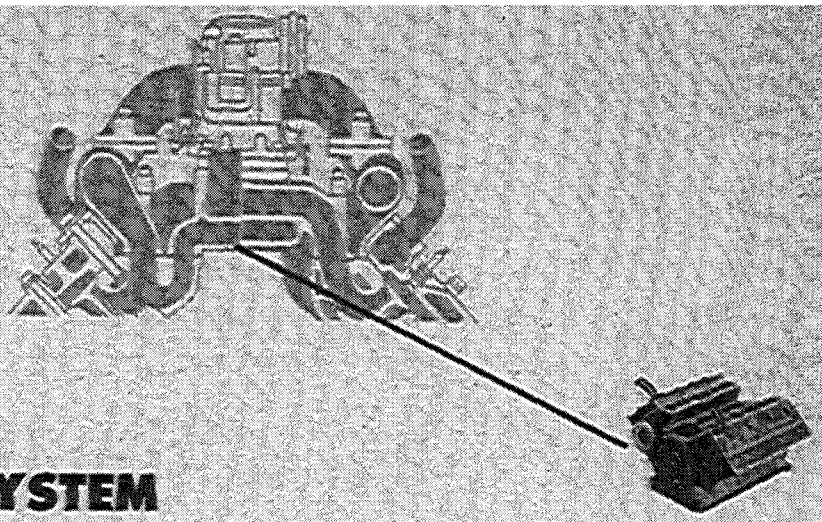
range (68 to 72° F.), allowances shall be made in the use of the master setting gauge and the reference piston. . . ."

Microscopic and microphotographic checks are made frequently during the production of Cadillac engines for the purpose of maintaining the proper surface finish.

That no effort or expense is spared to achieve the highest possible degree of mechanical perfection in the Cadillac engine is well illustrated by the use of hydraulic valve silencers. These costly devices maintain a zero clearance between the tappet and the valve stem, thus eliminating valve and tappet noise. Valve reconditioning, necessitated in the majority of instances by incorrect valve-tappet clearance, is required much less frequently in Cadillac engines because of the valve silencers. Longer valve life and smoother, quieter engine operation are equally important benefits offered the Cadillac owner.

Even here improvements have been made as a result of Cadillac's wartime experience. A new valve tappet body, which encloses the hydraulic valve silencer unit, has greater strength and fatigue resistance because of heavier metal construction.





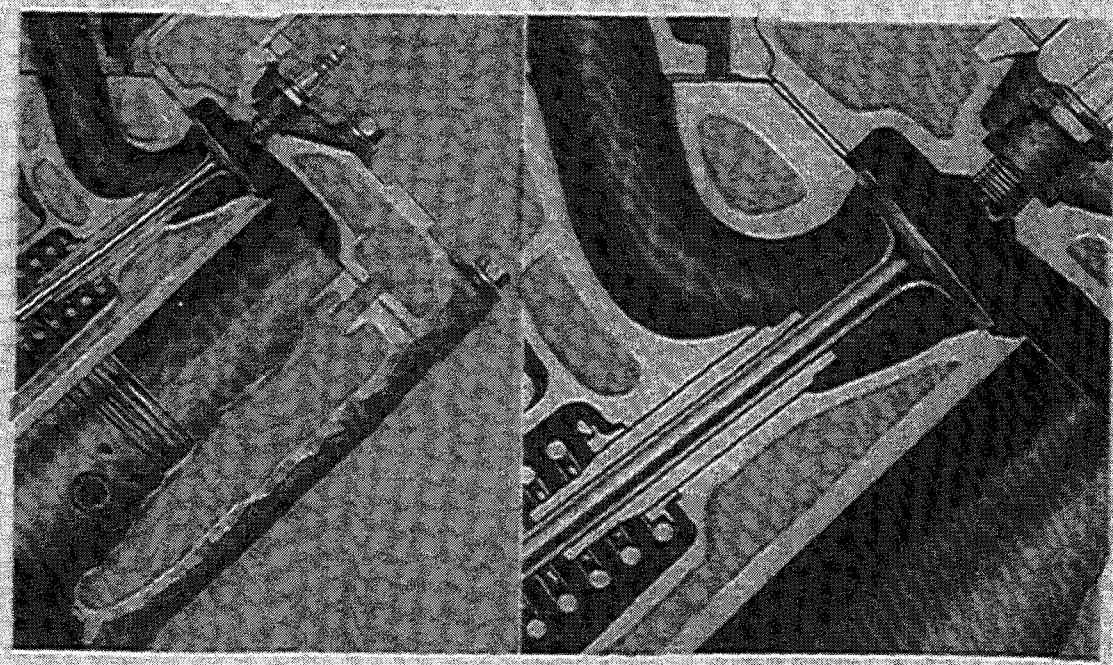
COOLING SYSTEM

The V-type engine design employed by Cadillac makes for a much simpler cooling system than is possible in straight 8 engines.

The water pump draws fluid from the radiator and delivers it to the right cylinder block. At the middle of the cylinder block, half of the water is forced to the left cylinder block. After circulating, the water is drawn back to the radiator and is cooled as it returns.

Full length water jackets, an important feature of the system,

Full Length Water Jackets

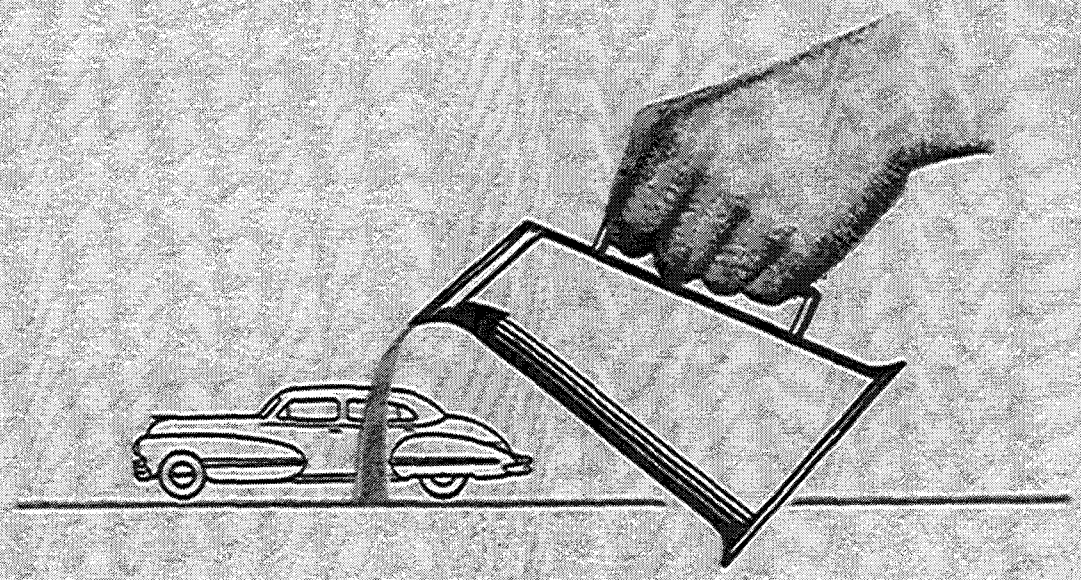


provide an even temperature over the entire length of the cylinder barrels. Valve seats are also cooled thoroughly. The lubricating qualities of the engine oil are preserved longer as a result of this water jacket design.

Greater water passage depth over the cylinders is made possible by a new cylinder head design, an improvement which results in better engine cooling and higher operating efficiency.

The radiator cap is the built-in pressure valve type with a bayonet safety catch. This cap raises the boiling point of the water to 235°, thus minimizing the loss of water or anti-freeze through boiling.

The radiator is of tube and fin construction, with water passages so designed as to permit free flow of the liquid.



LUBRICATION SYSTEM

A full pressure lubrication system is used in the Cadillac V-type engine which provides positive lubrication for every

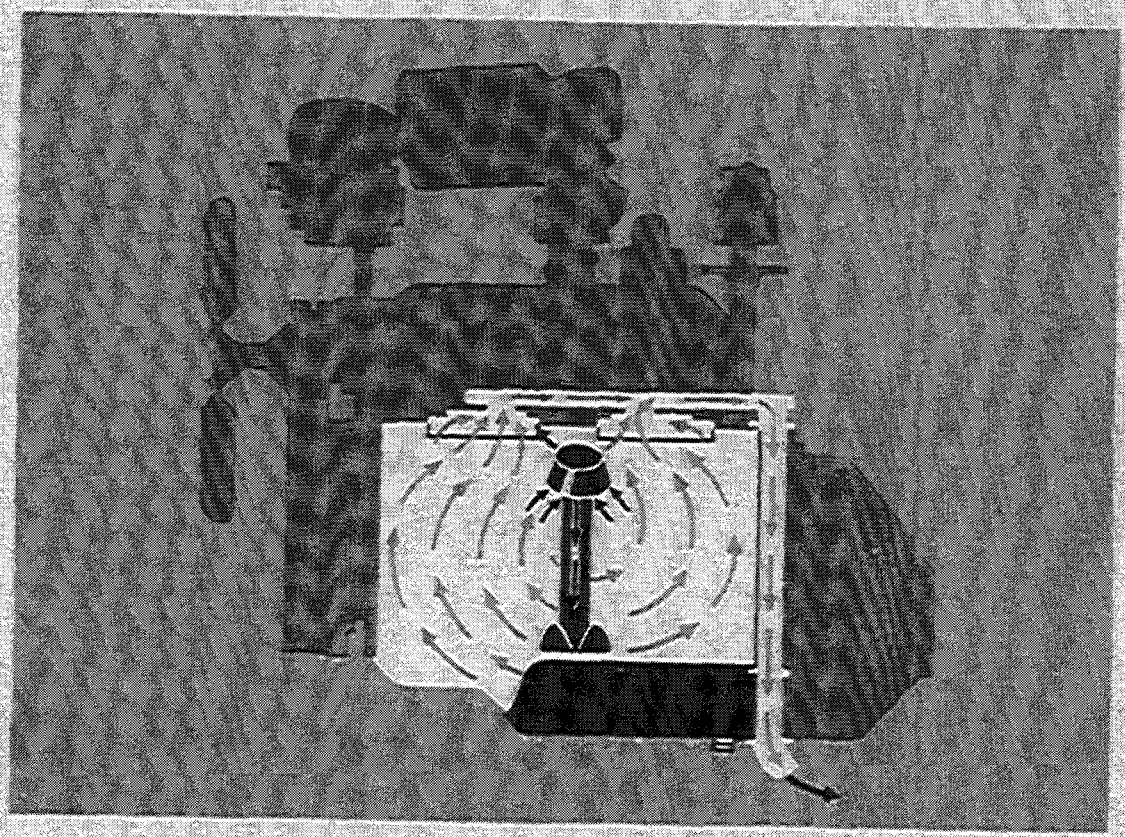
moving part, including the wrist pins and cylinder walls.

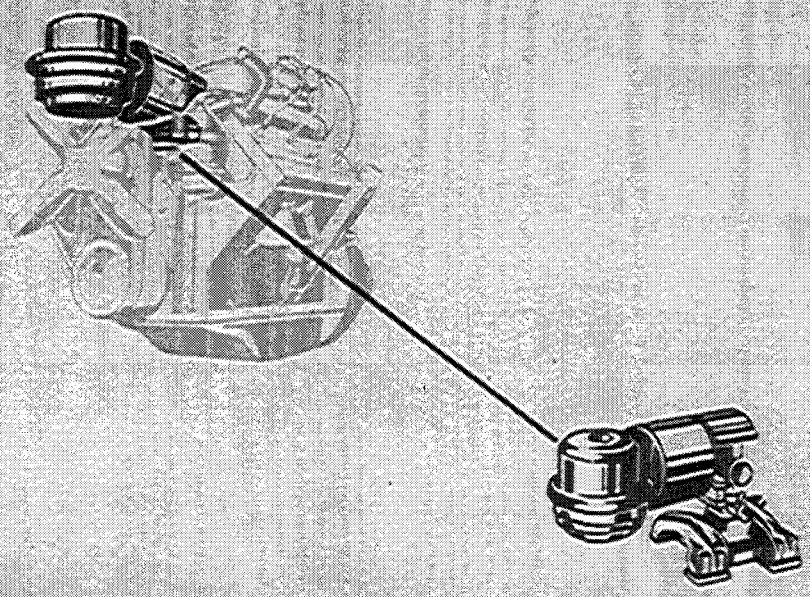
Oil is taken into the oil pump through a screened, floating intake, which means a free flow of only the clean oil. As the oil level rises and falls, the float moves up and down with it. The intake opening is large enough to permit drawing in sufficient oil, regardless of its consistency.

Crankcase ventilation is an important advancement which was pioneered and developed by Cadillac. Damaging fuel vapors, which would otherwise collect in the crankcase, corrode vital engine parts and reduce the lubricating quality of the oil, are discharged through an outlet in the oil pan.

This velocity suction type ventilating system operates efficiently at all car speeds, insuring longer engine life and greater oil economy.

Crankcase Ventilation

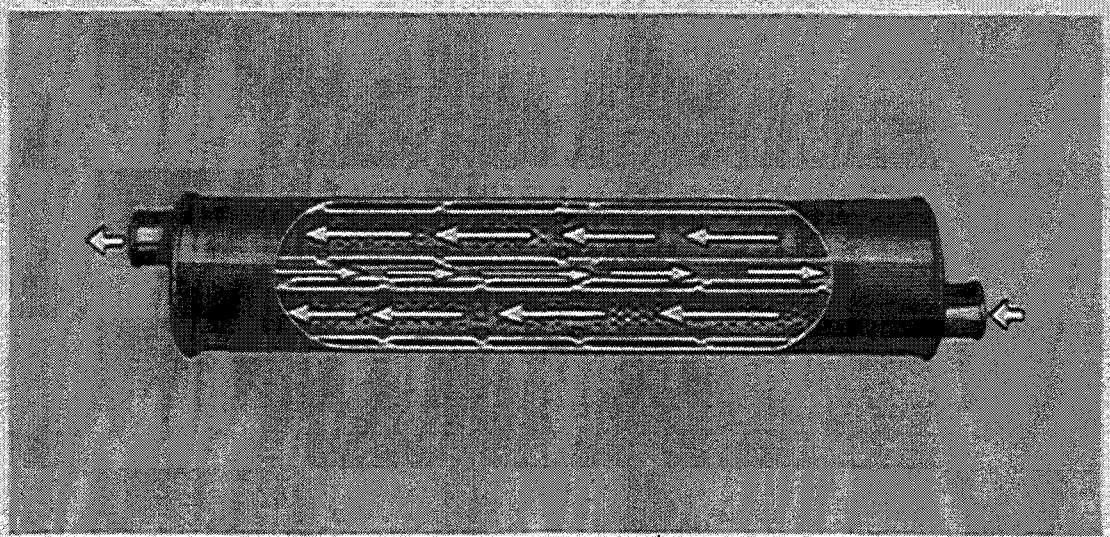




FUEL SYSTEM

The central location of the dual downdraft carburetor, combined with the short, compact Cadillac engine design, assures equal fuel distribution to all cylinders.

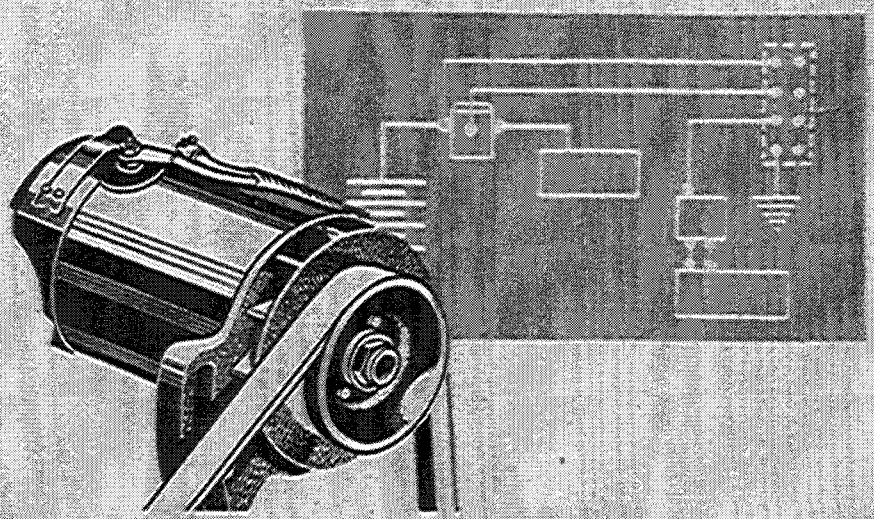
The fuel nozzles in the carburetor are vented to permit gas bubbles which may form to escape without any loss of fuel. The choke shaft in the 1946 engine is chrome plated for free and efficient operation of the automatic choke at all times. A large capacity oil bath air cleaner filters all air entering



the carburetor and is far more effective than the conventional wire mesh type, particularly when the air is laden with dust.

The gasoline lines are so located as to permit maximum cooling and so minimize the possibility of vapor lock.

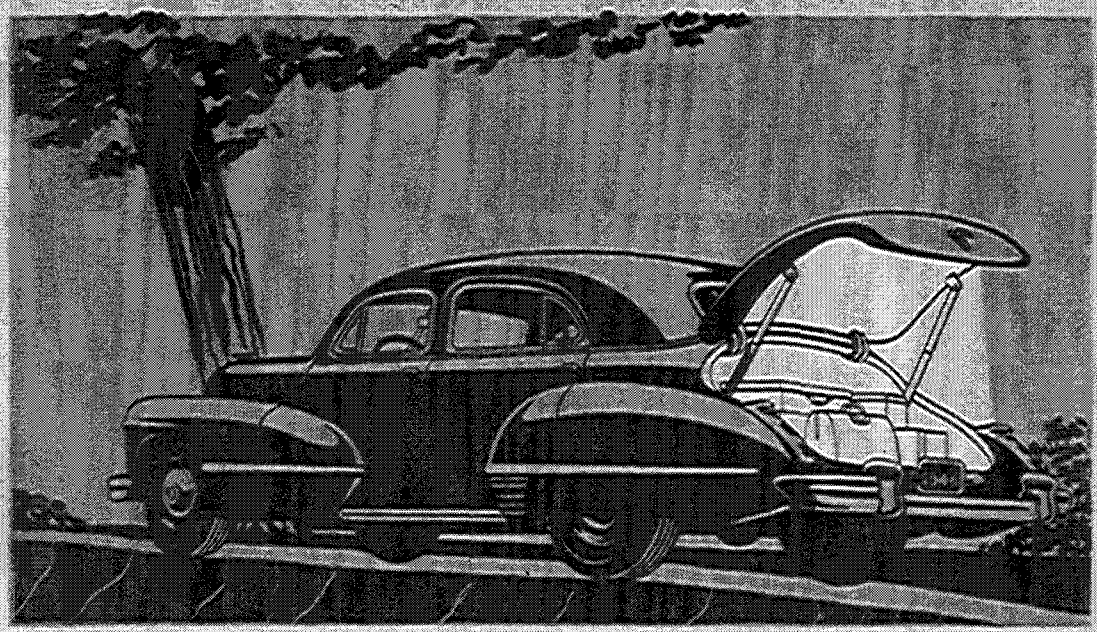
The muffler is of the "3-pass" type and is constructed of heavy gauge terne plate treated to resist corrosion. Long muffler life and a quiet exhaust are assured as a result of this design.



ELECTRICAL SYSTEM

The generator is cooled by a fan, and its output is automatically adjusted to compensate for high electrical load and low battery charge. In conjunction with a current regulator, a voltage regulator and a cut-out relay, the generator is designed to keep the battery fully charged and to assure long battery life.

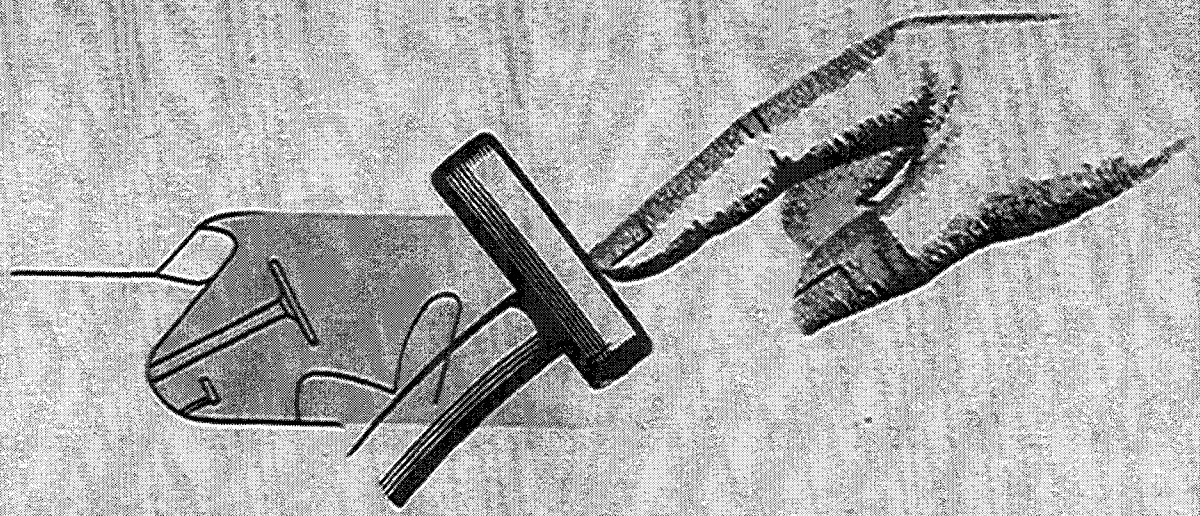
The 17-plate battery has a capacity of 115 ampere hours and is located at the right side under the hood for easy accessibility. Non-overflow filler plugs prevent the addition of too much water.



The distributor is fully automatic in operation. It is equipped with the Econo-Vacuum advance, which automatically advances or retards the spark according to engine speed and throttle position. This feature gives complete fuel combustion for greater economy.

The Sealed Beam headlights assure maximum lighting efficiency and are securely sealed against dirt. Two separate beams are provided, an upper beam for country driving and a lower beam for driving in traffic. They are selected by an easily accessible foot switch. A red dot indicator in the speedometer face is illuminated when the upper beam is in use.

Illumination is provided in the glove box and trunk. The trunk light circuit is "live," so that the trunk compartment is immediately illuminated when the lid is raised, regardless of whether or not the main switch is on.

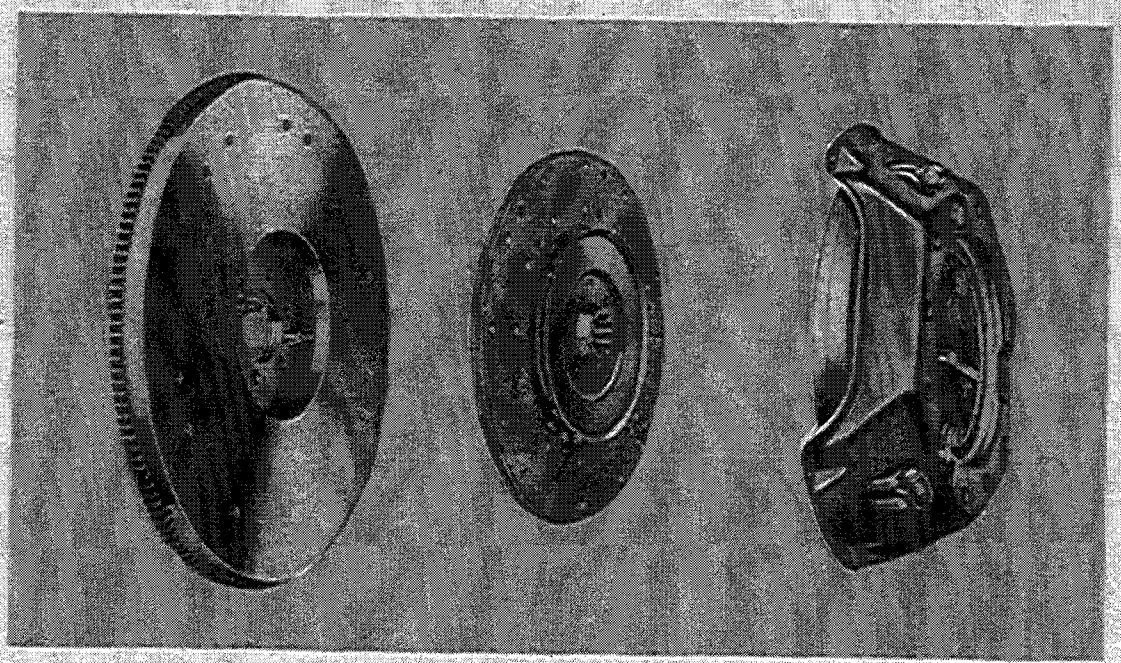


CLUTCH

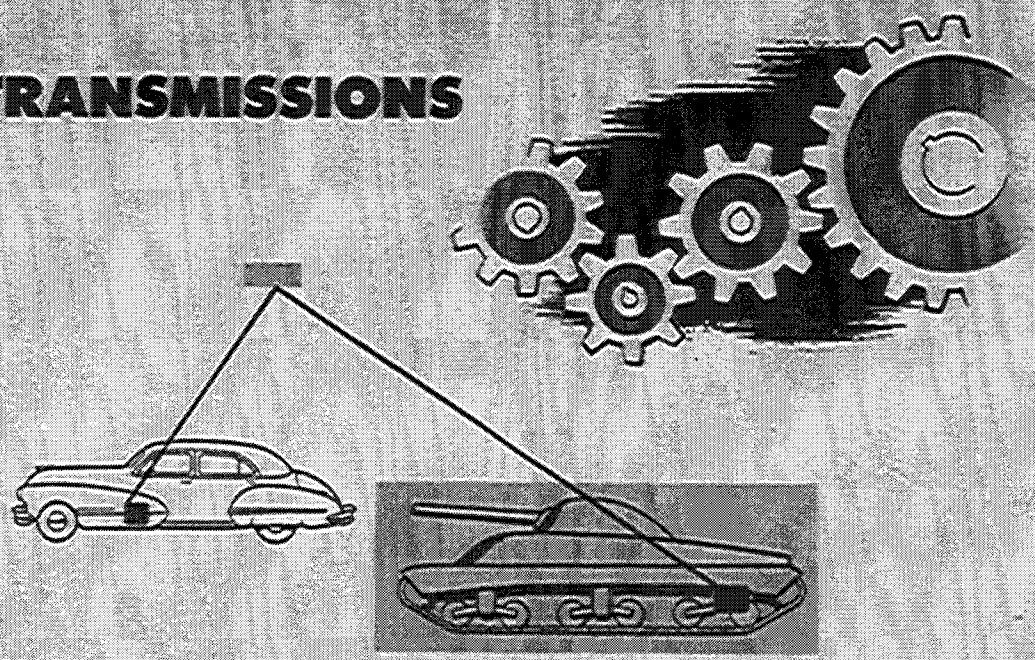
The Cadillac clutch used with the Syncro-Mesh transmission includes many features which contribute to smooth, easy and quiet operation. These include roller bearing mounting for release levers, thrust washers between release levers and pressure plate cover openings, eight coil spring vibration dampeners and a driven disc shaped to provide cushioned engagement.

The clutch pedal linkage is designed to compensate automatically for the slightest engine movement.

Exploded View of Clutch



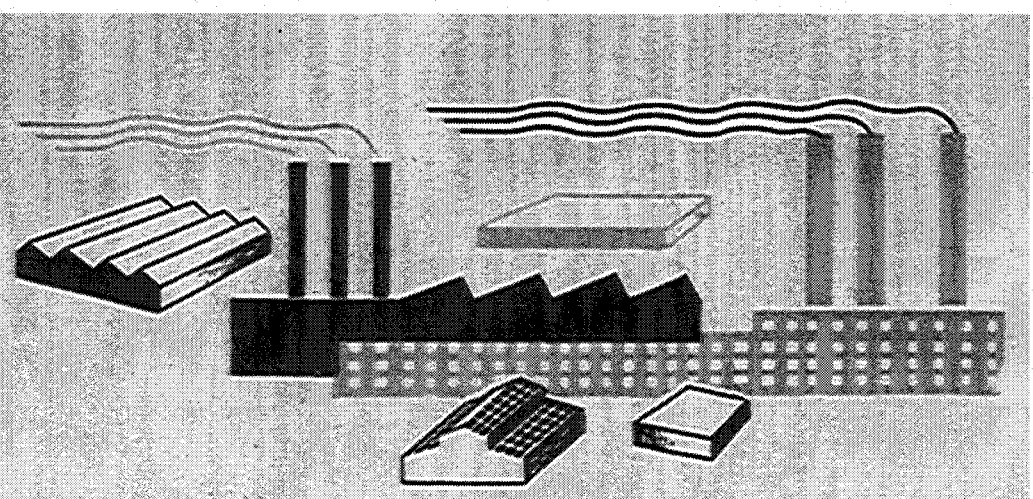
TRANSMISSIONS



The introduction of the Cadillac Hydra-Matic Drive in 1941 was a new step forward in the history of the automobile industry, and was similar in importance to the development of four-wheel brakes and self-starting. When automobile production was halted, the Hydra-Matic continued to make history, for, teamed with the famed Cadillac V-type engine, it made the Army's light tanks the fastest and most maneuverable vehicles of their kind.

Like the Cadillac engine, the Hydra-Matic has never been out of production. It too was improved during three years of invaluable wartime experience. The improvements, together with the advantages that only Hydra-Matic provides, are another reason why Cadillac again leads.

For 1946 Cadillac also offers the Syncro-Mesh transmission with the Syncromatic Shift. Here, as in all units of the car, Cadillac employs the most precise methods of manufacture. The Syncro-Mesh transmission, introduced by Cadillac, is a model of efficiency achieved through mechanical simplicity and manufacturing excellence. It provides the easiest kind of manual shifting under all driving conditions that is available.



THREE YEARS OF PROGRESS

Here are the benefits of three years of uninterrupted Hydra-Matic production and observation of the unit in use under the most severe operating conditions.

Three years of constant research, engineering and production—these have served to make the 1946 Cadillac Hydra-Matic Drive the finest in Cadillac history.

- Construction of the Hydra-Matic has been simplified throughout.

- A hydraulic blocker included in the reverse shift control mechanism makes gear clashing practically impossible.

- Wider and stronger front and rear brake bands, used in light tank Hydra-Matic installations, have been incorporated in the 1946 Hydra-Matic for added durability.

- New type mainshaft thrust washers have greater strength and contribute to the durability of the Hydra-Matic.

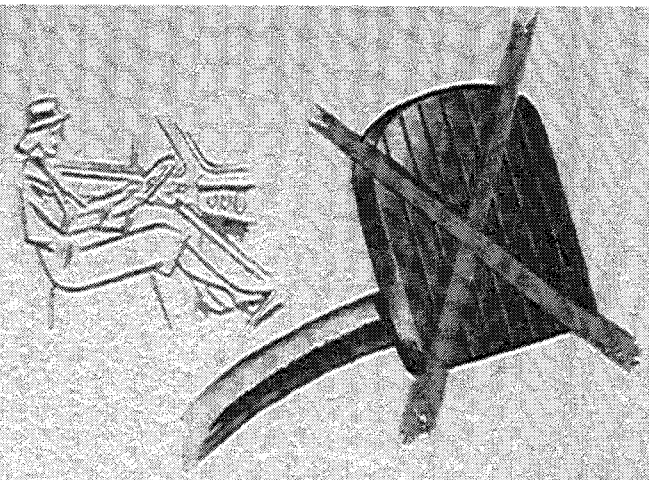
- A redesigned rear unit clutch hub permits additional lubrication within the Hydra-Matic and includes oil passages to the clutch plates, thereby adding to the life of the clutch.

- A new front oil pump eliminates the need for cross drive gears, thus contributing to the smooth, quiet operation of the Hydra-Matic.

- A one-piece drive shaft with a slip joint on the transmission output shaft assures proper lubrication and protection against dirt and water.

- The use of specially molded lining on the Hydra-Matic clutch plates assures smoother clutch action and prolongs clutch life.

- A new Hydra-Matic Fluid assures fast, easy starting at all times.

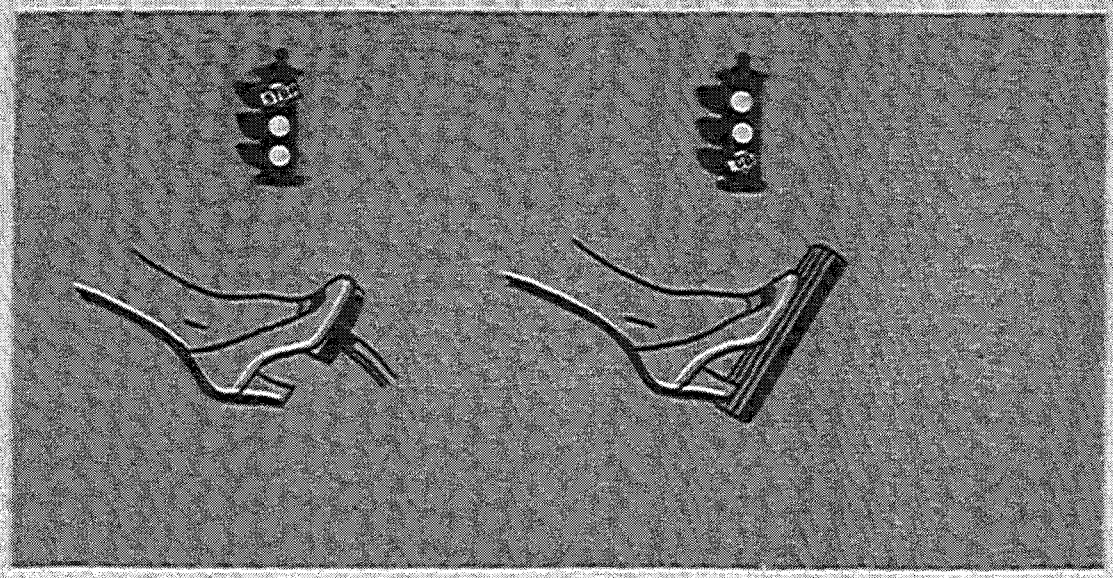


THE HYDRA-MATIC IS AUTOMATIC

The Hydra-Matic Drive is the only completely automatic system of car control. It is the only mechanism which dispenses entirely with the clutch pedal and gear shift lever with no reduction in operating efficiency.

The Hydra-Matic Drive actually eliminates 80% of all driving operations, leaving just three for the motorist to perform under *all* circumstances—steering, accelerating and braking.

The control lever provided need never be touched except when the engine is started or to put the car in reverse. This lever is placed in neutral before the engine is started. If desired, it may also be moved to the low speed position on steep descents to permit maximum use of the engine as a brake.



Only Hydra-Matic completely eliminates gear shifting. Other mechanisms require shifting by hand and foot to achieve quick pick-up and getaway. Cadillac Hydra-Matic Drive is more than just a fluid flywheel . . . more than just an automatic transmission. It is a fluid coupling *plus* a fully automatic four-speed transmission.

THE PLUS FEATURES

There are numerous advantages provided only by the Cadillac Hydra-Matic Drive which are in addition to the important contribution it has made to the ease and pleasure of motoring.

- ECONOMY—With the Hydra-Matic Drive, no power is lost between gear changes. As the car starts and gains speed, the Hydra-Matic automatically shifts through first, second, third and up to fourth. As the car speed is reduced, the Hydra-Matic shifts from fourth through third and second to first. Engine speed is thereby maintained in relation to car speed, resulting in maximum power and gasoline economy.

  Furthermore, most driving with a Hydra-Matic is done in fourth gear, the economy range. Engine revolutions are fewer in fourth speed; economy is therefore greater.

- SAFETY—The flow of power is smooth with a Hydra-Matic, which assures better traction on slippery roads. The Hydra-Matic prevents engine stalling when climbing a hill, and no effort or skill is required to start the car on the steepest hill.

The reduction in the number of driving operations made possible by the Hydra-Matic also means greater safety for the motorist. He can devote full attention to the important acts of steering, accelerating and braking.

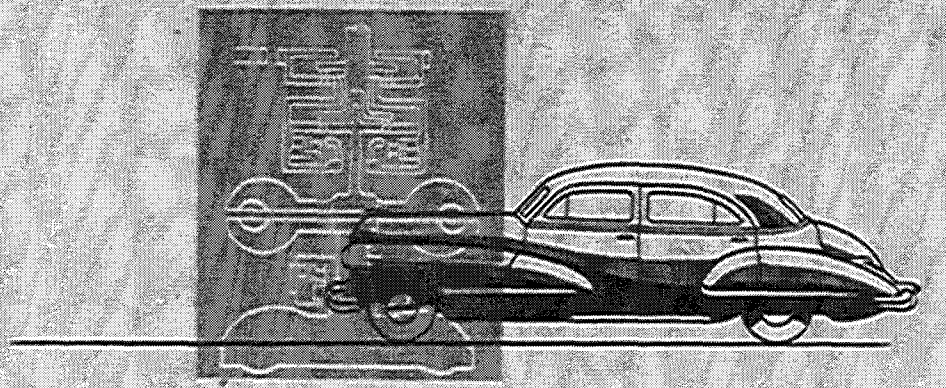
The fluid coupling in the Hydra-Matic permits locking the car in gear on a hill with absolute safety. With the control lever in reverse and the engine off, the car cannot be moved.

Safer passing on the highway is made possible by the Hydra-Matic because of the faster, more sustained pick-up it provides.

SMOOTHNESS—All around the speedometer, engine performance is smooth. Even at low speeds the Hydra-Matic Drive prevents bucking and stalling.

With the Hydra-Matic Drive, all gears are in motion before their turn comes. The automatic change through the entire range of gear ratios is made with utmost smoothness and without loss of time or power.

DESIGN AND CONSTRUCTION—The Cadillac Hydra-Matic Drive is built to the same standards of quality as all other components of the Cadillac car. Only helical gears are used to assure silent operation.



DESIGN OF THE HYDRA-MATIC

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 fluid coupling is comprised of two steel saucers segmented by metal vanes. They are placed facing each other in a sealed casing filled with fluid.

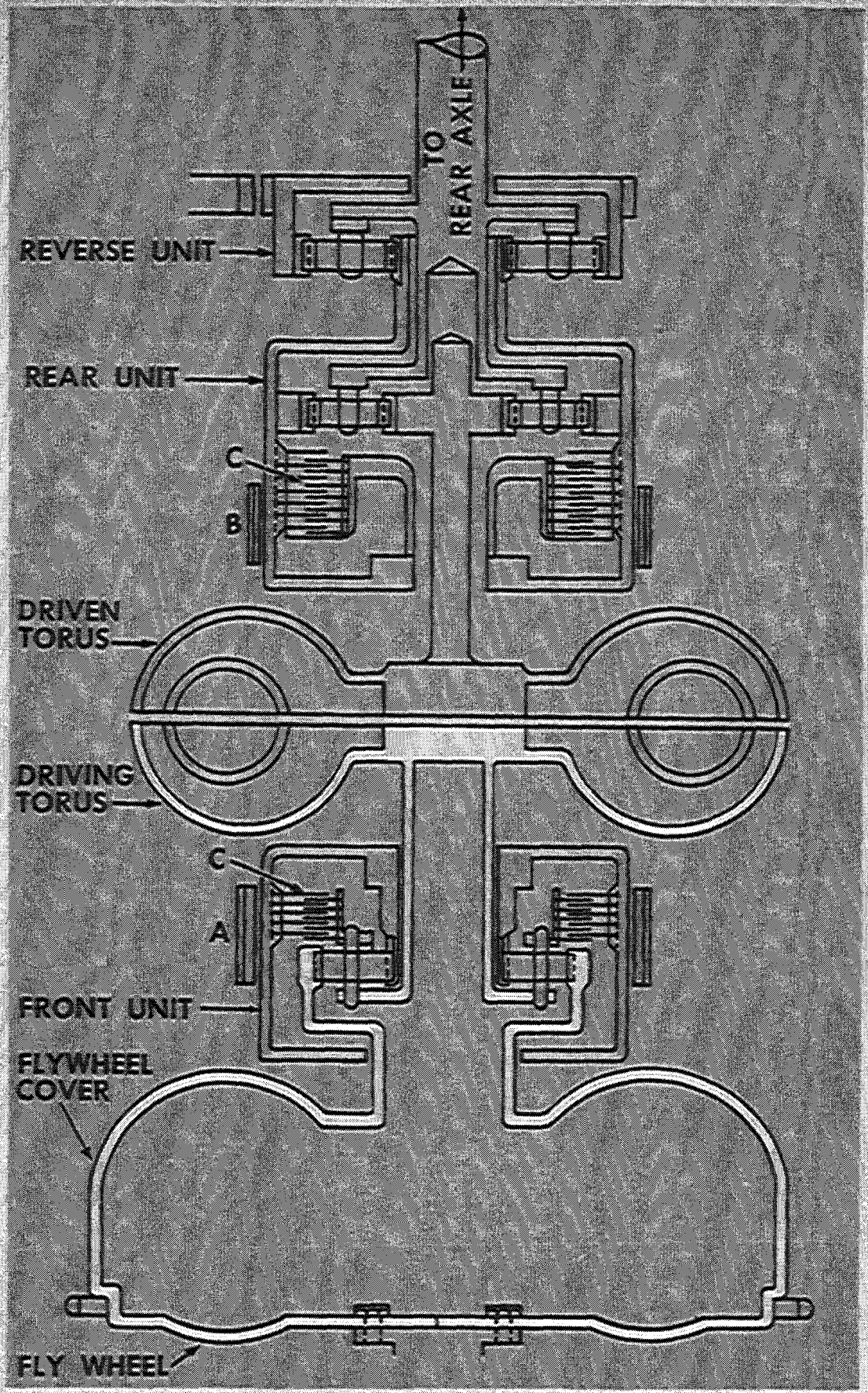
One saucer is revolved by the crankshaft through the front unit of the transmission. In revolving, it forces fluid against the vanes of the second saucer, causing the latter to turn and transmit power through the transmission to the rear wheels.

There is no manually operated clutch, which eliminates the clutch pedal and the need for expensive clutch repairs.

The Hydra-Matic transmission itself consists essentially of two planetary gear units, each having a different gear ratio when in reduction (low gear), with a fluid coupling between them, and an additional planetary unit to provide reverse gear.

While the fluid coupling actually is located between the flywheel and the transmission, it *functions* as if it were between the two planetary units.

The function of the fluid coupling between the planetary gear trains provides the slippage needed to permit the car to stand



Diagrammatic View of Cadillac Hydra-Matic Drive

still when the engine is idling and also cushions the shock of gear changes.

Each of the planetary gear units is a complete two speed transmission in itself, as it can operate in low gear or high gear.

Each of these planetary gear units consists of the following:

1. A center gear.

2. A planet carrier with three or more planet pinions.

3. An internal gear.

The center gear is surrounded by and meshes with the planet pinions, which rotate freely on pins that are attached to a single bracket called the planet carrier. A ring or internal gear with teeth around the inside surrounds the assembly and meshes with the planet pinions.

Each of these units may be used either as a driving member or a driven member, and functions by holding the third member. Each will revolve and transmit power direct by locking two members together.

The planetary gears in the Hydra-Matic transmission are compact and strong. They are capable of transmitting more power than a conventional spur gear ten times their size. They are constantly in mesh, thus eliminating sliding. Gear clashing and damage to gear teeth because of partial engagement are prevented.

PRINCIPLES OF OPERATION

The superior performance of the Hydra-Matic Drive results largely from its unique power flow. Power goes from the engine through one set of planetary gears (a two speed transmission) before it reaches the fluid coupling. It goes through the fluid coupling to the other set of planetary gears (another two speed transmission) and thence to the rear wheels.

This operation of the fluid coupling between two sets of planetary gears is a feature of no other transmission or shifting method. The operating principles of the automatic planetary gears in the Cadillac engineered Hydra-Matic Drive are as follows:

1. The engine drives the first planetary unit through the flywheel cover.

2. The first planetary unit drives the driving member of the fluid coupling.

3. The fluid thus set in motion drives the driven member of the fluid coupling, which in turn drives the transmission main shaft.

4. The transmission main shaft drives the rear planetary unit, which transmits power through the propeller shaft and rear axles to the rear wheels.

The following are the various combinations for the forward speeds. Refer to the drawing on page 84.

Low Speed—Band "A" is holding one member of the first planetary unit, causing it to operate in low speed. This reduction slows down the driving member of the fluid coupling to seven-tenths of engine speed. In other words,

the engine is revolving 1.44 times faster than the driving member of the fluid coupling, an arrangement which prevents creeping when the car is motionless with the engine running and the transmission in drive range.

The driving member of the fluid coupling is driving the driven member and the main shaft of the second planetary unit. Band "B" is holding one member of the second planetary unit, causing it to operate in low speed.

Because the power flows *through* both planetary units, the power and reduction in one unit is multiplied by the other. Example: The reduction in the front unit (1.44 to 1) times the reduction of the rear unit 2.63 equals 3.82 to 1, the reduction to the rear axle. This compares with the reduction of a conventional sliding gear transmission of 2.39 to 1. Hence the Hydra-Matic provides more power in low speed.

Second Speed—Band "A" is released and clutch "C" is applied, locking two members of the first planetary unit together. This changes the first unit into direct drive. The driving member of the fluid coupling is now turning at the same speed as the engine, so that there is no reduction. The driving member drives the driven member and main shaft. Since band "B" was not released, the rear unit is still in reduction.

Because there is no reduction in the first unit, the reduction to the rear axle is now 1 to 1 (first unit) times 2.63 (rear unit), equaling 2.63 to 1. This compares with 1.53 to 1 in a sliding gear transmission. This means still more power and less variation in reduction with the Hydra-Matic.

Third Speed—In third speed a complete change or double transition takes place in the transmission. Band "A" is again applied and clutch "C" is released, causing the first unit to function in reduction the same as in first speed. Band "B"

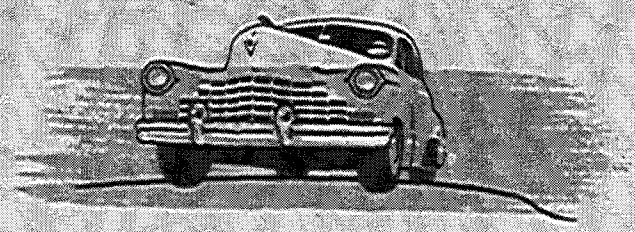
is released and second clutch "C" is applied, locking together two members of the rear unit and permitting it to function in direct drive.

The power from the engine now flows through the first unit, causing the driving member of the fluid coupling to turn seven-tenths slower than the engine. From the first planetary unit, the power flows through the fluid coupling and main shaft to the rear unit (now in direct drive) and thence to the rear axle. The reduction is now 1.44 to 1 in the first unit times 1 to 1 in the second unit, equalling 1.44 to 1 to the rear axle.

This extra speed results in even less variation in reduction, which makes for smooth shifting. In engine speed it is equivalent to high gear in a sliding gear transmission. This third range also provides a quick burst of speed for passing cars and ascending steep hills. It also permits a lower gear ratio in the rear axle, thus reducing engine speeds for economy and longer engine life.

Fourth Speed—Band "A" is again released and clutch "C" is applied in the first unit, the same as in second speed. This change again puts the first unit in direct drive. Since no change was made in the rear unit, it is also in direct drive, resulting in the transmission of engine speed and power direct to the rear axle for maximum speed.

Reverse—Reverse is obtained by moving the control lever to reverse position. This locks one member of the reverse planetary unit, which causes the drive shaft to revolve counter-clockwise. The power flows through the first and second units the same as in first speed plus the reduction of the reverse unit, giving an overall reduction of 4.30 to 1.



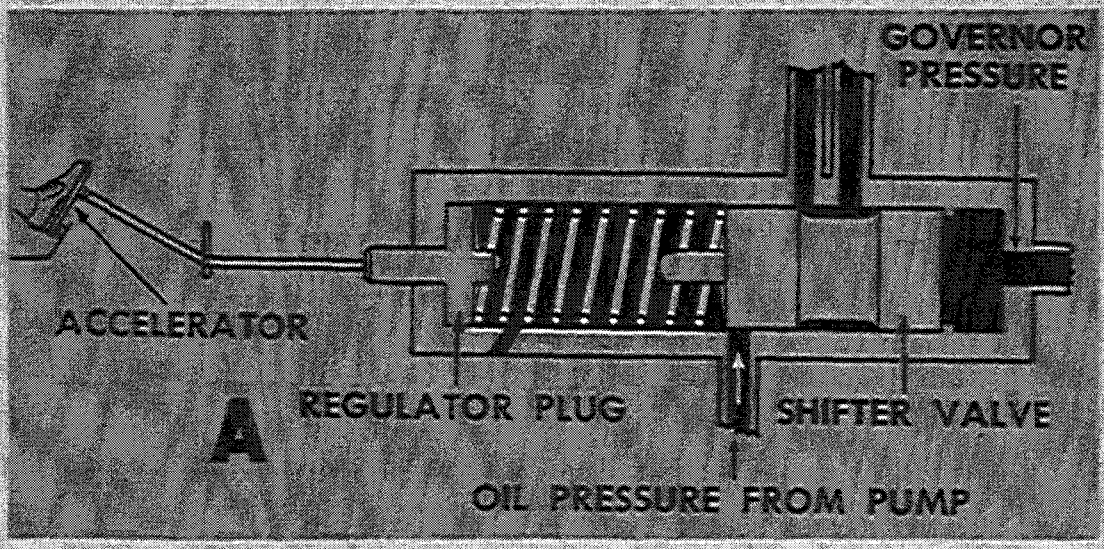
CONTROL OF THE HYDRA-MATIC

Illustrations A and B show how the accelerator position and car speed bring about the automatic shifting of the gears in the Hydra-Matic Drive. The governor is connected to and operated by the propeller shaft. Thus car speed determines the amount of pressure the governor exerts against the movable shifter valve. The movement of this valve directs the oil so as to operate members A, B and C, described on Pages 86 and 87.

Since the governor pressure opens the valve, the moving of the valve would always occur at the same speed unless it was possible to resist the governor pressure. By connecting the accelerator pedal, through a spring, to the opposite side of the shifter valve, the driver can control the amount of governor pressure necessary to shift the valve. This arrangement permits a shift at higher vehicle speed for quick getaway or climbing a steep hill. It assures extra power.

The need for a higher shift point thus corresponds closely with the need for increased power output of the engine. Since engine power output is controlled by the throttle opening, which in turn is controlled by the accelerator pedal, the timing of the shifts is determined by the position of the accelerator pedal.

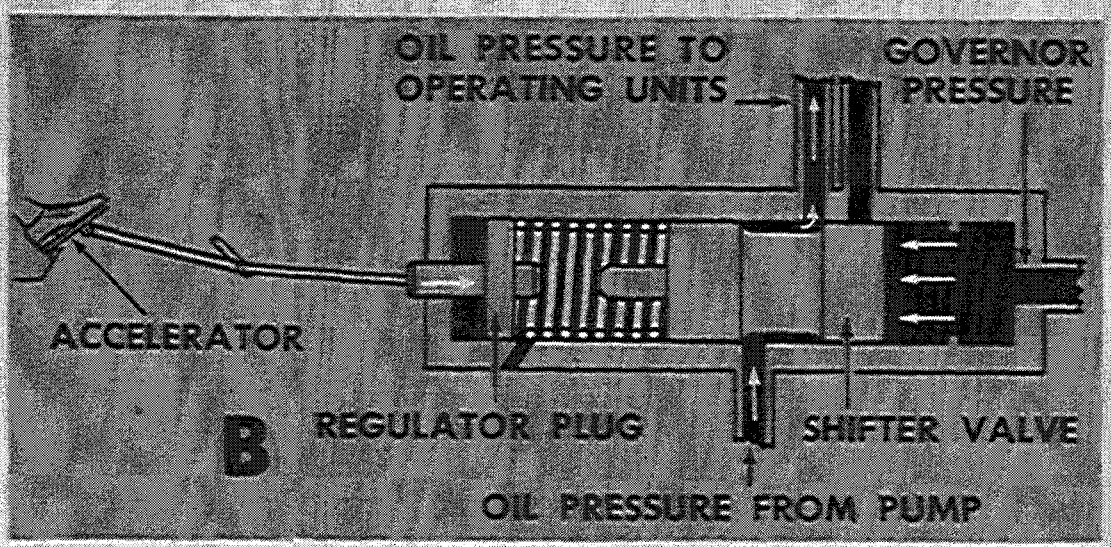
Figure A shows the shifter valve in the closed position. The governor pressure is not great enough to overcome the spring pressure because the car is not moving fast enough. However,



as car speed increases so does the governor pressure, until it becomes stronger than the spring and moves the valve.

By connecting a movable plug to the accelerator pedal that compresses the spring and increases its pressure, the shift is delayed until the governor pressure (controlled by car speed) becomes great enough to overcome the accelerator pedal spring pressure.

With the arrangement shown in Figure B, the transmission upshifts at low speeds when the throttle is nearly closed and at much higher speeds when the throttle is wide open. Consequently the shift points are determined by the pressure on the accelerator pedal.



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	14-18
2nd to 3rd	10-14	28-33
3rd to 4th	16-20	61-66

*"LO" RANGE "UP-SHIFTS"**

1st to 2nd	11-15	24-28

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

4th to 3rd	14-17	55-62
3rd to 2nd	. . .	12-15
3rd to 1st	5-9	. . .
2nd to 1st	. . .	5-9

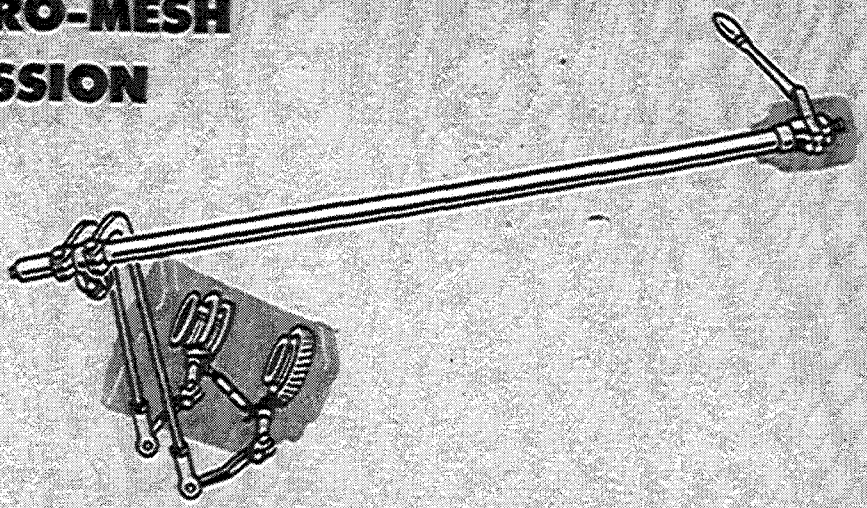
"LO" RANGE "DOWN-SHIFTS"—(test made on upgrade)*

4th to 2nd	45-48	. . .
2nd to 1st	5-9	11-15

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 3.36 Economy Axle Series 61, 62, 60S; 3.77 Standard Axle Series 61, 62 60S; 3.77 Economy Axle Series 75; 4.27 Standard Axle Series 75				HYDRA-MATIC CADILLAC 3.36 Axle—Series 61, 62, 60S; 3.77 Axle—Series 75		
	Trans-mission	Overall Reduction			Trans-mission	Overall Reduction	
		3.77 Axle	3.36 Axle	4.27 Axle		3.36 Axle	3.77 Axle
Low	2.39	9.00	8.03	10.20	3.819	12.83	14.40
Second	1.53	5.76	5.14	6.53	2.634	8.85	9.93
Third	1.00	3.77	3.36	4.27	1.450	4.87	5.47
Fourth	—	—	—	—	1.000	3.36	3.77
Reverse	2.39	9.00	8.03	10.20	4.304	14.46	16.23

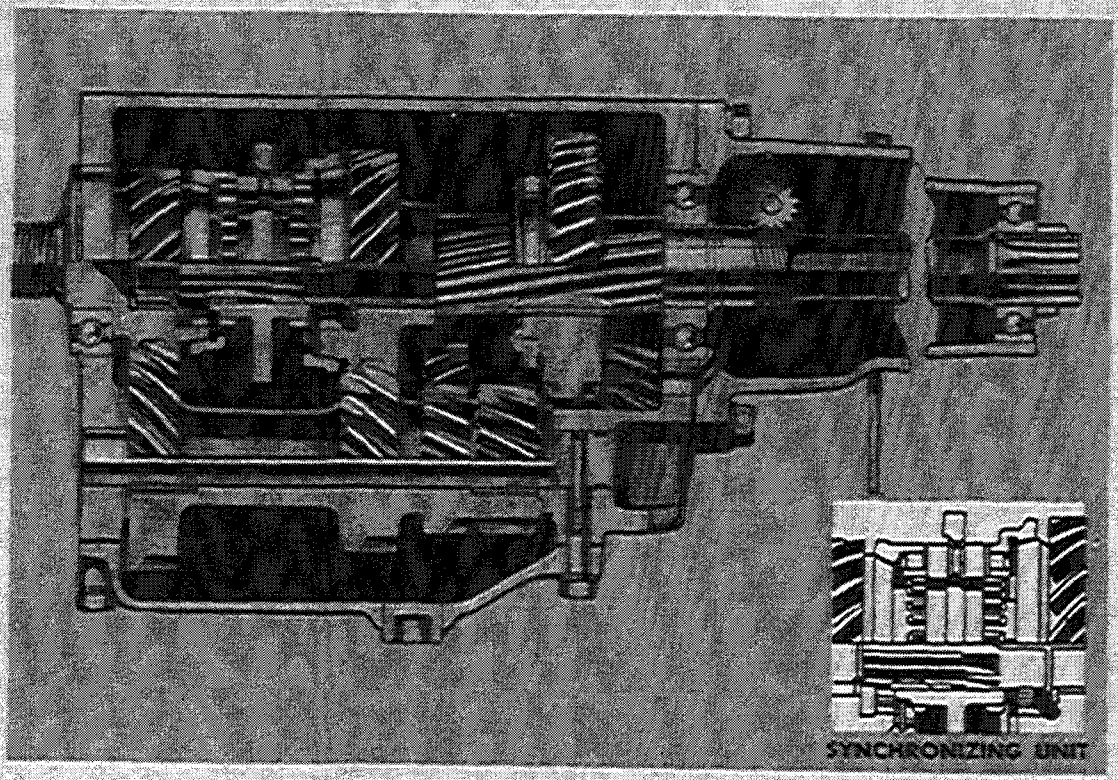
THE SYNCRO-MESH TRANSMISSION



The outstanding characteristics of the Syncro-Mesh transmission are unusual simplicity of design and construction, durability and high operating efficiency.

Helical gears are used in all speeds for smoothness and silent operation. Ball type and roller type bearings are used on the mainshaft and needle roller bearings on the countershaft.

The Syncro-Mesh transmission derives its name from a synchronizing mechanism which consists primarily of two cone-



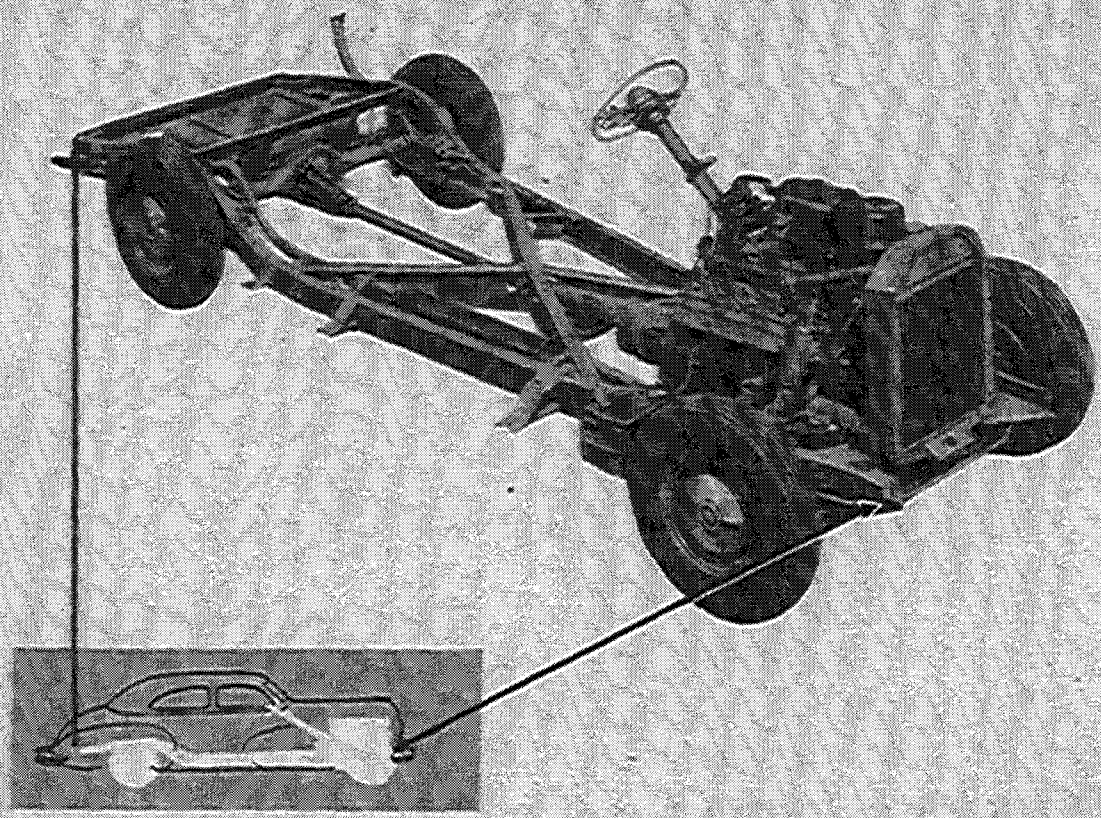
SYNCHRONIZING UNIT

type friction clutches, one for second and one for high gear. Each clutch is comprised of a sliding drum, a cone on the gear and a sliding clutch.

When the gears are shifted, the drum moves into contact with the cone and acts as a brake to reduce the speed of either the second or high speed gear before it is engaged with the sliding clutch.

Hence these gears revolve at the same speed as the sliding clutch when they are engaged, which minimizes the possibility of gear clashing and makes for a fast, silent shift.

Shifting is accomplished by means of a short shifting lever that is convenient to the driver's right hand.

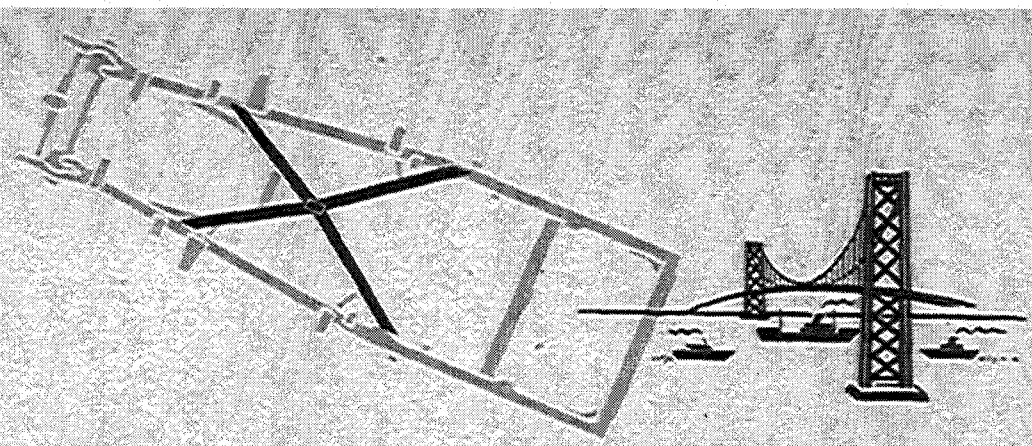


THE CHASSIS

It is in the chassis that the riding qualities and safety of an automobile are largely determined. The fact that in these two respects Cadillac has always been outstanding proves that in the chassis, as in all other parts of the Cadillac car, only the highest standards of quality have been maintained.

A program of research, experimentation and testing involving the chassis as a separate unit of the Cadillac car is constantly carried on, with the result that Cadillac owners are assured of having the very latest improvements, expertly designed and thoroughly tested.

Every unit of the 1946 chassis furthers the Cadillac tradition of building only the finest car it is possible to produce.

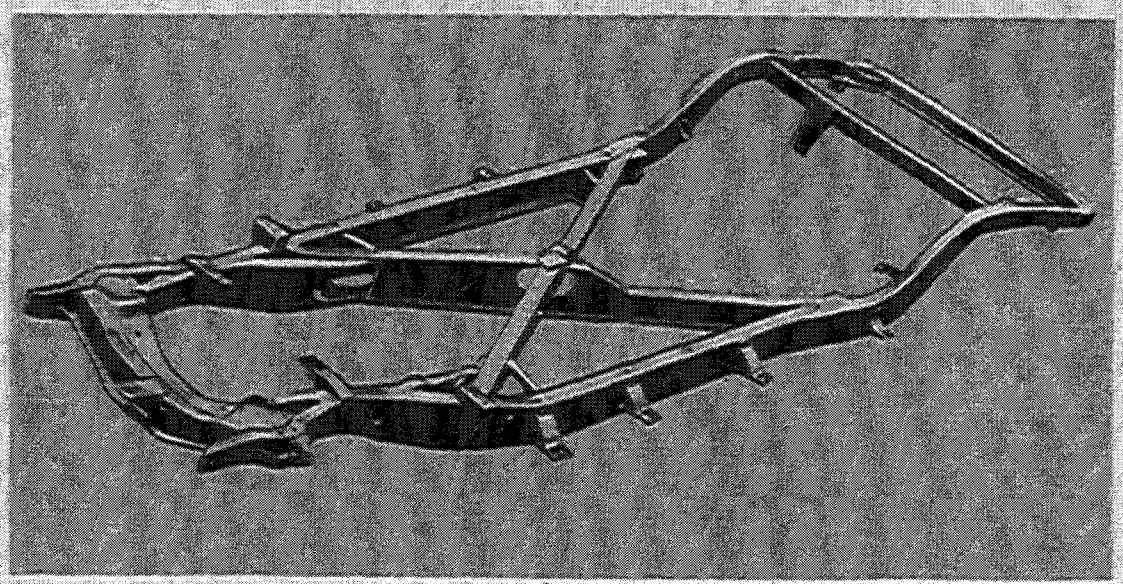


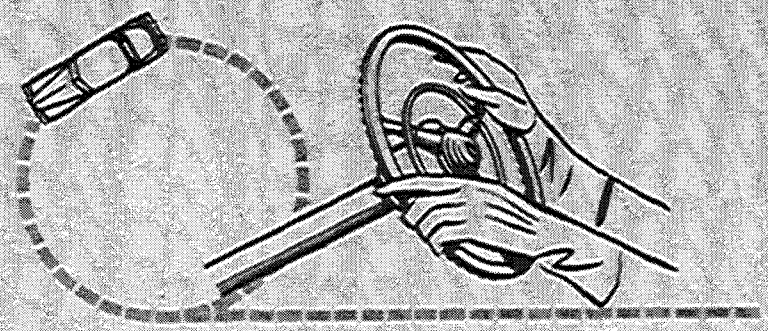
FRAMES

The frames used on all 1946 Cadillacs have the rugged X-type construction, with deep, wide, reinforced channels. There are differences in the frames for each series to provide rigidity and stability.

The depth of the sidebar on the Series 61, 62 and 60S frames is 6 5/8". On the Series 75 frame it is 7 7/8". The maximum width of the flange on Series 61, 62 and 60S frames is 2", while on Series 75 frames it is 2 1/4".

The frame used on the Series 62 convertible coupe is designed with special reinforcements for added strength and safety. The sidebars of all frames are curved at the front so that the front springs are partially enclosed.



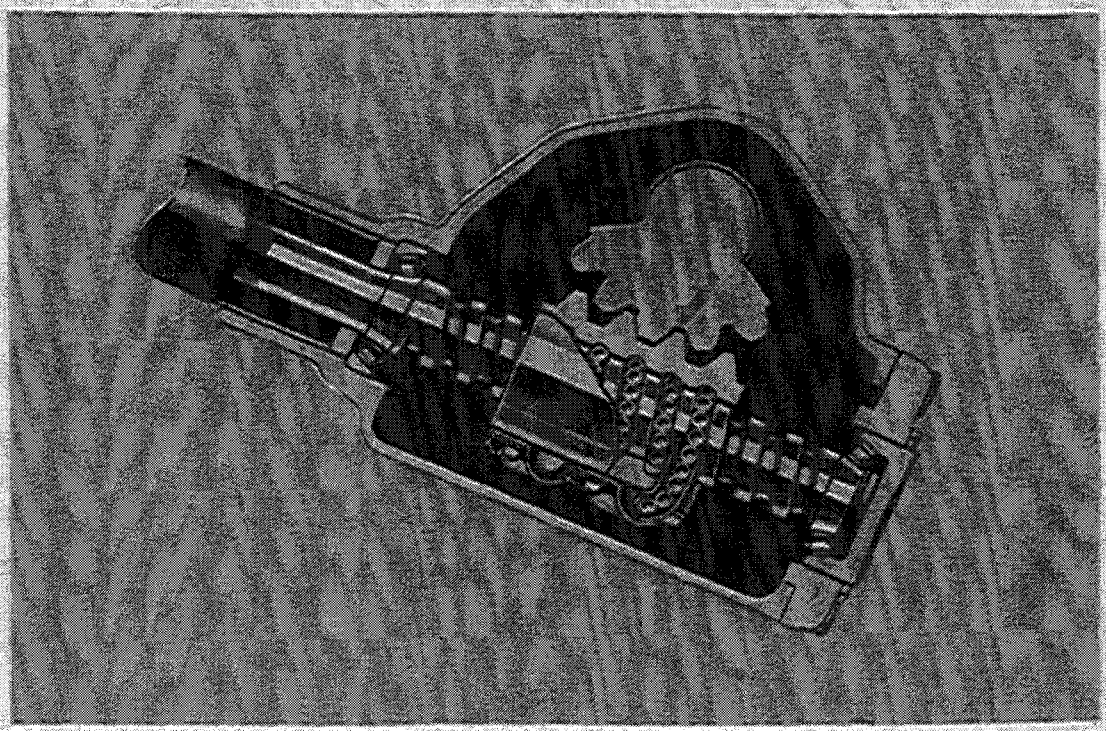


BALL BEARING STEERING

Introduced by Cadillac in 1940 and used on all 1946 Series cars, Ball Bearing Steering provides unequalled handling ease. It consists of a sliding nut connected to the steering worm which is grooved on the inside to match the worm.

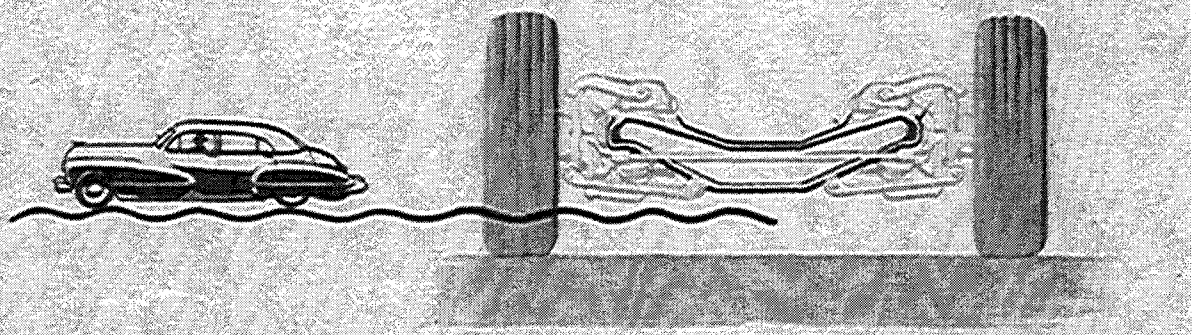
These grooves contain ball bearings which revolve around the worm when the steering wheel is turned, while the sliding nut moves upward or downward according to the direction in which the wheel is turned.

If the wheel is turned to the left the ball bearings work their way up the worm and then are returned to the other end of



the sliding nut. If the wheel is turned to the right, the sliding nut moves upward and the movement of the ball bearings is reversed.

This advanced steering mechanism holds friction to an absolute minimum and makes turning almost effortless. Thousands have praised this remarkable steering ease the first time they have sat behind the wheel of a Cadillac.



KNEE ACTION

Cadillac was the first to develop and offer Knee Action, the system of independent front wheel suspension. As used on the 1946 Cadillacs, Knee Action brings to Cadillac buyers a degree of riding comfort and handling ease that has never been equalled.

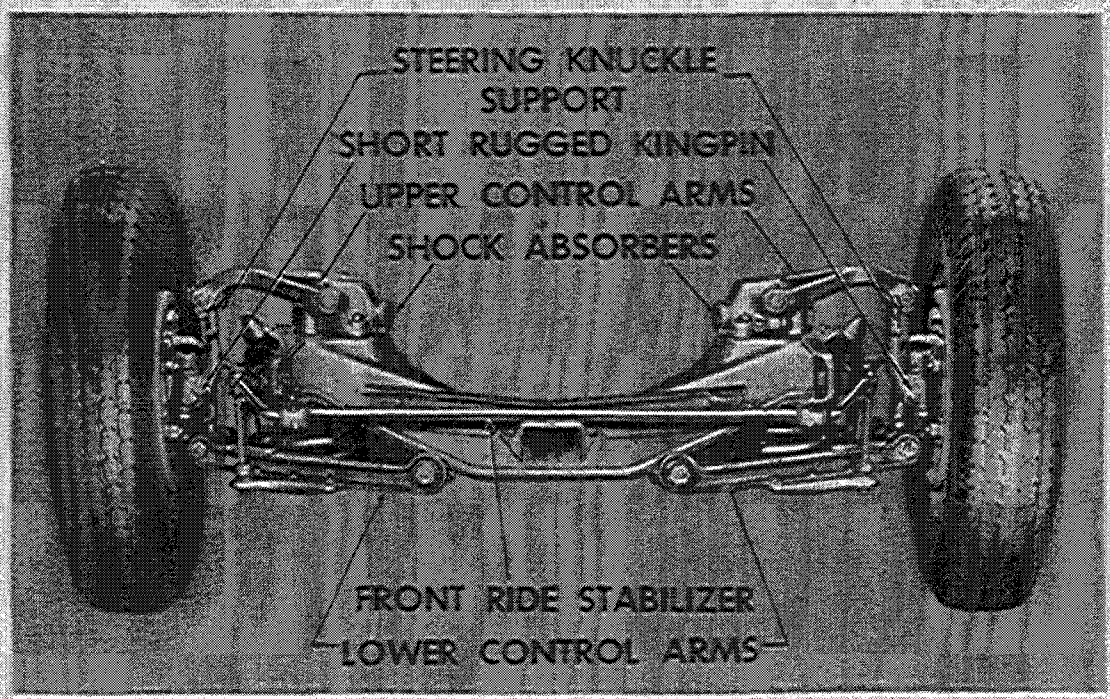
Cadillac Knee Action is comprised of several different components which permit both front wheels to function as independent units. There is no front axle. Instead, each front wheel is attached directly to the frame by means of upper and lower suspension arms.

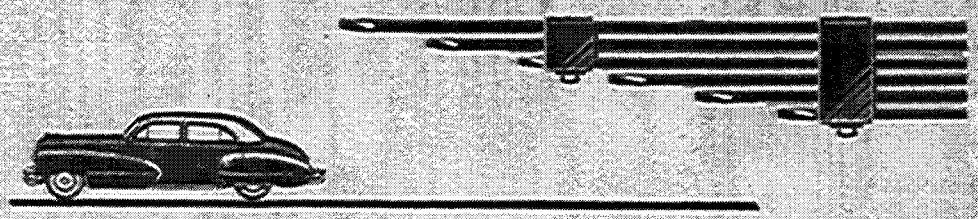
The upper arms are attached to and operate the shock absorbers so as to prevent excessive spring action. The lower arms are fastened directly to the frame by means of shaft supports, which provide a rigid mounting.

This method of mounting is far superior to axle suspension because the shocks normally caused by road irregularities are absorbed by the wheels and are not transferred to the steering mechanism. Car wander and shimmy are prevented, and, at the same time, the caster and camber of the wheels are kept constant because of the relation between the lengths of the upper and lower suspension arms.

In addition to the suspension arms, Knee Action includes two large diameter coil springs mounted between the frame and the lower suspension arms. These springs control the vertical movement of the wheels and supplement the suspension arms in absorbing shocks before they can be transferred to the frame.

An additional feature of the Cadillac front wheel suspension system is the ride stabilizer. This is a shaft which minimizes body roll and side sway, particularly on curves and rough roads, thereby assuring stability, comfort and safety.



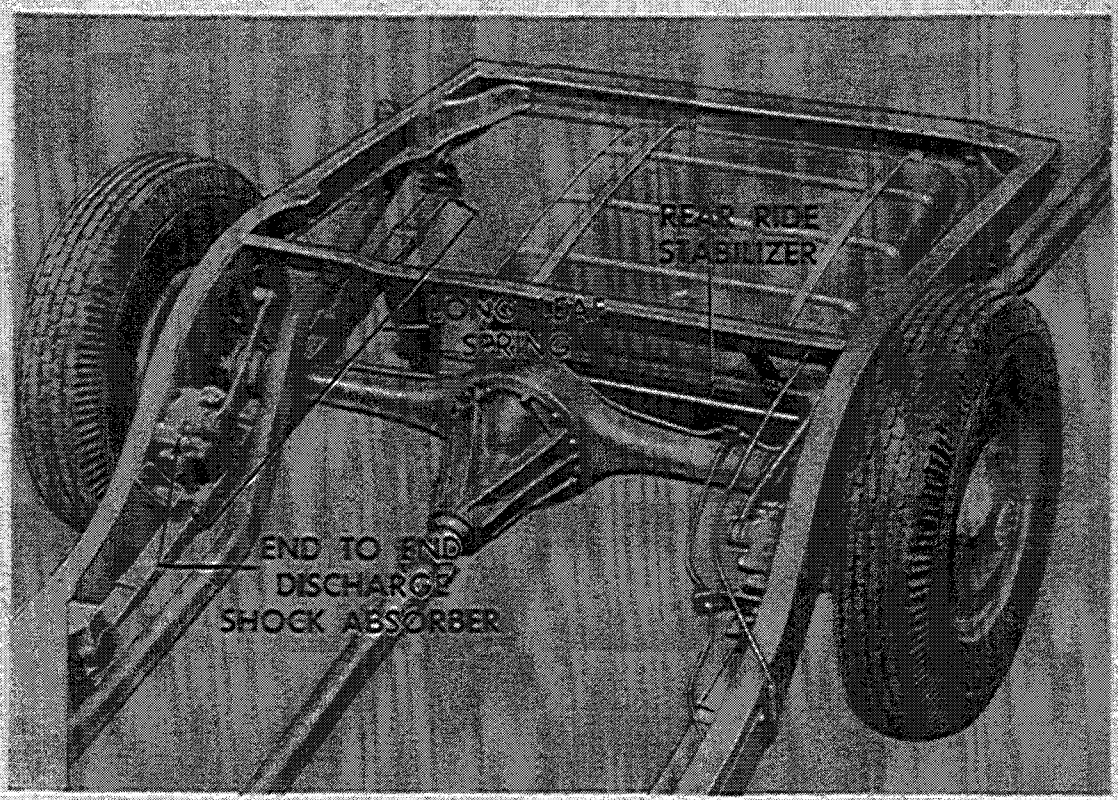


REAR SUSPENSION

Semi-elliptical leaf springs are used in the Cadillac rear suspension system for maximum comfort and efficiency. The spring leaves are separated by waxed inserts to provide lubrication and assure proper inter-leaf friction.

The rear springs are mounted entirely in rubber, with rubber bushings at the front of the spring bolt and the rear of the shackle and a rubber block in the spring seat at the axle housing.

Double action, end-to-end shock absorbers are used in both

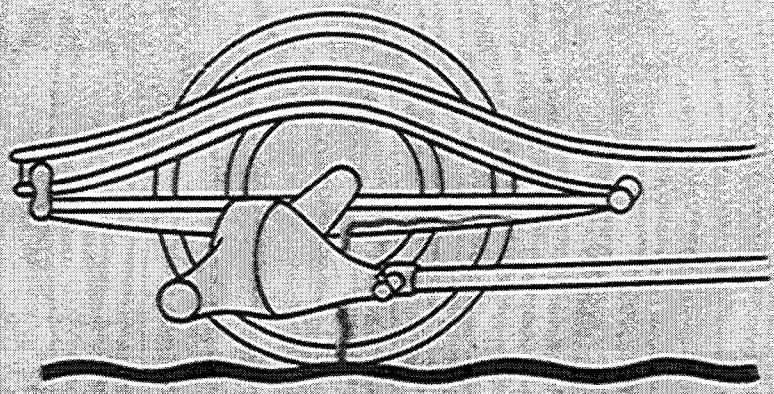


front and rear suspension systems of the 1946 Cadillacs. These are superior to other types because they control both the downthrust and rebound of the springs. They are connected to the rear axle by means of links and rubber bushings.

As is the case with the front suspension system, a ride stabilizer is used at the rear for maximum ride control and stability.

The propeller shaft is of tubular construction to provide great strength and reduce weight. The universal joint at each end of the shaft has permanently lubricated needle bearings.

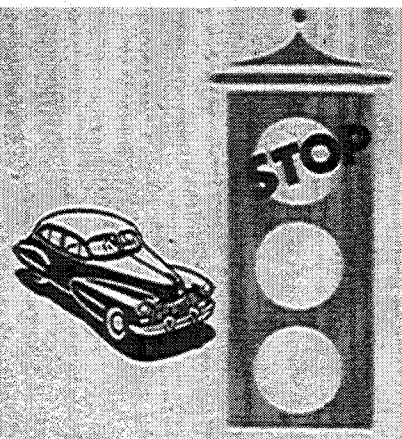
The final drive is through a hypoid ring gear and pinion made to the highest standards of precision manufacture. Tapered roller bearings are used on the pinion shaft and in the differential housing. The ring gear and pinion are carefully matched by hand for absolute accuracy.



HOTCHKISS DRIVE

Another important factor in the incomparable riding comfort for which Cadillac is famous is the Hotchkiss drive. With this advanced design the rear springs act as a cushion between the drive line and the rear wheels.

With the conventional torque tube or torque arm drive, road shocks and starting and stopping strains are transmitted to the body or frame. Rubber pads, the rear springs and rubber shackles act as triple insulation against such forces in the Hotchkiss drive design, resulting in smoother operation under all driving conditions.

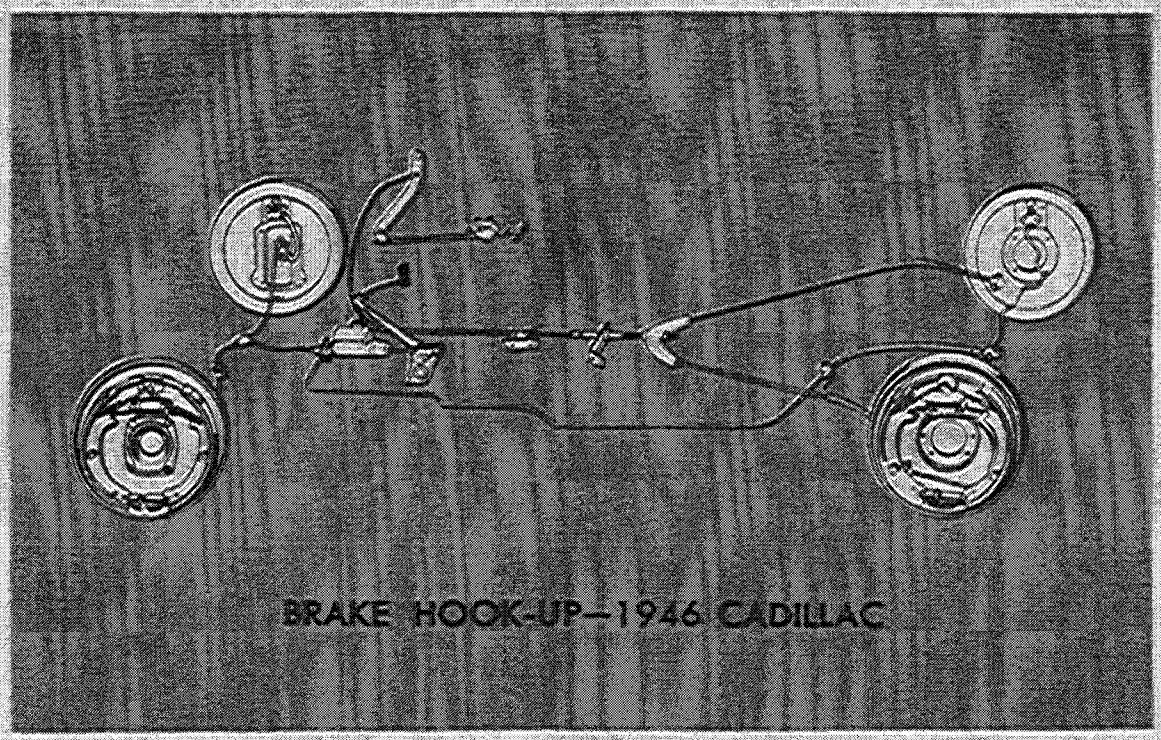


BRAKES

The 1946 Cadillac braking system is completely hydraulic, which assures an equal braking action on all four wheels for maximum safety and dependability.

The master cylinder, mounted on the frame, maintains a constant volume of fluid in the system at all times, regardless of the effect of severe temperature changes.

A wheel cylinder is mounted on the brake dust shield of each wheel and applies the pressure needed to force the brake shoes against the drums. Pressure cannot be built up in the system until all shoes are in contact with their drums, a feature which prevents unequal braking action and pulling or grabbing of a single wheel.



BRAKE HOOK-UP—1946 CADILLAC



Cup packings are used in the master cylinder and the four wheel cylinders to prevent the loss of brake fluid.

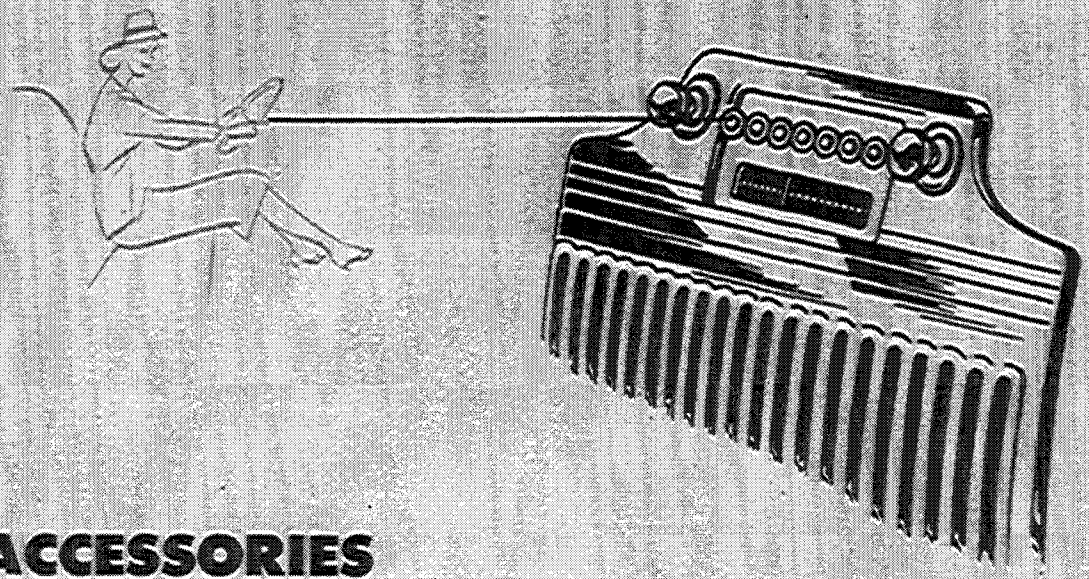
The brake drums in the Cadillac braking system are positively sealed against water and dirt by means of a special seal built into the drum and dust shield. The result is correct braking action at all times and longer brake lining life.

All brake system tubing is carried inside the side bars of the frame to prevent damage from flying stones. The front wheel cylinders and drums are larger than the rear to take advantage of the forward shifting of car weight on deceleration and thereby increase braking effectiveness.

With Cadillac's self-energizing brakes both the primary and secondary shoes are used in stopping the car, irrespective of the direction in which the car is traveling. Hard, long-wearing lining can be used, the life of which is prolonged by its overall contact with the drums. Maximum brake lining area is utilized and wear is even.

In many systems of hydraulic braking only one shoe is used in either forward or reverse. The braking action is, of course, less effective, smooth stops are difficult to make and uneven brake lining wear is common.

A hand braking system operates the rear brakes for parking and making emergency stops. The hand brake mechanism has been improved as a further safeguard against freeze-up and to reduce the effort required to operate the brake lever.



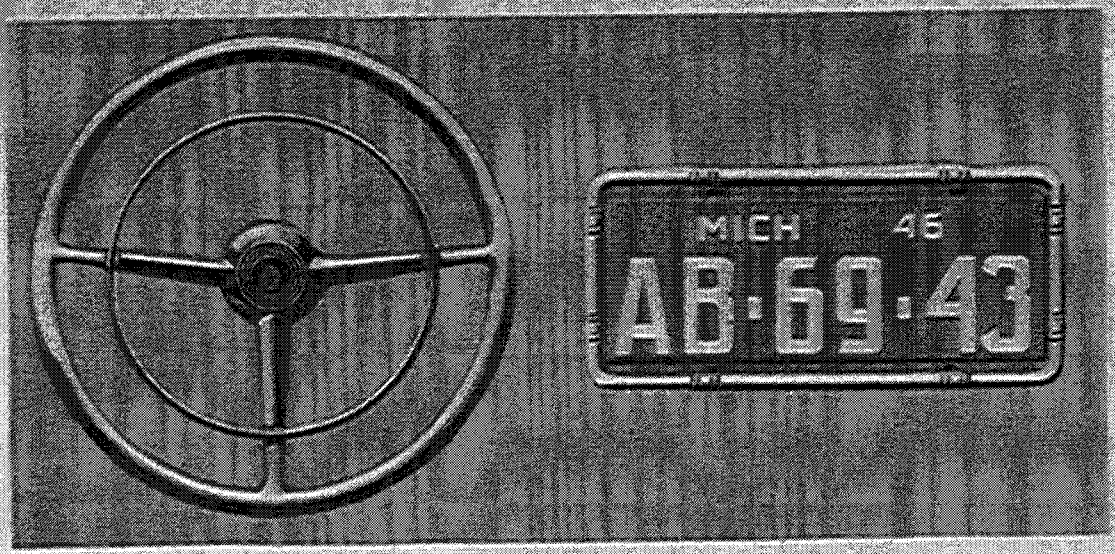
ACCESSORIES

For 1946, Cadillac offers a complete selection of accessories designed and produced with the same regard for quality as the car itself.

Cadillac accessories contribute immeasurably to the enjoyment and safety of motoring and to passenger comfort. Some of them are designed specifically to enhance the already distinctive appearance of the Cadillac car, to satisfy the individual tastes and desires of owners.

All of them can be easily installed, since, in most cases, provision has been made for them in the design of the car.





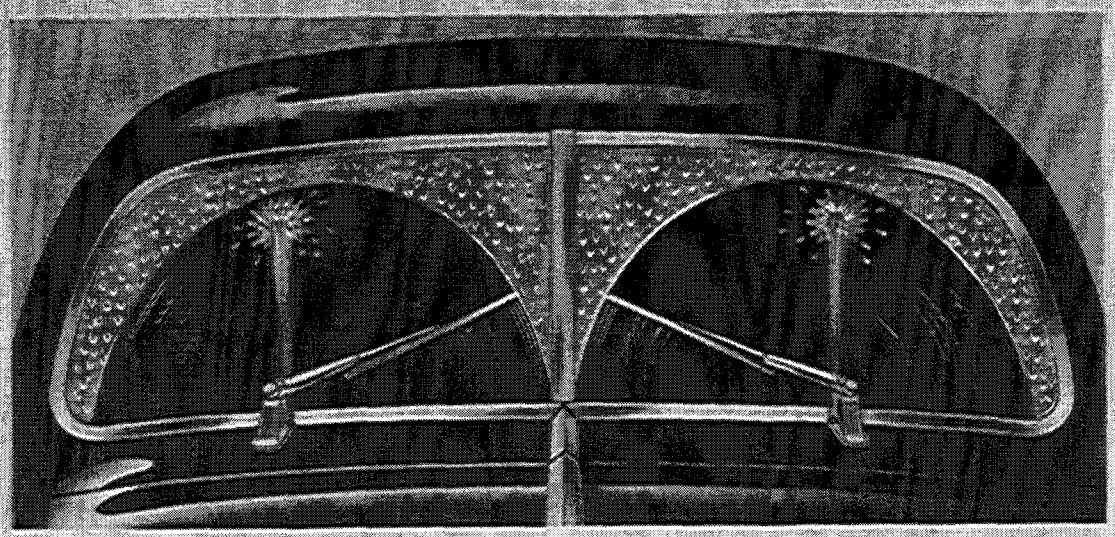
APPEARANCE ACCESSORIES

SPECIAL STEERING WHEEL—This is a beautiful three spoke wheel of plastic and polished metal. A circular horn ring permits blowing the horn regardless of the position of the hands on the wheel. The Special Steering Wheel is available as an accessory for Series 61 and 62 Cadillacs. It is standard equipment on the Series 60S and 75.

LICENSE FRAMES—Made of sturdy, highly polished metal, Cadillac License Frames further enhance the appearance of the car. They are fully adjustable to fit all state license plates except those issued in California, for which special size License Frames are provided.

WHEEL DISCS—Cadillac Wheel Discs contrast perfectly with any body color and help to individualize the car. They are brightly polished and have a rich enameled crest in the center. They are rustproofed and rattle-proof, and are designed to cover the entire wheel inside the rim.

TRIM RINGS—Just as Cadillac Wheel Discs contrast with body colors, so do Trim Rings set off every wheel. They are permanently clipped inside the wheel rim.

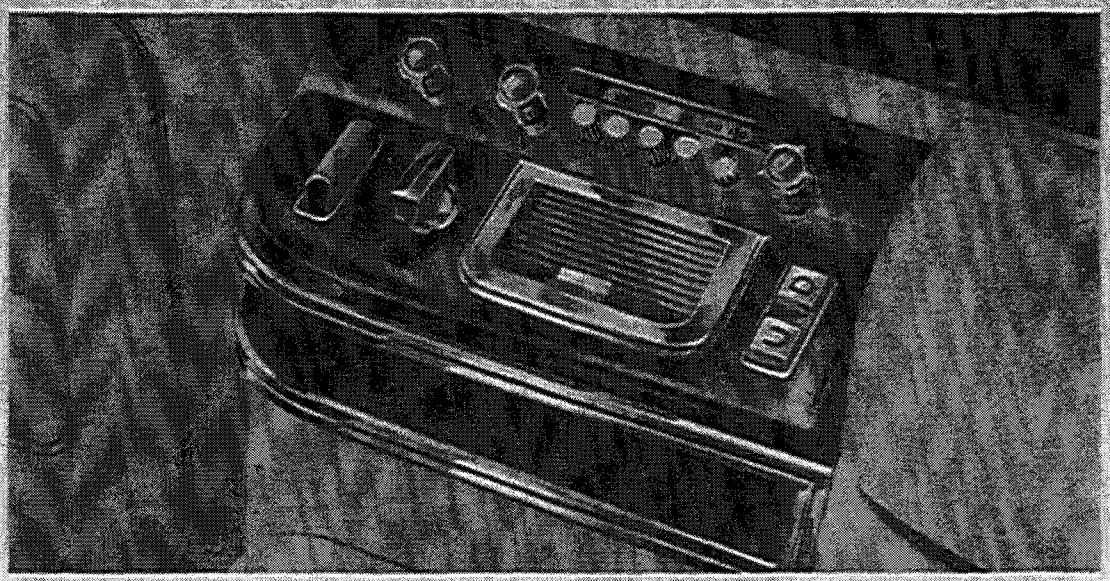


WINDSHIELD WASHER

The Cadillac Windshield Washer is one of the most important of all automotive safety accessories. It keeps the windshield free of dirt, mud and road spray at all times. Muddy water from passing cars is instantly washed away, so that there is always a clear view of the road ahead.

After momentarily pressing and then releasing the button on the dash, clean water is automatically sprayed on the windshield and the wipers wash away all dirt. The device consists merely of a two-quart glass jar mounted with a vacuum pump on the engine side of the dash and spray nozzles which are easily installed in the windshield wiper base. The 1946 Cadillac Windshield Washer includes self-cleaning nozzles.

In the winter, Cadillac Windshield Washer Anti-Freeze can be used in the reservoir to help remove snow and sleet from the windshield and prevent icing. Only this solution should be used to prevent damage to the finish of the car.



Rear Compartment Controls

RADIO

All the elements of fine radio reception are to be found in the 1946 Cadillac radio. In range, in tone and in tuning selectivity, it is without equal among motor car radios.

An automatic tuning mechanism with five "push" buttons provides easy, quick tuning and a convenient selection of stations. Manual tuning is accomplished merely by depressing the manual knob and rotating the dial to the station desired.

A push button control makes possible the selection of treble, medium or base to suit the individual owner's preference. The tuning unit is designed to be an integral part of the instrument panel, with the radio and speaker concealed behind the grille.

The 1946 Cadillac radio is connected through the ignition switch so that turning the engine off also turns off the radio, thus making it impossible to park the car and leave the radio running. To operate the radio with the engine off, the ignition switch must be turned counterclockwise. As a further safeguard against leaving the radio in operation, an indicator dot is included in the dial which glows red when the set is on.

The feature which makes the Cadillac radio truly *automatic* is the separate push-button-controlled on-off switch. This switch does not control the volume; hence the set may be turned on and tuned without waiting for it to warm up before adjusting the volume.

The aerial used with the 1946 radios is vacuum operated, so that it can be raised or lowered from inside the car. It is operated by pushing in or pulling out the combination volume and aerial control knob on the right hand side of the set. The aerial is mounted on the left front fender.

For Series 75 sedans and Imperials Cadillac offers the rear compartment radio, the ideal unit for a chauffeur-driven car. It has an automatic tuning mechanism of the same type as the front compartment radio, and has the same fine tone quality and performance characteristics.

Like the front compartment unit, the rear compartment radio is equipped with a vacuum-operated aerial. The aerial is mounted in the rear trunk. The radio itself is conveniently located next to the arm rest.

AUTOMATIC HEATING SYSTEM

The introduction of the Cadillac Automatic Heating System marked one of the greatest single advancements in passenger car comfort.

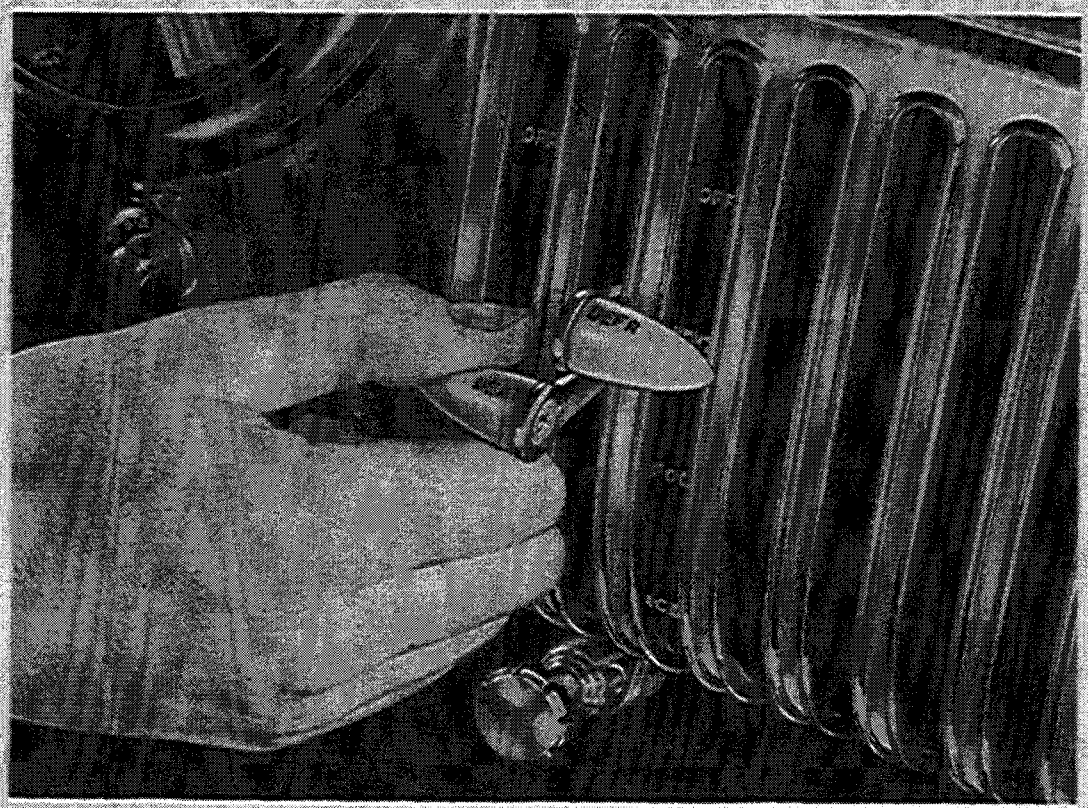
The Cadillac Automatic Heating System operates with the same simplicity and dependability as thermostatically controlled home heating. The heat control which is provided can be set for the temperature desired. Fresh air ventilation is provided and the windshield is kept free of ice and frost during normal winter weather.

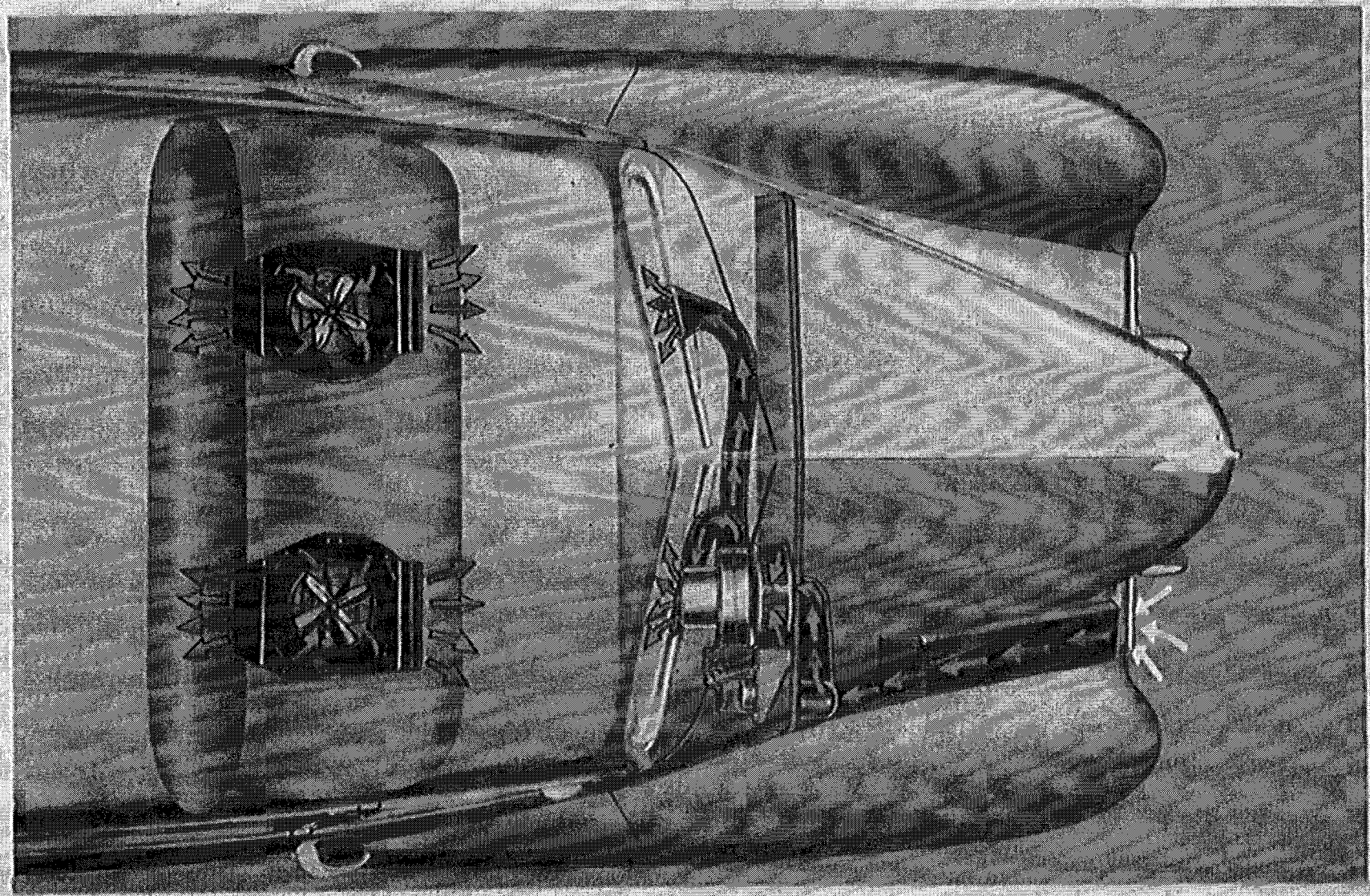
Two large heaters are installed under the front seat, both of which are thermostatically controlled as to fan speed and water flow. When the heaters are started the fans operate at high speed until the desired temperature is reached, at which time their speed is automatically reduced. The water flow is restricted if the temperature continues to rise. Fan speed and water flow continue to be automatically regulated to maintain the selected temperature.

Fresh air enters the system through the right-hand All-Weather Ventilator. Fresh air heating is the cleanest and most healthful heating obtainable. A separate defrosting unit with its own heating core is mounted on the dash. This unit provides maximum defrosting capacity for severe winter weather.

The Cadillac Automatic Heating System is connected through the ignition switch so that its operation coincides with that of the engine.

The motors used in the 1946 underseat units are sealed and have permanently lubricated bearings for maximum efficiency.





Automatic Heating System

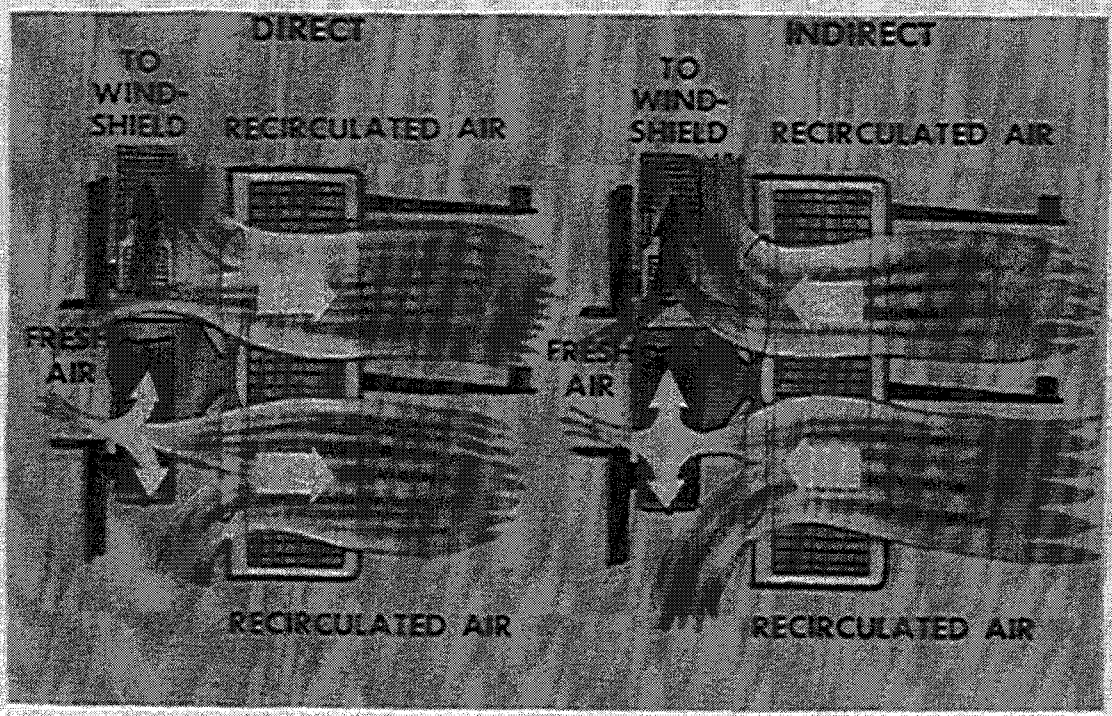
VENTILATING DEFROSTING HEATER

The 1946 Cadillac Ventilating Defrosting Heater is more than just a heating unit, for it provides direct and indirect heating, fresh air ventilation and large defrosting capacity.

The reversible motor principle, introduced by Cadillac, provides direct heating from the face of the heater and indirect heating, when the motor is reversed, whereby the heat comes from the top, sides and bottom of the unit. There is no blast of hot air directed at front seat passengers; instead the heated air is distributed throughout the car.

The fresh air used by the Cadillac Ventilating Defrosting Heater assures wholesome heating and ventilation and helps prevent drafts.

The defroster is part of the heater and operates whenever the heater is turned on. Both the heater fan and defroster fan are operated by a single motor. Maximum defrosting capacity is obtained when the heater is in the indirect setting.



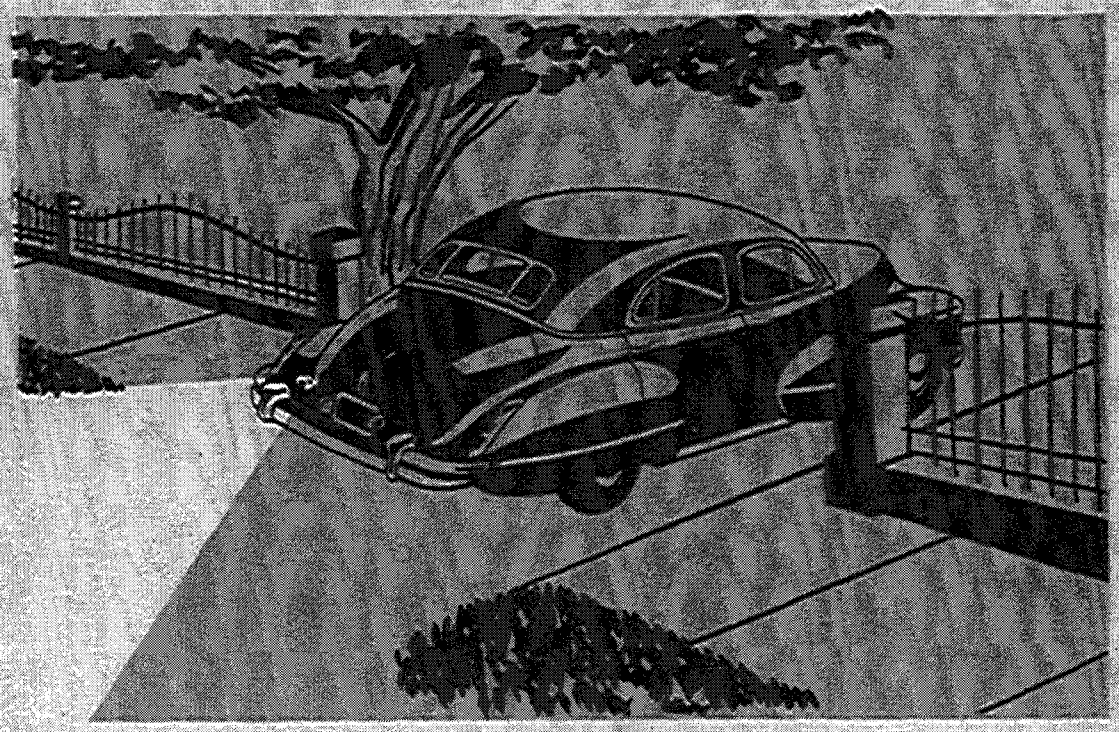
AUXILIARY LIGHTS

FOG LIGHTS—For driving during severe weather, Cadillac Fog Lights are invaluable. Located at the lower front edge of the fenders, they pierce fog and mist. The rays are not reflected back into the driver's eyes, as is the case with conventional lights. Driving is easier and safer.

Cadillac Fog Lights can be adjusted for proper aiming, and when installed become an integral part of the front end grille. They are connected through the headlight switch so that either the fog lights or parking lights can be selected with the fog lamp switch when the headlight switch is set in the parking light position.

BACK-UP LIGHT—The Cadillac Back-up Light is another important accessory designed specifically to increase driving safety.

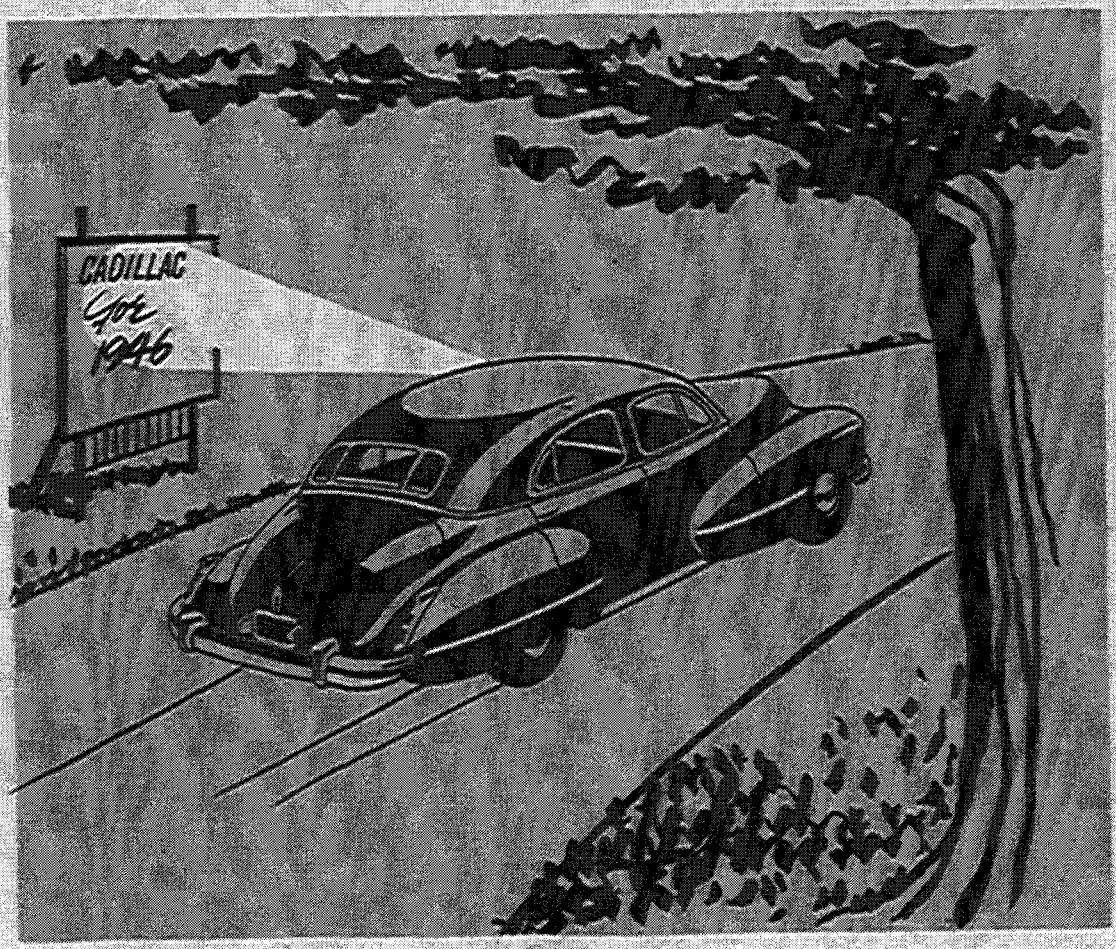
It provides ample lighting for backing into or out of parking spaces, driveways, garages, etc. It eliminates dangerous "blind" spots, and by so doing enables the motorist to drive in reverse with confidence.

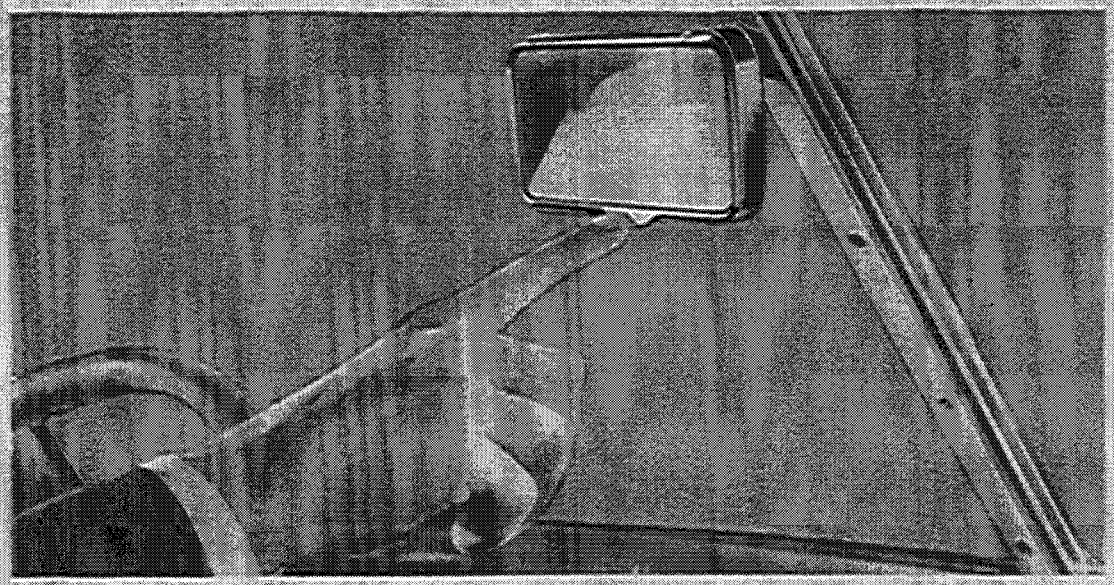


The Back-up Light is small and neat, so that it does not detract from the appearance of the car in any way. It automatically goes on when the gears are shifted to reverse. Since it is connected through the ignition switch, however, it cannot be left on when the engine is stopped and the car is left in reverse.

SPOTLIGHT—When highway illumination is poor, the Cadillac Spotlight will illuminate the road ahead, clearly revealing curves, road signs, cross roads and the like. It is also ideal for reading house numbers, street signs, etc.

The Cadillac Spotlight is mounted on the left windshield pillar, can be turned to almost any angle and is easily controlled from the driver's seat. There are also Cadillac Spotlights for installation on the right side of the car.





MIRRORS

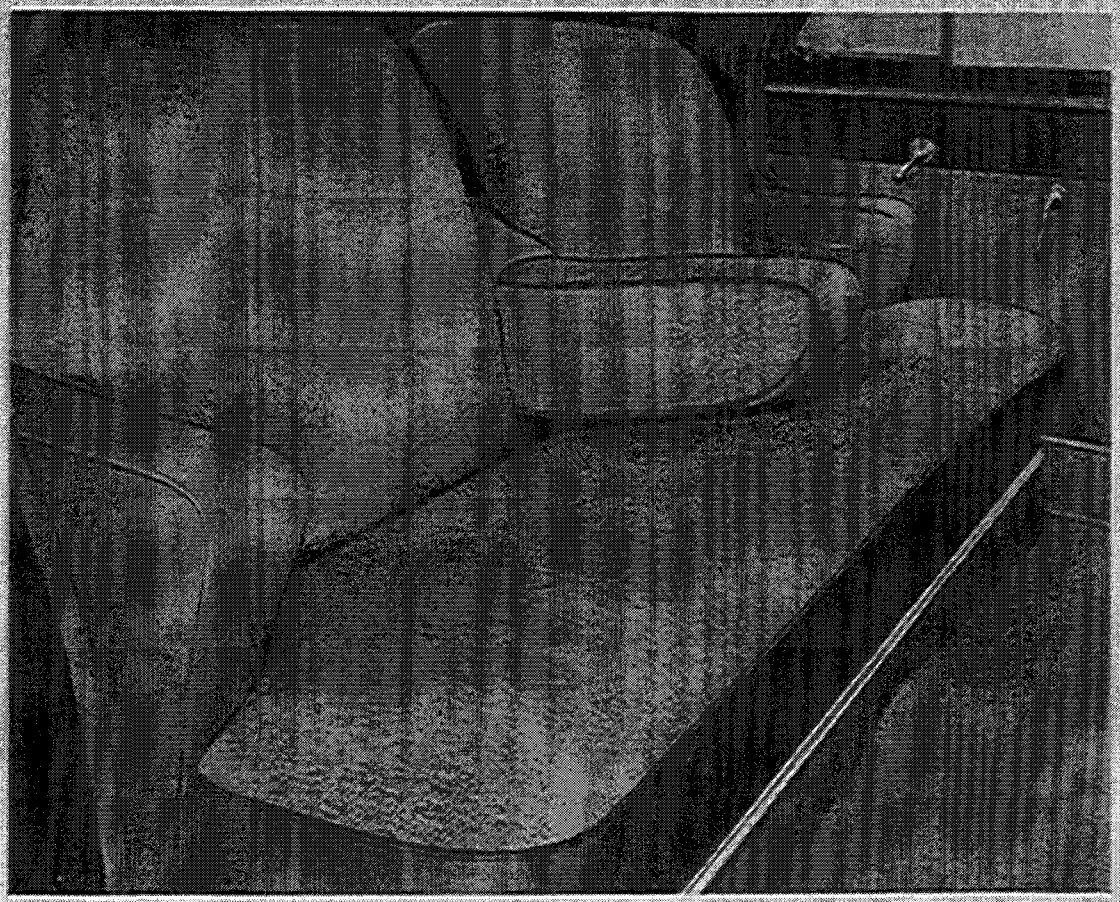
GLARE-PROOF MIRROR—The Cadillac Glare-Proof Rear View Mirror takes the glare out of night driving caused by the headlights of the car following. It is a two-position, wedge-shaped prism which reflects light in the conventional way when in the "down" position. The mirror is tilted to the "up" position by pulling the tab, so that the image is reflected from the front surface of the glass.

The new 1946 Cadillac Glare-Proof Mirror is of light-weight construction to prevent road vibration.

OUTSIDE REAR VIEW MIRROR—Those blind spots on the left-hand side of the car are eliminated by the Cadillac Outside Rear View Mirror.

It increases driving safety whether on the highway or in the city. The mirror edges are protected against water seepage. The reflecting surface is copper plated.

The Outside Rear View Mirror is attached to the left door pillar and is easily adjustable. It may also be obtained for installation on the right side.



SEAT COVERS

Seat Covers are one of the most practical of all automotive accessories. They protect the interior of the car from dirt and grime and preserve the upholstery throughout the life of the car. They provide additional comfort for warm summer driving. They assure greater ease of entrance and exit, permitting passengers to slide in and out quickly. And finally, they tend to individualize the car interior.

Cadillac Seat Covers are custom-tailored to the exact measurements of each Cadillac body style, assuring perfect fit and smooth appearance. They are made of extremely durable woven rice paper material and are reinforced at the top and sides with imitation leather. The seams are trimmed with welt mouldings.

Cadillac Seat Covers are available in two patterns and colors to match the interior of the car.

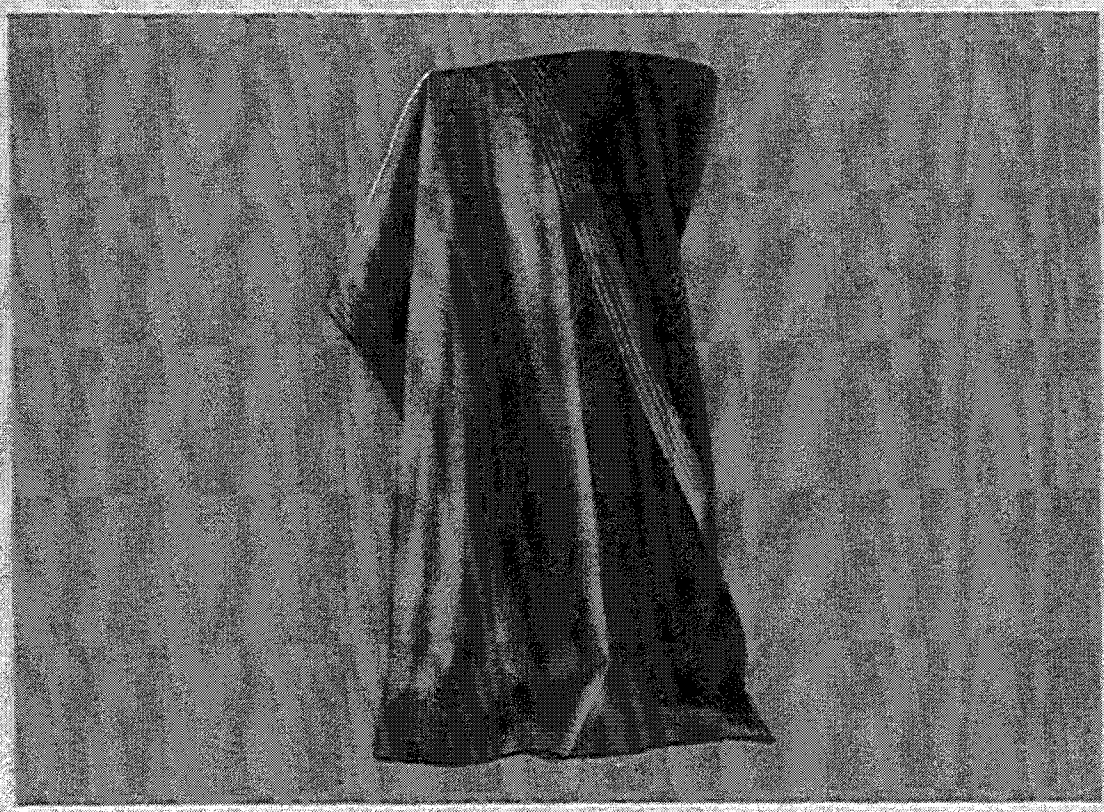
GAS CAP LOCK

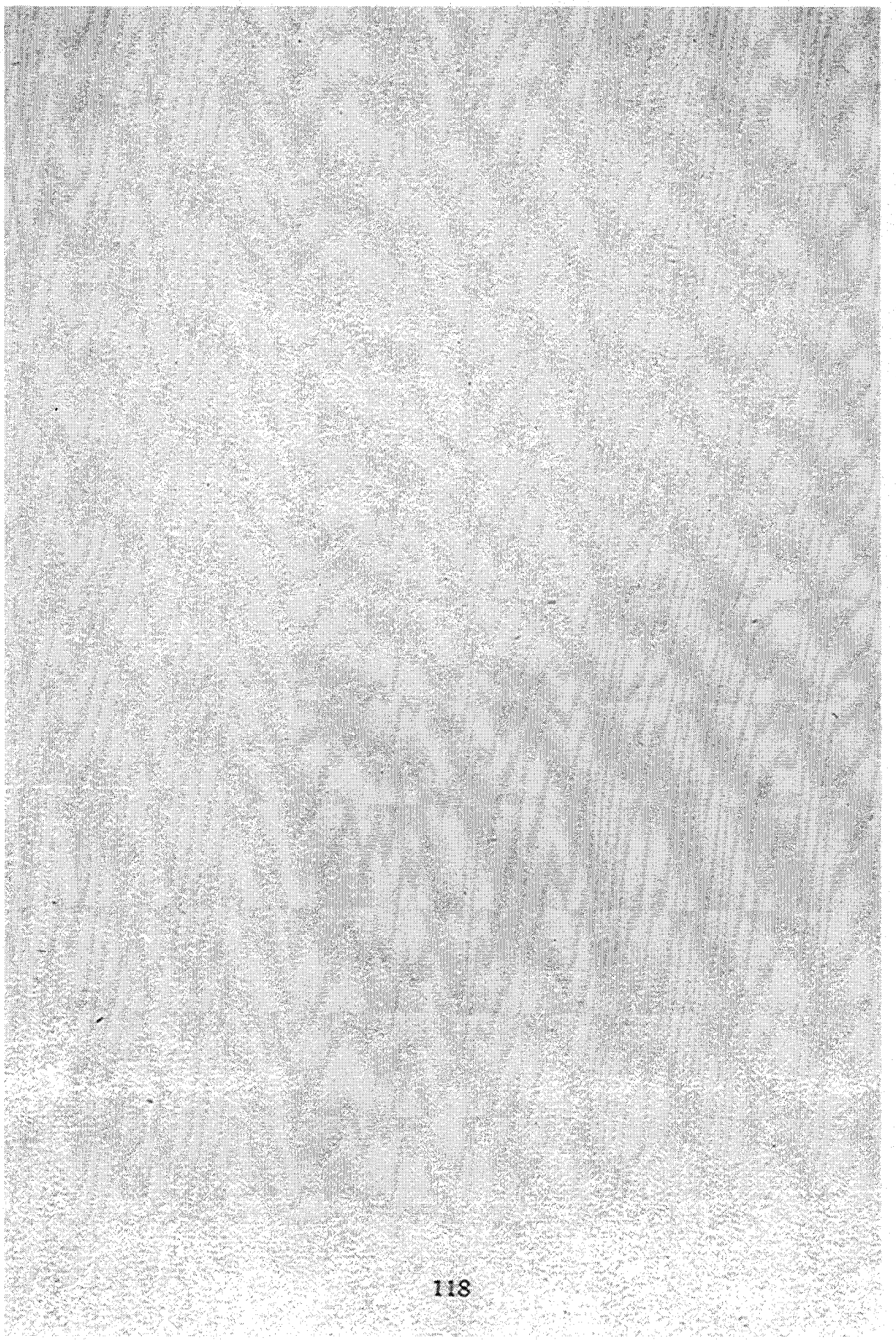
The Cadillac Gas Cap Lock provides positive protection against fuel loss and prevents tampering with the gasoline itself. It fits inside the gasoline filler cap enclosure and is completely concealed and protected against weather.

For the sake of convenience, the Gas Cap Lock is designed so that the trunk key can be used for locking and unlocking.

FLEETWOOD ROBE

For added motoring luxury and comfort, Cadillac offers the Fleetwood Robe, a custom-tailored robe made of the same material as the car upholstery. It is lined with either alpaca or crushed silk plush. Monograms are available in four attractive styles.





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 synthetic rubber
Rubber mounting used at	All points
No. of points of suspension	3
Engine make	Own
Engine model	46-61, 46-62, 46-60S, 46-75
Cylinder arrangement	90° V-type
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, lbs. (without rings, pin or locking rings)	1.197
Piston weight, lbs. (with rings, pin and locking rings)	1.593
Piston length	4⅛"
Piston clearance	.0020" to .0022"
No. of oil rings used per piston	1
No. of compression rings used per piston	2

RODS AND PINS	
Wrist pin length	3 1/16"
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

DETAILED ENGINE SPECIFICATIONS
Continued

RODS AND PINS—Continued	ALL SERIES
Connecting rod length, center to center	8¾"
Connecting rod material	#1035 steel
Connecting rod weight, including bearings, lbs.	2.355
Crankpin journal diameter and length	2.460" x 2 1/32"
Connecting rod bearing material	Steel backed type, copper nickel matrix with babbitt overlay
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	6
Torsional vibration dampener type	Laminated springs
Bending vibration dampener type	Flywheel
Which main bearing takes thrust?	Center (#2)
Crankshaft end play	.001-.005"
Main bearing material	Steel backed type, copper nickel matrix with babbitt overlay
Main bearing clearance	.0015"
Main bearing type	Precision inserts
No. 1 main bearing journal, diameter and length	2½" x 1 1/16"
No. 2 main bearing journal, diameter and length	2½" x 1 5/32"
No. 3 main bearing journal, diameter and length	2½" x 1 31/32"

DETAILED ENGINE SPECIFICATIONS
Continued

TIMING CHAIN	ALL SERIES
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.

DETAILED ENGINE SPECIFICATIONS
Continued

LUBRICATION	ALL SERIES
Valve lifter lubrication method	Pressure
Lubricating system type	Pressure
Main bearing lubrication	Pressure
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	Road draft type

FUEL	
Gasoline tank capacity	61, 62, 60S — 20 gallons 75—24 gallons
Fuel feed type	Camshaft pump
Carburetor make	Stromberg or Carter
Carburetor size	1¼″
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

DETAILED ENGINE SPECIFICATIONS
Continued

FUEL—Continued	ALL SERIES
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)	35½"
Fan belt width, maximum	1¼₆₄"
Fan drive ratio	.95 to 1

IGNITION

Ignition unit make	Delco-Remy #1110807
Manual advance	20 degrees
Maximum automatic advance	21 to 24 degrees
Vacuum advance	18 degrees
Distributor breaker gap	.0125-.0175"
Timing, breaker points open at	5 degrees B.T.C.
Firing order	Front 2-4-6-8 / 1-3-5-7 1-8-7-3-6-5-4-2
Ignition coil make	Delco-Remy #1115128
Amperage draw of coil with engine stopped	4.4
Amperage draw of coil with engine idling	2.2
Spark plug thread	10 mm.
Spark plug model	#104
Spark plug make	A.C.
Spark plug gap	.028-.033"

DETAILED ENGINE SPECIFICATIONS
Continued

BATTERY	ALL SERIES
Battery make	Delco
Battery number	17K3W
Battery capacity—ampere hours	115
Battery bench charging rate—start	10
Battery bench charging rate—finish	8
Which battery terminal is grounded?	Negative
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 1102693
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 controlled by state of charge of battery.
Car speed for minimum peak charging rate—approx.	27 M.P.H.
Generator belt	Vee—7/8"

DETAILED ENGINE SPECIFICATIONS
Continued

LAMPS	ALL SERIES
Lighting switch make	Delco-Remy 1995023
How are headlamps dimmed?	Depressed beam-foot switch
Headlight make	Guide sealed beam
Headlight cover glass diameter	6 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, 60 Spec. —10½" 75—11"
Clutch facing thickness	.137"
Number of facings required	2
Facing area	Series 61, 62, 60 Spec. —96.16 sq. in. 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 "60S"—3.77 "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

DETAILED ENGINE SPECIFICATIONS
Continued

TRANSMISSION—Continued	ALL SERIES
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", "60 Spec."	Series "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

DETAILED CHASSIS SPECIFICATIONS
Continued

TIRES AND WHEELS	Series "61", "62", "60 Spec."	Series "75"
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. 1¾° to Neg. 2¾°	Neg. 1¾° to Neg. 2¾°
Camber angle	−⅜° to +⅜°	−⅜° to +⅜°
Toe-in inches	1/32″ to 3/32″	1/32″ to 3/32″

DETAILED CHASSIS SPECIFICATIONS
Continued

STEERING—Continued	Series "61", "62", "60 Spec."	Series "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	$11\frac{17}{32}$″	$11\frac{17}{32}$″
Reverse shoe	$12\frac{31}{32}$″	$12\frac{31}{32}$″
Total	$24\frac{1}{2}$″	$24\frac{1}{2}$″
Rear brake lining width	2″	$2\frac{1}{2}$″
Rear brake lining thickness	$\frac{3}{16}$″	$\frac{3}{16}$″
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	$11\frac{17}{32}$″	$11\frac{17}{32}$″
Reverse shoe	$12\frac{31}{32}$″	$12\frac{31}{32}$″
Total	$24\frac{1}{2}$″	$24\frac{1}{2}$″

DETAILED CHASSIS SPECIFICATIONS
Continued

BRAKES—Continued	Series "61", "62", "60 Spec."	Series "75"
Front brake lining width	2¼"	2¼"
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	6⅝"	7⅞"
Frame thickness, maximum	9/64"-"60S"—5/32"	5/32"
Flange width, maximum	2"	2¼"
Wheelbase	126"-61, 129"-62 133"-60S	136"—75
Tread front	59"	58½"
Tread rear	63"	62½"
First serial number	"61"—5,400,001 "62"—8,400,001 "60S"—6,400,001	"75"—3,400,001
Serial number location	On front of right cylinder block above water pump—numbered at right angles to crankshaft.	
Overall length with bumpers	"61"—215" "62"—220" "60 Spec."—224"	"75"—227"
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	¾" x 13/16" x 23/32"	¾" x 13/16" x 23/32"
Starter motor outboard bearing type	Bronze bushing	Bronze bushing

DETAILED CHASSIS SPECIFICATIONS
Continued

BEARINGS—Continued	Series "61", "62", "60 Spec."	Series "75"
Starter motor outboard bearing size	9/16" x 5/8" x 3/4"	9/16" x 5/8" x 3/4"
Generator commutator end bearing type	Bronze bushing	Bronze bushing
Generator commutator end bearing size or number	9/16" x 3/4" x 3/4"	9/16" x 3/4" x 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
Clutch throwout bearing size or number	C.T.D.S.—56	C.T.D.S.—56
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

DETAILED CHASSIS SPECIFICATIONS
Continued

BEARINGS—Continued	Series "61", "62", "60 Spec."	Series "75"
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 Toller	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

INDEX

A

PAGE

Accessories 105-117
Air Cleaner, Oil Bath 73
All-Weather Ventilation 52
Appointments, Interior:
  Series 61, 62 . . . . . 18, 19, 23, 24, 25
  Series 60 Special 32, 33
  Series 75 . . . . . 39, 42
Automatic Heating System 109
Auxiliary Lights 113

B

Back-Up Light 113
Ball Bearing Steering 97
Battery 74
Body Construction and Insulation 53-55
Body Styles 15
Brakes 102
Business Sedan, Series 75 44

C

Carburetion 62
Chassis 95
Chassis Specifications 126
Clutch 76
Cooling System 64, 70
Comparison of 1946 Series 45
Connecting Rod 67
Convertible Coupe, Series 62 . . . . . 22, 24, 25
Coupes:
  Series 61 . . . . . 17, 18, 19
  Series 62 . . . . . 21, 23, 24
Crankcase Ventilation 72
Crankshaft 61
Custom Design 49

D

Detailed Specifications 119
Dimensions, Interior:
  Series 61, 62 . . . . . 28, 29
  Series 60 Special 36
  Series 75 43

INDEX—Continued

E

PAGE

Electrical System 74
Engine Lubrication 63, 71
Engine Specifications 119
Engine, 90° V-type Design 57
Expansion of Facilities 5

Exterior Views:

- Series 61 ..... 16, 17
- Series 62 ..... 20, 21, 22
- Series 60 Special 31
- Series 75 ..... 37, 38

F

"Firsts" 10
Fleetwood, The Cadillac 30
Fleetwood Robe 117
Fog Lights 113
Frame 96
Front Suspension 98
Fuel System 73

G

Gas Cap Lock 117
General Motors 8
Generator, Peak Load 74
Glare-Proof Mirror 115
GMAC 9

H

Hand Behind the Product 3
Hand Brake 103
Headlights, Sealed Beam 75
Heaters 109, 112
Hotchkiss Drive 101
Hydra-Matic 77
Hydraulic Valve Silencers 69

INDEX—Continued

I

PAGE

Improvements:
- Engine ... 58
- Transmission (Hydra-Matic) ... 78

Interiors:
- Series 61 ... 18
- Series 62 ... 23
- Series 60 Special ... 32
- Series 75 ... 39

K

Knee Action ... 98

L

License Frames ... 106
Locking System ... 51
Lubrication System, Engine ... 63, 71
Luggage Compartment ... 50

M

Manifold, Equalized ... 62
Milestones ... 10
Mirrors ... 115
Models, 1946 Cadillacs ... 15
Muffler ... 74

P

Pistons ... 68
Precision Manufacture ... 66
Product, The ... 15
Propeller Shaft ... 101

R

Radiator ... 71
Radios ... 108
Rear Axles ... 101
Rear Suspension ... 100
Rear View Mirror, Outside ... 115

INDEX—Continued

S

PAGE

Sealed Beam Headlights 75
Seat Covers 116
Service 7
Shock Absorbers 100
Spark Advance 74
Special Cadillac Features 49
Special Steering Wheel 106
Specifications, Detailed 119
Specifications, Comparison 45
Spotlight 114
Spring Pads 100
Stabilizers 99
Steering Gear 97
Styling:
  Series 61, 62 ..... 26, 27
  Series 60 Special 34, 35
  Series 75 ..... 40, 41
Syncro-Mesh Transmission 92

T

Transmissions 77
Trim Rings 106
Trunks 50

U

Universal Joint 101

V

V-type Advantages 60-65
Valve Cooling 71
Valve Silencers 69
Ventilating Defrosting Heater 112
Vision 50

W

Water Jackets 70
Waxed Rear Spring Interliners 100
Wheel Discs 106
Windows 50
Windshield Washer 107
Wiring System 74

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The 1946 Cadillac Data Book was compiled as of September, 1945 and was printed in U. S. A. The above reservations apply to all pages unless otherwise noted.

PRINTED IN U.S.A.

1946
Cadillac

Options and Accessories listed on factory build sheets

Equipment Codes

E – Economy Axle
F – Firestone Black Tires
G – Wheel Shields
H – Ventilating Heater Defroster
J – Heater Defroster
K – Automatic Heating System
L – License Frames
M – Running Boards
N – Fog Lights
O – Special Steering Wheel
P – Windshield Washer
R – Royal Black Tires
S – Radio and Aerial
T – Hydra-Matic Transmission
U – Rear Compartment Radio
V – No Running Boards
W – White Side Wall Tires
Y – Wheel Discs
Z – Wheel Trim Rings

Accessory Groups

A. License Frames, Trim Rings, Special Steering Wheel, Glareproof Mirror

B. License Frames, Wheel Discs, Special Steering Wheel, Windshield Washer, Backup Light, Glareproof Mirror

C. License Frames, Wheel Discs, Windshield Washer, Backup Light, Glareproof Mirror

COLOR COMBINATIONS

Series 46-60S, 61, 62, 75

BODY AND SHEET METAL			WHEELS	
xComb. Code No.	Color Name	Color No.	Color Name	Matching Color No.
1	Black	20498	Black Vincennes Red (Optional) Triton Green (Optional)	O-94-005 O-194-3618 O-94-20957
2	Antoinette Blue	22290	Antoinette Blue	O-94-20871
3	Cavern Green	023355	Triton Green	O-94-20957
4	Gun-Metal Gray	PS-169	Vincennes Red	O-194-3618
5	Ivy Green	PS-3350	Ivy Green	O-182-22161
8	Sussex Gray	PS-1144	Vincennes Red	O-194-3618
9	Medeira Maroon	PS-633	Medeira Maroon	O-162-22159
12	†Asbury Green ‡Ivy Green	PS-3352 PS-3350	Ivy Green	O-1822-2161
13	†Berkley Gray ‡Gun-Metal Gray	PS-1137 PS-169	Vincennes Red Gun-Metal Gray (Optional)	O-194-3618 182-21787
15	†Richmond Gray ‡London Gray	21291 021122	Vincennes Red	O-194-3618
16	Honey Beige	PS-8882	Honey Beige	XR-5918
17	Beldon Blue	PS-219	Beldon Blue	XR-5919
19	†Seine Blue ‡London Gray	PS-2270 021122	Seine Blue	XR-5922
20	†Burbank Green ‡London Gray	PS-3355 021122	Clear Water Green London Gray	O-94-22170 XR-5921
21	†London Gray ‡Seine Blue	021122 PS-2270	London Gray (Optional)	XR-5921
120	London Gray	021122	Vincennes Red	O-194-3618
121	Seine Blue	PS-2270	Seine Blue	XR-5922

Standard steering wheel, steering column jacket, steering column bracket, hand brake lever bracket, transmission shifter lever carrier, transmission shifter dial indicator, signal switch housing, horn ring hub and ventilator control bracket are painted Brown Iridescent Baking Enamel No. R&M-XR-5891 or R&M-XL-5881, except 46-6267 and 46-7533.

†Belt Moulding and above. ‡ Below Belt Moulding. x Code Comb. No. will be found on Body Plate on dash.

TIRE SIZE

Series	Cadillac	Series	Cadillac
46–60S	7.00 x 15	46–62	7.00 x 15
46–61	7.00 x 15	46–75	7.50 x 16

COLOR COMBINATIONS (Continued)

Series 46-60S, 61, 62, 75

BODY AND SHEET METAL			WHEELS	
xComb. Code No.	Color Name	Color No.	Color Name	Matching Color No.
1	Black	20498	Black Vincennes Red (Optional) Triton Green (Optional)	O-94-005 O-194-3618 O-94-20957
2	Antoinette Blue	22290	Antoinette Blue	O-94-20871
3	Cavern Green	023355	Triton Green	O-94-20957
4	Gun-Metal Gray	PS-169	Vincennes Red	O-194-3618
5	Ivy Green	PS-3350	Ivy Green	O-182-22161
8	Sussex Gray	PS-1144	Vincennes Red	O-194-3618
9	Medeira Maroon	PS-633	Medeira Maroon	O-162-22159
12	†Asbury Green ‡Ivy Green	PS-3352 PS-3350	Ivy Green	O-1822-2161
13	†Berkley Gray ‡Gun-Metal Gray	PS-1137 PS-169	Vincennes Red Gun-Metal Gray (Optional)	O-194-3618 182-21787
15	†Richmond Gray ‡London Gray	21291 021122	Vincennes Red	O-194-3618
16	Honey Beige	PS-8882	Honey Beige	XR-5918
17	Beldon Blue	PS-219	Beldon Blue	XR-5919
19	†Seine Blue ‡London Gray	PS-2270 021122	Seine Blue	XR-5922
20	†Burbank Green ‡London Gray	PS-3355 021122	Clear Water Green London Gray	O-94-22170 XR-5921
21	†London Gray ‡Seine Blue	021122 PS-2270	London Gray (Optional)	XR-5921
120	London Gray	021122	Vincennes Red	O-194-3618
121	Seine Blue	PS-2270	Seine Blue	XR-5922

Standard steering wheel, steering column jacket, steering column bracket, hand brake lever bracket, transmission shifter lever carrier, transmission shifter dial indicator, signal switch housing, horn ring hub and ventilator control bracket are painted Brown Iridescent Baking Enamel No. R&M-XR-5891 or R&M-XL-5881, except 46-6267 and 46-7533.

†Belt Moulding and above. ‡ Below Belt Moulding. x Code Comb. No. will be found on Body Plate on dash.

TIRE SIZES BY CAR SERIES

Series	LaSalle	Series	Cadillac	Series	Cadillac	Series	Cadillac	Series	Cadillac
345A	7.00 x 19	355A	6.50 x 19	36–70	7.50 x 16	38–75	7.50 x 16	41–63	7.00 x 15
345B	7.00 x 17	355B	7.00 x 18	36–75	7.50 x 16	38–90	7.50 x 16	41–67	7.50 x 16
345C	7.00 x 17	355C	7.00 x 17	36–80	7.50 x 16	39–60S	7.00 x 16	41–75	7.50 x 16
350	7.00 x 16	355D	7.00 x 17	36–85	7.50 x 16	39–61	7.00 x 16	42–60S	7.00 x 15
35–50	7.00 x 16	370A	7.00 x 19	36–90	7.50 x 17	39–75	7.50 x 16	42–61	7.00 x 15
36–50	7.00 x 16	370B	7.50 x 17	37–60	7.00 x 16	39–90	7.50 x 16	42–62	7.00 x 15
37–50	7.00 x 16	370C	7.50 x 17	37–65	7.50 x 16	40–60S	7.00 x 16	42–63	7.00 x 15
38–50	7.00 x 16	370D	7.50 x 17	37–70	7.50 x 16	40–62	7.00 x 16	42–67	7.50 x 16
39–50	7.00 x 16	452A	7.50 x 19	37–75	7.50 x 16	40–72	7.50 x 16	42–75	7.50 x 16
40–50	7.00 x 16	452B	7.50 x 18	37–85	7.50 x 16	40–75	7.50 x 16	46–60S	7.00 x 15
40–52	7.00 x 16	452C	7.50 x 18 7.50 x 17	37–90	7.50 x 17	40–90	7.50 x 16	46–61	7.00 x 15
		452D	7.50 x 17	38–60	7.00 x 16	41–60S	7.00 x 15	46–62	7.00 x 15
		36–60	7.00 x 16	38–60S	7.00 x 16	41–61	7.00 x 15	46–75	7.50 x 16
				38–65	7.50 x 16	41–62	7.00 x 15		

UPHOLSTERY CHART NO. 5

Series 46-60S, 61, 62, 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 46-61	1T142....4134449	10T142...4134458	11T142...4134459
32	Tan Rib Cloth Series 46-61	2T142....4134450	13T142...4134461	14T142...4134462
33	Green Rib Cloth Series 46-61	3T142....4134451	16T142...4134464	17T142...4134465
34	Blue-Gray Checked Cloth	140T142....4148395	10T142...4134458	11T142...4134459
	Blue-Gray Plain Cloth - Series 46-61	5T142....4134453 (Used on rear 1/4 arm rest on late 46 cars)		
35	Tan Checked Cloth	141T142....4148396	13T142...4134461	14T142...4134462
	Tan Plain Cloth Series 46-61	7T142....4134455 (Used on rear 1/4 arm rest on late 46 cars)		
36	Green Checked Cloth	142T142....4148397	16T142...4134464	17T142...4134465
	Green Plain Cloth - Series 46-61	9T142....4134457 (Used on rear 1/4 arm rest on late 46 cars)		
51B	Tan Bedford Cord and Black Leather Style 46-6267	145T142....4160235 1T1342....4134642	145T142..4160235	
52B	Tan Bedford Cord and Tan Leather Style 46-6267	145T142....4160235 2T1342....4133764	145T142..4160235	
54B	Tan Bedford Cord and Green Leather Style 46-6267	145T142....4160235 4T1342....4133765	145T142..4160235	
55B	Tan Bedford Cord and Blue Leather Style 46-6267	145T142....4160235 5T1342....4133766	145T142..4160235	
56B	Tan Bedford Cord and Red Leather Style 46-6267	145T142....4160235 6T1342....4133767	145T142..4160235	
61	Blue-Gray Bedford Broadcloth - Series 46-60S	19T142....4134467	21T142...4134469	22T142...4134470
62	Blue Pin Stripe Broadcloth - Series 46-60S	30T142....4134477	31T142...4134478	32T142...4134479
63	Tan Bedford Broadcloth - Series 46-60S	23T142....4134471	25T142...4134473	26T142...4134474
64	Maroon Pin Stripe Broadcloth - Series 46-60S	33T142....4134480	34T142...4134481	35T142...4134482
65	Green Bedford Broadcloth - Series 46-60S	27T142....4134475	28T142...4139636	29T142...4134476
66	Green Pin Stripe Broadcloth - Series 46-60S	36T142....4134483	37T142...4134484	38T142...4134485
71	Blue-Gray Dual Cord - Series 46-62	4T142....4134452	10T142...4134458	11T142...4134459
72	Tan Dual Cord - Series 46-62	6T142....4134454	13T142...4134461	14T142...4134462
73	Green Dual Cord - Series 46-62	8T142....4134456	16T142...4134464	17T142...4134465
74	Bedford Cord (Gray) - Style 46-6267	137T142....4148392	137T142..4148392	
75	Bedford Cord (Tan) - Style 46-6267	134T142....4148389	134T142..4148389	

UPHOLSTERY CHART NO. 5 (Cont'd)

Series 46-60S, 61, 62, 75

Trim Code No.	Description of Cushion and Back Rest Material	Cushion and Back Rest Material	Sidewall Material	Headlining Material
76	Blue-Gray Heather Broadcloth - Series 46-62	5T142...4134453	10T142...4134458	11T142...4134459
78	Tan Heather Broadcloth - Series 46-62	7T142...4134455	13T142...4134461	14T142...4134462
80	Green Heather Broadcloth - Series 46-62	9T142...4134457	16T142...4134464	17T142...4134465
91	Tan Vogue Broadcloth - Series 46-75	53T142...4134500	56T142...4134503	57T142...4134504
92	Tan Bedford Cord - Series 46-75	54T142...4134501	56T142...4134503	57T142...4134504
93	Tan Plain Cloth - Series 46-75	56T142...4134503	56T142...4134503	57T142...4134504
94	Tan Figured Cloth - Series 46-75	55T142...4134502	56T142...4134503	57T142...4134504
95	Gray Vogue Broadcloth - Series 46-75	58T142...4134505	61T142...4134508	62T142...4134509
96	Gray Bedford Cord - Series 46-75	59T142...4134506	61T142...4134508	62T142...4134509
97	Gray Plain Broadcloth - Series 46-75	61T142...4134508	61T142...4134508	62T142...4134509
98	Gray Figured Broadcloth - Series 46-75	60T142...4134507	61T142...4134508	62T142...4134509
759	Green Heather Mixture Cloth - Series 46-60S	47T142...4134494	48T142...4134495	48T142...4134495
780	Maroon Mixture Cloth - Series 46-60S	43T142...4134490	44T142...4134491	44T142...4134491
818	Gray-Blue Foot Print Pattern Cloth - Series 46-60S	45T142...4134492	46T142...4134493	46T142...4134493
843	Olive Stripe Cloth - Series 46-60S	51T142...4134498	52T142...4134499	52T142...4134499
844	Blue Stripe Cloth - Series 46-60S	41T142...4134488	42T142...4134489	42T142...4134489

Distributor/Dealer

CADILLAC MOTOR CAR DIVISION
General Motors Corporation
Detroit, Michigan

Cadillac Advertised Delivered Prices at Detroit, Michigan
and
Suggested Maximum Retail Delivered Prices at _____
City

No. 4 - 46 Effective August 12, 1946

On 1946 Model Cadillacs, delivered by Cadillac Distributors and Dealers to Purchasers on and after August 12, 1946, the following is detail of Suggested Maximum Delivered Price for each body style without Optional Equipment and Accessories.

Body Style		List Price	E.O.H.	Dealer Delivery and Handling	Advertised Delivered Price at Detroit	Transportation Charge	Suggested* Maximum Del'd Price of Car
	SERIES 61						
6107	5-Pass. Club Coupe (2-Door)	$1,820.	$ 97.	$ 30.	$ 1,947.		
6109	5-Pass. Touring Sedan (4-Door)	1,935.	106.	30.	2,071.		
	SERIES 62						
6207	5-Pass. Club Coupe (2-Door)	2,036.	108.	35.	2,179.		
6267	5-Pass. Convertible Coupe (2-Door)	2,292.	124.	35.	2,451.		
6269	5-Pass. Touring Sedan (4-Door)	2,105.	114.	35.	2,254.		
	SERIES 60 - SPECIAL						
6069	5-Pass. Touring Sedan (4-Door)	2,799.	150.	45.	2,994.		
	SERIES 75						
7519	5-Pass. Touring Sedan (4-Door)	3,926.	207.	60.	4,193.		
7523	7-Pass. Sedan	4,100.	210.	60.	4,370.		
7533	7-Pass. Imperial	4,283.	221.	60.	4,564.		
7523L	9-Pass. Business Sedan	3,791.	197.	60.	4,048.		
7533L	9-Pass. Business Imperial	3,972.	209.	60.	4,241.		

(A charge may be made by Distributor or Dealer to Retail Purchaser for Gasoline, Oil and Anti-freeze, at prices not in excess to those established by O.P.A.)

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.

Prices Subject to Change Without Notice

Any State or Local Taxes Should be Added to Above Prices

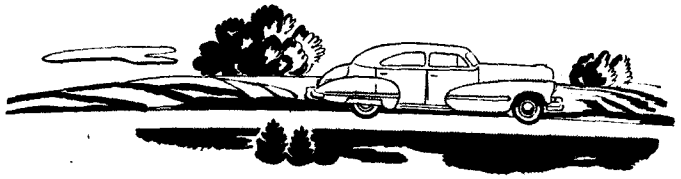
On 1946 Model Cadillacs, delivered by Cadillac Distributors and Dealers to Purchasers on and after August 12, 1946, the following is detail of Suggested Maximum Installed Prices

Optional Equipment and Accessories

Description	List Price	E.O.H.	Suggested Maximum Installed Price
Hydra-Matic Drive	$176.85	$ 9.49	$ 186.34
Special Steering Wheel	18.75	.79	19.54
License Frames (Pair)	3.75	.14	3.89
Wheel Discs (4)	19.90	.84	20.74
Glareproof Mirror	5.05	.19	5.24
Windshield Washer	10.80	.46	11.26
Back-up Light	13.05	.58	13.63
Ventilating Defrosting Heater	42.00	1.82	43.82
Automatic Underseat Heater, Series 61, 62, 60	75.40	3.22	78.62
Automatic Underseat Heater, Series 75	82.80	3.44	86.24
Trim Rings (5)	9.60	.39	9.99
Fog Lights	30.95	1.24	32.19
Cadillac Radio	70.14	4.08	74.22
Vacuum Aerial	11.95	.55	12.50

Above Prices Subject to Change Without Notice

Any State or Local Taxes Should be Added to Above Prices



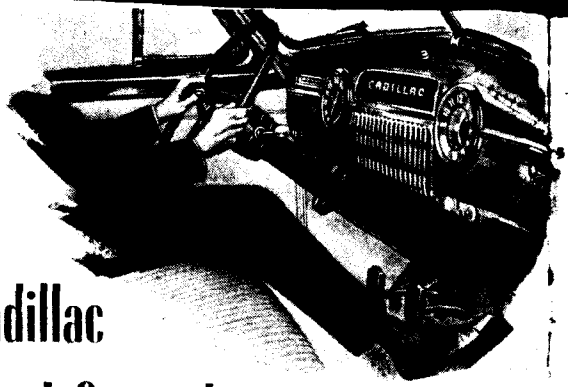
On the Fuller Enjoyment of Cadillac Ownership

Your 1946 series Cadillac represents the finest achievement in the realm of personally owned transportation. Aesthetically and mechanically your Cadillac is a true masterpiece fashioned to please a discriminating public.

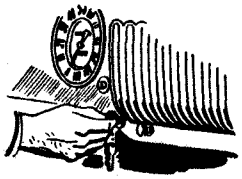
While we know that you do not need to be instructed how to drive, we feel that through this booklet you can most quickly become fully acquainted with your Cadillac's many fine features and thus, from the very start, more fully enjoy Cadillac ownership.

Service Department—CADILLAC MOTOR CAR DIVISION
General Motors Corporation—Detroit 32, Michigan

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Convenient Cadillac Instruments and Controls

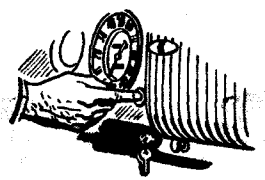


● Ignition Switch Control

The first step in starting the engine is turning on the ignition switch. This is located on the instrument panel just to the right of the steering column. The key-hole is illuminated by pulling the headlight switch to either position. The ignition switch has two positions in addition to "off." When the key is turned to the left of the "off" position, only the temperature gauge, fuel gauge, and accessories are operative. When the key is turned to the right of "Off" position, the ignition system is also turned on.

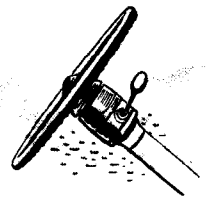
● Starter Button

The Cadillac starter button is located on the instrument panel just above the ignition switch. To start the engine, place the transmission selector lever in neutral, press accelerator pedal slowly to the toe-board and release (in order to set automatic choke), then turn on ignition switch and press starter button. *CAUTION:* Do not hold starter button in longer than 5 seconds at one time. When starting a hot engine, hold accelerator pedal down halfway while pressing starter button. Should the engine be flooded, hold accelerator down to the toe-board and press starter button at five-second intervals until engine starts.



● Transmission Control

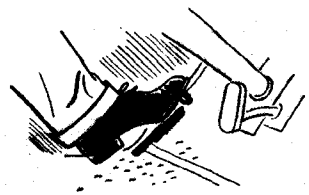
The Cadillac Synchro-Mesh transmission control lever is located beneath the steering wheel on the right. It is operated in the conventional manner. If your car is equipped with the Cadillac Hydra-Matic Drive, see the instructions which begin on page 10.



● Turn Signal Control Lever

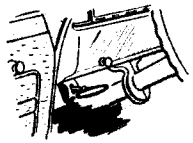
The turn signal control lever is located handily on the steering column opposite the shifting lever. When turning right, move control lever up; when turning left, move control lever down. Lights flashing, both front and rear, indicate to other drivers the direction you intend to turn. A red flasher on the speedometer face indicates when the signal is flashing. When the steering wheel is returned to the straight ahead position, the lights go off and the control lever returns to normal position automatically.

● Headlamp Control



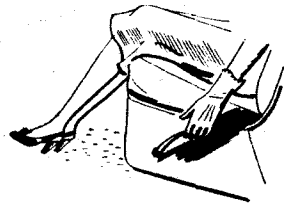
To operate the headlamps, pull the switch knob out all the way. To operate the parking lights, pull the switch knob to the halfway position. The "Sealed Beam" driving lights used on your Cadillac car provide a country (upper) beam, which illuminates the road for a considerable distance ahead of the car, and a traffic (lower) beam, which eliminates glare in on-coming drivers' eyes. The beam selector switch is located on the toe-board and is operated by the driver's left foot. When using the country (upper) beam for driving, a red beam indicator, located on the speedometer face, lights up. Never pass an approaching car with this light burning. Panel lights ordinarily are on when the switch is in either first or second position, although they can be turned off by rotating the knob all the way to the right. Their brightness is controlled by turning the switch knob to right or left.

● Hand Brake Operation



Your Cadillac is equipped with a parking brake independent of the regular foot-operated braking system. The handle is conveniently located at the driver's left just below the instrument panel. To apply brake, pull handle straight back. To release, turn the handle left and it will return to normal position.

● Driver's Seat Adjustment

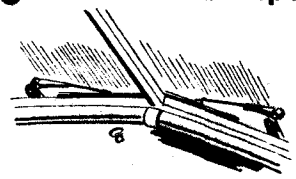


The adjustment of the front seat is accomplished easily by lifting the lever at the base of the seat on the left-hand side, sliding the seat backward or forward until the position is comfortable, and releasing the lever to lock the seat.

● Ventilating System

Nothing adds so much to the enjoyment of Cadillac motoring as the ease of controlling ventilation to suit the occupants. Great care has been taken to work this out satisfactorily. Cadillac All-Weather Ventilation permits adequate air circulation at all times, even under adverse weather conditions when windows must be closed. There are two ventilating passages behind the radiator grille that permit the delivery of air to the driving compartment through screened openings. Control of this system is maintained through valves, operated by knobs located just below each end of the radio grille. The knobs can be pulled out to provide the degree of ventilation desired. Each ventilator is also provided with a door to deflect the air inside the car.

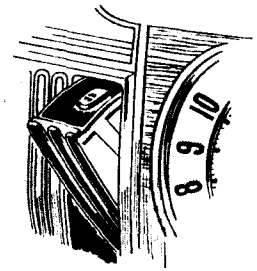
● Windshield Wipers



The button for the control of windshield wipers on your Cadillac is located centrally above the instrument panel at the base of the windshield division moulding. The windshield wipers are operated by turning this button to the right.

An excellent means of cleaning your windshield while driving can be secured by installing a Cadillac Windshield Washer. This washer does away with those dangerous moments when the windshield is smeared with road spray or mud from passing cars. To operate, press the button below the lower left of the instrument panel, and water will be sprayed on the windshield to assist the wipers in cleaning.

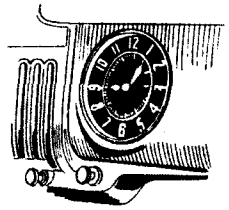
● Cigarette Lighter and Ash Tray



For the convenience of smokers, Cadillac has provided a cigarette lighter on the bottom of the instrument panel, to the right of the radio grille. This lighter is operated by pushing in on the knob. When heated, it will click out for use. An ash tray is built into the right side of the panel grille.

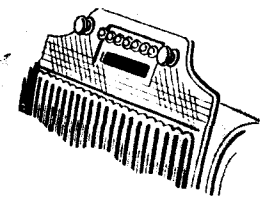
● Cadillac Electric Clock

A fully automatic electric clock is an integral part of the instrument panel design. The reset knob is located below the clock on the instrument panel flange on all series, except the 62 and 60 Special on which it is located on the glove compartment door. The regulator arm is on the back of the clock in all series.



● Radio Control Panel

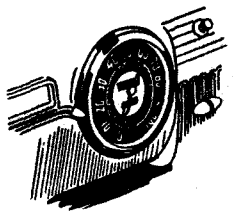
When Cadillac cars are equipped with radio, the controls, including the control for the vacuum operated antenna, are neatly and conveniently grouped above the radio grille in the center of the instrument panel. There are 7 push button controls and 2 knob controls. Press "ON-OFF" button to turn radio on, press again to turn off. A red warning light glows on the dial when your radio is on. To tune the radio, depress one of the five selector buttons or use manual control knob on the left of the selector buttons. For tone selection, press button marked "TONE" until desired effect is obtained. Volume is controlled by turning knob located to right of push buttons. This knob also raises the aerial when pushed in and lowers the aerial when pulled out.



● Rear View Mirror

A rear view mirror is located near the top of the windshield division moulding. This mirror can be rotated on its mounting to accommodate all drivers and seat positions.

● Cadillac Speedometer



The Cadillac speedometer, in addition to speed and cumulative mileage indication, includes a trip mileage indicator. This is easily reset to zero by one complete revolution of the dial. Push in and turn counter-clockwise the reset knob located at the bottom of the instrument panel.

● Oil Pressure Gauge

The oil pressure gauge should always indicate pressure while the engine is running. If no pressure is indicated, stop the engine immediately and have the cause investigated.

● Heat Indicator

The heat indicator shows the temperature of the coolant in the engine. The pointer should register within the center range except during long continuous driving in warm weather, when it may go slightly beyond that point. This condition is not alarming, as the pressure-operated overflow will normally prevent fluid losses at temperatures up to 235°F. When your engine operating temperature runs hot on long drives, it is important to remember to check oil and coolant levels frequently. Should the indicator show "hot" on short runs, have your Authorized Cadillac Service Station investigate immediately.

● Charging Indicator

A charging indicator is used to show the "charge" and "discharge" of the electrical system. Unless the battery is fully charged, the gauge pointer should indicate "charge" after the car is operating 15 to 20 miles per hour. The gauge pointer should indicate "discharge" only when engine is idling or accessories are being used with engine shut off. Have your Cadillac Authorized Dealer check any irregularities.

● Gasoline Gauge

The gasoline gauge operates only when the ignition switch is turned either to the right or left position, at which time it will indicate the quantity of fuel in the tank.

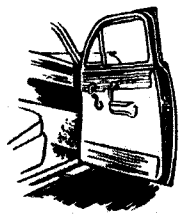
● Cadillac Door Locks



Each door on your Cadillac can be locked from the inside by pushing down the convenient lock button as shown. Doors may also be locked from the outside with this button by pushing the button down while the door is open, and then holding the door handle all the way down while closing the door. Of course you'll want to be sure your door key has not been left in the car.

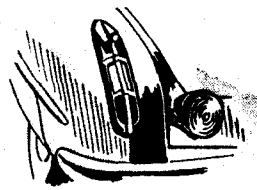
The locks on the rear doors of sedans can be reset at an Authorized Service Station so that pushing down the lock button makes the inside as well as the outside door handle inoperative. This is a desirable extra safety measure when children are to be alone in the rear seat. To open a door under this arrangement, it is first necessary to lift the lock button, then operate the door handle. For your own protection, and to cooperate with law enforcement personnel, *do not leave your car unlocked when unattended.*

● Door "Hold-Open"



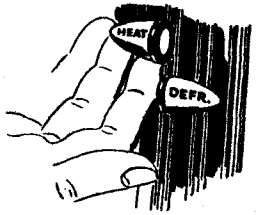
A door "*Hold-Open*" is incorporated in each door on your Cadillac. When a door is opened fully, this device prevents it from closing of its own weight while passengers are entering or alighting. To close door, simply push firmly, no release is required.

● Accessory Back-Up Light



Many Cadillac owners have their cars equipped with the Cadillac Back-Up Light. It is located, as illustrated, on the rear of the body on the left side. This light operates automatically whenever gears are shifted to reverse, and the ignition switch is on. Excellent illumination is then provided for backing into garages or out of narrow or close-bordered driveways.

● Cadillac Automatic Heating Controls



The controls for the heater, which may be either the Cadillac Automatic Heating System, or the Cadillac Ventilating-Defrosting Heater, are located on the left-hand side of the grille in the center of the instrument panel.

The Cadillac Automatic Heating System works as simply as thermostatically controlled heating in your home. This system has two control 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 heat delivery increases. Maximum or "Hi" heat is attained when the lever is all the way down. By placing the lever in the position desired for your comfort, the system operates automatically on and off when the ignition switch is on. Temperature selected remains constant. NOTE: Do not turn heaters on until engine coolant is at operating temperature. This will prevent circulation of cold air.

The right-hand lever (marked "Defr") controls both the fresh air supply to the defroster and the defroster fan. When the lever is in the "Off" position, the fresh air intake valve is closed and the fan is off. When the lever is moved to the vent position, the fresh air valve is opened but the fan is kept "Off." This position is recommended for ventilation. In the positions just above and below "Fog" the defroster is operating, first at low speed, then at high speed for normal defrosting. At the "Ice" position, the air intake valves are closed and the defroster is on at high speed, providing maximum heat to prevent ice formation on the windshield.

● Ventilating-Defrosting Heater Controls

The Cadillac Ventilating-Defrosting Heater also has two controls, the heat control 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 circulated heat at high, medium or low velocity. Once your car has been brought to a comfortable temperature, the heater motor can be turned off and the fresh air valve opened to maintain the temperature in mild winter weather. Moving the "Heat" lever into the lower or "Defroster" range reverses the air current direction from the heater fan, thereby providing indirect heating with maximum defrosting in three speeds, when the fresh air lever is in the "Off" position. For normal indirect heating, put the fresh air lever in the "On" position.

The fresh air lever should normally be carried in the "On" position. It can be moved to the "Off" position when maximum defrosting is required to melt ice from the windshield.

● License Data

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.

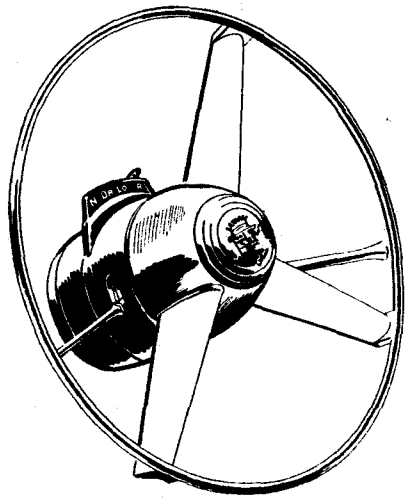
The engine number is to be used in license and insurance applications, and in general reference to the car.

Series	Wheelbase	Starting Engine No.
1946-61	126 in.	5400001
1946-62	129 in.	8400001
1946-60S	133 in.	6400001
1946-75	136 in.	3400001
1946-75 Comm. Chassis	163 in.	3400001

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

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.

CADILLAC Hydra-Matic Drive



Another forward step in simplifying driving is provided by the Cadillac Hydra-Matic Drive, which virtually eliminates manual shifting of gears, and provides smooth transfer of power from engine to wheels.

The Cadillac Hydra-Matic Drive control lever and panel are conveniently placed under the steering wheel. There are four positions on control panel: "Neutral" . . . "Dr" . . . "Lo" . . . "Reverse." The following is the correct use of each:



To Start—Move control lever to "N." *Starter will not function until this is done.* Turn on ignition. Push starter button. After engine is started, move control lever to "Dr," press accelerator, and drive off.



To Stop—Merely release the accelerator and step on the foot brake pedal.



To Back Up—With car stopped and engine idling, raise control lever and slowly and deliberately move to "R," then press accelerator. To go forward again, stop car, move control lever to "Dr", and press accelerator.

● For Normal Driving

There is no need for you to move the lever from "Dr" position. Be comfortably relaxed. All you need think of is steering, controlling the speed, and using your brakes.



● When to use "Lo"

The control lever should be moved to "Lo" when driving conditions are such that it is desirable to keep the Hydra-Matic Drive in the lower gear range. This includes driving up or down long steep hills and driving on sandy or muddy roads. As soon as you desire to return to normal driving, raise and move the control lever to "Dr." Never attempt to coast with the control lever in neutral with the engine either on or off.



● Passing

Cadillac Hydra-Matic Drive insures safer passing by providing a quicker pick-up. An extra burst of speed is secured by pressing the accelerator rapidly down as far as it will go. This procedure automatically downshifts the transmission to 3rd gear, resulting in increased power and faster acceleration.



● Parking on Hills

Your Cadillac Hydra-Matic Drive will provide you with safe parking on hills or steep inclines. Just raise and move the control lever to "R." With the engine shut off, this permits locking of the gears in the transmission.



Proper Care of Hydra-Matic Drive

Cadillac Hydra-Matic Drive operation depends upon the use of a fluid of very exacting specifications, compounded especially for Cadillac. This fluid is procurable only from Cadillac Authorized Service Stations. Any other fluid will prove unsatisfactory and may cause serious damage.



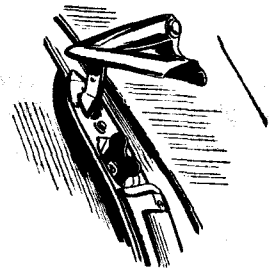
Cadillac Authorized Service Stations will check the fluid level in your Hydra-Matic Drive every 1,000 miles at the same time that your car is being lubricated. If necessary they will add fluid to bring level up to the full mark.

The Cadillac Hydra-Matic Drive should be completely drained and fresh fluid supplied at the end of the first 6,000 miles and every 12,000 miles thereafter.

If it should ever be necessary to start the engine by pushing or towing the car, this can easily be done by pushing or 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.

To tow a car in which the Hydra-Matic Drive has run out of fluid, or has been damaged in some way so that it knocks, slips badly, or will not drive the car, the propeller shaft should be disconnected to avoid rotating parts of the transmission and possibly causing further damage. An alternate method is to tow the car with the rear wheels off the ground. There is, of course, no danger in towing a car in which the transmission is normal, provided the selector lever is in neutral.

The Right Gasoline Is Vital To Your Cadillac



Your Cadillac engine is a thoroughbred. Better performance will be obtained by the use of gasoline having an octane rating of 80 or more. The use of gasoline rated lower than 80 octane tends to reduce the efficiency of the engine, causing knocks and pings.

● Gasoline Tank Capacity

The capacity of the gasoline tank on the 61, 62, and 60 S Series is 20 gallons. On the Series 75 and Commercial cars, the capacity is 24 gallons. The gasoline filler cap is located under the hinged top of the left rear lamp as indicated in the illustration.

● Engine Oil Level Indicator

The combination oil filler and crankcase ventilator cap with bayonet type indicator is on the left side of the Cadillac crankcase. It is wise to have the oil level checked each time gasoline is purchased. Add oil whenever the level is down to the "add one quart" mark, but add only enough to bring level up to the "full" mark, or 7 quart level. Avoid overfilling crankcase, since this may cause the oil to foam. The copper gauze in the cap should be cleaned in gasoline, then dipped in engine oil each time the engine oil is changed.

● Radiator Filler Cap

The radiator filler cap is located under the hood. The coolant should be checked every time gasoline is purchased. The correct level is one inch below the filler neck.

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

When you see this SIGN . . . . you are assured PROPER SERVICE ATTENTION!

Authorized Cadillac Service Stations have the proper facilities and the properly trained personnel to attend to any service needs your Cadillac may require. Factory methods and the use of genuine factory replacement parts insure the one thing you want most—correct maintenance of the superiority that was originally built into your Cadillac.



Cadillac Authorized Service

Whether you seek a routine service such as lubrication and the seasonal protection of the cooling system, or an unusual service operation such as might be occasioned by traffic damage, real protection for you lies in reliance upon Cadillac Authorized Service.

● Time Saving

There is time saving to be considered. There is the added protection of responsibility assumed by an Authorized Service Station. And there is the satisfaction that comes from the sure knowledge that you are getting Cadillac caliber workmanship and Cadillac quality materials and parts.

● Personal Interest

Your Cadillac Dealer and, in fact, any Cadillac Authorized Service Station anywhere, has a close personal interest in keeping your Cadillac at its best. You can best insure the continuation of your Cadillac's high standard of performance by depending *always* upon Cadillac Authorized Service.

● Owner's Service Policy

Read your Owner's Service Policy carefully. It lists numerous privileges to which you are entitled as a Cadillac owner. These privileges include free inspection and adjustments 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 inspection at any time provided no disassembly of parts is required.

● Your Identification Card

You received an Identification Card when delivery of your car was made. This card entitles you to the same consideration at any Authorized Service Station in the United States or Canada you would receive at the service station of the Dealer from whom your Cadillac was purchased. Sign your Cadillac Identification Card and keep it at all times in the holder provided on the right cowl pad.



CADILLAC Blue Coral Beauty Treatment

Your pride in the beauty of your Cadillac is one of the important pleasures of Cadillac ownership. Nothing has been spared to create a symphony of flowing line, gleaming metal, satiny finish. Naturally, you intend to keep your Cadillac looking its best.

Our recommendation is an occasional Cadillac Blue Coral beauty treatment—using an exclusive Cadillac technique with approved Cadillac materials. Traffic dirt and grime disappear and all the full loveliness of your Cadillac's superb finish stands revealed. It's a wise protection available at any Cadillac Authorized Service Station.



Read Your Warranties . . .



● 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:

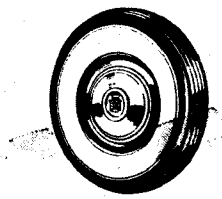
"The Manufacturer warrants each new motor vehicle, including all equipment or accessories (except tires) supplied by the Manufacturer, chassis or part manufactured by it to be free from defects in material and workmanship under normal use and service, its obligation under this warranty being limited 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."

Read Your Warranties . . .

● Tire Warranty



"Every tire or tube, whether constructed of natural or reclaimed rubber or of synthetic material, is warranted to be free from defects in workmanship and material and to give service consistent with the material used.

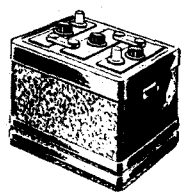
"If examination shows such tire or tube has failed under the terms of this warranty, it will either be repaired or a reasonable allowance will be made on the purchase of another tire or tube.

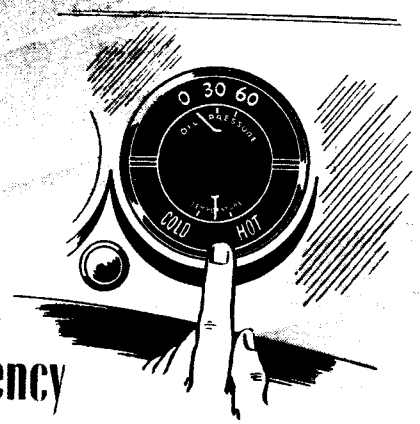
"Tires or tubes which fail as a result of overload, excess speed, improper inflation, abuse or other non-defective conditions or when used on rims not conforming to Tire & Rim Association Standards, are not warranted.

"No other warranty of these products, express or implied is made. No representative has authority to make any representation, promise or agreement except as stated herein."

● 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 it is 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."





Cooled for efficiency and protection

The cooling system on your Cadillac has been designed to maintain the predetermined *right* temperature for efficient engine operation, and to protect your engine from the adverse effects of overheating. The capacity of the system is 25 quarts.

The cooling system requires *regular* attention. The proper coolant level is one inch below the bottom of the filler neck. Keep the system leak-proof by having all connections tightened regularly. Have your Cadillac Authorized Service Station clean and flush the system at least twice a year, or every 6,000 miles.

● Cadillac Cooling System Inhibitor

Your Cadillac, when delivered to you, contained a charge of Cadillac Cooling System Inhibitor, a special chemical that retards the formation of rust and scale. A fresh charge of Inhibitor should be added whenever the system is drained and refilled, regardless of summer or winter or whether an anti-freeze containing Inhibitor has been used. Cadillac Cooling System Inhibitor is recommended because of its effective action, also because it can be safely used with any standard anti-freeze.

When the Thermometer Drops to Here— Use Anti-Freeze



Cadillac recommends the following available commercial materials, which may be used for preparing anti-freeze solutions to be used in automobile radiators: denatured alcohol, methanol, propanol, ethylene glycol and distilled glycerines.

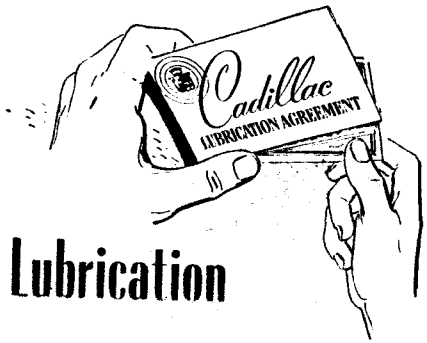
Kerosene or other oils, or solutions containing calcium chloride, magnesium chloride, sodium silicate or other inorganic salts, honey, glucose or sugar, are not satisfactory for use in the cooling system.

● Before Installing Anti-Freeze

The cooling system should be thoroughly cleaned, inspected and serviced for winter operation. This insures removal of all iron rust and scale. It is advisable to install new hose for the radiator and heater when ethylene glycol and glycerine solutions are used. Hose previously swollen by water absorption has a tendency to shrink when these materials are used, thus causing leaks. Regular inspection of the entire system, to prevent leaks, should be made frequently after the anti-freeze is installed and special checks made on hose connections, cylinder head and water pump.

The Automatic Heating System (installed as an accessory when ordered) is so located that it does not drain, even when the hose is disconnected, unless air pressure is applied. Do not rely on draining to prevent freezing on cars using this Heating System, be sure to get some anti-freeze into the heater cores.

Protect Your Cadillac With Systematic Lubrication



● Engine Oil Recommendations

Your use of the proper Engine Oil is of great importance in obtaining maximum performance and satisfaction from your car.

Oil oxidizes when heated. Unless protected against oxidation, crankcase oils may form sludge and varnish and under some conditions corrosive acids.

To minimize the formation of these harmful decomposition products and to supply the type of oil best suited for the different operating conditions, the refiners market several types of oils. The particular types recommended for passenger car use have been defined by the General Committee, Division of Marketing, American Petroleum Institute, as follows:

● **"Regular Motor Oil**—This term shall be used to designate a straight mineral oil. Oils of this type are generally suitable for use in internal combustion engines under moderate operating conditions."

● **"Premium Motor Oil**—This term shall be used to designate oils having proved oxidation stability and bearing corrosion preventive properties. Oils of this type are generally suitable for use in internal combustion engines where operating conditions are such that regular oils do not give satisfactory service."

● **"Heavy-Duty Motor Oil**—This term shall designate an oil having proved oxidation stability, bearing corrosion preventive properties and detergent-dispersant characteristics. Oils of this type are generally suitable for use in both high speed Diesel and gasoline engines under heavy-duty service conditions."

● **The Regular** or straight mineral motor oils are satisfactory for use in average passenger car service under normal driving conditions. These are considered to be a combination of low and medium speed driving with only an occasional long run at high speed.

Under more severe driving conditions where the engine is required to develop more nearly full power for a much larger percentage of the time, as for example in mountain climbing and in sustained high speed driving, the PREMIUM MOTOR OILS are recommended.

The heavy-duty oils which are recommended for use in heavy-duty truck, bus, Diesel, and gasoline engines are equally satisfactory for use in passenger car engines under the same operating conditions for which the PREMIUM MOTOR OILS are recommended.

FOR MAXIMUM PROTECTION OF YOUR CADILLAC ENGINE UNDER ALL DRIVING CONDITIONS, IT IS RECOMMENDED THAT PREMIUM OR HEAVY-DUTY GRADE MOTOR OIL BE USED.

For the first 1,000 miles use the oil in the crankcase at the time your car was delivered to you. During this period should additional oil be necessary, use nothing heavier than 10-W oil in winter or 20-W oil in summer. Change oil at 1,000 miles. *Break-in oils or compounds are entirely unnecessary. Do not use them under any circumstances.*

● After the First 1,000 Miles

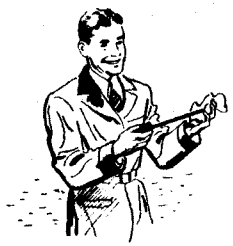
For better all-around engine performance after the first 1,000 miles, SAE 20-W or SAE 20 engine oil should be used during summer weather. If your car is regularly driven at high speed or if the prevailing daylight temperature averages 90° F, SAE 30 oil may be used.

Oil should be selected for cold weather that will permit easy starting at the lowest temperature anticipated for the entire period. Unless the proper oil is selected, you may have difficulty starting your car if the temperature drops suddenly. The viscosity grades of engine oil for use in your Cadillac 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.

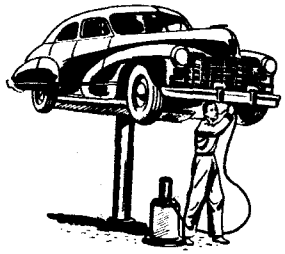
Your Cadillac Authorized Service Station will advise you on the proper engine oil required to give the best performance under existing climatic and driving conditions.



● Proper Oil Level

Always maintain the proper oil level. The oil indicator is marked in quarts. Whenever the level falls below the "add one-quart" mark, add oil immediately. Do not add above the "full" mark, or 7-quart level. Check your oil each time you buy gasoline and before starting long drives. Engine oil should be drained and replaced with fresh oil every 2,000 miles. Hard driving conditions may necessitate more frequent changes. Consideration for this should be given when driving in dust storms, cold or severe weather, or on very dusty roads.

● 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 standard transmission and rear axle lubricant should be drained and replaced every 6,000 miles.

● Rear Axle

The rear axle of your car is equipped with a hypoid gear and pinion, and it must be lubricated always with SAE 90 Passenger Car Duty Hypoid Lubricant.

The lubricant level should be inspected every 1,000 miles, and Hypoid Lubricant or SAE 90 "All Purpose Gear Lube" added, if required. The axle should be drained, flushed out, and refilled with fresh Hypoid Lubricant every 6,000 miles, regardless of season.

● Transmission

The transmission (except Hydra-Matic) is to be lubricated all-year-round with SAE 90 or SAE 90 EP gear oil or SAE 90 "All Purpose Gear Lube." 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.

● Other Points

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.

Wheel and Tire Considerations



● Go by the Gauge

Regular attention will extend the life of your tires and help you avoid emergency repairs. Have your tire pressure checked at least twice weekly. Be sure the front wheels are kept in alignment. Have all tires interchanged regularly.

RECOMMENDED TIRE PRESSURES

Series	Tire Size	No. Plies	Pressure Front	Pressure Rear
46-61	7:00 x 15	4	28 lbs.	28 lbs.
46-62	7:00 x 15	4	28 lbs.	28 lbs.
46-60S	7:00 x 15	4	28 lbs.	28 lbs.
46-75	7:50 x 16	6	24 lbs.	32 lbs.



● Remember Your Spare

Your spare tire is intended for regular use. Do not forget this. Have your spare mounted on the right rear between 4,000 and 5,000 miles; at the same time move rear tires to front, placing them on sides opposite to their original rear position. Move right front tire to left rear. Rotate your five tires in this manner after every 4,000 miles and increase their service life.

● Changing Wheels

When a flat tire requires emergency wheel changing, follow the procedure below exactly:

1—Make sure hand brake is set and block the opposite wheel.

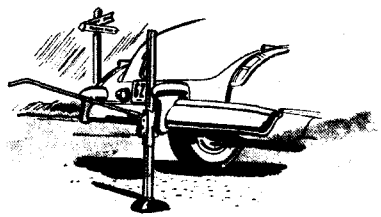
2—Place jack directly under bumper adjacent to the center side of the bumper guard. Raise car high enough to clear wheel.

3—If rear wheel is to be changed, remove wheel shield as instructed below.

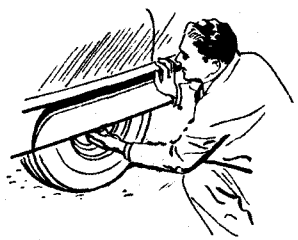
4—Remove hub cap using flattened end of jack handle as lever. Remove wheel disc using special wrench provided.

5—Remove wheel mounting nuts by turning to the left. Lift wheel off hub.

6—Installation of the spare wheel is performed by reversing foregoing operation.



● Removing Rear Wheel Shields



Series 61, 62 and 60S. Remove rear shield by turning hexagonal nut, located in the center of the lower edge of shield, counter-clockwise. This nut may be turned by using the socket end of the wheel lug wrench. Tip the shield outward while raising up and away from the mounting hooks. To install shield, engage mounting pins at bottom of shield with the fender hooks and push top of shield flush with fender. Turn hex lock nut clockwise to tighten.

The series 75 shield is removed by reaching up under shield to reach handle of lever, pulling it toward you to clear flange, and then pulling straight down. To install 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.

EASY REFERENCE

Page

Convenient Cadillac Instruments and Controls 2
- Ignition Switch Control 2
- Starter Button 2
- Transmission Control 3
- Turn Signal Control Lever 3
- Headlamp Control 3
- Hand Brake Operation 4
- Driver's Seat Adjustment 4
- Ventilating System 4
- Windshield Wipers 4
- Cigarette Lighter and Ash Tray . 5
- Cadillac Electric Clock 5
- Radio Control Panel 5
- Rear View Mirror 6
- Cadillac Speedometer 6
- Oil Pressure Gauge 6
- Heat Indicator 6
- Charging Indicator 6
- Gasoline Gauge 7
- Cadillac Door Locks 7
- Door "Hold-Open" 7
- Accessory Back-Up Light 7
- Cadillac Automatic Heating Controls 8
- Ventilating-Defrosting Heater Controls 9
- License Data 9

Cadillac Hydra-Matic Drive . . 10
- To Start 10
- To Stop 10
- To Back Up 10
- For Normal Driving 11
- When to use "Lo" 11
- Passing 11
- Parking on Hills 11

Proper Care of Hydra-Matic Drive 12

The Right Gasoline is Vital to Your Cadillac 13
- Gasoline Tank Capacity 13
- Engine Oil Level Indicator 13
- Radiator Filler Cap 13

Page

When you see this Sign you are assured Proper Service Attention! 14

Cadillac Authorized Service . . 16
- Time Saving 16
- Personal Interest 16
- Owner's Service Policy 16
- Your Identification Card 16

Cadillac Blue Coral Beauty Treatment 17

Read Your Warranties 18
- Manufacturer's Warranty 18
- Tire Warranty 19
- Battery Warranty 19

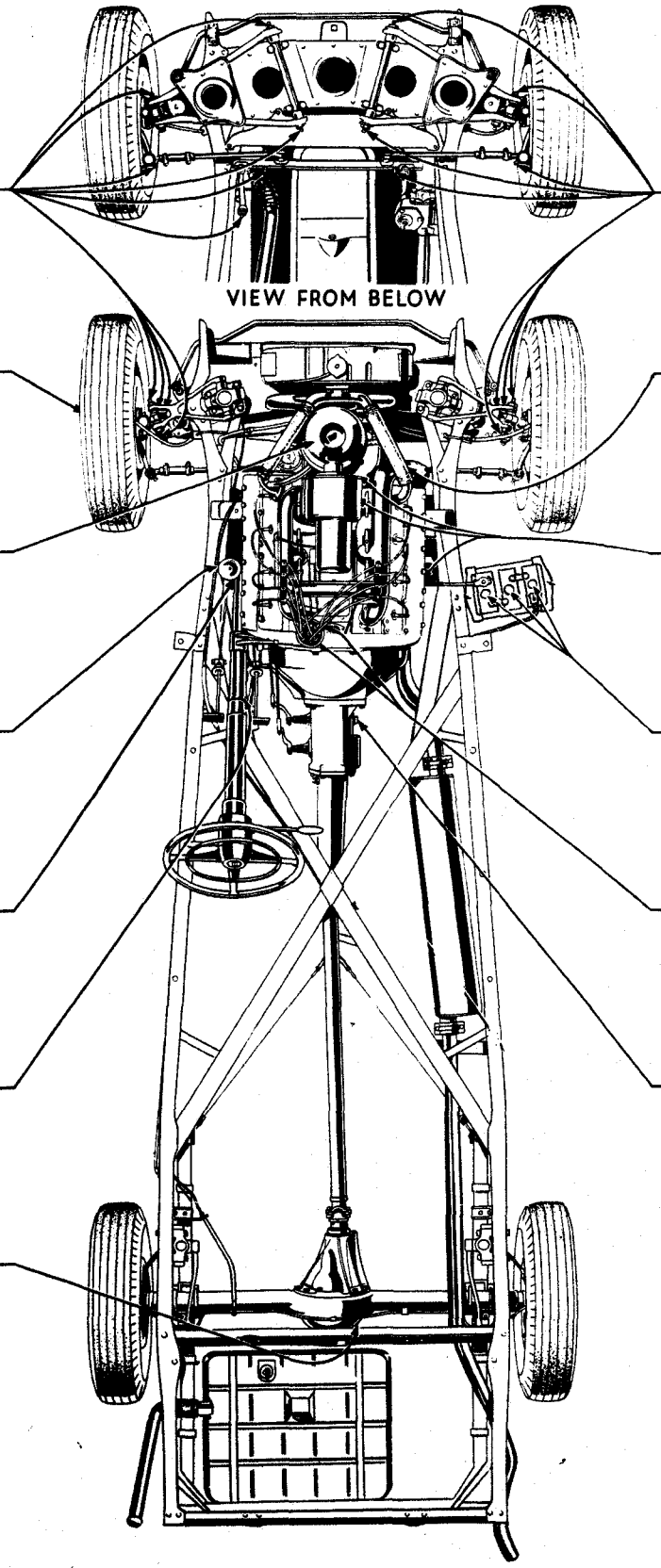
Cooled for Efficiency and Protection 20
- Cadillac Cooling System Inhibitor 20

When the Thermometer Drops to Here—Use Anti-Freeze 21
- Before Installing Anti-Freeze . . . 21

Protect your Cadillac with Systematic Lubrication 22
- Engine Oil Recommendations . . . 22
- "Regular Motor Oil" 22
- "Premium Motor Oil" 22
- "Heavy-Duty Motor Oil" 23
- The Regular 23
- After the First 1,000 Miles 23
- Proper Oil Level 24
- Chassis Lubrication 25
- Rear Axle 25
- Transmission 25
- Other Points 25

Wheel and Tire Considerations 26
- Go by the Gauge 26
- Recommended Tire Pressures . . . 26
- Remember Your Spare 26
- Changing Wheels 26
- Removing Rear Wheel Shields . . 27

Lubrication Chart — All 1946 Series Cadillac Cars



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. Clean filter in cap.

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 SAE 90 or "All Purpose Gear Lube" 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
2 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 SAE 90 or "All Purpose Gear Lube" to bring level up to filler hole.

Every 1000 miles

Drain, and refill with fresh lubricant.

Every 6000 miles

Hydra-Matic Drive

See instructions in Operator's Manual

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

Printed in U.S.A.

Automobile Manufacturers Association

Consolidated Specification Questionnaire

For 194 6 Models

Mechanical Details

Make of Car CADILLAC Model 61, 62, 60S, 75

Name of Maker CADILLAC MOTOR CAR DIVISION Address 2860 CLARK AVENUE
GENERAL MOTORS CORPORATION

Date JUNE 1, 1946

NOTE: (1) Subject to Correction: It is understood that the following data are subject to correction in the case of cars not in production at the time this compilation was requested.

(2) Only standard equipment included in Factory Delivered price should be included in this questionnaire.

ENGINE

No. of cylinders 8
Valve arrangement L-Head
Bore 3 1/2" Stroke 4 1/2"
Cylinder head, cast iron or aluminum Cast Iron
Cylinder sleeve, Yes ..... No X
Piston displacement 346 cu. in.
Taxable horsepower 39.20

Horsepower rating—

To be based on actual performance corrected to 60°F. at sea (Barometric pressure 29.92 inches of mercury) with standard ne No. of fuel 80)

—With Bare Engine—
Maximum brake hp. 150 at 3600 R.P.M.

—With Standard Accessories—*
Maximum brake hp. 130 at 3200 R.P.M.

*Those standard accessories needed for normal operation including fan, generator, starter, air cleaner, muffler, manifolds, fuel and water pumps.

Maximum torque—
With bare engine, lb. ft. 283 at 1600 R.P.M.
With standard accessories,* lb. ft. 272 at 1800 R.P.M.

Compression Ratio—
Standard 7.25 Optional

Standard compression pressure —*pounds*—
At cranking speed 100 - 135
At what R.P.M. 182 @ 1000 R.P.M.

PISTONS and RINGS

Piston
Make Alcoa - Bohn
Material Aluminum Alloy
Features—*split skirt, invar strut, oval, tin-plated, aluminum oxide finish, auto-thermic, V-Bridge, porous chrome plate, etc.* T-Slot Anodized Finish
Weight—ounces—*without rings, pin or bushing* 19 5/32
Length 4 1/8"
Clearance
Top *land* .015 - to .024"
Skirt, *top* .0021" *bottom* .0005"

PISTONS and RINGS (cont'd)

Piston ring groove depth— Dia. at Bottom Of Groove
Oil 3.127 - 3.132 Compression 3.127 - 3.132
No. of oil rings used per piston 1
Width of oil rings 3/16"
Width of oil ring gap .007 - .023" in Cyl.
No. of compression rings used per piston 2
Width of compression rings 5/64"
Width of compression ring gap .007 - .023" in Cyl.
Maximum wall thickness of oil rings .150"
Maximum wall thickness of compression rings .170"
Are ring expanders used, Yes ..... No X

RODS and PINS

Wristpin—
Material X1315 Carburized
Length 3 1/16" Diameter 7/8"
Locked in rod, piston or floating Floating
Clearance in piston .00005" to .0001"
Clearance in rod .0002" to .0008"

Connecting rod—
Length—*center to center* 8 3/4"
Material 1035 Steel
Weight—*ounces* 33

Crankpin journal—
Diameter 2.4595" Length 2.294"

Lower bearing—
Material Steel Back-Copper Nickel Matrix - Babbitt Overlay
Clearance .0005" to .0020"
End play .008" to .014"
Shim ~~Strip~~—*solid, laminated or none* None
Spun or separate Separate
Rods and pistons removed from above or below Above

CRANKSHAFT

Material 1145 Steel
Weight—*stripped* 74.5 lbs.
Vibration dampener used—*yes or no* Yes (Std. only)
Type Spring Loaded - Torsional

Car CADILLAC Model 61, 62, 60S, 75 Date June 1, 1946

CRANKSHAFT (cont'd)

Crankshaft counterweights used, number of 6
Which main bearing takes thrust Center
Crankshaft end play .001 - .005"
Main bearing—
Type: Cast-in or Slip-in X
If slip-in: Removable from below Yes
Necessary to align ream No
Material Moraine Durex 300
Clearance .0008 - .0025"
Shim—*solid, laminated or none* None
Main bearing journal diameter x length—
No. 1. 2.4995" - 1 5/32" Front
No. 2 2.4995" - 1 5/32" Center
No. 3 2.4995" - 1 31/32" Rear
No. 4
No. 5
No. 6
No. 7
No. 8
No. 9
Camshaft gear or sprocket— Sprocket
Make Own
Material 1115 Steel

CAMSHAFT

Camshaft gear or sprocket— Sprocket
Make Own
Material Cast Iron
Timing chain—
Make Link Belt
Number of links 62
Width 1 1/8"
Pitch 3/8"

VALVES

INTAKE VALVE—
Make Rich Mfg.
Material G.M. 3140
Overall length 5 33/64"
Actual overall diameter of head 1.876 - 1.886"
Minimum port diameter 1.5"
Angle of seat 45°
Is valve seat an insert? No
Stem diameter .3415 - .3425"
Stem to guide clearance .0005" to .0025"
Lift .335"
Spring pressure and length—
Outer—

VALVES (cont'd)

With valve closed—*lb.* 60-67 *ins.* 1 59/64
With valve open—*lb.* 139.5-150.5 *ins.* 1 37/64
Length out of engine—*ins.* 2.210
Inner— None
With valve closed—*lb.* *ins.*
With valve open—*lb.* *ins.*
Length out of engine—*ins.*

EXHAUST VALVE—
Make Rich Mfg.
Material Stem 8730 Head N-82120 Steel
Overall length 5 33/64"
Actual overall diameter of head 1.626 - 1.636"
Minimum port diameter 1.25"
Angle of seat 45°
Is valve seat an insert? No Material
Stem diameter .3405 - .3415"
Stem to guide clearance .0015" to .0035"
Lift .345"
Spring pressure and length—
Outer—
With valve closed—*lb.* 60-67 *ins.* 1 59/64
With valve open—*lb.* 139.5-150.5 *ins.* 1 37/64
Length out of engine—*ins.* 2.210
Inner— None
With valve closed—*lb.* *ins.*
With valve open—*lb.* *ins.*
Length out of engine—*ins.*
Operating tappet clearance (hot or cold)—*intake* Zero Hydr.
Tappet clearance for valve timing—*intake* —
Operating tappet clearance (hot or cold)—*exhaust* —
Tappet clearance for valve timing—*exhaust* —
Hydraulic valve lifters—*yes or no* Yes
Valve timing— Exclusive of Ramp
Intake opens TDC *degrees* BUDC *piston travel* 0 *inches*
Intake closes 42° ABC " ALDC " " .4486 *inches*
Exhaust opens 52° BBC " BLDC " " .6854 *inches*
Exhaust closes 10° ATC " AUDC " " .0430 *inches*
Valve Timing Marks—*on Flywheel, Vibration Damper, None*

LUBRICATION

Lubricating system type—*pressure or splash* Pressure
Oil pressure to—
Main bearings—*yes or no* Yes
Connecting rods—*yes or no* Yes
Wristpins—*yes or no* Yes
Camshaft bearings—*yes or no* Yes
Tappets—*yes or no* Yes

Make of Car CADILLAC Model 61, 62, 60S, 75 Date June 1, 19

LUBRICATION (cont'd)

Timing gear or chain lubrication—*positive or splash* Positive
Oil pump type Helical Gear
Oil grade recommended—*SAE viscosity and temperature range*—
20W - SAE 20 + 32° F.
20W + 10° F.
10W - 10° F. 10W + 10% Kerosene
Below - 10° F.
Normal oil pressure—*lbs. at M.P.H.* 25 lbs. @ 30 M.P.H.
Pressure at which relief valve opens 30 lbs.
Capacity of oil reservoir—*quarts, dry* 7 *refill* --
Oil pressure gauge make A.C.
Oil reservoir level gauge type Dip Stick
Floating type oil intake—*yes or no* ~~Floating~~ YES
External oil filter make None
Other type of oil cleaner "
Oil cooler make "
Chassis lubrication—Make

FUEL

Gasoline tank—*capacity* 61,62,60S (20 Gal.) 75 (24 Gal.)
~~Oil feed—~~
~~Type—vacuum tank, electric pump, gravity vacuum~~
pump or camshaft pump Camshaft Pump
Make AC Model
Carburetor— Carter or Stromberg Model 595-S Carter AAV-26 Stromberg
Number used One
Size 1 1/4"
Type—
Up or down draft Down Single or dual Dual
Intake manifold heat control—*manual, automatic or none* None
Automatic choke, make Both Model
Air cleaner—intake silencer make A.C.
Type—*dry felt; oil bath; oil coated fibre* Oil Bath
Heavy Duty type—Make None Model --
Muffler make Walker Mich.
Tail pipe diameter 2"

COOLING

Water pump—
Type Centrifugal
Drive Vee Belt
Is pump equipped with packing nut No
Water circulation thermostat make Dole
Pressure relief valve—*yes or no* No
~~By~~-pass for recirculation—*yes or no* Yes
~~Radiator~~ core—
Type Tube and Fin
Make Harrison

COOLING (cont'd)

Cooling system—*capacity, quarts* 25
Water jackets full length of cylinders—*yes or no* Yes
Water all around cylinder—*yes or no* Yes
Lower radiator hose—
Inside diameter 2" Length 8 1/8"
Upper radiator hose— R.H. 13 3/8"
Inside diameter 1 1/4" Length L.H. 12 3/8"
Fan belt—
Make Gates
Angle of vee 34°
Length, outside P.C. 34-1/32" Width, maximum 1 1/64"
Fan—
Make Hayes No. of Blades 61,62,60 4

IGNITION

Ignition units—
Make Delco Remy Model 1110807
Manual or octane selector, *degrees advance* None *retard* None
Maximum centrifugal advance crankshaft, *degrees* 24°
at 4000 *engine R.P.*
Inches of Mercury Necessary to operate Vacuum Advance (Plus or minus 1 inch) 5½ to 7½ Start, 15 to 18 Full Adv
Maximum Vacuum advance crankshaft, *degrees* 18°
Breaker gap .0125-.0175" Breaker arm tension 19-23 *oz.*
Cam angle 31° ± 1 1/2° *deg.*
Timing—Breaker *points open* 5° *degrees crankshaft rotation*
~~*advance before*~~ *before) top center*
Timing mark location—*flywheel, vibration dampener or none* Dampner
Firing order 1-8-7-3-6-5-4-2
Amperage draw of ignition coil—
With engine stopped 4.4
With engine idling 2.2
Spark plug—
Thread—10 *m.m., 14 m.m. or* 18 *m.m.* 10 m.m.
Make A.C. Model 104
Gap .028" - .033"
Ignition cable make Packard Electric

BATTERY

Make Delco Model 17K3W
Capacity—*amepere hours* 115 @ 20 *hour rate*
Number of plates per cell 17
Bench charging rate—
Start 10 Finish 8
Which battery terminal is grounded Negative
Location of battery R.H. side under front fender

Make of Car CADILLAC Model 61, 62, 60S, 75 Date June 1, 1946

STARTING MOTOR

Make Delco Remy Model 1107931
Normal engine cranking speed
Brush spring tension 24 - 28 oz.
Lock test—
Amperage draw 600 max.
Volts 3 max.
Torque in pounds feet 16 ft. lb. min.
No load test—
Amperage draw 65 max.
Volts 5.67 Approx. R.P.M. 5500 Approx.
Type of drive—~~Bendix~~ *sliding gear with overrunning clutch*
Starting device—*Solenoid, manual, etc.* Solenoid
Starter operation—check items required to start engine
1. Turn on ignition X
2. Depress starter pedal
3. Depress accelerator pedal
4. Depress clutch pedal
5. Operate button on dash X
6. Pull out throttle
Starting motor pinion meshes front or rear Front
No. of teeth in flywheel 156
Face width of flywheel teeth .495" - .502"
Gear ratio between starter armature and flywheel 17 - 1

GENERATOR

Make Delco Remy Model 1102693
Type—*third brush, shunt, etc.* Shunt
Brush spring tension 24 - 28 oz.
Current regulator, voltage regulator or current and voltage control unit
Maximum controlled charging rate
Temperature 150 F.
Amperes 34 - 36
Voltage 8
R.P.M. 2300
Cutout relay—
Voltage at closing 6.2 - 6.5
Amperes to open, reverse current —
Air gap .018 - .022"
Voltage regulator—
Volts 6.95 - 7.25 6.9 - 7.0
Temperature 72° F. 150° F.
Air gap .068 - .073"
Current regulator—
Amperes 38 - 40 34 - 36
Temperature 72° F. 150° F.
Air gap .080 - .085"
Car speed for maximum charging rate 20 - 25 Approx.
Ammeter or charge indicator make A.C.

LAMPS

Lighting switch make Delco Remy
Are tail and dash lights in series No
Headlights—
Make Guide Lamp-Sealed Beam
Location—*in fender, in catwalk, or radiator shell* Fender
Parking or fender light make Guide Lamp
Tail and stop light make Guide Lamp
Horn—
Type—*vibrator or motor* Vibrator No. used 2
Make Delco Remy
Amperage draw of each LOW NOTE 21 amp. HIGH NOTE 19 amp.

CLUTCH

Make Long
Drive type—
Direct to flywheel face Yes
Through fluid flywheel —
Semi-centrifugal Yes
Power operated unit—make None
Vibration insulation or neutralizer—*fabric, rubber blocks or springs* Springs
No. of clutch driving discs 1
No. of clutch driven discs 1
Clutch facing—
Material—*woven or moulded asbestos, cork* Woven
Inside diameter 7
Outside diameter 61, 62, 60 (10½") 75 (11")
Thickness .137"
No. required 2

TRANSMISSION

Transmission— Std.
Make Own Model
No. of forward speeds 3
Manual shift—*yes, no* Yes
Automatic or auxiliary shifting mechanism—*yes* *no* X
If yes, Make
Type—*centrifugal, vacuum, electric or hydraulic*
Automatic overdrive—
Make None
Oil capacity—*pints* —
Oil grade recommended—*S.A.E. viscosity*
Summer — Winter —
Gear ratio in high—*standard 5-passenger 4-door sedan* Direct
Transmission ratio—
In overdrive — In second 1.526
In third Direct In fourth —
In low 2.393 In reverse 2.393

s of Car CADILLAC Model 61, 62, 60S, 75 Date June 1, 194

TRANSMISSION (cont'd)

Constant mesh gears on second Yes
Spur or helical gears—
For second speed
For first speed
For reverse speed
For all speeds Helical
Synchronous meshing ~~xxxxxxxxxx~~ Second & High
Transmission oil—
Capacity—*pints* 4
Grade recommended—*S.A.E. viscosity*
Summer SAE 90 Winter Same
Gear Lub. or Hypoid
Universal joints—
Make Mechanics
Number used 2
Type—*metal with anti-friction*
bearing or metal with plain bearing Needle Brg.
Lubricated with Grease Pre-packed
Drive taken through springs, torque arm, torque tube or radius rods Springs
Torque taken through springs, torque arm, torque tube or radius rods Springs

REAR AXLE

Rear axle—
Make Own Model
Type—*Semi, full or three-quarter floating* Semi
Minimum road clearance under center of rear axle—*tires inflated* 61, 62, 60 (8") 75 (9")
Rear axle oil—
Capacity—*pints* 5
Grade and type recommended—*S.A.E. viscosity* A-9-HL (Hypoid)
Summer SAE 90 Winter Same
Type of gearing—*spiral bevel, worm, hypoid* Hypoid
Gear ratio—*standard 5-passenger 4-door sedan* 60, 61, 62 (3.77) 75 (4.27)
Optional gear ratios None
Number of teeth
In ring gear 61, 62, 60 (49) 75 (47) In pinion 61, 62, 60 (13) 75 (11)
How is pinion adjusted—*screw or shims* None
How is pinion bearing adjusted—*screw or shims* None
Are pinion bearings carried in sleeve No
Backlash between pinion and ring gear .003" *to* .010"

TIRES and WHEELS

Make U.S. & Firestone
Size 61, 62, 60 (7.00x15) 75 (7.50x16) No. of plies 61, 62, 60 (4) 75 (6)

TIRES and WHEELS (Cont'd)
Inflation pressure—Front 60, 62, 60 (28) 75 (24) Rear 61, 62, 60 (28)
Rim—Diameter 61, 62, 60 (15") 75 (16") Width 61, 62, 60 (5.50)

SPRINGS

FRONT SPRING—
Independent or conventional suspension Independent
Type—*coil, semi-elliptic, transverse, torsion* Coil
Make Eaton Spring
Material G.M. 9260
Torsional stabilizer at front Torsion Bar
If leaf— None
Length Width
Number of leaves—5-passenger, 4-door sedan
Are radius rods used on axle
If coil— Free length 61, 62 (15-1/4") 60 (15-7/16") 75 (15-3/4")
Length under ~~xxx~~ weight normal 9-13/16"

REAR SPRING—
Independent or conventional suspension Conventional
Type—*coil, semi-elliptic, transverse, torsion* Semi-Elliptic
Make Eaton Spring
Material G.M. 9260
Torsional stabilizer at rear Cross Link
If leaf— 61, 62, 60 (54-1/2") 75 (56-1/2") Width 2"
Length
Number of leaves—5-passenger, 4-door sedan 61, 62, 60 (8) 75
Spring leaves lubricated with Wax Impregnated Liners
Spring cover, Yes None No
Spring shackles—
Front—Type None Make
Rear—Type Compression Link Make Harris Bushing
Spring bolts—
Type U-Bolt
If coil—
Free length None
Length under curb weight —
Rate for above — *pounds per inch*
Shock absorbers—
Make Delo Products
Type, one way with lever, two way with lever, or direct acting
Front Double Action-End to End
Rear " " " " "
Fluid capacity ~~xxx~~—front 144-152 rear 141-149 c.c.

June 1, 1946

ke of Car CADILLAC Model 61, 62, 60S, 75 Date Revised Sept. 23

1

STEERING

Steering gear—
Type Recirculating Ball
Make Saginaw Model
Ratio 61,62,60 (23.53) 75 (24.58)
Lubricant recommended S-200 Steering gear Lub.
Steering wheel diameter 18"
Drag link longitudinal or transverse Transverse
Tie rod—one or two Two
Is intermediate steering arm used No
Number of turns of steering wheel for full left to right swing of wheels 3.94
Car turning radius—*feet*—~~right~~ *both* 61 19.6 62 20.1 60 21.0 75 22.0
Caster—*degrees* Neg. 1 3/4° *to* Neg. 2 3/4°
Camber—*degrees or* -3/8° ~~minus~~ *to* + 3/8°
Toe-in—*inches* 1/32" *to* 3/32"
Crosswise inclination of kingpin—*degrees* 5° 51' -0° Camber
~~Front axle~~ Independent Suspension
Make Own Model
Section type—*I-beams, tubular or none* —
End type—*Elliott or reverse Elliott* —
imum road clearance—*tires inflated* 61,62,60 (7 21/32") 75 (8 21/32")

BRAKES

Foot brakes—
Make Bendix
Type of mechanism, *hydraulic or mechanical* Hydraulic
If vacuum booster is standard, state make None
Brake lining moulded, semi-moulded or woven—
Primary shoe Molded
Secondary shoe Molded
Drum—
Material Cast Iron-Steel Face Diameter 12"
Lining—
Length per wheel 24 1/2"

BRAKES (cont'd)

Rear 61,62,60 (2") | 75 (2 1/2")
Front Width (2 1/4") | (2 1/2") Thickness 3/16"
Clearance—*toe* .007-.010" *heel* .007-.010"
Total foot braking area 61,62,60 (208 sq. in.) 75 (233
Percent braking power on rear wheels 44.2%
Hand lever operates on—*transmission, separate rear brakes, rear service brakes or all four service brakes* Rear Service Brake
Hand brake, if separate from service brake—
Internal or external
Drum diameter
Lining—
Length per drum
Width Thickness
Clearance

FRAME and OTHER GENERAL DATA

	61,62,60	75
Frame—		
Depth—*maximum*	(6 5/8")	(7 7/8")
Thickness—*maximum*	61,62 (9/64")	60,75 (5/32")
Flange width—*maximum*	61,62,60 (2")	75 (2 1/4")

	61	62	60	75
Wheelbase	126"	129"	133"	136"
Tread—				
Front	59	59	59	58 1/2
Rear	63	63	63	62 1/2
Weight of standard 5-passenger, four-door sedan—				
Shipping	4145	4240	4348	4848
Curb	4318	4412	4520	5020

Price of standard 5-passenger, 4-door sedan Page 10
First serial number, this series 61 (5400001) 62 (8400001) 60 (6400001) 75 (3400001)
Serial number location Frt. Right Cylinder Block above Water Pump numbered right angle to Crankshaf
*Overall length of car—
* With bumpers and bumper guards
*Overall width of car
*Overall height, road to roof with no load

	61	62	60	75
*Overall Length	214 1/8"	219 3/16"	223 3/16"	225 15/16"
Overall Width	80 7/8	80 3/4	80 3/4	82 5/16
Overall Height at Shipping Weight	68 1/2	66 11/16	66 11/16	71 13/16

Make of Car CADILLAC Model 61, 62, 60S, 75 Date June 1, 1946

NOTE—In giving bearing dimensions, kindly use the following order: Inside diameter, outside diameter and width. Where cup and cone bearings are used, give both cup and cone numbers.

BEARINGS

Water pump bearing—
Make or type N. D. Ball
Size or number 954301

Fan bearing—
Make or type N. D. Ball - 885-100
Size or number

Starting motor commutator end bearing—
Make or type In Cast Iron Frame
Size or number

Starting motor drive end bearing—
Make or type Bronze Bushing
Size or number 3/4 x 13/16 x 23/32"

Starting motor outboard bearing—
Make or type Bronze Bushing
Size or number 9/16 x 5/8 x 3/4"

Generator commutator end bearing—
Make or type Bronze Bushing
Size or number 9/16 x 3/4 x 3/4"

Generator drive end bearing—
Make or type N. D. Ball
Size or number 903203

Transmission main drive gear front pilot bearing—
Make or type N. D. Ball
Size or number 907109

Clutch throwout bearing—
Make or type Bearings Co. of America
Size or number C.T.D.S. -56

Transmission main drive gear rear bearing—
Make or type N. D. Ball
Size or number 954105

Transmission main shaft front pilot bearing—
Make or type 14 Roll
Size or number O.D. 2181 Length .534

Transmission main shaft rear bearing—
Make or type N. D. Ball
Size or number 954177

Transmission countershaft front bearing—
Make or type 14 Rollers
Size or number O.D. .125 Length 1.125

Transmission countershaft rear bearing—
Make or type 14 Rollers
Size or number O.D. .125 Length 1.125

ansmission reverse idler bearing—
Make or type Steel Backed Bronze Bushing

BEARINGS (cont'd)

Size or number I.D. .877 O.D. .995 Length

Overdrive shaft rear bearing—
Make or type None
Size or number

Overdrive shaft pilot bearing—
Make or type None
Size or number

Main shaft extension bearing—
Make or type Steel Backed Babbitt Bushing
Size or number I.D. 1.687 O.D. 1.795 Length 7

Rear axle pinion shaft front bearing—
Make or type Timken Tapered Roller
Size or number 3820 3880

Rear axle pinion shaft rear bearing—
Make or type Timken Tapered Roller
Size or number 61,62,60 3732 - 3779 75 49520 - 05

Differential right bearing—
Make or type Timken Tapered Roller
Size or number 25528 25584T

Differential left bearing—
Make or type Timken Tapered Roller
Size or number 61,62,60 25526 - 25584T 75 28521 - 285

Rear wheel inner bearing—
Make or type N. D. Ball
Size or number 954172

Rear wheel outer bearing—
Make or type
Size or number

Front wheel inner bearing—
Make or type N. D. Ball
Size or number 909062

Front wheel outer bearing—
Make or type N. D. Ball
Size or number 909025

Kingpin upper bearing—
Make or type Steel Backed Bronze Bushing
Size or number I.D. .9135 O.D. 1.054 Length 1

Kingpin lower bearing—
Make or type Steel Backed Bronze Bushing
Size or number Same

Kingpin thrust bearing—
Make or type Hoover Ball Brg. Present Sou
Size or number Nice Brg. Co. #608

Make of Car CADILLAC Model 61, 62, 60S, 75 Date June 1, 1946 Revised Sept. 23, 194

NOTE: (1) List only that equipment which is included in the factory delivered price. Special equipment which is fitted, but not included in the factory delivered price should be listed *with its additional price.*

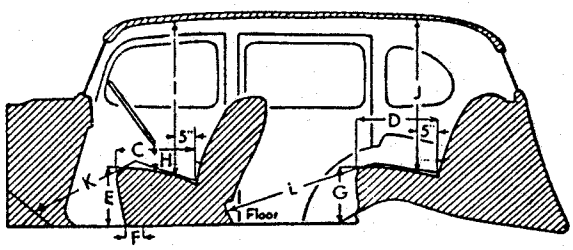
(2) Enter on top line your own model name, or series mark corresponding to Standard, DeLuxe or Custom.

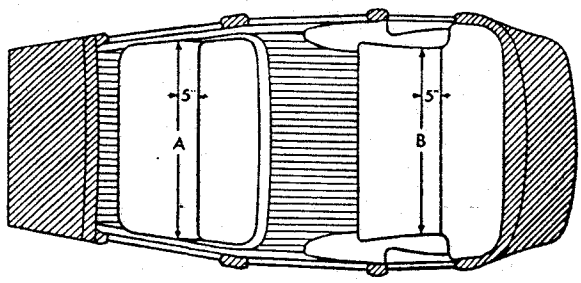
EQUIPMENT	Models: Standard	DeLuxe	Custom
Catalog Designation of Model All Series & Models	X		
Lacquer make R.M.	X		
Body finish, *lacquer or synthetic enamel* Lacquer	X		
Fender finish, *lacquer or synthetic enamel* Lacquer	X		
Hardware make Ternstedt	X		
Speedometer make A.C.	X		
Gasoline gauge make A.C.	X		
Thermometer make A.C.	X		
Car lock make Briggs & Stratton	X		
Car lock operates *on ignition or ignition and steering*	X		
Clock make Jaeger *mechanical or electrical* Electric	X		
Cigar lighter make Casco	X		
Safety glass make Libby-Owens-Ford			
Safety glass type, *laminated or tempered* Laminated	X		
In windshield "	X		
In side windows "	X		
In rear window Tempered	X		
Bumper make General Spring & Bumper	X		
Bumper guard make Own	X		
* Car heater make Type Circulating			
Direction signal make Delco	X		
Front—*yes or no* Yes Rear—*yes or no* Yes	X		
No. of tail lights included Two	X		
No. of visors included Two	X		
No. of horns included Two	X		
No. of windshield wipers included Two	X		
No. of spare tires included None	X		

* Not included in factory delivered price.
Underseat Heater - Harrison Radiator
Dash Heater - Eaton Mfg. Co.

Make of Car CADILLAC Model 61, 62, 60S, 75 Date June 1, 194

BODY DIMENSIONS (Five-Passenger, Four-Door Sedan)





INTERIOR

All interior body dimensions taken with front seat in its rear position	6109	6069	6269	751
Width of front seat cushion, measured 5 inches from back (A)	60-1/2	62	62	60-
Width of rear seat cushion, measured 5 inches from back (B)	~~58-5/8~~ 59 5/8	52	52	50-
Depth of front seat cushion (C)	18-1/4	18	18	18-
Depth of rear seat cushion (D)	20	20	20	20
Height of front seat cushion measured 12½ inches from center line of body (E)	16-7/8	16-1/4	16-1/4	15-1
Front seat horizontal adjustment, inches (F)	4-1/2	4-1/2	4-1/2	1
Front seat vertical adjustment, inches	None			
Height of rear cushion measured 12½ inches from center line of body (G)	15-5/8	15-5/16	15-3/16	16-
Vertical distance steering wheel and seat cushion (H)	~~13-3/8~~ 5 3/4	~~13-1/8~~ 5½	~~13-1/2~~ 5½	~~14~~
Head room at front seat, measured 5 inches from back (I)	37-1/2	36-1/2	36-1/2	37-
Head room at rear seat, measured 5 inches from back (J)	36-1/2	35	34-15/16	35-
Leg room in front seat, measured from 6 inches up on toe board, following contour of seat cushion (K)	43- 1/8	41 - 3/4	42- 1/8	42-
Leg room in rear seat, measured from center of foot rest, following contour of seat cushion (L)	40- 3/8	43- 3/16	40- 7/8	40-
Trunk capacity, cubic feet	16.51	16.7	16.7	18.
Width of left front pillar on diagonal with door closed	4-1/2	3-3/4	3-3/4	4-1

Make of Car CADILLAC Model 61, 62, 60S, 75 Date June 1, 1946
Revised Sept. 23, 1946

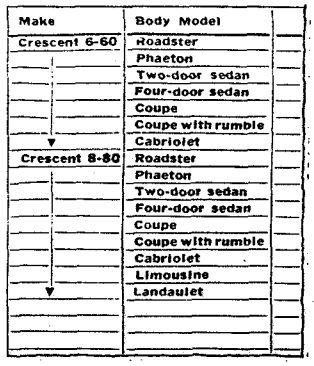
BODY DETAIL AND EQUIPMENT FORMS

DIRECTIONS

Only standard equipment included in the Factory Delivered price shown in column 3 should be listed on this sheet. Please arrange body types in an ascending price scale with the lowest priced type at the top and the highest priced type at the bottom.

IMPORTANT—To save your time, where an item is common to several types, use arrows to indicate the fact as shown in diagrams.

Standard abbreviations may be used where space limitations make this necessary. Where sub-headings such as those shown in column for Body Make are identified with numerals, these numerals may be used in filling in form.



MAKE AND MODEL	BODY TYPE List Types on Ascending Price Scale Beginning with the Lowest Price	Factory Delivered Price Including Federal Tax and Handling Charge	Number of Passengers	Wheelbase	Shipping Weight	Seating Arrangement Number See Below	Body Make
Cad. 6107	Dyn. CPE.	$1,947	5	126	4065	3	Fisher*
Cad. 6109	4 Dr. Sed.	2,071	5	126	4145	4	
Cad. 6207	Dyn. CPE.	2,179	5	129	4100	3	
Cad. 6269	4 Dr. Sed.	2,254	5	129	4240	3	
Cad. 6267	Conv. CPE.	2,451	5	129	4462	3	
Cad. 6069	4 Dr. Sedan	2,994	5	133	4348	4	Fleetwood
Cad. 7519	4 Dr. Sedan	4,193	5	136	4848	4	
Cad. 7523	4 Dr. Sedan	4,370	7	136	4865	5	
Cad. 7533	4 Dr. Sedan IMP.	4,564	7	136	4926	5	
Cad. 7523-L	4 Dr. Sedan BUS.	4,048	9	136		5	
Cad. 7533-L	4 Dr. Bus. IMP.	4,241	9	136		5	

* Interior by Fleetwood

Prices as of August 12, 1946 Subject to Change without notice.

SEATING ARRANGEMENT NUMBERS

1—Two-door car with no rear seat.
2—Two-door car with rumble seat.
3—Two-door car with conventional rear cushion.
4—Four-door car with cushions front and rear.
5—Four-door car with cushions front and rear plus two auxiliary seats folding into front seat back.
6—Two-door car with two opera seats folding into sides of body.
7—Two-door car with two opera seats folding into rear of body.
8—Two-door car with one opera seat folding into rear of body and other seat stationary.
9—Two-door car with rear stationary seat for one passenger.