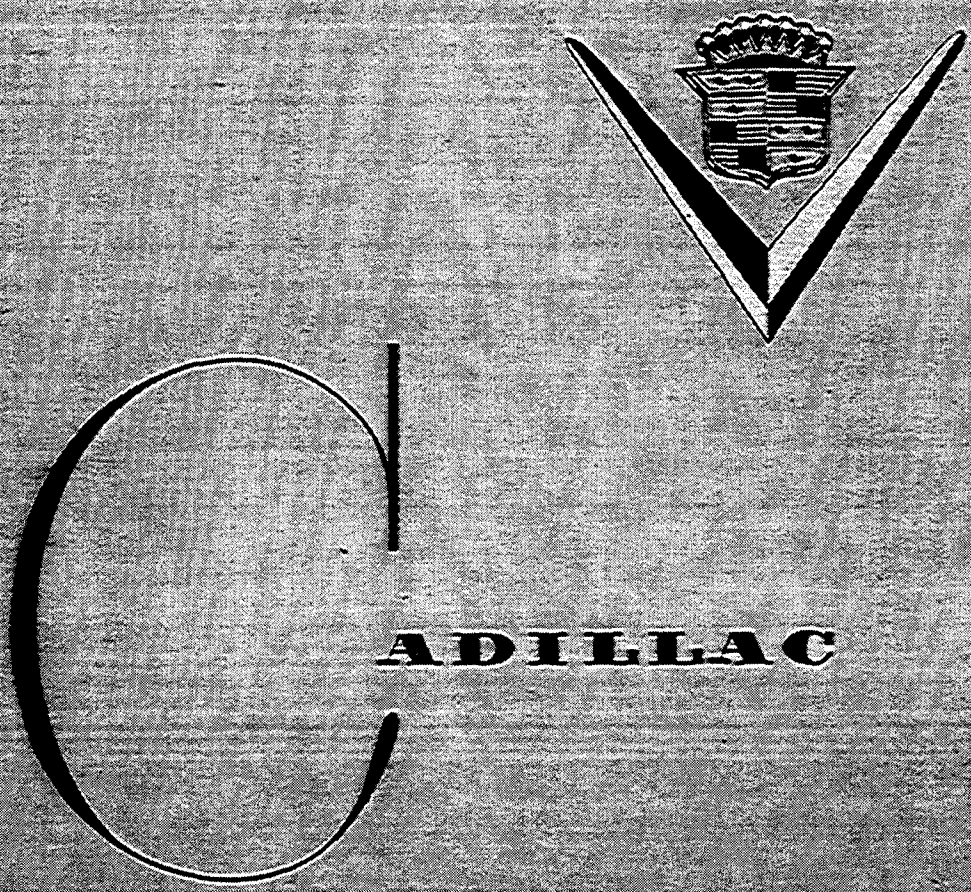


CADILLAC

DATA BOOK

1948

HIS LITTLE BOOK

has a very specific purpose. It is planned, primarily, to provide Cadillac salesmen with factual information—to help you know the product, and to assist you in selling it.

You will detect a definite note of brevity and simplicity in your new edition of the Cadillac Data Book. This is intended to save you time and trouble in looking up facts and answering questions. While the contents are presented in much condensed form, all the *essential* information on the new Cadillac has been carefully included.

Because you are now presenting to prospects the first completely new Cadillac body design in more than six

years, special emphasis has been placed on the many new features—both structural and visual.

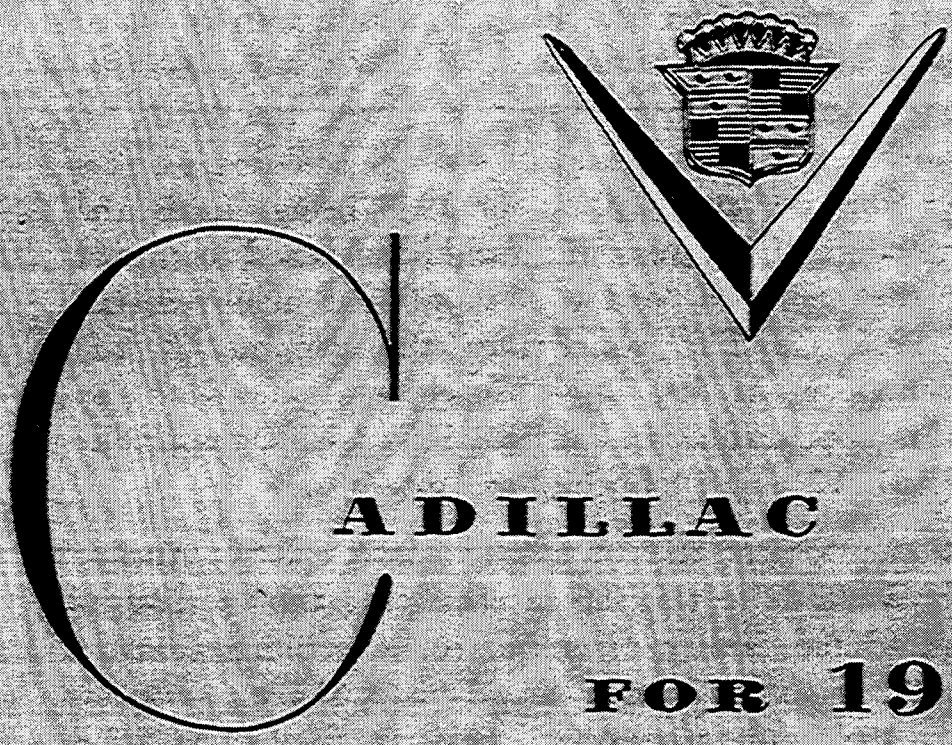
Exteriors of the entire 1948 line are shown in front, side and rear views, with distinguishing trim details specially highlighted for quick reference. Interiors are given equally definitive treatment, with separate illustrations of front and rear compartments, as well as feature close-ups, for each model.

Ample material is provided on chassis, transmissions and accessories; and throughout the booklet the explanatory text is systematically divided into easy-to-find segments, each devoted to its distinct phase of the subject matter. Pages at the back deal with specifications, service policy, and historical data.

Every Cadillac salesman must, of course, be completely familiar with the details of his product and the significance of its unique position. A thorough understanding of the data in this book will enable you to bring your knowledge up to date and assist you in making the most of the Cadillac tradition.

Remember: Cadillac for 1948 represents the latest expression of forty-six years' uninterrupted supremacy in the world of motors—the crowning achievement of General Motors Corporation.

It is only natural that Cadillac—pride of General Motors—should be the world's outstanding motor car. For General Motors is the world's greatest automotive organization—with the largest research laboratories, the most varied engineering staffs, and the greatest manufacturing facilities. Cadillac is without a rival—because the resources back of it are without a parallel.



CADILLAC

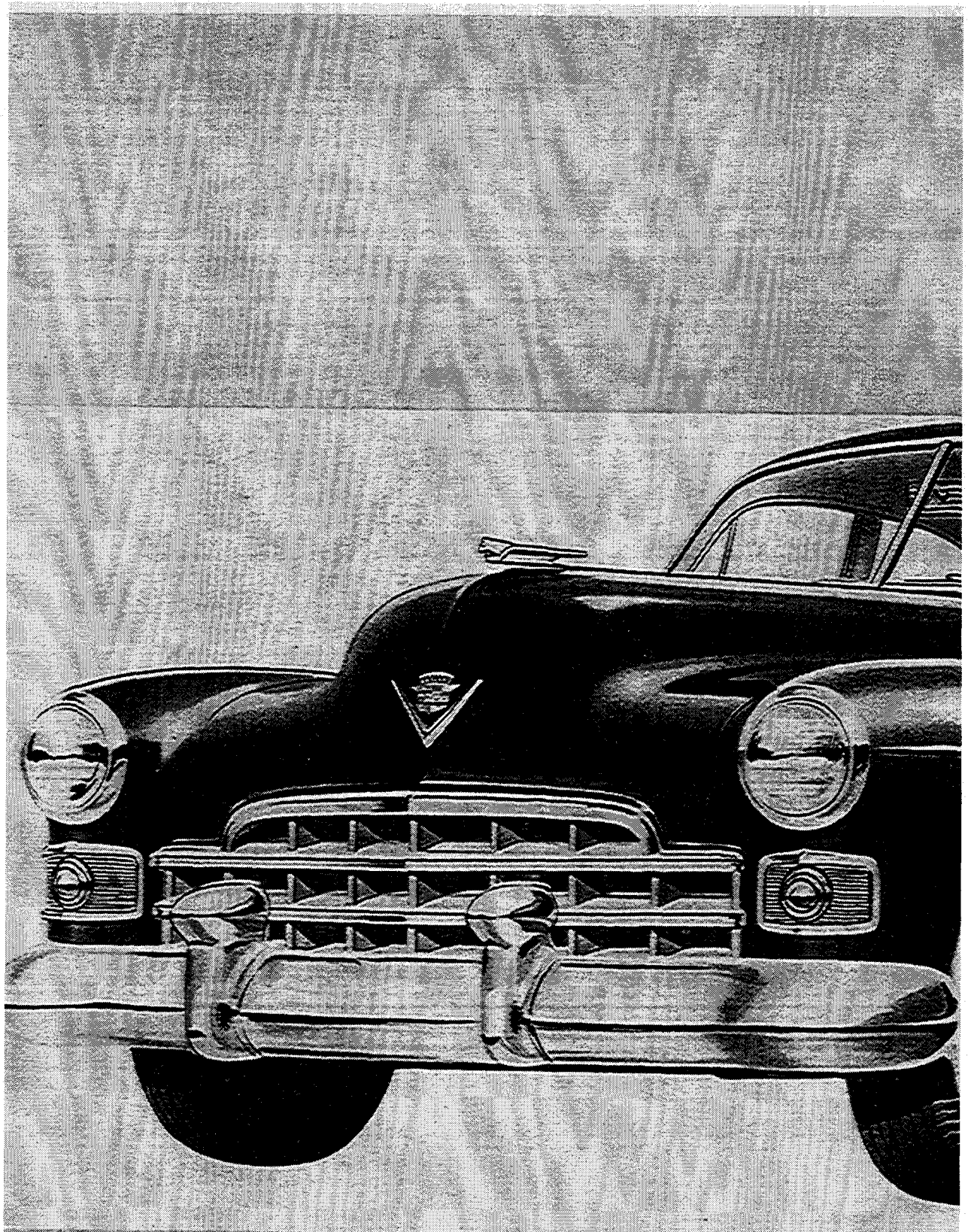
FOR 1948

The supremacy of Cadillac rests on more than successful participation in the industry-wide competition among new models. Your product has that to offer which no other car can challenge—as models come and models go, it is always *a Cadillac!* One vital ingredient of this priceless tradition is, of course, the consistency with which Cadillac has led the industry in the development of new standards in engineering, in design, and in styling. Building on this sound foundation, Cadillac for 1948 brings forth the full measure of progress the world has learned to expect from the accepted leader of motor car achievement. The 1948 Cadillac constitutes the epitome of the ultra-modern in its finest interpretation. Both in exterior appearance and in interior appointments, the Series 61, 62 and 60 Special are totally new.

While each series bears its own exclusive characteristics, all three continue to share a gratifying and unmistakable Cadillac family resemblance. A striking feature common to all is the new broad hood, sloping smartly toward the front for dramatic new *visual* effect and for increased road *visibility*. Carrying out this new trend, the radiator grille is still lower and the front bumper is much heavier and more massive. Lowness and length are emphasized, also, by the sweepingly streamlined new side view. Both front and rear fenders present a single unbroken horizontal roll, flowing smoothly from the headlight to the top of the rear fender. The rear deck, too, is longer and lower, in harmony with the over-all effect of low-lying grace. Interiors feature styling without precedent. Major contributions have also been made to comfort, driving ease, serviceability, and safety. A proud new motor car, the Cadillac for 1948—and a genuine credit to its honored name!

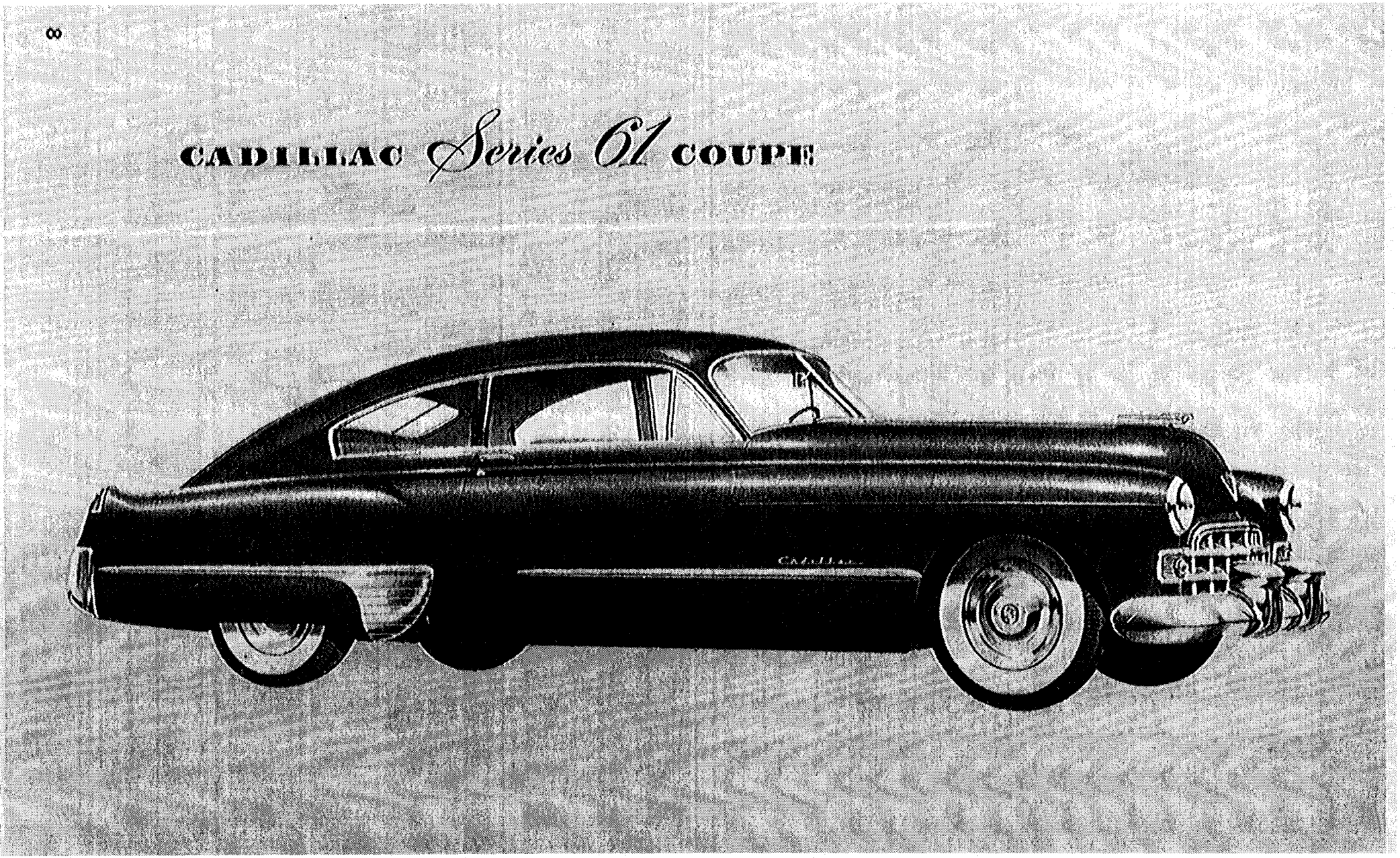


EXTERIORS

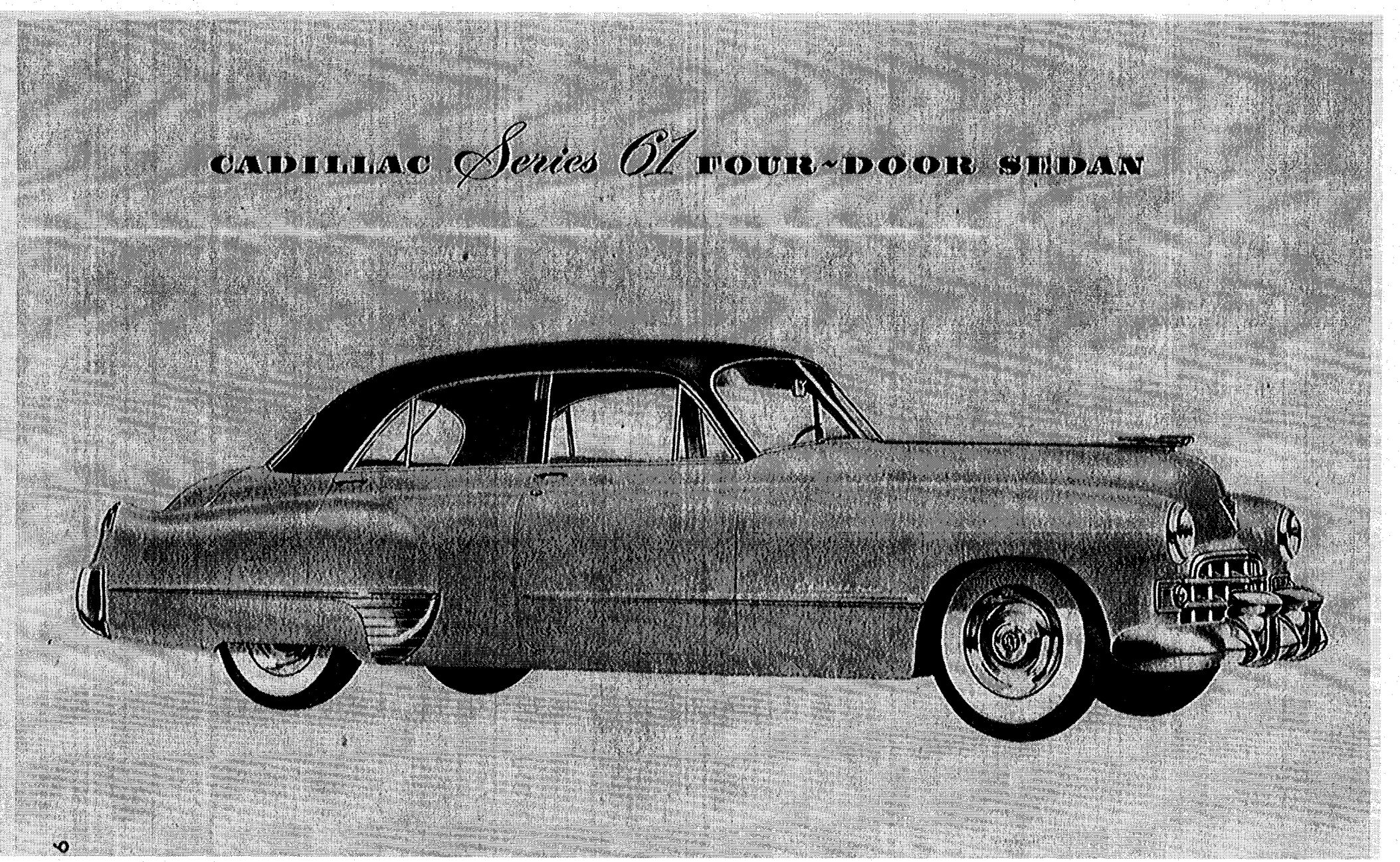


The New Cadillac Exterior presents visual evidence of the great forward stride accomplished for 1948. In its continuous process of development, Cadillac, this year, has achieved an entirely new creation in modern appearance and distinction. In its brilliant smartness the 1948 model is the highest expression of the Cadillac Tradition.

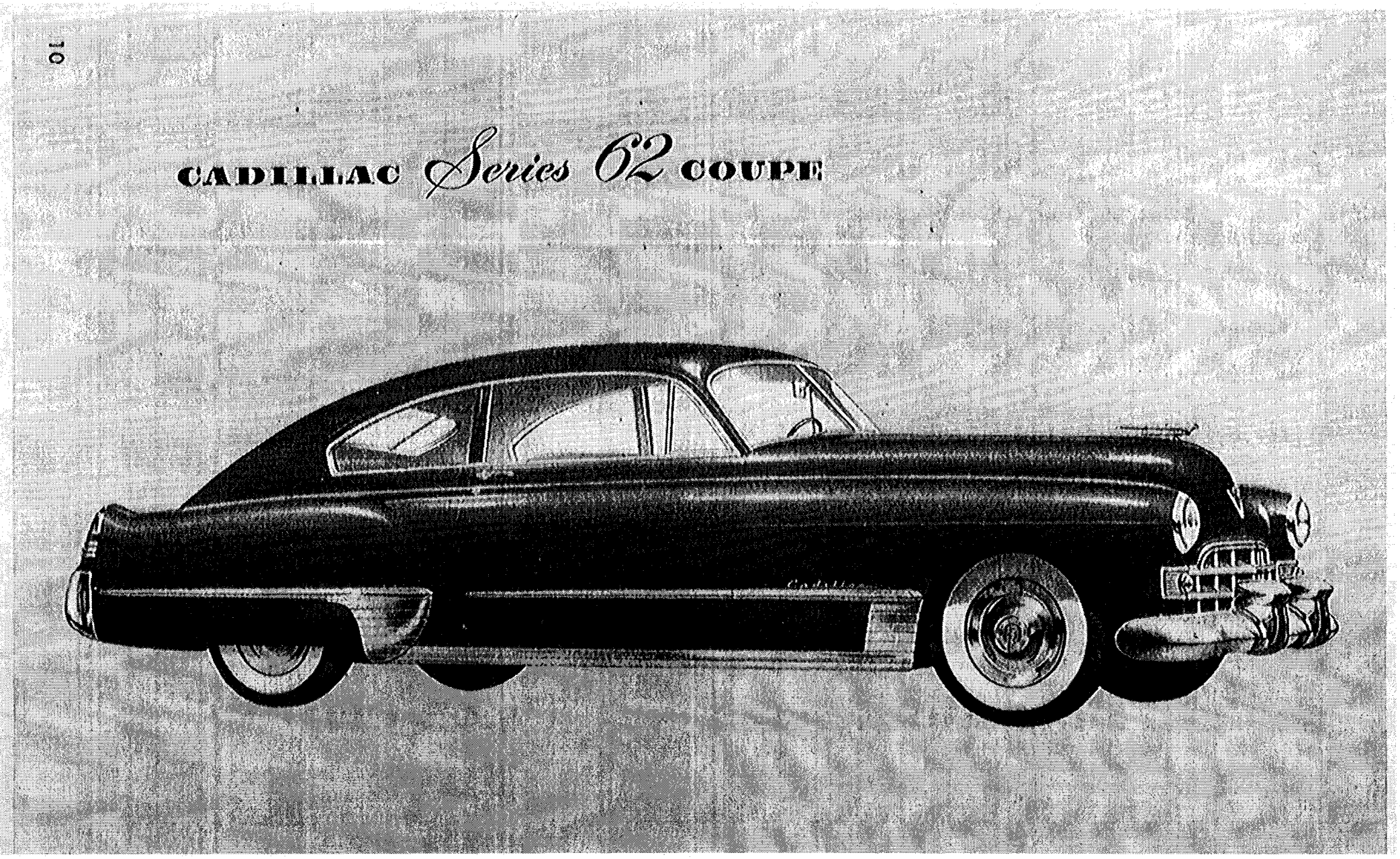
CADILLAC *Series 61* COUPE

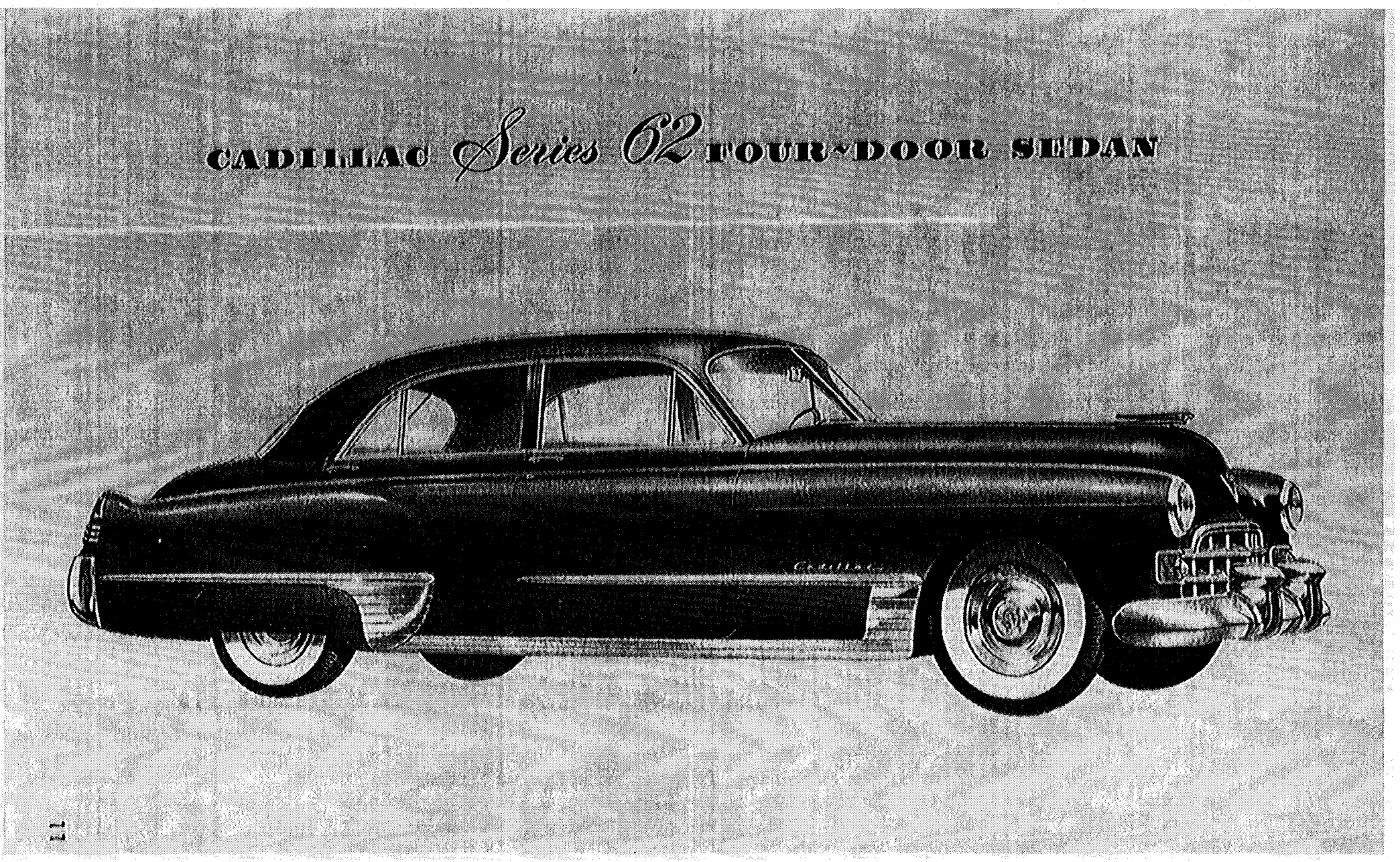


CADILLAC *Series 61* FOUR-DOOR SEDAN

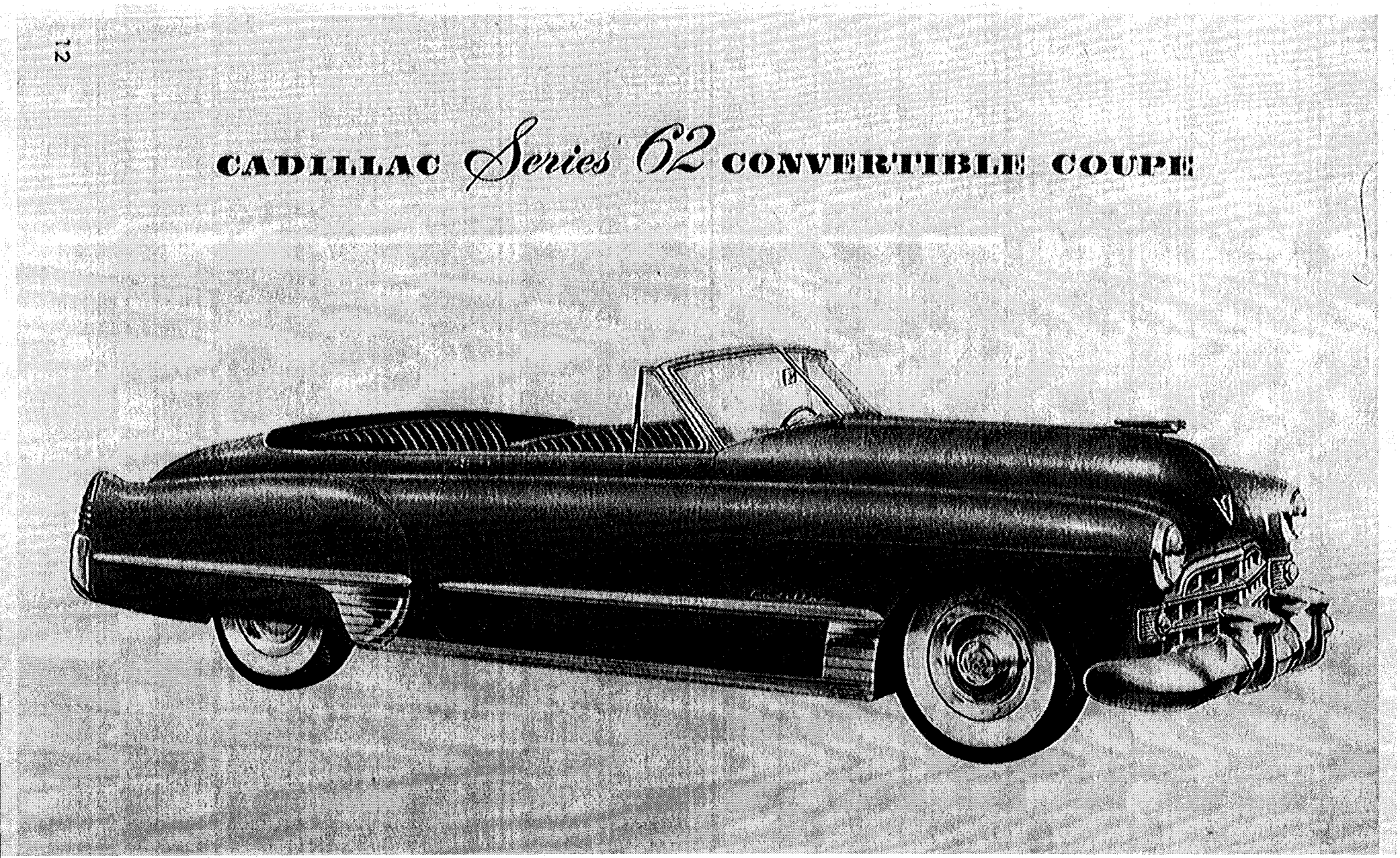


CADILLAC *Series 62* COUPE




CADILLAC Series 62 FOUR-DOOR SEDAN

CADILLAC *Series* 62 CONVERTIBLE COUPE



CADILLAC *Series 60* SPECIAL SEDAN

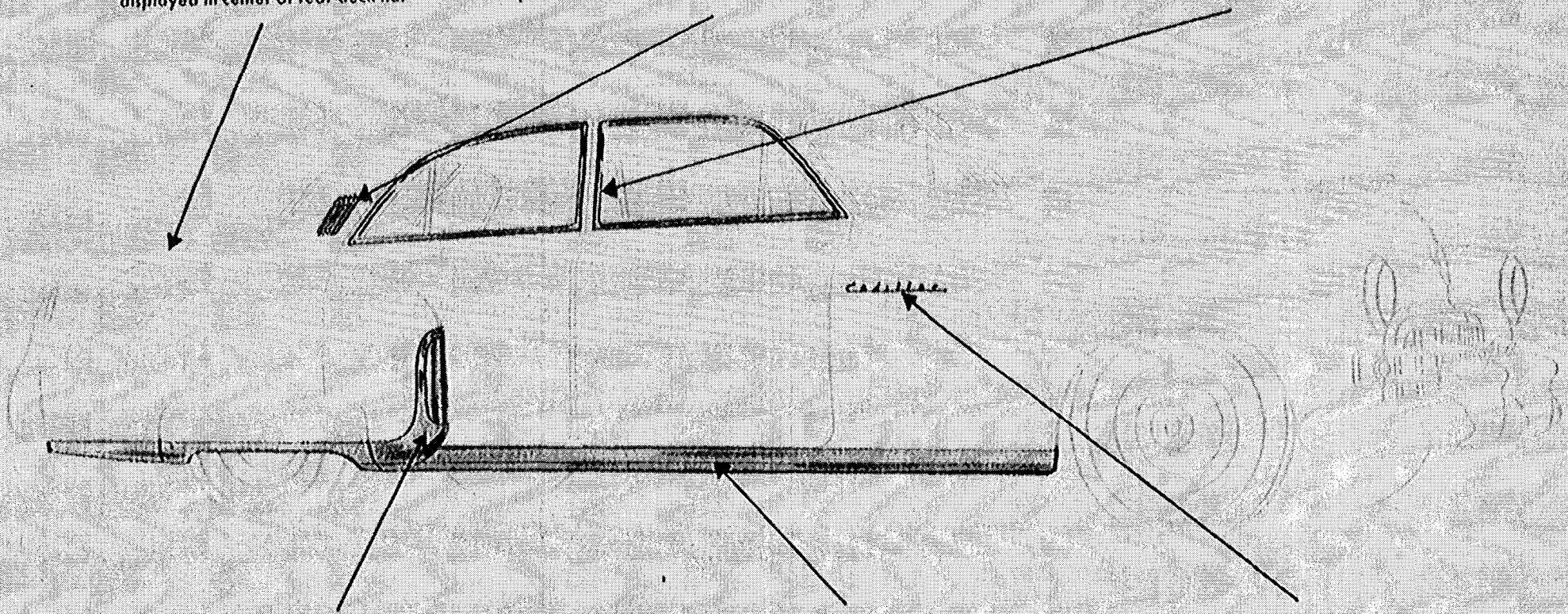


Chrome Trim Styling, brilliantly redesigned for the 1948 models, is shown on the following pages in such a way as to provide a simple key to the distinguishing characteristics of the Series 60 Special, 61 and 62. Coupes are trimmed in the same manner as sedans of corresponding series.

Fleetwood Name Script, in handsome chrome, is decoratively displayed in center of rear deck lid.

Rear Quarter Panel Louvers consist of five smart chrome elements decorating rear quarter panel as a distinctive 60 Special characteristic.

Window Molding, in chrome, frames each window in striking metallic outline, providing a dramatic contrast with bold simplicity of other body trim.



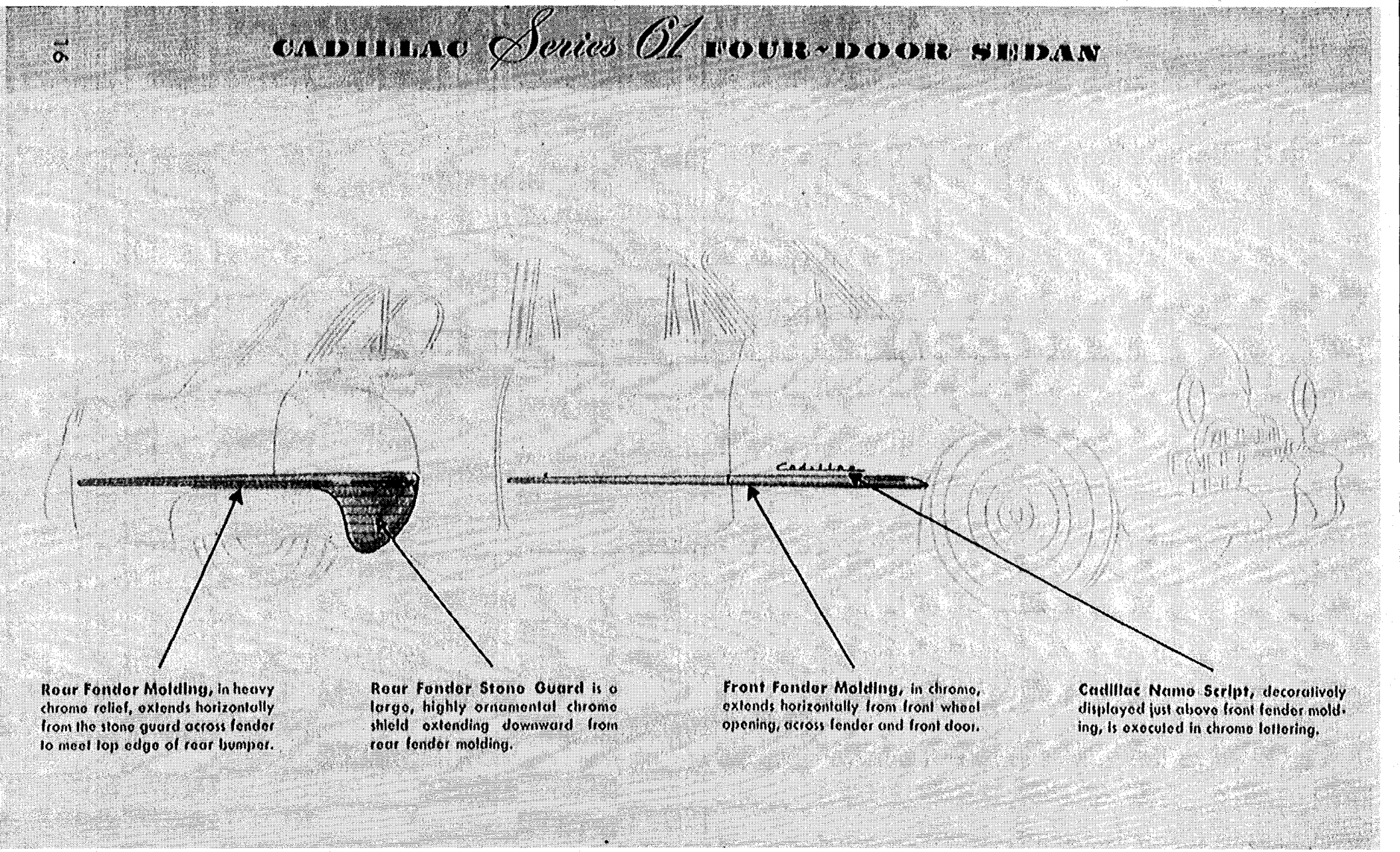
Rear Fender Stone Guard, tastefully designed to resemble a grille and executed in chrome, blends into and becomes part of the wide rocker sill molding.

Rocker Sill Molding is a strikingly broad chrome band adorning entire lower portion of body, extending, in effect, from wheel opening back to rear tip of rear fender.

Cadillac Name Script, a distinctive decorative element, is located higher on front fender than on other series.

CADILLAC *Series 60* SPECIAL SEDAN

CADILLAC *Series 61* FOUR-DOOR SEDAN

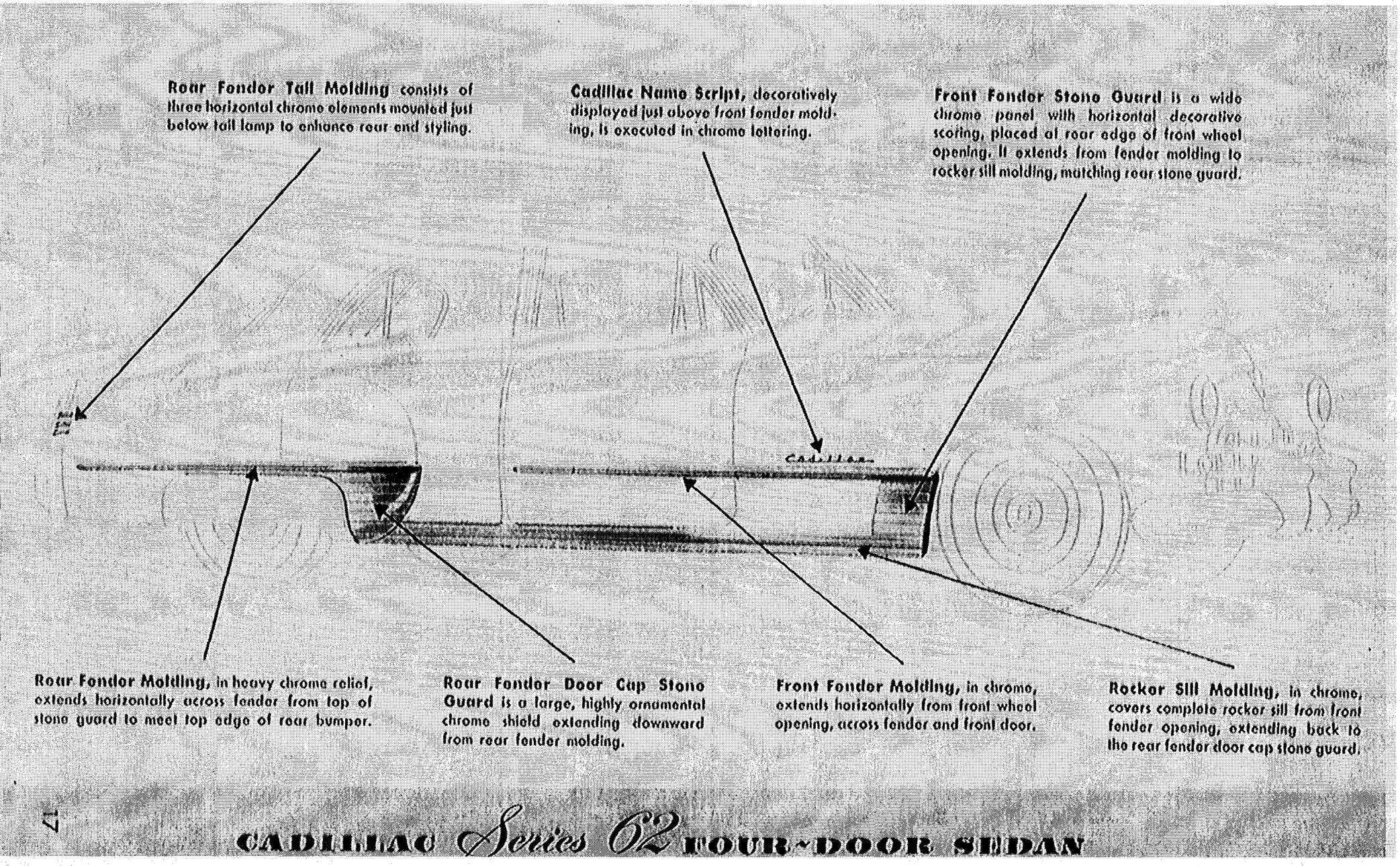


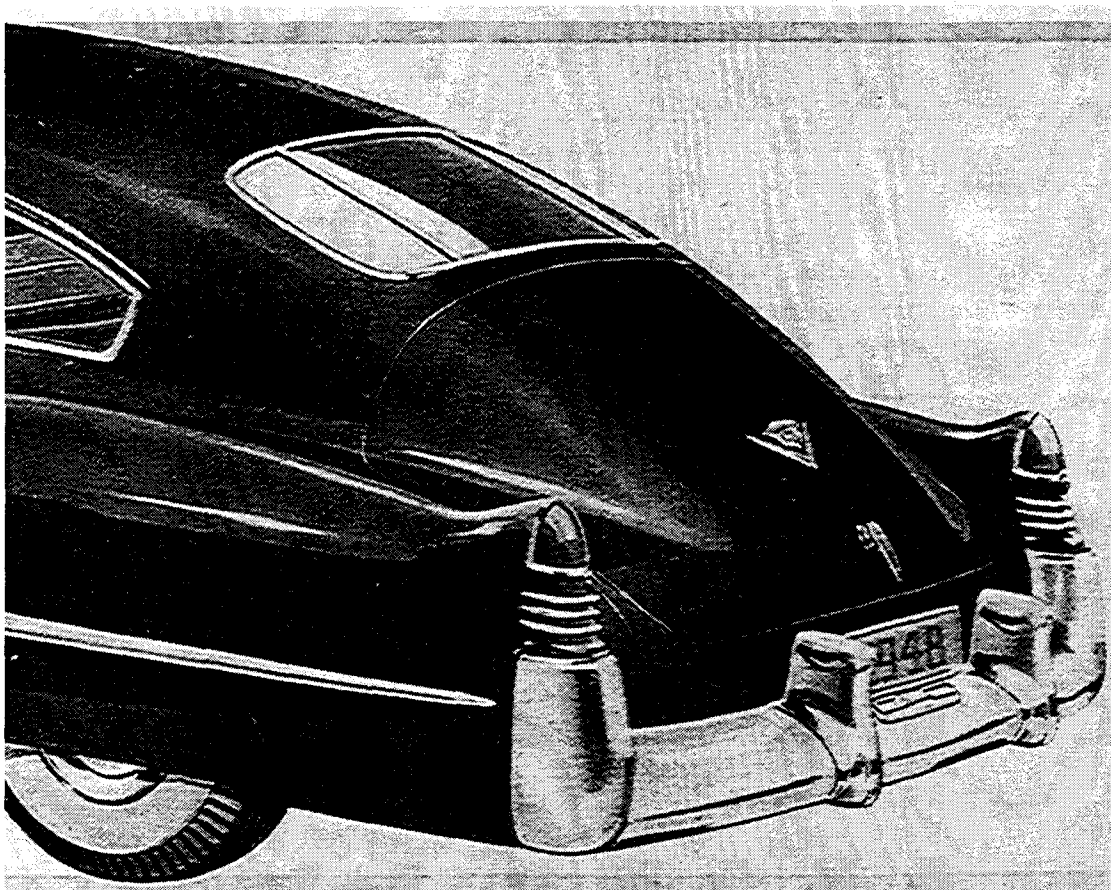
Rear Fender Molding, in heavy chrome relief, extends horizontally from the stone guard across fender to meet top edge of rear bumper.

Rear Fender Stone Guard is a large, highly ornamental chrome shield extending downward from rear fender molding.

Front Fender Molding, in chrome, extends horizontally from front wheel opening, across fender and front door.

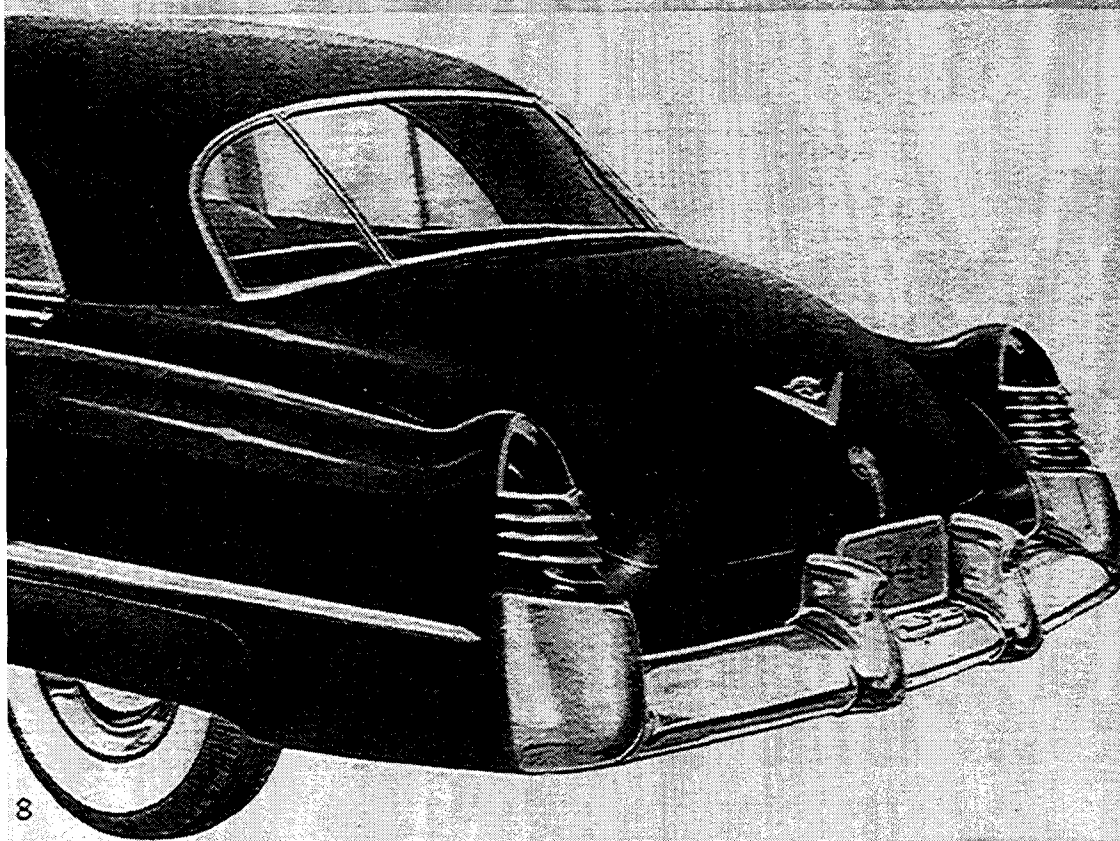
Cadillac Name Script, decoratively displayed just above front fender molding, is executed in chrome lettering.

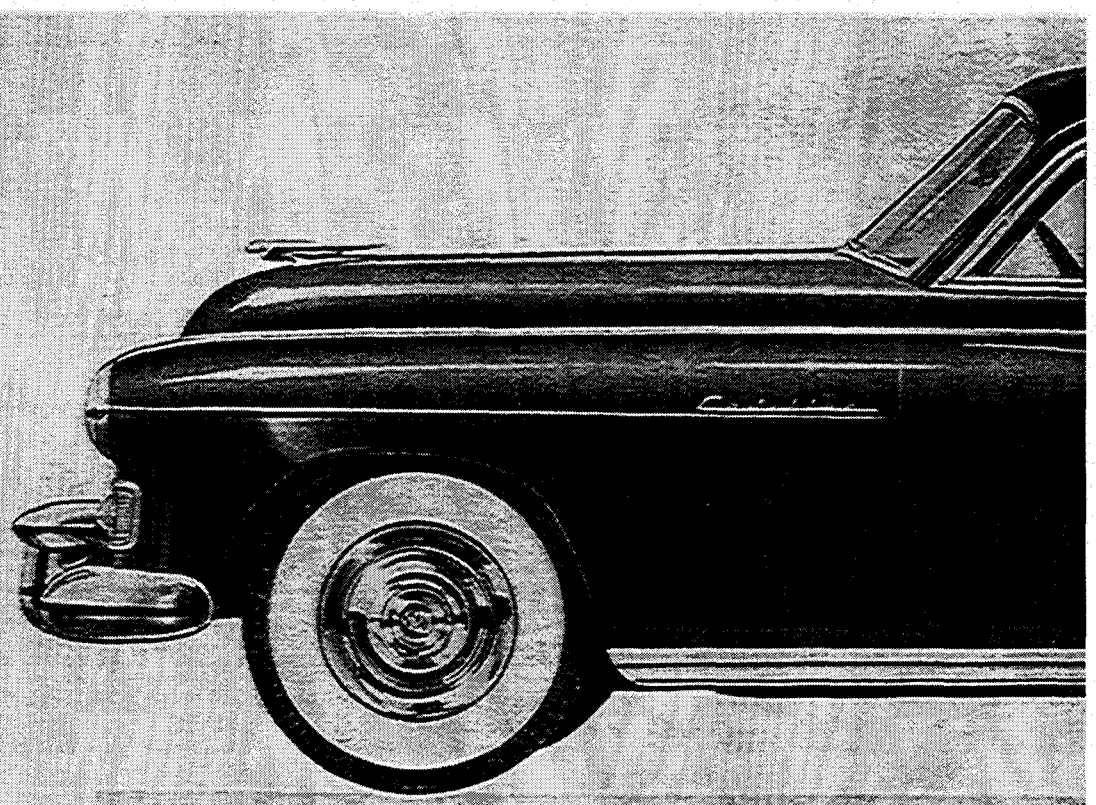

Rear Fender Tail Molding consists of three horizontal chrome elements mounted just below tail lamp to enhance rear end styling.
Cadillac Name Script, decoratively displayed just above front fender molding, is executed in chrome lettering.
Front Fender Stone Guard is a wide chrome panel with horizontal decorative scoring, placed at rear edge of front wheel opening. It extends from fender molding to rocker sill molding, matching rear stone guard.
Rear Fender Molding, in heavy chrome relief, extends horizontally across fender from top of stone guard to meet top edge of rear bumper.
Rear Fender Door Cap Stone Guard is a large, highly ornamental chrome shield extending downward from rear fender molding.
Front Fender Molding, in chrome, extends horizontally from front wheel opening, across fender and front door.
Rocker Sill Molding, in chrome, covers complete rocker sill from front fender opening, extending back to the rear fender door cap stone guard.



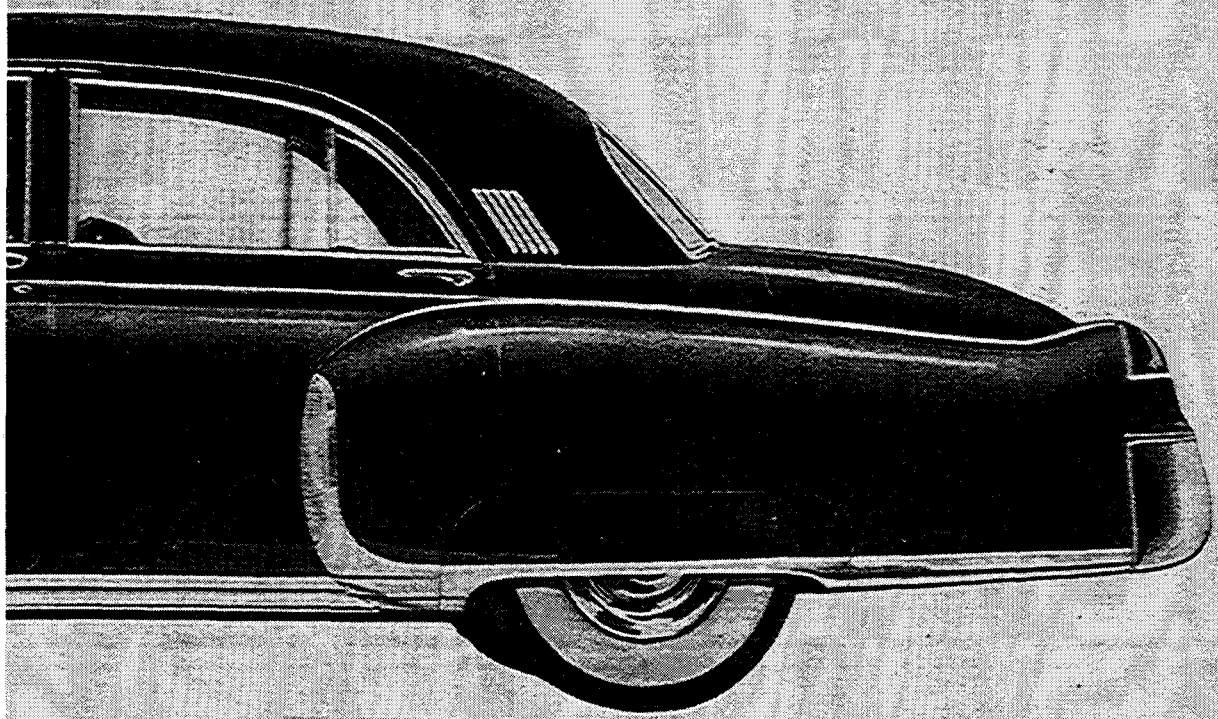
Coupe Rear Body Lines follow a continuous gracefully sloping curve accentuating the ultra-streamlining of the coupe body type. This smoothly tapered design is a new interpretation of this intimate car style.

Sedan Rear features clear-cut deck treatment, with the broad, low deck nestling smartly between the new "rudder-type" fenders. Flowing horizontal treatment emphasizes the new lower lines of this custom design.

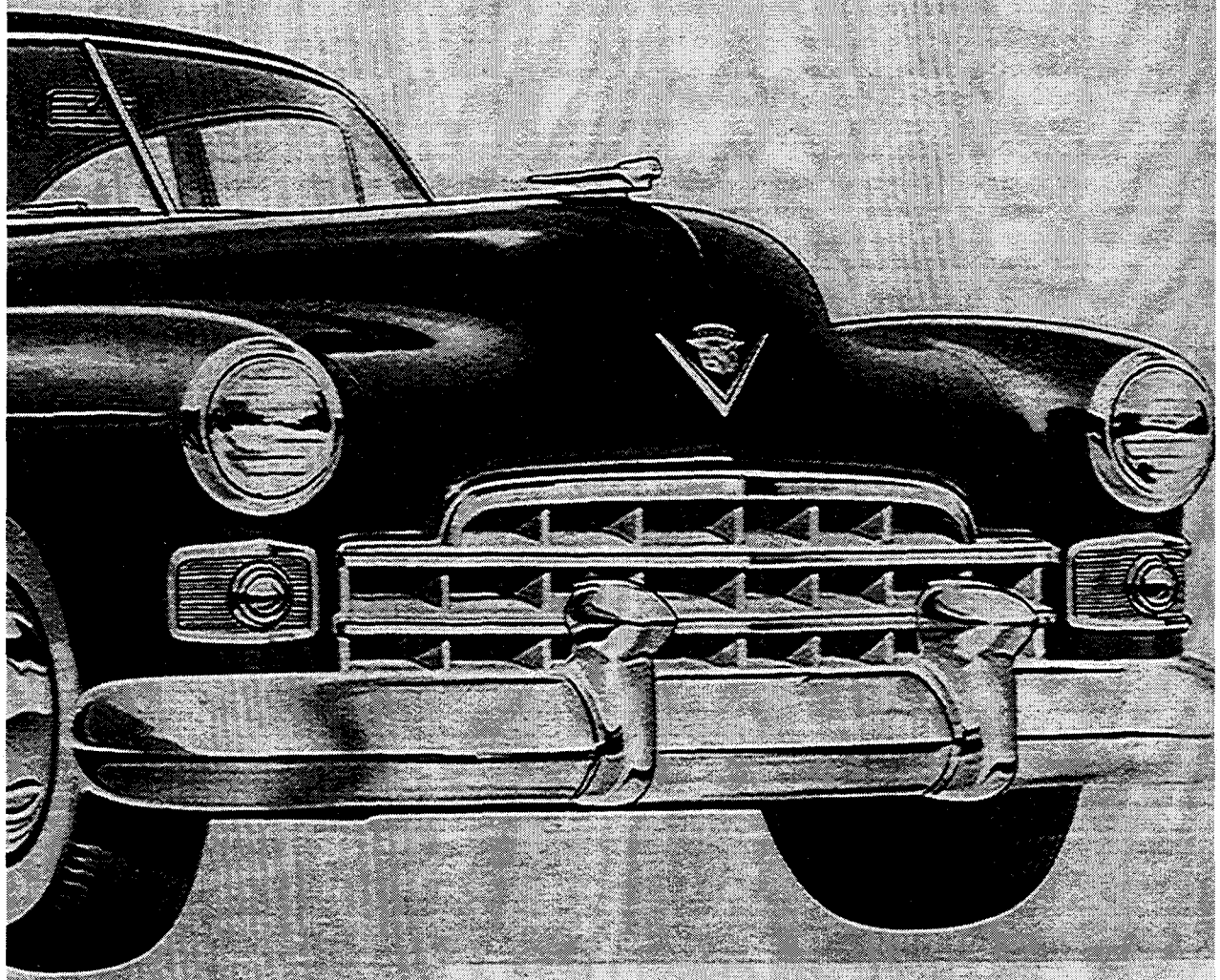




Front Fender blends dramatically into the smooth-flowing body line that sweeps the full length of the car. This continuous flow greatly enhances the appearance and emphasizes the fleetness and grace of line further expressed by the "wind-split" fender crease.



Rear Fender is a unique "rudder-type" design in graceful aircraft style. Its smart accents, of visual interest, include an upward flare terminated by the tail lamp. The rear wheel opening cover is also new.



Front Bumper, featuring projectile-like "bomb-type" guards, adds to the feeling of fleetness. This massive chrome element is attractively molded, following fender contours at the ends.

Radiator Grille, of handsomely refined design, has been made distinctly lower, in keeping with the general theme of low-lying beauty. A definite "custom" note is apparent in the striking grille design.

Combination Parking and Directional Lamp, recessed in the fender nose, features a bull's-eye lens surrounded by alternate chrome and white stripes. This unit is replaceable by a triple-function fog, parking and directional lamp.

Hood Ornament is the beautiful "winged goddess," traditional highlight of Cadillac styling—now interpreted even more effectively in new flowing lines. The base merges with the chrome hood molding.

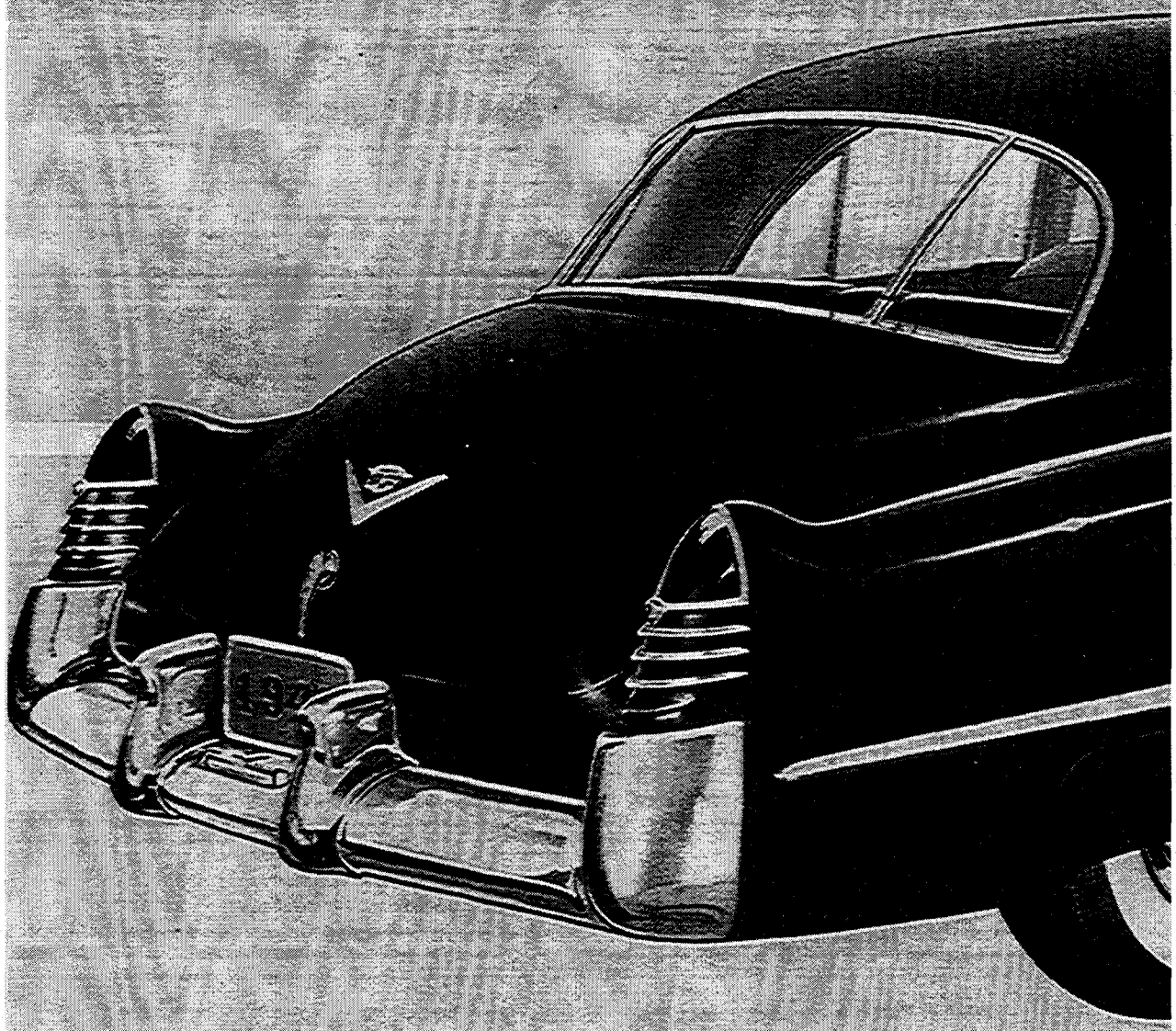
Hood Emblem, adorning the center of the hood just above the radiator grille, combines the colorful Cadillac crest with a graceful chrome "V," symbolic of the great Cadillac V-type Engine.

Rear Bumper blends neatly into the body, providing a brilliant and massive visual effect. The vertical accents at the bumper ends give the body a greatly increased appearance of breadth.

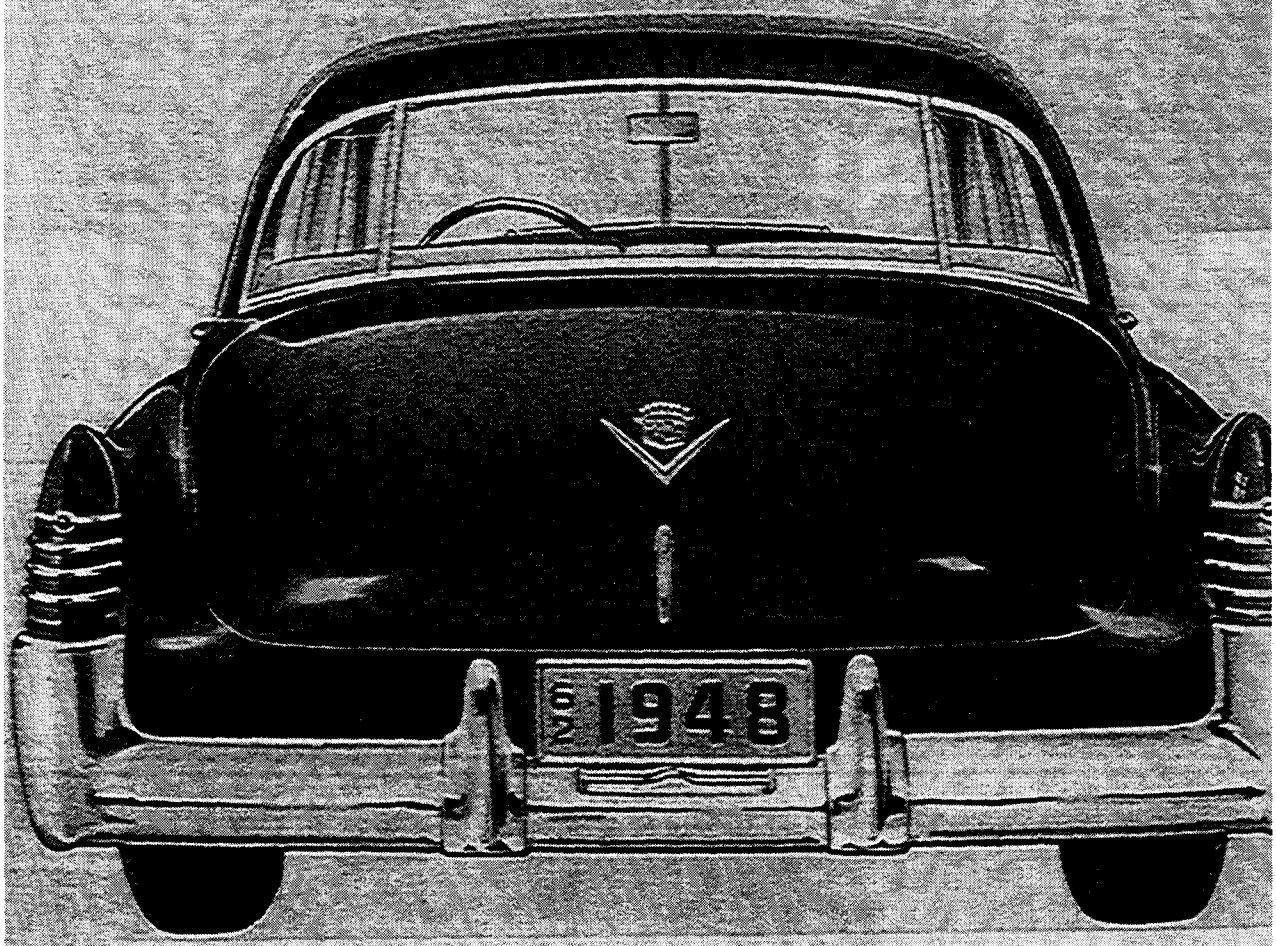
Rear Deck Emblem, on all but the 60 Special is like that which adorns the hood. It combines the colorful Cadillac crests with a graceful chrome "V," symbolic of the great Cadillac V-type Engine.

Tail and Directional Lamp, of striking new design, is fitted smartly into rear tip of fender. Blending into the fender contour, the new lamps focus attention on the width and lowness of the body.

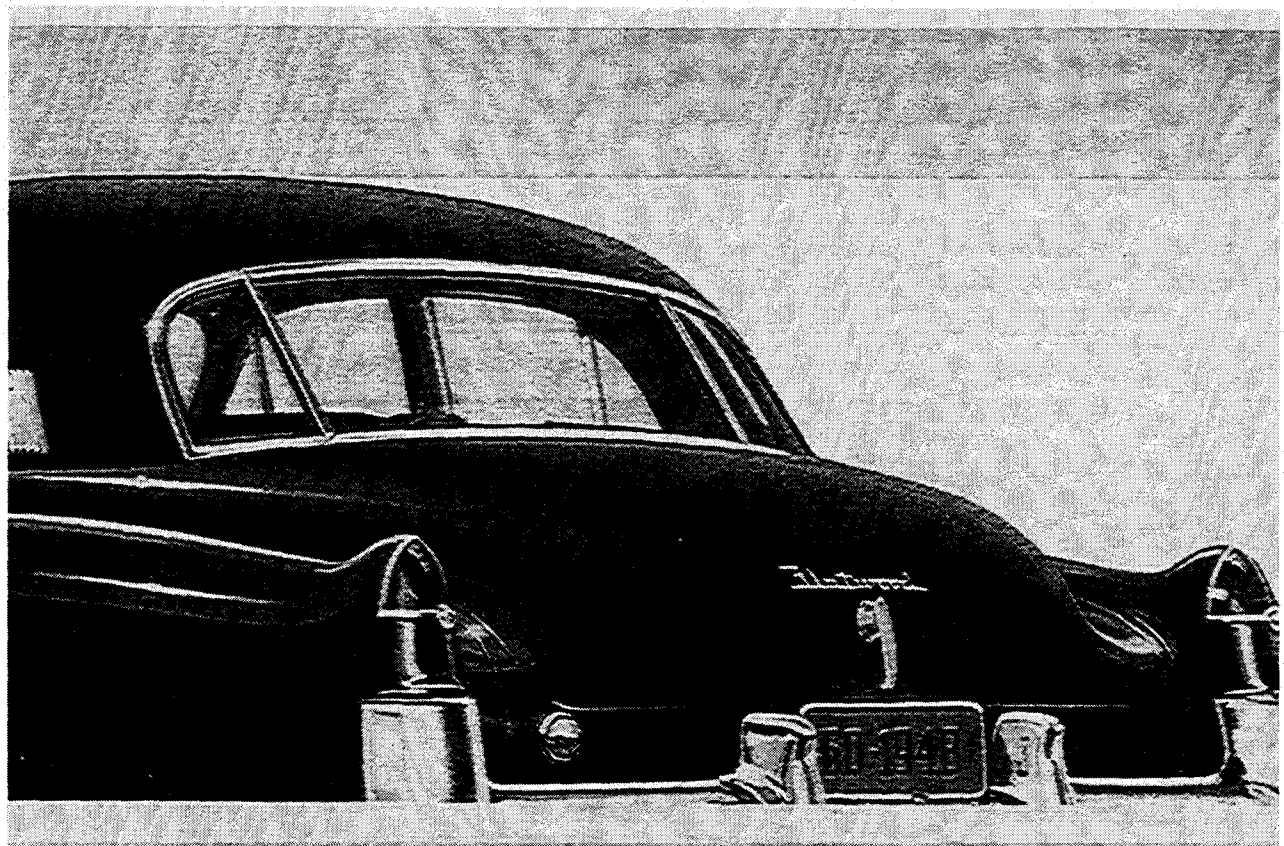
Rear License Light neatly inset in the rear bumper is typical of the smart, functional design which characterizes the grace and beauty of 1948 models.



Sedan Rear Window containing a large center panel flanked by smaller sections, provides exceptionally good rear as well as side vision. Curved to follow the contour of the top the glass is accurately ground to eliminate any possibility of distortion. The two division bars in addition to adding strength enhance the fleetness of top lines of this custom creation.



New Curved Windshield increasing the area of vision by approximately ¼ to ½ provides a more streamlined contour with the roof. The new, streamlined ultra-modern windshield is so accurately ground as to eliminate any possibility of distortion. The new split windshield wipers have been specially designed to utilize equalized blade pressure and follow the contour of the glass, thus cleaning the entire area.



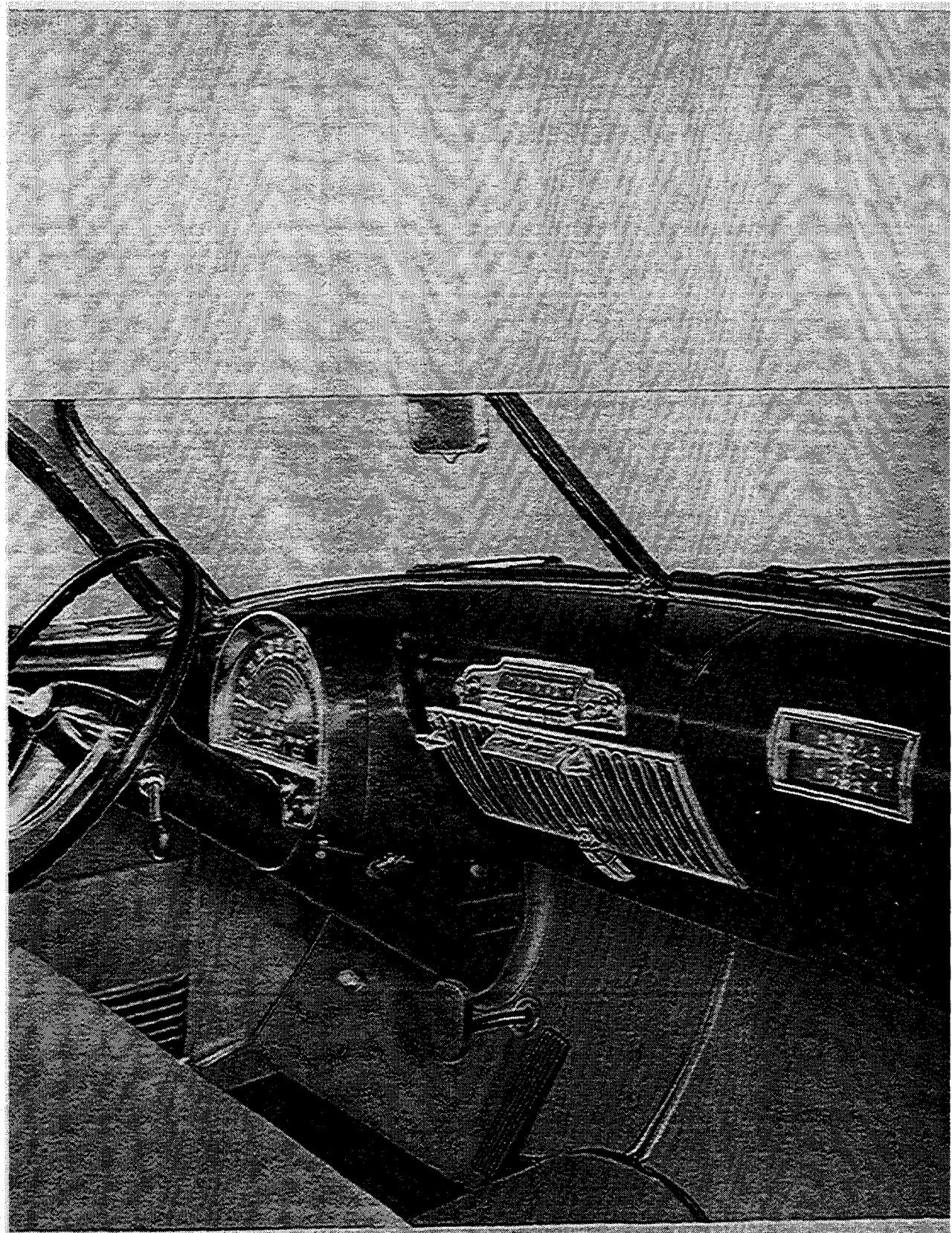
Rear Quarter Panel on 60 Special has five simulated ventilating louvers created especially for this custom designed model. Lending grace and distinctiveness to this most exclusive body design the quarter panel emphasizes the low flowing lines.

Fleetwood Emblem symbolizes Cadillac's traditionally renowned craftsmanship. Located above the rear deck handle the graceful script exemplifies the prestige and smartness of this finest in distinguished cars.

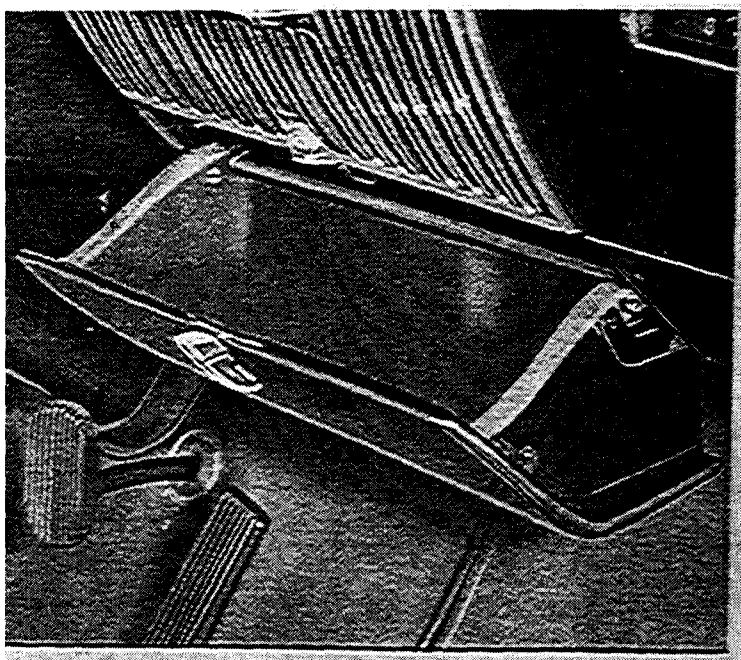




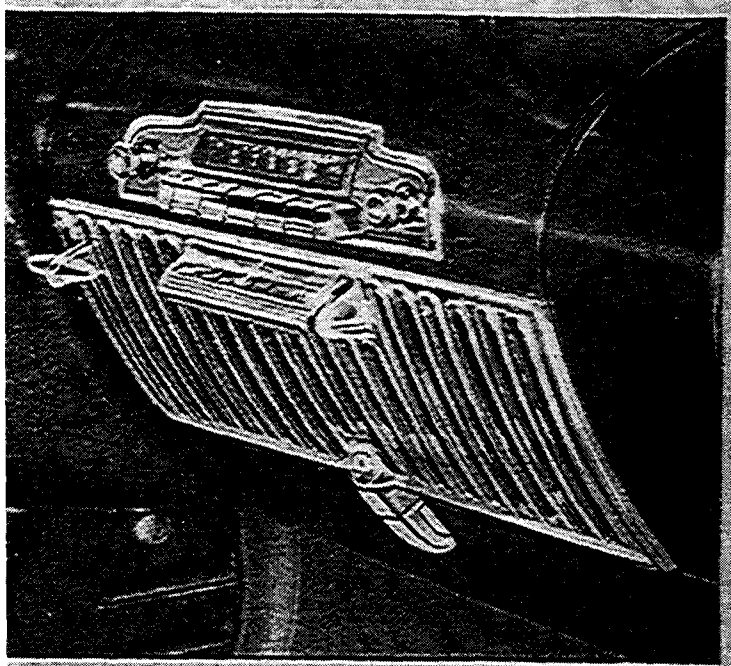
INTERIORS



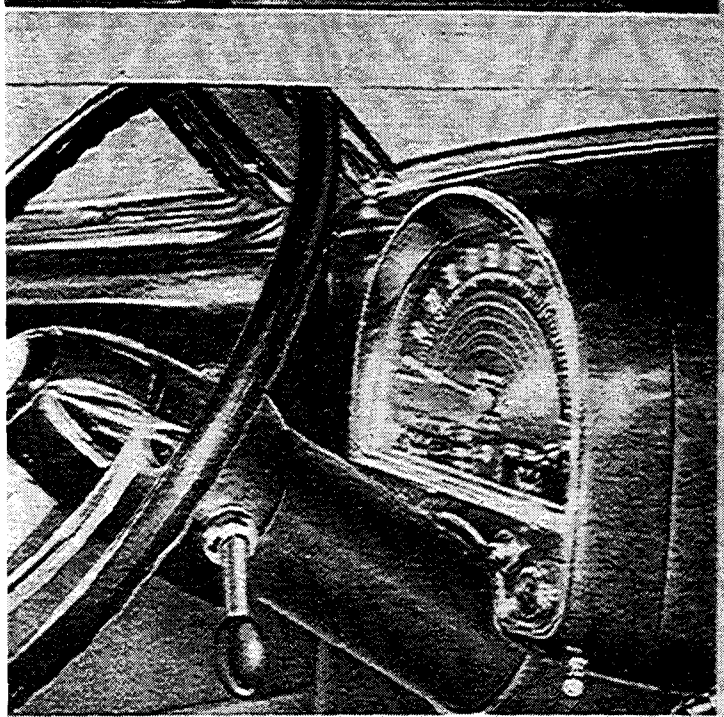
Instrument Panel, revolutionary in concept and completely new, is the ultimate in functional design. Beautiful in appearance, this modern streamlined panel is a triumph of engineering skill in grouping instruments and controls by function and importance to the driver. Providing as it does safety, accessibility, and visibility, the design permits all wires and accessories to be concealed.



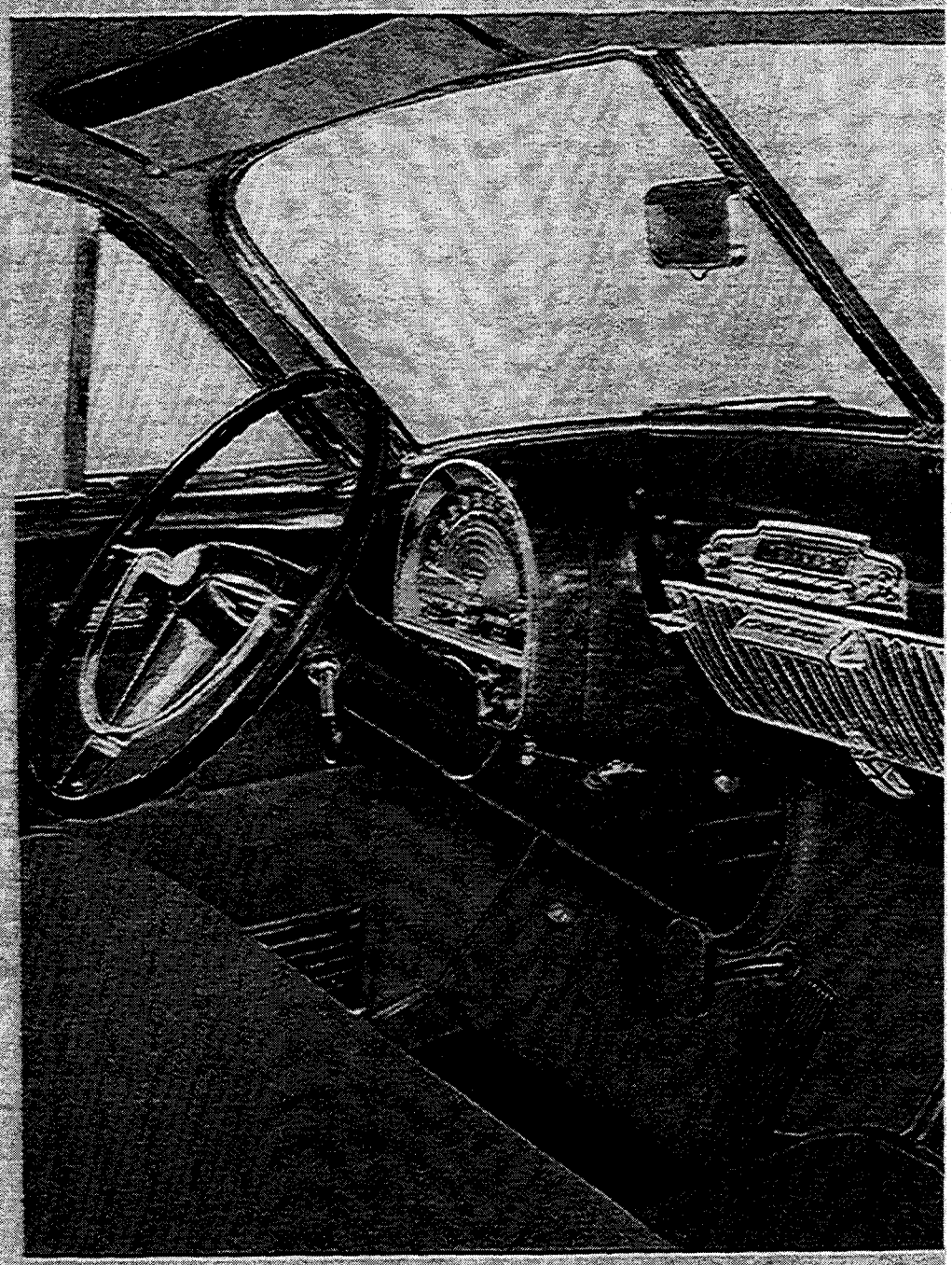
Package Compartment integral with the panel below the radio grille, is easily accessible to the driver. Providing roominess with accessibility of location, the compartment, when closed and locked, is a convenient storage space for maps, gloves and small parcels.



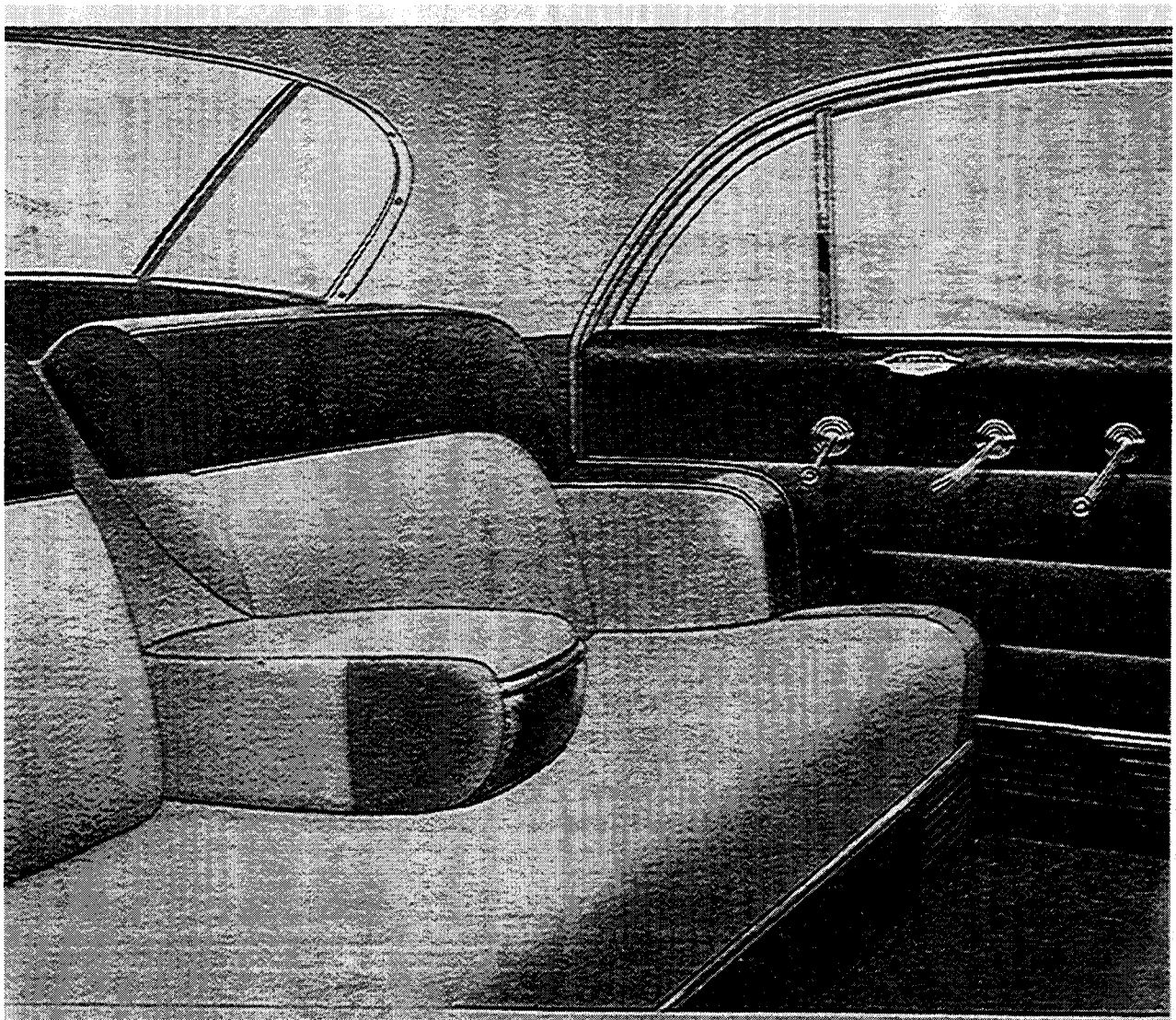
Radio Controls are convenient to either front seat passenger. Directly under the controls, above the heavy chrome radio grille, are the cigar lighter and map light control. The latter operates as a courtesy light when front compartment doors open—may be pulled out to flood the front compartment floor and automatically lights the package compartment interior.



Instruments are clustered in front of the fully enclosed, vent-slotted steering column. Beneath the large dial speedometer with its long-sweep hand are the gauges, and grouped below these are the ignition, starter, head and fog light controls. At the right, is the speedometer setting control. Air ventilator control knobs are on each side. At the left of the column are the convenient hand brake, inside hood lock, and windshield wiper control.



Front Compartment — 60 Special — is tastefully tailored and upholstered in finest fabric and leather combinations. Door finish panels are leather grained to match coloring and finish of the instrument panel and contain the hydraulic window controls. Like all Cadillac models, the large roomy floors are completely covered by woolpile carpeting reinforced with leather insert under the foot controls.



REAR COMPARTMENT—62 SEDAN

The rear compartment is upholstered in the finest quality two-tone fabrics. The trim motif is horizontal in feeling. Severely tailored, rich in quality, these distinctive interiors may be trimmed in colors to harmonize with exteriors. Finish panels have the appearance of fine grained burl walnut. Hardware is tastefully designed and finished in brilliant chrome. Fine pile carpeting harmonizing with upholstery colors cover the floors. Center arm rests add greatly to individual passenger comfort. The seats, wide and roomy, with soft restful backs contribute to the ultimate in passenger comfort and pleasure. Convenient for carrying small packages, the package shelf is of metal covered in artificial grained leather.

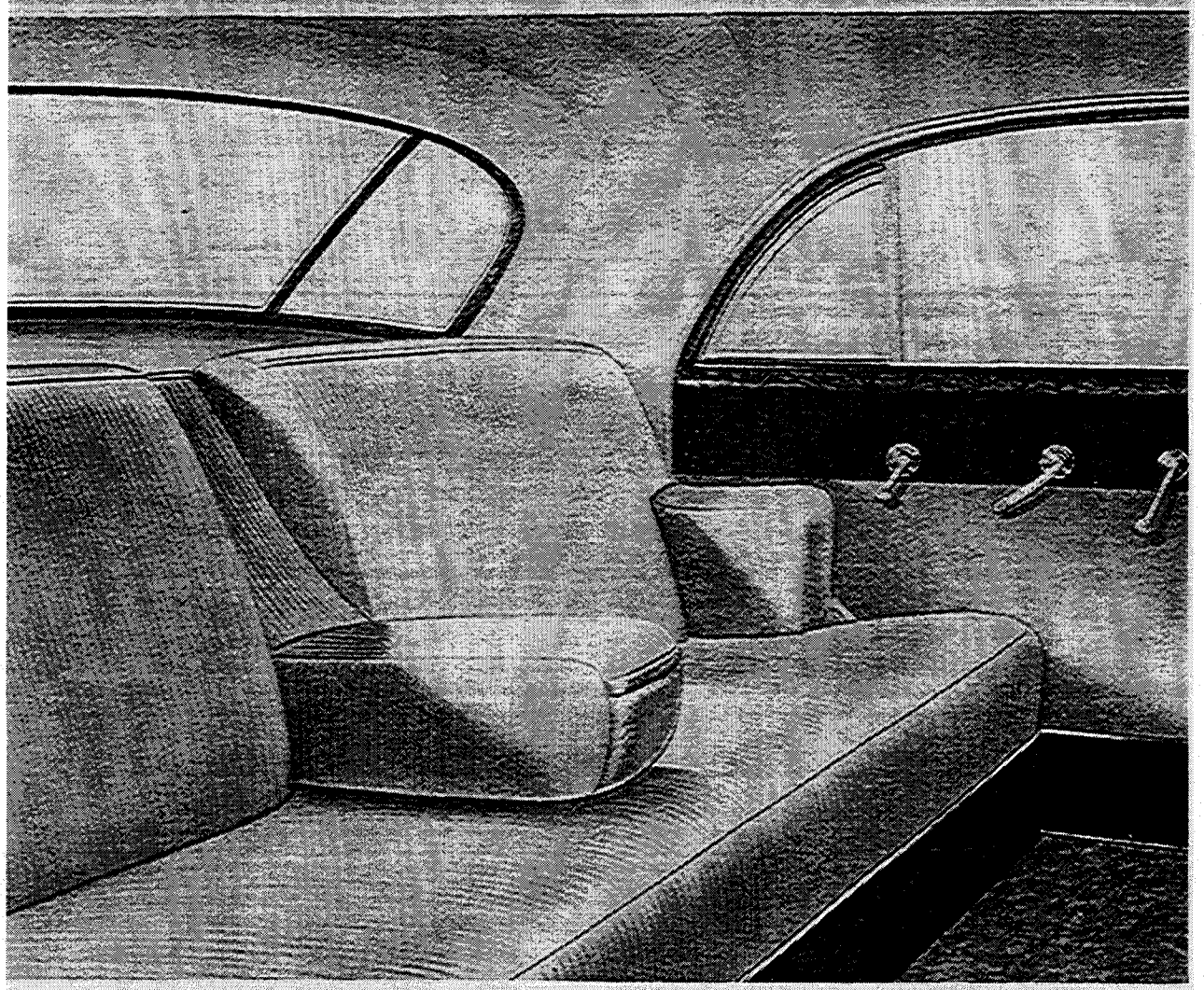
Large and roomy Cadillac Fleetwood-styled interiors speak for themselves—the ultimate in luxury and quality.

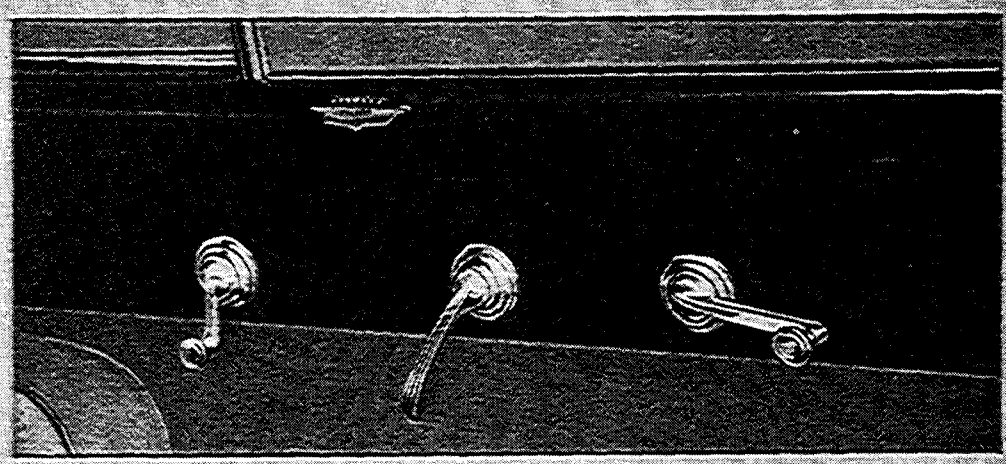
REAR COMPARTMENT—61 SEDAN

The 61 Sedan rear compartment is upholstered in rich pattern cloth set off by dark welts which add greatly to appearance and also protect seat edges most vulnerable to wear. A broad heel pad, extending up from the floor, contributes beauty and protection for the upholstery. Stainless steel beads highlight the door panels and seat trim. Rear seat hip room and shoulder width have both been increased in the new Series 61. Heavy pile carpeting covers the entire floor and harmonizes with the interior color. Assist cords are conveniently located on the door pillars. The center arm rest adds greatly to passenger comfort. The interior of this fine car is a tribute to Cadillac value and quality.

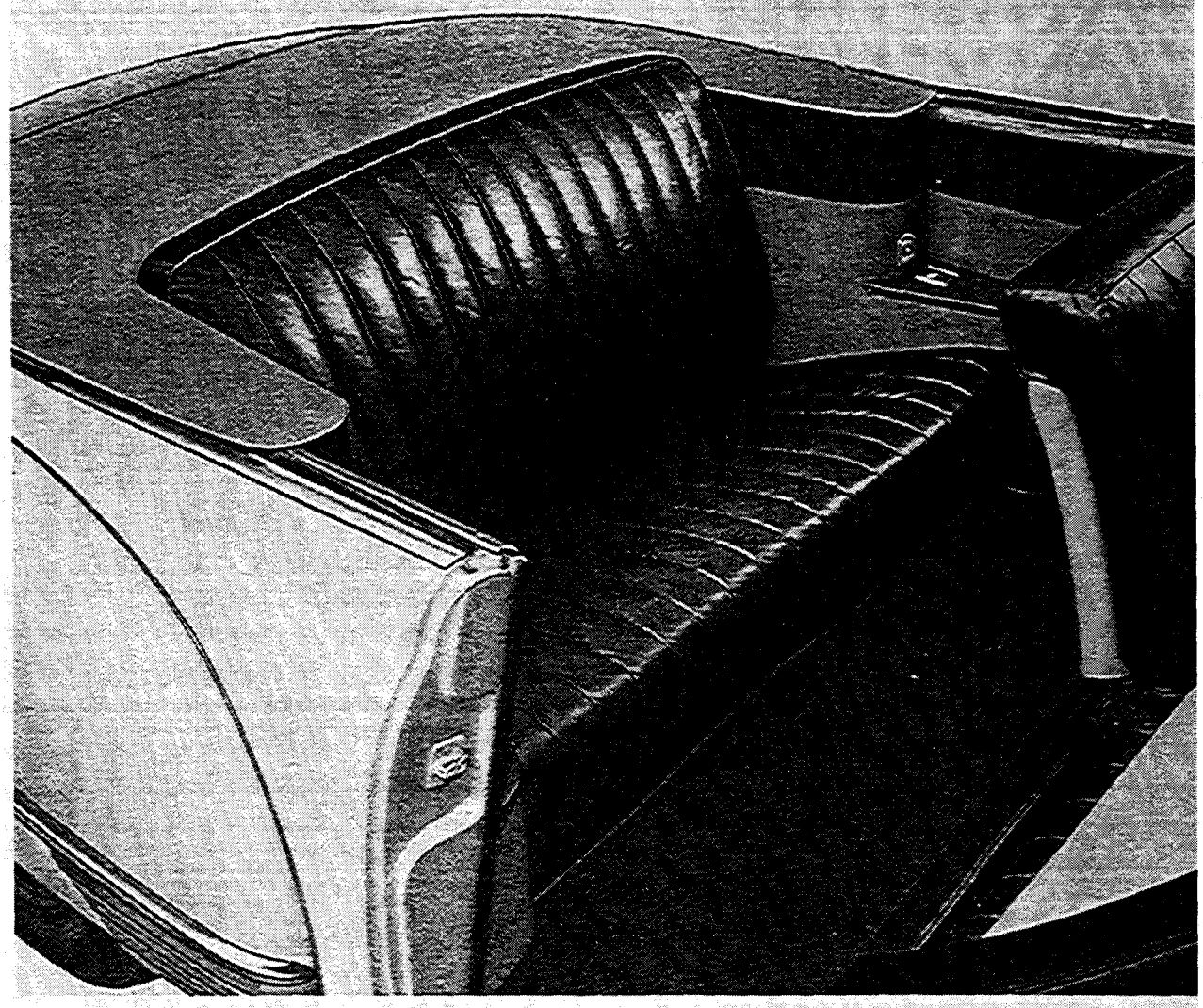
ROOMY PACKAGE SHELF

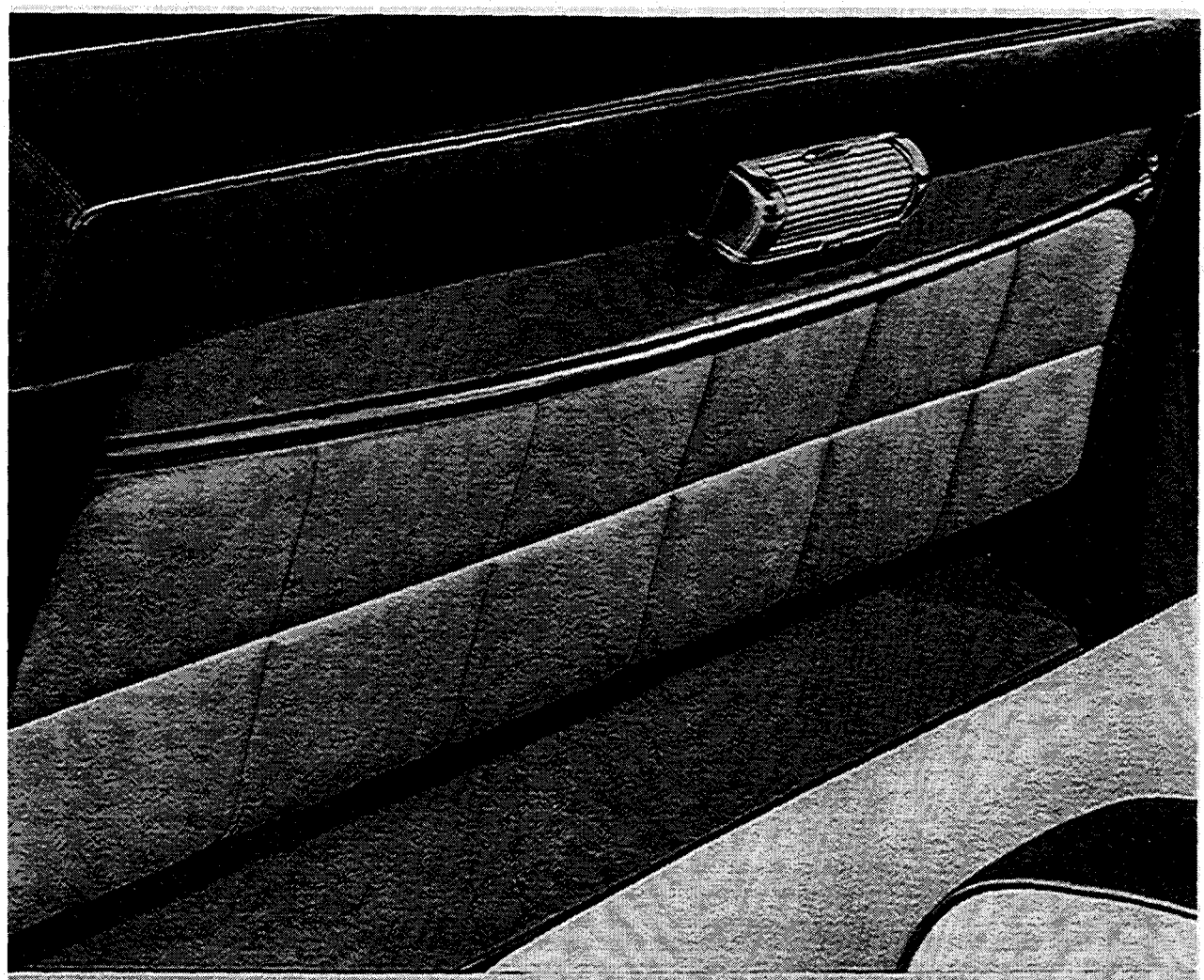
Shelf is of all-metal construction, covered with handsome and wear-resistant artificial leather. The added strength and durability contribute to the usefulness of this feature.





Door Hardware, including door handles and window regulators has bright chrome shanks, escutcheons, plates and knobs beautifully designed in keeping with the tone of all the other interior appointments.





BACK OF FRONT SEAT—60 SPECIAL SEDAN

The seat back is dramatically styled with bolstered top and side edges and a recessed center area divided into 12 sections. The convenient rear passenger foot rest, lined with carpet the same shade as the body cloth, is set into the bottom of the front seat back. A leather covered robe cord and built-in ash receiver with cigarette lighter enhance the practicality of this fine car.

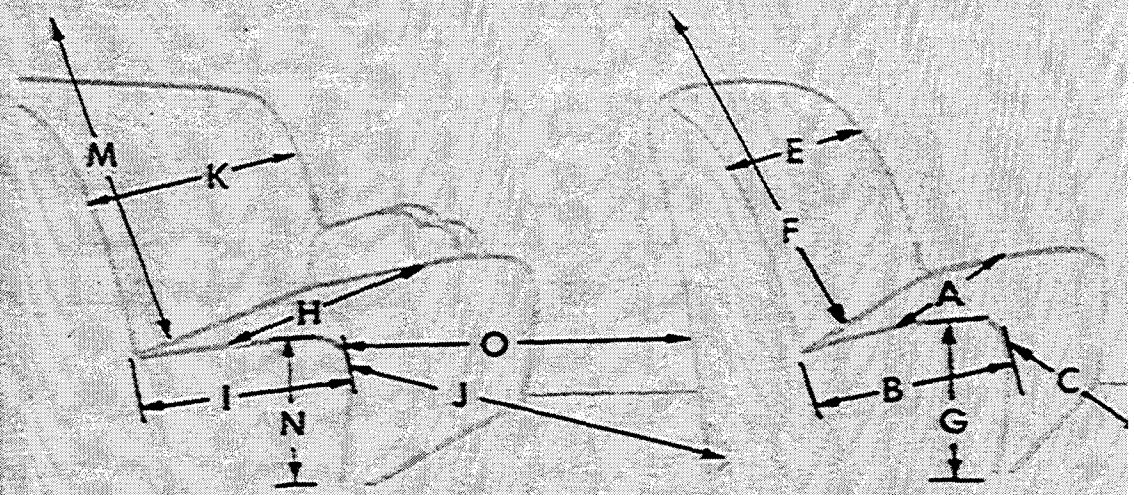
INTERIOR—62 CONVERTIBLE

Convertible interiors are finished in five handsome, optional two-tone combinations of leather and cloth, including options in five colors of leather and two colors of cord. Complete comfort is assured by the full-width design of this spacious rear seat. Automatic hydraulic controls actuate movements of driver's seat, top and all windows. Hydraulic controls for all windows are mounted on the driver's door. Individual controls for the rear quarter windows are mounted above the arm rests in the rear compartment.

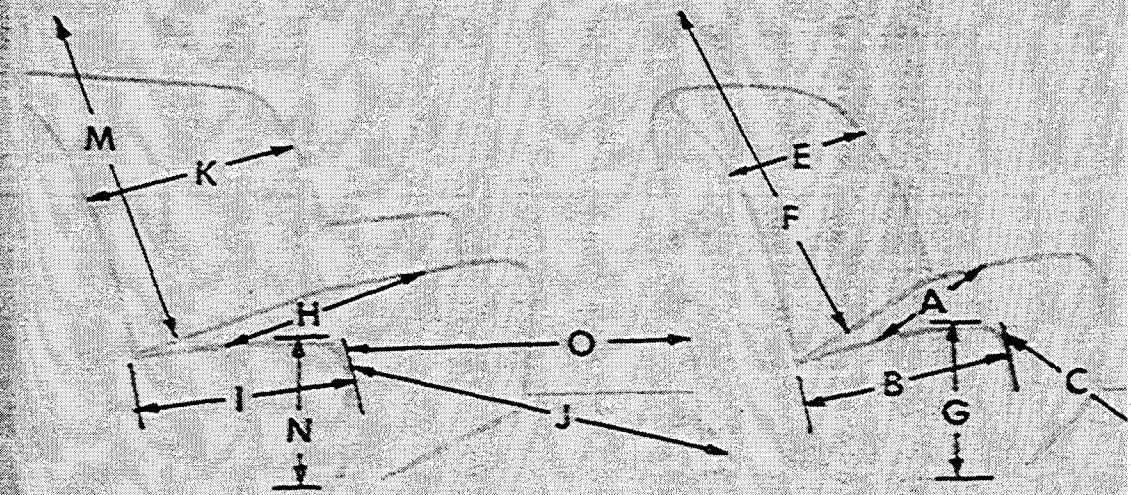
DIMENSIONS FOR 1948 CADILLACS

Dim.*	61 Sedan	62 Sedan	61 Coupe	62 Coupe	62 Conv. Cp.	60S Sedan
A	63 3/4	63 3/4	63 9/16	63 9/16	63 1/8	63 3/4
B	18	18	18	18	18	18
C	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
E	57 1/8	57 1/8	56 1/4	56 1/4	56 1/8	57 1/8
F	36 1/4	36 1/4	34 11/16	34 11/16	35 5/16	36 1/4
G	12 5/8	12 5/8	12 5/8	12 5/8	12 5/8	12 5/8
H	52 1/2	52 1/2	57 5/8	57 5/8	46 1/2	55 3/4
I	20	20	18 1/16	18 1/16	18 5/16	20
J	20 1/2	20 1/2	15 3/4	15 3/4	17	20 1/2
K	57 1/8	57 1/8	53 1/4	53 1/4	46 1/8	57 1/8
M	35 5/16	35 5/16	35	35	35 3/8	35 5/16
N	13	13	10 9/16	10 9/16	10 9/16	13
O	15 1/8	14 7/8	11 3/4	11 1/2	12 3/4	14 7/8

* FRONT SEAT IN FULL REAR POSITION

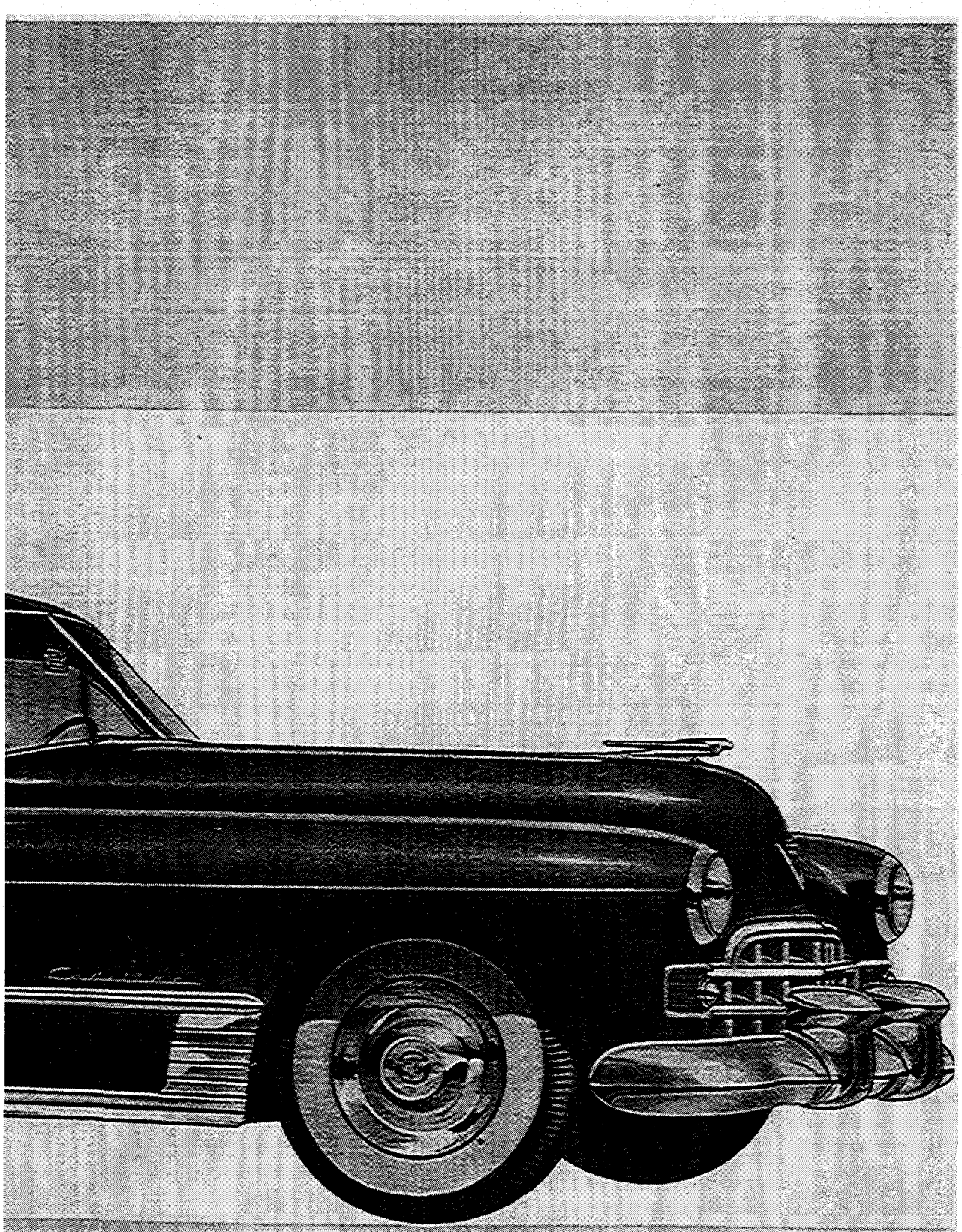


COUPE DIMENSIONS

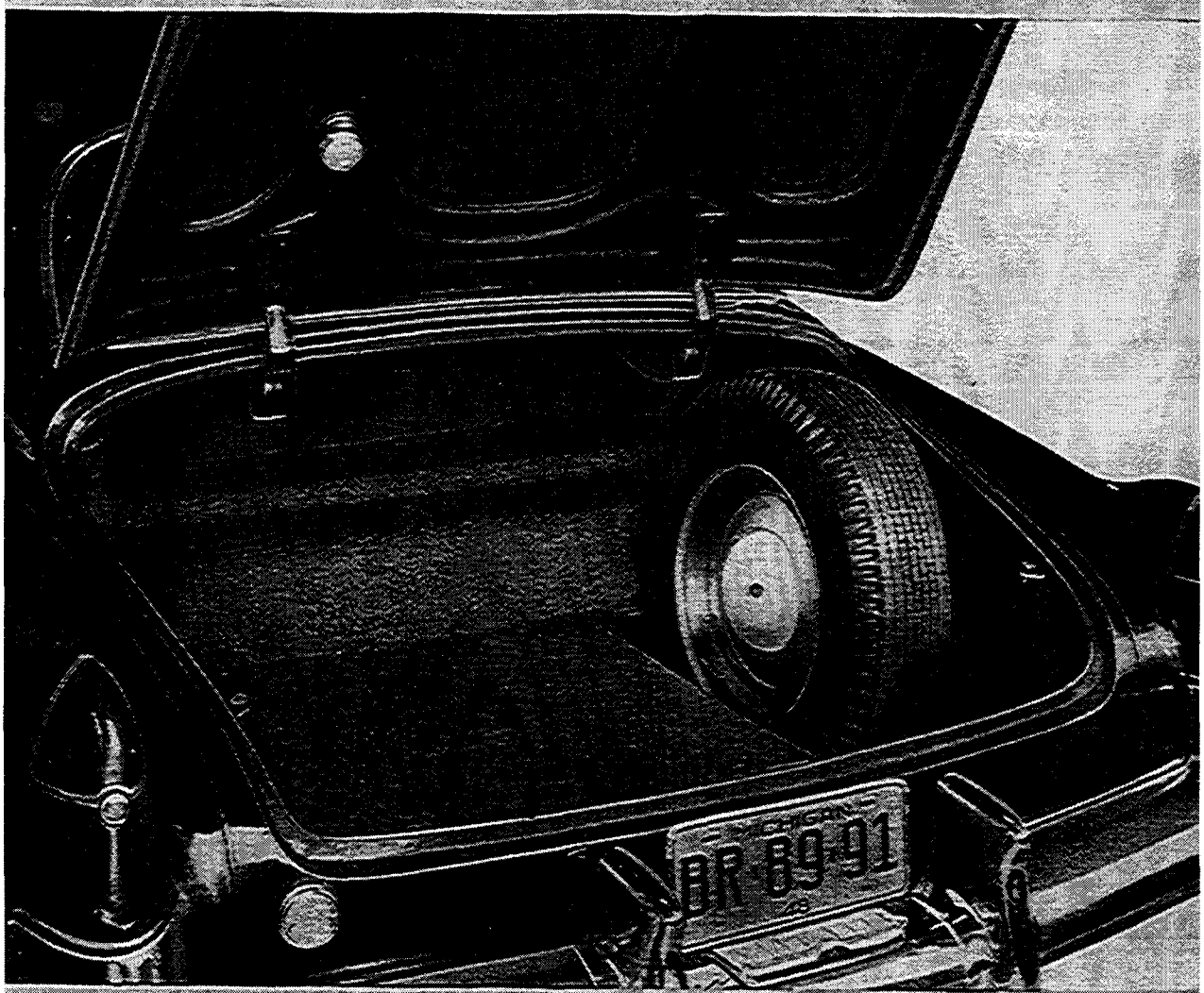


SEDAN DIMENSIONS


New
FEATURES
of Convenience



From Front to Rear the 1948 Cadillac incorporates every possible refinement for convenience and comfort. Cadillac's soft new De Luxe Low Pressure tires contribute significantly to better riding qualities, being substantially larger in size without increase in tread width.



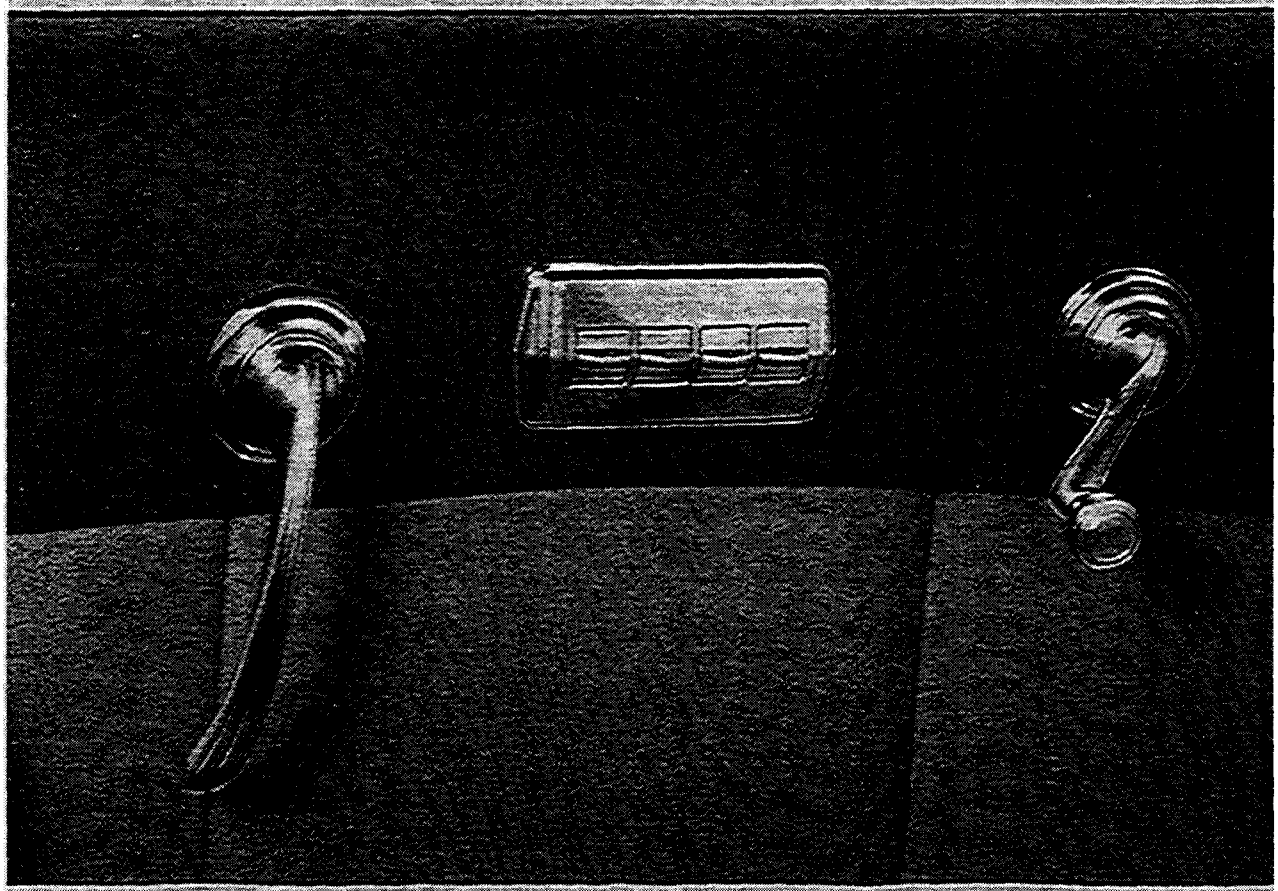
SEDAN TRUNK INTERIORS

Cadillac trunk interiors are large and roomy. The spare tire is mounted upright which, in addition to giving more flat floor space for luggage, also gives better access to the spare tire. The interior of the trunk is insulated against moisture and dust, with a special sound deadening material. All surfaces inside the trunk except for the deck lid are carpeted for increased insulation and, as a precaution against scuffing luggage. One of the outstanding features of the design of the new trunk is the new deck lid hinge spring construction. The hinges are so designed that the trunk lid will remain in the position desired without falling or raising. New shielded locks fasten the deck lid more securely. Trunk interiors are lighted automatically when the trunk is opened.

COUPE TRUNK INTERIORS

Cadillac coupe trunk interiors provide an unusually large amount of luggage space. Because of the low sweeping lines of the coupe rear the spare tire is mounted flat. A wood flooring is placed over the spare tire to provide a flat surface. Similar to the sedan models coupe trunk interiors are entirely insulated against moisture and dust. All interior surfaces are carpeted. New deck lid hinges are used in coupe models as well as sedans. Their construction is such that the deck lid is easy to raise and will remain in any position desired. The trunk interior is automatically lighted while the trunk is open.



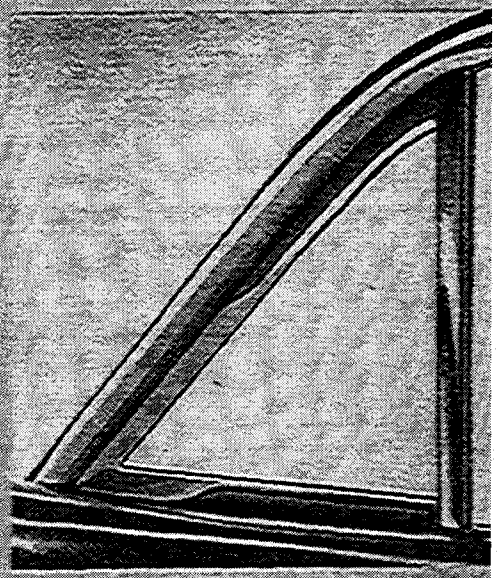


HYDRAULIC WINDOW LIFTS

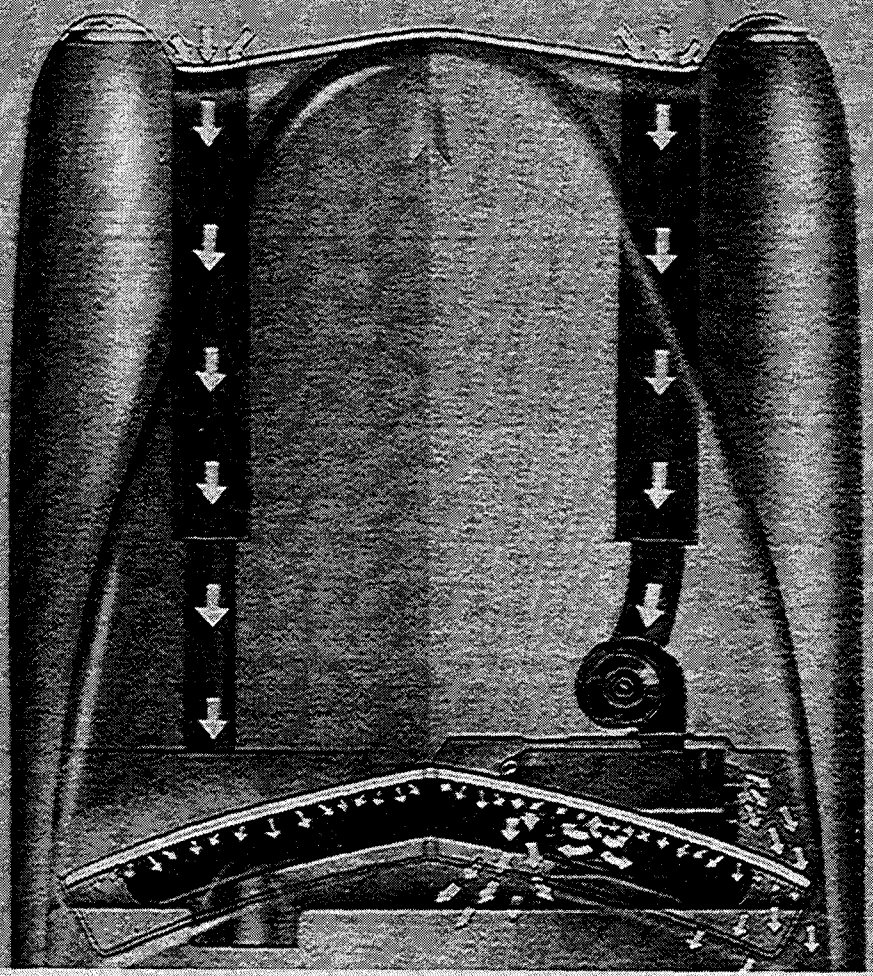
Hydraulic window lifts are standard on the Series 62 Convertible Coupe, the Series 60 Special and three models of the Fleetwood Series 75. They may be operated either from controls on the driver's door or from individual passenger controls. Windows may be raised or lowered to any position by holding the hydraulic control button until the window reaches the level desired. Hydraulic controls are optional on all other models.

HYDRAULIC SEAT ADJUSTMENT

Hydraulic seat adjustment over a 4" range is offered as standard on the 62 Convertible Coupe, the 60 Special Four Door Sedan, and on the Fleetwood 75—five and seven passenger sedans and is optional on other models.

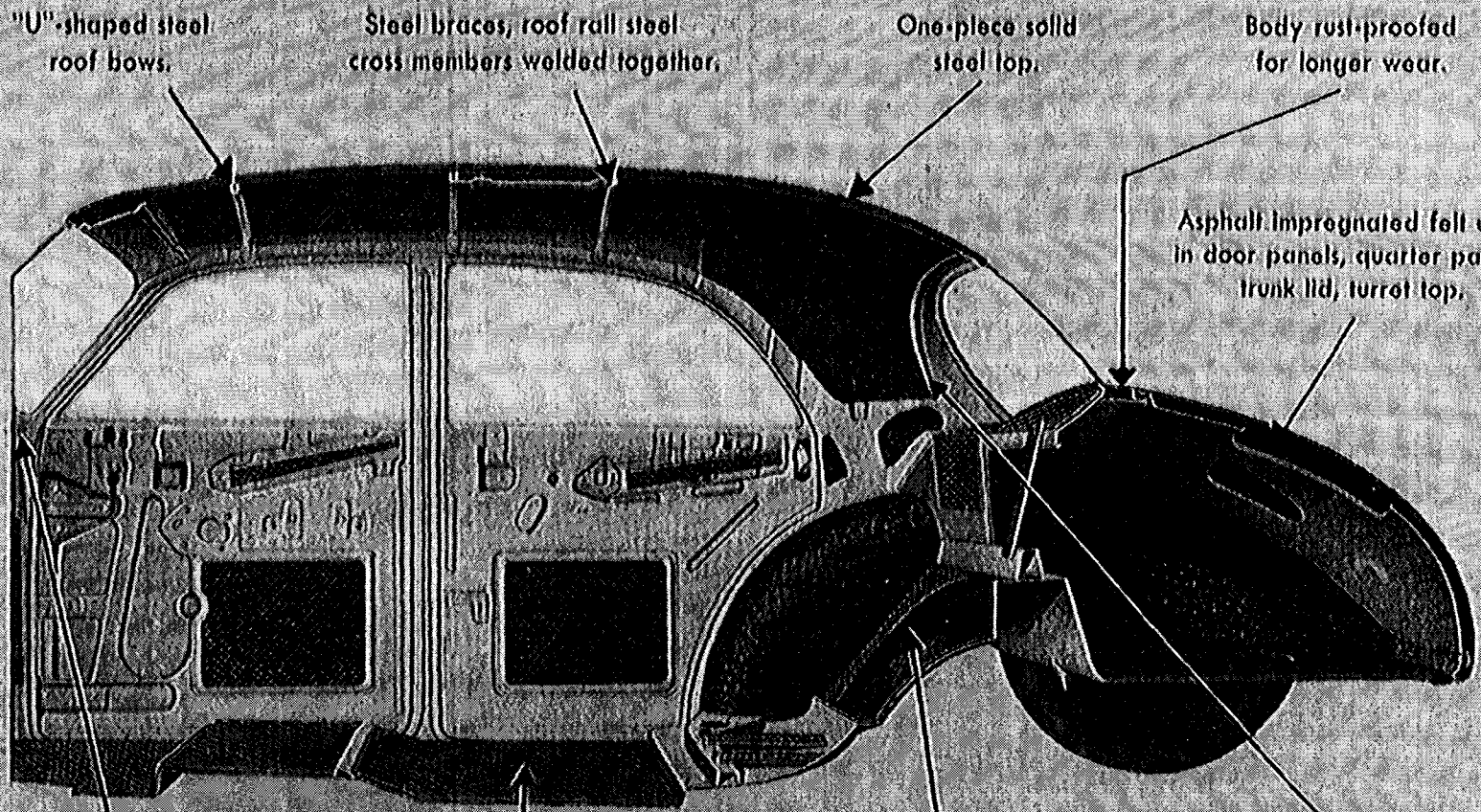


All Weather Ventilating System is one of the greatest advancements in car comfort. Completely new, the system which gives evener heat distribution throughout the entire interior, consists of a large fresh air dash heater and windshield defroster coupled with an underseat heater. Temperatures are controlled thermostatically and can be adjusted manually to any desired temperature. Fresh air is drawn through the right side duct and heated. The warm air for the front compartment is circulated by an electrically driven blower which forces the fresh air through a slot which runs across the bottom of the instrument panel. An underseat recirculating heater circulates warm air to the rear compartment under forced draft. Defroster air is circulated by blower and for the first time is so designed that the entire windshield area is covered by defroster air. For summer driving, cool, fresh air is drawn through both ventilating ducts and passes through the slotted openings into the front compartment. Separate manual controls permit regulating each duct individually.

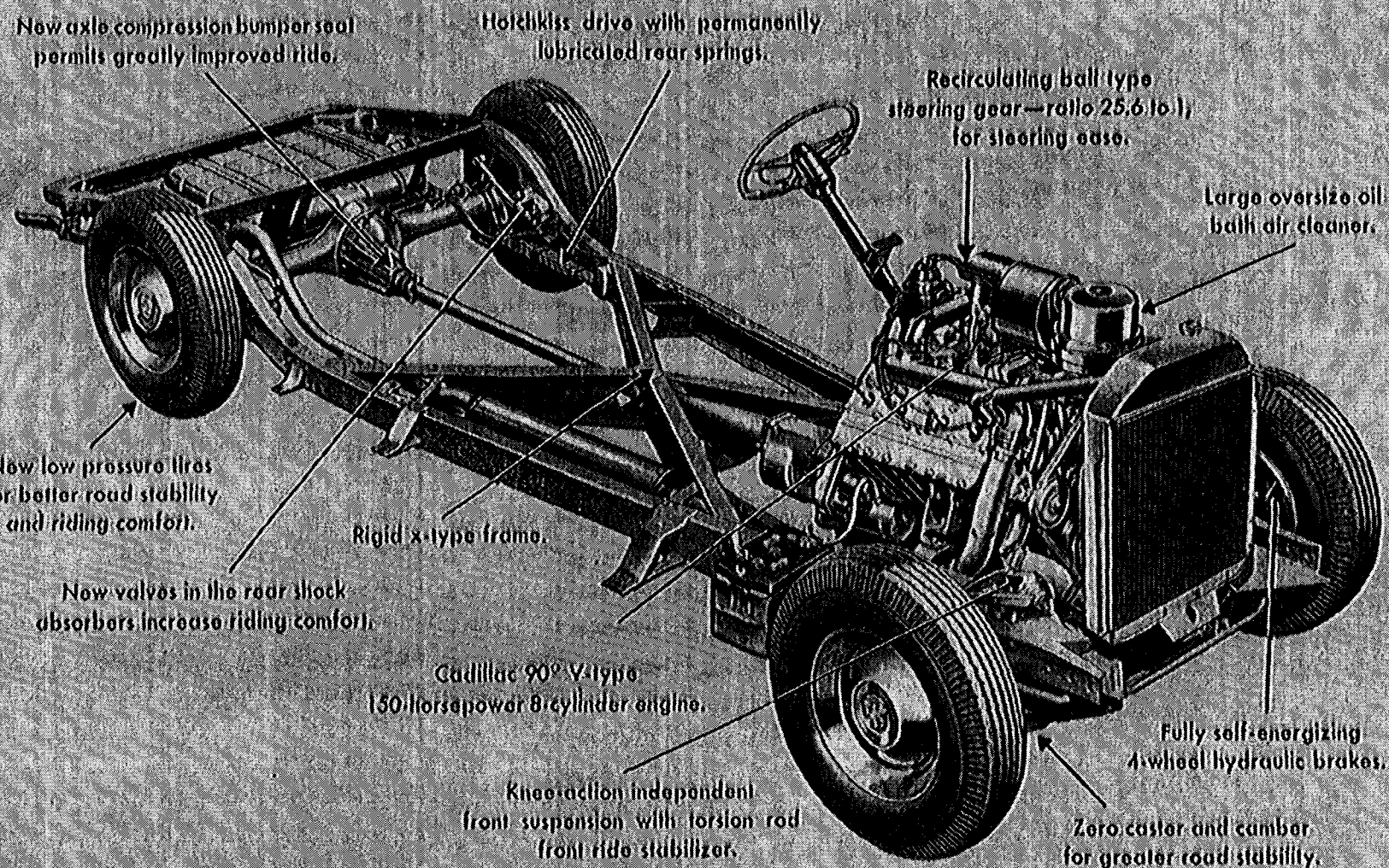


FEATURES OF DESIGN AND CONSTRUCTION

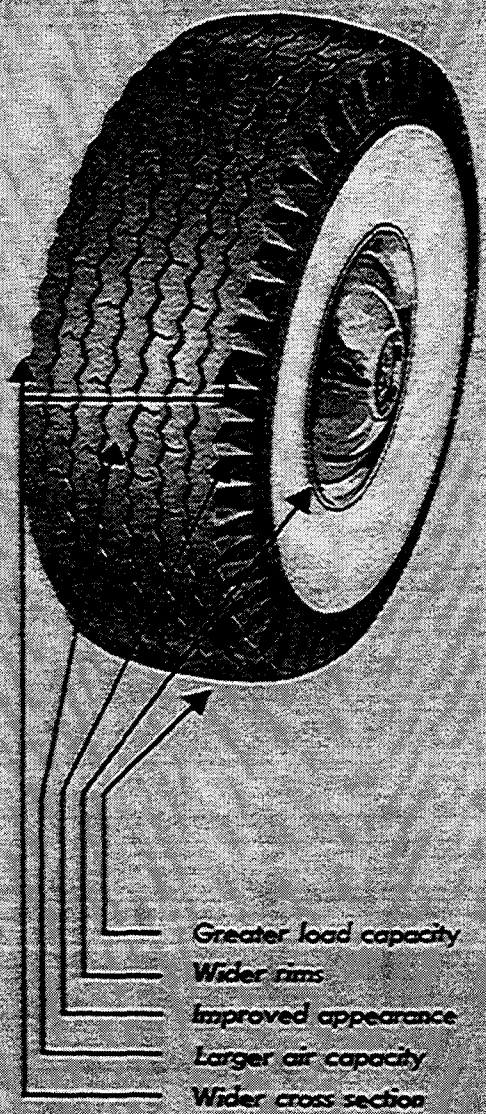
BODY



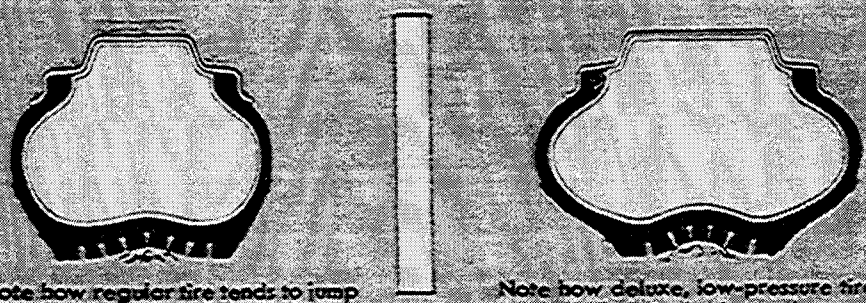
CHASSIS


New axle compression bumper seal permits greatly improved ride.
Hotchkiss drive with permanently lubricated rear springs.
Recirculating ball type steering gear—ratio 25.6 to 1, for steering ease.
Large oversize oil bath air cleaner.
New low pressure tires for better road stability and riding comfort.
Rigid X-type frame.
New valves in the rear shock absorbers increase riding comfort.
Cadillac 90° V-type 150 horsepower 8 cylinder engine.
Fully self-energizing 4-wheel hydraulic brakes.
Knee-action independent front suspension with torsion rod front ride stabilizer.
Zero caster and camber for greater road stability.

Deluxe Low-Pressure Tires— For maximum comfort, safety and economy, 1948 Cadillac models 61, 62 and 60 Special cars come equipped with newly-developed, extra-low-pressure tires that have a larger cross section and a wider base. Wheel rim widths have been increased from 5.5″ to 6″ and the tire cross section from 7.00″ to 8.20″. Tires are designed to carry only 24 lbs. air pressure. The result is a more flexible tire that "absorbs" rather than bounces over road irregularities, thus giving a more comfortable ride along with the many other advantages here indicated.



GREATER FLEXIBILITY GIVES SOFTER RIDING ACTION

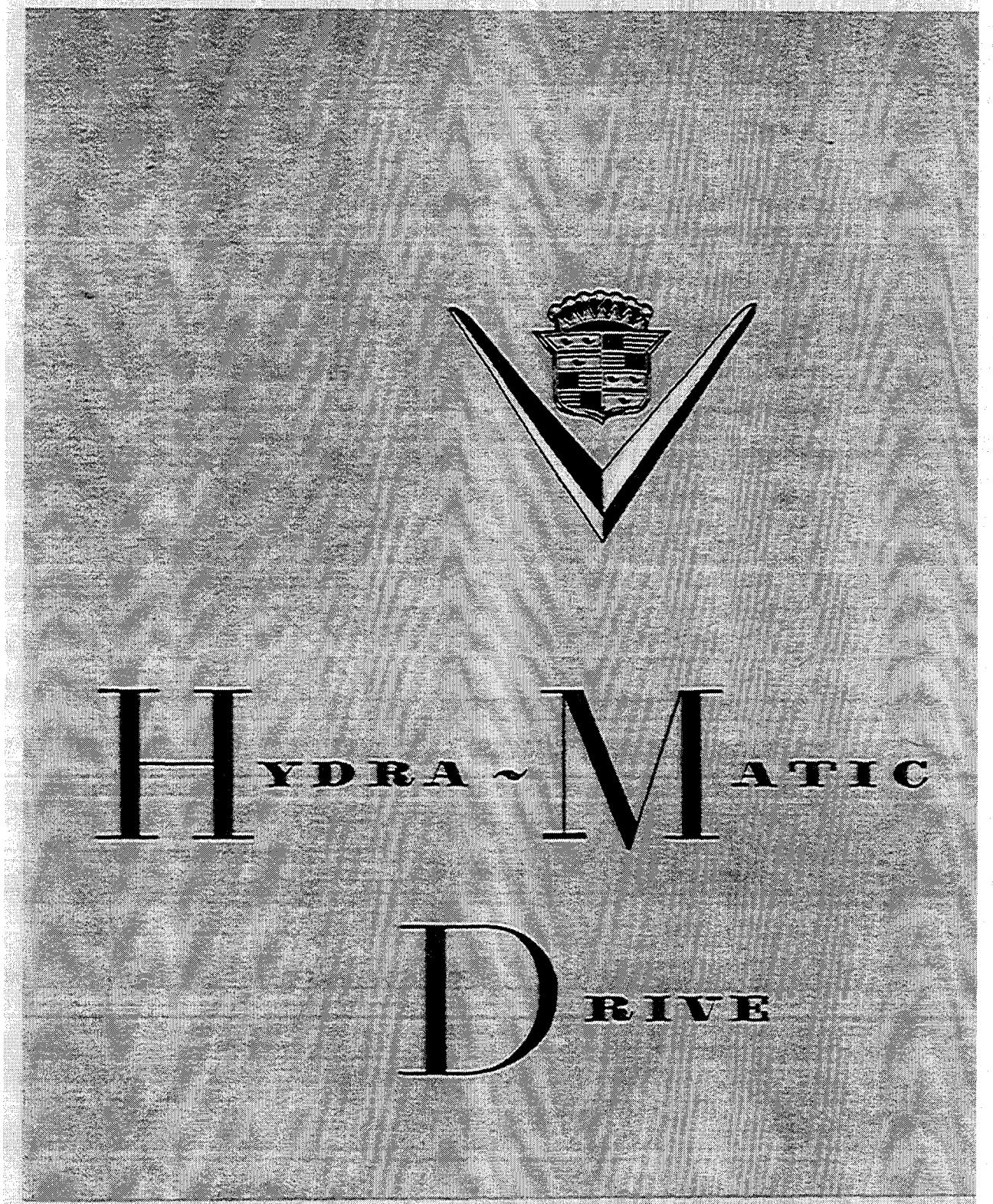


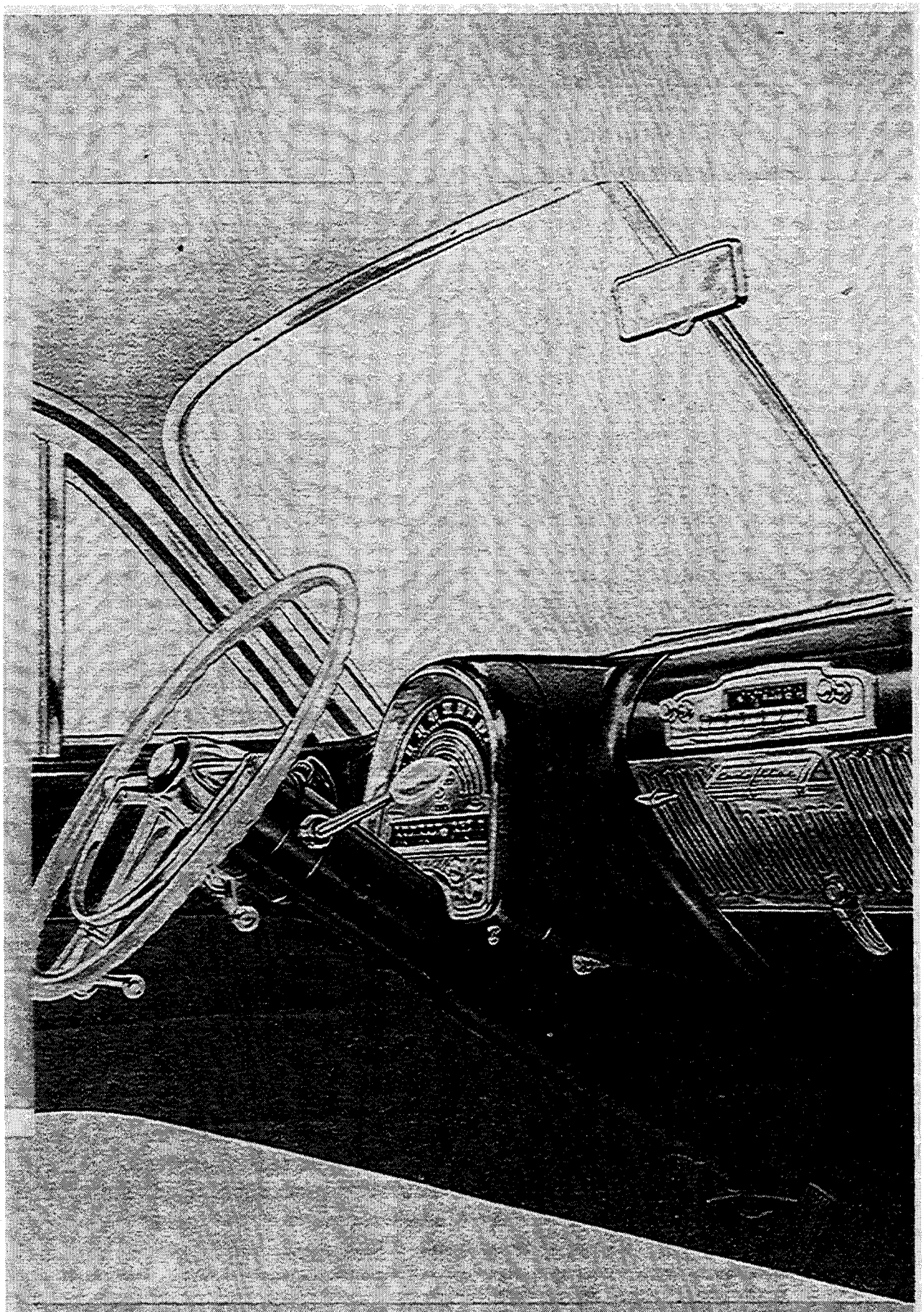
Note how regular tire tends to jump when striking obstacles in road.

Note how deluxe, low-pressure tire "absorbs" obstacles in road.

All of these advantages are gained with Deluxe Low-Pressure Tires:

Softer, smoother, "jiggle-free" ride • Less driving fatigue • Easy steering • Cooler-running • Less danger of impact damage because low pressure absorbs road shocks • Keeps car young; fewer repair bills, fewer rattles, fewer squeaks, fewer loosened parts • Quiet operation at all speeds • Increased tire mileage •


HYDRA-MATIC
DRIVE



Vastly Simplified Driving, with even smoother performance, is made possible by General Motors Hydra-Matic Drive. This proved and tested Cadillac-quality development eliminates the clutch pedal and the gearshift lever. Automatic and scientifically timed changes in gear ratio provide maximum power plant efficiency at all times.

The Hydra-Matic Story

When Hydra-Matic Drive is used with the famous Cadillac engine Cadillac reaches its highest approach to perfection. From the moment the driver signals his desire to move, by the touch of his toe on the accelerator, until pressure on the brake brings the car to a stop, every operation save steering is completely and smoothly automatic. Driving has become an effortless relaxation, with greatly increased efficiency and safety. The source of this luxury is the combination by Cadillac engineers of the great Cadillac V-type engine and General Motors Hydra-Matic Drive. Power flows from the engine through a fluid coupling which absorbs all shock. This consists of a facing pair of steel rotors, one driving and the other driven, providing a cushioned connection between engine and transmission. The automatic transmission, third of the power train elements, automatically changes gear ratios—silently and smoothly—keeping the engine always operating at maximum efficiency. It takes the Cadillac through four scarcely perceptible gear ratio changes, shifting at the precise instant for best performance. The familiar and irksome task of clutch and gear operation has been eliminated, for there is no clutch pedal and no gearshift lever. More than a dozen operations of clutch pedal, gearshift lever and accelerator have been eliminated every time the Hydra-Matic Cadillac is accelerated to running speed from a standing start. The advantages of Hydra-Matic operation are clearly apparent in slow, heavy traffic, with frequent stops and starts—one of the most annoying driving conditions in a conventional car. The driver of a Hydra-Matic Cadillac can relax and follow the slowest pace, smoothly and effortlessly, maintaining perfect control with accelerator and brake alone. In accelerating, it is only necessary to press the accelerator, gently, for a silky wave of quiet power; firmly, all the way down—which automatically causes the shift to a lower gear ratio—for a surge of power to overtake other cars. The pleasure of long trips is materially enhanced by Hydra-Matic Drive, which keeps the Cadillac always in the proper gear under all driving conditions. Danger of skidding on icy pavements is vastly decreased by the smooth flow of power to the rear wheels.

FACTS AND FIGURES

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	9-14
2nd to 3rd	10-14	28-34
3rd to 4th	16-20	61-68

"LO" RANGE "UP-SHIFTS"*

1st to 2nd	11-15	24-28

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

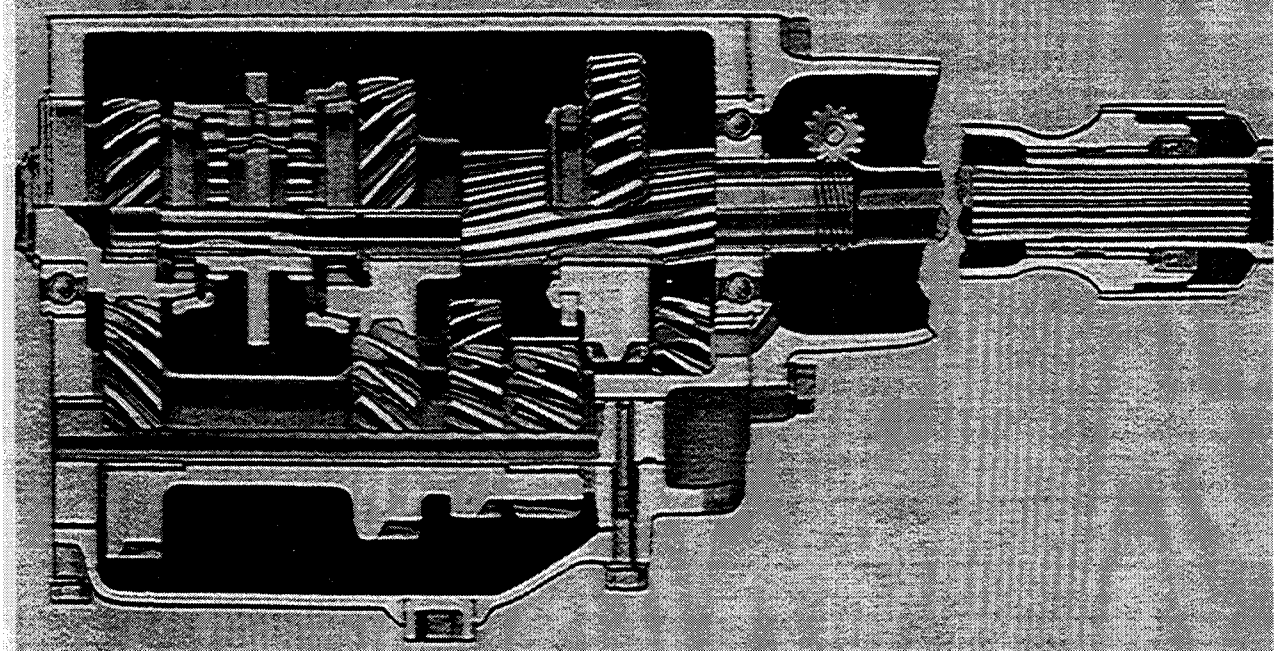
4th to 3rd	14-17	55-62
3rd to 2nd	- - - - -	12-15
3rd to 1st	4-9	- - - - -
2nd to 1st	- - - - -	5-9

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

4th to 2nd	40-48	- - - - -
2nd to 1st	5-9	11-15

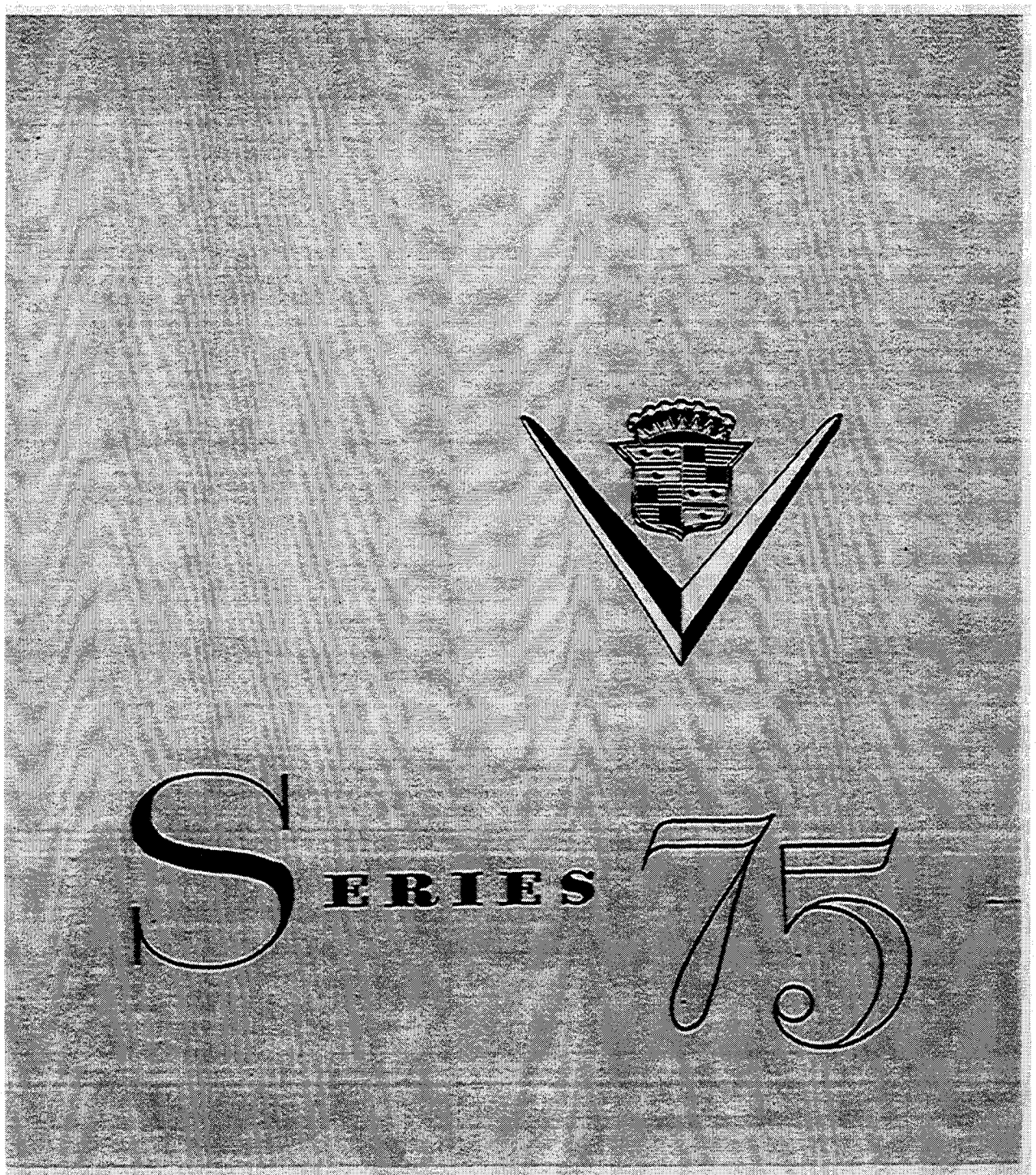
NOTE: *Miles per hour at which shift is made is dependent on throttle opening. Actually no gears shift. Term used for clarity of meaning only.*

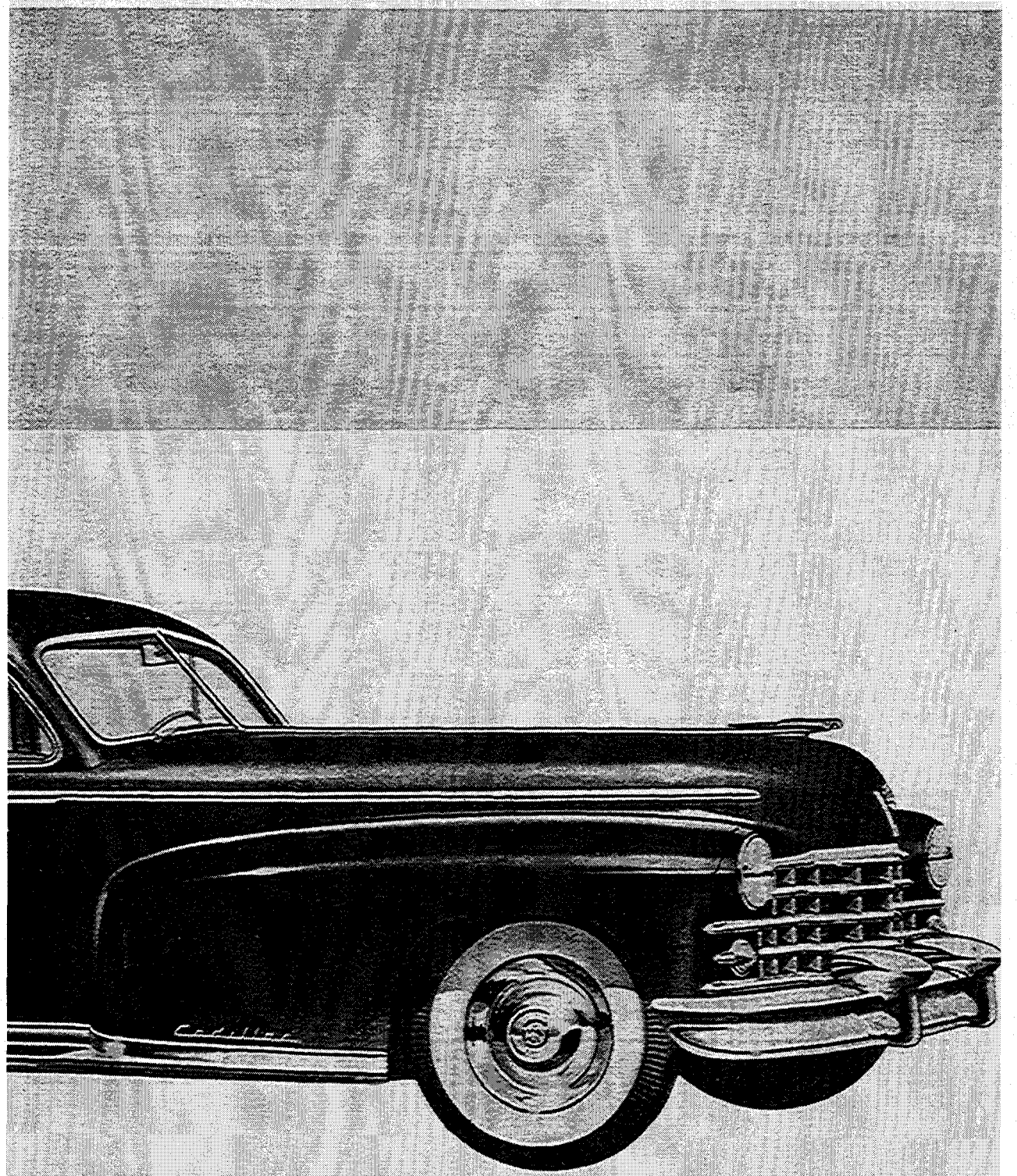
Transmission and Axle Ratios:	REGULAR CADILLAC 3.77 Standard Axle—Series 61, 62, 60S 4.27 Standard Axle—Series 75		HYDRA-MATIC CADILLAC 3.36 Axle—Series 61, 62, 60S 3.77 Axle—Series 75		
	Transmission	Over-all Reduction		Transmission	Over-all Reduction	
		3.77 Axle	4.27 Axle		3.36 Axle	3.77 Axle
Low	2.39	9.00	10.20	3.819	12.83	14.40
Second	1.53	5.76	6.53	2.634	8.85	9.93
Third	1.00	3.77	4.27	1.450	4.87	5.47
Fourth	———	———	———	1.000	3.36	3.77
Reverse . . .	2.39	9.00	10.20	4.304	14.46	16.23



THE SYNCRO-MESH TRANSMISSION

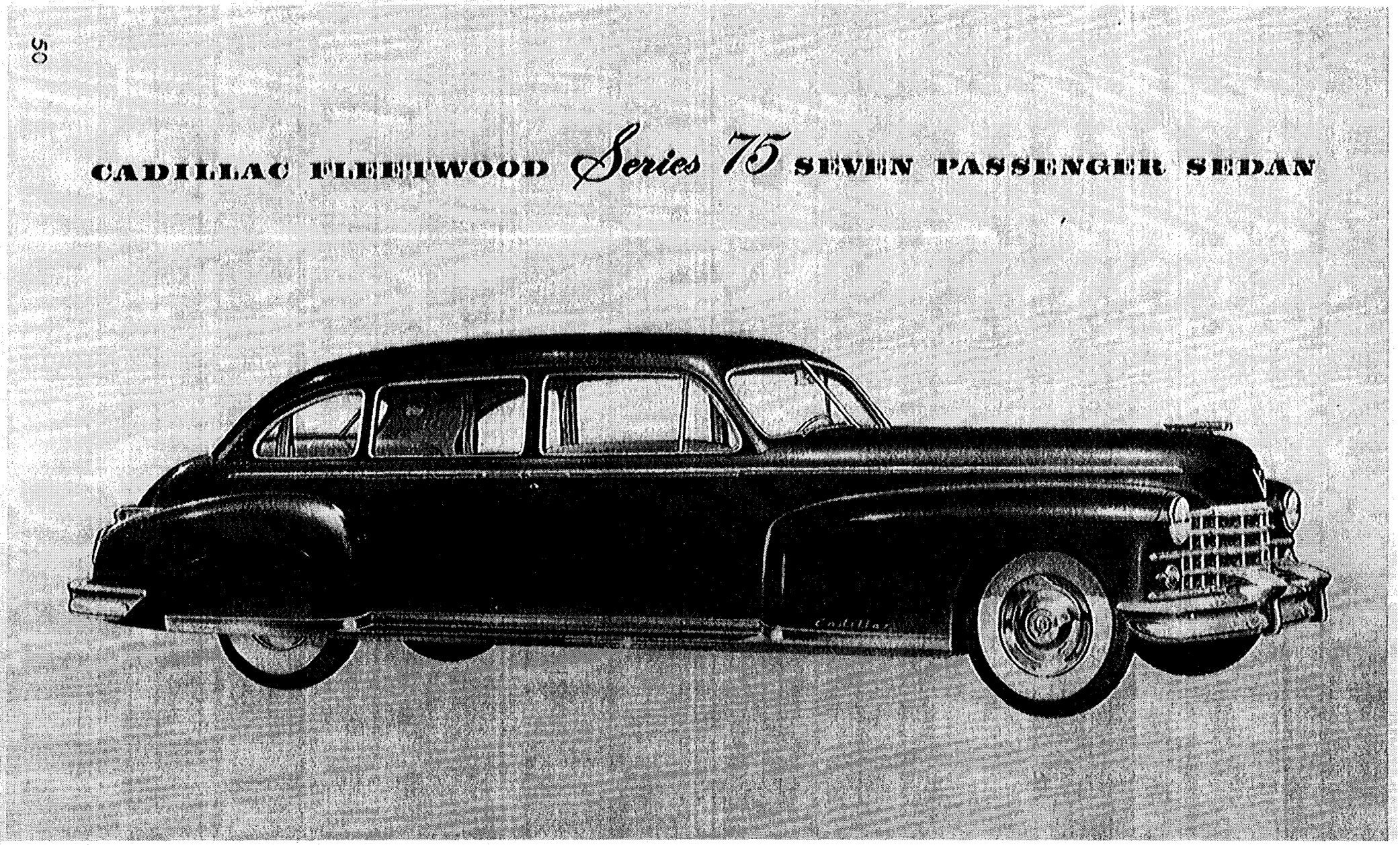
Simplicity of design and construction, plus durability and high operating efficiency, provide outstanding advantages in the Cadillac Syncro-Mesh transmission. A synchronizing mechanism which contains two cone-type friction clutches, one for second and the other for high gear, gives the Syncro-Mesh transmission its name. When gears are shifted, this mechanism serves as a brake to reduce the gear speed before engaging, providing a fast, silent shift with minimum possibility of gear clashing. The helical gears used in all speeds represent an additional contribution to smoothness and silent operation. Ball-type and roller-type bearings are used on the mainshaft and needle roller bearings on the countershaft. The shift lever is located conveniently to the hand and its short design eliminates the possibility of any obstruction of instrument vision.

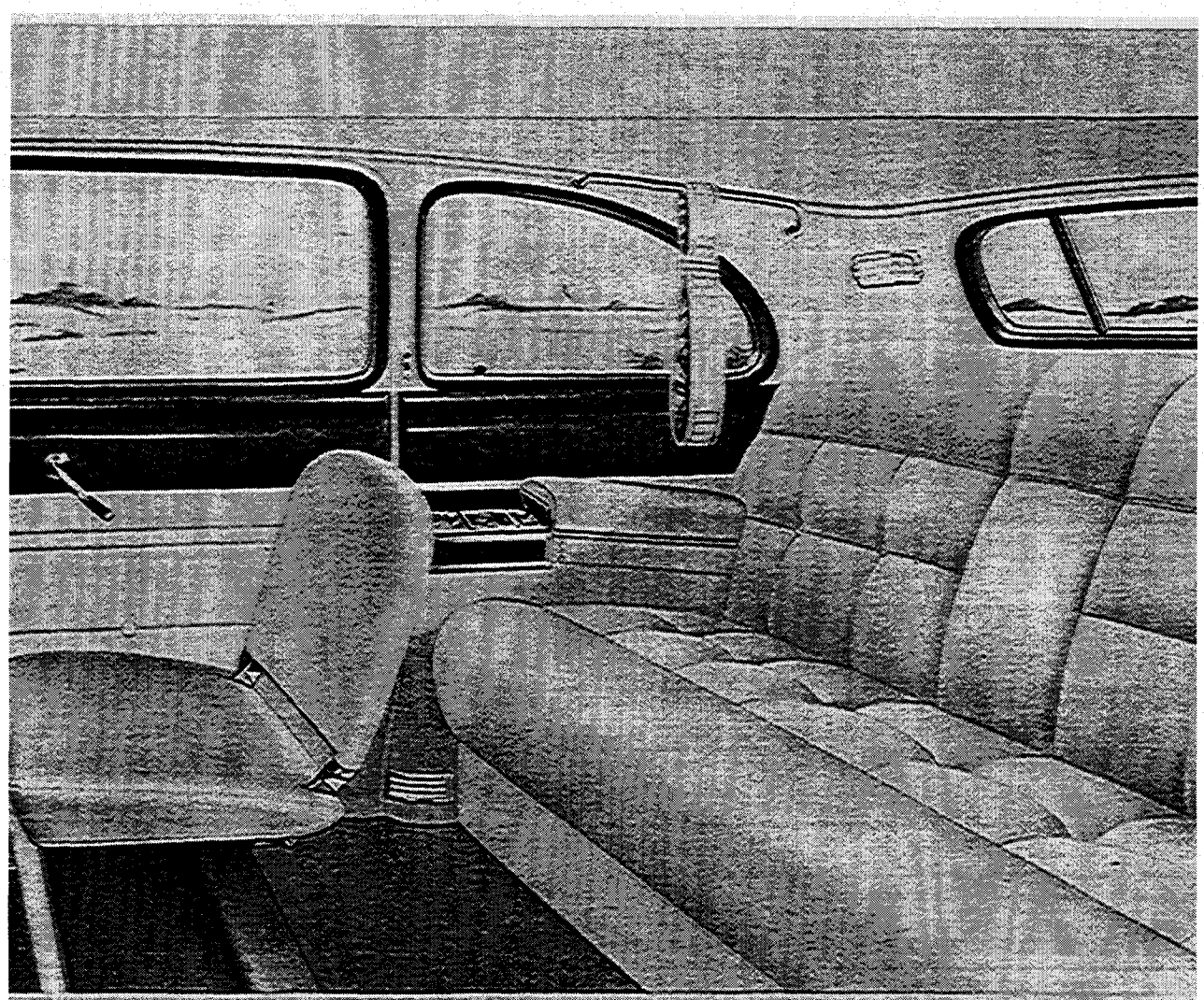

SERIES 75



The Cadillac-Fleetwood Series 75 provides, once again, the epitome of luxury for an exacting clientele whose requirements no other car can satisfy. Incorporating every refinement for comfort and elegance, the Series 75 offers the ultimate in Cadillac craftsmanship and quality, in a setting of incomparable Fleetwood coachwork.

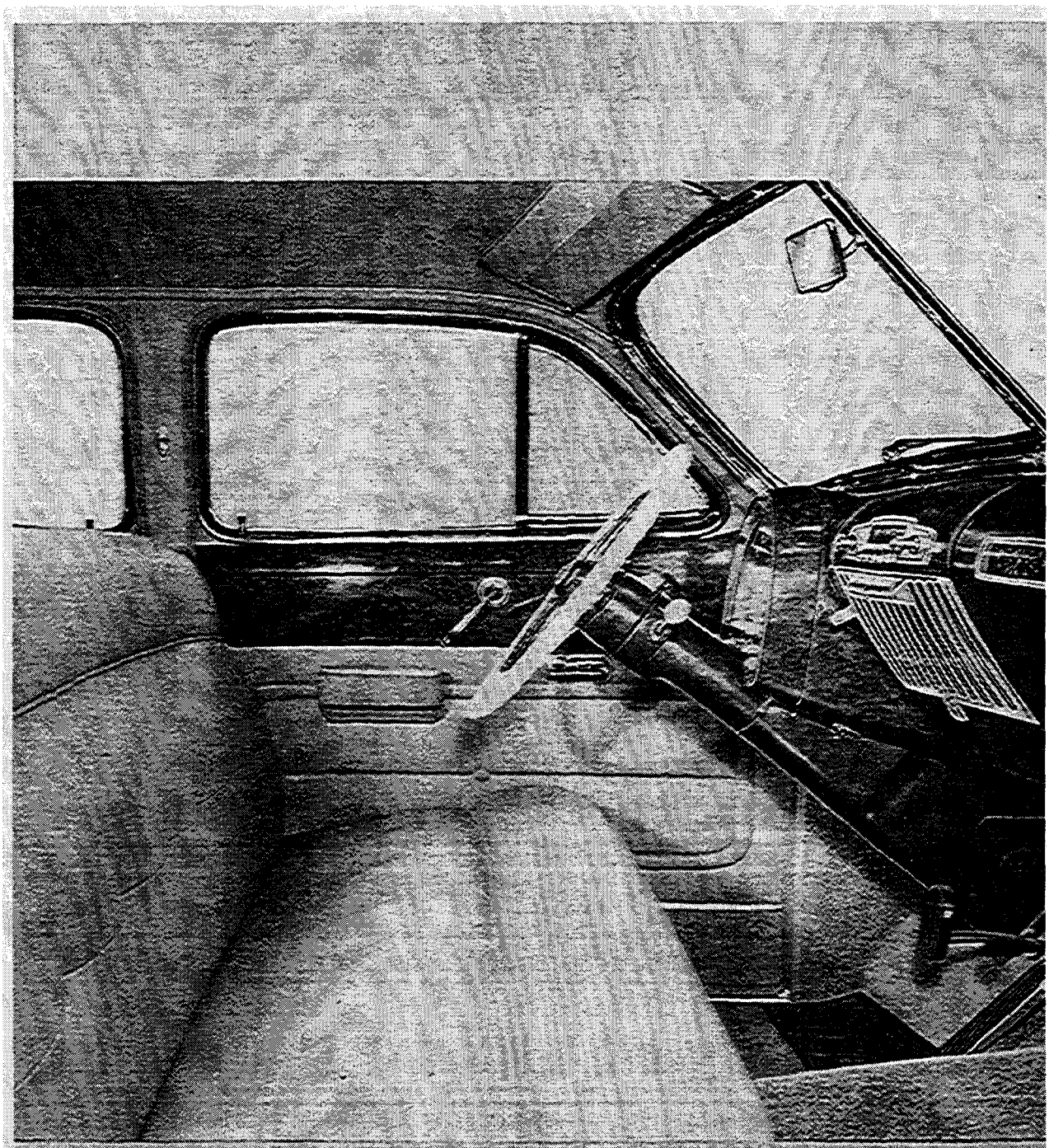
CADILLAC FLEETWOOD *Series 75* SEVEN PASSENGER SEDAN



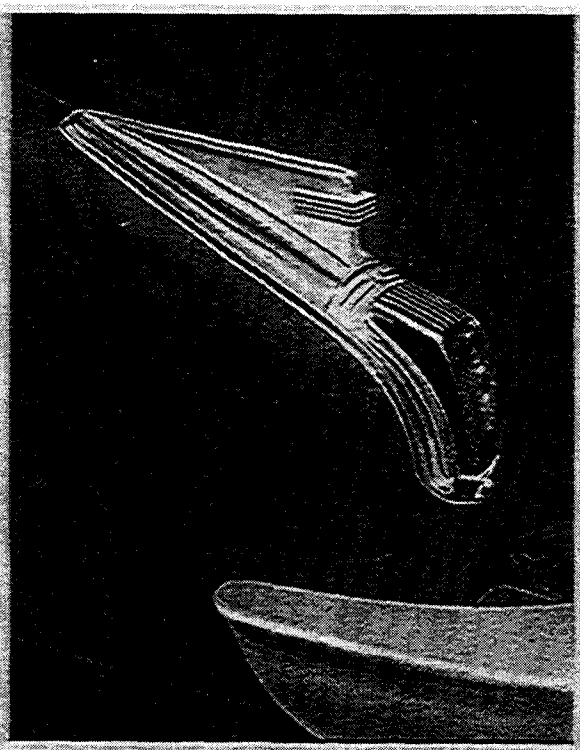


SERIES 75—7-PASSENGER INTERIOR

The seven-passenger interior is designed and built by Fleetwood, is a masterpiece of exclusive coachwork. Fabric options include vogue cloth, Bedford cord and broadcloth, in tan or gray. The rear seat is richly bolstered, with a folding center arm rest. Garnish moldings are in straight grain walnut finish, and door finish panels are in French burled walnut finish. Door panels are beautifully designed with four sections in the center and generous carpet kickpads across the bottom. Convenient dome lamps, courtesy lamps, and corner lamps are standard equipment. Ash receivers are located in side arm rests. On seven-passenger models auxiliary seats upholstered in the same fine fabrics as the rest of the interior fold flush with and into the front seat back. When open the seats provide ample legroom for passengers.

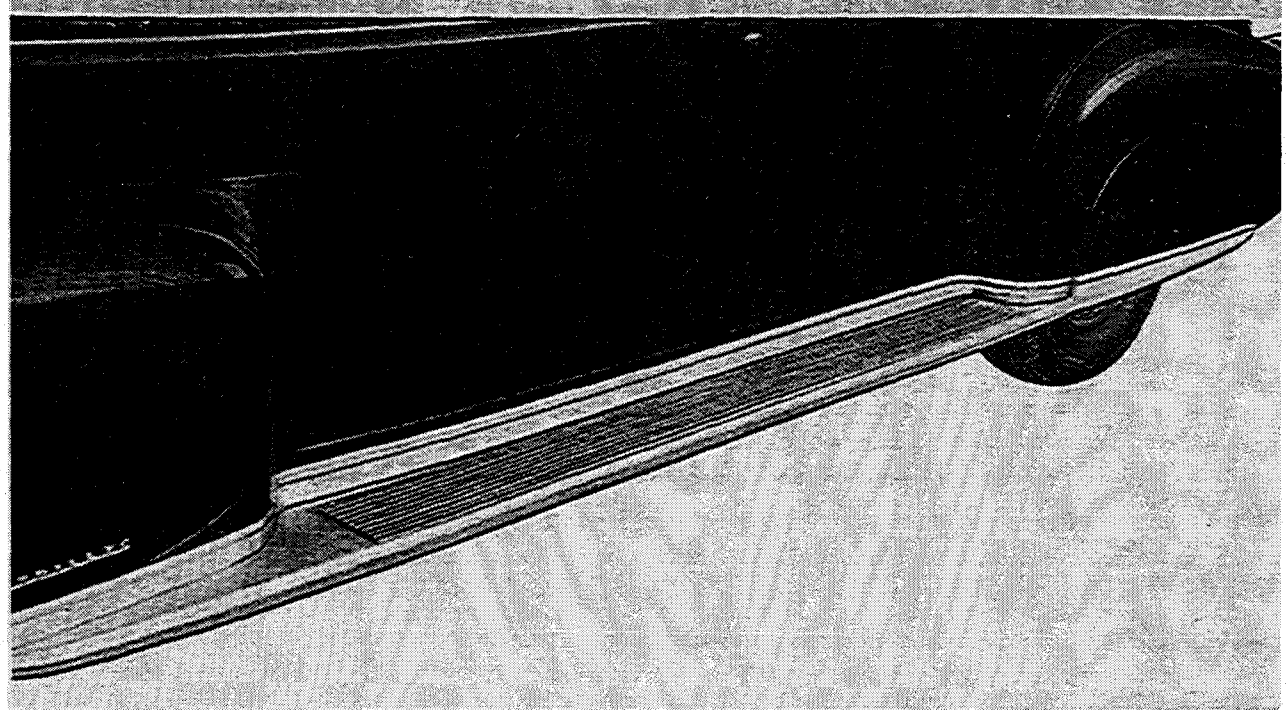


Series 75 Front Compartment features the brilliant new instrument panel, in buried walnut finish. The molded contour of this unit flows smoothly down to join the carpeted floor. Garnish moldings and door finish panels are in walnut finish, with windshield inner moldings and the back of the rear view mirror is bright chrome. Front door panels are attractively divided into four sections outlined with cloth risers. The seat is richly bolstered, with handsome chrome grille work at the bottom. Hydraulic window controls, door hardware are in brilliant chrome. The drivers door contains hydraulic window controls for all windows while individual controls are mounted on each door.



Tail Lamps, handsomely fashioned in a dignified interpretation of modern Cadillac styling, are recessed into the rear fenders with large protruding lenses. Pleasantly streamlined, these lamps are set at the base of a long chrome fin which bears an attractive red reflector. The fin of the left lamp conceals the gasoline filler.

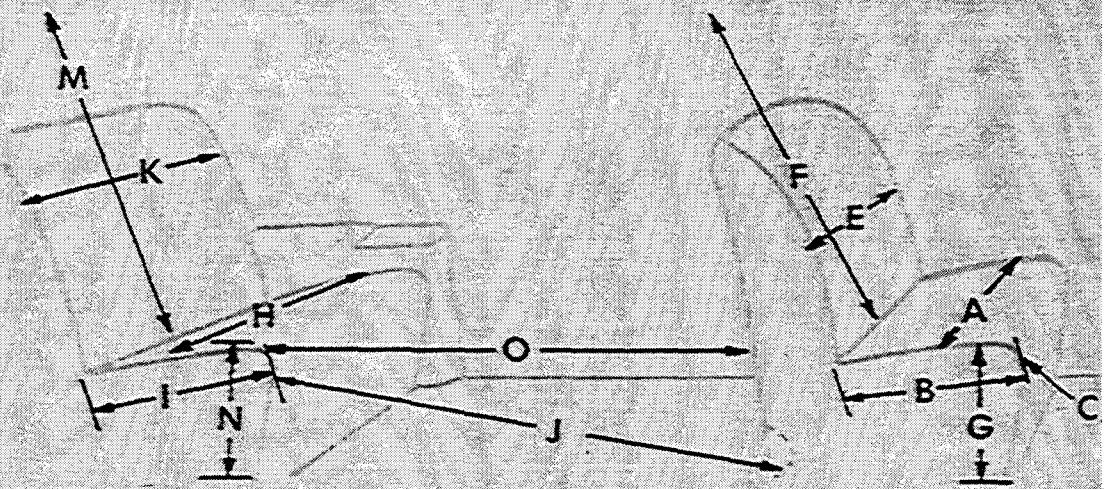
Running Boards are smartly streamlined and set off by satin chrome trim extending from the front wheel openings in a continuous sweep to the back of the rear wheel covers. A traditional feature of the Series 75, these full running boards represent a significant contribution to convenience and safety.



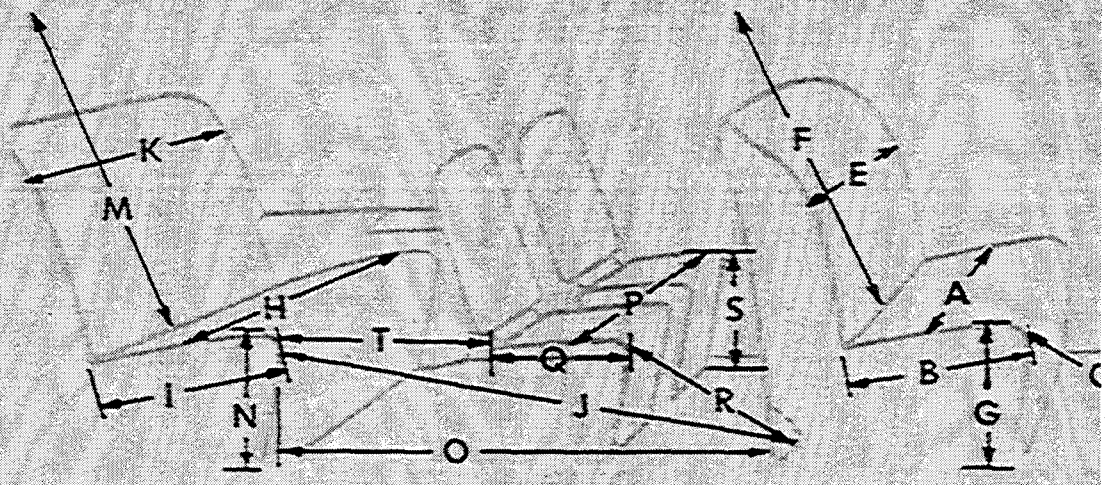
DIMENSIONS OF SERIES 75

Dim. *	75 5-Pass.	75 7-Pass.
A	60 3/8	60 3/8
B	18 1/2	18 1/2
C	24 3/4	25 1/4
E	56 3/4	56 3/4
F	36 3/4	36 3/4
G	13	13
H	50 1/4	50 1/4
I	20	20
J	29 1/2	37
K	57 5/16	57 3/8
M	35 3/8	35
N	14 3/4	14 3/4
O	24 1/4	33 1/4
P	——	62 1/2
Q	——	14 5/8
R	——	21 1/2
S	——	15
T	——	10 3/4

*FRONT SEAT IN FULL REAR POSITION



5 PASSENGER SEDAN DIMENSIONS



7 PASSENGER SEDAN DIMENSIONS

SERIES 75 DETAILED SPECIFICATIONS

ENGINE: Cadillac precision-built 90° V-type 8 design, L-head, bore 3½, stroke 4½, displacement 346 cu. in. Engine mounted in rubber at three points. Taxable horsepower 39.20—brake horsepower 150 at 3,400 r.p.m.

PISTONS: Lightweight, precision—manufactured to Cadillac quality standards. Surface treated to prevent scuffing. Pistons fitted with two compression rings and one oil ring which are surface treated with ferrous oxide for durability.

CARBURETION: Dual down-draft with equalized manifolding, mechanical fuel pump, oil bath type air cleaner, intake silencer, fully automatic choke.

GASOLINE TANK: Capacity 24 gallons.

GENERATOR: Delco-Remy peak load current controlled generator maintains charging rate even when headlamps, radio, and heater are being used.

CLUTCH: 11" outside diameter semi-centrifugal single dry plate torbend disc. Permanently lubricated ball throwout bearing reduces service expense.

TRANSMISSION: SYNCRO-MESH—Cadillac pioneered and built with pin type synchronizers, sliding low and reverse gears and constant-mesh second gear. Helical transmission gears fully carburized for hard use and long life.

HYDRA-MATIC transmission consists of 2 planetary gear units—fully automatic, thus eliminating clutch and need for manual shifting.

LIGHTING: Sealed-Beam safety lighting system insures brilliant road illumination, accurate lamp adjustment and lasting reflector polish.

DIRECTIONAL SIGNALS: New, exclusive type which signals driver's intention to turn by flashing lights in parking and rear lamps. Operated by a lever located under left side of steering wheel which automatically returns to off position after turn is made.

FRONT SUSPENSION: Independent Knee-Action front wheels, simple and sturdy with large, helical coil springs for smoother riding comfort and effortless driving control. Thoroughly proven by eleven years' use and millions of miles of testing.

SPRINGS: Independent helical coil type, front suspension, rear springs semi-elliptic type; spring leaves lubricated by wax-impregnated liners; 56½" long, 2" wide.

BRAKE: Super-Safe hydraulic brakes operate in composite drums with 233 square inches braking area.

DRIVE SHAFT: Two universal joints of the needle roller bearing type permanently packed with lubricant requiring no service attention.

REAR AXLE: Hypoid rear axle, Cadillac design and manufacture. Semi-floating type, insuring quiet, dependable performance. Gear ratio 4.27 to 1.

STEERING GEAR: Recirculating Ball type—exceptionally smooth and practically frictionless. Design provides steering accuracy at all times.

FRAME: Tread—front 58½"; rear 62½". Rigid frame, X-type, with deep X-member junction and reinforced side members. Maximum depth 7⅞", flange width, 2¼"; thickness, 5/32".

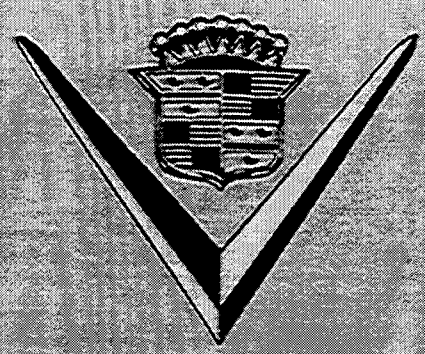
RIDE STABILIZER: Double ride stabilizers—torsion bar-type front, cross link-type rear—hold car to level position and promote roadability and safety.

TIRES AND WHEELS: Slotted steel disc wheels with low pressure, 6-ply tires, 7.50 x 16.

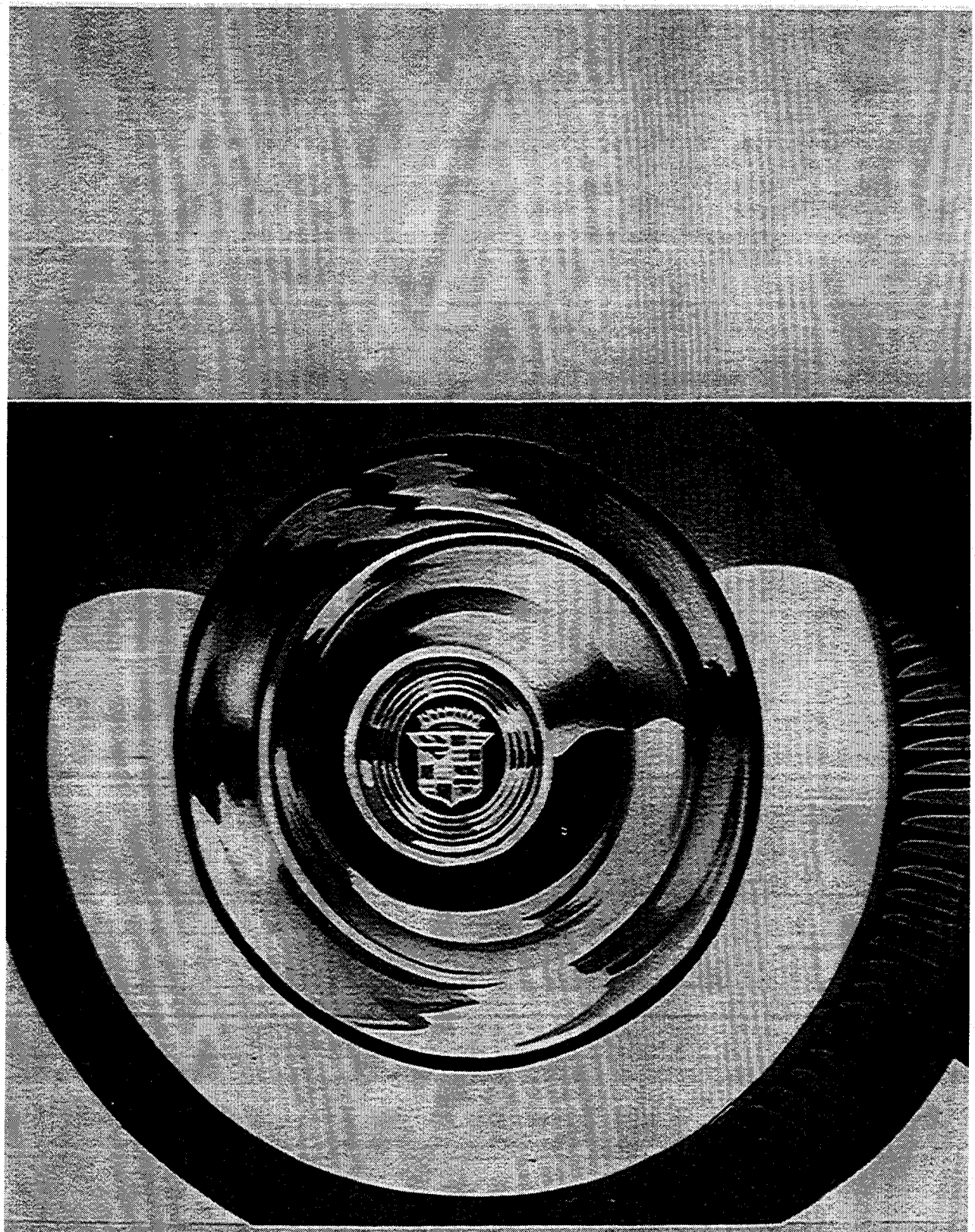
FENDERS: Fenders and other sheet metal parts are treated with a rust-proofing paint.

WHEELBASE: Series 75, 136".

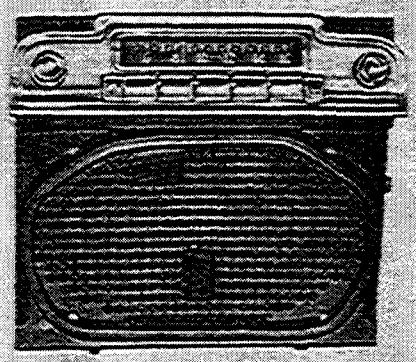
BODY TYPE: Series 75—Five. No-Draft ventilation and Turret-Top construction on closed models. Wide selection of color and upholstery options. Cadillac All-Weather Ventilation standard equipment on all models.

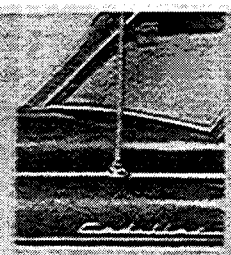


ACCESSORIES



Chrome Wheel Discs—Beautiful, chrome plated wheel discs of pleasing, modern design add a touch of individuality to the new Cadillac. Rust and rattleproof, they cover entire wheel inside the rim.



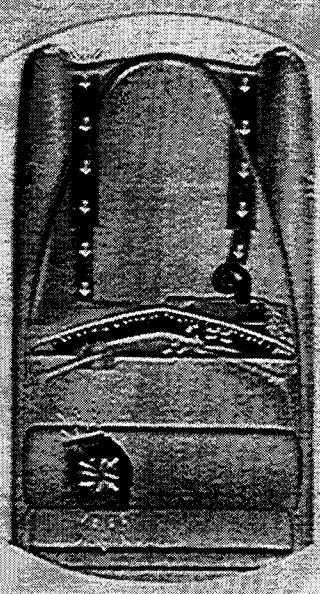


Telescopic vacuum antenna for front compartment radio is controlled by volume control knob.

Front Compartment Radio—New, redesigned front compartment radio with elliptical speaker offers finer reception under all conditions. Station selectors have new push-pull lock-up tuner for setting station selector. Control knobs and illuminated dial match the clock and instrument dials.

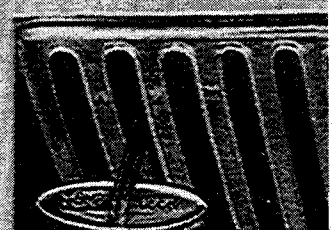


Rear Compartment Radio—Available for Fleetwood Series 75's, the remote control rear compartment radio has been newly designed for better reception and selectivity. A rear compartment speaker mounted on the package shelf, together with vacuum control antenna, add to motoring pleasure.

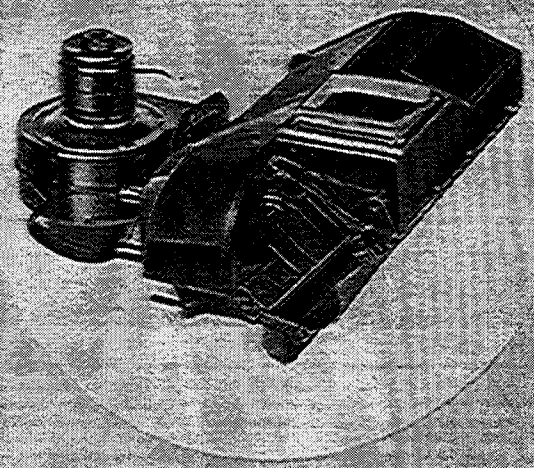


Automatic Heating System—Completely redesigned, the thermostatically controlled automatic heating system combines a concealed fresh air dash heater and defroster for front compartment and an underseat heater for rear compartment.

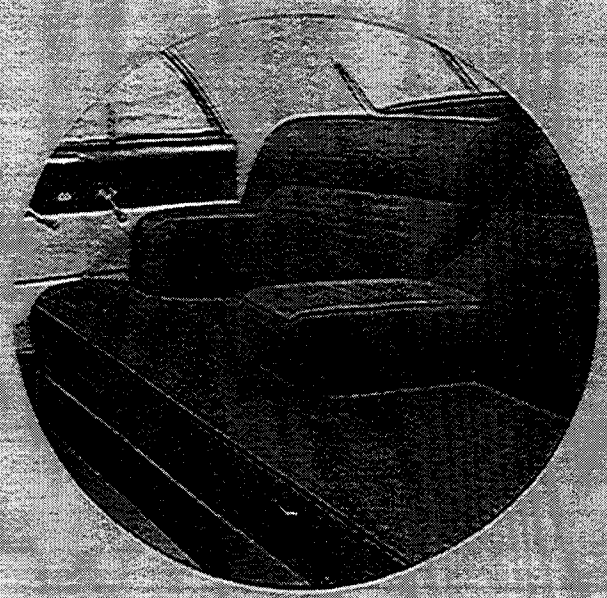
Automatic controls, located on the radio grille, maintain the desired temperature.



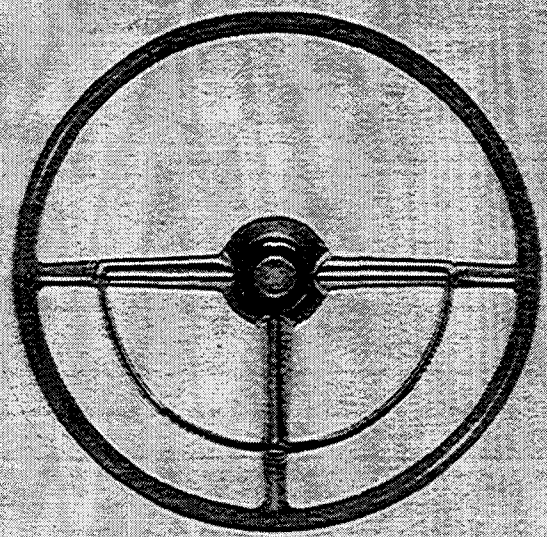
Dash Heater & Defroster—A completely new dash heater and defroster concealed behind the instrument panel is thermostatically controlled and provides heat for front compartment passengers through a slot beneath the instrument panel. The defroster outlet is so designed that warm air is blown across the complete windshield width.

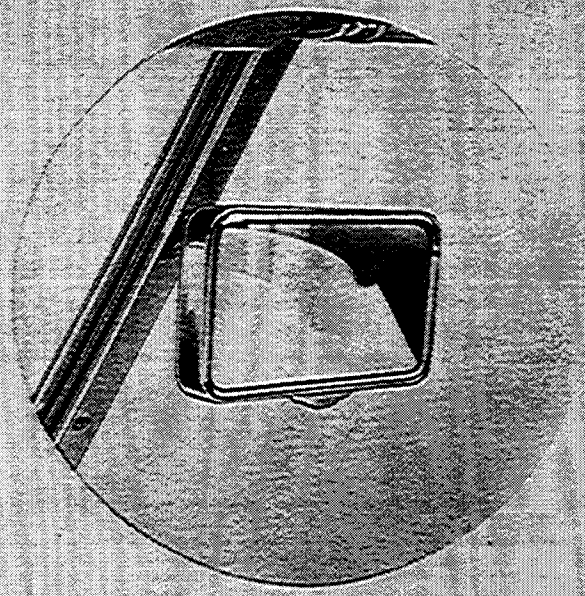


Seat Cover—Again Cadillac offers a choice of finest available seat covers. Corded rayon, illustrated, will be available in brown, red or green. All mat Sea Breeze covers will be available in neutral colors.

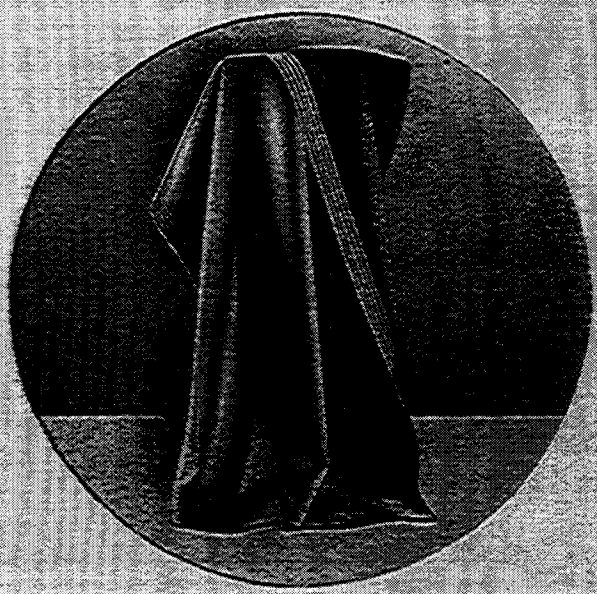


Special Steering Wheel — For improved appearance, a new three-spoke special steering wheel with half horn ring is available in Gray Ivory Tenite plastic on Series 61, 62 and 75 models as an extra. This wheel is standard equipment on the 62 Convertible, 60 Special and 75 Limousine and Imperial.





Glare Proof Mirror — Again in 1948, Cadillac will have available the glare proof mirror. When the mirror is in the "down" position, light is reflected in the normal way—glare is eliminated when the mirror is in the "up" position.

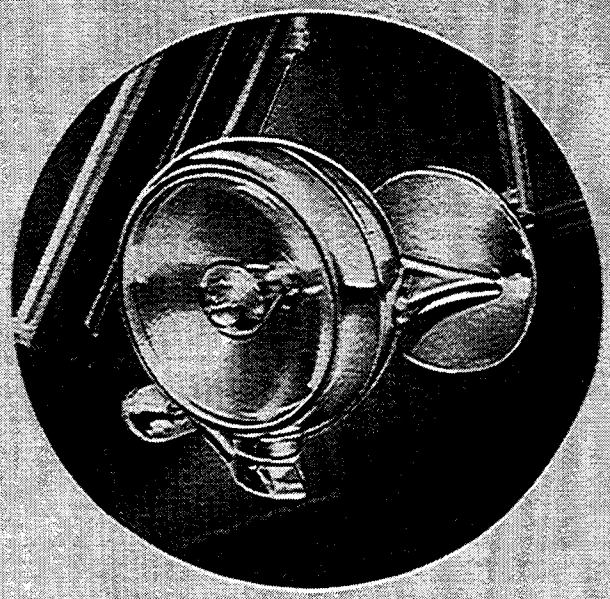


Fleetwood Robe—The Cadillac Fleetwood Robe of double broadcloth is custom tailored to harmonize with Cadillac upholstery. A broadcloth robe, lined with either alpaca or crushed silk plush is also available.

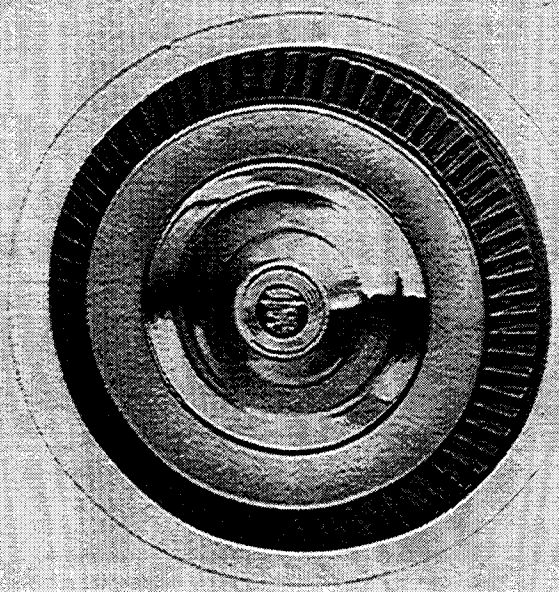


Back-up Light — Completely redesigned to mount flush in the rear deck skirt, the new back-up light will add to driving ease and safety.

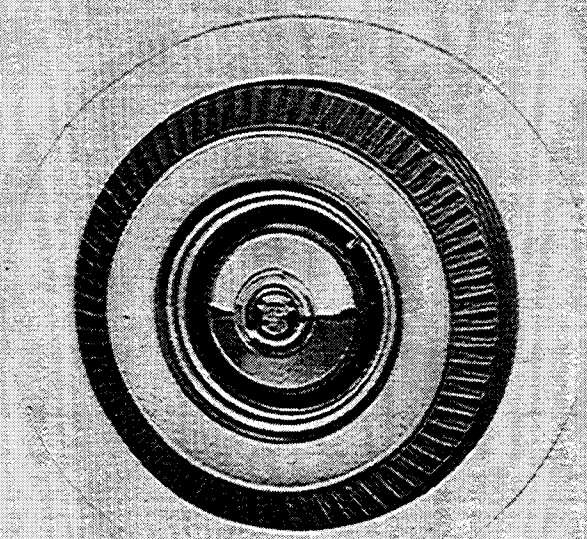
Spotlight — The newly designed, powerful Cadillac spotlight with built-in rear view mirror is now mounted through the door. The mirror is adjustable from inside the door.



Wheel Discs—Cadillac chrome, rust-proof, rattle-proof wheel discs add a note of distinction to exterior appearance. Designed to cover the entire wheel inside the rim, these discs are available as an accessory on all series Cadillacs.

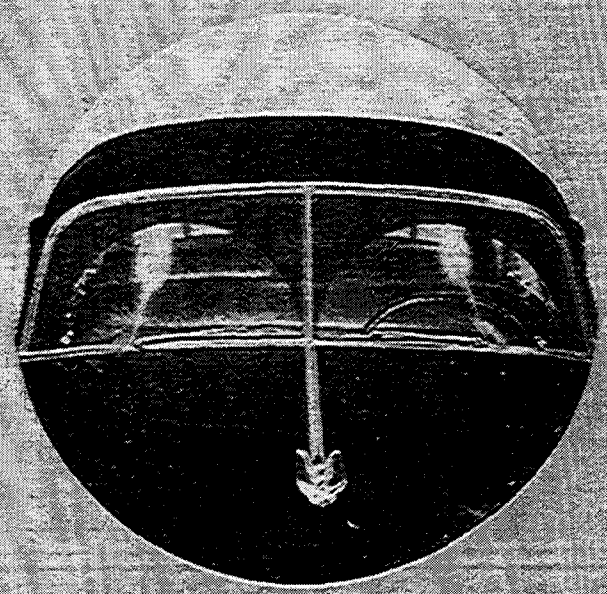


Trim Rings—For owners who desire to set off the appearance of their cars by contrasting bright chrome with wheel colors, Cadillac will offer heavy stainless steel chrome-plated trim rings.

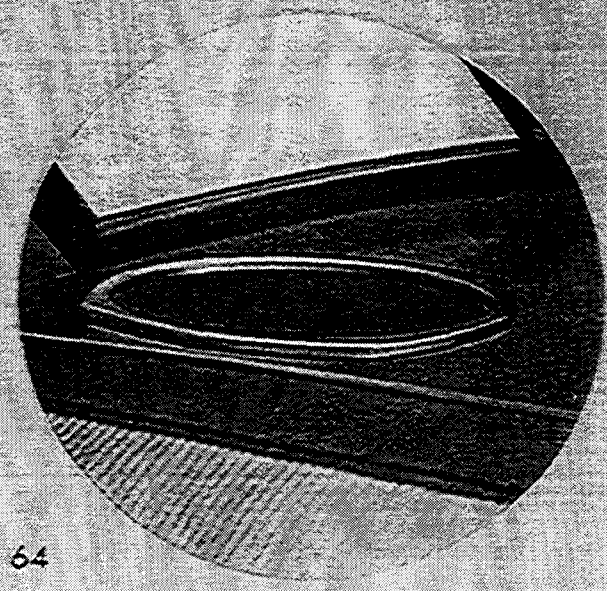




License Plate Frames—Designed to harmonize with exterior trim, the new chrome license plate frames enhance the appearance of the new Cadillacs.

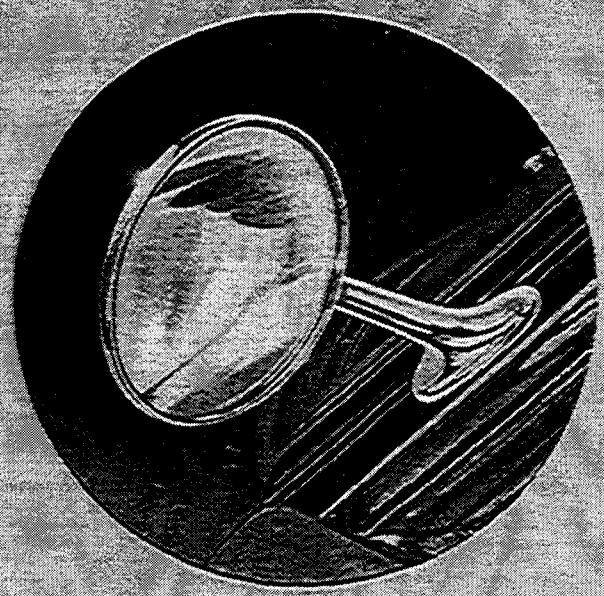


Windshield Washer — The improved windshield washer sprays water on the windshield so that mud or slush may be quickly removed by the new Cadillac windshield wipers.

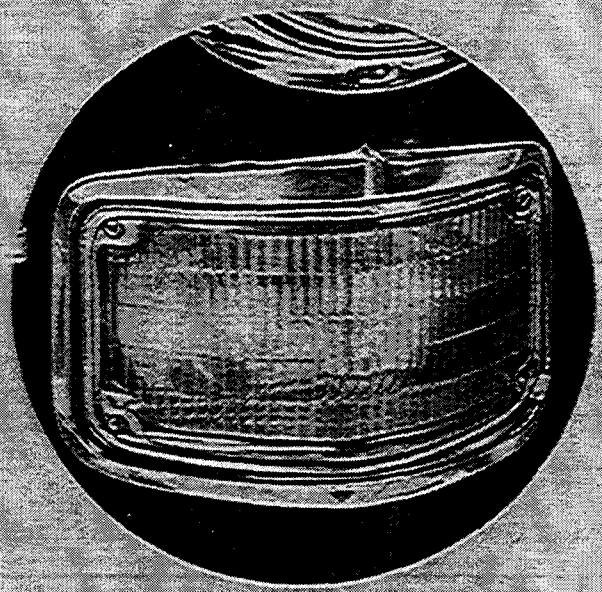


Rear Speaker—Offered as an extra on all models is the new auxiliary rear compartment radio speaker. It connects with the front compartment radio and may be turned on to provide comfortable listening for rear seat passengers.

Outside Rear View Mirror—Newly designed to harmonize with the new, more modern Cadillac, the outside rear view mirror is provided for either side.



Foglights—Recessed in the front fenders directly below the head lamps, the new fog lamp assembly provides a combination parking light, directional signal and fog lamp. The control switch is mounted on the left side of the instrument cluster.



Cadillac Blue Coral—To beautify and preserve the finish of Cadillac cars, Blue Coral will again be available as an accessory together with metal and body cleaners, glass and cooling system cleaners, and inhibitors, valuable aids in keeping Cadillac cars looking and running like new.

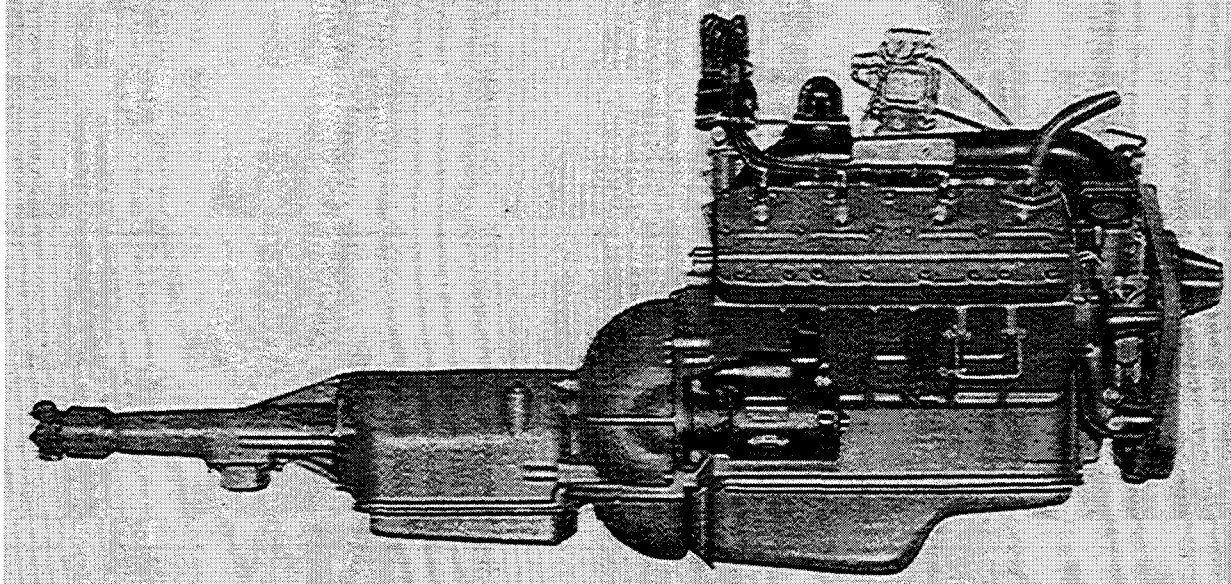




Detailed

SPECIFICATIONS

CADILLAC V-TYPE 8-CYLINDER ENGINE



Cadillac for 1948 will again be powered with the famous 90° V-type 150 horsepower engine. Combined with Cadillac's famous transmission, this "power-train" is far superior to anything known to the automotive industry. Power and performance unequalled make Cadillac the world's finest motor car.

WHY THE V-TYPE EXCELS

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.

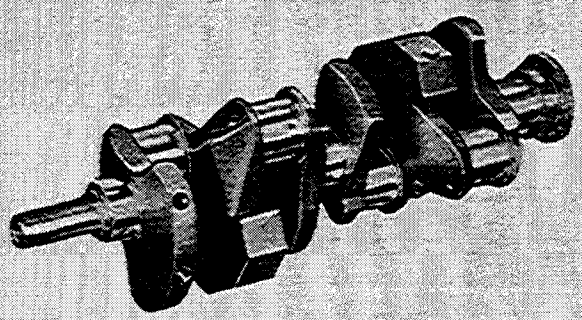
Cadillacs require a *minimum of service* work, which is the natural result of extreme care in engineering and manufacturing.

SHORT, RIGID CRANKSHAFT—With cylinders placed 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 of an in-line engine, resulting in smoother, quieter operation and longer engine life.

For the same reason, the dynamic 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.

SAVES VALUABLE SPACE—The design of the Cadillac V-type engine permits a unit of greater power output than an in-line



Cadillac's short rigid crankshaft contributes to smoother operation and increased engine durability.

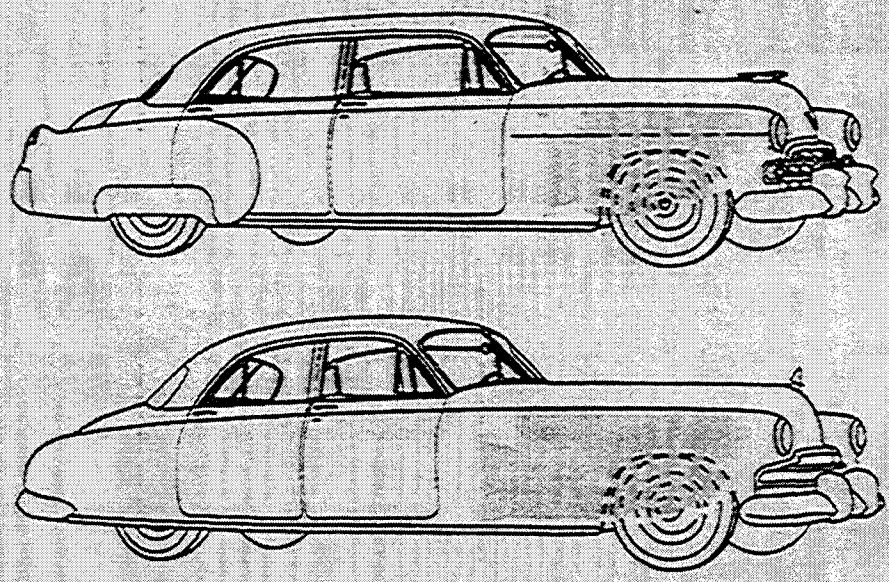


Diagram showing the relative size and space needed for a V-8 and a Straight-8 engine.

type to be placed under less hood area, thus leaving more area for the body interiors. The 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.

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 ½-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.

HYDRAULIC VALVE SILENCERS—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 quieter engine operation are important benefits offered the Cadillac owner.

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	48-61, 48-62, 48-60S, 48-75
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	3⅛"
Wrist pin diameter	⅞"
Is wrist pin locked in piston or floating?	Floating

RODS AND PINS—Continued

	ALL SERIES
Wrist pin clearance	.00005"-.0001" at 70° F.
Wrist pin hole finish	Diamond bore in rod, Bearingized in piston
Connecting rod length, center to center	8¾"
Connecting rod material	No. 1035 steel
Connecting rod weight, including bearings, lbs.	2.355
Crankpin journal diameter and length	2.460" x 2⅜"
Connecting rod bearing material	Steel backed type, copper nickel matrix with babbitt overlay
Connecting rod bearing clearance	.0005"-.002"
Connecting rod bearing end play	.008"-.014"
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 (No. 2)
Crankshaft end play	.001"-.005"
Main bearing material	Steel backed type, copper nickel matrix with babbitt overlay
Main bearing clearance	.0008"-.0025"
Main bearing type	Precision inserts
No. 1 main bearing journal, diameter and length	2½" x 1⅝"
No. 2 main bearing journal, diameter and length	2½" x 1⅝"
No. 3 main bearing journal, diameter and length	2½" x 1⅜"

TIMING CHAIN

Timing chain make	Link Belt Co.
Timing chain model	Type No. 3766—TC-15

TIMING CHAIN—Continued — ALL SERIES

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	.0005"-.0025"
Intake valve lift	.335"
Intake valve spring pressure and length—	
With valve closed	63½ lbs.—1.926"
With valve open	145 lbs.—1.581"
Exhaust valve angle of seat	45°
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	.0015"-.0035"
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° A.B.C.
Exhaust opens	52° B.B.C.
Exhaust closes	10° A.T.C.

LUBRICATION

Valve lifter lubrication method	Pressure
Lubricating system type	Pressure
Main bearing lubrication	Pressure

LUBRICATION—Continued

ALL SERIES

Connecting rod bearing lubrication	Pressure
Wrist pin lubrication	Pressure
Camshaft bearing lubrication	Pressure
Timing gear lubrication	Positive
Oil pump type	Helical gear
Oil grade recommended—S.A.E. viscosity	Lowest Temperature +32° F. 20W or S.A.E. 20 +10° F. 20W −10° F. 10W Below −10° F. 10W and 10% kerosene
Normal oil pressure lbs. at M.P.H.	25 lbs. 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
Air cleaner make	A.C.
Intake silencer make	A.C.
Muffler type	3-pass.

COOLING

Cooling circulation, type of	Pump
Water pump, type	Centrifugal

COOLING—Continued — ALL SERIES

Water pump drive	Vee belt
Blocking thermostat make and control	Fulton-Sylphon 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)	34½"
Fan belt width, maximum	1¹⁄₆₄"
Fan drive ratio	.95 to 1

IGNITION

Ignition unit make	Delco-Remy #1110807
Manual advance	Retard 10°; Advance 10°
Maximum automatic advance	21° to 24°
Vacuum advance	18°
Distributor breaker gap	.0125"-.0175"
Timing, breaker points open at	5° B.T.C.
Firing order	2-4-6-8 / Front / 1-3-5-7 1-8-7-3-6-5-4-2
Ignition coil make	Delco-Remy #1115380
Amperage draw of coil with engine stopped	4.4
Amperage draw of coil with engine idling	2.2
Spark plug thread	10 mm.
Spark plug model	#104
Spark plug make	A.C.
Spark plug gap	.028"-.033"

BATTERY

Battery make	Delco
Battery number	17K4W
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 — ALL SERIES

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	6.2-6.5
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 minimum peak charging rate—approx.	27 M.P.H.
Generator belt	Vee—7/8"

LAMPS

Lighting switch make	Delco-Remy
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	Low note 21 : High note 19

CLUTCH

Clutch make	Long Mfg.
Operated dry or in oil	Dry
Clutch vibration insulator or neutralizer	Coil spring type

CLUTCH—Continued — ALL SERIES

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
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	.003"-.010"	.003"-.010"
Pinion bearing adjustment	Preloaded	Preloaded

TIRES AND WHEELS		
Tire make	U. S. and Firestone	U. S. and Firestone
Tire size	8.20-15	7.50-16
Number of plies	4	6
Inflation pressure—front and rear	24#	Front 24# Rear 32#
Rim diameter	15"	16"
Rim width	6.00"	5.00"
Axle clearance, for jack, tires inflated, front	Bumper type jack	Bumper type jack

TIRES AND WHEELS—Cont'd	Series "61", "62", "68 Spec."	Series "75"
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. ½° to Pos. ½°	Neg. ½° to Pos. ½°
Camber angle	—⅜° to +⅜°	—⅜° to +⅜°
Toe-in inches	—1/32" to —3/32"	—1/32" to —3/32"
Crosswise inclination of kingpin, degrees	5°51′ at 0° camber	5°51′ at 0° camber
Front suspension type	Forked arms	Forked arms
Front suspension make	Own	Own
Forked arm bearings, type	Threaded	Threaded
Overall steering ratio	25.6:1	25.6:1
BRAKES		
No. of complete brakes	4	4
Foot brakes, make	Bendix	Bendix

BRAKES—Continued	Series "61", "62" "68 Spec."	Series "75"
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 7/32"	11 7/32"
Reverse shoe	12 31/32"	12 31/32"
Total	24½"	24½"
Rear brake lining width	2"	2½"
Rear brake lining thickness	3/16"	3/16"
Rear brake clearance	.007"-.010"	.007"-.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 7/32"	11 7/32"
Reverse shoe	12 31/32"	12 31/32"
Total	24½"	24½"
Front brake lining width	2¼"	2¼"
Front brake lining thickness	3/16"	3/16"
Front brake clearance	.007"-.010"	.007"-.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"

FRAME—Continued	Series "61", "62", "60 Spec."	Series "75"
Flange width, maximum	2"	2¼"
Wheelbase	126"-61, 126"-62 133"-60S	136"—75
Tread front	59"	58½"
Tread rear	63"	62½"
First serial number	"61"— 486,100,001 "62" 486,200,001 "60S"— 486,000,001	"75"— 487,500,001
Serial number location	On front of right cylinder block above water pump—numbered at right angles to crankshaft.	
Overall length with bumpers	"61"—214" "62"—214" "60 Spec."—226"	"75"—226"

BEARINGS

Starter motor commutator end bearing—type	Oilless Bushing	Oilless Bushing
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	Oilless bushing	Oilless bushing
Starter motor outboard bearing size	9/16" x 21/32" x 13/16"	9/16" x 21/32" x 13/16"
Generator commutator end bearing type	Bronze bushing	Bronze bushing
Generator commutator end bearing size or number	9/16" x 25/32" x 13/16"	9/16" x 25/32" x 13/16"
Generator drive end bear-make or type	N.D. Ball	N.D. Ball
Generator drive end bear-size or number	903203	903203
Clutch throwout bearing make or type	Bearings Co. of America	Bearings Co. of America

BEARINGS—Continued	Series "61", "62", "68 Spec."	Series "75"
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	Tapered Roller	Tapered Roller
Rear axle pinion shaft rear bearing make or type	Tapered Roller	Tapered Roller
Differential bearing, right, make or type	Tapered Roller	Tapered Roller
Differential bearing, left, make or type	Tapered Roller	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	Bronze bushing	Bronze bushing
Kingpin lower bearing make or type	Bronze bushing	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

COMPARING THE 1948 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	Synchro-Flex with Standard Transmission
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" Dual
Radiator core	Tube and fin
Clutch—diameter	61, 62, 60 Special—10½" 75—11"
Main bearings	3

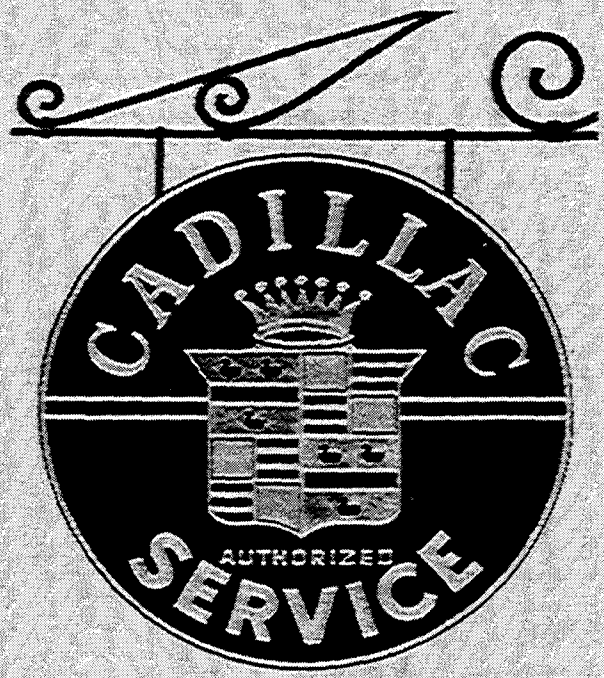
ELECTRICAL SYSTEM

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″	126″	133″	136″
Tread—front	59″	59″	59″	58½″
—rear	63″	63″	63″	62½″
Tires—size	8.20 x 15	8.20 x 15	8.20 x 15	7.50 x 16
—plies	4	4	4	6
Inflation pressure				
Front	24#	24#	24#	24#
Rear	24#	24#	24#	32#
Minimum axle clearance	8″	8″	8″	9″
Frame—type	Girder	Girder	Girder	Girder
—width	2″	2″	2″	2¼″
—depth	6⅝″	6⅝″	6⅝″	7⅞″
First serial number	486100000	486200000	486000000	487500000
(Final digits build up consecutively regardless of models to which applied)				
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	25.6:1	25.6:1	25.6:1	25.6:1
Car turning radius —(outside bumpersweep)	22.8′	22.8′	23.6′	25.0′
Rear axle ratio	3.77-1	3.77-1	3.77-1	4.27-1
(Standard with Hydra-Matic 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

CHASSIS—Cont'd	Series 61	Series 62	Series 60 Special	Series 75
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"
No. of leaves	8	8	8	10
Shackles, type	Compression link	Compression link	Compression link	Compression link
BODY				
Types	2	3	1	3 pleasure 2 business
Construction	Fisher Unisteel	Fisher Unisteel	Fleetwood Unisteel	Fleetwood Unisteel
Running boards	Concealed scuff plate	Concealed scuff plate	Concealed scuff plate	Conventional
Total glass area (sq. in.)	3494	3494	3477	2930
DIMENSIONS				
Headroom—rear	35 3/16"	35 3/16"	35 3/16"	35 3/8"
Leg room—rear	39¼"*	39¼"*	39¼"*	48¼"
Seat width—front:				
Hip	63¾"	63¾"	63¾"	60 3/8"
Shoulder	57 1/8"	57 1/8"	57 1/8"	56¾"
Seat width—rear:				
Hip	52½"	52½"	55¾"	50¼"
Shoulder	57 1/8"	57 1/8"	57 1/8"	57 9/16"
Ground to car floor	12 3/16"	12 3/16"	12 3/16"	16 3/8"
Overall length bumper to bumper	214"	214"	226"	226"
Overall width—				
Front	75 7/8"	75 7/8"	75 7/8"	75 1/16"
Rear	79"	79"	78 3/16"	82 5/16"

*Front seat in full rear position.



THE CADILLAC SERVICE POLICY

Throughout the years, Cadillac has continued to recognize its obligation to Cadillac owners. The result has been the development of a liberal, rigidly enforced policy which assures Cadillac owners certain benefits regardless of the age of his car.

The entire Cadillac distributor-dealer organization is united under this service policy to provide every owner with the finest service and the most friendly, helpful treatment.

Whether a Cadillac owner is at home or on the road, he is entitled to this friendly service from any Cadillac distributor or dealer in the country.

CADILLAC MILESTONES—1902-1947

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.
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"	Cadillac completes new Clark Ave. plant, Detroit, most modern in the industry. Retail stores opened at Detroit and Chicago.
1921	6,250	V-8 "59"	4,950	132"	
1922	26,296	V-8 "61"	4,100	132"	First to use Thermostatic Carburetor Control.
1923	14,707	V-8 "61"	4,150	138"	First to build the inherently balanced 90° V-type eight cylinder engine. First to use the Compensated Crankshaft. Four wheel brakes featured.
1924	18,827	V-8 "V-63"	3,835	132"	First to provide wide choice of Duco Exterior Finishes as standard equipment.
1925	16,673	V-8 "V-63"	3,195	132"	First to use Crankcase Ventilation. $5,000,000 expansion program started. Cadillac contracts for entire output of Fleetwood Custom Body Co.
1926	20,732	V-8 "314"	3,250	132"	First to develop a comprehensive Service Policy and place it on a nationwide basis.
1927	30,641	V-8 "303"	2,685	125"	
		V-8 "341-A"	3,250	140"	
1928	36,037	V-8 "328"	2,495	125"	First to develop and use the Clashless Syncro-mesh Transmission.
		V-8 "341-B"	3,595	140"	First to install Security Plate Glass as standard equipment.
1929	40,965	V-8 "340"	2,595	134"	First to adopt Chrome Plating as standard.
		V-8 "353"	3,695	140"	
1930	25,991	V-8 "345-A"	2,595	134"	First to build a Sixteen Cylinder Automobile Engine. Later in the year the V-12 Cadillac was introduced. First to offer a complete line of multi-cylinder cars—all of V-type design. First to use Hydraulic Valve Silencers.
		V-8 "355-A"	3,695	134"	
		V-12 "370-A"	3,895	140"	
		V-16 "452-A"	5,950	148"	
1931	29,779	V-8 "345-A"	2,295	134"	
		V-8 "355-A"	2,795	134"	
		V-12 "370-A"	3,945	140"	
		V-16 "452-A"	5,950	148"	
1932	8,084	V-8 "345-B"	2,495	136"	First to introduce Super-Safe Headlights, Air-Cooled Generator, Completely Silent Transmission and Full Range Ride Regulator.
		V-8 "355-B"	2,895	140"	
		V-12 "370-B"	3,795	140"	
		V-16 "452-B"	5,095	149"	
1933	6,655	V-8 "345-C"	2,245	136"	First to provide fine cars with No-Draft Ventilation.
		V-8 "355-C"	2,895	140"	
		V-12 "370-C"	3,695	149"	
		V-16 "452-C"	6,250	149"	

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 Fleet-
		V-8 "40-62"	1,745*	129"	

		V-8	"40-60S"	2,090*	127"	wood 72. During first six months, 1939, Cadillac outsold all makes combined with series having 6 touring sedans priced at or above $1,300.
		V-8	"40-72"	2,670*	138"	
		V-8	"40-75"	2,995*	141"	
		V-16	"40-90"	5,140*	141"	
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	29,194	V-8	"46-61"	$2,176*	126"	**Presentation** of the 1946 Cadillacs, using the battle-proved Cadillac V-type engine and Hydra-Matic transmission, the only automotive units of this kind to be produced and improved without interruption during the war.
		V-8	"46-62"	2,359*	129"	
		V-8	"46-60S"	3,099*	133"	
		V-8	"46-75"	4,298*	136"	
1947	61,926	V-8	"47-61"	2,324*	126"	**Postwar** production reaches over 90% of prewar peak. Cadillac increases fine car leadership with over 96,000 unfilled orders.
		V-8	"47-62"	2,523*	129"	
		V-8	"47-60S"	3,195*	133"	
		V-8	"47-75"	4,471*	136"	

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

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The Cadillac Motor Car Division of General Motors Corporation reserves the right to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models, and also to discontinue models.

★

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

The 1948 Cadillac Data Book was compiled as of January, 1948 and was printed in U.S.A. The above reservations apply to all pages unless otherwise noted.

PRINTED IN U.S.A. FEB. 1948

1948 MODEL - OPTION AND ACCESSORY PRICES

DESCRIPTION	CLASS	SERIES	CODE	LIST	DIST. NET	DEALER NET
Aerial - Front	ACC.	ALL	SS	13.60	9.10	10.25
Aerial - Rear	ACC.	75	SS	15.00	10.30	11.50
Covers Seat - Paratwill (Set)	ACC.	60-61-62	-	68.50	42.50	49.00
Covers Seat - Seabreeze (Set)	ACC.	60-61-62	-	27.00	18.00	20.30
Discs - Wheel (4)	OPTION	ALL	Y	25.00	16.50	18.90
Frames License - (Pair)	ACC.	ALL	L	3.80	2.10	2.50
Heater - Automatic System	ACC.	60-61-62	K *	~~85.00~~	~~57.00~~	~~64.30~~
Heater - Automatic System	ACC	75	K *	~~118.50~~	~~84.50~~	~~96.50~~
Heater - Ventilating Defroster	ACC.	ALL	H *	~~55.00~~	~~39.50~~	~~44.00~~
Hydramatic Drive	OPTION	ALL	T	186.00	144.60	151.60
Light - Back Up	ACC.	ALL	G	11.00	7.50	8.45
Lights - Fog (Pair)	OPTION	ALL	N	38.00	25.00	29.00
Mirror Glareproof	OPTION	ALL	M	5.00	2.80	3.30
Radio Front Compartment	ACC.	ALL	S	85.50	61.50	67.30
Radio Rear Compartment	ACC.	75	U	147.00	112.00	122.00
Radio and Aerial (Front)	ACC.	ALL	S-SS	99.10	70.60	77.55
Radio and Aerial (Rear)	ACC.	75	U-SS	162.00	122.30	133.50
Rings Trim (5)	ACC.	ALL	Z	9.50	5.95	6.90
Tires - W.S.W. (5) (8.20 X 15)	OPTION	60-61-62	W	25.25	19.25	19.25
Tires - W.S.W. (5) (7.50 X 16)	OPTION	75	W	26.25	17.25	17.25
Washer - Windshield	ACC.	ALL	P	11.00	7.00	7.80
Wheel - Steering Special	OPTION	*61-62 C.Ch.	J	19.50	12.00	13.90
Window Lifts Automatic	OPTION	*61-62	X	121.65	101.65	106.65
* COUPE - SEDAN						

ACCESSORY GROUPS

Lic. Frames, Trim Rings, Spec. Strg. Wheel, Glareproof Mirror	6107-6169 6207-6269	A	37.80	22.85	26.60
Same on Group A - Less Lic. Frames	Same as A	A1	34.00	20.75	24.10
Lic. Frames, Disc, Spec. Strg. Wheel W/S Washer, Back Up Light, Gp. Mirror	6107-6169 6207-6269	B	75.30	47.90	54.85
Same As Group B - Less Lic. Frames	Same as B	B2	71.50	45.80	52.35
Lic. Frames, Disc, W/S Washer, Back-Up Light, Glareproof Mirror	6267-60S - 75	C	55.80	35.90	40.95
Same on Group C - Less Lic. Frames	Same as C	C3	52.00	33.30	38.45

CADILLAC MOTOR CAR DIVISION

MAKE & MODEL	BODY STYLES	ADVERTISED PRICE*	1948 STARTING ENGINE SERIAL NO.	SHIPPING WEIGHT	CURB WEIGHT	WHEELBASE	1947 ENDING ENGINE SERIAL NO.
	Series 61		486100001			126"	5428555
48-Cad. 6107	5-Pass. Club Coupe	$2,511					
48-Cad. 6169	5-Pass. Sedan	2,647					
	Series 62		486200001			126"	8459835
48-Cad. 6207	5-Pass. Club Coupe	2,719					
48-Cad. 6267	5-Pass. Conv. Coupe	3,174					
48-Cad. 6269	5-Pass. Sedan	2,781					
	Series 60S		486000001			133"	6428500
48-Cad. 6069	5-Pass. Sedan	3,506					
	Series 75		487500001			136 ½"	3425036
48-Cad. 7519	5-Pass. Sedan	4,471					
48-Cad. 7523	7-Pass. Sedan	4,686					
48-Cad. 7533	7-Pass. Imperial Sedan	4,887					
48-Cad. 7523-L	9-Pass. Business Sedan	4,368					
48-Cad. 7533-L	9-Pass. Business Imperial	4,560					

* Factory delivered price including Federal Tax and handling charge without optional equipment or accessories. Prices as of February 4, 1948, subject to change without notice.

R.V. Clute
Tech. Data Dept.

1948 [illegible] CAR PRICES
GE LIST 1-48
EFFECTIVE 2-1-48
• [illegible] Revised - 3-29-48.

STYLE NO.	BODY STYLE	CAR *LIST	DIST. NET	DEALER NET	E.O.H. NET	CO-OP ADV. NET	CUST. DEL. NET
	SERIES 48-61-126" W.B. DISCOUNT-		*28%	*26%			
48-6107	5-Pass. 2-Dr. Club Coupe	2357.00	1697.04	1744.18	124.00	20.00	30.00
48-6169	5-Pass. 4-Dr. Tour Sedan	2487.00	1790.64	1840.38	130.00	20.00	30.00
	SERIES 48-62-126" W.B. DISCOUNT		*28%	*26%			
48-6207	5-Pass. 2-Dr. Club Coupe	2550.00	1836.00	1887.00	134.00	22.00	35.00
48-6267	5-Pass. 2-Dr. Court. Coupe	2984.00	2148.48	2208.16	155.00	22.00	35.00
48-6269	5-Pass. 4-Dr. Tour. Sedan	2609.00	1878.48	1930.66	137.00	22.00	35.00
	SERIES 48-60-133" W.B. DISCOUNT-		*28%	*25%			
48-6069	5-Pass. 4-Dr. Tour Sedan	3290.00	2368.80	2467.50	171.00	30.00	45.00
	SERIES 48-75-136" W.B. DISCOUNT-		*30%	*25%			
48-7519	5-Pass. 4-Dr. Tour. Sedan	4190.00	2933.00	3142.50	221.00	35.00	60.00
48-7523	7-Pass. 4-Dr. Sedan	4400.00	3080.00	3300.00	226.00	35.00	60.00
48-7533	7-Pass. 4-Dr. Imperial	4590.00	3213.00	3442.50	237.00	35.00	60.00
48-7523L	9-Pass. 4-Dr. Bus. Sedan	4095.00	2866.50	3071.25	213.00	35.00	60.00
48-7533L	9-Pass. 4-Dr. Bus. Imperial	4275.00	2992.50	3206.25	225.00	35.00	60.00
48-75	163" Chassis Commercial(Less-J)	1860.00	1302.00	1395.00	102.00	10.00	--

1948 MODEL - OPTION AND ACCESSORY PRICES

DESCRIPTION	CLASS	SERIES	CODE	LIST	DIST. NET	DEALER NET
Aerial - Front	ACC.	ALL	SS	13.60	9.10	10.25
Aerial - Rear	ACC.	75	SS	15.00	10.30	11.50
Covers Seat - Paratwill (Set)	ACC.	60-61-62	-	68.50	42.50	49.00
Covers Seat - Seabreeze (Set)	ACC.	60-61-62	-	27.00	18.00	20.30
Discs - Wheel (4)	OPTION	ALL	Y	25.00	16.50	18.90
Frames License - (Pair)	ACC.	ALL	L	3.80	2.10	2.50
Heater - Automatic System	ACC.	60-61-62	K *	85.00	57.00	64.70
Heater - Automatic System	ACC.	75	K *	130.50	84.90	96.50
Heater - Ventilating Defroster	ACC.	ALL	H *	55.00	39.50	44.00
Hydramatic Drive	OPTION	ALL	T	185.00	144.60	151.60
Light - Back Up	ACC.	ALL	9	11.00	7.50	8.45
Lights - Fog (Pair)	OPTION	ALL	N	38.00	25.00	29.00
Mirror Glareproof	OPTION	ALL	M	5.00	2.80	3.30
Radio Front Compartment	ACC.	ALL	S	85.50	61.50	67.30
Radio Rear Compartment	ACC.	75	U	147.00	112.00	122.00
Radio and Aerial (Front)	ACC.	ALL	S-SS	99.10	70.60	77.55
Radio and Aerial (Rear)	ACC.	75	U-SS	162.00	122.30	133.50
Rings Trim (5)	ACC.	ALL	Z	9.50	5.95	6.90
Tires - W.S.W. (5) (8.20 X 15)	OPTION	60-61-62	W	25.25	19.25	19.25
Tires - W.S.W. (5) (7.50 X 16)	OPTION	75	W	26.25	17.25	17.25
Washer - Windshield	ACC.	ALL	P	11.00	7.00	7.80
Wheel - Steering Special	OPTION	*61-62 C.Ch.J		19.50	12.00	13.90
Window Lifts Automatic	OPTION	*61-62	X	121.65	101.65	106.65
*COUPE - SEDAN						

ACCESSORY GROUPS

Lic. Frames, Trim Rings, Spec. Strg. Wheel, Glareproof Mirror	6107-6169 6207-6269	A	37.80	22.85	26.60
Same on Group A - Less Lic. Frames	Same as A	A1	34.00	20.75	24.10
Lic. Frames, Disc, Spec. Strg. Wheel W/S Washer, Back Up Light, Gp. Mirror	6107-6169 6207-6269	B	75.30	47.90	54.85
Same As Group B - Less Lic. Frames	Same as B	B2	71.50	45.80	52.35
Lic. Frames, Disc, W/S Washer, Back-Up Light, Glareproof Mirror	6267- 60S - 75	C	55.80	35.90	40.95
Same on Group C - Less Lic. Frames	Same as C	C3	52.00	33.80	38.45

MISCELLANEOUS	NET	LIST		NET	LIST
Dealer Will Call -All Series -----	$ 15.00	--	Boat Docking -All Series---	$3.50	--
Handling & Packaging - Comm.Ch.---	3.50	-	Anti Freeze - Per Qt.------	.20	.25

TIRE SIZES

---4 PLY ---	---6 PLY ---
Series 61, 62, 60S----------8.20X15	Series 75----------750X16

• Heater - Automatic System	ACC	60 - 61 - 62	K	90.00	61.50	69.20
• Heater - Automatic System	ACC	75	K	129.50	89.00	101.00
• Heater - Ventilating Defroster	ACC	All	H	60.00	44.00	48.50

COLOR COMBINATIONS (Continued)

SERIES 48-60S, 61, 62, 75

EXTERIOR COLORS

BODY AND SHEET METAL

xComb. Code No.	Color Name	Matching Colors (Dupont)	Original Color No.	Mfgr.
1	Black	246-2048	253-2228 20498-A	Dupont R & M
2	Amherst Blue	431	P.S.2251	R & M
3	Cavern Green	476	023355	R & M
4	Tyrolian Gray	676	P.S.1195	R & M
5	Cypress Green	674-6	G.S.333	R & M
6	El Paso Beige	549	P.S.8851	R & M
7	Horizon Blue	678	022293D	R & M
8	Kingswood Gray	675	P.S.1194	R & M
9	Madeira Maroon	148-M	P.S.633	R & M
10	French Gray	668	020152	R & M
12	†Ardsley Green	677	P.S.3378D	R & M
	‡Cypress Green	674-G	G.S.333	R & M
13	†Kingswood Gray	675	P.S.1194	R & M
	‡Tyrolian Gray	676	P.S.1195	R & M
15	†Vista Gray	551	P.S.1184	R & M
	‡French Gray	668	020152	R & M
16	Lucerne Green	238-G	260-39302	Dupont
17	Belden Blue	517	P.S.219	R & M
19	†French Gray	668	020152	R & M
	‡Lucerne Green	238-G	260-39302	Dupont
20	†Horizon Blue	678	022293D	R & M
	‡Belden Blue	517	P.S.219	R & M

† Upper ‡ Lower NOTE: Two tone combinations to be used only on styles 6069X,6169,69X,6269,69X.

x Code Comb. No. will be found on Body Plate on dash.

WHEELS

Color Name	Matching Color No. (Synthetic Enamel, "Baking")
Black (Standard)	B94-21090C
Vincennes Red (Optional)	B94-3618R
Amherst Blue (Standard)	B182-10222
Vincennes Red (Optional)	B94-3618R
Triton Green (Standard)	B94-20957
Vincennes Red (Optional)	B94-3618R
Vincennes Red (Standard)	B94-3618R
Tyrolian Gray (Optional)	B182-10221
Cypress Green (Standard)	B182-10218
Vincennes Red (Optional)	B94-3618R
El Paso Beige (Standard)	B182-10078
Vincennes Red (Optional)	B94-3618R
Horizon Blue (Standard)	B94-70808
Vincennes Red (Optional)	B94-3618R
Vincennes Red (Standard)	B94-3618R
Kingswood Gray (Optional)	B182-10220
Madeira Maroon (Standard)	B162-22159M
Vincennes Red (Optional)	B94-3618R
Vincennes Red (Standard)	B94-3618R
French Gray (Optional)	B94-70397
Ardsley Green (Standard)	B182-10219
Vincennes Red (Optional)	B94-3618R
Vincennes Red (Standard)	B94-6318R
Tyrolian Gray (Optional)	B182-10221
Vincennes Red (Standard)	B94-3618R
French Gray (Optional)	B94-70397
Lucerne Green (Standard)	B183-10083
Vincennes Red (Optional)	B94-3618R
Belden Blue (Standard)	B162-10007
Vincennes Red (Optional)	B94-3618R
Lucerne Green (Standard)	B183-10083
Vincennes Red (Optional)	B94-70397
Belden Blue (Standard)	B162-10007
Vincennes Red (Optional)	B94-3618R

NOTE: Use XMP-516 Luxrite Pale Gold Bronze for wheel stripes except on combination No. 1 with black wheels on which use 4-115 Argent.

INTERIOR COLORS

STEERING COLUMN JACKET, COVERS, HORN RING HUB, SHIFTER CARRIER, GLOVE BOX ENDS.

SERIES 48-61,62 except Style 6267X; 48-7519X,23L,23X
Chaco Brown Iridescent Enamel - R.M 10845

SERIES 48-60S; 48-6267X,7533L,33X
Blackmoore Gray Iridescent Enamel - R.M 10128

INSTRUMENT PANEL, DOOR AND QUARTER WINDOW MOLDINGS, BELT PANELS, BACK WINDOW MOLDINGS.

SERIES 48-61,62 except Style 6267X;
Finished with Brown Leather Grain Transfer

STYLE 48-6267X,6069X, and Front Compartment on Style 48-7533X,33L
Finished with Black Leather Grain Transfer

SERIES 48-75 except Front Compartment on Style 48-7533X,33L

Instrument Panel - Burl Walnut Transfer
Garnish Moldings - Straight Grain Walnut Transfer
Belt Finish Panels - Burl Walnut Transfer

STYLE 48-7533X,33L Front Compartment

Instrument Panel - Belt Finish Panels - Black Leather Grain Transfer

UPHOLSTERY CHART NO. 7

Series 48-60S, 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
37	Gray Dual Cord	55T148....4165600	56T148...4167497	63T148...4165471
	Gray Plain Broadcloth	59T148....4165463	(Used on rear 1/4 arm rest only)	
	Series 48-61			
38	Tan Dual Cord	57T148....4165601	58T148...4165750	68T148...4165472
	Tan Plain Cloth	64T148....4165465	(Used on rear 1/4 arm rest only)	
	Series 48-61			
40	Gray Plain Broadcloth	59T148....4165463	62T148...4165469	63T148...4165471
	Blue Plain Broadcloth	61T148....4165467		
	Series 48-62			
41	Gray Bedford Cord	60T148....4165464	62T148...4165469	63T148...4165471
	Blue Plain Broadcloth	61T148....4165467		
	Series 48-62			
42	Tan Plain Broadcloth	64T148....4165465	67T148...4165470	68T148...4165472
	Brown Plain Broadcloth	66T148....4165468		
	Series 48-62			
43	Tan Bedford Cord	65T148....4165466	67T148...4165470	68T148...4165472
	Brown Plain Broadcloth	66T148....4165468		
	Series 48-62			
44	Gray Shadow Broadcloth (Pattern)	40T148....4165610	43T148...4165617	44T148...4165620
	Gray Shadow Broadcloth (Plain)	42T148....4165629		
	Series 48-6069X			
44C	Gray Shadow Broadcloth (Pattern)	40T148....4165610	43T148...4165617	44T148...4165620
	Black Leather	11T1348....4165616		
	Series 48-6069X			
45	Gray Bedford Cord	41T148....4165611	43T148...4165617	44T148...4165620
	Gray Shadow Broadcloth (Plain)	42T148....4165629		
	Series 48-6069X			
45C	Gray Bedford Cord	41T148....4165611	43T148...4165617	44T148...4165620
	Black Leather	11T1348....4165616		
	Series 48-6069X			
46	Tan Shadow Broadcloth (Pattern)	45T148....4165612	48T148...4165618	49T148...4165621
	Tan Shadow Broadcloth (Plain)	47T148....4165630		
	Series 48-6069X			
46C	Tan Shadow Broadcloth (Pattern)	45T148....4165612	48T148...4165618	49T148...4165621
	Black Leather	11T1348....4165616		
	Series 48-6069X			
47	Tan Bedford Cord	46T148....4165613	48T148...4165618	49T148...4165621
	Tan Shadow Broadcloth (Plain)	47T148....4165630		
	Series 48-6069X			
47C	Tan Bedford Cord	46T148....4165613	48T148...4165618	49T148...4165621
	Black Leather	11T1348....4165616		
	Series 48-6069X			
48	Green Shadow Broadcloth (Pattern)	50T148....,4165614	53T148...4165619	54T148...4165622
	Green Shadow Broadcloth (Plain)	52T148....4165631		
	Series 48-6069X			
48C	Green Shadow Broadcloth (Pattern)	50T148....4165614	53T148...4165619	54T148...4165622
	Black Leather	11T1348....4165616		
	Series 48-6069X			
49	Green Bedford Cord	51T148....4165615	53T148...4165619	54T148...4165622
	Green Shadow Broadcloth (Plain)	52T148....4165631		
	Series 48-6069X			
49C	Green Bedford Cord	51T148....4165615	53T148...4165619	54T148...4165622
	Black Leather	11T1348....4165616		
	Series 48-6069X			

UPHOLSTERY CHART NO. 7 (Cont'd)

Series 48-60S, 61, 62, 75

Trim Code No.	Description of Cushion and Back Rest Material	Cushion and Back Rest Material	Sidewall Material	Headlining Material
51B	Black Leather Gray Bedford Cord Series 48-6267X	5T1348 ... 4134642	81T148 ... 4165599	
52B	Tan Leather Tan Bedford Cord Series 48-6267X	4T1348 ... 4133764	80T148 ... 4165598	
53B	Green Leather Tan Bedford Cord Series 48-6267X	3T1348 ... 4133765	80T148 ... 4165598	
55B	Blue Leather Gray Bedford Cord Series 48-6267X	2T1348 ... 4133766	81T148 ... 4165599	
56B	Red Leather Tan Bedford Cord Series 48-6267X	1T1348 ... 4133767	80T148 ... 4165598	
81	Tan Vogue Broadcloth Series 48-7519X, 23X, 33X	69T148 ... 4165632	71T148 ... 4165634	72T148 ... 4165638
82	Tan Bedford Cord Series 48-7519X, 23X, 33X	70T148 ... 4165633	71T148 ... 4165634	72T148 ... 4165638
83	Tan Plain Broadcloth Series 48-7519X, 23X, 33X	71T148 ... 4165634	71T148 ... 4165634	72T148 ... 4165638
85	Gray Vogue Broadcloth Series 48-7519X, 23X, 33X	73T148 ... 4165635	75T148 ... 4165637	76T148 ... 4165639
86	Gray Bedford Cord Series 48-7519X, 23X, 33X	74T148 ... 4165636	75T148 ... 4165637	76T148 ... 4165639
87	Gray Plain Broadcloth Series 48-7519X, 23X, 33X	75T148 ... 4165637	75T148 ... 4165637	76T148 ... 4165639
89	Tan Bedford Cord Series 48-7523L, 33L	65T148 ... 4165466	58T148 ... 4165750	68T148 ... 4165472
94	Tan Figured Broadcloth Series 48-7519X, 23X, 33X	93T148 ... 4167710	71T148 ... 4165634	72T148 ... 4165638

GENERAL INFORMATION

Foreward

This 1948 SHOP MANUAL has been prepared by the Cadillac Motor Car Division to aid servicemen in the field in rendering complete and accurate service.

The manual is intended primarily for servicemen who are familiar with Cadillac cars of past years so that they may know the latest service methods and specification changes for 1948.

The Cadillac Service Department also publishes the CADILLAC SERVICEMAN each month to keep its service information up-to-date. Read the SHOP MANUAL . . . Read the CADILLAC SERVICEMAN . . . They will both help you to understand your job better. They will show you short cuts and new tools for special jobs. They will save you time.

Arrangement of the Manual

The 1948 SHOP MANUAL includes a rapid reference index with page tabs for each section. Each section includes a table of contents, a brief descriptive introduction, service information, concise notes, and clearly labeled illustrations.

At the end of each section, space is provided for notes and references. Here, articles from the CADILLAC SERVICEMAN should be listed, along with other notes and bulletins which would add to the material in that section.

Special sections have been included for specifications, special service tools, torque tightnesses, and the alphabetical index.

Identification

Each Cadillac car or chassis, when shipped, carries an engine serial number and an engine unit number. The engine serial number is the one used in filling out license and insurance applications and in general reference to the car. It is located on the right-hand side of the crankcase, just above the water pump, and on the right-hand frame side bar just behind the engine support bracket as shown in Fig. No. 1.

The engine serial number has nine digits. The first two indicate the model year, the third and fourth digits indicate the series, and the last five indicate the consecutive number of cars built of all series.

Models Included

Information is given in this manual covering the following series cars:

Series	No. of Cylinders	Bore & Stroke	Displacement	Wheelbase	Starting Engine No.
48-61 Cadillac	V-8	3½" x 4½"	346 cu. in.	126"	486100000
48-62 Cadillac	V-8	3½" x 4½"	346 cu. in.	126"	486200000
48-60S Cadillac	V-8	3½" x 4½"	346 cu. in.	133"	486000000
48-75 Cadillac	V-8	3½" x 4½"	346 cu. in.	136"	487500000
48-76 Comm. Chassis	V-8	3½" x 4½"	346 cu. in.	163"	487600000

The engine unit number is located on the lower end of the rough, flat surface on rear portion of crankcase, back of the right-hand block, directly above the boss for clutch housing locating pin.

Engine Unit Number Chart

Type of Transmission

Standard	8-K-1 up	48-61, 62, 60S
Hydra-Matic	9-K-1 up	48-61, 62, 60S, 75, 76
Standard	2-K-1 up	48-75, 76

Hydra-Matic Transmissions also have a unit number which is located on the right side of the transmission, just below and slightly to the rear of the transmission oil filler opening.

The body style number, job number, and paint and trim numbers are stamped on a plate attached to the side of the cowl under the hood on the left-hand side on all models. The various body styles are listed in Section 17.

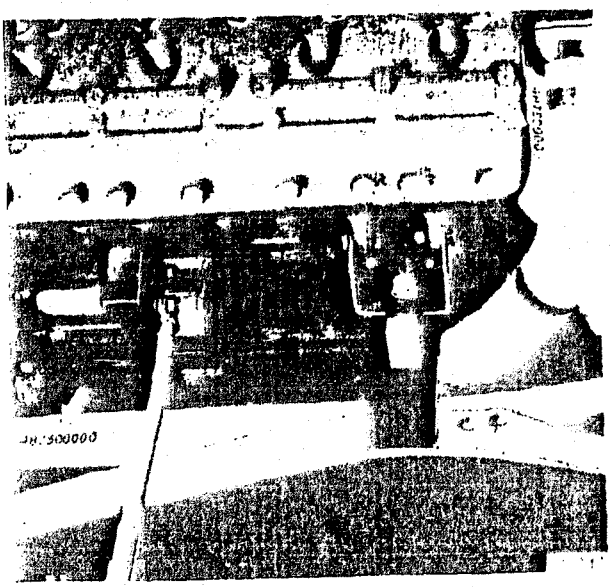
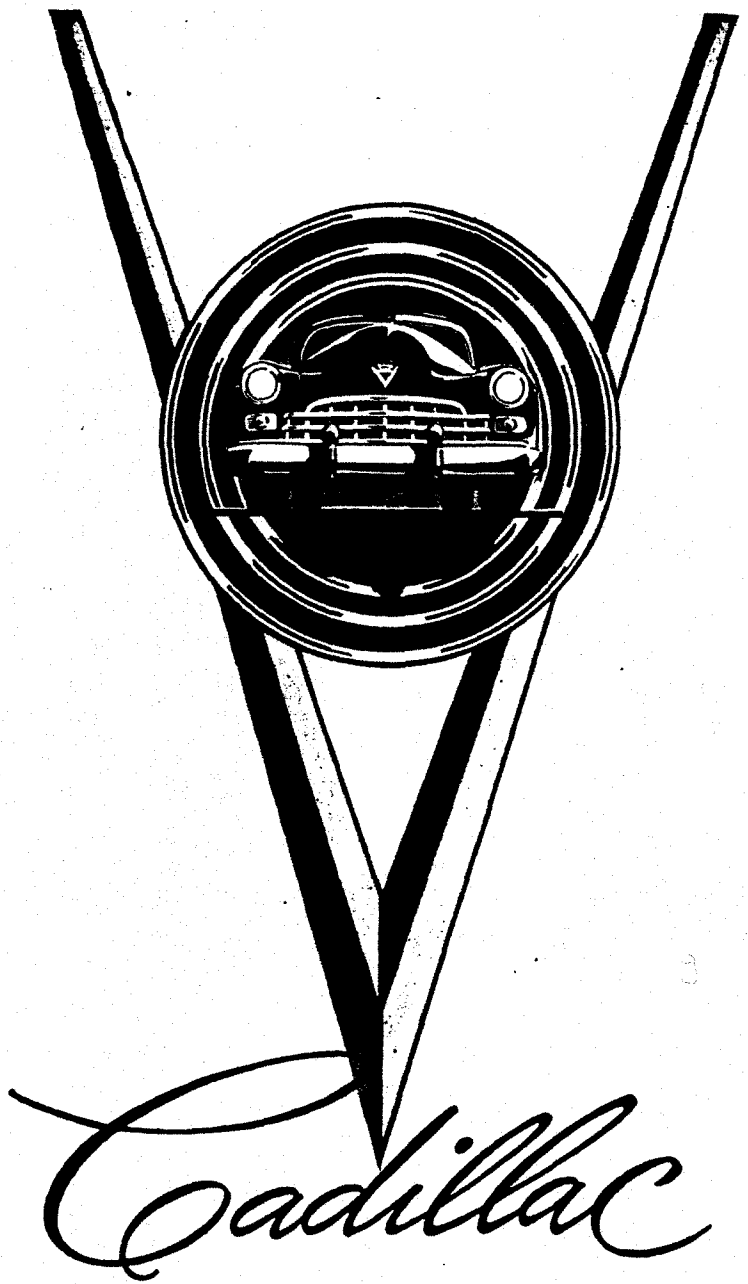


Fig. 1. Engine Number Locations



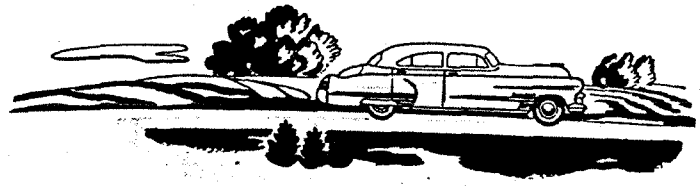
1948

On Realizing the Full Contentment in Cadillac OWNERSHIP



NOTE: KEEP THIS BOOK IN THE GLOVE COMPARTMENT

NOTE TWO: EASY REFERENCE INDEX ON THE BACK PAGE



On Realizing the Full Contentment in Cadillac Ownership

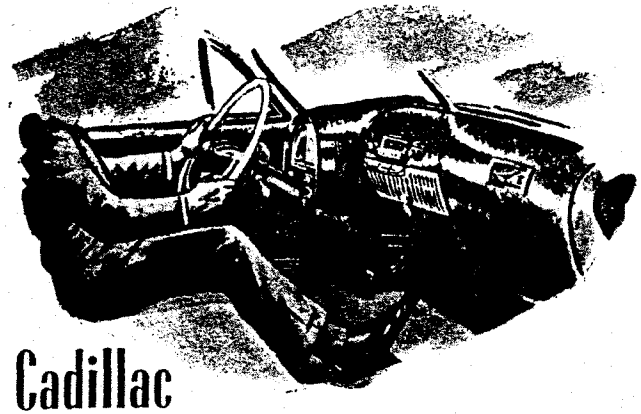
Your 1948 Cadillac—in appearance, in appointments, in engineering, exhibits every refinement sought by the discriminating person. Satisfying equally your sense of pride and your requirement for the finest in personal transportation, Cadillac puts the fullest measure of motoring contentment at your disposal.

In conformity with the Cadillac tradition of leadership there are many things about this 1948 Cadillac that will be new to you. To acquaint you with these, this booklet has been prepared. We trust it will be of aid to you in securing the fullest measure of contentment from Cadillac ownership.

A list of all the cities in the United States where Authorized Cadillac Service is available will be found on pages 31 through 34.

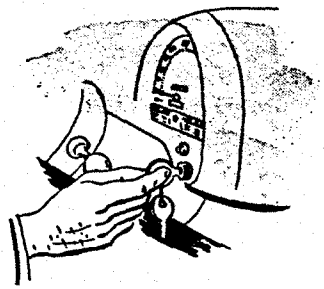
Service Department—CADILLAC MOTOR CAR DIVISION
General Motors Corporation—Detroit 32, Michigan

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Convenient Cadillac Instruments and Controls

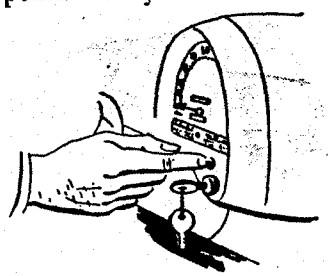
● Ignition Switch Control



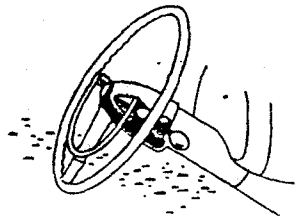
The ignition switch is located on the instrument cluster just to the right of the steering column. The ignition switch has two positions in addition to "Off." When the key is turned to the right of the "Off" position, the ignition system, accessories, ammeter, temperature gauge and fuel gauge are operative. The key should be in this position to start the engine. When the key is turned to the left of the "Off" position, only the radio, heater and ammeter are operative. NEVER leave your ignition key in the car when you leave it unattended—no matter for how short a time.

● Starter Button

The Cadillac starter button is located in the instrument cluster just above and to the left of 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 the fast idle), 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 until engine starts.



● Transmission Control

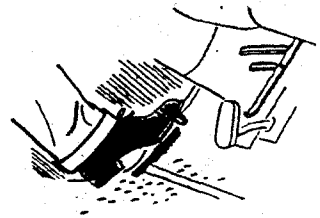


The Cadillac Synchro-Mesh transmission selector lever is located beneath the steering wheel on the right. It is operated in the conventional manner. If your car is equipped with the Cadillac Hydra-Matic Drive, see the instructions which begin on page 11.

● Turn Signal Control Lever

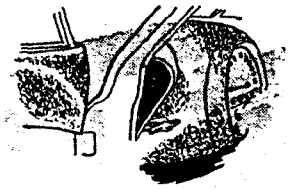
The turn signal control lever is located handily on the left of the steering column opposite the selector lever. When turning right, move control lever up; when turning left, move control lever down. Flashing lights, both front and rear, indicate to other drivers the direction you intend to turn. Right and left directional signal indicator arrows are on the retainer plate in the instrument cluster. Your turn signal is useful as a FLASHING SAFETY SIGNAL to oncoming and overtaking traffic. Should it be necessary for you to stop close to the road for a tire change or for any other reason, move turn signal control lever to indicate a left turn. This will flash outside lights. ALWAYS take this simple safety precaution.

● Headlamp Control



To operate the headlamps, pull the switch knob out all the way. This knob is located on the instrument cluster to the left of the steering column. To operate the parking lights, pull the switch knob out 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 in the upper center of the instrument cluster, 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 on the panel to the left of the instrument cluster. To apply brake, pull handle straight back. To release, rotate the handle to the 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 on the seat frame on the left-hand side, sliding the seat backward or forward until the position is comfortable, and releasing the lever to lock the seat. The adjustment of the front seat on cars equipped with the Hydro-Lectric system is explained on page 29.

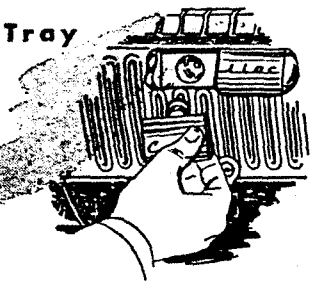
● Ventilating System

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 at all times, even under adverse weather conditions when windows must be closed. There are two ventilating passages behind the radiator grille (one on the right side and the other on the left) that permit the delivery air of to the driving compartment. Control of this system is maintained with valves operated by knobs just below the instrument cluster on the right and left of the steering column. The knob on the left side admits fresh air through a screened opening and then through the louvres on the base of the steering column housing. The knob on the right side admits fresh air through the air deflector at the bottom of the dash heater. Either or both of the knobs can be pulled out to provide the degree of ventilation desired. In addition, when driving at slow speeds, as in heavy traffic, air may be forced into the car by means of the defroster blower. This may be done by moving the right hand "Defr" lever about half way down. Then pull out the right hand ventilation knob. Care should be taken not to depress the left hand lever marked "Temp." At first there may be a small amount of warmed air but this should change to cooled air in two or three minutes. Of course this feature of increased cooling will be unnecessary at higher rates of speed.

● Windshield Wipers

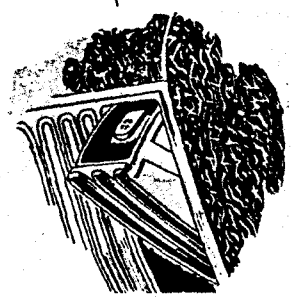
The knob for the control of windshield wipers on your Cadillac is located on the left side of the instrument cluster housing. The windshield wipers are operated by turning this knob clockwise. An excellent means of cleaning the windshield while driving can be secured by installing a Cadillac Windshield 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 in the center of the windshield wiper control knob, 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, which is centrally located on the top of the radio grille just below the radio control buttons. The lighter is operated by pushing it in. When heated, it will click out for use. The ash tray is built into the right side of the radio grille.

● Map Light



For the convenience of the Cadillac owner, a map light has been installed in all Cadillac cars. The control and light are located just to the right of the cigarette lighter. In its off position, it operates as a courtesy light with the front doors only. With front doors closed, the light may be operated manually by pulling knob out to the stop. The map light operates automatically when the glove box is open.

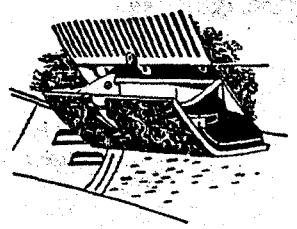
● Fog Lamp Control

The control knob on Cadillac cars equipped with fog lamps is located on the instrument cluster just above and to the right of the headlamp control knob and is operated by turning the knob to the right.

● Hood Lock

The hood lock control knob is located just to the left of the parking brake handle. To release the safety catch, pull the knob out. This pro-

vides an opening between the hood and the radiator grille. To raise hood, trip release lever under the front center of the hood, and raise. To close hood, place down firmly. The control knob returns to original position by itself.



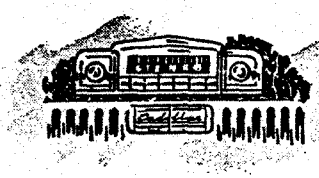
● Glove Box

The glove box is located in the center of the instrument panel directly below the radio grille. To open, pull lever toward you. The map light provides automatic illumination. The glove box lock is located directly above the glove box opening lever.

● Electric Clock

A fully automatic clock is located on the right hand side of the instrument panel and is an integral part of the instrument panel design. The reset knob and regulator arm are located on the back of the clock. Adjustments can be made by placing a finger in the finger groove provided on the bottom of the clock and lifting the clock out from the bottom. (See adjustment instructions on page 30.)

● Radio Control Panel

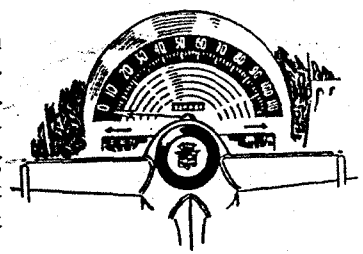


When Cadillac cars are equipped with radios, the controls, including the control for the vacuum operated antenna, are neatly and conveniently grouped above the radio grille in the center of the instrument panel. There are 7 push button controls and 2 knob controls. Press "ON-OFF" button to turn radio 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 to the right of the selector buttons. For tone selection, press button marked "TONE" until desired effect is obtained. Volume is controlled by turning knob located to the left of push buttons. This knob also raises the aerial when pushed in and lowers the aerial when pulled out. You may select any five of the most popular radio stations in your area of reception for automatic tuning. To set up a station selector button, simply push the selector button to the right and then pull it out, tune in the station with the regular manual control knob, then push the station selector button in.

● 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. A Glare-Proof type mirror is accessory equipment if ordered. The small ear on the bottom of the Glare-Proof mirror is used to adjust the mirror prism for either day or night driving.

● 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 pushing in the reset knob and turning it clockwise. This knob is located at the bottom of the cluster to the right of the steering column.

● Oil Pressure Gauge

Under normal operating conditions, other than idle, the oil pressure gauge should indicate approximately 30 lb. pressure. If no pressure is indicated, stop the engine immediately and have the cause investigated. Gauge is located in the instrument cluster.

● Heat Indicator

The heat indicator, located in the instrument cluster, shows the approximate temperature of the coolant in the engine. The pointer may register above the center range during long continuous driving in warm weather. This condition is not alarming, as the pressure-controlled 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.

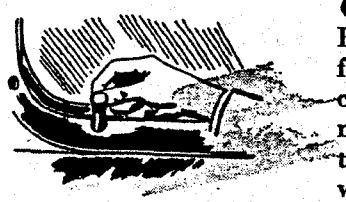
● Charging Indicator

A charging indicator, located in the instrument cluster, is used to show the "charge" and "discharge" of the electrical system. Unless the battery is fully charged, the gauge pointer should indicate "charge" when 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.

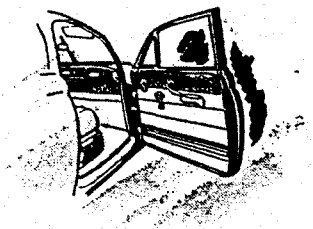
● Gasoline Gauge

The gasoline gauge operates when the ignition key is turned to the right, at which time it will indicate the quantity of fuel in the tank. Gauge is in the instrument cluster.



● 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 keys have not been left in the car. Locks on the rear doors of sedans may be reset at any Authorized Cadillac Service Station so that both the inside and outside door handles are inoperative when the lock button is depressed. This is a desirable extra safety measure when children are 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. PROTECT YOURSELF against car theft by ALWAYS LOCKING your car when it is unattended. Help law enforcement authorities to check the growing car theft problem. YOU may be held responsible for injury or damage if your car is stolen with the keys in it. Much juvenile delinquency begins with an easily stolen car. Remove your ignition key and lock your car—always!

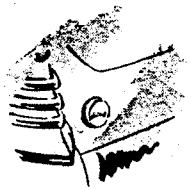


● Door "Hold-Open"

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

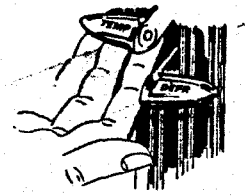
● Accessory Back-Up Light

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



● Cadillac Automatic Heating Controls

Two types of heaters are available for owners of 1948 Cadillac cars. One, the Cadillac Automatic Heating System, consists of a fresh air dash heater and defroster blower assembly supplemented by an underseat heater under the left side of the front seat to heat the rear compartment. The second type heater is known as the Cadillac Ventilating-Defrosting Heater and is similar to the Cadillac Automatic Heating System, except that there is no underseat unit.



The controls for both heaters consist of two levers located on the left hand side of the radio grille. The Cadillac Automatic Heating System works as simply as thermostatically controlled heating in your home. The left hand lever marked "Temp" is the thermostatic control. In its uppermost position, the heaters are off. As it is moved downward, the heat delivery increases. Maximum heat is obtained when the lever is all the way down. By placing the lever in the position desired for your comfort, the system operates automatically when the ignition switch is on. The temperature selected remains constant. NOTE: Do not turn the heater on until the engine temperature indicator has moved slightly to the right of the "COLD" mark.

The right hand lever (marked "Defr") controls the fresh air supply to the windshield. Moving the lever downward from the off or uppermost position admits fresh air across the windshield for removing fog. As the lever is further depressed, the amount of air is increased and also warmed. To remove ice, the lever should be fully depressed to admit hot air across the windshield, and under

severe conditions, the "Temp" lever should also be pushed all the way down.

The Automatic Heating System on the 1948 Series 75 is equipped with two underseat heaters. All heat from these underseat heaters will go to the rear compartment.

Since both the Cadillac Automatic Heating System and the Cadillac Ventilating-Defrosting Heater are supplied with fresh air drawn into the car from outside, they build up air pressure within the car body higher than the outside. Thus air leakage is from the inside out and cold drafts from the outside are eliminated.

● 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.

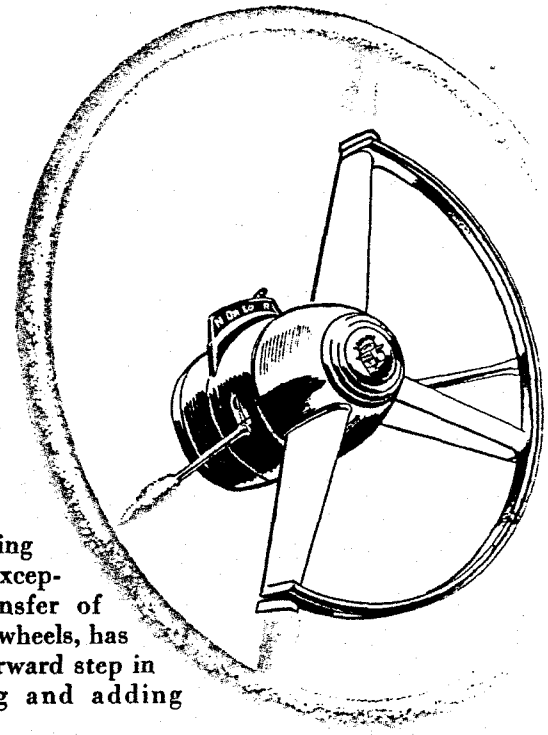
The engine number is to be used in license and insurance applications, and in general reference to the car.

Series	Wheelbase	Beginning Engine Numbers
1948—61	126 in.	486100000
1948—62	126 in.	486200000
1948—60S	133 in.	486000000
1948—75	136¼ in.	487500000
1948—76 Comm. Chassis	163 in.	487600000

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

Weight: Consult the 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



The Cadillac Hydra-Matic Drive, which virtually eliminates the manual shifting of gears and provides exceptionally smooth transfer of power from engine to wheels, has proved to be a big forward step in simplifying driving and adding to driver comfort.

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



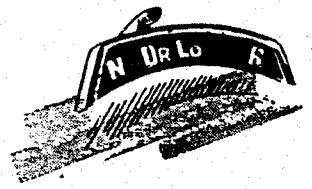
To Start—Move selector lever to "N." Starter will not function until this is done. Turn on ignition. Push starter button. After engine is started, move selector lever to "Dr," press accelerator, and drive off.



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

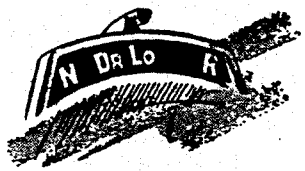


To Back Up—With car completely stopped and engine idling, raise selector lever and slowly and deliberately move to "R," then press accelerator. A short pause in "Dr" or "Lo" range facilitates this shift. To go forward again, stop car, move selector lever to "Dr," and press accelerator.



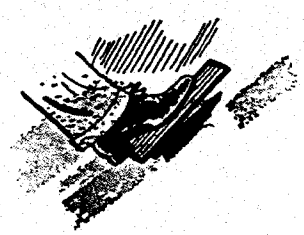
● For Normal Driving

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 selector 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, move the selector lever to "Dr." Never attempt to coast with the selector lever in neutral with the engine either on or off.



● Passing

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. This downshifting feature operates at speeds up to 60 miles per hour.



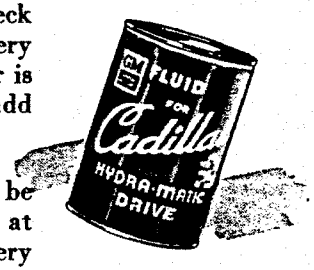
● Parking on Hills

Your Cadillac Hydra-Matic Drive will provide safe parking on hills or steep inclines. Just raise and move the selector lever to "R," after turning the ignition key "Off" and waiting a few seconds.

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.



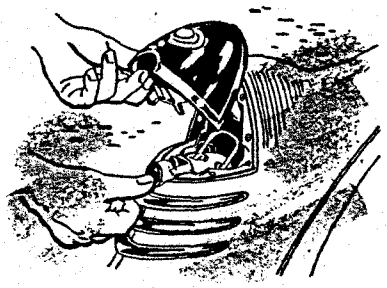
The Cadillac Hydra-Matic Drive should be completely drained and fresh fluid supplied at the end of the first 6,000 miles and every 12,000 miles thereafter.

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 about 18 to 20 miles per hour is reached. Then the selector lever should be moved to the "Dr" position (not to "Lo") and the engine will ordinarily start within a few seconds.

Cadillac cars equipped with a Hydra-Matic Drive driven less than 5,000 miles should never be towed, unless the propeller shaft is disconnected or the rear wheels are raised off the ground.

Cadillac cars equipped with a Hydra-Matic Drive and driven more than 5,000 miles may be towed with the selector lever in the "neutral" position without disconnecting the propeller shaft or raising the rear wheels off the ground, provided the Hydra-Matic Drive was operating satisfactorily up until the time of towing.

The Right Gasoline Is Vital To Your Cadillac



Your Cadillac engine is a thoroughbred. Better performance will be obtained by the use of a gasoline having an octane rating of 80 or more. The use of gasoline rated lower than 80 octane tends to increase the possibility of "pinging" with a resultant reduction in engine operating efficiency.

● Gasoline Tank Capacity

The capacity of the gasoline tank on the 61, 62, and 60S Series is 20 gallons. The gasoline filler cap is located under the hinged top of the left rear lamp as indicated on the illustration. Open by pushing in the reflector button at the base of the lamp. On the Series 75 and Series 76 Commercial cars, the capacity is 24 gallons.

● 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 bottom of 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.

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:

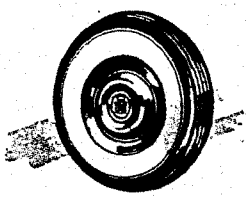
"The Manufacturer warrants each new motor vehicle, including all equipment or accessories (except tires) supplied by the Manufacturer, chassis or part manufactured by it to be free from defects in material and workmanship under normal use and service, its obligation under this warranty being limited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



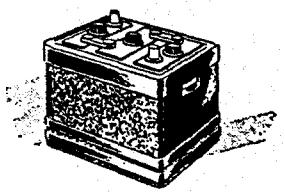
The warranty on all tires and tubes is an obligation of the tire manufacturer. The following paragraphs are taken from the tire manufacturers' Standard Warranty: "Every tire or tube of our manufacture, bearing our name and serial number, is guaranteed to be free from defects in workmanship and material without limit as to time or mileage. If our examination shows such tire or tube has failed under the terms of this guarantee, we will either repair it or make a reasonable allowance on the purchase of a new 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

The Delco Battery in your car is covered by your Cadillac Owners Service Policy and is warranted for 90 days or 4,000 miles, whichever shall first occur. Should it fail prematurely within this period it will be replaced without charge.



Should a defect become apparent after 90 days and within the adjustment period of 18 months or 18,000 miles, whichever shall first occur, it can be exchanged for a new Delco Battery on an adjusted service or pro-rata life basis.

In either case your Cadillac Dealer will be glad to assist you with this important matter.

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.

● Satisfaction

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

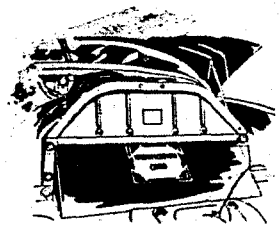
Your Cadillac Dealer and, in fact, any Cadillac Authorized Service Station anywhere, has a close personal interest in keeping your Cadillac at its best. You can best insure the continuation of your Cadillac's high standard of performance by depending always upon Cadillac Authorized Service.

● 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 the Manufacturer 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 that 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 radiator air deflector under the hood. See list of U. S. cities on pages 31 through 34 where Cadillac Authorized Service is available.



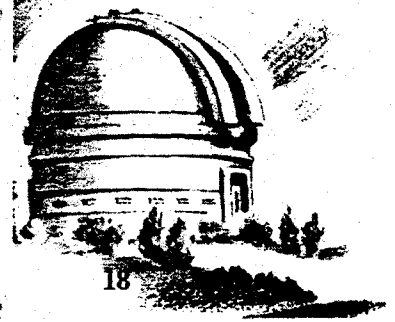


Cadillac BLUE CORAL BEAUTY TREATMENT . . .

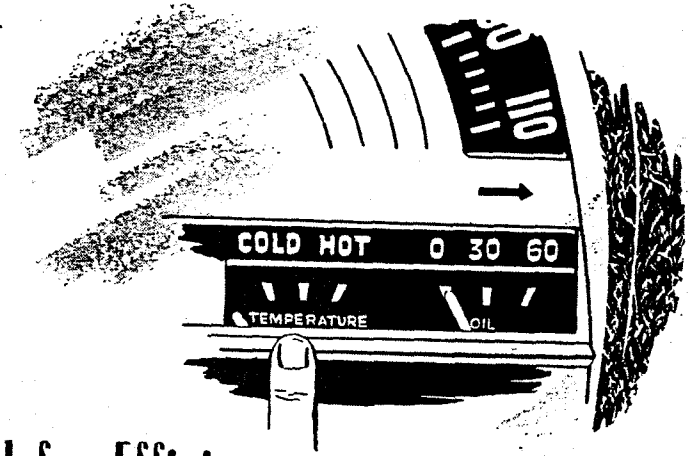
will keep your car bright as a star!

A generous part of the complete contentment you enjoy in Cadillac ownership flows from your pride in its distinctive beauty. The symphony of line and color, of gleaming metal and satiny finish that Cadillac has achieved can easily be maintained.

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.







Cooled for Efficiency and Protection

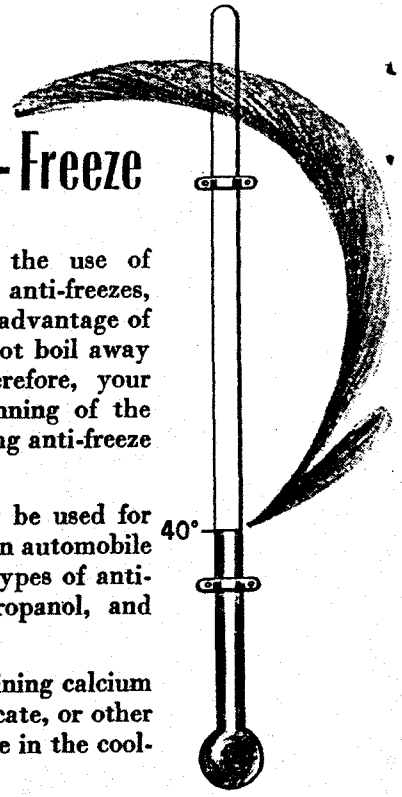
The cooling system on your Cadillac has been designed to maintain the predetermined right temperature for efficient engine operation, and to protect your engine from the adverse effects of overheating. The capacity of the system is 25 quarts. When a Cadillac heater is installed the capacity is 26 quarts.

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, and also because it can be safely used with any standard anti-freeze.

When Freezing Weather is at Hand Use Anti-Freeze



Cadillac factory engineers recommend the use of Ethylene Glycol or other permanent type anti-freezes, since these types of anti-freezes have the advantage of being stable over all conditions and do not boil away under nominal driving conditions. Therefore, your Cadillac may be protected at the beginning of the freezing season and your worries concerning anti-freeze are over.

The following commercial materials may be used for preparing anti-freeze solutions to be used in automobile radiators, in addition to the permanent-types of anti-freeze: denatured alcohol, methanol, propanol, and distilled glycerines.

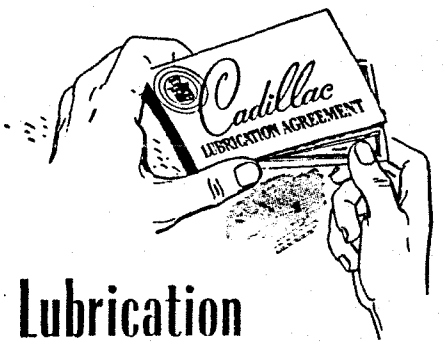
Kerosene or other oils, or solutions containing calcium chloride, magnesium chloride, sodium silicate, or other inorganic salts, are not satisfactory for use in the cooling system.

● 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. 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 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



Systematic lubrication is the best means of guarding against inadequate lubrication and expensive repairs. In order to provide a means of having the car lubricated systematically, Cadillac engineers designed a plan known as The Cadillac Lubrication Agreement. This agreement provides for every lubrication, including engine oil changes and additions essential to the proper performance of your Cadillac for 12,000 miles or a period of one year. Ask your Cadillac Dealer to explain this Cadillac Lubrication Agreement plan to you. It is a plan that will assure you of proper and complete lubrications systematically performed over an entire year's period.

● 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 different types of oils. The particular types recommended for passenger cars have been defined by the General Committee, Division of Marketing, American Petroleum Institute, as follows:

● **"Regular Type Motor Oil**—This term designates motor oil generally suitable for use in internal combustion engines under moderate operating conditions."

● **"Premium Type Motor Oil**—This term designates motor oil having the oxidation stability and bearing corrosion preventive properties necessary to make it generally suitable for use in internal combustion engines where operating conditions are more severe than regular duty."

● **"Heavy-Duty Type Motor Oil**—This term designates motor oil having the oxidation stability, bearing corrosion preventive properties and detergent-dispersant characteristics necessary to make it generally suitable for use in both high speed Diesel and gasoline engines under heavy-duty service conditions."

The REGULAR TYPE or straight mineral motor oils may be used in passenger car service under moderate or light driving conditions. Under normal driving conditions where the engine is required to develop greater power for a greater percentage of the time, the PREMIUM TYPE MOTOR OILS are recommended.

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

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

For the first 500 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 500 miles. Break-in oils or compounds are entirely unnecessary.

● After the First 500 Miles

For best all-around engine performance after the first 500 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.

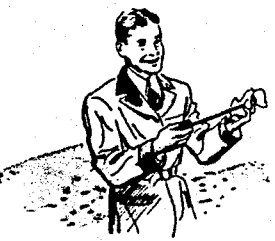
For cold weather, oil should be selected that will permit easy starting at the lowest temperature anticipated for the entire period. Unless the proper oil is selected, you may have difficulty starting your car if the temperature drops suddenly. The viscosity grades of engine oil for use in your Cadillac 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 remains under 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, after the change at 500 miles. Hard driving conditions may necessitate more frequent changes. Consideration for this should be given when driving in dust storms, in cold or severe weather, or on very dusty roads.

● Air Cleaner

The air cleaner filtering unit should be drained, cleaned, and refilled with one pint of oil every 2,000 miles. S.A.E. 50 engine oil should be used when the average air temperature is above 32 degrees F., and S.A.E. 20 engine oil should be used if the average air temperature is below 32 degrees F.

● Chassis Lubrication



The chassis requires attention every 1,000 miles, and all chassis lubricating points are listed and illustrated in the "Cadillac Lubrication Chart." These charts are available, upon request, from the Service Department, Cadillac Motor Car Division, General Motors Corporation, Detroit 32, Michigan.

● Rear Axle and Transmission

The lubricant level in the rear axle and the syncro-mesh transmission of your car should be inspected every 1,000 miles and lubricant added as required. Every 6,000 miles, these units should be drained, flushed, and refilled with fresh lubricant, regardless of season.

SAE 90 Passenger Car Hypoid Lubricant may be used for either the rear axle or syncro-mesh transmission. SAE 90 Mineral Oil Gear Lubricant may also be used in the syncro-mesh transmission only.

"Multi-Purpose" Gear Lubricants may also be used in the rear axle and syncro-mesh transmission. "Multi-Purpose" Gear Lubricants must be manufactured under carefully controlled conditions, and the lubricant manufacturer must be responsible for the satisfactory performance of his product. His reputation is your best indication of quality.

In regions where the temperature remains near 0°F or lower for long periods of time, SAE 80 grades of lubricants may be used.

● 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

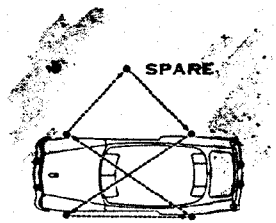


Regular attention will extend the life of your tires and help you avoid emergency repairs. Have your tire pressure checked twice a month. Be sure the front wheels are kept in alignment. **Have all tires interchanged regularly at 4,000 mile intervals.**

RECOMMENDED TIRE PRESSURES

Series	Tire Size	No. Plies	Pressure Front	Pressure Rear
48-61	8:20 x 15	4	24 lbs.	24 lbs.
48-62	8:20 x 15	4	24 lbs.	24 lbs.
48-60S	8:20 x 15	4	24 lbs.	24 lbs.
48-75	7:50 x 16	6	24 lbs.	32 lbs.
48-76 (Comm'l Chassis)	7:50 x 16	6	34 lbs.	36 lbs.

● Interchanging Tires

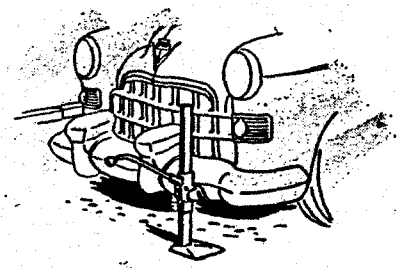


To equalize the wear on your tires and thus prolong tire life, Cadillac engineers suggest that you interchange the wheels and tires on your car at the end of each 4000 miles of driving. These changes should be made in the following order: The spare wheel and tire should be placed at the right rear. The right rear should be moved to the left front position. The left front should go to the left rear and the left rear wheel and tire then should be moved to the right front. This leaves the right front wheel and tire to be used as a spare. The same procedure should be followed each time the wheels and tires are interchanged.

● Changing Wheels

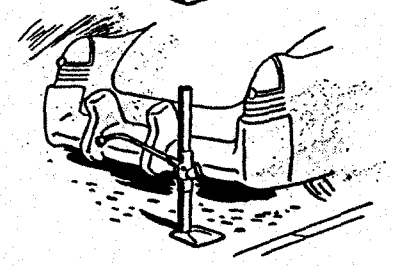
When a flat tire requires emergency wheel changing, follow the procedure below exactly:

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



2—Place jack directly under bumper adjacent to the outside of the bumper guards. Raise car until wheel clears the ground.

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

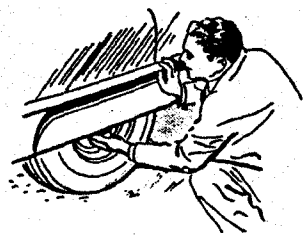


4—Remove hub cap or wheel disc, using flattened end of jack handle as lever.

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

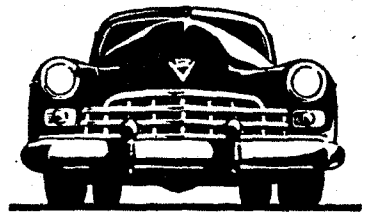


To remove the rear wheel shields on series 61, 62 and 60S, turn the locking rod cap located in the center of the lower shield counter-clockwise by using pliers and then tap the locking rod cap down. Tip the shield outward while raising up and away from the mounting hooks. To install the shield, engage the mounting hooks at the bottom of the shield with the fender hooks and then push the top of the shield in. Push the locking rod up and, with a pair of pliers, turn the locking rod cap clockwise to its stop to tighten.

The series 75 and series 76 wheel shield is removed by reaching up under shield to reach handle of lever, pushing it away from 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 away from you and up, locking it behind lower flange of shield.

● Protection of Chrome Plating

The bumpers, wheel discs, hardware and many other parts of your Cadillac are chrome plated. This chromium plating is very susceptible to the action of solutions now being used on streets and highways to melt ice, salt air found near the coast lines, and other corrosive conditions. We cannot emphasize too much the importance of washing this foreign material from the chromium plated parts of your car. A good idea would be to spray the bumpers and grille with water after driving under these conditions. At any rate, when conditions of chrome plating corrosion are met, frequent washing jobs are necessary. Cadillac Blue Coral Sealer or other types of finish waxes may be used to protect the chromium plating. They should be applied in the same manner as on a painted surface and then polished with a clean dry cloth.



Hydro-Lectric Operation of Windows, Front Seat, Convertible Tops . . .

Contributing to the matchless satisfaction which Cadillac provides in its Fleetwood Series and Series 62 Convertible Coupes (optional on other models) is the Hydro-Lectric system, which allows automatic raising and lowering of the door windows (and division glass on 75 Series Imperials), adjustment of the front seat, and lowering and raising of the convertible folding top.

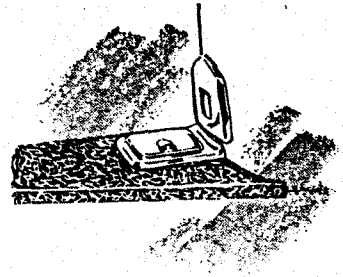


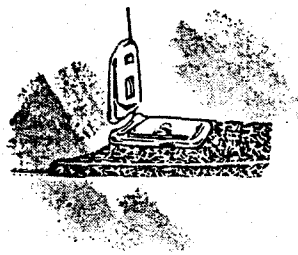


Window Regulation

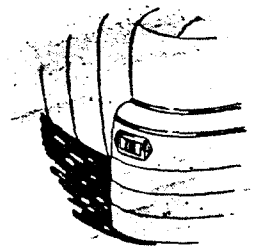
The button controls for raising and lowering the windows are located on each door just below the garnish moulding. There are four control switches on the driver's side to operate all four windows. One switch is located on each of the other doors for individual control.

On the Series 62 Convertible Coupes, the control switch for the right rear quarter window is on the front side of the folding top compartment panel above the ash tray; while the control button for the left rear quarter window is located on the front side of the left folding top compartment panel along with the dome switch. There is a single control switch on the right hand door and, of course, as is the case on all series having hydraulically operated door windows, four control buttons on the driver's side.





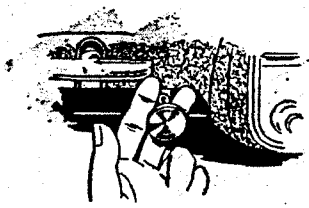
Seat Adjustment



The forward and backward adjustment of the front seat is also powered by the Hydro-Lectric mechanism. To adjust the seat's position, operate the control button mounted on the front of the seat frame near the driver's left leg.

Convertible Top Operation

The 1948 Convertible Coupe incorporates the use of the Hydro-Lectric power system to raise and lower the folding top. To lower the top, stop the car; turn down sun visors and release the top center locking handle; then push the front of the top upward so that it clears the windshield header dowels; after raising the top above the windshield header dowels, return the handle to the locked position. THIS IS IMPORTANT. Then, pull *out* the top control knob, which is located just to the right of the parking brake handle, and hold it OUT until the top is fully lowered. Instructions on the folding of the top material and installing the top boot will be found in the instruction booklet in your glove compartment.



To raise the top, stop the car; remove the top boot and unfasten the hold-down strap. Push *in* on the top control knob and hold it *in* until the top is fully raised, then turn the handle from the locked position. Draw top down over windshield header dowels, and turn top center locking handle to LOCKED position. Tuck the edge of the top side valance under the chrome trim retainer at rear quarter belt section and snap fasteners in place along side roof rail.

For safety reasons, do not raise or lower the top while the car is in motion. After raising the top, make sure that it is securely locked in position above windshield before starting car. In order to keep the mechanism in good working condition, the top should be operated at least once a month, also windows and seat.

To avoid water stains, mildew, or possible shrinkage of the top material, do not keep the top folded if it is damp or water soaked. Raise the top and fasten it above the windshield and allow it to dry out.

Interference with the mechanical operation of the top, seat, or windows—such as, holding or retarding their operation in any way—should be avoided.

When the top is folded, it MUST be securely strapped down to prevent chafing of the top material. The locking handle must also be turned to a locked or horizontal position; the top boot can then be installed to keep the top clean and dry.

Keep the top compartment clean, and do not use it for storage.

● Electric Clock Adjustment

The Electric Clock in your car operates on direct current from the car battery. Unlike an alternating current clock, such as you may have in your home, these direct current clocks tend to accumulate small daily time errors which, in the course of time, become noticeable.

An automobile clock is considered a good timepiece when daily gain or loss does not exceed one minute—a seven minute weekly total. You should reset the hands occasionally to correct this. Electric clock resetting is simple. The reset knob and regulator arm are on the back of the clock. To reset, push *up* on reset stem to engaged position, turn hands to correct time, pull stem back down. Resetting automatically starts the clock.

If you are careful in regulation, you can secure less than the seven minute weekly variation. Regulation is simple. If gaining time, move regulator toward "S"; if losing time, toward "F". Moving the regulator one notch should alter timing about two minutes per day. After regulating, which should be done patiently a notch or two at a time, allow one week to study result. *Never* move regulator from one extreme to another at once as the hair spring spirals may be permanently damaged.

Where Cadillac Authorized Service is Available

ALABAMA
Bessemer
Birmingham
Brewton
Dothan
Ensley
Florence
Huntsville
Mobile
Montgomery

ALASKA
Anchorage
Fairbanks

ARIZONA
Douglas
Flagstaff
Kingman
Lowell
Nogales
Phoenix
Prescott
Tucson
Yuma

ARKANSAS
Blytheville
Camden
El Dorado
Fort Smith
Hope
Hot Springs
Little Rock
Texarkana
West Memphis

CALIFORNIA
Alhambra
Alturas
Bakersfield
Beverly Hills
Burlingame
Chico
El Centro
Eureka
Fresno
Glendale
Hollywood
Huntington Park
Inglewood
Long Beach
Los Angeles
Merced
Modesto
Monterey
Napa
Oakland
Palo Alto
Pasadena
Paso Robles
Pomona
Quincy
Red Bluff
Redding
Richmond
Riverside
Sacramento
Salinas
San Bernardino
San Diego
San Francisco
San Jose
San Luis Obispo
San Pedro
San Rafael
Santa Ana
Santa Barbara
Santa Cruz
Santa Monica
Santa Rosa
Stockton
Susanville
Turlock
Vallejo
Ventura
Visalia
Whittier
Woodland
Yosemite Park
Yuba City

COLORADO
Alamosa
Boulder
Burlington
Canon City
ColoradoSprings
Denver
Durango
Glenwood Springs
Grand Junction
Greeley
Lamar
Loveland
Montrose
Pueblo
Rifle
Salida
Sterling
Trinidad

CONNECTICUT
Bridgeport
Bristol
Danbury
Greenwich
Hartford
Meriden
Middletown
Milford
Mystic
New Britain
New Haven
New Milford
Norwalk
Norwich
Putnam
Ridgefield
Rockville
Shelton
Stamford
Stratford
Torrington
Waterbury
Westport
Willimantic
Winsted

DELAWARE
Dover
Milford
Wilmington

DISTRICT OF COLUMBIA
Washington

FLORIDA
Clearwater
Daytona Beach
Deland
Fort Lauderdale
Fort Myers
Gainesville
Jacksonville
Lakeland
Miami
Orlando
Panama City
Pensacola
St. Augustine
St. Petersburg
Sanford
Sarasota
Tallahassee
Tampa
Vero Beach
West Palm Beach

GEORGIA
Albany
Athens
Atlanta
Augusta
Carrollton
Columbus
Gainesville
Griffin
Macon
Rome
Savannah
Thomasville

IDAHO
Blackfoot
Boise
Idaho Falls
Kellogg
Ketchum
Lewiston
Nampa
Pocatello
Rupert
Sandpoint
Twin Falls
Weiser

ILLINOIS
Altamont
Alton
Anna
Aurora
Beardstown
Belleville
Bloomington
Blue Island
Bushnell
Cairo
Canton
Carlinville
Carmi
Centralia
Champaign
Chester
Chicago
Collinsville
Danville
Decatur
De Kalb
Dixon
Dundee
East St. Louis
Elgin
Evanston
Freeport
Galesburg
Geneseo
Harrisburg
Highland Park
Jacksonville
Joliet
Kankakee
La Grange
La Salle
Marion
Mattoon
McHenry
Metropolis
Moline
Monmouth
Monticello
Morris
Mt. Vernon
Oak Park
Olney
Park Ridge
Peoria
Pontiac
Princeton
Quincy
Robinson
Rockford
Springfield
Sterling
Streator
Taylorville
Trenton
Vandalia
Watseka
Waukegan

INDIANA
Anderson
Angola
Bedford
Bloomington
Brazil
Columbia City

INDIANA (Cont'd)
Columbus
Crawfordsville
Decatur
Elkhart
Evansville
Fort Wayne
Frankfort
Gary
Greensburg
Hammond
Hartford City
Huntington
Indianapolis
Kendallville
Kokomo
Lafayette
Laporte
Ligonier
Logansport
Marion
Michigan City
Milan
Muncie
New Castle
Peru
Portland
Richmond
Rushville
Shelbyville
South Bend
Sullivan
Terre Haute
Valparaiso
Vincennes
Warsaw

IOWA
Burlington
Cedar Rapids
Centerville
Charles City
Clinton
Davenport
Des Moines
Dewitt
Dubuque
Fort Dodge
Iowa City
Keokuk
Maquoketa
Mason City
Muscatine
Oelwein
Ottumwa
Sioux City
Tama
Waterloo

KANSAS
Arkansas City
Atchison
Coffeyville
Emporia
Great Bend
Hutchinson
Lawrence
Leavenworth
Liberal
Ottawa
Parsons
Pittsburg
Salina
Topeka
Wichita

KENTUCKY
Ashland
Barbourville
Bowling Green
Corbin
Covington
Harlan
Hazard
Lexington
Louisville
Middlesboro
Owensboro
Paducah
Pineville
Prestonburg
Stearns
Williamsburg

LOUISIANA
Alexandria
Baton Rouge
Crowley
Jennings
Lafayette
Lake Charles
Leesville
Monroe
Morgan City
New Orleans
Oakdale
Opelousas
Shreveport
Vivian

MAINE
Augusta
Bangor
Bar Harbor
Bath
Biddleford
Caribou
Houlton
Lewiston
Portland
Rockland
Waterville

MARYLAND
Annapolis
Baltimore
Bel Air
Cumberland
Easton
Frederick
Hagerstown
Hancock
Havre De Grace
Pocomoke City
Westminster

MASSACHUSETTS
Andover
Attleboro
Belmont
Beverly Farms
Boston
Brockton
Brookline
Cambridge
Chicopee
Concord
Dalton
Dorchester
Fall River
Framingham
Gloucester
Great Barrington
Greenfield
Haverhill
Hyannis
Hyde Park
Lowell
Lynn
Malden
Medford
Milford
New Bedford
Newburyport
Newton
Newton Centre
N. Adams
Northampton
Norwood
Pittsfield
Plymouth
Quincy
Salem
Somerville
Springfield
Taunton
Waltham
Watertown
Wellesley
Winchester
Worcester

MICHIGAN
Adrian
Alpena
Ann Arbor
Battle Creek
Bay City
Benton Harbor
Birmingham
Cadillac
Calumet
Caro
Centerline
Charlevoix
Detroit
Escanaba
Flint
Grand Rapids
Grayling
Greenville
Holland
Howell
Iron River
Ironwood
Jackson
Kalamazoo
Lansing
Lapeer
Ludington
Marquette
Mason
Midland
Milford
Monroe
Mount Clemens
Mount Pleasant
Muskegon
Newberry
Niles
Owosso
Petoskey
Plymouth
Pontiac
Port Huron
Saginaw
Sault Ste. Marie
Standish
Traverse City
Wyandotte
Ypsilanti

MINNESOTA
Albert Lea
Alexandria
Anoka
Austin
Bemidji
Brainerd
Chisholm
Duluth
Fairmont
Faribault
Fergus Falls
Hastings
International Falls
Lake City
Little Falls
Mankato
Minneapolis
New Ulm
Owatonna
Red Wing
Rochester
St. Cloud
Saint Paul
Thief River Falls
Virginia
Waseca
Willmar
Winona

MISSISSIPPI
Clarksdale
Columbus
Greenville
Greenwood
Gulfport
Hattiesburg
Jackson
Laurel
Meridian
Natchez

MISSOURI
Cape Girardeau
Columbia
Independence
Ironton
Jefferson City
Joplin
Kansas City
Kennett
Kirksville
Lebanon
Mexico
Moberly
Poplar Bluff
Saint Joseph
St. Louis
Sedalia
Sikeston
Springfield

MONTANA
Billings
Bozeman
Butte
Dillon
Glasgow
Great Falls
Helena
Hysham
Kalispell
Lewistown
Missoula

NEBRASKA
Alliance

NEBRASKA (Cont'd)
Auburn
Chadron
Falls City
Fremont
Grand Island
Hastings
Lincoln
Norfolk
North Platte
Ogallala
Omaha
Schuyler
Scottsbluff
Sidney

NEVADA
Ely
Las Vegas
Reno

NEW HAMPSHIRE
Berlin
Concord
Dover
Holderness
Keene
Laconia
Manchester
Nashua
Portsmouth
Rochester

NEW JERSEY
Asbury Park
Atlantic City
Bound Brook
Bridgeton
Camden
Dover
Elizabeth
Flemington
Freehold
Hackensack
Hackettstown
Hammonton
Hillsdale
Englewood
Long Branch
Lyndhurst
Montclair
Morristown
Newark
New Brunswick
Newton
Ocean City
Passaic
Paterson
Perth Amboy
Pitman
Plainfield
Princeton
Rahway
Red Bank
Ridgewood
Salem
South Orange
Summit
Toms River
Trenton
Union City
Vineland

NEW MEXICO
Albuquerque
Carlsbad
Clovis
Hobbs
Roswell
Tucumcari

NEW YORK
Albany
Amsterdam
Auburn
Batavia
Bay Shore
Bayside
Binghamton
Brewster
Brockport
Bronx
Brooklyn
Buffalo
Catskill
Central Valley
Dansville
Delhi
Dunkirk
East Hampton
Freeport, L.I.
Glen Cove
Glens Falls
Gloversville
Gowanda
Great Neck
Hamburg
Hempstead
Homer
Horseheads
Hudson
Huntington
Ithaca
Jamaica
Jamestown
Kingston
LeRoy
Lockport
Long Beach
Long Island City
Madison
Malone
Massena
Middletown
Mount Kisco
Mount Vernon
Newburgh
New Rochelle
New York
Niagara Falls
N. Tonawanda
Norwich
Nyack
Olean
Oneonta
Ossining
Oswego
Oyster Bay
Patchogue
Penn Yan
Plattsburg
Port Jefferson
Potsdam
Poughkeepsie
Rochester
Rome
Salamanca
Saranac Lake
Saratoga Springs
Schenectady
Seneca Falls
Southampton
Staten Island
Suffern
Syracuse
Tarrytown
Troy
Utica
Watertown
Wellsville
Westfield
White Plains
Woodmere
Yonkers

NORTH CAROLINA
Ahoskie
Albemarle
Asheville
Aulander
Burlington
Charlotte
Durham
Edenton
Fayetteville
Goldsboro
Greensboro
Greenville
Henderson
Hickory
High Point
Kinston
Lexington
Pinehurst
Raleigh
Rocky Mount
Salisbury
Shelby
Southern Pines
Williamston
Wilmington
Wilson
Winston-Salem

NORTH DAKOTA
Bismarck
Devils Lake
Dickinson
Fargo
Grand Forks
Mandan
Minot
Rugby
Williston

OHIO
Akron
Ashland
Ashtabula
Athens
Bellevue
Bowling Green
Bryan
Cambridge
Canton
Chillicothe
Cincinnati
Cleveland
Columbus
Coshocton
Dayton
Defiance
Delaware
Dover
East Liverpool
Elyria
Findlay
Fostoria
Fremont
Grafton
Hamilton
Jackson
Lakewood
Lancaster
Lima
Lorain
Mansfield
Marietta
Marion
Massillon
Medina
Middletown
Napoleon
Newark
Norwalk
Painesville
Paulding
Piqua
Portsmouth
Salem
Sandusky
Sidney
Springfield
Steubenville
Tiffin
Toledo
Upper Sandusky
Van Wert
Wellington
Warren
Wooster
Youngstown
Zanesville

OKLAHOMA
Ada
Ardmore
Bartlesville
Blackwell
Chickasha
Cushing
Duncan
El Reno
Enid
Hobart
Holdenville
Hominy
Lawton
Miami
Muskogee
Oklahoma City
Ponca City
Seminole
Shawnee
Tulsa
Wewoka

OREGON
Astoria
Baker
Bend
Coos Bay
Corvallis
Eugene
Grants Pass
Klamath Falls
La Grande
Lakeview
Medford
Pendleton
Portland
Reedsport
Roseburg
Salem

OREGON (Cont'd)
The Dalles
Tillamook

PENNSYLVANIA
Allentown
Altoona
Ardmore
Ashland
Beaver Falls
Bedford
Bethlehem
Bloomsburg
Brackenridge
Bradford
Bristol
Butler
Canonsburg
Carlisle
Chambersburg
Chester
Clarion
Connellsville
Donora
Du Bois
Easton
Elizabethtown
Erie
Frankford
Gettysburg
Greensburg
Hanover
Harrisburg
Hazleton
Homestead
Houtzdale
Huntingdon
Indiana
Irwin
Jenkintown
Johnstown
Kittanning
Kutztown
Lancaster
Lansdale
Latrobe
Lebanon
Lewistown
McKeesport
Meadville
Monongahela
Mount Carmel
New Castle
New Kensington
Norristown
Oil City
Philadelphia
Pittsburgh
Pottstown
Punxsutawney
Quakertown
Reading
Ridgway
Robesonia
Schuylkill Haven
Scranton
Sewickley
Sharon
Shenandoah
Somerset
State College
Tamaqua
Towanda
Uniontown
Upper Darby
Washington
Waynesboro
Waynesburg
Wellsboro
West Chester
Wilkes-Barre
Williamsport
York

RHODE ISLAND
Newport
Providence
Warren
Westerly
Woonsocket

SOUTH CAROLINA
Aiken
Anderson
Bennettsville
Charleston
Cheraw
Clinton
Columbia
Florence
Greenville
Greenwood
Hartsville
Newberry
Orangeburg
Rock Hill
Spartanburg
Sumter

SOUTH DAKOTA
Aberdeen
Belle Fourche
Deadwood
Mitchell
Rapid City
Sioux Falls
Watertown

TENNESSEE
Bristol
Chattanooga
Clarksville
Dyersburg
Elizabethton
Greenville
Jackson
Johnson City
Kingsport
Knoxville
Memphis
Nashville

TEXAS
Abilene
Amarillo
Austin
Beaumont
Big Spring
Breckenridge
Brownwood
Childress
Cleburne
Corpus Christi
Corsicana
Dallas
Denison
Denton
El Paso
Fort Worth
Gainesville
Galveston
Greenville
Henderson
Houston
Kerrville
Kilgore
La Porte
Laredo
Longview
Lubbock
Lufkin
Marshall
McAllen
McKinney
Midland
Mineral Wells
Nacogdoches
Odessa
Orange
Palestine
Pampa
Paris
Port Arthur
San Angelo
San Antonio
Sherman
Sweetwater
Temple
Terrell
Stamford
Tyler
Vernon
Victoria
Waco
Wichita Falls

UTAH
Coalville
Ogden
Price
Provo
Salt Lake City
Tremonton

VERMONT
Barre
Bennington
Brattleboro
Burlington
Rutland
Saint Albans
Saint Johnsbury
White River Junction

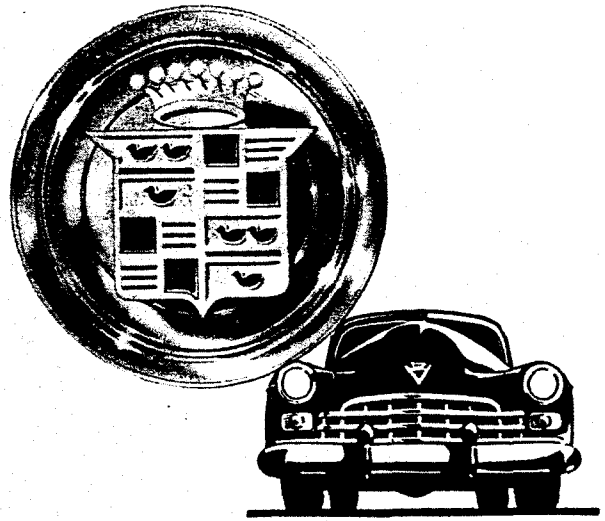
VIRGINIA
Charlottesville
Danville
Fredericksburg
Hampton
Lynchburg
Martinsville
Newport News
Norfolk
Norton
Petersburg
Portsmouth
Richmond
Roanoke
Staunton
Suffolk
Winchester

WASHINGTON
Aberdeen
Bellingham
Bremerton
Centralia
Everett
Ellensburg
Gig Harbor
Longview
Olympia
Pasco
Port Angeles
Seattle
Spokane
Tacoma
Vancouver
Walla Walla
Wenatchee
Yakima

WEST VIRGINIA
Beckley
Bluefield
Charleston
Clarksburg
Elkins
Fairmont
Huntington
Logan
Martinsburg
Morgantown
Northfork
Parkersburg
Wheeling
Williamson

WISCONSIN
Antigo
Appleton
Baraboo
Beloit
Delavan
Eau Claire
Fond Du Lac
Green Bay
Janesville
Kenosha
Lacrosse
Madison
Manitowoc
Marinette
Menasha
Milwaukee
Monroe
New Richmond
Oshkosh
Pewaukee
Port Washington
Racine
Rhinelander
Sheboygan
Stevens Point
Sturgeon Bay
Wausau

WYOMING
Casper
Cheyenne
Evanston
Lander
Laramie
Lusk
Rawlins
Rock Springs
Sheridan
Torrington
Wheatland



Automobile Manufacturers Association

Consolidated Specification Questionnaire

For 1948 Models

Mechanical Details

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

Name of Maker: CADILLAC MOTOR CAR DIVISION, GENERAL MOTORS CORPORATION — Address: 2860 Clark Avenue

Date: February 20, 1948

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 29.92 inches (barometric pressure 29.92 inches of mercury) with standard fuel (Octane No. of fuel: 80)

—With Bare Engine—
Maximum brake hp.: 150 at 3400 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: None

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, I"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: .019" 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: One
Width of oil rings: 3/16"
Width of oil ring gap: .007 - .023" in Cyl.
No. of compression rings used per piston: Two
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: No

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 .0008"
Clearance in rod: .0002" to .0009"

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

Crankpin journal—
Diameter: 2.4995" Length: 2.496"

Lower bearing—
Material: Steel Back-Copper Lead-Babbitt
Clearance: .0005" to .0015"
End play: .008" to .016"
Shim—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
Type: Spring Loaded - Rubber

Make of Car CADILLAC Model 61, 62, 60S, & 75 Date February 20, 1948

CRANKSHAFT (cont'd)

Crankshaft counterweights used, number of Six
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" x 1 5/32" Front
No. 2 2.4995" x 1 5/32" Center
No. 3 2.4995" x 1 31/32" Rear
No. 4
No. 5
No. 6
No. 7
No. 8
No. 9
Crankshaft 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 Co.
Number of links 62
Width 1 1/8"
Pitch 3/8"

VALVES

INTAKE VALVE—
Make Rich Mfg.
Material 3140 Steel
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—
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.* 2.219
Inner— None
With valve closed—*lb.* *ins.*
With valve open—*lb.* *ins.*
Length out of engine—*ins.*

VALVES (cont'd)

EXHAUST VALVE—
Make Rich Mfg.
Material Stem 8730 Head H-82120
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.* 137.5-150.5 *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* Hydraulic
Tappet clearance for valve timing—*intake* operated lash
Operating tappet clearance (hot or cold)—*exhaust* adjusters.
Tappet clearance for valve timing—*exhaust* ———
Hydraulic valve lifters—*yes or no* Yes
Valve timing—
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 February 20, 1948

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 MPH
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* Yes
External oil filter make None
Other type of oil cleaner None
Oil cooler make None
Chassis lubrication—Make Lincoln

FUEL

Gasoline tank—*capacity* 61, 62, 60 (20 gal.) 75 (24 gal)
Fuel feed—
Type—*vacuum tank, electric pump, gravity vacuum pump or camshaft pump* Camshaft Pump
Make A.C. Model —
Carburetor—
Make Carter or Stromberg Model AAV-26 Stromberg 595-S Carter
Number used One
Size 1¼"
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, Michigan
Tail pipe diameter 2"

COOLING

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

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—
Inside diameter 1¼" Length R.H. 13-3/8" L.H. 12-3/8"
Fan belt—
Make Gates Mfg.
Angle of vee 34°
Length, outside 34-1/32" Width, maximum 1-3/64"
Fan—
Make Hayes Mfg. No. of Blades 61, 62, 60 4 / 75 5

IGNITION

Ignition units—
Make Delco Remy Model —
Manual or octane selector, *degrees advance* 10° *retard* 10°
Maximum centrifugal advance crankshaft, *degrees* 24°
at 4000 *engine R.P.M.*
Inches of Mercury Necessary to operate Vacuum Advance (Plus or minus 1 inch) 5½ to 7½ Start; 15 to 18 Full Ad
Maximum Vacuum advance crankshaft, *degrees* 18°
Breaker gap .0125 - .0175" Breaker arm tension 19-23 oz.
Cam angle 31° ± 1½° deg.
Timing—Breaker *points open* 5 *degrees crankshaft rotation*
~~*or inches piston travel (after or before) top center with octane selector in the position.*~~
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 17KHW
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

1948 MODEL SPECIFICATIONS

Make of Car CADILLAC Model 61,62,60S & 75 Date February 20, 1948

STARTING MOTOR

Make Delco Remy Model 1107931
Normal engine cranking speed ———
Brush spring tension 24-28 ozs.
Lock test—
Amperage draw 600 max.
Volts 3 max.
Torque in pounds feet 16 ft. lb. (minimum)
No load test—
Amperage draw 65 max.
Volts 5.67 approx. R.P.M. 5500 Approx.
Type of drive—*Bendix or 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 Recommended
4. Depress clutch pedal Recommended
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 ozs.
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 Two
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 One
No. of clutch driven discs One
Clutch facing—
Material—*woven or moulded asbestos, cork* Woven
Inside diameter 7"
Outside diameter 61,62,60 (10 1/2) 75 (11")
Thickness .137"
No. required Two

TRANSMISSION

Transmission— Standard Cov. Three Speed.
Make Own Model ———
No. of forward speeds Three
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

Make of Car CADILLAC Model 61,62,60S, & 75 Date February 20, 1

TRANSMISSION (cont'd)

Constant mesh gears on second: Yes

Spur or helical gears—
- For second speed: Helical
- For first speed: "
- For reverse speed: "
- For all speeds: "

Synchronous meshing ~~end third gears~~: Second & High

Transmission oil—
- Capacity—*pints*: Four
- Grade recommended—*S.A.E. viscosity*
  - Summer: S.A.E. 90 Gear Lub. or Hypoid Winter: Same

Universal joints—
- Make: Mechanics
- Number used: Two
- 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*: Five
- Grade and type recommended—*S.A.E. viscosity*
  - 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

Tires—
- Make: U.S. & Firestone
- Size: 61,62,60: 8.20 x 15; 75: 7.50 x 16
- No. of plies: 61,62,60: 4; 75: 6

TIRES and WHEELS (Cont'd)

Inflation pressure—Front: 24 Rear: 61,62,60: 24; 75: 32

Rim—Diameter: 61,62,60: 15"; 75: 16" Width: 61,62,60: 6.00"; 75: 5.00"

SPRINGS

FRONT SPRING—

Independent or conventional suspension: Independent

Type—*coil, semi-elliptic, transverse, torsion*: Coil

Make: Eaton Mfg.

Material: 9260 Steel

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 ~~curb~~ weight: 9 13/16" Normal

REAR SPRING—

Independent or conventional suspension: Conventional

Type—*coil, semi-elliptic, transverse, torsion*: Semi-Elliptic

Make: Eaton Mfg.

Material: 9260 Steel

Torsional stabilizer at rear: Cross Link

If leaf—61,62,60 54 1/2" 75
- Length: 56 1/2" Width: 2"
- Number of leaves—5-passenger, 4-door sedan:

Spring leaves lubricated with: Wax Impregnated Liners

Spring cover, Yes: No: X

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: Delco Products
- Type, one way with lever, two way with lever, or direct acting
  - Front: Double Action - End to End
  - Rear: " " " " "
- Fluid capacity ~~(cc)~~—front: 144-152 c.c. rear: 141-149

*61 & 62 : Eight leaves.
60S : Nine leaves.
75 : Ten Leaves.

Make of Car CADILLAC Model 61,62,60S, & 85 Date February 20, 1948

STEERING

Steering gear—
Type: Recirculating Ball
Make: Saginaw Model: ——
Ratio: 61,62,60 (21.3) 75 (23.6)
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, left or both*: 61,62 — 22.8' | 60 — 23.6' | 75 — 25.0'
Caster—*degrees*: Neg. 1/2° to Pos. 3/8°
Camber—*degrees or inches*: Neg. 3/8° to Pos. 3/8°
Toe-in—*inches*: Neg. 1/32" to Neg. 3/32"
Crosswise inclination of kingpin—*degrees*: 5°51 at Zero Camber
Front axle— Independent Suspension
Make: Own Model: ——
Section type—*I-beams, tubular or none*: ——
End type—*Elliott or reverse Elliott*: ——
Minimum road clearance—*tires inflated*: 61,62,60 (7 15/16) — 75 (8 17/32)

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: Moulded
Secondary shoe: Moulded
Drum—
Material: Cast Iron - Steel Face Diameter: 12"
Lining—
Length per wheel: 24 1/2"
Width: 61,62,60 (2 1/4") — 75 (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 sq. in.)
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 Brakes
Hand brake, if separate from service brake—
Internal or external: ——
Drum diameter: ——
Lining—
Length per drum: ——
Width: —— Thickness: ——
Clearance: ——

FRAME and OTHER GENERAL DATA

Frame—
Depth—*maximum*: 61,62,60 (6 5/8") — 75 (7 7/8")
Thickness—*maximum*: 61,62 (9/64") 60,75 (5/32")
Flange width—*maximum*: 61,62,60 (2") 75 (2 1/4")
Wheelbase: *
Tread—
Front: *
Rear: *
Weight of standard 5-passenger, four-door sedan—
Shipping: *
Curb: *
Price of standard 5-passenger, 4-door sedan: Page #10
First serial number, this series:
Serial number location: Frt. Right Cylinder Block Above Water Pump Numbered Right Angle to Crankshaft
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
Wheel Base	126"	126"	133"	136 1/4"
Front Tread	59"	59"	59"	58 1/2"
Rear Tread	63"	63"	63"	62 1/2"
Shipping Weight	4150#	4180#	4356#	4859#
Curb Weight	4320#	4350#	4540#	5055#
Engine Serial Number	486100001	486200001	486000001	487500001
Overall Length	214"	214"	225 21/32"	225 15/16"
Overall Width	79"	79"	78 3/16"	82 5/16"
Overall Height (at Shipping Weight)	66 3/4"	66 3/4"	66 3/4"	71 13/16"

Make of Car CADILLAC Model 61,62,608 & 75 Date February 20, 1948

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 88016

Fan bearing—
Make or type N.D. Ball (Special Double-Row)
Size or number 1419838

Starting motor commutator end bearing—
Make or type Oilless Bushing
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 Oilless Bushing
Size or number 9/16 x 21/32 x 13/16"

Generator commutator end bearing—
Make or type Bronze Bushing
Size or number 9/16 x 25/32 x 13/16"

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 (Ball)
Size or number CTDS - 56

Transmission main drive gear rear bearing—
Make or type N.D. Ball
Size or number 1294780

Transmission main shaft front pilot bearing—
Make or type Hyatt Roller
Size or number 954381

Transmission main shaft rear bearing—
Make or type N.D. Ball
Size or number 954383

Transmission countershaft front bearing—
Make or type Needle Bearing
Size or number 1298445

Transmission countershaft rear bearing—
Make or type Needle Bearing
Size or number 1298445

Transmission reverse idler bearing—
Make or type Steel Backed Babbitt Bushing

BEARINGS (cont'd)

Size or number 7/8 x 1 x 1"

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 Two Steel Backed Babbitt Bushings
Size or number 1442073

Rear axle pinion shaft front bearing—
Make or type Timken Tapered Roller
Size or number 1422450

Rear axle pinion shaft rear bearing—
Make or type Timken Tapered Roller
Size or number 61,62,60 - 1422451 - 75 - 1440311

Differential right bearing—
Make or type Timken Tapered Roller
Size or number 1440844

Differential left bearing—
Make or type Timken Tapered Roller
Size or number 61,62,60 - 1419355 - 75 - 1440010

Rear wheel inner bearing—
Make or type N.D. Ball
Size or number 954172 Conn. 954148

Rear wheel outer bearing—
Make or type None
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 59/64 x 1 1/16 x 1 1/4"

Kingpin lower bearing—
Make or type Steel Backed Bronze Bushing
Size or number 59/64 x 1 1/16 x 1 1/4"

Kingpin thrust bearing—
Make or type Hoover Ball Bearing Co.
Size or number 1438440

Make of Car CADILLAC Model 61, 62, 60S, & 75 Date February 20, 1948

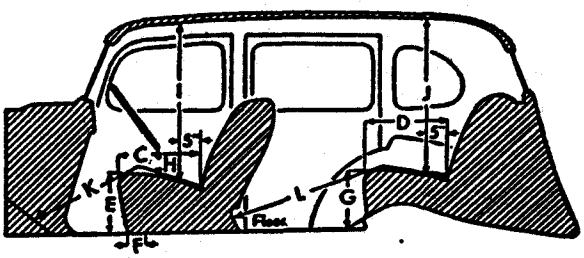
NOTE: (1) List only that equipment which is included in the factory delivered price. Special equipment which is fitted, but not included in the factory delivered price should be listed *with its additional price.*
(2) Enter on top line your own model name, or series mark corresponding to Standard, DeLuxe or Custom.

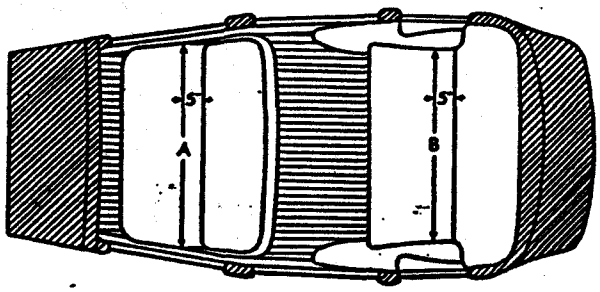
EQUIPMENT		Models: Standard	DeLuxe	Custom
Catalog Designation of Model	All Models	61,62,60 &75		
Lacquer make	Rinshed-Mason	X		
Body finish, *lacquer or synthetic enamel*	Lacquer	X		
Fender finish, *lacquer or synthetic enamel*	Lacquer	X		
Hardware make	Ternstedt	X		
Speedometer make	A.C.	X		
Gasoline 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	Libbey-Owens-Ford	X		
Safety glass type, *laminated or tempered*	Laminated	X		
In windshield	"	X		
In side windows	"	X		
In rear window	"	X		
Bumper make	Own	X		
Bumper guard make	Own	X		
* Car heater make * Type	*			
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	One	X		

* Not included in factory delivered price.
Recirculating Underseat Heater - Harrison Radiator Div.
Fresh Air Centrifugal Blower Dash Heater - Eaton Mfg. Co.

Make of Car CADILLAC Model 61, 62, 60S, 75 Date February 20, 1948

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





INTERIOR

All interior body dimensions taken with front seat in its rear position	6169	6269	6069	7519
Width of front seat cushion, measured 5 inches from back (A)	63-3/4	63-3/4	63-3/4	60-3/8
Width of rear seat cushion, measured 5 inches from back (B)	52-1/2	52-1/2	55-3/4	50-1/4
Depth of front seat cushion (C)	18	18	18	18-1/2
Depth of rear seat cushion (D)	20	20	20	20
Height of front seat cushion measured 12½ inches from center line of body (E)	12-5/8	12-5/8	12-5/8	13
Front seat horizontal adjustment, inches (F)	4-1/2	4-1/2	4-1/2	4-1/2
Front seat vertical adjustment, inches	3/4" rise on fuel forward move			
Height of rear cushion measured 12½ inches from center line of body (G)	13	13	13	14-3/4
Vertical distance steering wheel and seat cushion (H)	5-1/2	5-1/2	5-1/2	6
Head room at front seat, measured 5 inches from back (I) 8° from the vertical	36-1/4	36-1/4	36-1/4	36-3/4
Head room at rear seat, measured 5 inches from back (J) 8° from the vertical	35-3/16	35-3/16	35-3/16	35-3/4
Leg room in front seat, measured from 6 inches up on toe board, following contour of seat cushion (K)	42-1/4	42-1/4	42-1/4	42-1/4
Leg room in rear seat, measured from center of foot rest, following contour of seat cushion (L)	39-1/4	39-1/4	39-1/4	48-1/4
Trunk capacity, cubic feet			adequate	
Width of left front pillar on diagonal with door closed	3-1/4	3-1/4	3-1/4	4-1/8

Make of Car ..... CADILLAC ..... Model 61, 62, 60, & 75 ..... Date February 20, 1948

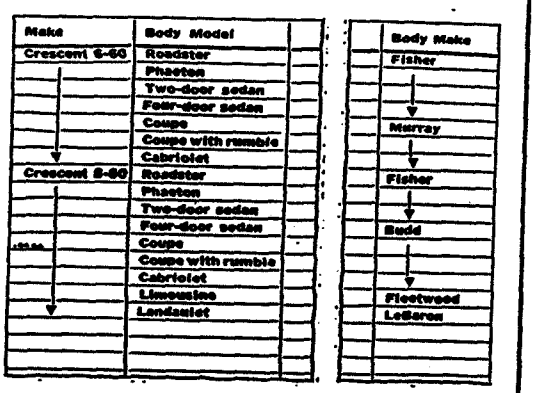
BODY DETAIL AND EQUIPMENT FORMS

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. Coupe	$ 2,7[illegible]	5	126	4068	3	Fisher**
Cad. 6169	4- Door Sedan	2,833	5	126	4150	4	"
Cad. 6207	Dyn. Coupe	2,912	5	126	4125	3	"
Cad. 6269	4- Door Sedan	2,996	5	126	4180	4	"
Cad. 6267	Conv. Coupe	3,442	5	126	4450	3	"
Cad. 6069	4- Door Sedan	3,820	5	133	4356*	4	Fleetwood
Cad. 7519	4- Door Sedan	4,779	5	136	4859*	4	"
Cad. 7523	4- Door Sedan	4,999	7	136	4854*	5	"
Cad. 7533	4-Door Imp. Sedan	5,199	7	136	4935	5	"
Cad. 7523-L	4-Door Busn.Sedan	4,679	9	136	4756*	5	"
Cad. 7533-L	4-Door Busn.Imp. Sedan	4,868	9	136	4815	5	"

* See Page 6

** Interiors by Fleetwood

Prices as of July 26, 1948 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
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 station-