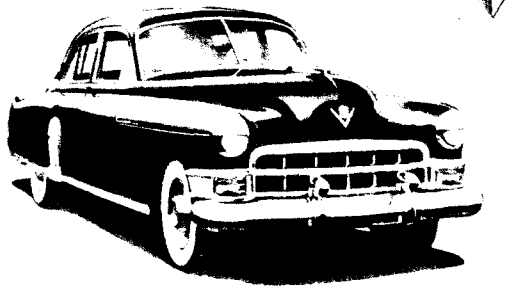
CADILLAC DATA BOOK

1949

CADILLAC DATA BOOK



INTERIORS ENGINE HYDRA-MATIC CHASSIS ACCESSORIES

This year, more than ever before, it is to the interest of every Cadillac salesman to know the product that he sells. For this year—notwithstanding many important postwar automotive developments—Cadillac has taken a great forward step in establishing Cadillac engineering supremacy at an even higher level than has ever before existed.

Introduction of the new Cadillac Valve-In-Head Engine is a bold step forward. It is a bold step because it completely displaces the finest performing engine ever to power a motor car. It is a matter of engineering record that the 1948 Cadillac, with GM Hydra-Matic Drive, was capable of out-performing any stock car on the road. Now, at the height of its success, Cadillac offers an entirely new engine—smoother, better performing, more economical—one of the greatest engineering advancements in Cadillac's entire history.

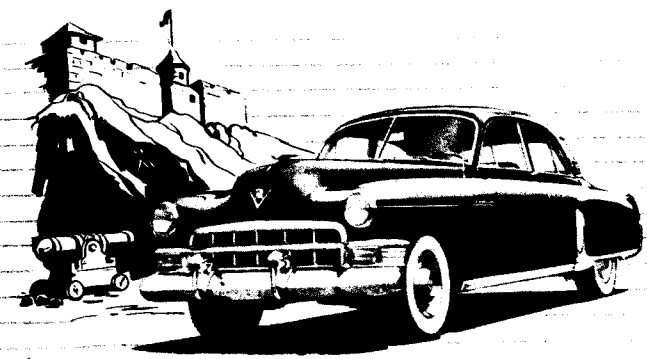
It behooves you, as a Cadillac salesman, to learn the facts about this new engine and to present them enthusiastically to your clientele. They will be found beginning on page 42.

In this, and in all other sections of this booklet, you will find the material well organized for ready reference. It is in condensed form, yet it contains virtually all of the essential facts you will need. It is so attractively presented that you need have no hesitancy in going over any of the pages with any prospect in order to point out characteristic differences in design between models or to amplify visually your own story about engineering leadership.

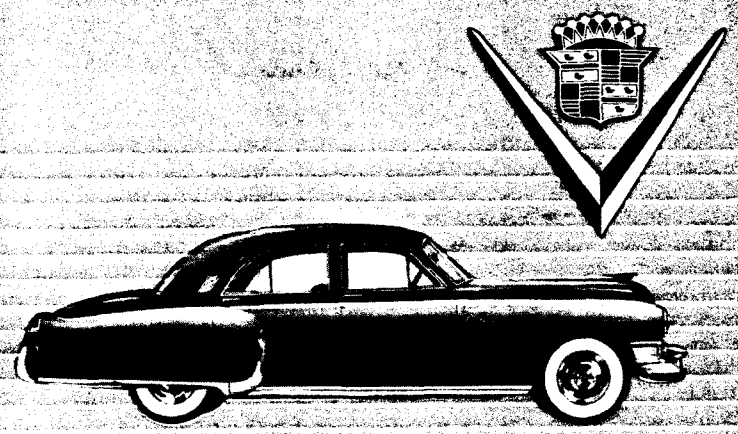
Exterior changes in the 1949 models have been held principally to grille and other minor refinements. That

is both natural and logical. For Cadillac, today, is easily the most distinguished motor car in the world. And there is nothing now on the horizon to seriously challenge its enviable position. Public acceptance of Cadillac is clearly beyond all precedent for a car in this price class. The sharp upturn in orders immediately following introduction of the present advanced design definitely established that fact. As this book goes to press, the demand is the greatest in Cadillac history.

You who sell Cadillac cars are indeed fortunate. For Cadillac is truly the car without a compromise. To the exacting clientele who will be satisfied with nothing but the finest—even though it may involve long waiting, there is only one answer—Cadillac! You have the world's outstanding motor car—a car that is the top product of the world's greatest automotive organization—General Motors. You have a car without a rival because the resources back of it are without a parallel. This booklet, then, has been compiled so that you will have a well-rounded understanding—not only of current Cadillac models—but of Cadillac's automotive supremacy as well. We hope you will make the most of it.



CADILLAC FOR 1949



The enthusiastic acceptance of Cadillac today is the greatest in Cadillac's history. This fine car is so far in advance of any other car that there is no real basis of comparison. Having again set a new "Standard of the World" in motor car beauty, it has not been necessary to make any major changes or improvements in the 1948 basic body designs in order to maintain a position of unquestionable leadership.

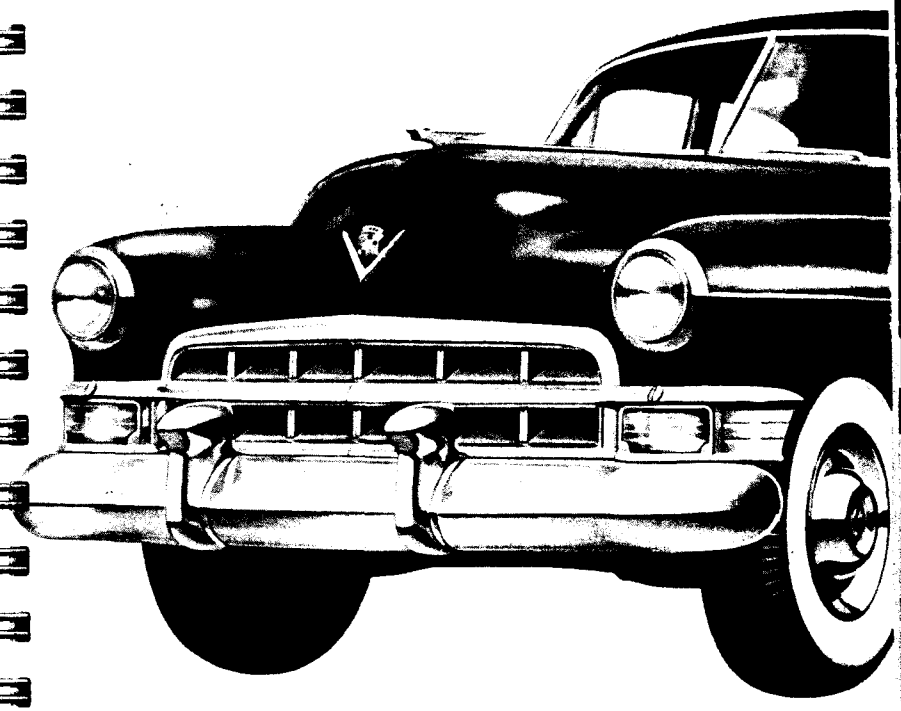
Minor appearance changes for 1949 include a longer hood line with the ornament moved forward to increase the appearance of over-all length. A new grille which extends across the fenders to the wheel openings adds to the low, broad appearance. Interiors are completely new, featuring a new instrument panel, new door moldings and trim. Seat trim design is new with horizontal tailoring and a wide selection of fine upholstery fabrics in a choice of colors.

Mechanically, the 1949 Cadillac offers one of the greatest engineering advancements in 45 years of fine car building. The completely new Cadillac V-type valve-in-head 160 horsepower engine sets an entirely new standard of performance. It is the smoothest, most powerful, most economical and best performing eight-cylinder engine Cadillac has ever built.

Complete details of the changes and improvements for Cadillac in 1949 are contained in the following pages.

1949

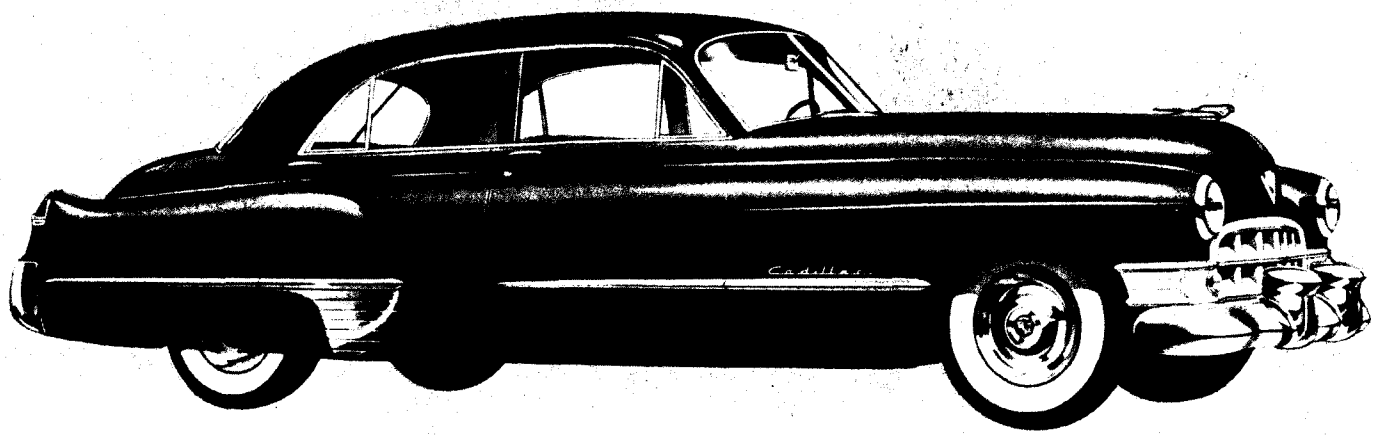
EXTERIORS



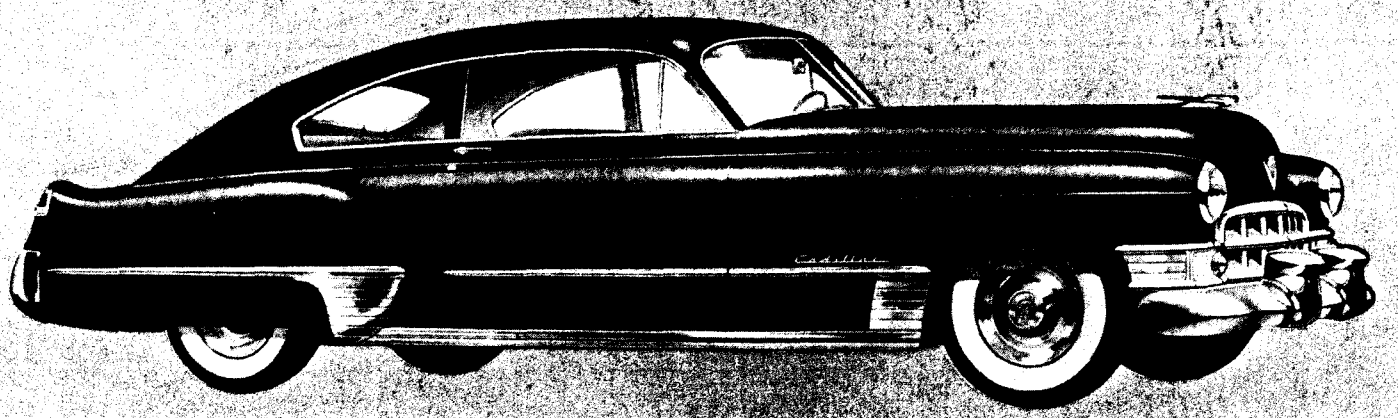
For 1949 the hood line has been extended and the hood ornament moved forward to give the appearance of greater over-all length. The grille has been reduced in height to add emphasis to the low, broad lines. Ornamental grille extensions cross the forward edge of the fender at the wheel openings enhancing the massive appearance.

CADILLAC *Series 61* COUPE

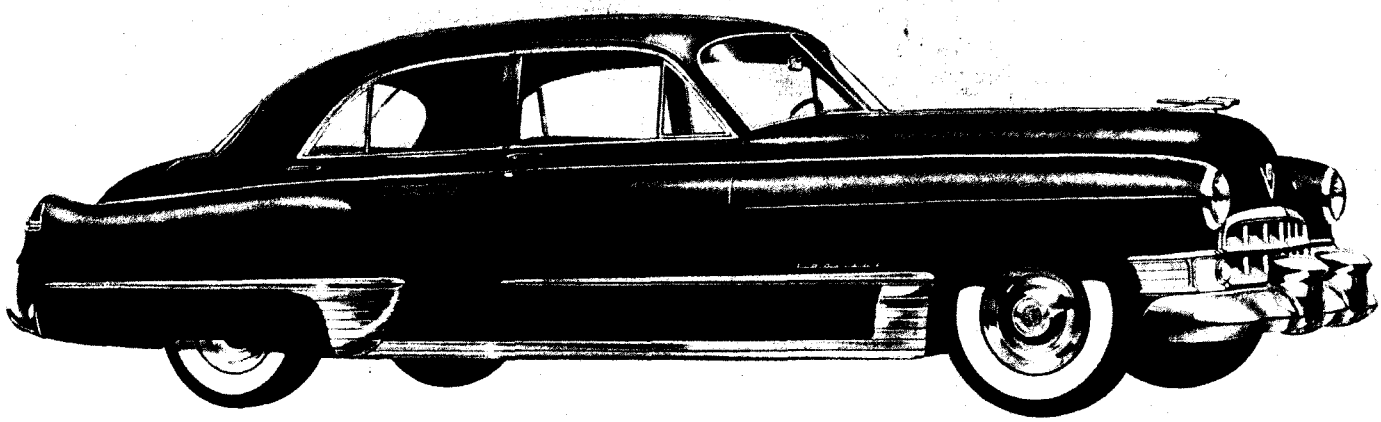
CADILLAC *Series 61* FOUR-DOOR SEDAN



CADILLAC *Series 62* COUPE

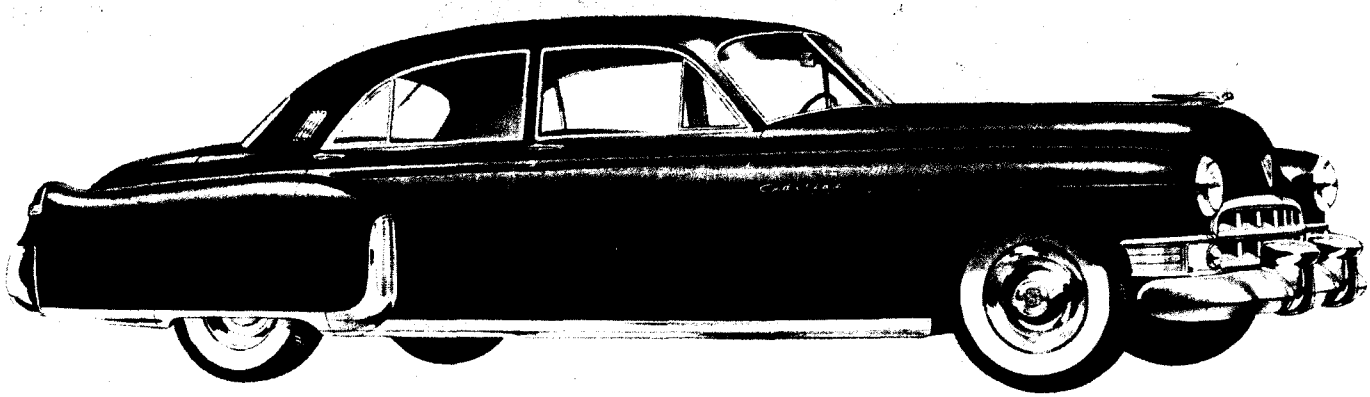


CADILLAC *Series 62* FOUR-DOOR SEDAN

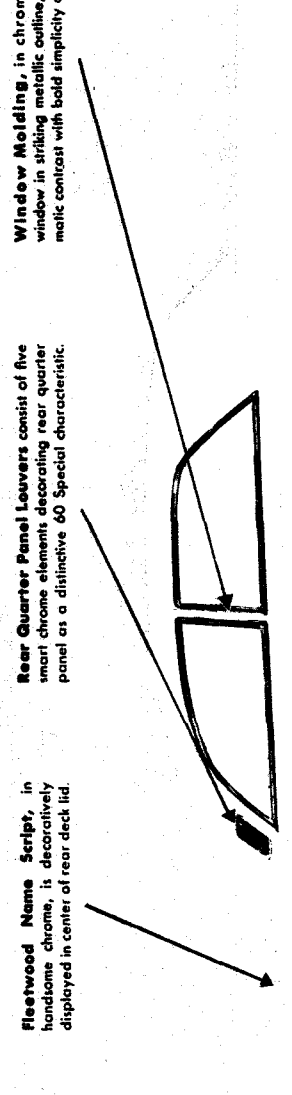


CADILLAC *Series 62* CONVERTIBLE COUPE

CADILLAC *Series 60* SPECIAL SEDAN



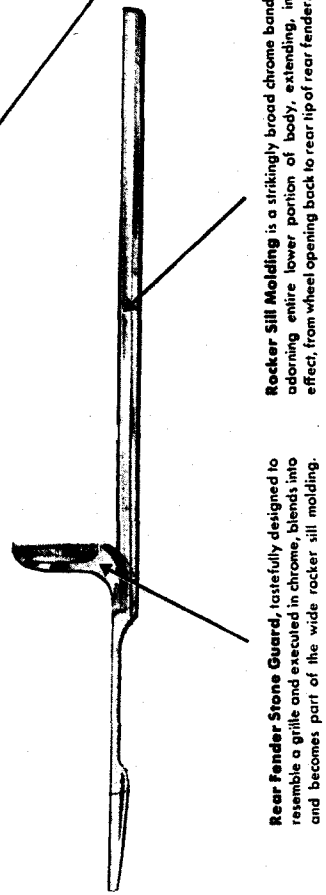
Distinguishing Characteristics of the 1949 models are shown on the following pages to provide a means of quickly identifying the 60 Special, 61 and 62 Series. Sedan-body styles only are illustrated, as coupe bodies in the corresponding series all carry the same exterior trim detail.



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.



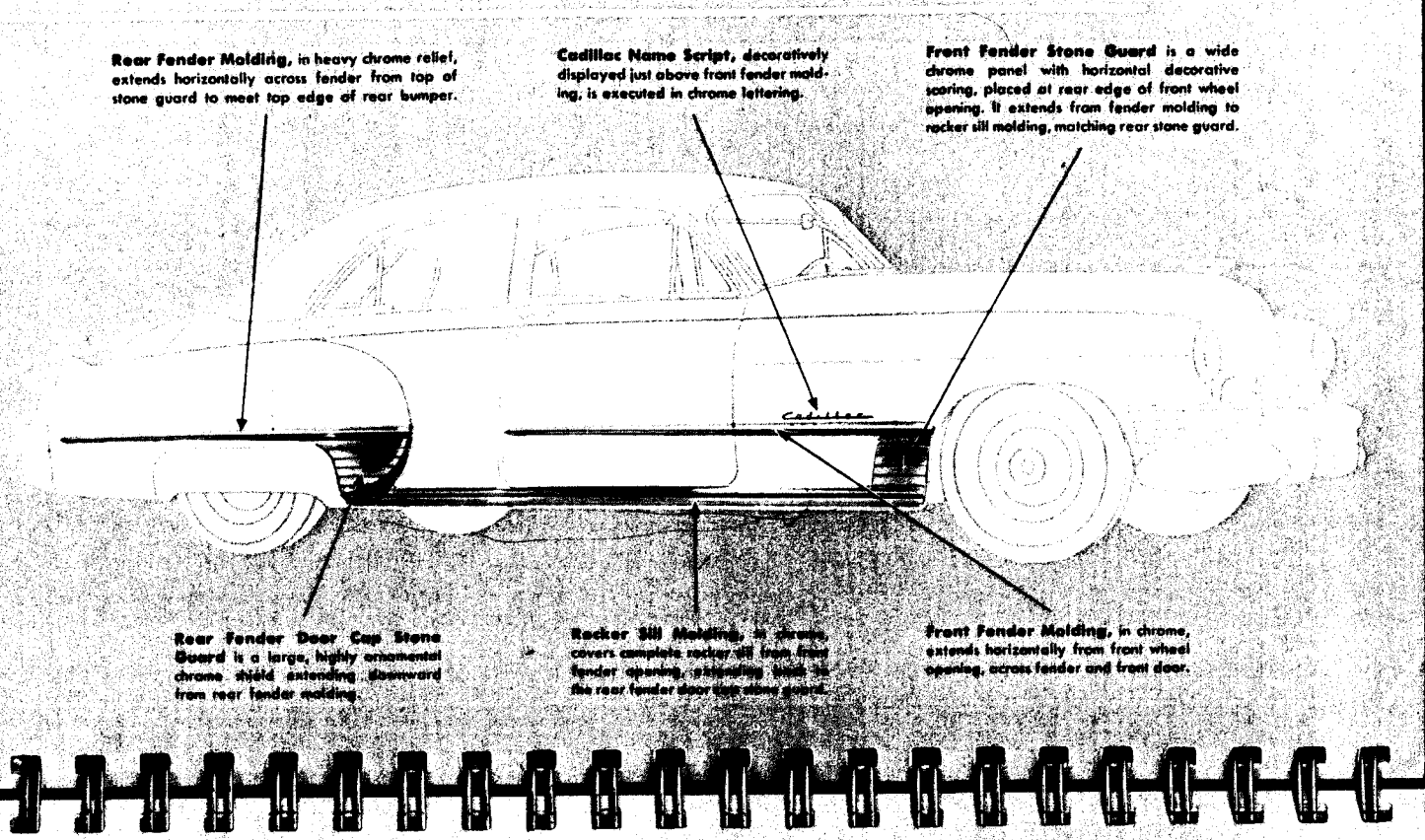
Cadillac Name Script, a distinctive decorative element, is located higher on front fender than on other series.

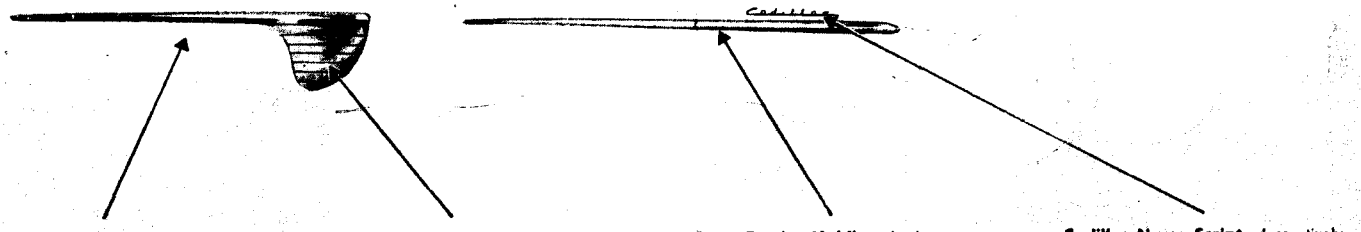
Rocker Sill Molding is a strikingly broad chrome band adorning entire lower portion of body, extending, in effect, from wheel opening back to rear lip of rear fender.

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.

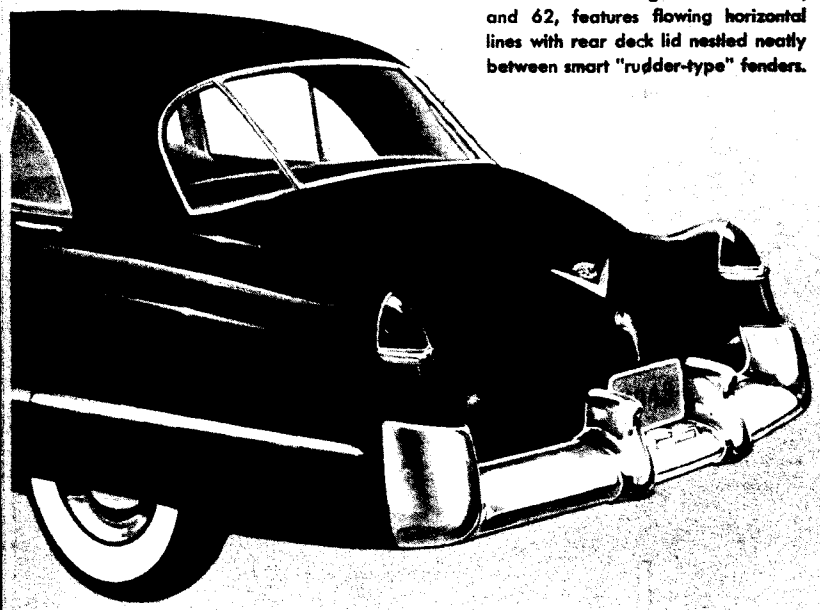
CADILLAC *Series 60* SPECIAL SEDAN

16 **CADILLAC** *Series 62* **FOUR-DOOR SEDAN**

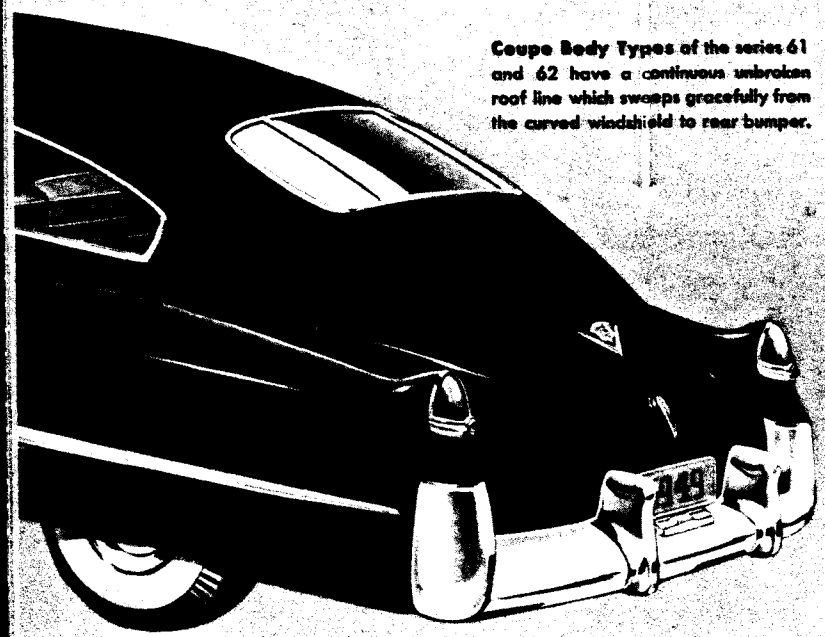




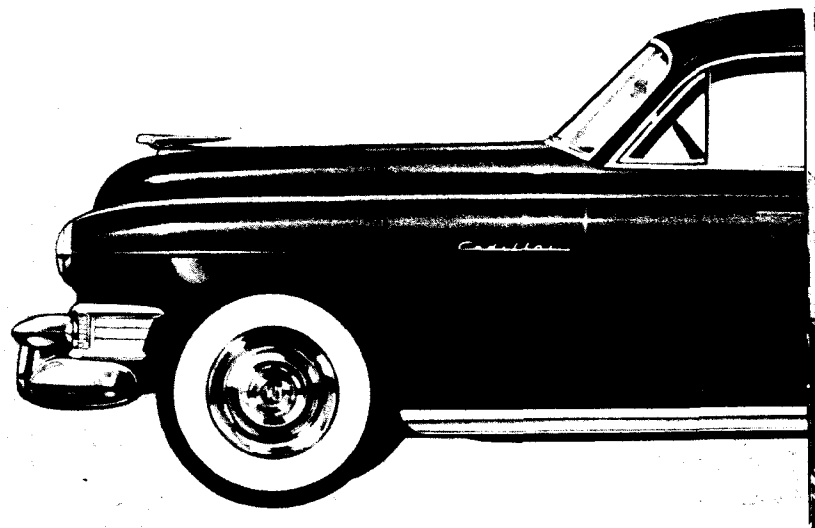
17 **CADILLAC** *Series 61* **FOUR-DOOR SEDAN**



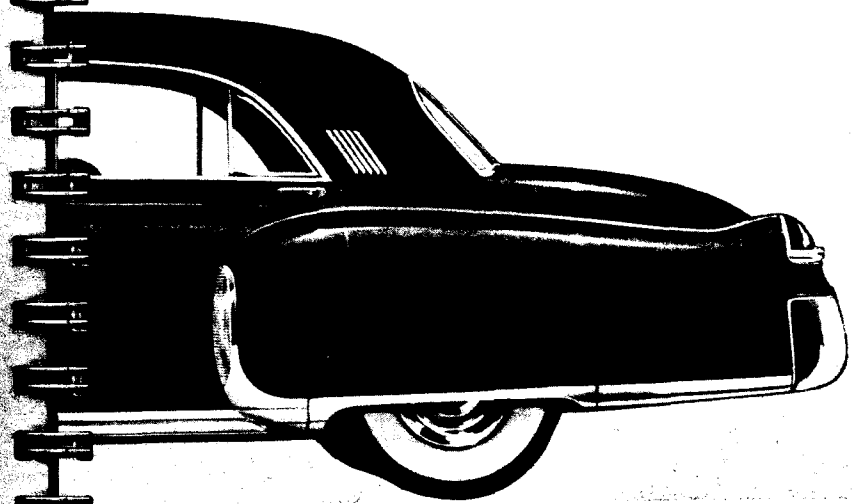
Sedan Rear Design on the series 61, and 62, features flowing horizontal lines with rear deck lid nestled neatly between smart "rudder-type" fenders.



Coupe Body Types of the series 61 and 62 have a continuous unbroken roof line which sweeps gracefully from the curved windshield to rear bumper.



Front End Contour. Hood line has been extended and ornament relocated forward for greater overall length. Front fenders are an integral part of smooth flowing body line that runs full length of car. This longer, horizontal sweep adds to the fleet, graceful appearance.



Rear Fenders of unique "rudder-type" design terminate in a graceful upward flare. On the series 60 special, here illustrated, the fenders and deck lines have been given increased length to enhance the beauty and the utility of this custom styled model.

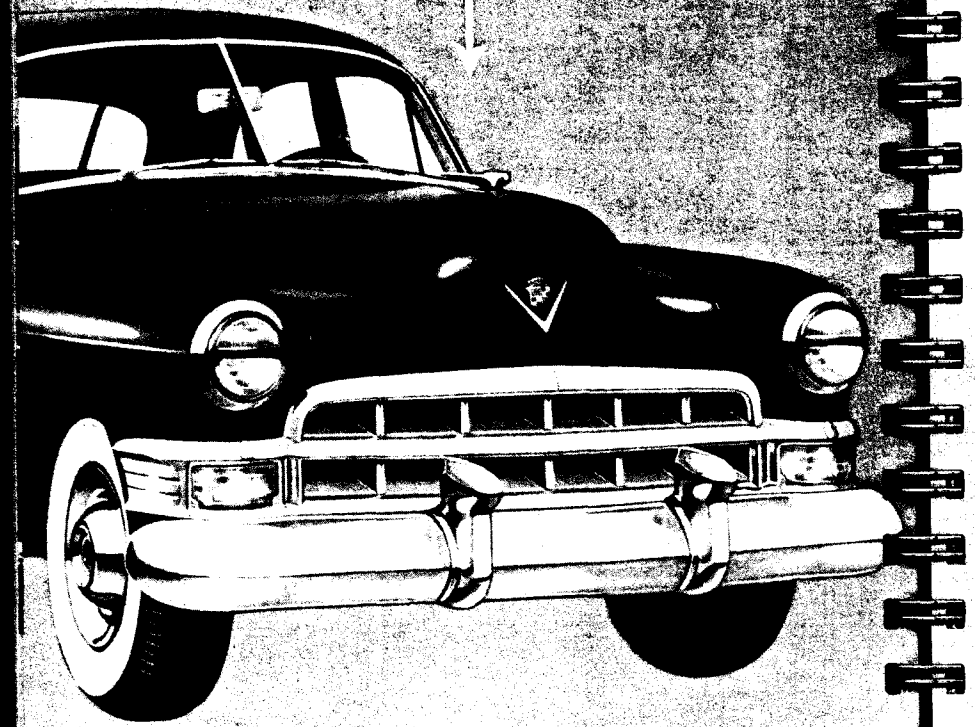
Radiator Grille redesigned with a single horizontal bar to emphasize lower, broader lines. Note the new decorative chrome treatment extending to forward edge of fender opening.

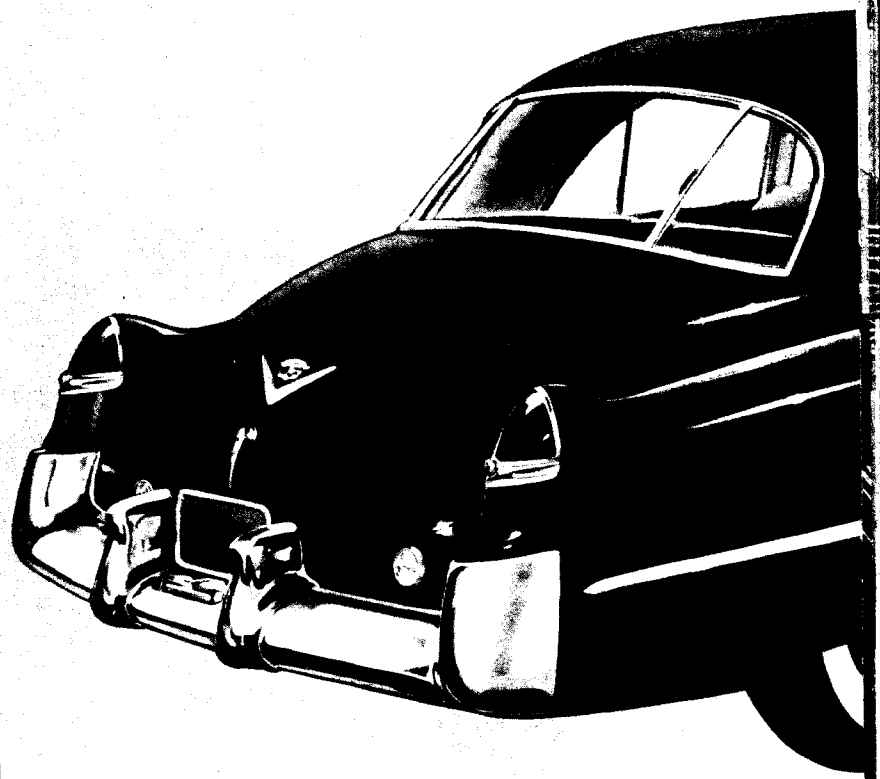
Front Bumper is massive and sturdy. Heavily chromed, it is shaped to follow the fender contours. An added feeling of fleetness is derived through the use of the projectile-like "bomber-type" guards.

Combination Fog, Parking And Directional Lamp shown above recessed in the front fender is a triple-function accessory available at extra cost—it replaces the standard combination parking and direction lamp.

Hood Ornament. The beautiful "winged goddess," traditional ornament of Cadillac, has been relocated farther forward, adding length to the smooth, flowing contour of the car.

Hood Emblem. The colorful Cadillac crest is centered just above the radiator grille. It is nested in a bold chrome "V", symbolic of Cadillac's traditional V-type engine.



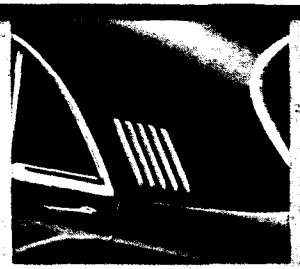


Rear Bumper, massive and strong, blends into the body following the contour of the fenders. The vertical ends accentuate body width and afford added protection for the fenders.

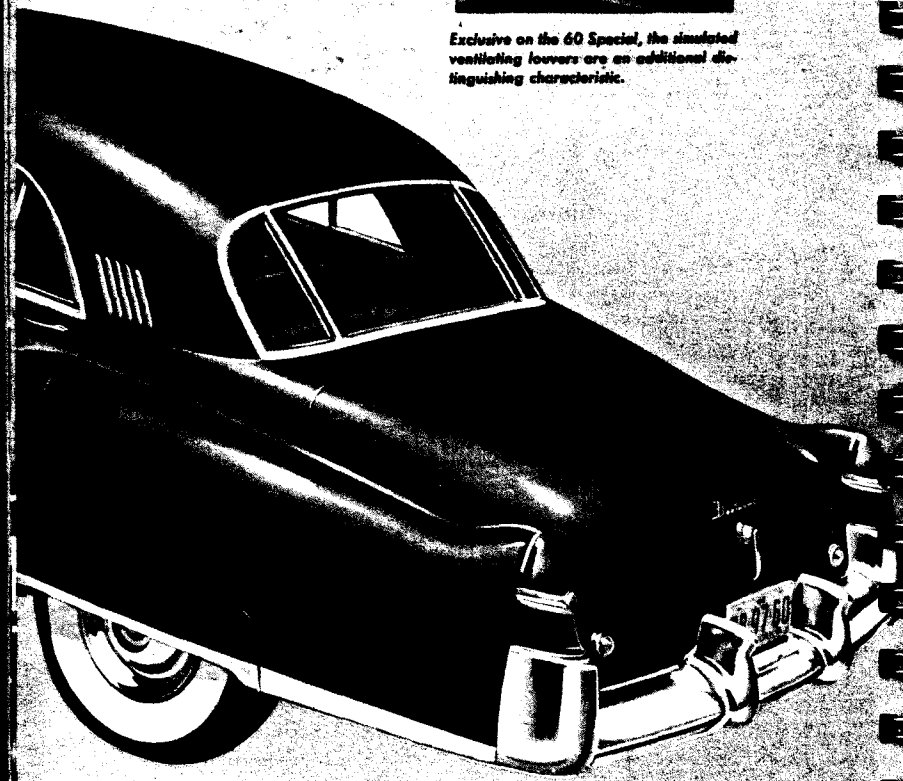
Rear Deck Emblem is like the hood emblem, combining the traditional Cadillac crest with the symbolic V. It is on all models except the 60 Special.

Tail and Directional Lamps fit smartly into the rear fender tips. They are an integral part of fender design and further emphasize body width. The left lamp conceals the gas tank filler cap.

Rear License Light. Inserted neatly but inconspicuously in the center of the rear bumper for effective lighting of license plate.



Exclusive on the 60 Special, the simulated ventilating louvers are an additional distinguishing characteristic.

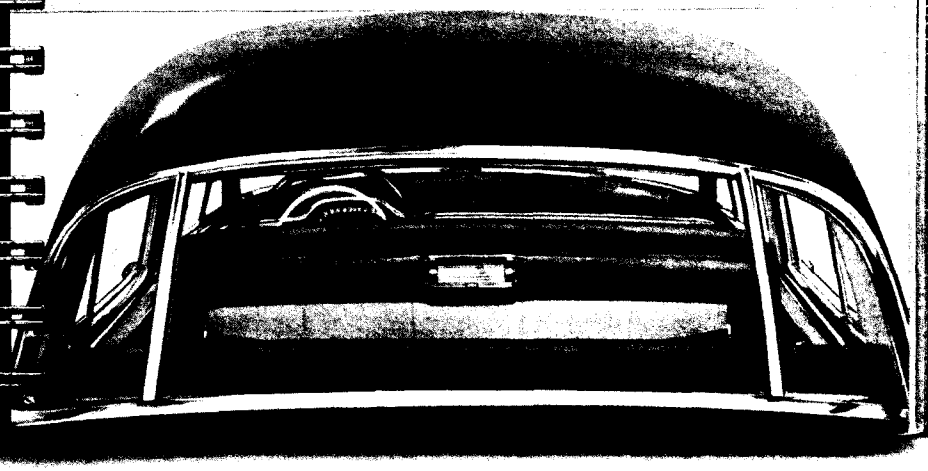


Rear View 60 Special illustrates the increased size of this most luxurious model. The longer rear deck enhances the graceful flowing body lines of this exclusive custom design. Smartly styled, the increased body and chassis length gives added passenger and luggage space.

Fleetwood Emblem, located above the rear deck handle, symbolizes Cadillac's fine craftsmanship and distinguishes this custom car from other models.

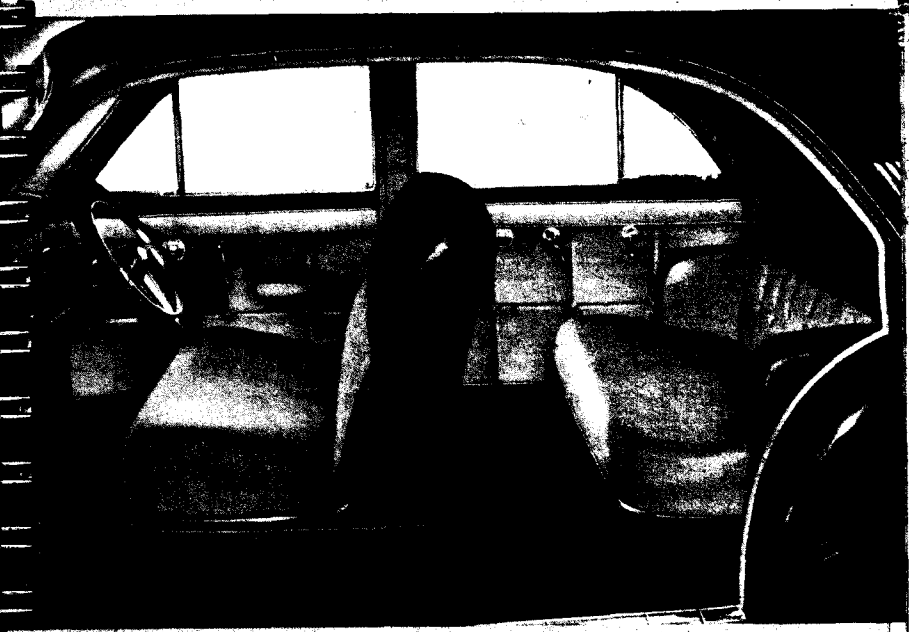
Curved Windshield accurately ground to prevent distortion, provides more than 6½ square feet of area of vision. The curved contour blends gracefully into the flowing body lines. Windshield wiper blades which are split equalize the blade pressure over the entire curved surface of the glass.

Full-Width Rear Window contains almost 6 square feet of glass area. Curved to follow the roof contour, the accurately ground glass allows exceptional rear vision. Divisional bars lend strength and enhance beauty. Cadillacs for 1949 have a total of more than 24 square feet of glass area.

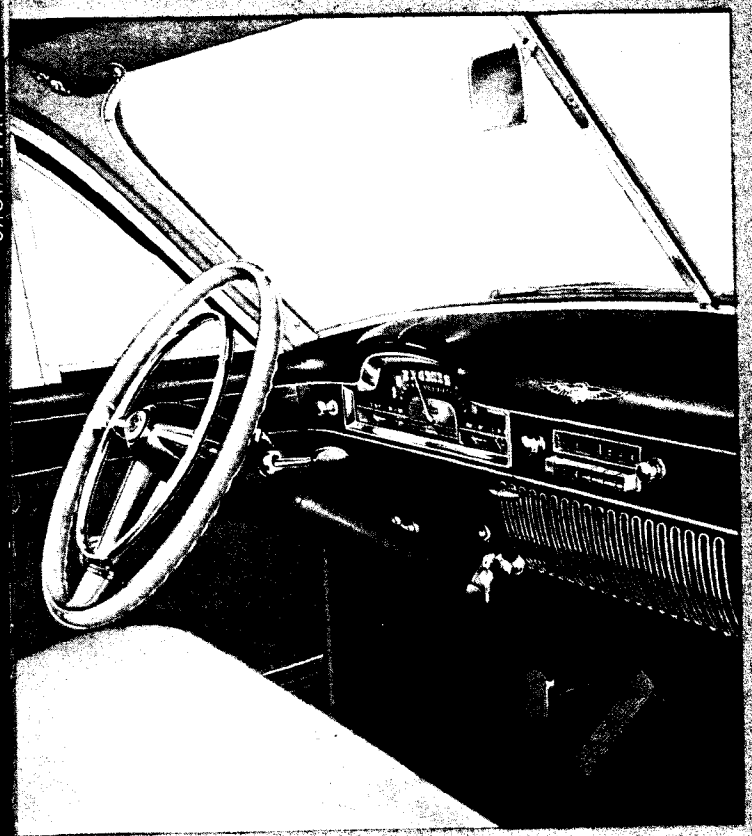


1949

INTERIORS

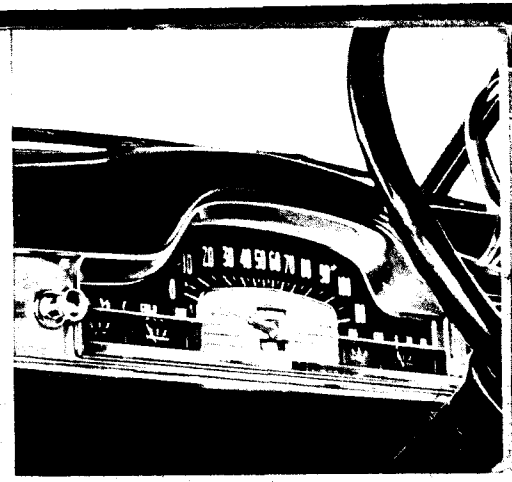


Large and Roomy, Cadillac interiors are re-styled for greater beauty and increased passenger comfort. Fine fabrics are available in a variety of colors and designs, new finish panels which match the instrument panel, add to the richness and luxuriousness of Cadillac's traditional custom styling.

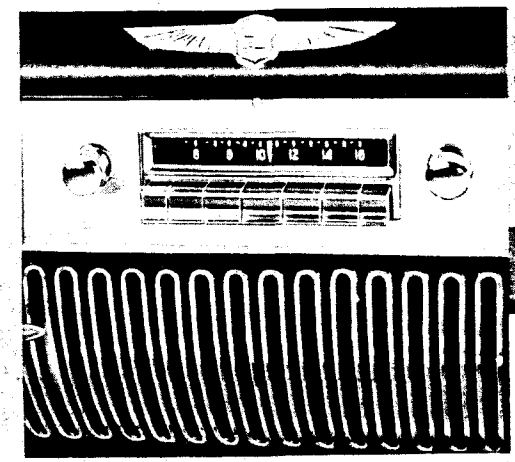


Instrument Panel. New and modern in concept and functionally designed with controls and instruments grouped for quick visibility and convenience. The instrument panel, beautifully finished in camea grain, curves gracefully to blend with the flowing lines of the door finish molding.

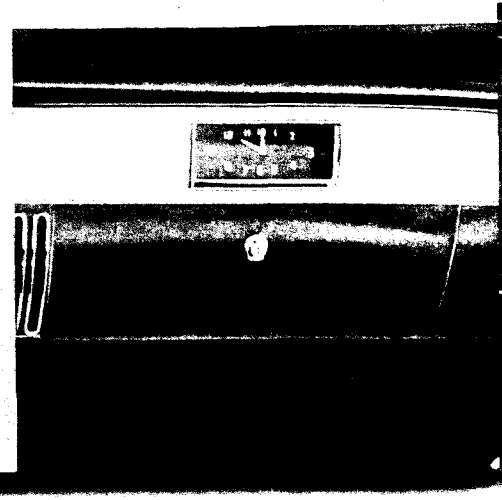
Instruments are grouped in a recessed panel directly above the steering column. A large speedometer dial with a long illuminated hand provides high visibility. Odometer and gauges are placed directly below. Starter button, ignition switch and cigar lighter are below at right of column. Windshield wiper and left ventilator control are located conveniently at the left of the steering column.

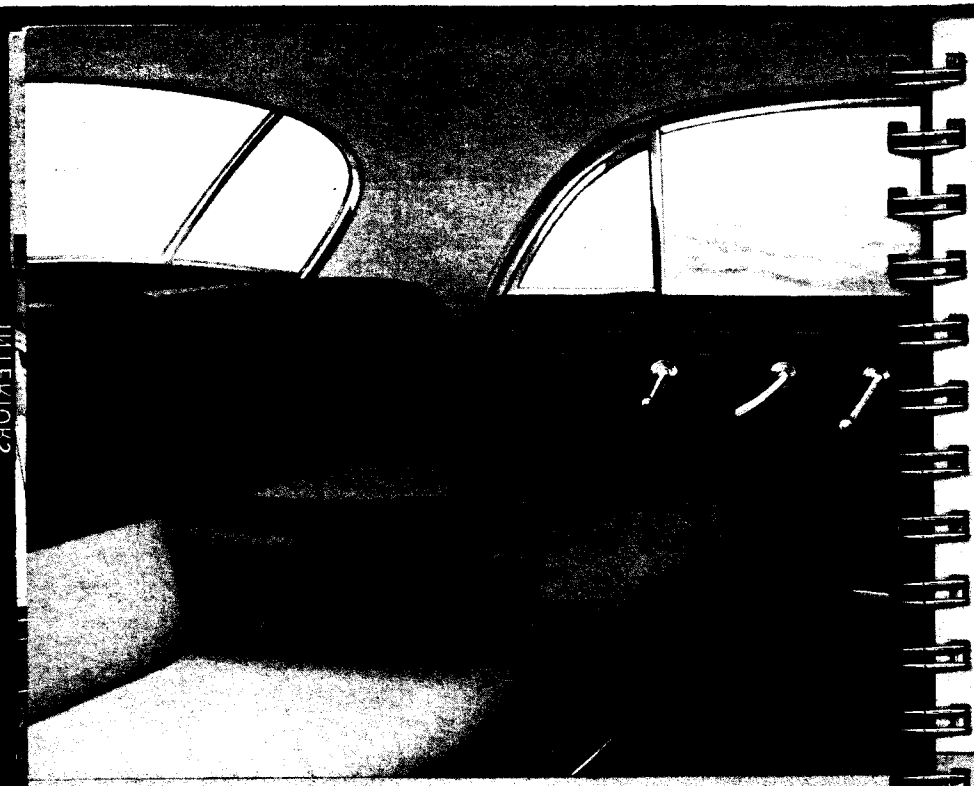


Radio installation is in center of instrument panel, above grille. Controls are within easy reach of driver, with map light above. Heater and defroster controls are in the left side of radio grille—ash tray in right side.



Package Compartment is at right of instrument panel under the electric clock. A convenient storage space for maps, gloves and small items, it is automatically illuminated when the door is opened.





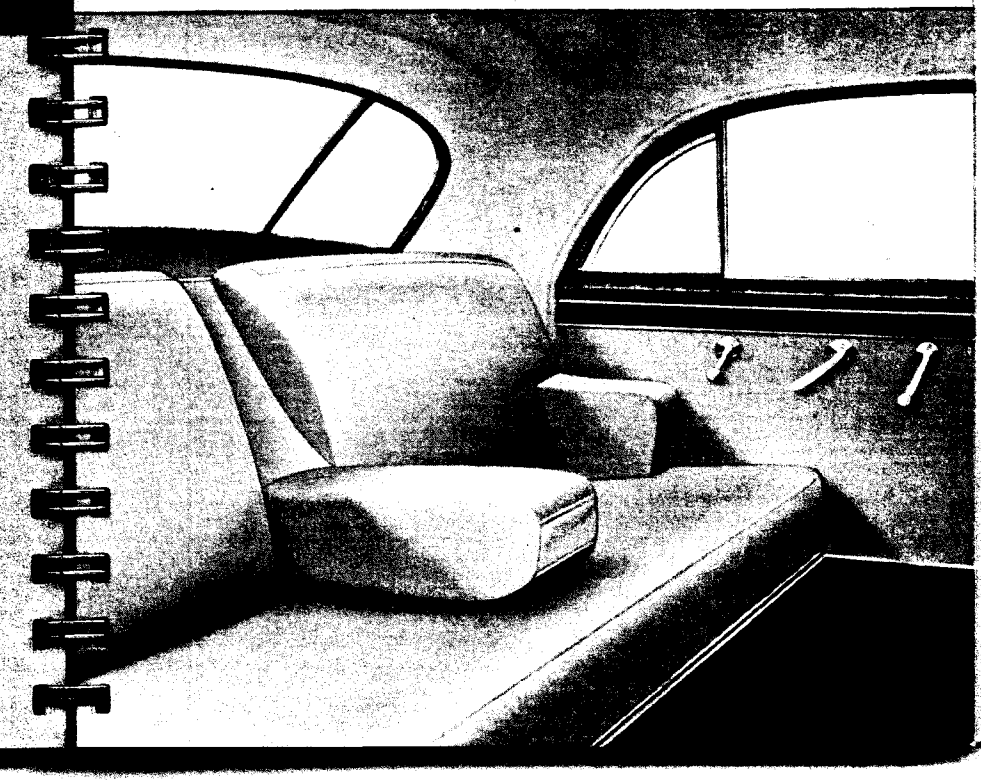
REAR COMPARTMENT 62 SEDAN

Sixty-two Sedan Interiors are tastefully tailored in rich, fine-quality, two-tone fabrics. Seats and seat back inserts are upholstered in light tones of either gray or brown. Broadcloth or Bedford Cord is optional. Seat back bolsters and arm-rest trim are in darker, harmonising tones of broadcloth. Door trim metal-panels are in fine cameo grain finish with harmonizing inserts. Floors are covered with fine-pile carpetings which compliment interior fabrics. Wide, roomy seat with center and side arm rests assure luxurious comfort. The convenient metal parcel shelf behind the rear seat back is attractively covered with artificial grained leather.

61 SEDAN INTERIORS

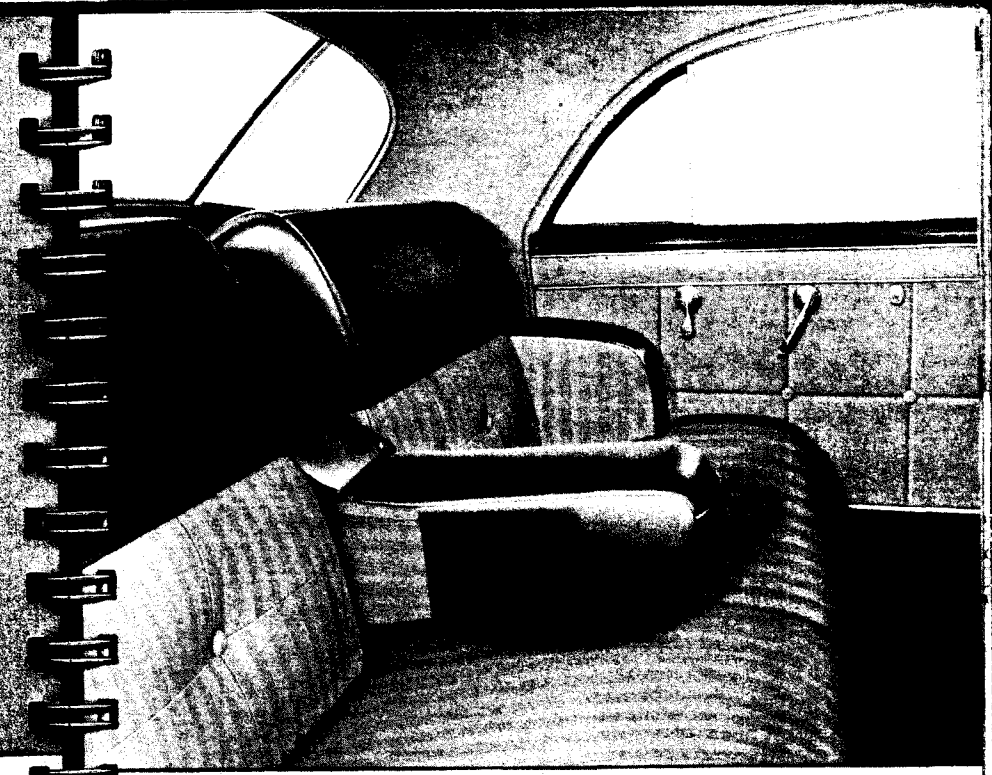
Sixty-one Sedan Interiors are upholstered in either tan or grey. Dual tone cord is used on seat backs and cushions with door panels in smooth-finish, harmonizing fabrics. As in all models, a broad heel pad extends up from the floor to improve the appearance and protect the upholstery. Stainless steel trim beads highlight the new door panel moldings which are in cameo grain finish with simulated metal inserts. Heavy pile carpeting harmonizing with the interior colors covers the entire floor. All models have a comfortable folding center arm rest.

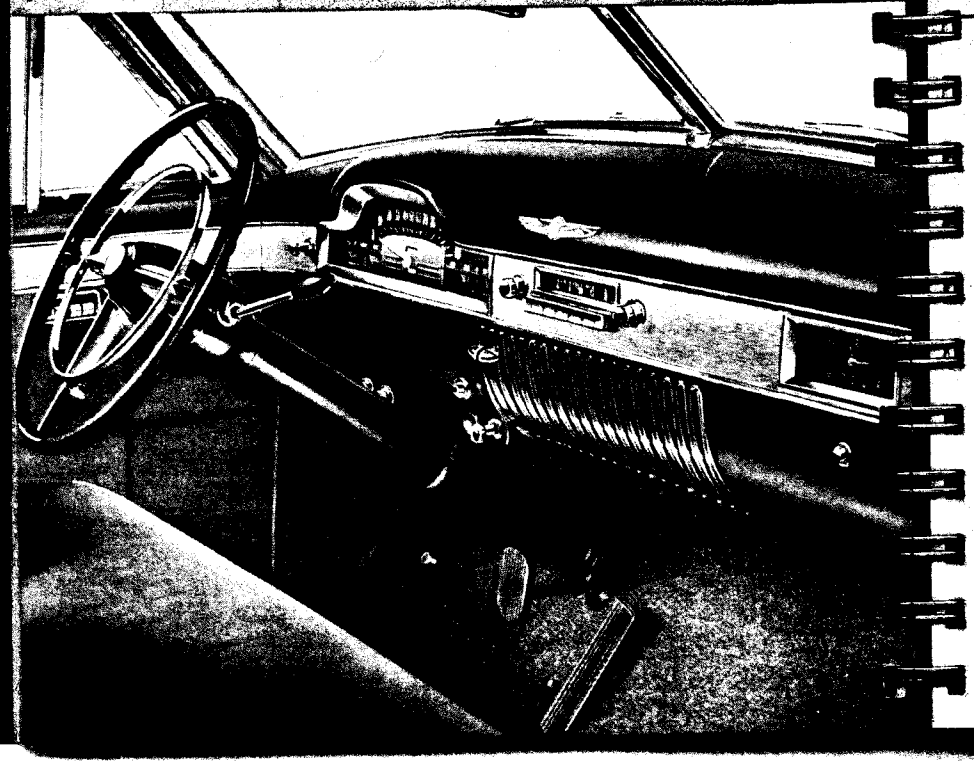
ROOMY PACKAGE SHELF behind rear seat is a convenient place to carry small parcels.



60 SPECIAL INTERIORS

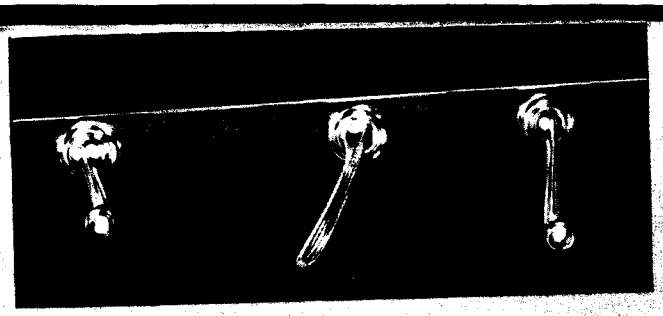
The 60 Special front compartment may be trimmed either in a combination of leather and cloth, or in all cloth, as desired. The new instrument panel has a cameo grain finish with light simulated metal inserts. The instrument panel motif in colors harmonizing with the upholstery is carried throughout the door moldings. Front compartment floors are covered with pile carpeting with an artificial leather insert under the foot controls. The driver's door contains hydraulic controls for all four windows.





REAR COMPARTMENT—60 SPECIAL

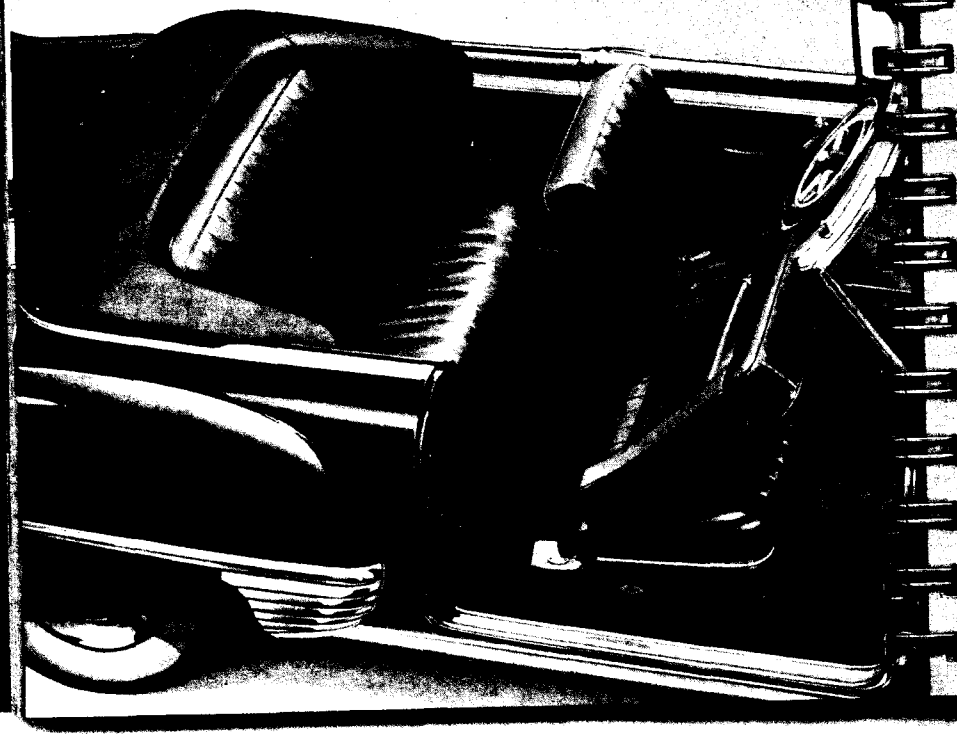
Sixty Special Interiors strike a new high note in modern styling. Beautifully, yet severely tailored, they are available in either all cloth or in cloth and leather combinations. Black leather bolsters are used with either blue or green shadow stripe Broadcloth or Bedford Cord. Tan leather is used with tan shadow stripe cloth or tan Bedford Cord. As in all Cadillac models, floors are completely covered by wool pile carpeting to match interior trim.

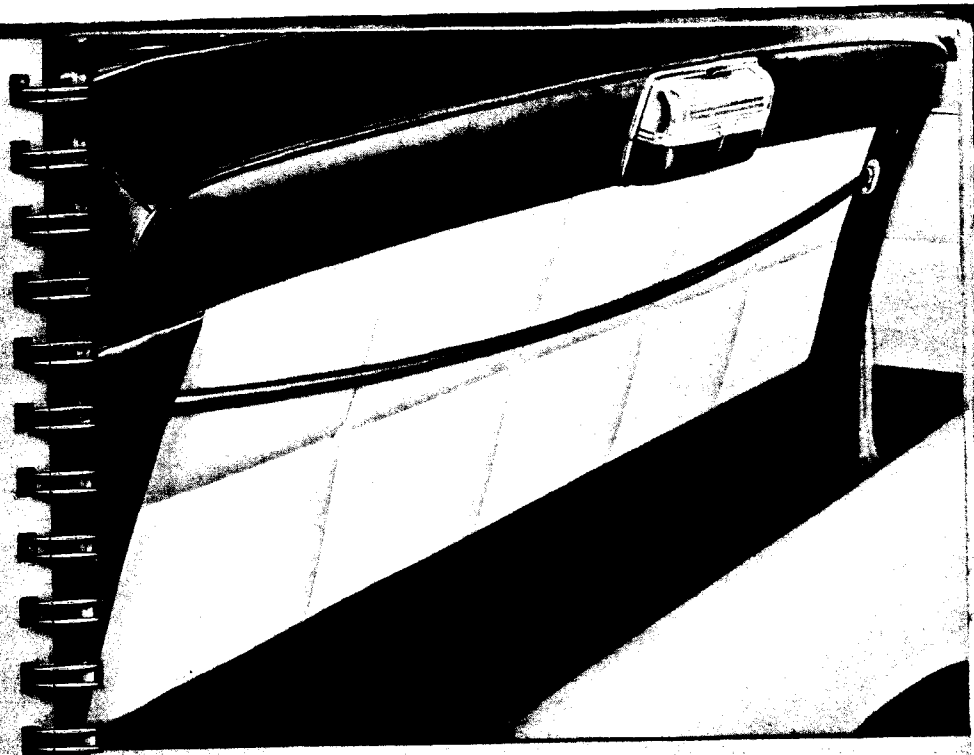


Door Hardware. Door handles and window regulators have bright chrome shanks, escutcheon plates and knobs beautifully designed and styled in keeping with interior appointments.

INTERIOR 62 CONVERTIBLE

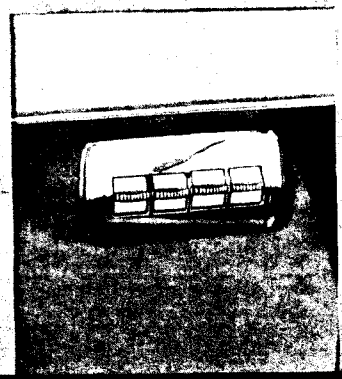
Convertible interiors for 1949 are finished in all leather. Five optional colors are available with either a tan or black top. Hydraulic controls which actuate movement of top, all windows and driver's seat are standard on the convertible. Individual hydraulic controls mounted above the rear compartment arm rests for rear quarter windows are also provided.





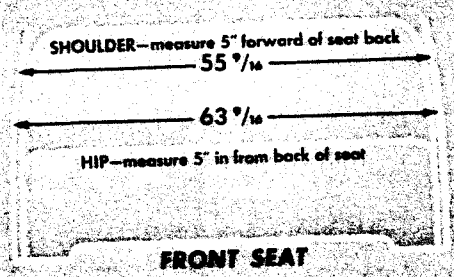
BACK OF FRONT SEAT 60 SPECIAL

The seat back of the 60 Special is dramatically styled with bolster top and edges. A recessed center panel, divided into sections is trimmed in contrasting cloth. The foot rest, covered with wool pile carpeting, is inset in the bottom of the front seat back. Built-in ash receiver with lighter and a leather covered robe cord are other features of convenience.

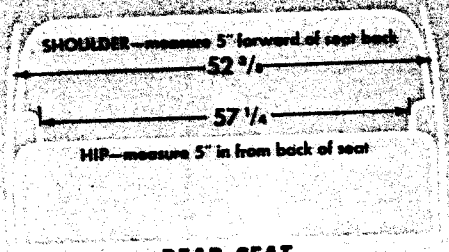


Hydraulic Window Lifts are standard on the 60 Special and the 62 convertible coupe as well as three models of the Fleetwood 75. In addition, they are available, at extra cost, on 62 Sedan and Coupe.

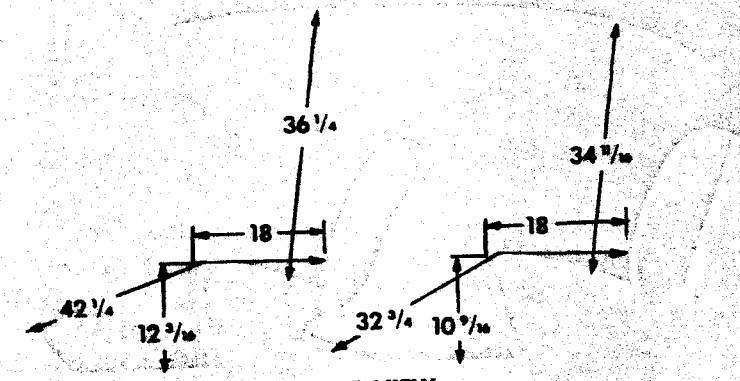
SERIES 61 AND 62 COUPE DIMENSIONS



FRONT SEAT

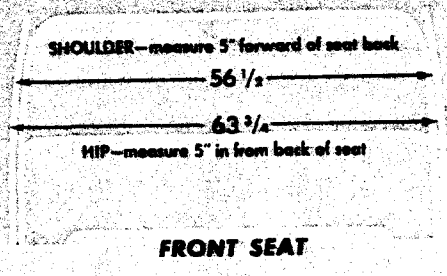


REAR SEAT

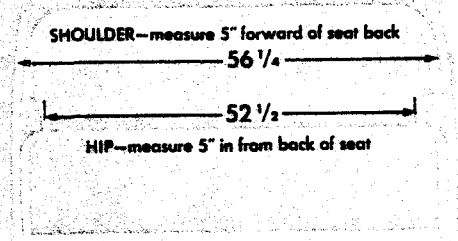


SIDE VIEW

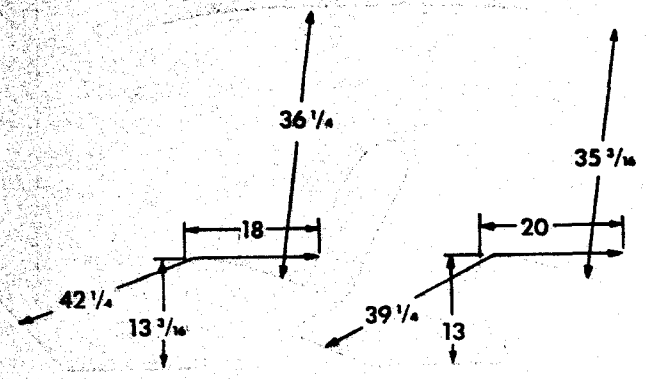
SERIES 61 AND 62 SEDAN DIMENSIONS



FRONT SEAT

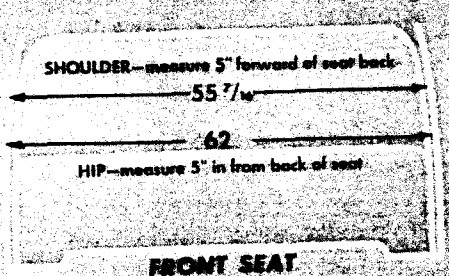


REAR SEAT

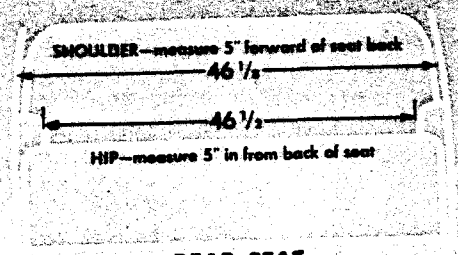


SIDE VIEW

SERIES 62 CONVERTIBLE COUPE DIMENSIONS



FRONT SEAT



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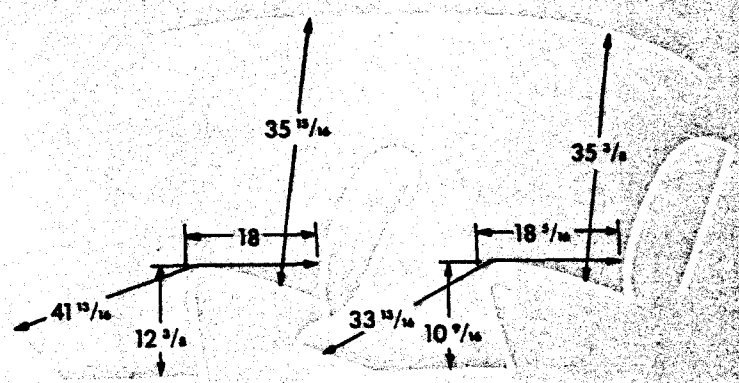
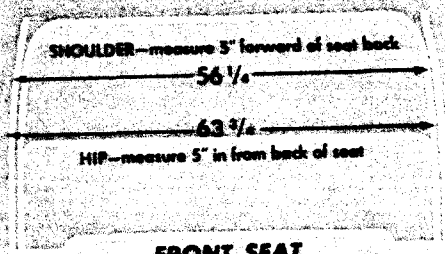
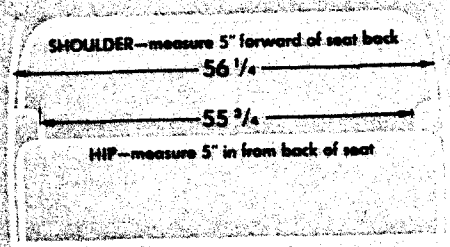


SIDE VIEW

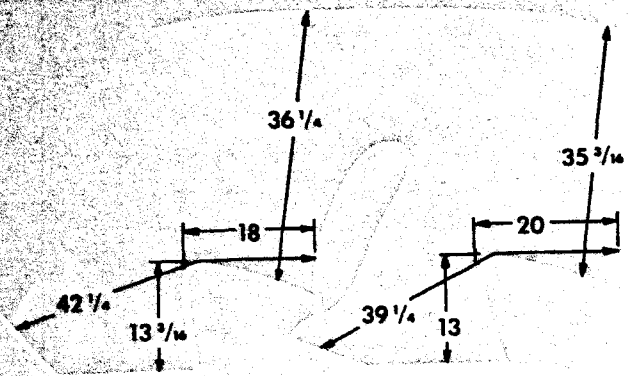
SERIES SIXTY SPECIAL DIMENSIONS



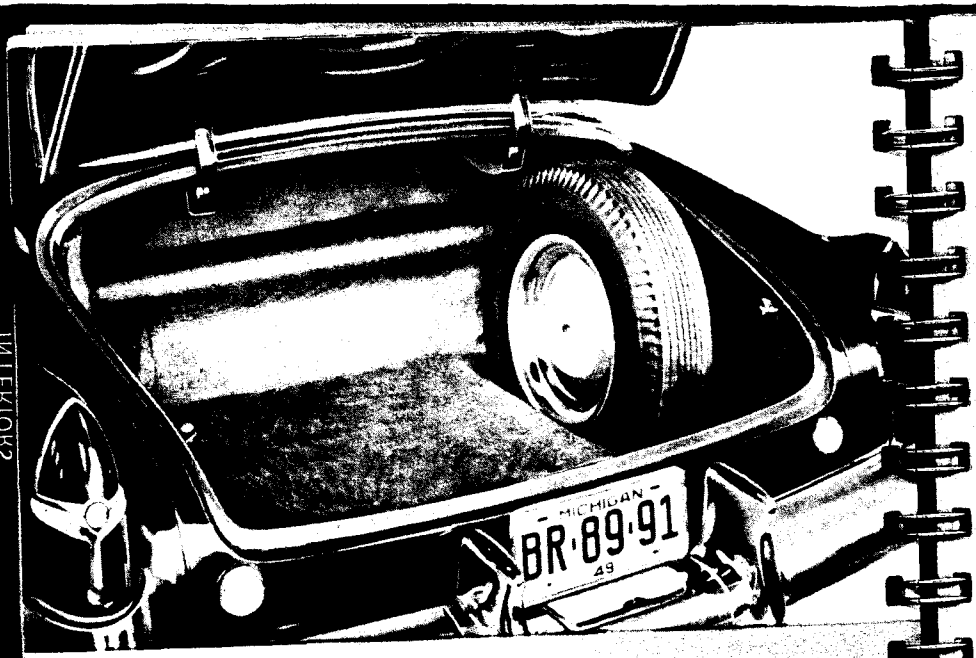
FRONT SEAT



REAR SEAT

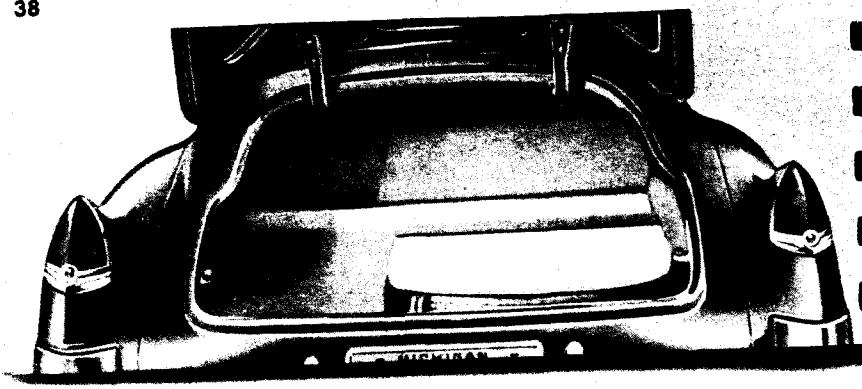


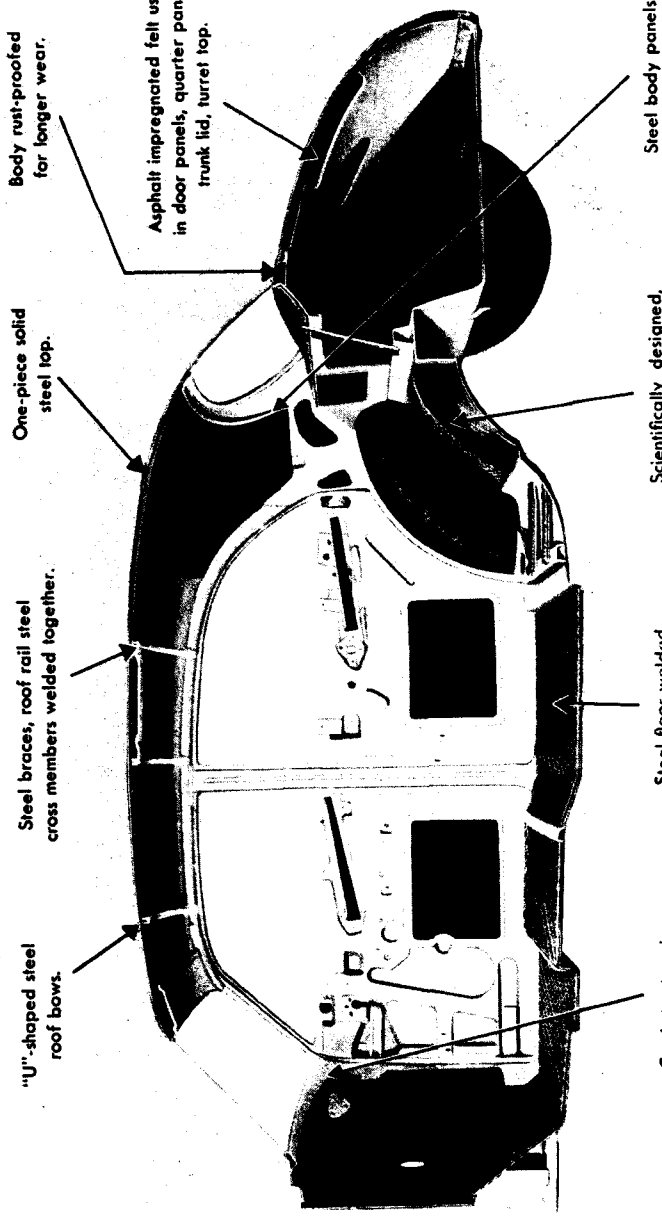
SIDE VIEW



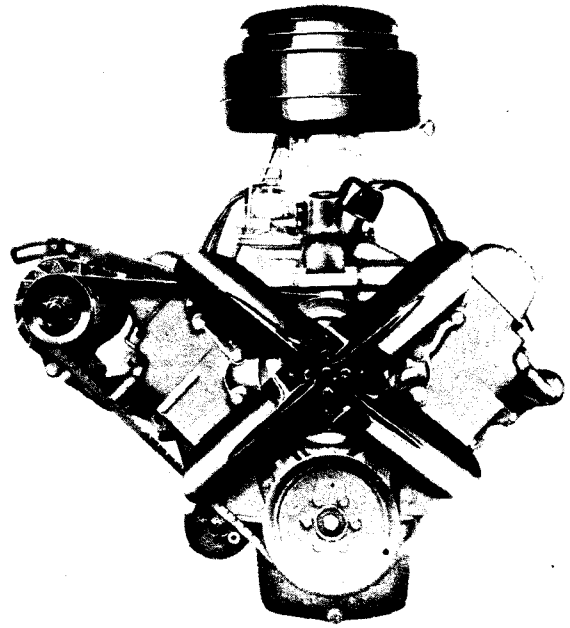
TRUNK INTERIORS

Both Cadillac Sedan and Coupe trunk interiors are large and roomy. In sedans, the spare tire is mounted upright. It is mounted flat in the coupe because of the low sweeping deck line. A carpeted covering makes space above the tire available for luggage. All trunk interiors are insulated against moisture and dust with a special sound deadening material. Except for the deck lid, all surfaces inside the trunks are carpeted for increased insulation and as a precaution against scuffing luggage. The deck lid hinge spring construction is so designed that the trunk lid will remain in any desired position. New shielded locks fasten the deck securely. Trunk interior is lighted automatically when the trunk lid is opened.





THE NEW ENGINE



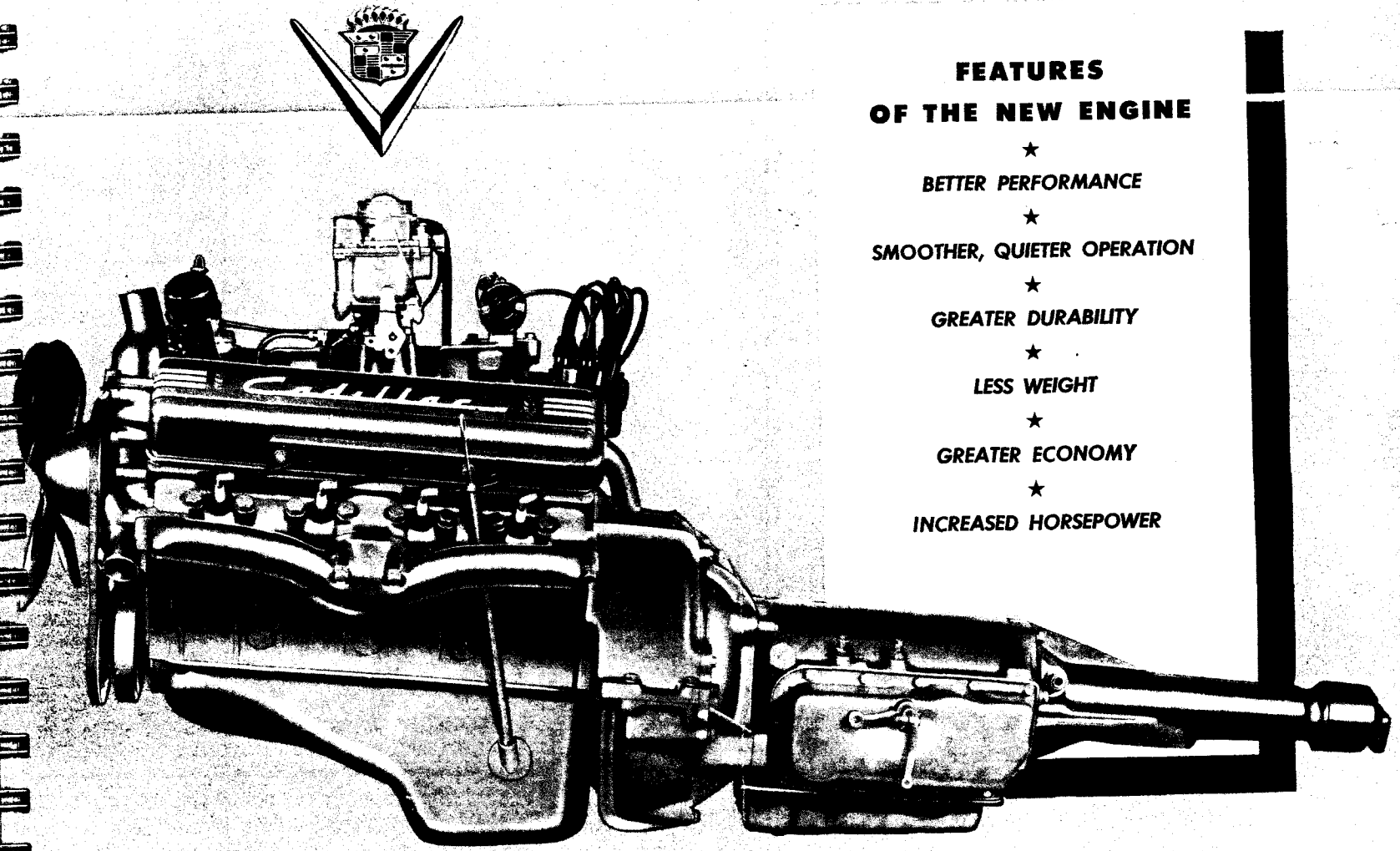
The New 1949 Cadillac Engine represents an entirely new conception of automobile engineering. Smaller and lighter in weight, the new engine provides greater fuel economy, better performance, smoother, quieter operation. It is designed to take full advantage of higher octane fuels as they become available.

THE NEW CADILLAC V-TYPE VALVE-IN-HEAD ENGINE

The new 1949 Cadillac engine is a revelation in automotive design and efficiency. Many advanced features literally establish it as a new standard of the world in motor car power. Among these is a new valve-in-head combustion chamber design which assures controlled burning of the compressed gas to create a smooth power thrust. This design also permits the use of a higher compression ratio producing gains in power and economy. The combination of a new, larger cylinder bore and shorter piston stroke contributes to efficient operation by exposing about 12% less cylinder wall area to flame. This results in lower heat loss and greater cooling efficiency. The shorter piston stroke reduces frictional power losses by reducing piston travel approximately 20%. At 4000 R.P.M. the pistons travel at the rate of only 2400 feet per minute as against 3000 feet per minute in previous models. Thus, high mechanical and thermal efficiency contribute materially to increased power output.

Main crankshaft bearings have been increased from 3 to 5 and placed in heavy bulkheads which help form a rigid, box-like crankcase structure. This feature is partially responsible for creating the smoothest, quietest running Cadillac engine ever built. Other features contributing to smooth, quiet operation include a newly-designed valve mechanism with high rigidity factors, hydraulic valve lifters and reduction in air cleaner and exhaust system noises.

This new Cadillac engine is the result of years of research both in laboratory and on the road. It will take only a few moments of your time—with your own foot on the accelerator—to prove to you that Cadillac has given the world a new standard for automotive engines.



FEATURES OF THE NEW ENGINE

★

BETTER PERFORMANCE

★

SMOOTHER, QUIETER OPERATION

★

GREATER DURABILITY

★

LESS WEIGHT

★

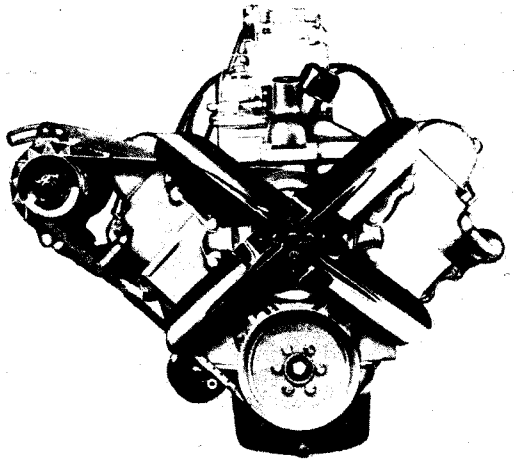
GREATER ECONOMY

★

INCREASED HORSEPOWER

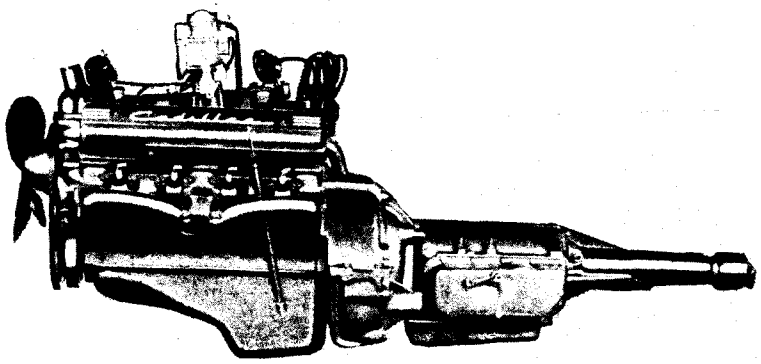
IT'S THE NEW "STANDARD OF THE WORLD" IN MOTOR CAR ENGINES

NEW

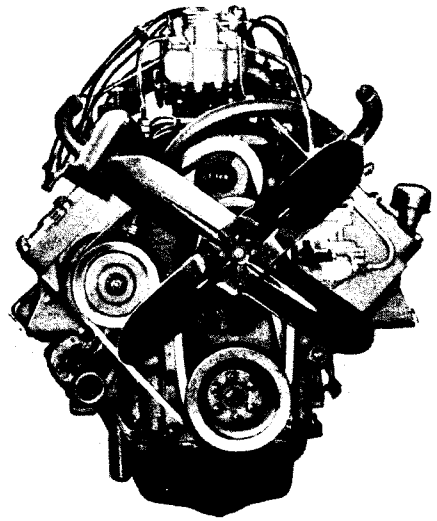


Shown on these two pages are straight side and full front views of the 1949 and 1948 Cadillac engines. The illustrations, as are all comparative mechanical photographs in the engine section of this book, are to the same scale, thus showing the relative size of the 1948 and 1949 engines and assemblies.

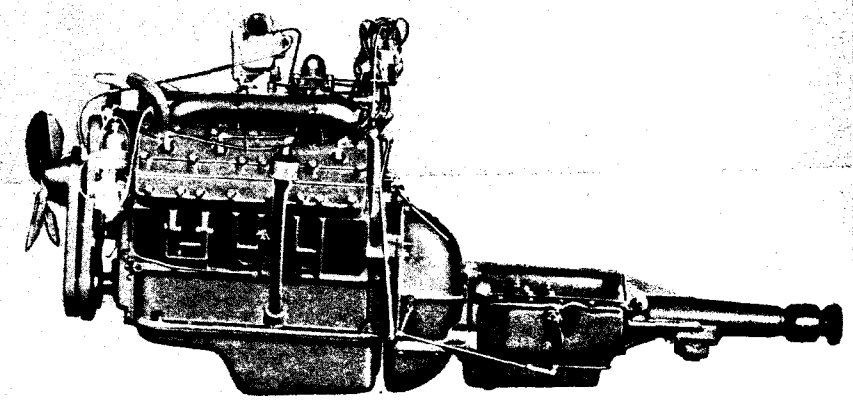
Basically, the new engine is so designed that it can take full advantage of the higher octane fuels which are becoming available. This smaller, lighter engine may also have its influence on future car styling, as it makes possible shifting



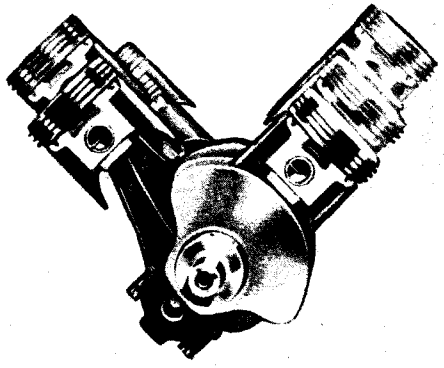
OLD



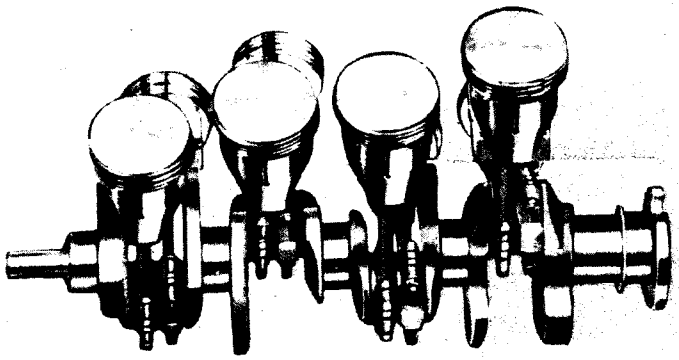
the engine forward, lowering hood lines and increasing interior roominess. Weight reduction has been accomplished in the 1949 engine while increasing horsepower by about 7% over its famous predecessor. A 15 to 20% gain in fuel economy, increased road performance, greater durability and smoother, quieter operation are basic improvements over 1948. Over-all weight has been reduced approximately 200 pounds, over-all length has been decreased about 5 inches, while over-all height has been reduced 4 inches. A single belt drives all accessories including a new dual outlet water pump.



NEW

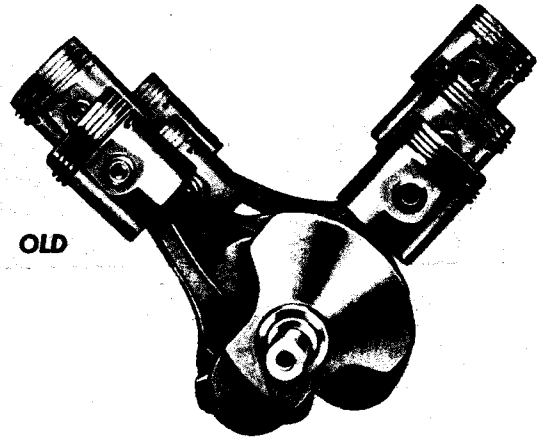


Vital to good engine performance is a well-designed piston and crankshaft assembly. The use of smaller, lighter, more scientifically designed engine parts has been one effective method of reducing friction and weight while increasing power in the new Cadillac 1949 engine. By shorter engine design and increasing the number of bearing supports from 3 to 5, it has been possible to materially reduce both size and weight of crankshaft and camshaft. The new 5 main-bearing crankshaft has greater rigidity and greater torsional resistance, which increases engine smoothness and quietness in operation. The piston stroke has been decreased from 4½" to 3⅝".

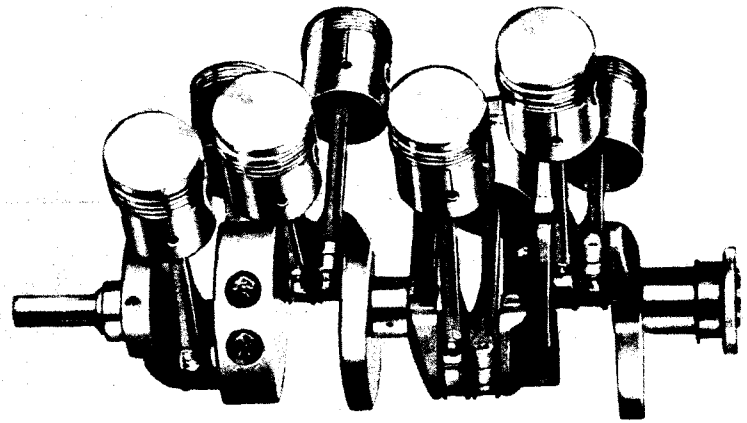


NEW

OLD



A new design slipper-type piston makes possible the use of a shorter connecting rod which when combined with a short piston stroke, results in a compact engine design of minimum size and weight. The unused metal at the sides of the piston skirt has been eliminated, thus decreasing friction area and reducing reciprocating weight. Thus the reduction in weight and inertia of rotating parts is a vital factor in the extremely fast acceleration of the new engine. The compactness of this assembly makes possible low over-all engine height which is a feature of the Cadillac valve-in-head design.



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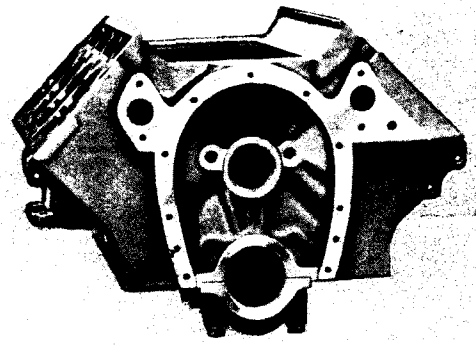
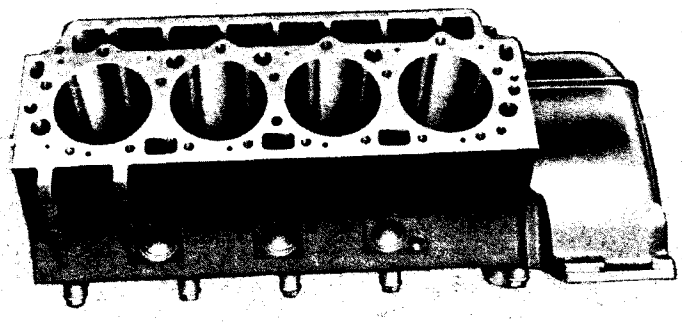
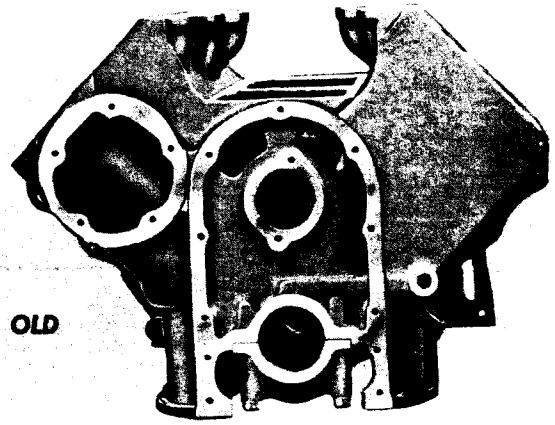


The 1949 cylinder block is a completely new and original Cadillac design. It is smaller, lighter and more compact. Its rigid box-like structure contains five main bearing bulkheads which distribute the power stresses evenly throughout the casting. This minimizes vibrations which are characteristic of most high compression engines. The cylinder bore has been increased from $3\frac{1}{2}$" to $3\frac{13}{16}$". This larger cylinder bore and the shorter piston stroke combine to contribute to efficient operation by shortening piston travel and reducing friction



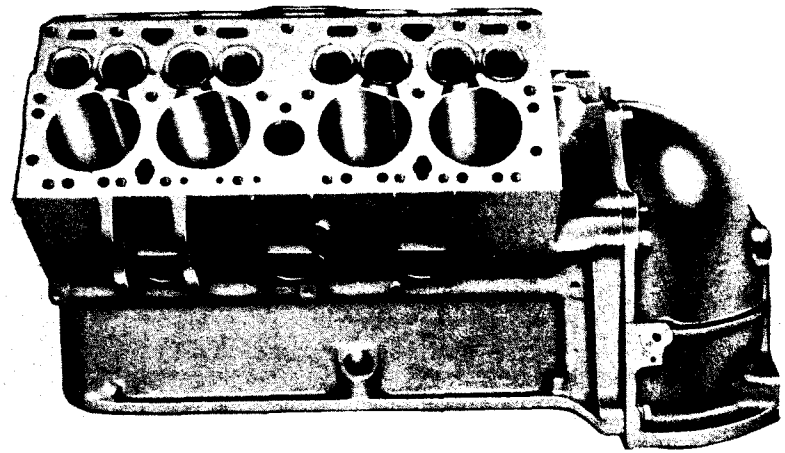
NEW



OLD

power losses. Heat losses are minimized because 12% less cylinder bore area is exposed to the flame.

Thus, high mechanical and thermal efficiency contribute materially to better cooling, higher power output and increased fuel economy. The fly-wheel housing in the 1949 engine is integrally cast with the cylinder block, which further reduces weight and increases structural strength. The front view of the cylinder block graphically illustrates its reduction in width. The new design permits the intake manifold to be nested between the cylinder heads, thus reducing engine height.



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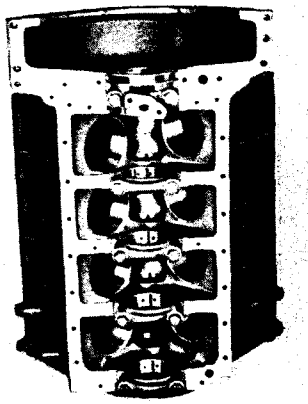

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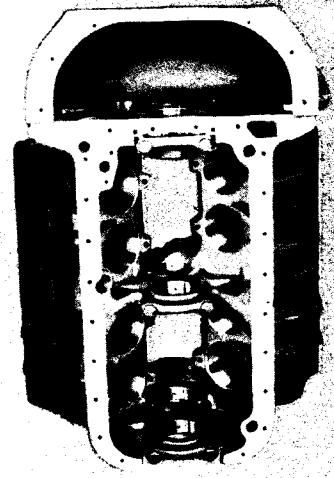
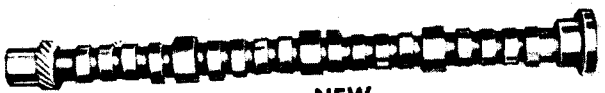


OLD

THE ABOVE ILLUSTRATION shows the construction of the 1949 cylinder block with its 5 main bearing bulkheads as compared to 3 on the 1948 engine. This improved design in the 1949 engine helps form a rigid box-like structure which is responsible in part for the smoothness and quietness of the new Cadillac Engine.

THE NEW CAMSHAFT is shorter and lighter in weight than the camshaft of the 1948 engine and is mounted in 5 bearings instead of 3. These extra support points offer greater rigidity to the bending forces imposed by the tappet and valve mechanism during operation.



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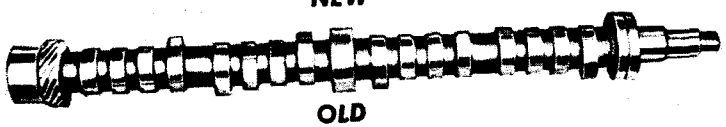

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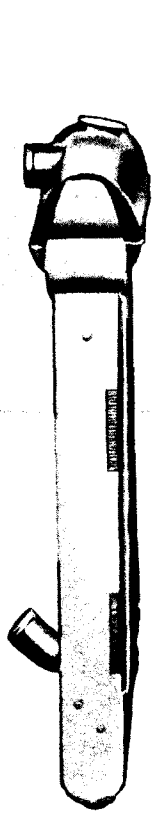
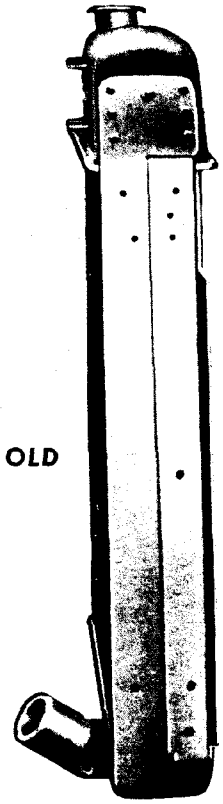
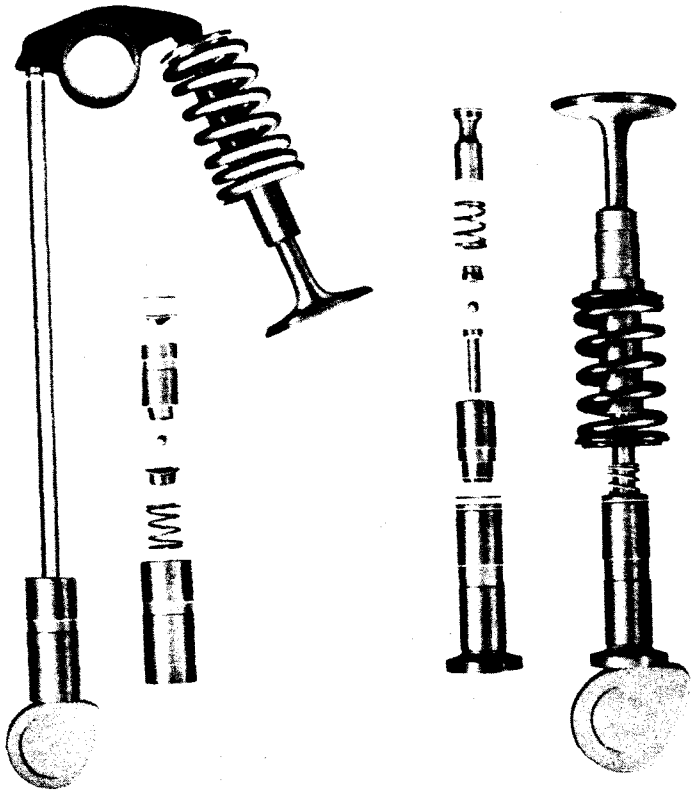


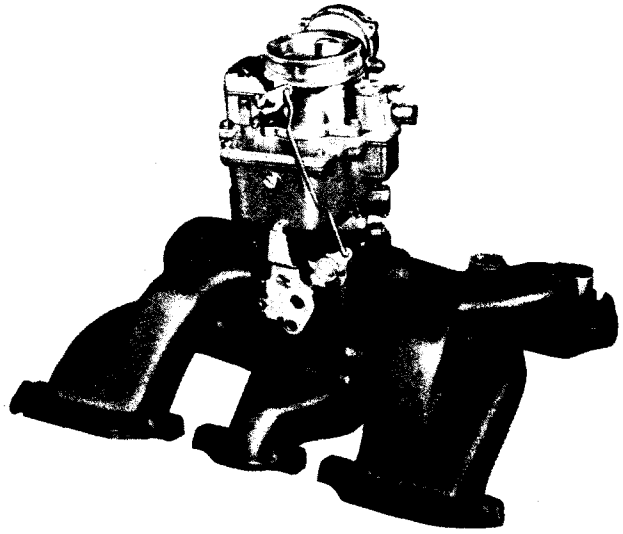


NEW OLD

A SMALLER, LIGHTER RADIATOR is made possible with the 1949 engine because friction and heat losses have been reduced to a minimum. Factors contributing to this are the new Cadillac valve-in-head combustion chamber and a large cylinder bore, shorter piston stroke combination, which reduces piston friction and exposes less cylinder wall surface to the combustion flame. The new cooling system requires only 18 quarts of coolant compared to 25 quarts on previous models.



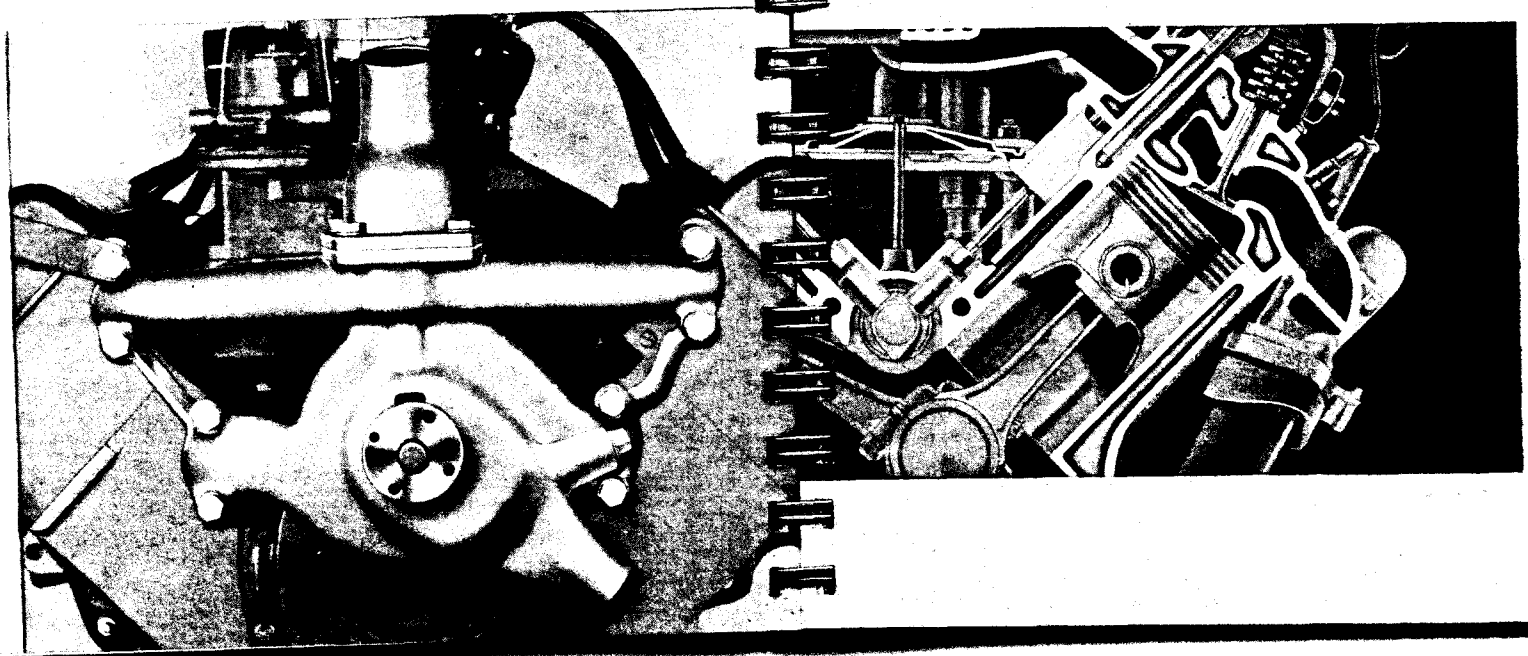
WITH HIGHER OCTANE GASOLINE now becoming available, the 1949 Cadillac valve-in-head engine provides increased power with greater economy due to improved combustion chamber design which results in better engine efficiency. The new overhead valve mechanism is lighter in weight than the "L" head mechanism used in 1948. The new Cadillac-designed hydraulic valve lifters assure quiet, efficient operation. The durability and performance factors of these new parts are superior to the 1948 design. As in the "L" head mechanism, the design is so simplified that there is no need for expensive service adjustment of tappets.



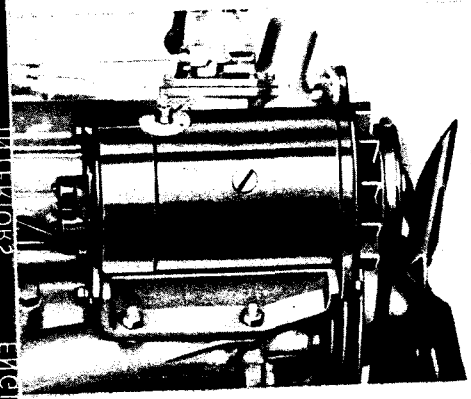
Dual down-draft carburetor with newly-designed manifold is centered between the cylinder heads for effective distribution of fuel.

IMPROVEMENTS have been made in the design of the fuel intake system to allow freer breathing of gas into the combustion chambers. To accomplish this, a new oil-bath air cleaner has been designed which increases intake capacity of the filtered air to the dual down-draft carburetor. The intake manifold is a completely new design with shorter, smoother passages to facilitate free and even flow of the gas mixture into each cylinder.

A NEW, INTEGRAL CASTING, comprising water-pump housing and inlet and outlet water manifolds, eliminates all hose connections except those running to lower and upper radiator tanks. The coolant is circulated by the pump from the bottom of the radiator to the lower manifold, through cylinder block and cylinder head water jackets into the upper manifold to the upper radiator tank. A by-pass in the casting between upper and lower manifolds allows the coolant to re-circulate through cylinder block and heads until it reaches the proper temperature to open the thermostat valve which is mounted in the housing above the water pump, thus allowing the water to circulate into the radiator.



THE NEW valve-in-head high compression combustion chamber is shown in the drawing below. The combustion chamber has been designed to retain the detonation control advantages of the previous "L" head combustion chamber and increase power output and combustion efficiency by complete burning of the gases. Combustion chamber wall area is reduced to minimize heat losses. Maximum thermal efficiency is assured. The overhead valve design admits gas mixture directly into and out of the cylinder. This design which eliminates combustion chamber restriction is most desirable for efficient operation. It assures maximum volumetric efficiency and highest power output for future high compression ratios which will be needed to take full advantage of high octane fuels when they become available.



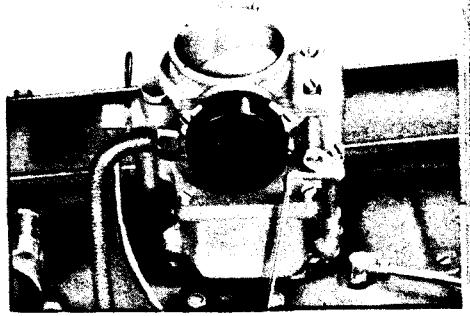
New increased capacity generator assures peak load operation.

HYDRAULIC VALVE SILENCERS designed and first introduced by Cadillac assure that there is no clearance space between the tappet and the valve mechanism parts. Valve reconditioning, necessitated in most instances by incorrect valve-tappet clearance, is reduced to a minimum, resulting in longer valve life. These silencers eliminate valve-tappet noise. As designed for the new valve-in-head engine, they assure quiet operation equal to or better than previous Cadillac engines.

ENGINE MOUNTINGS. The engine is mounted at 3 points in synthetic rubber to insure its smooth, quiet operation in the chassis frame.

ECONOMY is an outstanding characteristic of the new 1949 valve-in-head engine. The high combustion efficiency, increased thermal efficiency and reduced friction are chief among the contributing factors to better fuel economy.

Choke action is fully automatic.



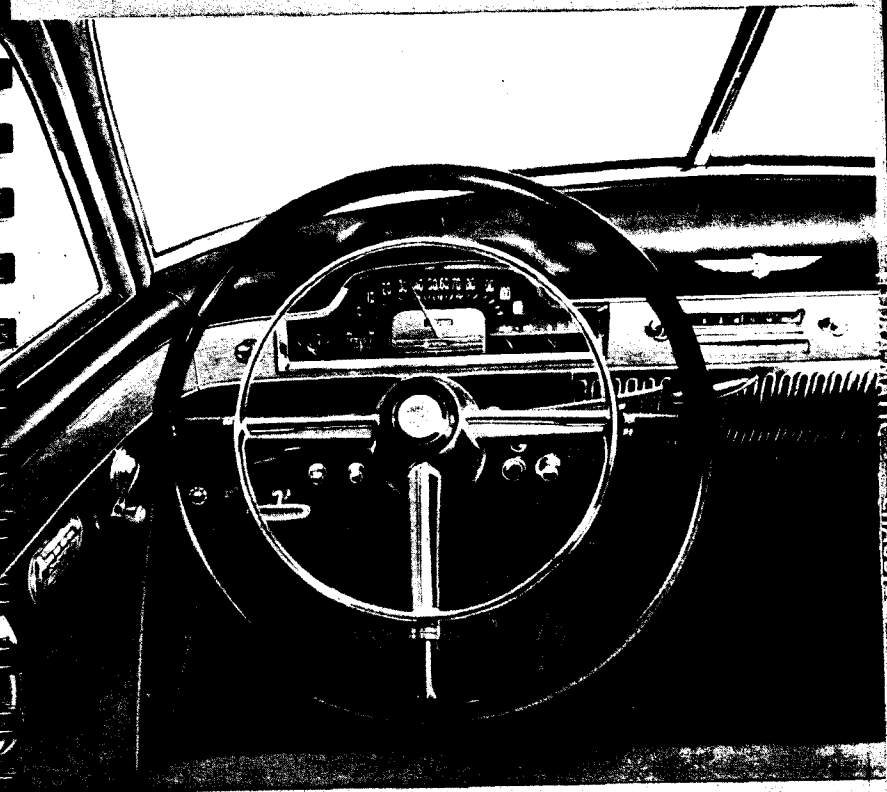
SMOOTHNESS is assured because of the rigid crankcase structure reinforced with five bulkheads—each containing a main crankshaft and camshaft bearing.

QUIETNESS has been improved through redesigning the air cleaner and through the use of the new overhead valve mechanism with hydraulic valve lifters.

POWER has been increased 7% over the 1948 engine, with resultant better road performance.

DURABILITY is better than in the 1948 engine because of the lower inertia forces, reduced friction, better lubrication and the increased number of bearings.

HYDRA-MATIC DRIVE



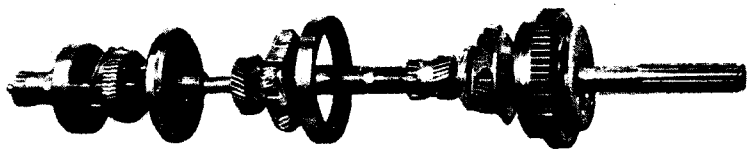
General Motors Hydra-Matic Drive makes possible smoother, simplified driving. This scientific development eliminates manual gear shifting, making both clutch pedal and gear-shift lever unnecessary. Gear ratio changes are made automatically, thus keeping the car in proper gear for maximum efficiency under all driving conditions.

THE HYDRA-MATIC STORY

Cadillac reaches its highest approach to perfection when Hydra-Matic Drive is used with the new Cadillac valve-in-head engine. In this combination, Cadillac engineers have effectively brought together two great engineering achievements which assure maximum efficiency and performance. From the moment the Cadillac is put in motion until it is brought to a complete stop, all operations of driving, except steering, are completely and smoothly automatic, bringing new driving ease and safety to motoring. There are three separate developments in this great Cadillac power train: Cadillac's 160 horsepower engine—a fluid coupling—a 4-speed automatic transmission. The fluid coupling, between engine and transmission, transmits power by means of a pair of steel rotors housed in a sealed casing filled with fluid. The automatic transmission contains three planetary gear units, each having a different gear ratio. Two are 2-speed units used for forward operation. All three are used in reverse.

As power flows from the engine, the driving member of the fluid coupling is set in motion through a forward planetary set of gears. As this member is revolved, it sets the fluid in motion and causes it to flow against the vanes of the driven member which transmits power through the main transmission shaft and rear planetary gear unit to the rear wheels.

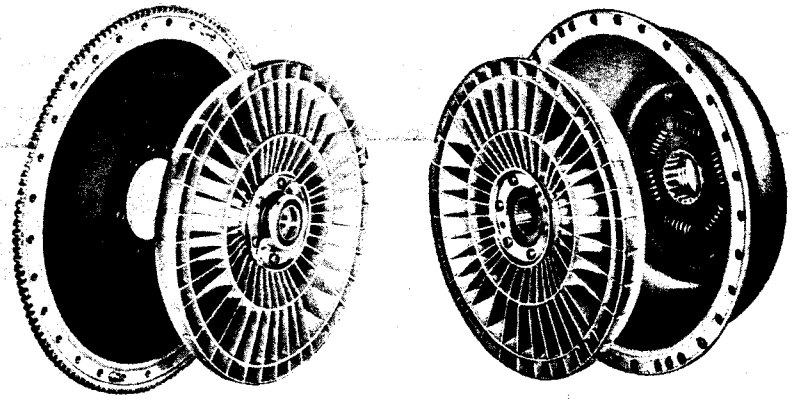
Gone is the familiar task of clutching and gear changing, for all that is needed is pressure on the accelerator and the Cadillac automatically goes through four gear ratio changes—changes that occur at the precise instant for best performance. More than a dozen operations of clutch pedal, gearshift lever and accelerator have been eliminated every time the Hydra-Matic Cadillac is accelerated from a standing start.



The planetary gears and main transmission shaft which have been removed from housing.

The advantages of Hydra-Matic operation are clearly apparent to the driver whether in slow, heavy traffic or cruising along the open highway. With Hydra-Matic, the driver can relax and smoothly and effortlessly maintain perfect car control, using only accelerator and brake pedal, for Hydra-Matic eliminates guesswork. Proper gear ratio is automatically selected to meet the power required of the engine and the car speed.

Driving and driven members of fluid coupling removed from casing and opened to show vane structure.



FACTS AND FIGURES

Ratio changes in Hydra-Matic are made as follows:

"DR" RANGE "UP-SHIFTS"

Ratio	M.P.H. Minimum Throttle	M.P.H. Full Throttle
1st to 2nd	5-7	11-15
2nd to 3rd	11-14	29-37
3rd to 4th	17-19	61-69

"LO" RANGE "UP-SHIFTS"

1st to 2nd	11-15	23-28

"DR" RANGE "DOWN-SHIFTS" (test made on up-grade)

4th to 3rd	12-15	55-63
3rd to 2nd	....	11-13
3rd to 1st	3-7	....
2nd to 1st	....	6-9

"LO" RANGE "DOWN-SHIFTS" (test made on up-grade)

4th to 2nd	42-50	....
2nd to 1st	5-9	12-15

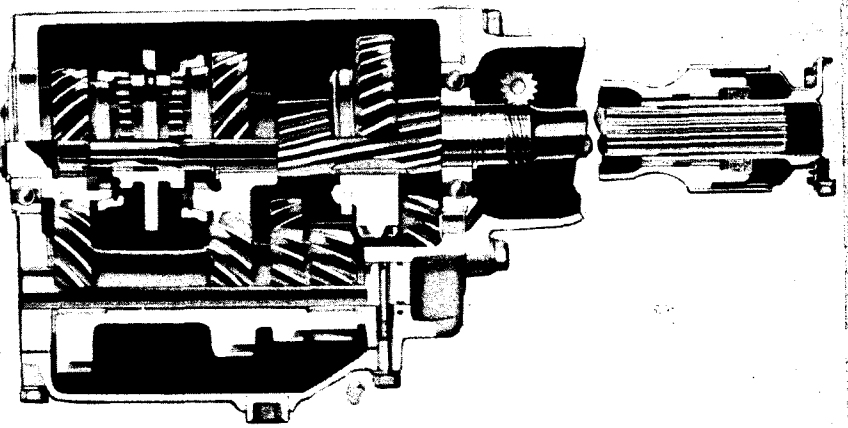
Note: Miles per hour at which shift is made is dependent on throttle opening. Actually no gears shift. Term used for clarity of meaning only.

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

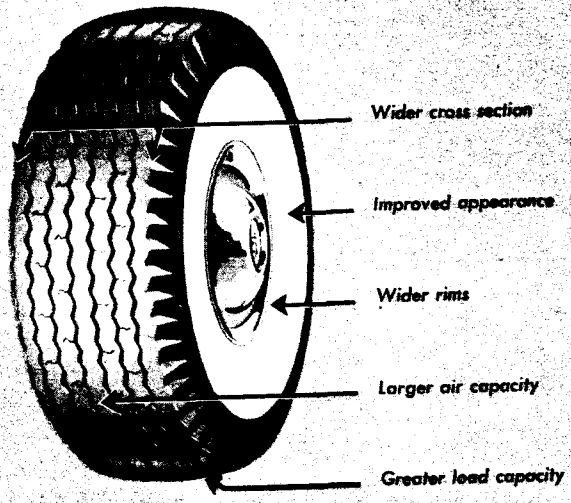
TRANSMISSION AND CAR RATIOS

		Over-all Reduction			Over-all Reduction	
	Transmission Ratios	With 3.77 Axle	With 4.27 Axle	Transmission Ratios	With 3.36 Axle	With 3.77 Axle
Low	2.39	9.00	10.20	3.819	12.83	14.40
Second	1.53	5.76	6.63	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 SYNCHRO-MESH TRANSMISSION

A synchronizing mechanism which contains two cone-type friction clutches, one for second and the other for high gear, gives the Synchro-Mesh transmission its name. Simplicity of design and construction, plus durability and high operating efficiency, characterize this transmission. When gears are shifted, this mechanism serves as a brake to equalize 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 main shaft and needle roller bearings on the countershaft. The shift lever is located conveniently to the hand and its short throw eliminates the possibility of any obstruction of instrument vision.



DELUXE LOW PRESSURE TIRES

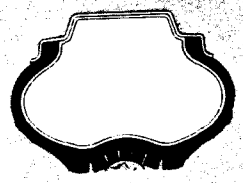
For maximum comfort, safety and economy, Cadillac series 61, 62 and 60 Special are equipped with extra-low-pressure tires. They have an 8.20" cross section, are mounted on 6" wheel rims and are designed to carry 24 pounds of air. The flexibility of these tires enables them to "absorb" rather than bounce over road irregularities, thus giving a smoother, more comfortable ride.

ADVANTAGES

Softer, smoother, "jiggle-free" ride. Better traction and road stability. Less driving fatigue. Easy steering. Cooler-running. Less impact damage because low pressure absorbs road shock. Keeps car young; fewer repair bills, fewer rattles, fewer squeaks, quiet operation at all speeds. Increased tire mileage.

GREATER FLEXIBILITY GIVES SOFTER RIDING ACTION

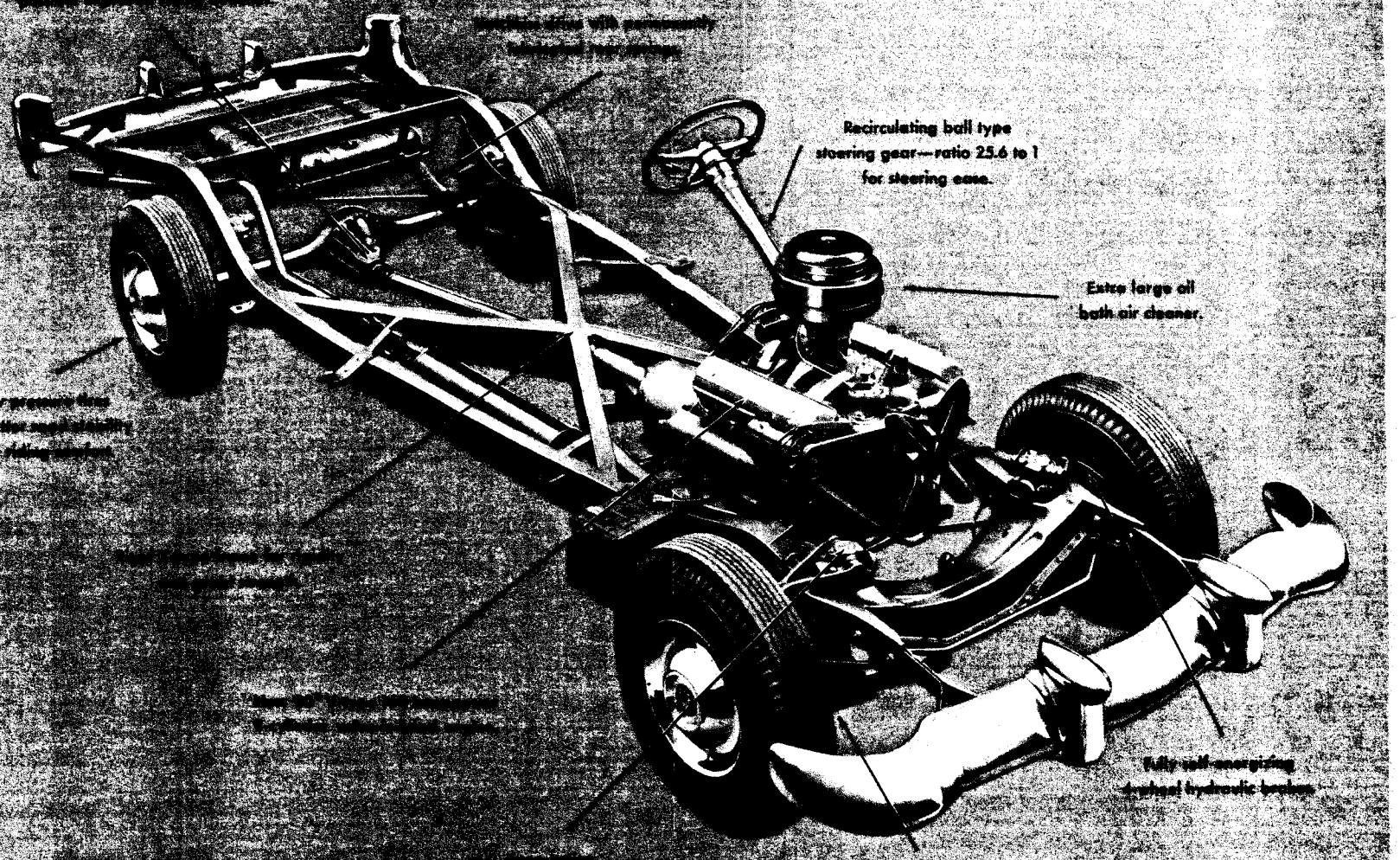
NOTE how regular tire tends to jump when striking obstacles in road.



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

DETAILED CHASSIS SPECIFICATIONS

FEATURES OF DESIGN AND CONSTRUCTION OF CHASSIS



DETAILED SPECIFICATIONS

INDEX

Body	Series 61	62	60S	75
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

SEDAN DIMENSIONS: (Based on New Approved G.M. Dimensioning System)

Headroom—Front	36¼"	36¼"	36¼"	36¾"
Rear	35⅜"	35⅜"	35⅜"	35⅜"
Legroom —Front	42¼"	42¼"	42¼"	42"
Rear	39¼"	39¼"	39¼"	48¼"
Seat width—Front				
Hip	63¾"	63¾"	63¾"	60⅜"
Shoulder	56½"	56½"	56½"	56¾"
Seat width—Rear				
Hip	52½"	52½"	55¾"	50¼"
Shoulder	56¼"	56¼"	56¼"	57⁹⁄₁₆"
Ground to door sill	13¹³⁄₁₆"	13¹³⁄₁₆"	13¹³⁄₁₆"	16⅜"
Overall length—				
Bumper to bumper	215¹⁄₁₆"	215¹⁄₁₆"	226²⁵⁄₃₂"	225¹³⁄₁₆"
Overall width—Front	75⅞"	75⅞"	75⅞"	75¹⁄₁₆"
Rear	78¹⁵⁄₁₆"	78¹⁵⁄₁₆"	78³⁄₁₆"	82⁵⁄₁₆"

Frame	Series 61, 62, 60S	75
Frame, make	A. O. SMITH	A. O. SMITH
Frame, type	Girder	Girder
Frame depth, maximum	6⅝"	7⅞"
Frame thickness, maximum	⁹⁄₆₄" ("60S"—⁵⁄₃₂")	⁵⁄₃₂"
Flange width, maximum	2"	2¼"

Front End Suspension

Front suspension, make	Own
Front suspension, type	Forked arms
Forked arm bearings, type	Threaded
Kingpin upper bearing, type	Bronze bushing
Kingpin lower bearing, type	Bronze bushing
Front wheel inner bearing, make and type	N. D. Ball
Front wheel outer bearing, make and type	N. D. Ball
Front spring, type	Helical coil
Front spring, material	G.M. #9260 steel
Knee-Action coils	Enclosed by frame sidebars
Caster angle	Neg. ½° to Pos. ½°
Camber angle	−⅜° to +⅜°
Crosswide inclination of kingpin, degrees	5° 51′ at 0° Camber
Shock absorber, type	End to end discharge
Front stabilizer	Torsion rod

Rear Axle & Rear End Suspension

Rear axle, make	Own	
Rear axle, type	Semi-floating	
Minimum road clearance under center of rear axle, tires inflated	8"	9"
Differential gear, make	Own	

DETAILED SPECIFICATIONS
Continued

Rear Axle & Rear End Suspension—Continued	Series 61, 62, 60S	75
Rear axle		
Oil capacity	5 pints	
Grade recommended:		
S.A.E. viscosity	90 hypoid	
Type of final gearing	Hypoid	
Gear ratio:		
Standard	3.77	4.27
Hyd. Trans.	3.36	3.77
No. of teeth in ring gear (Std.)	49	47
No. of teeth in pinion (Std.)	13	11
Pinion adjustment	None	
Pinion bearing adjustment	None (Preloaded)	
Are pinion bearings in sleeve?	No	
Backlash between pinion and ring gear	.003-.010"	
Rear axle pinion shaft		
Front bearing, type	Tapered roller	
Rear bearing, type	Tapered roller	
Differential bearing,		
Right, type	Tapered roller	
Left, type	Tapered roller	
Universal, make	Mechanics	
Model	#3-C	
Type	Needle bearing	
Universal joints, lubricated	Permanently	
Drive & torque taken through	Rear springs	
Rear wheel bearing, make and type	N. D. Ball	
Spring leaves lubricated with	Wax impregnated liners	
Spring bushings, type	Rubber	
Stabilizers	Front and rear	
Rear Springs:		
Type	Semi-elliptic	
Material	G.M. #9260 steel	
Length	54½"	56½"
Width	2"	
No. of leaves	8 60S—9	10
Shackles, type	Compression link	

DETAILED SPECIFICATIONS
Continued

Rear Axle & Rear End Suspension—Continued	Series 61, 62, 60S	75
Rear spring shackle bolt,		
Upper	Rubber mounted	
Lower	Rubber mounted	
Shock Absorbers, type	End to end discharge	
Rear stabilizers	Cross link	
Brakes		
No. of complete brakes	4	
Foot brakes:		
Make and type	Bendix-Hydraulic	
Total area	220 sq. in.	233 sq. in.
Braking ratio:		
Front	55.8%	
Rear	44.2%	
Vacuum booster	None	
Brake lining, molded or woven	Molded	
Brake drum material	Composite	
Front brake drum diameter	12"	
Front brake drum, internal or external	Internal	
Front brake lining, length per wheel:		
Forward shoe	11 7/32"	
Reverse shoe	12 31/32"	
Total	24½"	
Front brake lining width	2¼"	
Front brake lining thickness	3/16"	
Front brake clearance	.007-.010"	
Rear brake drum diam.	12"	
Rear brake drum, internal or external	Internal	

DETAILED SPECIFICATIONS
Continued

Brakes—Continued	Series 61, 62, 60S	75
Rear brake lining, length per wheel:		
Forward Shoe	11 17/32"	
Reverse Shoe	12 31/32"	
Total	24½"	
Rear brake lining width	2¼"	2½"
Rear brake lining thickness	3/16"	
Rear brake clearance	.007-.010"	
Hand brake location	Left side of dash	
Hand brake lever operates on	Rear service brakes	

Engine

No. of cylinders	8	
Engine make	Own	
Engine model	49-61, 49-62, 49-60S	49-75
Cylinder arrangement	90° V-type	
Numbering arrangement:		
Left cylinder	1-3-5-7	
Right cylinder	2-4-6-8	
Piston displacement	331 cu. in.	
Taxable horsepower	46.5	
Maximum brake horsepower at R.P.M.	160—3800	
Standard compression ratio	7.5 to 1	
Standard compression pressure lbs/sq. in.	194 at 1000 R.P.M.	
Bore and stroke	3 13/16" x 3⅝"	
First serial number	61 —496100000 62 —496200000 60S—496000000	497500000
Serial number location	Upper right corner on front face of right hand block—numbered at right angles to crankshaft	
Main bearing:		
Make and type	Moraine Durex	
Poured, spun or separate	Separate (precision inserts)	
Clearance	.0015"-.0025"	

DETAILED SPECIFICATIONS
Continued

Engine—Continued	Series 61, 62, 60S	75
No. 1 main bearing journal, diameter and length	2½" x 1"	
No. 2, 3, 4 main bearing journal, diameter and length	2½" x 1¼"	
No. 5 main bearing journal, diameter and length	2½" x 1⅞"	
Crankpin journal, diameter and length	2¼" x 2"	
Main bearings	5	
Which main bearing takes thrust?	Rear (No. 5)	
Vibration dampener	Torsional	
Torsional vibration, dampener type	Laminated springs	
Crankshaft counterweights	6	
Crankshaft end play	.001"-.005"	
Clutch pilot bearing:		
Make and type	Moraine Durex	
Piston material	Aluminum alloy	
Piston features	T-T-slot Sannate-treated finish	
Piston weight, lbs.:		
Without rings, pin or locking rings	1.206	
With rings, pin or locking rings	1.691	
Piston length	3 15/16"	
Piston clearance	.0019"-.0023"	
No. of rings per piston:		
Compression	2	
Oil	1	
Wrist pin length	2¾"	
Wrist pin diameter	1"	
Is wrist pin locked in piston or floating?	Floating	
Wrist pin clearance	.00005"-.0001" at 70°F.	
Wrist pin hole finish	Diamond bore in rod, bear-ingized stannite-plate in piston	

DETAILED SPECIFICATIONS
Continued

Engine—Continued	Series 61, 62, 60S 75
Connecting rod:	
Length, center to center	6⅝"
Material	#1035 steel
Weight, including bearings	1.649 lbs.
Connecting rod bearing:	
Make and type	Moraine Durex
Poured, spun or separate	Separate (precision insert)
Clearance	.001"-.0035"
Connecting rod end play	.008"-.014" (total for two rods)
Rods and pistons removed from	Above
Oil reservoir capacity	5 qts.
Oil pump, type	Helical gear
Normal oil pressure lbs. at M.P.H.	35 lbs. at 30 M.P.H.
Pressure at which relief valve opens	40 lbs.
Type of oil drain	Threaded plug
Oil reservoir gauge, type	Dip stick
Engine lubrication:	
Lubricating system, type	Pressure
Valve lifter lubrication	Pressure
Main bearing, lubrication	Pressure
Connecting rod bearing lubrication	Pressure
Wrist pin, lubrication	Splash
Camshaft bearing, lubrication	Pressure
Timing gear, lubrication	Positive
Crankcase ventilation	Road draft type
Cooling system capacity	18 quarts
Accessory drive belt (fan, pump and generator):	
Type	Wedge type Vee
Width, maximum	.380"
Length (outside circumference)	57"
Fan blades	4
Coolant circulation, type	Pump
Water pump, type	Centrifugal—dual outlet

5

DETAILED SPECIFICATIONS
Continued

Engine—Continued	Series 61, 62, 60S 75
Blocking thermostat, make, control and type	Fulton Sylphon or Dole Vernatherm
Carburetor, make	Carter
Size	1¼"
Type	Plain tube
Up or down draft	Down draft
Single or dual	Dual
Heat adjustment	None
Automatic choke:	
Make	Carter
Type	Thermostatic
Air cleaner and intake silencer:	
Make	A.C.
Type	Concentric
Fuel feed type	Camshaft pump
Engine mounted on	Vulcanized synthetic rubber
No. of points of suspension:	
Front	2
Rear	1
Timing chain:	
Type	Side guide
Make	Link belt
Model	57 TCE—11
Length	23"
Number of links	46
Width	11/16"
Pitch	.500"
Adjustment	None
Valve arrangement	Over-head
Valve timing:	
Intake opens	15° B.T.D.C. at .001 cam-lift
Intake closes	73° 7' A.B.C. at .001 cam-lift
Exhaust opens	49° B.B.C. at .001 cam-lift
Exhaust closes	39° 7' A.T.C. at .001 cam-lift
Cylinder head material	Cast iron, G.M. 13M

DETAILED SPECIFICATIONS
Continued

Engine—Continued — **Series 61, 62, 60S** — **75**

Intake valve:	
Actual overall diameter of head	1.750″
Angle of seat	45°
Seat insert	None
Cooled by	Directed water circulation
Stem clearance	.0005″-.0025″
Lift	.330″
Spring pressure and length:	
Valve closed	60 lbs.—1.696″
Valve open	135 lbs.—1.366″
Exhaust valve:	
Actual overall diameter of head	1.4375″
Angle of seat	45°
Seat insert	None
Cooled by	Directed water circulation
Stem clearance	.0015″-.0035″
Lift	.330″
Spring pressure and length:	
Valve closed	60 lbs.—1.696″
Valve open	135 lbs.—1.366″
Tappet clearance, adjustment	Automatic
Camshaft	Cast iron alloy

Engine, Electrical

Generator:	
Make	Delco-Remy
Number	#1102700
Type	Current and voltage regulated
Voltage at cut-out closing	6.2-6.5
Amperes to open cut-out	0 to 3
Generator normal charging rate	40 amps. peak. Due to voltage regulation actual charging rate is controlled by state of charge of battery

DETAILED SPECIFICATIONS
Continued

Engine, Electrical—Continued — **Series 61, 62, 60S** — **75**

Peak charging speed	27 M.P.H. up
Generator ventilation	Forced air
Generator:	
Commutator end bearing	
Type	Bronze bushing
Size	9/16″ x 3/4″ x 3/4″
Drive end bearing:	
Make and type	N. D. Ball
Number	#954378
Starter motor:	
Make	Delco-Remy
Number	#1107945—4 pole
Drive	Solenoid shifted gear
Automatic starting device	Delco-Remy push button
Starter motor:	
Commutator end bearing:	
Type	Durex bushing
Size	3/4″ x 5/8″ x 9/16″
Drive end bearing:	
Type	Bronze bushing
Size	3/4″ x 13/16″ x 23/32″
Outboard bearing:	
Type	Durex bushing
Size	9/16″ x 5/8″ x 3/4″
Starting motor pinion meshes with flywheel	Front
Flywheel teeth, integral or steel ring	Steel ring
Gear ratio between starter armature and flywheel	16.1 to 1
Spark advance	Centrifugal and vacuum
Ignition unit:	
Make	Delco-Remy
Number	#1110812
Manual advance	None
Maximum centrifugal advance	36° crankshaft

DETAILED SPECIFICATIONS
Continued

Engine, Electrical—Continued	Series 61, 62, 60S	75
Vacuum advance	22° *crankshaft*	
Distributor breaker gap	.0125"-.0175"	
Initial spark advance	0°-5° B.T.C.	
Firing order	1-8-4-3-6-5-7-2	
Ignition coil:		
Make	Delco-Remy	
Number	#1115380	
Amperage draw of coil:		
With engine stopped	4.5 to 5.5	
With engine idling	2 to 3	
Spark plug:		
Make	A.C.	
Model	48	
Thread	14 mm.	
Gap	.035"	

Engine-Clutch

Clutch:		
Make	Long Mfg.	
Operated, dry or in oil	Dry	
No. of clutch driven discs	1	
Vibration insulator or neutralizer	Coil spring type	
Clutch facing material	Woven	
Area	96.16 sq. in.	103.4 sq. in.
Inside dia.	7"	
Outside dia.	10½"	11"
Thickness	.137"	
No. of facings required	2	
Clutch throwout bearing:		
Make	Bearings Co. of America	
Type	Ball	
Number	CTDS—56	

DETAILED SPECIFICATIONS
Continued

Transmission—(Standard)	Series 61, 62, 60S	75
No. of forward speeds	3	
Control on steering column	Manual	
Transmission, make	Own	
Gear ratio in high	Direct drive	
Gear ratio in second	1.53 to 1	
Gear ratio in low and reverse	2.39 to 1	
Type of gears:		
First and reverse	Sliding—helical	
Second	*Constant mesh—helical*	
Synchronous meshing second and third gears?	Yes	
Transmission oil capacity	3.75 pints	
Transmission oil grade recommended, S.A.E. viscosity	S.A.E. 90 E.P.	
Transmission main shaft front pilot bearing, make and type	Hyatt roller	
Number	#1294780	
Transmission main shaft intermediate bearing, make and type	N. D. Ball	
Transmission main shaft rear bearing, type	Steel-backed babbitt	
Transmission countershaft front bearing, type	Needle bearing	
Transmission countershaft rear bearing, type	Needle bearing	
Transmission reverse idler bearing, type	Steel-backed babbitt	

Fuel Tank and Exhaust System

Gasoline tank, capacity	20 gals.
Muffler, type	3 pass

DETAILED SPECIFICATIONS
Continued

Steering Mechanism	Series 61, 62, 60S	75
Steering gear:		
Type	Recirculating ball	
Make	Saginaw	
Over-all steering ratio	25.6—1	
Car turning radius (outside) bumper to bumper sweep	23.39′ ("60S"—24.29′)	24.4′
Camber angle	−⅜° to +⅜°	
Toe-in inches	½″ to ⅜″	
Wheels & Tires		
Tire:		
Make	U.S. Royal—Firestone and Goodrich	
Size	8.20 x 15	7.50 x 16
No. of plys	4	6
Inflation pressure:		
Front	24 lbs.	24 lbs.
Rear	24 lbs.	32 lbs.
Wheels:		
Type	Slotted disc	
Make	Kelsey Hayes	
Rim, diameter	15″	16″
Rim, width	6.00″	5.00″
Tread:		
Front	59″	58½″
Rear	63″	62½″
Wheelbase	126″ ("60S"—133″)	136¼″
Chassis Electrical System, Instruments & Instrument Panel		
Battery:		
Make	Delco K4W	
Number of plates	17	
Capacity (amp. hrs.)	115	

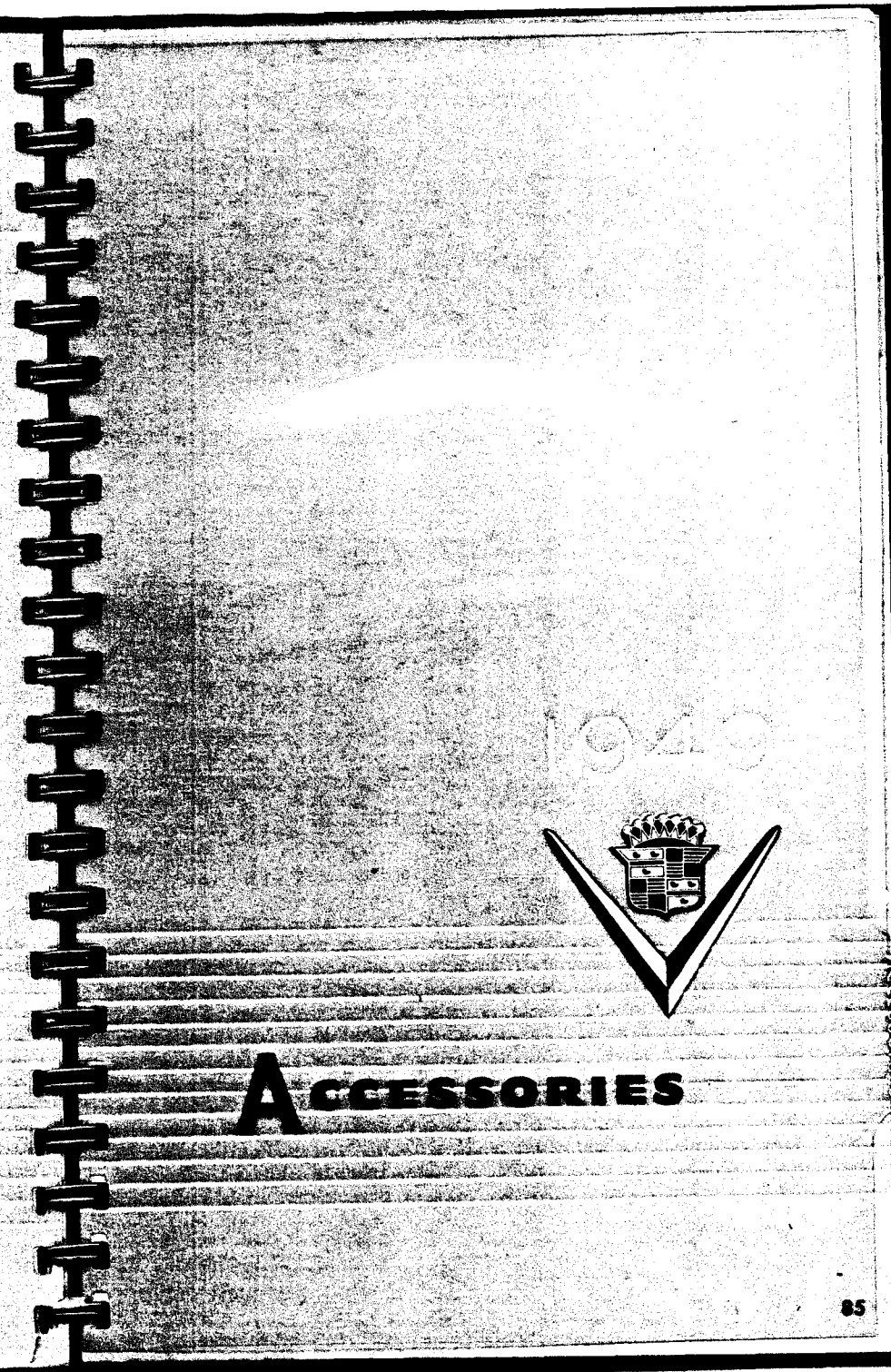
DETAILED SPECIFICATIONS
Continued

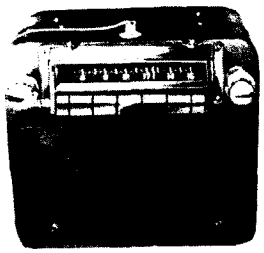
Chassis Electrical System, Instruments & Instrument Panel—Continued	Series 61, 62, 60S	75
Battery bench charging rate:		
Start	10	
Finish	8	
Which battery terminal is grounded?	Negative	
Location of battery	Under hood, outside right frame sidebar	
Headlight, make	Guide sealed beam	
Headlight cover glass, dia.	6 11/16″	
Parking light, make	Guide	
Tail light, make	Guide	
Lighting switch, make	Delco-Remy	
How are headlights dimmed?	Depressed beam—foot switch	
Horn:		
Make	Delco-Remy	
Type	Airtone	
Amperage draw of horns	Low note 21 High note 19	
Radiator		
Radiator core:		
Make	Harrison	
Type	Tube and fin	
Cooling capacity	18 qts.	

Miscellaneous Final Assembly Items	All Series
Car lifting device, jack	Bumper type
Engine lubrication, type	Pressure
Chassis lubrication, type	High pressure
Axle lubrication, type	Splash
Transmission lubrication, type	Splash

DETAILED SPECIFICATIONS
Continued

Capacities and Grades	All Series
Engine oil	5 qts.
Recommended viscosity	Lowest temperature +32°F. 20W or S.A.E. 20 +10°F. 20W −10°F. 10W Below −10°F. 10W and 10% Kerosene or 5W
Drain	2000 miles (after initial 500 mile change)
Rear axle oil	5 pints
Recommended viscosity	90 hypoid
Transmission oil	3.75 pints
Recommended viscosity	S.A.E. 90 E.P.
Cooling system—water	18 qts.
Gasoline	20 gals.

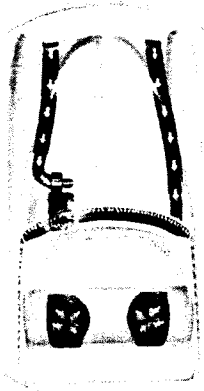




Telescopic antenna is vacuum operated by pushing in or pulling out volume control knob while engine is running.

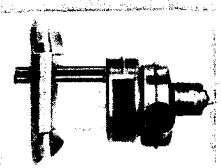
Front Compartment Radio—With elliptical speaker, offers fine reception under all conditions. Station selectors are set by using the push-pull lock-up tuner. Control knobs and illuminated dial are redesigned to match the clock and instrument dials.

Rear Compartment Radio—for the Fleetwood 75 models only. This remote control, rear compartment radio gives fine reception and selectivity. A rear compartment speaker mounted on the package shelf, together with vacuum antenna, add to motoring pleasure.

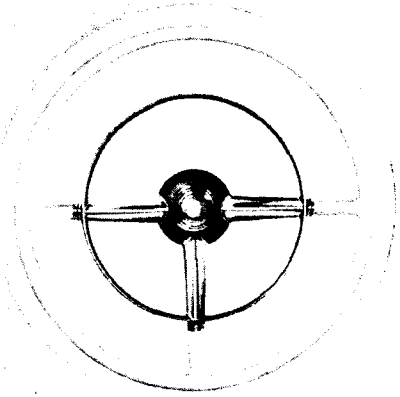


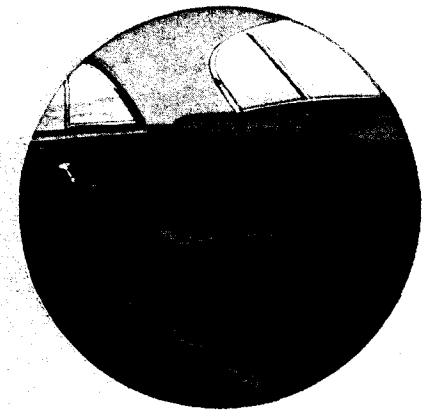
Automatic Heating System—completely new, provides separate control of upper and lower level temperatures. This thermostatically controlled automatic heating system combines two underseat recirculating hot water heaters with a heater-defroster unit. Both windshield and front door glass areas are defrosted.

Automatic controls located on radio grille maintain the desired temperature.



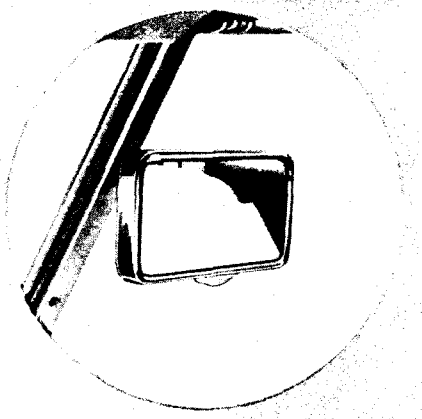
Special Steering Wheel. A new 3-spoke special steering wheel in grey ivory tenite with full horn ring is available as an extra on series 61, 62 and 75 models. The wheel is standard on the 62 convertible, the 60 Special, and the Fleetwood 75's.



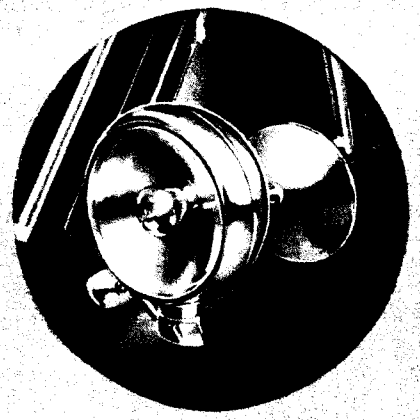


Seat Cover. Again Cadillac offers a wide selection of fine seat covers. Paratwill, illustrated, and sea breeze all mat covers will be available in a variety of patterns and colors.

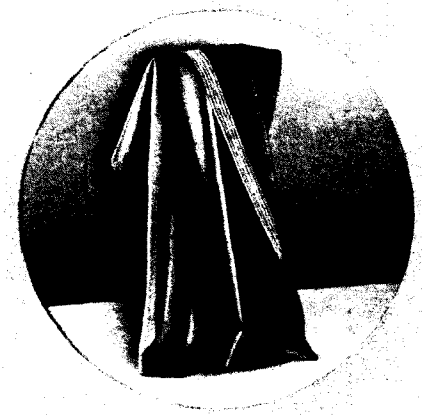
Standard Heater and Defroster. Front compartment passengers will enjoy the new heater designed for use in mild climates. The heater and defroster unit is controlled thermostatically. The defroster outlet is so designed that warm air is blown across the complete windshield width.



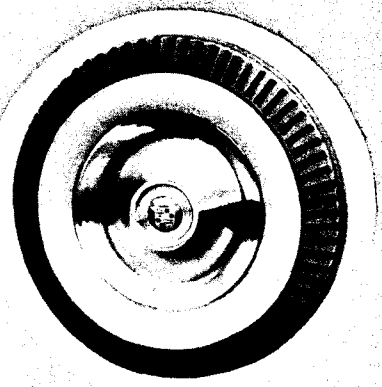
Glare Proof Mirror will be available in 1949. Move the tab to the "Down" position for normal light reflection. To eliminate glare move tab to the "Up" position.



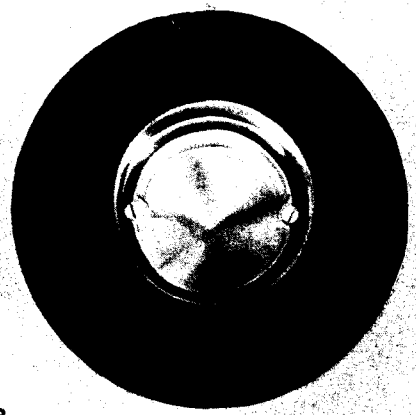
Spotlight is mounted through the door. The spotlight has been designed with a built-in rear view mirror enabling the driver to adjust the mirror from inside the car.



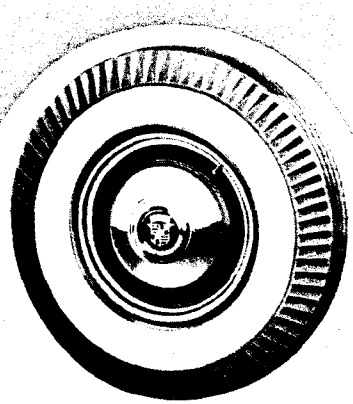
Fleetwood Robe is custom tailored of finest broadcloth and lined with either alpaca or crushed silk.



Wheel Discs completely cover the wheels. The discs which are chrome plated, rust and rattle-proof, add a note of smartness to the exterior appearance.

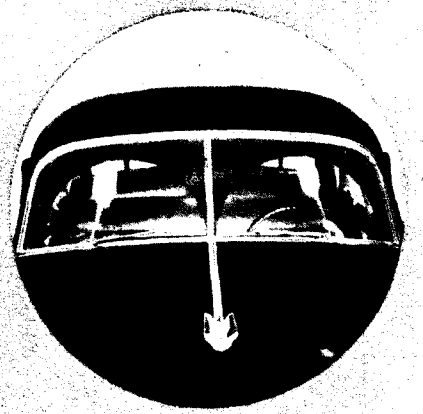


Back-Up Lights which mount flush in the rear deck skirt are installed in pairs. The lights are illuminated when the car is in reverse.

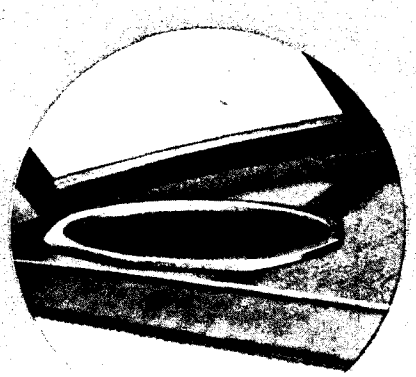


Trim Rings are available for those owners who prefer to contrast bright chrome with wheel colors. The trim rings are stainless steel, heavily chromed.

License Plate Frames enhance the appearance and protect the license plates. Chrome plated, these frames are supplied in pairs.

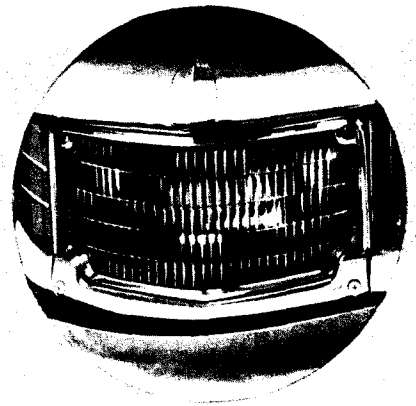


Windshield Washer sprays water on the windshield so that mud or slush may be removed by the windshield wipers. In summer, the tank is filled with water—in winter, a special anti-freeze solution is available.



Rear Speaker designed for use on all models may be installed flush with the package shelf. This rear speaker will add materially to rear seat passenger listening pleasure.

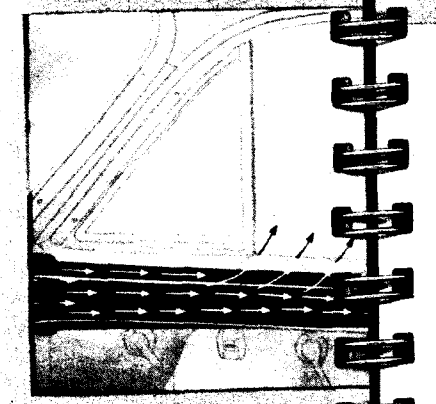
Outside Rear View Mirror is available for installation on either side. It is heavily chrome-plated and designed to harmonize with exterior trim.



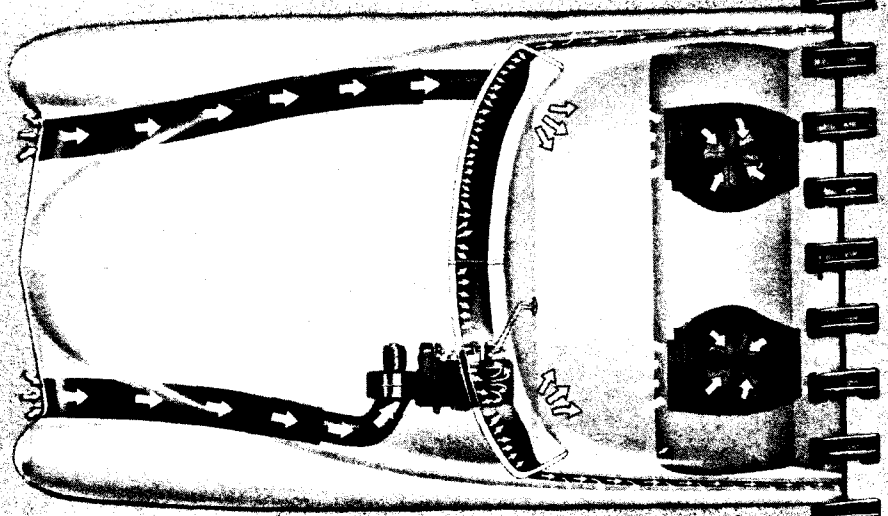
Foglight Combinations incorporate a parking lamp, directional signal and fog light. It is designed to replace the standard parking and direction lights which are recessed in the front fender directly under the headlight.

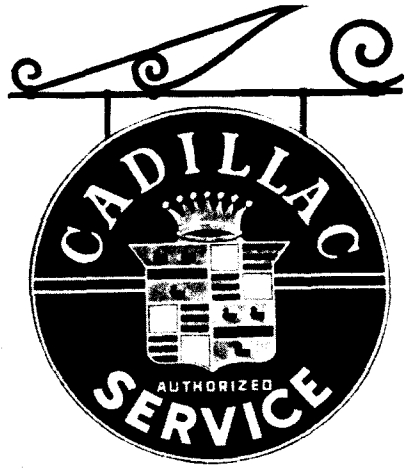
Cadillac Blue Coral for preserving the finish on all Cadillac cars will again be available, as will a selection of body cleaners, metal polishes, cooling system cleaners and inhibitors.

NEW ALL-WEATHER VENTILATING SYSTEM



For 1949, Cadillac has designed and engineered a completely new all-weather ventilating system. It consists of two underseat recirculating hot water heaters for lower area heating and a heater-defroster for upper area heating. Outside air enters through two ducts which run along the sides of the car under the hood. The left side duct feeds the outside air into the inlet of the heater-defroster unit. This outside air is warmed and then forced by blower and impact through the upper area heating ducts. The heated air is blown across the full width of the windshield. For the first time, heated air is blown through ducts extending into the front doors. This air defrosts the windshield and door glass and also circulates heated air into the upper area of the car. Two under-seat heaters and fans heat the lower car area by circulating warm air into both the front and rear compartments. Upper and lower area heating is thermostatically maintained by individually operated manual controls. In summer, air enters the front compartment through both the right and left side ventilating ducts, which may be controlled separately.

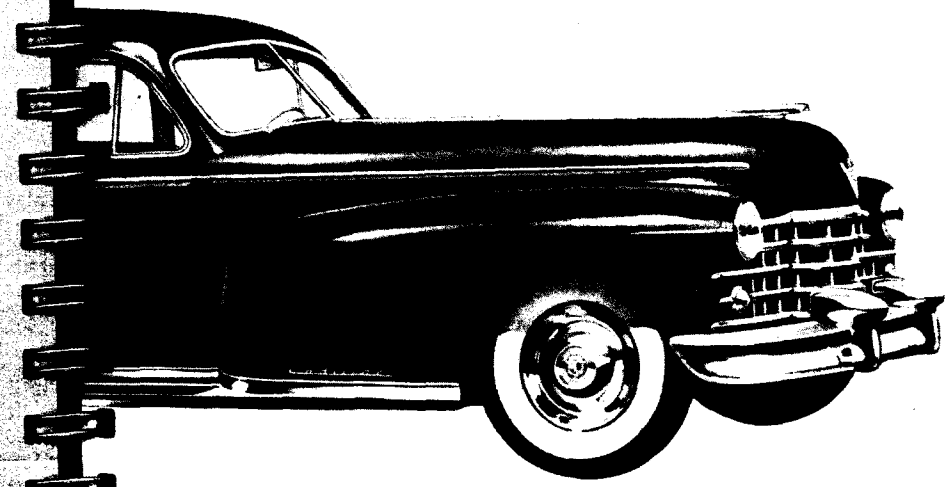




THE CADILLAC SERVICE POLICY

One of the finest dividends of Cadillac ownership is the Cadillac service policy which provides for competent, friendly service everywhere throughout the country. Recognizing its obligation to Cadillac owners, Cadillac has developed a liberal, rigidly enforced service policy which assures every owner certain benefits regardless of the age of his car. It is the obligation of every Cadillac dealer in America to adhere to this policy and to provide genuine Cadillac service performed by competent, trained servicemen using factory-approved equipment. Cadillac believes that at home or on the road, Cadillac owners are entitled to Cadillac care for Cadillac cars.

THE SERIES 75



The Cadillac Fleetwood Series 75 is the ultimate in Cadillac craftsmanship and quality. It is designed for an exacting clientele who can be satisfied with no other car.

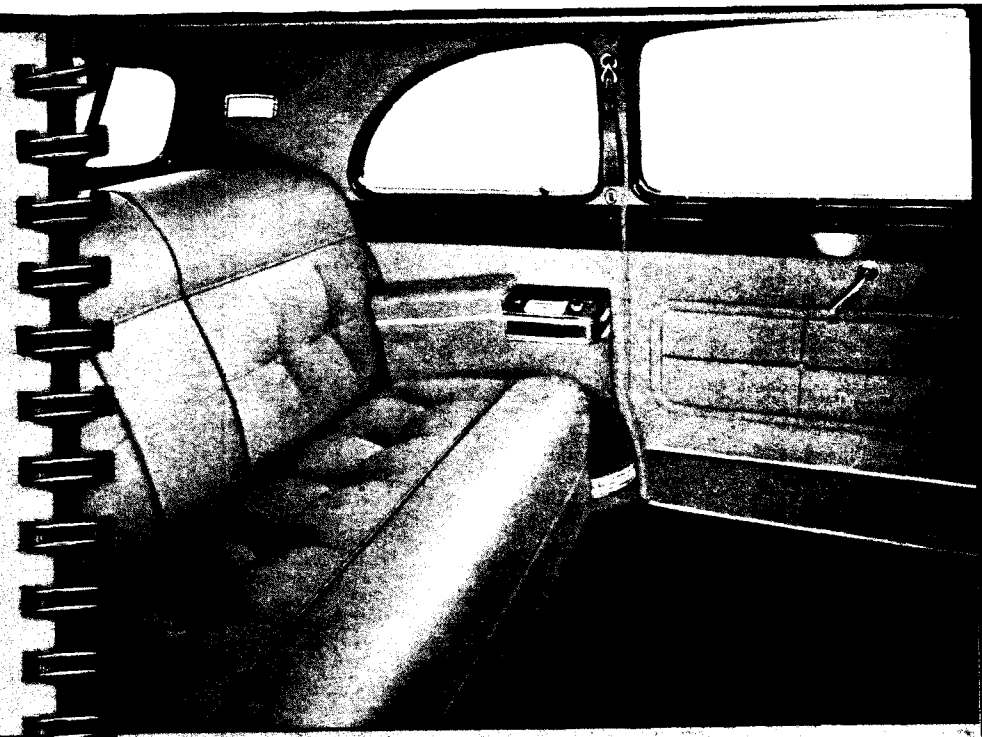
CADILLAC FLEETWOOD *Series 75* SEVEN PASSENGER SEDAN

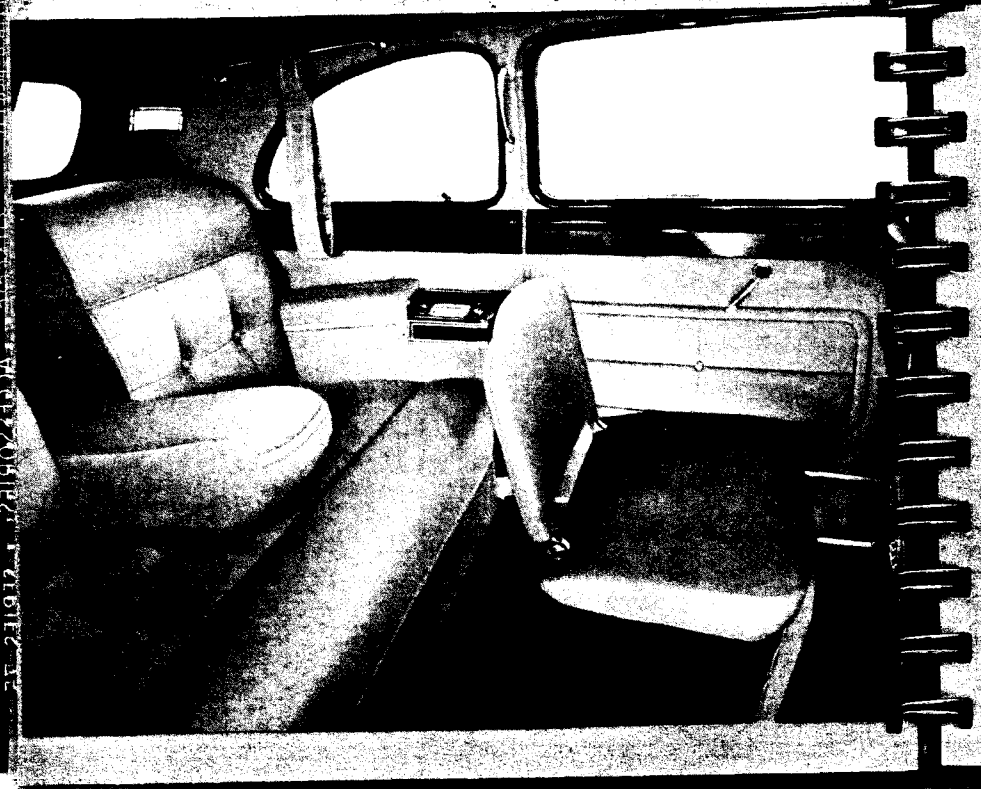
SERIES 75 INTERIORS

Featuring the new instrument panel which is finished in simulated burl walnut, the front compartment of the Series 75 is luxurious in every detail. The seat which is soft and deep may be upholstered in either grey or tan Bedford Cord or Broadcloth or Vogue fabrics. Door panels are divided into four sections which are outlined with cloth risers. Hydraulic window controls for all four door windows are in the driver's door. Each door has separate individual window controls. Front seat adjustment is hydraulically operated.

SERIES 75—7-PASSENGER INTERIOR

The ultimate in luxurious transportation, the Fleetwood 75—7-Passenger sedan is truly a masterpiece of craftsmanship in coach-craft. Wide, roomy seats, richly bolstered and trimmed in fine rich fabrics characterize this fine car. Such features as sling-type arm rests and combination side arm rests containing map pockets, ash receivers and lighters add to passenger comfort. Two large auxiliary seats which fold flush into the front seat back panel are upholstered in the same fine fabrics as the rest of the interior. Hydraulic window controls, dome, corner and door actuated lights, as well as an adjustable folding foot rest are added features of convenience. Available also as a limousine, with a leather upholstered front compartment and hydraulically controlled glass partition.

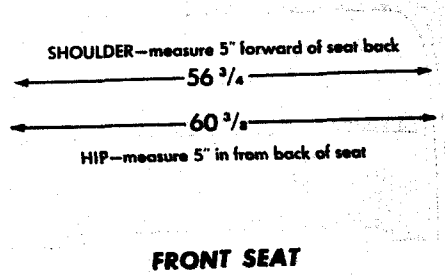




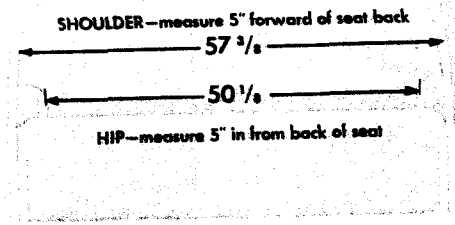
SERIES 75—5-PASSENGER INTERIOR

Distinguished appearance and luxurious appointments characterize the Fleetwood 75—5-passenger sedan. Interior features are styled for a discriminating clientele. Hydraulic window lifts and seat adjustment, combination arm rests and map pockets, electric clock, adjustable foot rest, dome, corner and door actuated floor lights are among the many features to be found in this magnificent car. Upholstery fabrics are available in Vogue cloth, Bedford cord or Broadcloth in either grey or tan. Door and window moldings are in burled walnut finish. Seats are soft and wide with a folding center arm rest and are trimmed in sections.

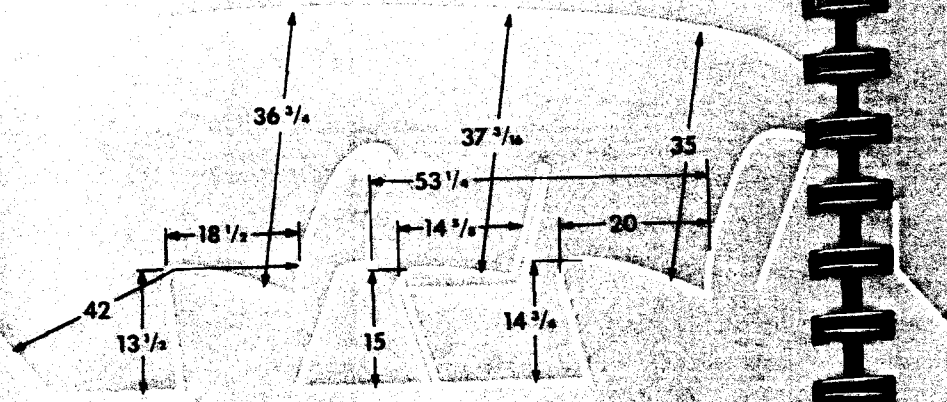
SERIES 75 7-PASSENGER SEDAN DIMENSIONS



FRONT SEAT

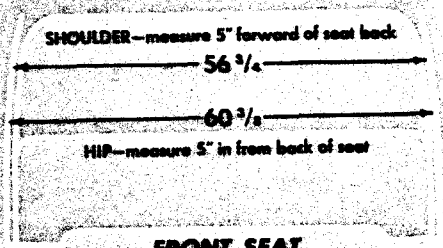


REAR SEAT

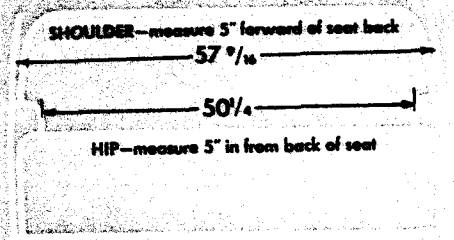


SIDE VIEW

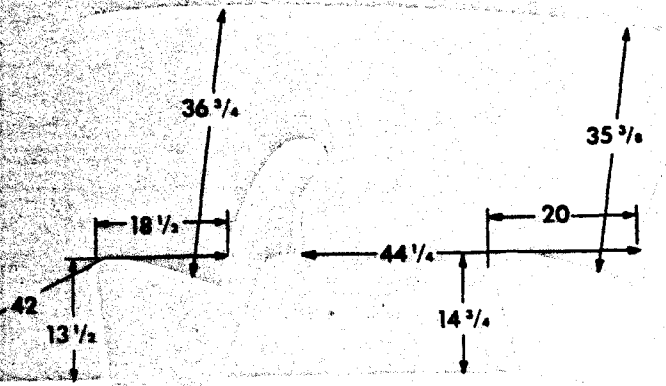
SERIES 75 5-PASSENGER SEDAN DIMENSIONS



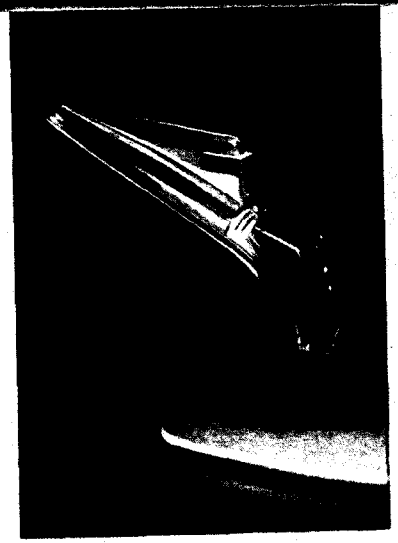
FRONT SEAT



REAR SEAT

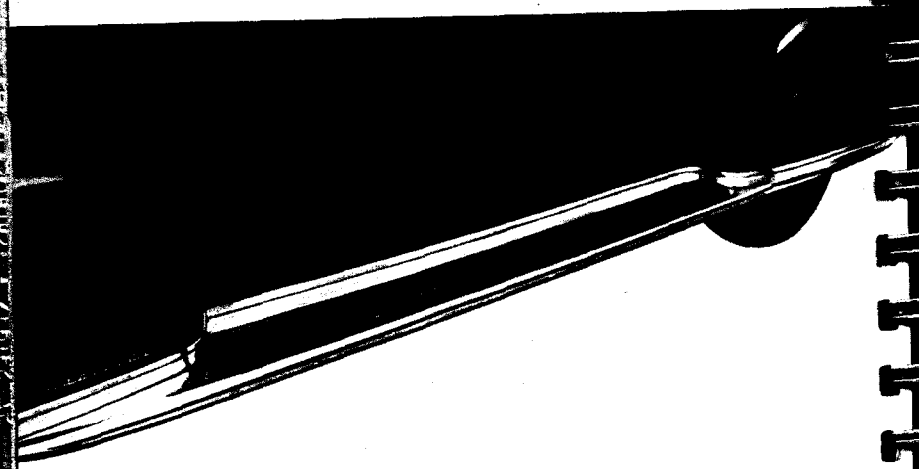


SIDE VIEW



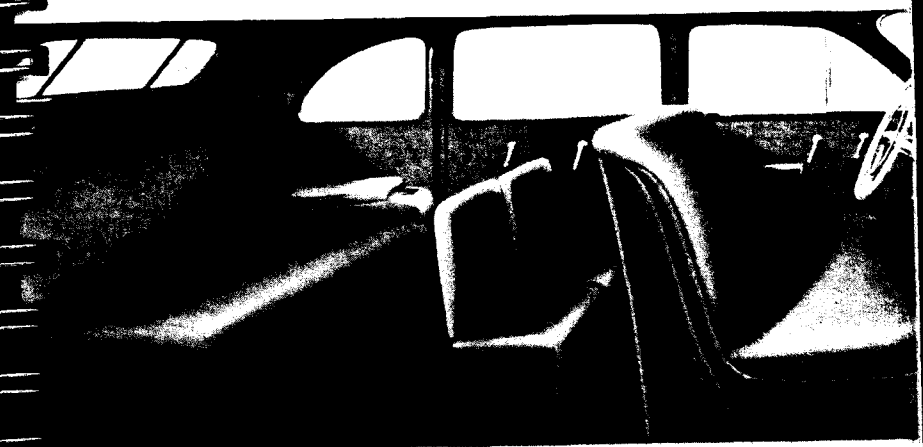
Tail Lamps on the Series 75 are one of its distinguishing characteristics. Recessed into the rear fenders, they are mounted at the base of a long chrome fin which bears a red reflector.

Running Boards which are trimmed in satin-finish chrome extend from the front to the rear fenders. As a contribution to convenience and safety they are covered with rubber.



CADILLAC COMMERCIAL CARS

Cadillac-Fleetwood styling and quality are offered in two 75 series 9-passenger commercial cars especially appointed for livery use and for members of the funeral profession. The sedan is trimmed with tan Bedford cord on seats, seat backs and door panels. Both arm rests contain slash pockets and ash receivers. Other features include assist handles, curtains for all rear compartment windows, chrome and gold hardware, straight grain window molding and moss-tread floor carpets. Two auxiliary seats are folded into front seat back. When opened, they form a full-width three-passenger seat. Trimmed in tan Bedford cord, the seats are both comfortable and practical. In addition to the 9-passenger sedan, a 9-passenger limousine is also available. This model is similarly trimmed in the rear compartment, while the front compartment is leather throughout, with instrument panel, window moldings and door finish moldings painted black.



SERIES 75 DETAILED SPECIFICATIONS

ENGINE: Cadillac precision-built 90° V-type 8 design, valve-in-head, bore 3 13/16, stroke 3 5/8, displacement 331 cu. in. Engine mounted in rubber at three points. Taxable horsepower 46.5—brake horsepower 160 at 3,800 r.p.m.

PISTONS: Lightweight T-T slotted, precision-manufactured to Cadillac quality standards. Surface Sannate-treated to prevent scuffing. Pistons fitted with two compression rings and one oil ring which are surface treated with phosphate coating 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 20 gallons.

GENERATOR: New high capacity 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 3 planetary gear units and a fluid coupling—thus eliminating clutch and need for manual shifting; entire operation fully automatic.

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

DIRECTIONAL SIGNALS: Indicate 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 proved by eleven years' use and millions of miles of testing.

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

BRAKES: 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 with standard transmission.

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

FRAME: Rigid frame, X-type, with deep X-member junction and reinforced side members. Maximum depth 7⅞", flange width, 2¼"; thickness, ⅛".

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 rustproofing paint.

WHEELBASE: 136¼".

TREAD: Front, 58½"; rear 62½".

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

CADILLAC MILESTONES—1902-1948

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"	

CADILLAC MILESTONES—1902-1948

Year	Total Production	Type of Cars Produced	List Price (Typical Car)	Wheelbase	Milestones
1915	13,959	V-8 "53"	$3,585	132"	First to use Thermostatic Carburetor Control during entire year.
1916	18,006	V-8 "53"	3,250	132"	Cadillac becomes "Division of General Motors."
1917	18,803	V-8 "55"	3,110	132"	Cadillac adopted as Standard Officers' car by U. S. Army after grueling 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	20,478	V-8 "57"	4,090	125"	
1920	19,428	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	8,250	V-8 "59"	4,950	132"	
1922	24,296	V-8 "61"	4,100	132"	First to use Thermostatic Carburetor Control.
1923	18,707	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	35,837	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	34,037	V-8 "328"	2,495	125"	First to develop and use the Clashless Synchro-mesh Transmission. First to install Security Plate Glass as standard equipment.
		V-8 "341-B"	3,595	140"	
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"	2,395	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"	

CADILLAC MILESTONES—1902-1948

CADILLAC MILESTONES—1902-1948

Year	Total Production	Type of Cars Produced	List Price (Typical Car)	Wheelbase	Milestones
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"	
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.
		V-8 "37-60"	1,660*	124"	
		V-8 "37-65"	$2,090*	131"	at Indianapolis Speedway. Deliveries at retail hit all-time peak in all Cadillac history.
		V-8 "37-70"	2,595*	131"	
		V-8 "37-75"	2,815*	138"	
		V-12 "37-85"	3,535*	138"	
		V-16 "37-90"	7,750*	154"	
1938	24,950	V-8 "38-50"	1,385*	124"	First to create and introduce a practical motor car of advanced styling. First to engineer and build the 135° V-type sixteen-cylinder engine. A majority public recognition of Cadillac Merit and Advanced Progress is definitely established.
		V-8 "38-60"	1,775*	124"	
		V-8 "38-60S"	2,085*	127"	
		V-8 "38-65"	2,285*	132"	
		V-8 "38-75"	3,075*	141"	
		V-16 "38-90"	5,265*	141"	
1939	36,611	V-8 "39-50"	1,320*	120"	First to develop and introduce Controlled-Action, greatest advancement in riding comfort and safety since Knee-Action. More than half of all fine cars sold above $2,000 are Cadillacs.
		V-8 "39-61"	1,680*	126"	
		V-8 "39-60S"	2,090*	127"	
		V-8 "39-75"	2,995*	141"	
		V-16 "39-90"	5,140*	141"	
1940	37,162	V-8 "40-50"	1,320*	123"	First to offer custom car interiors at medium price. First to equip passenger cars with Ball Bearing Steering. First to introduce an *ultra-modern* large, luxurious motor car—The Cadillac Fleetwood 72. During first six months, 1939, Cadillac outsold all makes combined with series having 5 touring sedans priced at or above $1,300.
		V-8 "40-52"	1,440*	123"	
		V-8 "40-62"	1,745*	129"	
		V-8 "40-60S"	2,090*	127"	
		V-8 "40-72"	2,670*	138"	
		V-8 "40-75"	2,995*	141"	
		V-16 "40-90"	5,140*	141"	
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.
		V-8 "42-62"	1,754*	129"	
		V-8 "42-63"	1,882*	126"	

CADILLAC MILESTONES—1902-1948

CADILLAC MILESTONES—1902-1948

Year	Total Production	Type of Cars Produced		List Price (Typical Car)	Wheelbase	Milestones
(Production halted February, 1942)		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"	
1948	52,706 (9 months)	V-8	"48-61"	2,647*	126"	Cadillac presents its greatest engineering achievement in 45 years —the new, compact, better performing, more economical, valve-in-head V-type eight-cylinder engine.
		V-8	"48-62"	2,781*	126"	
		V-8	"48-60S"	3,506*	133"	
		V-8	"48-75"	4,471*	136"	

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

INDEX

he 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 1949 Cadillac Data Book was compiled as of September, 1948 and was printed in U.S.A. The above reservations apply to all pages unless otherwise noted.

PRINTED IN U.S.A. SEPT, 1948

COLORS

CODE	COLOR	WHEEL COLOR
1	BLACK	BLACK
2	TRIUMPH BLUE	TRIUMPH BLUE
3	DARTMOUTH GREEN	DARTMOUTH GREEN
4	TYROLIAN GRAY	VINCENNES RED
5	CYPRESS GREEN	CYPRESS GREEN
6	EL PASO BEIGE	EL PASO BEIGE
9	MADEIRA MAROON	MADEIRA MAROON
10	FRENCH GRAY	VINCENNES RED
12	ARDSLEY GREEN - UPPER CYPRESS GREEN - LOWER	ARDSLEY GREEN
13	KINGSWOOD GRAY - UPPER TYROLIAN GRAY - LOWER	VINCENNES RED
15	VISTA GRAY - UPPER FRENCH GRAY - LOWER	VINCENNES RED
16	LUCERNE GREEN	LUCERNE GREEN
17	CORINTH BLUE	CORINTH BLUE
18	AVALON GRAY	VINCENNES RED
19	FRENCH GRAY - UPPER LUCERNE GREEN - LOWER	LUCERNE GREEN
20	HORIZON BLUE - UPPER TRIUMPH BLUE - LOWER	TRIUMPH BLUE
22	FIESTA IVORY	FIESTA IVORY

UPHOLSTERY

SERIES "61"	SERIES "62"
37 GRAY CORD	40 GRAY BROADCLOTH
38 TAN CORD	41 GRAY CORD
	42 TAN BROADCLOTH
	43 TAN CORD

SERIES "60"	SERIES "75"
44 GRAY BROADCLOTH	81 TAN BROADCLOTH VOGUE
45 GRAY CORD	82 TAN CORD
46 TAN BROADCLOTH	83 TAN BROADCLOTH
47 TAN CORD	85 GRAY BROADCLOTH VOGUE
48 GREEN BROADCLOTH	86 GRAY CORD
49 GREEN CORD	87 GRAY BROADCLOTH
TO ORDER LEATHER & CLOTH COMB.: ADD "C" TO TRIM.	STYLES 7523L - 7533L 89 TAN CORD ONLY

CONVERTIBLE	COUPE DE VILLE
61 TAN	68 BLUE & GRAY
62 GREEN	69 BROWN & TAN
64 BLUE	
65 RED	
66 BLACK	
1 TAN TOP	
2 BLACK TOP	

CADILLAC MOTOR CAR DIVISION
GENERAL MOTORS CORPORATION
DETROIT 32, MICHIGAN

EQUIPMENT

CODE		GROUPS			PRICE
J	SPECIAL STEERING WHEEL	A	B		19.50
L	LICENSE FRAMES	A	B	C	3.80
M	GLARE-PROOF MIRROR	A	B	C	5.50
Z	WHEEL TRIM RINGS	A			9.50
Y	WHEEL DISCS		B	C	25.00
E	BACK UP LIGHTS		B	C	17.50
P	WINDSHIELD WASHER		B	C	11.00
N	FOG LIGHTS (PAIR)				37.00
X	AUTOMATIC WINDOW REGULATORS				121.65
U	RADIO REAR COMPARTMENT (75)				147.00
	AERIAL REAR (75)				17.00

FOLLOWING NOT AVAILABLE FOR FACTORY INSTALLATION

HEATING SYSTEM STD. (SINGLE UNIT)	55.00
REAR AUXILIARY RADIO SPEAKER	24.85
PLEXIGLAS SUN VISOR	12.50
SPOTLIGHT - LEFT OR RIGHT	29.20
OUTSIDE REAR VIEW MIRROR - LEFT OR RIGHT	6.50
SEAT COVERS - SEA BREEZE	27.00
SEAT COVERS - PARATWILL	68.50
ROBE - CRUSHED SILK PLUSH	65.00
ROBE - ALPACA	75.00
ROBE - DOUBLE CLOTH	100.00
ROBE MONOGRAM	6.50

BODY

GENERAL DESCRIPTION

The 1949 line of Cadillac cars is comprised of 5 different series and 11 body styles, as listed in Section 17. This listing gives arrangements of seats and windows and location of spare tires and luggage space. Chassis for commercial bodies are available in the 49-86 series. Fisher Bodies are used on 49-61 and 49-62 series cars, and Fleetwood bodies on 49-60S and 49-75. The body construction details are shown in Figs. 8 and 9.

All passenger car bodies except Convertible styles, are of all-steel, turret-top construction.

Body trim code number, body style number, body number, and paint combination number are indicated on the body name plate Fig. 10, located on the left side of the cowl just below the hood panel.

All body styles have the Cadillac All-Weather Ventilating system, which comprises two ventilating passages that take air through screened openings in the fender ducts just behind the radiator grille and deliver it to the driving compartment. Air flow can be controlled by the driver by operating two control knobs below the instrument panel. Pulling the knobs out opens the ventilators, pushing them in closes the passages.

All body styles have no-draft ventilation, with pivoting glass panels in the front doors and in the rear doors of sedans. The pivoting ventilators are fitted with small locking bolts to prevent their being forced open.

A two-key locking system is used in all series cars. The front door and ignition locks are operated by the octagon headed ignition key. The glove compartment and trunk lid locks are operated by the round headed trunk lid key. Key numbers are stamped on metal slugs which should be knocked out and destroyed after the numbers have been recorded by the car owner.

The door lock cylinders are mounted below the door handles. Both front doors are fitted with locks on all series.

A safety locking mechanism is attached to the sedan rear door locks. This mechanism is set at the factory in the locked, or free wheeling, position. This means that the remote lock control button must be in the raised position to allow the rear door to be opened by the inside or outside door handles. This mechanism can be adjusted so that the doors can be opened by the inner door handle with the locking rod knob in either the raised or lowered position.

The two piece windshield on all 1949-61, 62, 60S and 86 commercial cars is of the curved type. The windshield on all 1949-75 series cars is of the two piece straight glass type. The rear window on all 1949-61, 62 and 60S Sedans is of the curved type and consists of three sections, right, center and left. The rear window on coupe styles is of the curved one piece type.

The glove box is located on the right hand side of the instrument panel. It is opened by pressing a lock button at the center of the glove box door and lowering door.

The door lock catch assemblies on all 1949 Series cars incorporate a bumper in the lock catch and are installed on the door pillar, using four screws for attachment. The striker plate is located on the body pillar and also functions as a wedge plate.

The door check and hold open Fig. 16 incorporates a pair of springs for counter-balancing which prevent the door from closing against a passenger when entering or leaving the car. These springs also assist in opening the door while the toggle action of the link establishes a definite hold open position. All parts except the support are made up as a complete assembly.

The door weatherstrips on all 1949 Series cars are attached to the doors by 3M weatherstrip cement. On the bottom of the door the weatherstrip is cemented into a groove formed by the inner panel and a continuous retainer welded to the door bottom flange. The scalloped edge of the retainer is crimped over the lower lip of the weatherstrip after cementing for added security. The front door weatherstrips on the four door styles are in three sections and the rear door weatherstrips are in four sections. Drain slots are provided at the bottom of front and rear doors.

The rear compartment lid weatherstrip is assembled to the lid along the sides and across the bottom and to the gutter at the top to provide improved water drainage.

The rear compartment lid on all 1949 models except convertible coupe styles is attached to the body by means of hinges which contain clock type springs for counter-balancing the lid and holding it in an open position.

On later 1949 model 61 and 62 sedans and convertible coupes, the crown of the deck lid is higher than that of early models. Additional luggage space is provided by this change and the spare tire is mounted vertically in convertible coupe models with this later type deck lid. A canvas boot which holds the convertible top when it is lowered may be pushed forward when the top is up to gain additional luggage space. The rear compartment lid on later model convertible coupes is held in the open position by a deck lid support on the right hand side.

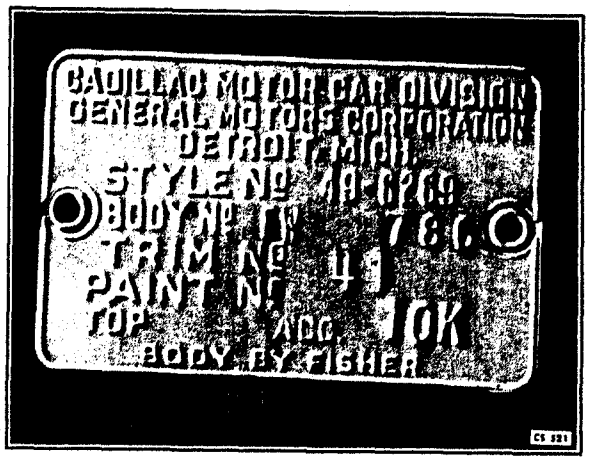


Fig. 10 Body Name Plate

The headlining is held in position along the side roof rail with retainers. Tacking has been eliminated in this area.

A cable driven windshield wiper transmission is used on all 1949 series cars. The windshield wiper motor is mounted on the engine side of the cowl for easy accessibility, while the transmission assemblies (Fig. 24), are installed inside the body, next to the defroster duct. The transmission drive shafts protrude through the windshield rubber weatherstrip and the outer reveal moulding on all 1949-61, 62, 60S and 86 commercial cars. Spring loaded tensioners automatically take up the slack in the drive cables.

The instrument panel on all 1949 series cars has all of the gauges and speedometer grouped in one cluster directly in front of the steering wheel where they can be easily read by the driver.

The defroster duct, which is located between the instrument panel and the windshield on all 1949-61, 62, 60S and 86 model cars, directs air to the windshield and also to the front door glass through openings at the ends of the instrument panel and front door finish panels.

The clock is on the right side of the instrument panel just above the glove box door and can be adjusted through the glove box.

The windows and front seats are operated by a Hydro-Lectric mechanism on all 1949-60S and 75 series cars except the 7523L and 7533L styles and the front seat on 7533 styles. On the 49-62 series convertible coupe the folding top, seat, door and quarter windows are operated by hydraulic pressure. On 49-61 and 62 closed body styles the Hydro-Lectric system is optional equipment when ordered with the car.

The Hydro-Lectric system derives its power from an electrically-driven hydraulic pump assembly located on the engine side of the cowl near the right ventilator air duct. The windows are raised by a hydraulic piston and cylinder assembly in each door as shown in Fig. 26 and 27. The windows are lowered by spring action.

When the operating button on the door panel is pushed "up," the hydraulic pump is actuated, and an electric solenoid valve at the bottom of the door cylinder opens. The hydraulic fluid enters the cylinder under a pressure of approximately 250 pounds, raises the piston, and closes the window. At the same time it stretches a heavy spring that is attached to the window.

When the control button is pushed "down," the solenoid valve again opens, allowing the fluid to flow out of the cylinder and the spring pulls the window down. The hydraulic pump **does not operate** when windows are being lowered. The front seat is moved forward and backward by a similar cylinder and spring. The folding top, however, is both raised and lowered by direct application of hydraulic pressure to the operating cylinders, which exert a force in either direction. When the control knob is pushed "in" to raise the top, the hydraulic pump is actuated, and the control valve under the dash directs the fluid to the bottom of the actuating cylinders, and the top raises.

When the control knob is pulled "out" to lower the top, the hydraulic pump is also actuated, but the control valve directs the fluid to the top of the actuating cylinders, forcing the pistons down and lowering the top.

SERVICE INFORMATION

(1) Adjustment of Door Lock Free Wheeling Mechanism

a. Free Wheeling to Normal Position

1. Pull rear door inside safety locking rod knob to the "up" position.

2. Insert Door Lock Free Wheeling Adjusting Tool No. J-2770 through access hole in lock pillar facing and push it forward until it contacts free-wheeling link, as shown in Fig. 11. Then slide it down the link until it slides under the bottom end of the link.

3. Push down and **forward** on the Door Lock Free Wheeling Adjusting Tool No. J-2770 to lift free-wheeling link up and **forward** into the normal position of the lock. Remove the tool.

CADILLAC DELIVERED PRICES

EFFECTIVE MAY 23, 1949

MODEL		SERIES "61"		SERIES "62"				60 SPECIAL	FLEETWOOD "75" SERIES				
WHEELBASE & OVER-ALL LENGTH		126" - 215"		126" - 215"				133" 227"	136" - 226"				
BODY STYLE		COUPE	SEDAN	COUPE	SEDAN	COUPE DE VILLE	CONVERTIBLE	SEDAN	SEDAN	7-SEDAN	7-IMPERIAL	9-SEDAN	9-IMPERIAL
CASH DELIVERED PRICE		2788.00	2893.00	2966.00	3050.00	3497.00	3497.00	3828.00	4750.00	4970.00	5170.00	4650.00	4839.00
ACCESSORY GROUP	A	38.30	38.30	38.30	38.30								
	B OR C	82.30	82.30	82.30	82.30	62.80	62.80	62.80	56.80	56.80	56.80	56.80	56.80
HYDRAMATIC		200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00
RADIO AND AERIAL		99.10	99.10	99.10	99.10	99.10	99.10	99.10	99.10	99.10	99.10	99.10	99.10
AUTOMATIC HEATING SYSTEM		107.00	107.00	107.00	107.00	107.00	107.00	107.00	140.50	140.50	140.50	140.50	140.50
WHITE SIDEWALL TIRES		25.25	25.25	25.25	25.25	25.25	25.25	25.25	26.25	26.25	26.25	26.25	26.25
ADVERTISED DELIVERED PRICE	WITH A	3257.65	3362.65	3435.65	3519.65								
	WITH B OR C	3301.65	3406.65	3479.65	3563.65	3991.15	3991.15	4322.15	5272.65	5492.65	5692.65	5172.65	5361.65

CADILLAC MOTOR CAR DIVISION

General Motors Corporation

Detroit, Michigan

Listed below are advertised delivered prices at Detroit, Michigan for each body style, as well as charges for each group of optional equipment and accessories. 2-25-49

Style #	Body Description	Advertised Delivered Price at Detroit	Optional Equipment and Accessory Description	*Installed Price at Detroit
	SERIES 61			
6107	5-Pass. Club Coupe (2-Door)	$2814.	Hydramatic Drive	$200.00
6169	5-Pass. Touring Sedan (4-Door)	$2919.	Automatic Window Regulators (6107,6169, 6207, 6269)	121.65
	SERIES 62		Special Steering Wheel	19.50
6207	5-Pass. Club Coupe (2-Door)	$2992.	License Frames (Pair)	3.80
6267	5-Pass. Convertible Coupe (2-Door)	$3523.	Wheel Discs (4)	25.00
6269	5-Pass. Touring Sedan (4-Door)	$3076.	Glareproof Mirror	5.50
	SERIES 60-SPECIAL		Windshield Washer	11.00
6069	5-Pass. Touring Sedan (4-Door)	$3859.	Back-up Light (dual)	17.50
			Back-up Light (single)	11.50
	SERIES 75		Automatic Heating System Series 61,62, 60	107.00
7519	5-Pass. Touring Sedan (4-Door)	$4791.	Automatic Heating System Series 75	140.50
7523	7-Pass. Sedan	$5011.	Trim Rings (5)	9.50
7533	7-Pass. Imperial	$5211.	Fog Lights	37.00
7523-L	9-Pass. Business Sedan	$4691.	Cadillac Radio (Front)	85.50
7533-L	9-Pass. Business Imperial	$4880.	Cadillac Radio (Rear Series 75 only)	147.00
			Vacuum Aerial (Front)	13.60
			Vacuum Aerial (Rear Series 75 only)	17.00

*The retail purchaser has the right to buy any car without being required to purchase any optional equipment or accessories.

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

COLOR COMBINATIONS (Continued)

SERIES 49-60S, 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-M	20498-A	R & M
2	Triumph Blue	711	P.S.2296	R & M
3	Dartmouth Green	672	020355	R & M
4	Tyrolian Gray	676	P.S.1195	R & M
5	Cypress Green	674-G	G.S.333	R & M
6	El Paso Beige	549	P.S.8851	R & M
7	Horizon Blue	678	022293D	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	207-39302G	Dupont
17	Corinth Blue	760	022299	R & M
18	Avalon Gray	712	P.S.0100	R & M
19	†French Gray	668	020152	R & M
	‡Lucerne Green	238-G	207-39302G	Dupont
20	†Horizon Blue	678	022293D	R & M
	‡Triumph Blue	711	P.S.2296	R & M
21	Chartreuse	673	023436	R & M
22	Fiesta Ivory	759	27789	R & M

† Upper
‡ Lower

NOTE: Two tone cominations are used only on styles 6069X,6169,69X,6269,69X,6237X.

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

WHEELS

Color Name	Matching Color No. (Synthetic Enamel, "Baking")
Black (Standard)	B94-210900
Vincennes Red (Optional)	B94-3618R
Triumph Blue (Standard)	B182-10265
Vincennes Red (Optional)	B94-3618R
Dartmouth Green (Standard)	B94-70986
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
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)	B94-3618R
Tyrolian Gray (Optional)	B182-10221
Vincennes Red (Standard)	B94-3618R
French Gray (Optional)	B94-70397
Lucerne Green (Standard)	B182-10077
Vincennes Red (Optional)	B94-3618R
Corinth Blue (Standard)	B94-71063
Vincennes Red (Optional)	B94-3618R
Vincennes Red (Standard)	B94-3618R
Avalon Gray (Optional)	B182-10266
Lucerne Green (Standard)	B182-10077
Vincennes Red (Optional)	B94-3618R
Triumph Blue (Standard)	B162-10265
Vincennes Red (Optional)	B94-3618R
Black (Standard)	B94-210900
Chartreuse (Optional)	B94-70987
Fiesta Ivory (Standard)	B94-71062
Vincennes Red (Optional)	B94-3618R

NOTE: Use XMP-516 Luxrite Pale Gold Bronze for wheel stripes except on combination No. 1 and 21 with black wheels use 4-115 Argent.

INTERIOR COLORS - SEE CHART ON FOLLOWING PAGE

COLOR COMBINATIONS (Continued)

SERIES 49-60S, 61, 62, 75

INTERIOR COLORS

A. Chaco Brown - Synthetic Enamel, R. & M. 10845
B. Chaco Brown - Lacquer, R. & M. P.S. 8889
C. Burr Brown - Iridescent Synthetic Enamel, R. & M. 10850
D. White - Synthetic Enamel, Dupont B94-21667
E. Cirrus Gray - Iridescent Synthetic Enamel, R. & M. 10133
F. Cirrus Gray - Lacquer, R. & M. P.S. 10102
G. Beach Beige - Synthetic Enamel, R. & M. 10852
H. Beach Beige - Lacquer, R. & M. P.S. 707
I. Black - Synthetic Enamel, Dupont. B94-210901C
J. Black - Lacquer, R. & M. 20498A
K. Nimbus Gray - Synthetic Enamel, R. & M. 10135
L. Nimbus Gray - Lacquer, R. & M. 021139
M. Java Brown - Lacquer, R. & M. P.S. 0801
N. Orion Blue - Lacquer, R. & M. P.S. 0201
O. Applied Transfer - See group No. 33.0001

The following interior parts are painted as indicated	49-6069X Trimmed in Tan	49-6069X Trimmed in Green or Gray	49-6107, 07X,69, 69X;6207, 07X,69, 69X	49-6237X Trimmed in Blue	49-6237X Trimmed in Tan	49-6267X Color Code No. 1,2,3, 4,5,6,7,9, 16,17	49-6267X Color Code No. 6,10, 18,21,22	49-7519, 23L,23X	49-7533L 7533X
Carrier, Shift Lever; Dial Indicator, Hyd.; Housing, Signal Switch; Hub, Horn Ring; Steer. Column & Brackets.	C	C	C	K	G	G	I	C	I
Ventilator Control Brackets, Hood Pull Brackets, Handbrake Bracket.	C	C	C	(1) Car Color	(1) Car Color	3	3	C	I
Cover Grooves, Fog lamp opening	D	D	D	D	D	D	D	Car Color	Car Color
Stone Guard Grooves	D	D	None Used	None Used	None Used	None Used	None Used	None Used	None Used
Radio & Ash Tray Cover & Grille Beads	A	E	A	Dull Black	Dull Black	Dull Black	Dull Black	A	J
Instrument Panel Door Finish Panel and Garnish Moldings	O	O	O	(1) Car Color	(1) Car Color	(3)	(3)	O	J
Instrument Panel & Door Finish Panel Ends (Front Doors only on 7519, 23L, 23X)	B	F	B	(1) Car Color	(1) Car Color	(3)	(3)	B	J
Instrument Panel and Finish Panel Insert	O	O	O	(2)	H	(4) H	(4) (5)	O	J
Std. Steer. Wheel			C						
Rear View Mirror Case, Rear Ash Tray Cover (except 6169,69X, 6269,69X,7519)			B					B	
Inside Top Rails and Moldings				L	H				

NOTES: (1) Except Color Codes 6,10,15,22.. Color Codes 6,22 use M. Color Codes 10,15 use N.

(2) Color Codes 1,2,4,10, 15,17,18,20 use L.

(3) Use Car Color on all Cars except after number of Cars Color Codes 6,10,21,22 After number cars Color Codes 6,10,21 22 use J.

(4) Color Code 6 First number cars use J; After number cars use H.

(5) Color Codes 10,21 first number cars use J; After number Cars use Car Color. Color Code 18 all cars use J; Color Code 22 all cars use Car Color.

UPHOLSTERY CHART NO. 8

Series 49-60S,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 this upholstery chart in group 34.0000. When ordering specify group numbers as shown on price list.

Trim Code No.	Description of Cushion and Back Rest Material	Cushion and Back Rest Material	Sidewall Material	Headlining Material
31	Gray Bedford Cord	60T148....4165464	56T148...4167497	63T148...4165471
	Gray Plain Broadcloth Series 49-6169	59T148....4165463...(Use on 1/4 arm rest only)		
33	Tan Bedford Cord	65T148....4165466	58T148...4165750	68T148...4165472
	Tan Plain Broadcloth Series 49-6169	64T148....4165465...(Use on 1/4 arm rest only)		
37	Gray Dual Cord	55T148....4165600	56T148...4167497	63T148...4165471
	Gray Plain Broadcloth. Series 49-61	59T148....4165463...(Used on rear 1/4 arm rest only)		
38	Tan Dual Cord	57T148....4165601	58T148...4165750	68T148...4165472
	Tan Plain Cloth Series 49-61	64T148....4165465...(Used on rear 1/4 arm rest only)		
40	Gray Plain Broadcloth.	59T148....4165463	62T148...4165469	63T148...4165471
	Blue Plain Broadcloth. Series 49-62	61T148....4165467		
41	Gray Bedford Cord	60T148....4165464	62T148...4165469	63T148...4165471
	Blue Plain Broadcloth. Series 49-62	61T148....4165467		
42	Tan Plain Broadcloth	64T148....4165465	67T148...4165470	68T148..,4165472
	Brown Plain Broadcloth. Series 49-62	66T148....4165468		
43	Tan Bedford Cord.	65T148....4165466	67T148...4165470	68T148...4165472
	Brown Plain Broadcloth. Series 49-62	66T148....4165468		
44	Gray Shadow Broadcloth (Pattern).	40T148....4165610	43T148...4165617	44T148...4165620
	Gray Shadow Broadcloth (Plain). Series 49-6069X	42T148....4165629		
44C	Gray Shadow Broadcloth (Pattern).	40T148....4165610	43T148...4165617	44T148...4165620
	Black leather. Series 49-6069X	11T1348....4165616		
45	Gray Bedford Cord	41T148....4165611	43T148...4165617	44T148...4165620
	Gray Shadow Broadcloth (Plain). Series 49-6069X	42T148....4165629		
45C	Gray Bedford Cord	41T148....4165611	43T148...4165617	44T148...4165620
	Black Leather Series 49-6069X	11T1348....4165616		
46	Tan Shadow Broadcloth (Pattern).	45T148....4165612	48T148...4165618	49T148...4165621
	Tan Shadow Broadcloth (Plain) Series 49-6069X	47T148....4165630		
46C	Tan Shadow Broadcloth (Pattern).	45T148....4165612	48T148...4165618	49T148...4165621
	Tan Leather Series 49-6069X	30T1349....4168197		
47	Tan Bedford Cord.	46T148....4165613	48T148...4165618	49T148...4165621
	Tan Shadow Broadcloth (Plain) Series 49-6069X	47T148....4165630		
47C	Tan Bedford Cord.	46T148....4165613	48T148...4165618	49T148...4165621
	Tan Leather Series 49-6069X	30T1349....4168197		
48	Green Shadow Broadcloth (Pattern)	50T148....4165614	53T148...4165619	54T148...4165622
	Green Shadow Broadcloth (Plain). Series 49-6069X	52T148....4165631		
48C	Green Shadow Broadcloth (Pattern)	50T148....4165614	53T148...4165619	54T148...4165622
	Black Leather Series 49-6069X	11T1348....4165616		
49	Green Bedford Cord	51T148....4165615	53T148...4165619	54T148...4165622
	Green Shadow Broadcloth (Plain). Series 49-6069X	52T148....4165631		

UPHOLSTERY CHART NO. 8 (Cont'd)

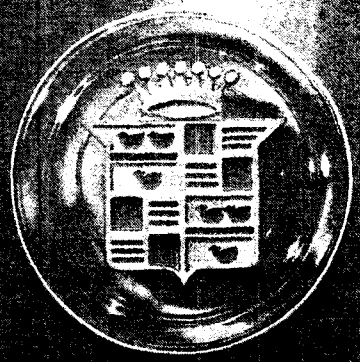
Series 49-60S,61,62,75

Trim Code No.	Description of Cushion and Back Rest Material	Cushion and Back Rest Material	Sidewall Material	Headlining Material
49C	Green Bedford Cord	51T148....4165615	53T148...4165619	54T148...4165622
	Black Leather Series 49-6069X	11T1348....4165616		
61	Tan Leather Series 49-6267X	27T1349....4168250		
62	Green Leather Series 49-6267X	26T1349....4168249		
64	Blue Leather Series 49-6267X	25T1349....4168248		
65	Red Leather Series 49-6267X	24T1349....4168247		
66	Black Leather Series 49-6267X	5T1348....4134642		
68	Blue Plain Broadcloth	123T149....4172381	123T149...4172381	
	Gray Leather (before body No.1304	32T1349....4172383	32T1349.4172383	
	Gray Leather (after body No. 1303.	34T1349....4173476	34T1349.4173476	
	Gray Imitation Leather Series 49-6237X			183T1249.4172385
69	Tan Plain Broadcloth	122T149....4172382	122T149...4172382	
	Beige Leather	33T1349....4173477	33T1349.4173477	
	Beige Imitation Leather. Series 49-6237X			184T1249.4172386
81	Tan Vogue Broadcloth Series 49-7519X,23X,33X	69T148....4165632	71T148...4165634	72T148...4165638
82	Tan Bedford Cord. Series 49-7519X,23X,33X	70T148....4165633	71T148...4165634	72T148...4165638
83	Tan Plain Broadcloth Series 49-7519X,23X,33X	71T148....4165634	71T148...4165634	72T148...4165638
85	Gray Vogue Broadcloth Series 49-7519X,23X,33X	73T148....4165635	75T148...4165637	76T148...4165639
86	Gray Bedford Cord Series 49-7519X,23X,33X	74T148....4165636	75T148...4165637	76T148...4165639
87	Gray Plain Broadcloth. Series 49-7519X,23X,33X	75T148....4165637	75T148...4165637	76T148...4165639
89	Tan Bedford Cord. Series 49-7523L,33L	65T148....4165466	58T148...4165750	68T148...4165472
96	Gray Bedford Cord Series 49-7523X	59T142....4134506	75T148...4165637	76T148...4165639

Cadillac care
for Cadillac cars

CADILLAC
AUTHORIZED
SERVICE

On
finding all the
treasure of
Cadillac Ownership



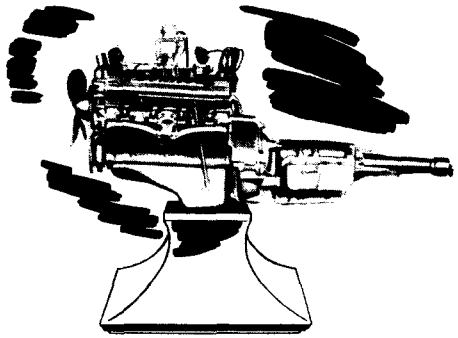
Cadillac

On Finding All the Treasure of Cadillac Ownership

YOUR 1949 CADILLAC in appearance and in engineering maintains that traditional superiority which has made Cadillac the standard of the world.

Whether this is your first, fifth or fortieth Cadillac, your pride in its possession will be enhanced, and your pleasure in driving it increased if you quickly become acquainted with its features, refinements, appointments. In this booklet these things have been set down in terms of your comfort, your convenience, your swift realization of all the treasure of Cadillac ownership.

When you have read this booklet it should be kept for future reference in the glove compartment. There is a convenient index on page 40, and on pages 33 through 37 you will find a listing of all the cities in the United States where Authorized Cadillac Service is available.

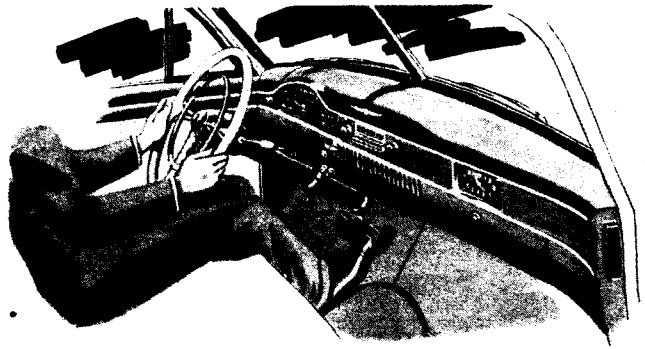


So few Cadillac owners ever have occasion to look under the hood that it seems proper and advisable to show you here the source of your car's magnificent performance.

Yes, we have put it up on a pedestal where we know you'll agree it rightly belongs—for you are looking at a masterpiece. This is the wholly new 1949 Cadillac engine, valve-in-head, eight-cylinder, V-type power plant developed to insure smooth, dependable responsiveness in heavy city traffic or on the open road.

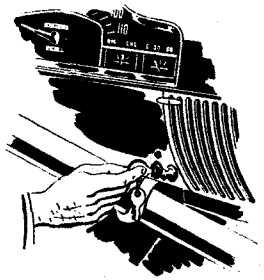
SERVICE DEPARTMENT
CADILLAC MOTOR CAR DIVISION
GENERAL MOTORS CORPORATION
DETROIT 32, MICHIGAN

Printed in the U. S. A.



EASY DOES IT . . .

with Convenient Cadillac Instruments and Controls



ALWAYS thoughtful of our owners, we have again placed the

Ignition Switch Control

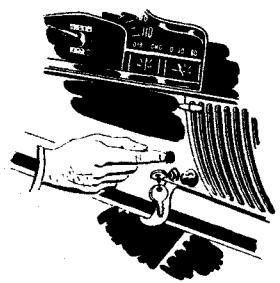
on the instrument panel just right of the steering column where you have become accustomed to it. The ignition switch has three positions: "Off," the position in which the key can be withdrawn; "Right," the position for starting, which also activates all instruments and accessories; and "Left," which turns on only the radio, heater and battery charge indicator. The ignition lock keyhole is lighted whenever the headlamps or parking lamps are "on." To protect yourself, and to cooperate with authorities, NEVER leave your ignition key in the car, even briefly, when the car is to be left unattended.

V

Before starting your engine see that the transmission selector lever is in neutral. To start a cold engine press the accelerator pedal slowly to the toe-board and release to pre-set the fast idle. Now turn your ignition switch "Right" and press

The Starter Button

located immediately above the ignition switch. A word of caution: DO NOT hold starter button in longer than 5 seconds at one time, and when you are starting a hot engine it is advisable to hold the accelerator pedal halfway down. A flooded engine will usually respond quickly



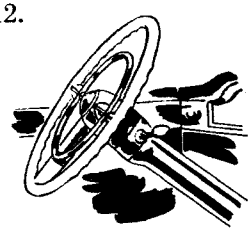
if you hold the accelerator pedal all the way down and press the starter button.

V

You will find the

Transmission Control

selector lever beneath the steering wheel on the right. For full instructions on the operation of the Cadillac Hydra-Matic Drive, consult the instructions beginning on page 12.



Both courtesy and safety commend the practice of indicating your intention of turning right or left. To make this simple, a

Turn Signal Lever

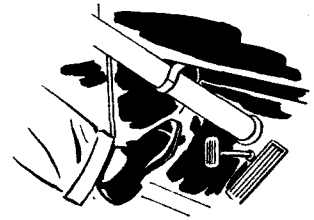
is located opposite the transmission selector lever on the steering column. Form the habit of moving this turn signal lever "up" before turning right and "down" before turning left. This activates a flashing safety signal on the right or left at both front and rear of the car which informs both oncoming and following drivers of your intentions. You will note flashing signal indicator arrows in the instrument cluster on the right and left side of the speedometer, indicating a right or left turn. If you need to stop on, or close to, the highway for any reason, always pull the lever down so that the left hand lights will warn others.

V

Your Cadillac is equipped with every necessary lighting facility to insure good vision and safety when driving at night. "Sealed Beam" driving lights provide a country beam which illuminates well ahead of the car, and a traffic beam which eliminates glare in oncoming driver's eyes. A beam-selector switch is on toe-board at left, easily operated by the left foot. For mutual safety, never leave country driving beam on when passing an approaching car. You will find the

Headlamp Control Knob

on the instrument panel at the left of the instrument cluster. Parking



lights come on as the knob is pulled half way out, and headlamps operate as the knob is pulled out all the way. Instrument panel lights are on when knob is in either position. They can be turned down in intensity or "off" by rotating knob to right.

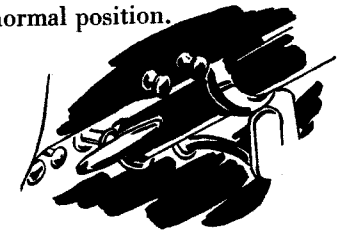
V

Since there is often enough grade on a roadway or drive, and occasionally even in a garage, to

start a parked car rolling, it is well to form the habit of always using your Cadillac

Hand Brake

the handle of which is conveniently located to the left of the steering column below the instrument panel. To apply this brake you merely pull straight back on the handle. To release, rotate the handle left and it will return to normal position.



Make yourself thoroughly comfortable when you drive by seeing that the driver's seat is exactly where your reach for the wheel is effortless. You'll find it simple to make

Driver's Seat Adjustments

by lifting the seat-side lever and sliding the seat backward or forward to meet your requirement. Releasing the lever locks the seat in the chosen position. Front seat adjustment on cars equipped with the Hydro-Lectric system is explained on page 30.

Adequate Ventilation Under all Conditions

One of the controlling factors in truly comfortable motoring is ventilation. Your Cadillac will reward you on this score if you will take a bit of time to learn about the various provisions that have been made to give you All-Weather Ventilation, even under adverse conditions when windows must be closed.

There are ventilation passages running from behind each side of the radiator grille. These lead to the driving compartment and admission of outside air through them near the floor level is controlled by valves that are operated by push-pull type knobs located at right and left extremities just below the instrument panel and near the doors. Experimenting with extent of opening and use of one or both valves will quickly give you the desired degree of ventilation. Small doors at right and left under the instrument panel near the floor direct the air. When the doors are down, the air is directed along the floor. When the doors are raised, the air also sweeps across the front seat cushion.

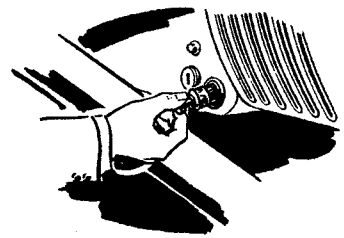
Offensive odors and exhaust gases are often present when driving in congested traffic or when parked behind a vehicle having its motor running. Exhaust gases contain carbon monoxide. Should these conditions be encountered—shut the outside air intake valves by pushing in the ventilating knobs at right and left below the instrument panel. See note on page 38.

Windshield Wipers

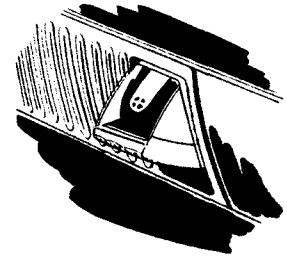
The knob for the control of windshield wipers on your Cadillac is located to the left of the steering column on lower portion of the instrument panel. The windshield wipers are operated by turning this knob clockwise. An excellent means of cleaning the windshield while driving can be secured by installing 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 located to the right of the ignition key. The



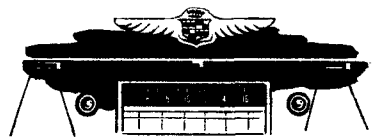
lighter is operated by pushing it in. When heated, it will click out for use. The cigarette lighter receptacle is illuminated for easy replacement of the lighter when the headlamps or parking lamps are "on."



The ash tray is built into the right side of the radio grille and tilts out with a pressure of the fingers at the bottom.

Map Lights

For the convenience of the Cadillac owner, map lights are installed in all cars. The lights are located



along the top edge of the instrument panel above the radio grille as shown. With front doors closed, the lights may be operated manually by using the small switch provided between the lights. They operate as courtesy lights when the front doors are open.

Fog Lamp Control

The control knob on Cadillac cars equipped with fog lamps is located on the instrument panel to the left of the steering column. To illuminate foglamps, pull out the headlamp switch to the first or parking position, then rotate the foglamp switch knob to the right. This turns the parking lamps off and the foglamps on.

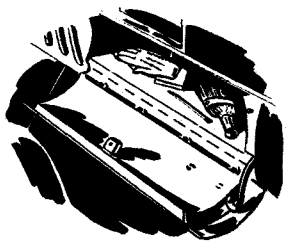
Hood Lock

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

V

Glove Compartment

The glove compartment is located on the right side of the instrument panel. To open, push the lock



button located in the compartment door. The glove compartment has a light which operates when the glove compartment door is open. The trunk compartment key is used to lock, or unlock, this glove compartment.

V

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 reaching upward through the top of the glove compartment.

V

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 projects from the back of the clock and is on the right side of the clock as you face forward. To reset, pull the reset knob away from the clock to engaged position, turn hands to correct time, and allow to spring back. Resetting automatically starts the clock.

To adjust, move the regulator lever, which is close to the back of the clock on its left side. Moving the lever downward makes the clock run faster while moving it upward makes the clock run more slowly. Each notch is equivalent to about ½ minute per day. The regulator indicator in the clock dial should be used to check the adjustment. Each division of the indicator equals about 2 minutes per day. Regulating should be done gradually, a notch or two at a time.

Radio Control Panel

On Cadillac cars equipped with radios, the controls, including that for the vacuum operated antenna, are 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 indicator light glows on the dial when your radio is on. To tune the radio, depress the desired station selector button 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 pull the selector button to the right and out, tune in the station with the regular manual control knob, then push the station selector button in.

V

With a flick of a finger you can shift from clear daylight visibility to non-glare visibility at night with the Cadillac Glare-Proof

Rear View Mirror

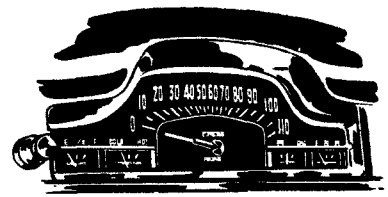
which is available as an accessory. There's a small ear on the bottom of the mirror by which this day-night adjustment is made. The mirror can be rotated on its mounting to accommodate the drivers' height and seat position.

V

Your speed, your accumulated mileage and your trip mileage can be quickly ascertained by a glance at the handsome

Speedometer

which is the focal point of the instrument panel. Trip mileage reset



to zero is easily accomplished by pushing in on the reset knob under the instrument panel to the right and below the cigarette lighter and turning it clockwise.

Oil Pressure Gauge

is located in the instrument cluster.

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.

V

Temperature Indicator

The temperature 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 about 245° F.

Should the indicator show "HOT" on short runs, or if the engine boils at any time as indicated by a buzzing sound from the overflow valve near the lower end of the radiator, have your Authorized Cadillac Dealer investigate immediately.

V

Battery Indicator

A battery indicator, located in the instrument cluster, is used to show the "Charge" and "Discharge" of the battery. Unless the battery is fully charged, the gauge pointer should indicate "Charge" when the car is operating more than about 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 Authorized Cadillac Dealer check any irregularities.

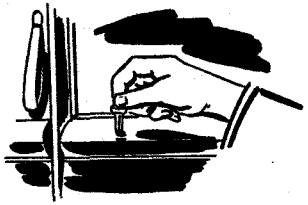
V

Gasoline Gauge

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

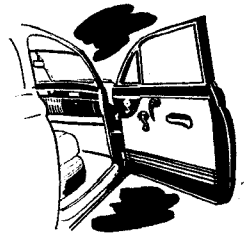
V

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. Much juvenile delinquency begins with an easily stolen car. Remove your ignition key and lock your car—always!



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 are set 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 to be alone in the rear seat. To open a door under this arrangement, it is first necessary to lift the lock button, then operate the door handle. If desired, the locks on the rear doors of sedans can be reset by any Authorized Cadillac Dealer so that pushing down the lock button makes only the outside door handle inoperative.



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.

V

Illumination adequate for backing up safely at night is desirable, particularly for those who must back out of limited-clearance driveways. Many Cadillac drivers choose to have their cars equipped with accessory

Dual Back-Up Lights

which are located right and left rear on the lower body panel. When

the ignition switch is "ON", these lights operate automatically whenever the transmission selector lever is placed in reverse. Adequate illumination is then provided for backing up.

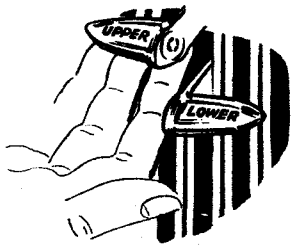
V

Comfortable Car Temperature is Automatically Maintained

Two completely new heating systems have been engineered for the 1949 Cadillac. They are the Cadillac Automatic Heating System and the Cadillac Standard Heating System.

The Cadillac Automatic Heating System

consists of two underseat recirculating hot water heaters for heating the lower portion of the car, and a large heater-defroster for upper area heating. Outside air is drawn



through a duct under the left side of the hood into the heater-defroster unit where the air is then warmed and forced by blower or impact into the upper area heating ducts. This heated air is blown across the width of the windshield. For the first time, heated air is also blown through ducts in the front door onto the front door glass to reduce fogging and frost in this vital area.

Defrosting air which has passed the windshield moves to the rear near the car roof, then downward onto the rear window assisting in removing the fog from the rear window and preserving vision to the rear. This air flow also aids in heating the upper area of the car. The two underseat heaters heat the lower area of the car by circulating warm air in the front and rear compartments. Both upper and lower area heating is thermostatically controlled after initially setting the control levers.

To operate the heating system remember that the LEFT hand heater control lever operates the defrosting and UPPER level heat. This lever is marked "UPPER". The RIGHT hand lever controls the LOWER heat level and is marked "LOWER". The system is quite flexible and you will be able to readily select an adjustment which suits your individual comfort requirements. The suggestions outlined on page 11 will be found helpful.

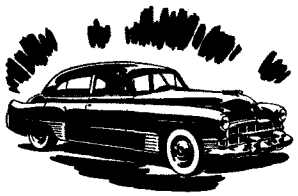
Since the Cadillac Automatic Heating System is supplied with air drawn into the car from outside, it builds up an air pressure within the car body higher than the outside. Thus air leakage is from the inside out and cold drafts from the outside are eliminated.

V

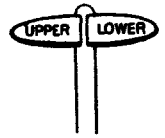
The second type heater is known as the

Cadillac Standard Heating System

and is intended primarily for use in mild climates. It employs only one underseat heater and a small recirculating defroster. Control of this heater is by two switches mounted under the instrument panel, one of which controls the defroster motor and one the underseat motor. A manual water shut-off valve under the hood behind the left cylinder head should be closed in warm weather and open during the heating season.

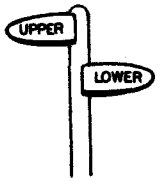


Keep both the "UPPER" and "LOWER" levers at the top during engine warm-up until the engine temperature indicator moves slightly to the right of the "COLD" mark.



Warm-up

As soon as the engine temperature indicator has moved to the right of the "COLD" mark, move the lever marked "LOWER" down about an inch.

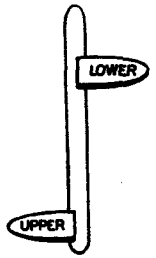


After a few moments the chill will be removed from the car interior and the "UPPER" lever may be moved all the way down.

V

After Warm-up

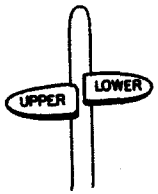
As the car interior warms and approaches a comfortable temperature, the control positions should be adjusted to suit the individual taste and driving conditions. Most owners prefer a cool upper temperature in mild weather and a warmer upper level temperature in cold weather.



V

Window Fogging

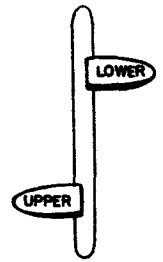
Although comfortable heating will be obtained with the "UPPER" lever in the topmost or "off" position, window fogging will be prevented, or reduced, by moving the "UPPER" lever downward. Maximum defogging is secured with this lever near the bottom.



V

Ice Removal

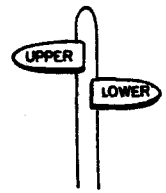
To melt ice or sleet from the windshield, pull the "UPPER" lever all the way down. After the ice has melted, it usually will be found possible to move the "UPPER" lever upward and still prevent the formation of ice.



V

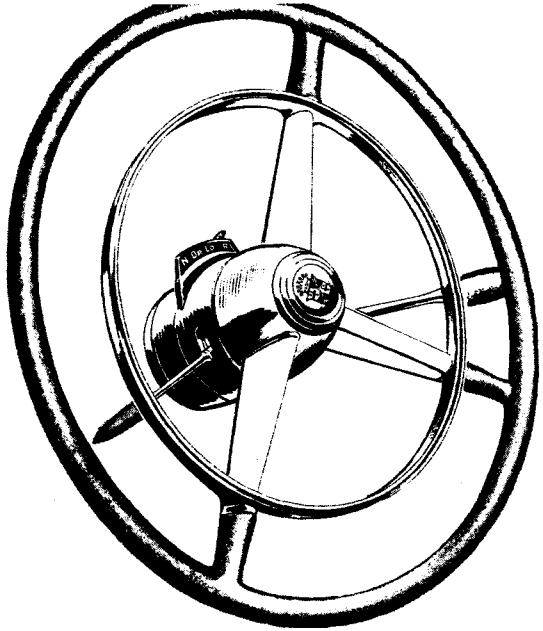
Falling Snow

When dry snow is falling at a temperature below freezing (32° F.), the snow will not stick to the windshield if the glass itself is kept cool by placing the "UPPER" lever near the top. If the outside temperature is warmer and snow begins to stick to the cool windshield, depress the "UPPER" lever sufficiently to melt the snow.



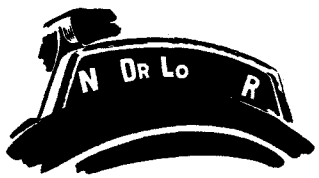
It's Pleasanter Driving When Your Car Can Shift for Itself

Cadillac HYDRA-MATIC *Drive . . .*



EXCEPTIONALLY smooth transfer of power from engine to wheels and a virtual elimination of manual attention to the shifting of gears are the twin blessings of Cadillac Hydra-Matic Drive. There's a vast gain in driving 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 very 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 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 approximately 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.

Recommendations on the Care of the 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 from Authorized Cadillac Dealers. Any other fluid will prove unsatisfactory and may cause serious damage.

V

Authorized Cadillac Dealers

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 of a Hydra-Matic equipped car by

Pushing or Towing

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.

V

Cadillac cars equipped with Hydra-Matic Drive and 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.

V

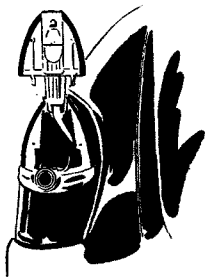
Cadillac cars equipped with Hydra-Matic Drive and driven

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.

Use Gasoline of 80 Octane Rating or Higher

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 all 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.

V

Engine Oil Level Indicator

The engine oil level indicator is on the left side of the crankcase. The combination oil filler and crankcase ventilator cap is in the center of the engine in front of the carburetor. It is wise to have the oil level checked each time gasoline is purchased. Add oil whenever the level is down to the "add oil" mark, but add only enough to bring level up to the "full" mark. 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.

V

Radiator Filler Cap

The radiator filler cap is located under the hood. The coolant should be checked at regular intervals. Care should be taken so as not to lose coolant when checking. The correct level is two inches below the top of the filler neck.

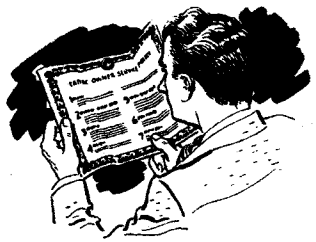
V

A Safety Precaution

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.

Your Warranties Protect You . . . Read Them Carefully

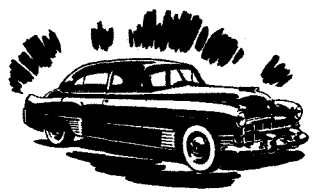
IT IS EXPRESSLY agreed that there are no warranties, expressed or implied, made by either the Dealer or the Manufacturer on the Cadillac motor vehicles, chassis or parts furnished hereunder, except the Manufacturer's Warranty against defective materials or workmanship as follows:



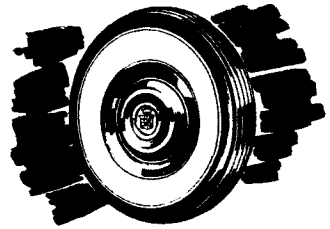
Manufacturer's Warranty

"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 Tire and Battery 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, expressed or implied, is made. No representative has authority to make any representation, promise or agreement except as stated herein."

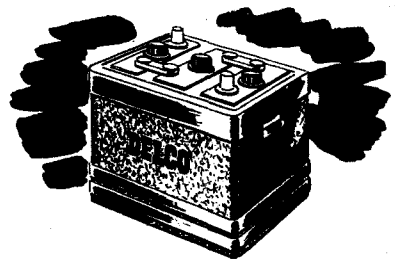
V

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.



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

V

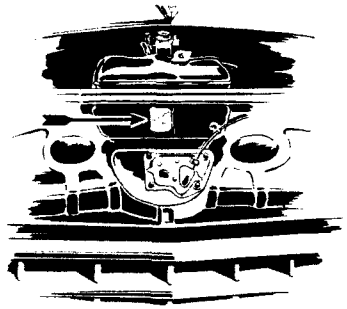
Personal Interest

Your Cadillac Dealer and, in fact, any Authorized Cadillac Dealer 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 Authorized Cadillac Service.

V

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 during 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 Cadillac Dealer in the United States or Canada that you would receive at the service department 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 33 through 37 where Authorized Cadillac Service is available.

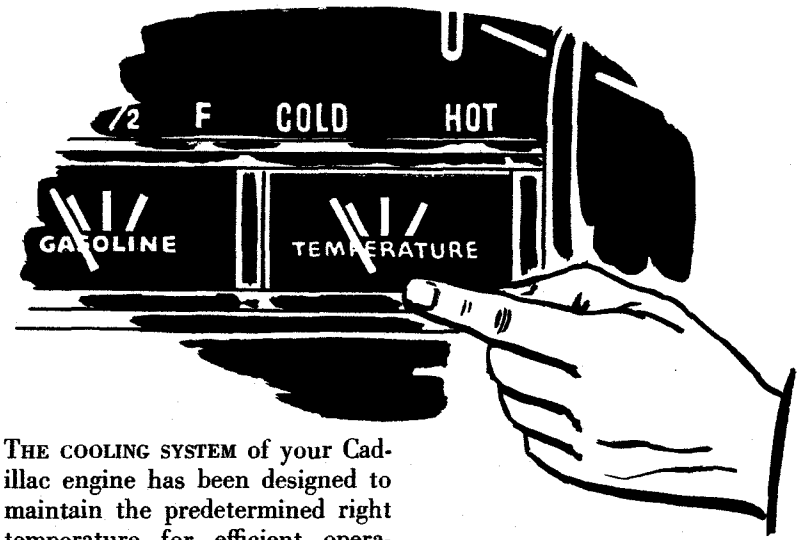
A *Cadillac* BLUE CORAL BEAUTY TREATMENT

Restores the Star-Bright Brilliance of Your Car

A Cadillac car is as distinctive in appearance as it is in performance and appointments. Parked or flashing by—its grace of line, its exquisitely modelled contours, its superb finish accented by judicious use of chrome trim—it is a lovely creation.

Cadillac owners are naturally desirous of maintaining this distinctive beauty—and they have therefore welcomed the Cadillac Blue Coral Beauty Treatment which employs approved Cadillac materials and an approved Cadillac application technique. The treatment restores and protects your car's finish. It is available at any Authorized Cadillac Dealer.

Proper Cooling Means Engine Efficiency and Protection



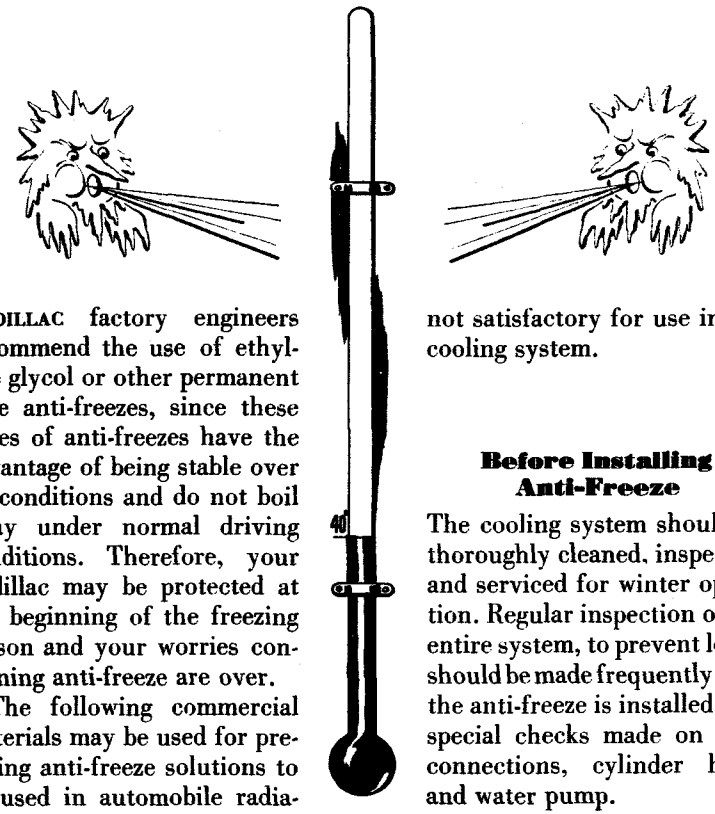
THE COOLING SYSTEM of your Cadillac engine has been designed to maintain the predetermined right temperature for efficient operation, and to protect it from the adverse effects of overheating. The capacity of the system is 18 quarts. When a Cadillac heater is installed the capacity is 19 quarts.

The cooling system requires regular attention. The proper coolant level is two inches below the top of the filler neck. Keep the system leak-proof by having all connections tightened regularly. Have your Authorized Cadillac Dealer 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 will be 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 the Mercury Drops Toward Freezing . . . 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 normal 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 inhibited 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. 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.

Cadillac Heating Systems are so located that they do not drain, even when the hoses are disconnected, unless air pressure is applied. Do not rely on draining to prevent freezing on cars using Heating Systems; be sure to get some anti-freeze into the heater cores.

Plan for Thorough, Systematic Lubrication of Your Cadillac

SYSTEMATIC lubrication is the best means of guarding against inadequate lubrication and possibly extensive 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 proper and complete lubrication systematically performed over an entire year's period.

V

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."

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.

Heavy-Duty Type Motor Oils

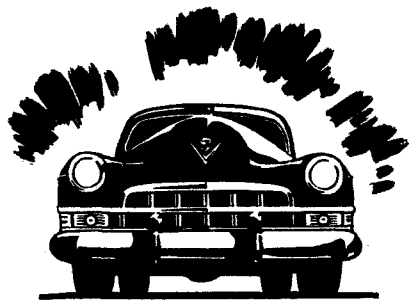
which are recommended for use in heavy-duty truck and bus Diesel and gasoline engines, are equally satisfactory for use in passenger car engines under the same operating conditions for which the PREMIUM TYPE MOTOR OILS are recommended.

V

For maximum protection of your Cadillac engine under all driving conditions, it is recommended that Premium or Heavy-Duty Type Motor Oils be used.

V

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.

V

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	5-W*

**If 5-W is not available, use 10-W plus 10% kerosene.*

Note: 5-W (or 10-W plus 10% kerosene in emergencies) is recommended only for those territories where the temperature remains under 10° F. below zero for long periods. The premium grades of 5-W are recommendcd.

V

Proper Oil Level

Always maintain the proper oil level. The oil indicator is marked for a safe driving range. Whenever the level falls to the "add oil" mark, add immediately. Do not add above the "full" mark. 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 initial 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. SAE 50 engine oil should be used when the average air temperature is above 32 degrees F., and SAE 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. All chassis lubricating points are listed and illustrated in a Cadillac Lubrication Chart available, upon request, from the Service Department, Cadillac Motor Car Division, General Motors Corporation, Detroit 32, Michigan.

V

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. Information concerning lubrication of the Hydra-Matic Drive will be found on page 14.

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.

V

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.

Proper Care for Wheels, Tires

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. Do not neglect to have the spare checked. Be sure the front wheels are kept in alignment.

V

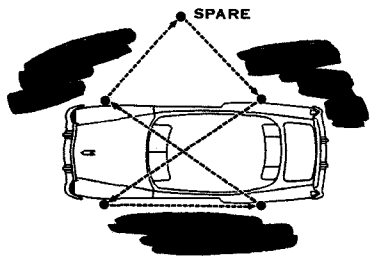
Recommended Tire Pressures

Series	*Tire Size*	*No. Plies*	*Pressure Front*	*Rear*
49-61	8:20 x 15	4	24 lbs.	24 lbs.
49-62	8:20 x 15	4	24 lbs.	24 lbs.
49-60S	8:20 x 15	4	24 lbs.	24 lbs.
49-75	7:50 x 16	6	24 lbs.	32 lbs.
49-86 (Commercial Chassis)	7:50 x 16	6	34 lbs.	36 lbs.

V

Interchanging Tires

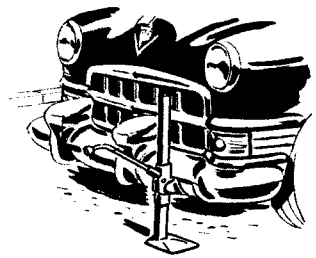
To equalize the wear on your tires and thus prolong tire life, Cadillac engineers suggest that you interchange the wheels and tires on your car at the end of each 4000 miles of driving. These changes should be made in the following order: The spare wheel and tire should be placed at the right rear. The 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.

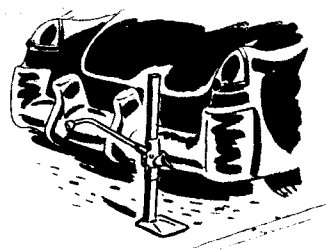


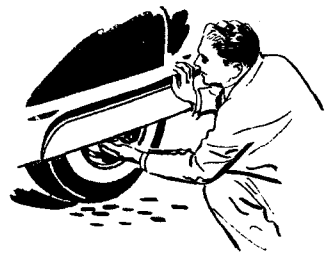
Changing Wheels

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

1—Make sure hand brake is set, and then block the wheel opposite the flat tire.
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 at right.
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 all but 75 series cars, turn the locking rod cap, located in the center of the lower shield, counterclockwise 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 wheel shield is removed by reaching up under shield to the handle of locking 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.

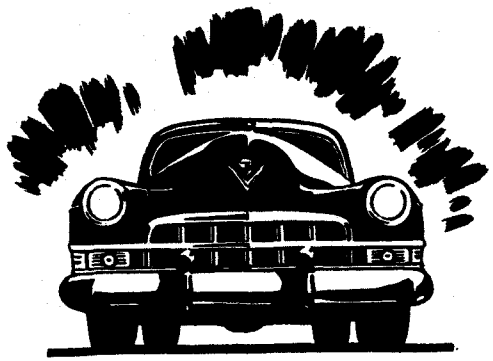
Protection of Chrome Plating

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, to salt air found near the coast lines, and to other corrosive conditions.

The importance of washing this foreign material from the chromium plated parts of your car cannot be overemphasized. A good idea would be to spray the bumpers and grille with water after driving under these conditions. At any rate, when conditions conducive to chrome plating corrosion are met, frequent washing is necessary.

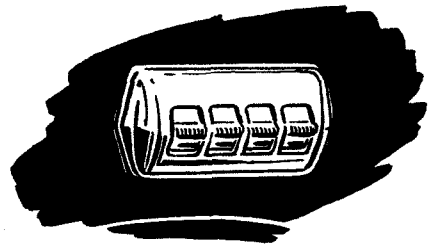
V

Cadillac Blue Coral Sealer may be used to protect the chromium plating. It should be applied in the same manner as on a painted surface and then polished with a clean, dry cloth.



Hydro-Lectric Operation

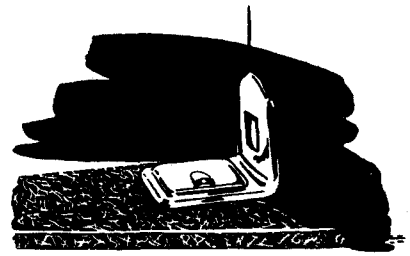
of Windows, Front Seat, Convertible Tops



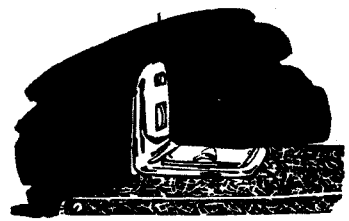
In the Fleetwood Series and Series 62 Convertible Coupes, Cadillac provides the ingenious Hydro-Lectric system. This furnishes automatic raising and lowering of windows, of division glass on 75 Series Imperials, adjustment of front seat, and lowering and raising of the convertib e folding top. Hydro-Lectric equipment is optional on other Cadillac models.

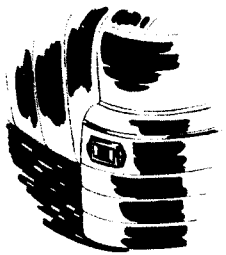
Window Regulation

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 lamp 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.

V

Convertible Top Operation

The 1949 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.

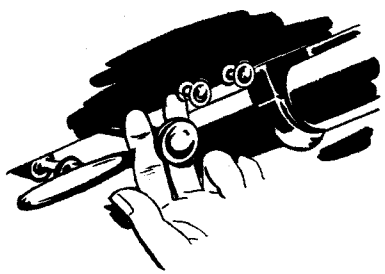
V

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.

V

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 the 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.

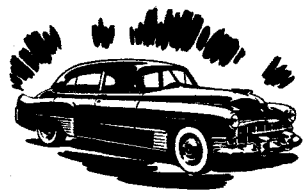
Interference with the mechanical operation of the top, seat, or windows—such as, holding or retarding their operation in any way—should be avoided.

When 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.

V

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



Cadillac care FOR Cadillac cars

License Data

THE engine number, which is also the serial number, is stamped on the car in two places: Upper right corner on the front face of right hand block, numbered at right angle to crankshaft, 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 car reference.

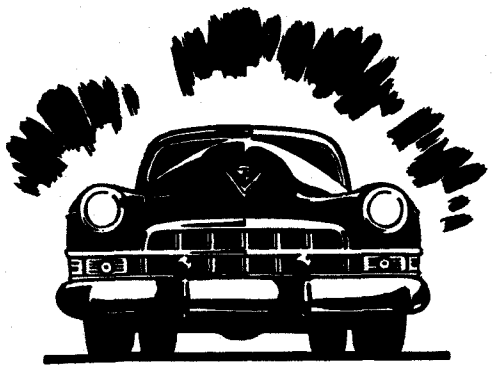
V

Series	*Wheelbase*	*Beginning Engine Numbers*
1949—61	126 in.	496100000
1949—62	126 in.	496200000
1949—60S	133 in.	496000000
1949—75	136¼ in.	497500000
1949—86 Commercial Chassis	163 in.	498600000

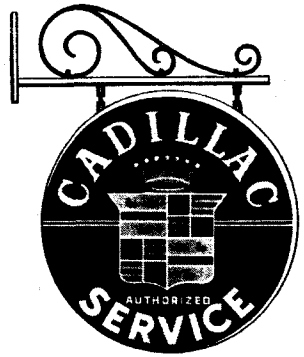
Type of Engine . . . . . 90°, V-8, Valve-in-head
Bore and Stroke . . . . . $3\frac{13}{16}$ x $3\frac{5}{8}$
Piston Displacement 331
Taxable Horsepower 46.5

V

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.



Where Authorized Cadillac Service is Available



ALABAMA
Anniston
Bessemer
Birmingham
Brewton
Dothan
Ensley
Fayette
Florence
Huntsville
Mobile
Montgomery
Troy

ALASKA
Anchorage
Fairbanks

ARIZONA
Douglas
Flagstaff
Kingman
Lowell
Nogales
Phoenix
Prescott
Safford
Tucson
Yuma

ARKANSAS
Blytheville
Camden
El Dorado
Fayetteville
Forrest City
Fort Smith
Harrison
Hope
Hot Springs
Jonesboro
Little Rock
Russellville
Searcy
Texarkana
West Memphis

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

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

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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
Milford
Wilmington

DISTRICT OF COLUMBIA
Washington

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Daytona Beach
Deland
Fort Lauderdale
Fort Myers
Fort Pierce
Gainesville
Graceville
Jacksonville
Lake City
Lakeland
Leesburg
Miami
Ocala
Orlando
Panama City
Pensacola
St. Augustine
St. Petersburg
Sanford
Sarasota
Tallahassee
Tampa
Vero Beach
West Palm Beach

GEORGIA
Albany
Athens
Atlanta
Augusta
Brunswick
Carrollton
Columbus
Dalton
Elberton
Gainesville
Griffin
La Grange
Macon
Rome
Savannah
Thomasville
Valdosta
Waycross

IDAHO
Blackfoot
Boise
Gooding
Grangeville
Idaho Falls
Kellogg
Ketchum
Lewiston
Montpelier
Nampa
Pocatello
Rupert
St. Anthony
Sandpoint
Twin Falls
Weiser

ILLINOIS
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Aurora
Beardstown
Belleville
Belvidere
Benton
Bloomington
Blue Island
Cairo
Canton
Carbondale
Carlinville
Carmi
Centralia
Champaign
Chester
Chicago
Collinsville
Danville
Decatur
DeKalb
Dixon
Dundee
East St. Louis
Elgin
Evanston
Flora
Freeport
Galesburg
Geneseo
Harrisburg
Highland Park
Jacksonville
Jerseyville
Joliet
Kankakee
Kewanee
La Grange
La Salle
Lincoln
Macomb
Marion
Mattoon
McHenry
Metropolis
Moline
Monmouth
Monticello
Morris
Mt. Vernon
Oak Park
Olney
Ottawa
Park Ridge
Paxton
Pekin
Peoria
Pontiac
Princeton
Quincy
Robinson
Rockford
Rock Island
Rushville
Salem
Shelbyville
Springfield
Sterling
Streater
Taylorville
Trenton
Vandalia
Watseka
Waukegan

INDIANA
Anderson
Angola
Auburn
Bedford
Bloomington
Bluffton
Brazil
Columbia City
Columbus
Crawfordsville
Decatur
Elkhart
Evansville
Fort Wayne
Frankfort
Gary
Goshen
Greensburg
Hammond
Hartford City
Huntington
Indianapolis
Kendallville
Knox
Kokomo
Lafayette
Laporte
Ligonier
Logansport
Marion
Michigan City
Milan
Muncie
New Albany
New Castle
Peru
Plymouth
Portland
Richmond
Rushville
Seymour
Shelbyville
South Bend
Sullivan
Terre Haute
Valparaiso
Vincennes
Wabash
Warsaw

IOWA
Ames
Atlantic
Boone
Burlington
Cedar Rapids
Centerville
Charles City
Cherokee
Clinton
Council Bluffs
Davenport
Decorah
Denison
Des Moines
Dewitt
Dubuque
Eagle Grove
Estherville
Fort Dodge
Fort Madison
Grinnell
Hampton
Ida Grove
Iowa City
Jefferson
Keokuk
LeMars
Maquoketa
Mason City
Mt. Pleasant
Muscatine
Oelwein
Onawa
Orange City
Oskaloosa
Ottumwa
Red Oak
Sheldon
Shenandoah
Sioux City
Spencer
Storm Lake
Tama
Washington
Waterloo
Webster City

KANSAS
Arkansas City
Atchison
Chanute
Coffeyville
Concordia
Dodge City
El Dorado
Emporia
Fort Scott
Goodland
Great Bend
Hutchinson
Independence
Iola
Junction City
Kansas City
Lawrence
Leavenworth
Liberal
Norton
Ottawa
Parsons
Pittsburg
Russell
Salina
Topeka
Wichita

KENTUCKY
Ashland
Barbourville
Bowling Green
Corbin
Covington
Danville
Elizabethtown
Glasgow
Harlan
Hazard
Hopkinsville
Lexington
Louisville
Mayfield
Maysville
Middlesboro
Owensboro
Paducah
Pikeville
Pineville
Prestonburg
Stearns
Williamsburg

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Bastrop
Baton Rouge
Bogalusa
Covington
Crowley
Haynesville
Houma
Jennings
Lafayette
Lake Charles
Leesville
Monroe
Morgan City
Natchitoches
New Orleans
Oakdale
Opelousas
Shreveport
Vivian

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Bangor
Bar Harbor
Bath
Biddleford
Caribou
Houlton
Lewiston
Portland
Rockland
Waterville

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

MASSACHUSETTS
Andover
Attleboro
Belmont
Beverly Farms
Boston
Brockton
Brookline
Cambridge
Chicopee
Concord
Dalton
Dorchester
Dudley
Fall River
Fitchburg
Framingham
Gloucester
Great Barrington
Greenfield
Haverhill
Hyannis

MASSACHUSETTS (Cont'd)
Hyde Park
Lowell
Lynn
Malden
Marlboro
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
Alma
Alpena
Ann Arbor
Battle Creek
Bay City
Benton Harbor
Birmingham
Cadillac
Calumet
Caro
Centerline
Charlevoix
Detroit
Escanaba
Flint
Grand Rapids
Grayling
Greenville
Hastings
Holland
Howell
Ionia
Iron Mountain
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
Sturgis
Traverse City
Wyandotte
Ypsilanti

MINNESOTA
Albert Lea
Alexandria
Anoka
Austin
Bemidji
Benson
Brainerd
Chisholm
Duluth
Fairmont
Faribault
Fergus Falls
Grand Rapids
Hastings
Hibbing
International Falls
Lake City
Little Falls
Luverne
Mankato
Marshall
Minneapolis
Montevideo
Morris
New Ulm
Owatonna
Park Rapids
Pipestone
Red Wing
Redwood Falls
Rochester
St. Cloud
Saint Paul
Stillwater
Thief River Falls
Virginia
Waseca
Willmar
Winona
Worthington

MISSISSIPPI
Brookhaven
Clarksdale
Cleveland
Columbus
Corinth
Greenville
Greenwood
Grenada
Gulfport
Hattiesburg
Jackson
Laurel
McComb
Meridian
Natchez
Tupelo
Vicksburg

MISSOURI
Bethany
Brookfield
Cape Girardeau
Chillicothe
Clayton
Clinton
Columbia
Excelsior Springs
Flat River
Fulton
Hannibal
Independence
Ironton
Jefferson City
Joplin
Kansas City
Kennett
Kirksville
Lebanon
Macon
Marshall
Mexico
Moberly
Neosho
Nevada
Picayune
Poplar Bluff
Saint Joseph
St. Louis
Sedalia
Sikeston
Springfield
Trenton
Union
Warrensburg

MONTANA
Anaconda
Billings
Bozeman
Butte
Choteau
Cut Bank
Deer Lodge
Dillon
Glasgow
Great Falls
Hamilton
Havre
Helena
Hysham
Kalispell
Lewistown
Livingston
Missoula
Niles City
Plentywood
Sidney

NEBRASKA
Alliance
Auburn
Beatrice
Chadron
Columbus
Fairbury
Falls City
Fremont
Grand Island
Hastings
Kearney
Lexington
Lincoln
McCook
Norfolk
North Platte
Ogallala
Omaha
O'Neill
Plainview
Schuyler
Scottsbluff
Sidney
Wayne
York

NEVADA
Ely
Las Vegas
Reno

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

NEW JERSEY
Asbury Park
Atlantic City
Bound Brook
Bridgeton
Camden
Dover
Elizabeth
Englewood
Flemington
Freehold
Hackensack
Hackettstown
Hammonton
Hillsdale
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
Wildwood

NEW MEXICO
Albuquerque
Carlsbad
Clovis
Hobbs
Roswell
Tucumcari

NEW YORK
Albany
Albion
Amsterdam
Auburn
Batavia
Bay Shore
Bayside
Binghamton
Brewster
Brockport
Bronx
Brooklyn
Buffalo
Catskill
Central Valley
Cooperstown

NEW YORK (Cont'd)
Dansville
Delhi
Dunkirk
East Aurora
East Hampton
Freeport, L.I.
Geneva
Glen Cove
Glens Falls
Gloversville
Gowanda
Great Neck
Hamburg
Hempstead
Herkimer
Homer
Hornell
Horseheads
Hudson
Huntington
Ithaca
Jamaica
Jamestown
Kingston
LeRoy
Lockport
Long Beach
Long Island City
Madison
Malone
Massena
Middletown
Mount Kisco
Mount Vernon
Newark
Newburgh
New Rochelle
New York
Niagara Falls
N. Tonawanda
Norwich
Nyack
Ogdensburg
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
Wurtsboro
Yonkers

NORTH CAROLINA
Ahoskie
Albermarle
Asheboro
Asheville
Aulander
Burlington
Charlotte
Durham
Edenton
Fayetteville
Forest City
Gastonia
Goldsboro
Greensboro
Greenville
Henderson
Hendersonville
Hickory
High Point
Kinston
Lexington
Lumberton
New Bern
N. Wilkesboro
Pinehurst
Raleigh
Reidsville
Rocky Mount
Salisbury
Shelby
Southern Pines
Williamston
Wilson
Winston-Salem

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

OHIO
Akron
Alliance
Ashtabula
Athens
Bellefontaine
Bellevue
Bowling Green
Bryan
Bucyrus
Cadiz
Cambridge
Canton
Celina
Chillicothe
Cincinnati
Cleveland
Columbus
Coshocton
Dayton
Defiance
Delaware
Dover
East Liverpool
Elyria
Findlay
Fostoria
Fremont
Grafton
Greenville
Hamilton
Jackson
Kent
Kenton
Lakewood
Lancaster
Lima
Lorain
Mansfield
Marietta
Marion
Marysville
Massillon
Medina
Middletown
Mt. Vernon
Napoleon
Newark
Norwalk
Painesville
Pauling
Piqua
Portsmouth
Salem
Sandusky
Sidney
Springfield
Steubenville
Tiffin
Toledo
Upper Sandusky
Van Wert
Warren
Washington Court House
Wellington
Wilmington
Wooster
Youngstown
Zanesville

OKLAHOMA
Ada
Altus
Anadarko
Ardmore
Bartlesville
Blackwell
Bristow
Chickasha
Clinton
Cushing
Duncan
Durant
El Reno
Elk City
Enid
Frederick
Guthrie
Hobart
Holdenville
Hominy
Lawton
McAlester
Miami
Muskogee
Norman
Oklahoma City
Okmulgee
Pauls Valley
Ponca City
Seminole
Shawnee
Stillwater
Tulsa
Wewoka
Woodward

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

PENNSYLVANIA
Allentown
Altoona
Ambridge
Ardmore
Ashland
Beaver Falls
Bedford
Berwick
Bethlehem
Bloomsburg
Brackenridge
Bradford
Bristol
Butler
Canonsburg
Carlisle
Chambersburg
Charleroi
Chester
Clarion
Clearfield
Connellsville
Donora
Du Bois
Easton
Elizabethtown
Ephrata
Erie
Gettysburg
Greensburg
Greenville
Hamilton
Hanover
Harrisburg
Hazleton
Homestead
Honesdale
Houtzdale
Huntingdon
Indiana
Irwin
Jenkintown
Johnstown
Kittanning
Kutztown
Lancaster
Lansdale
Latrobe
Lebanon
Lewisburg
Lewistown
Lock Haven
McKeesport
Meadville
Monongahela
Mount Carmel
New Castle
New Kensington

PENNSYLVANIA (Cont'd)
Norristown
Oil City
Philadelphia
Pittsburgh
Pottstown
Punxsutawney
Quakertown
Reading
Ridgway
Robesonia
Schuylkill Haven
Scranton
Sewickley
Shamokin
Sharon
Sheffield
Shenandoah
Somerset
State College
Stroudsburg
Sunbury
Tamaqua
Towanda
Tunkhannock
Uniontown
Upper Darby
Vandergrift
Warren
Washington
Waynesboro
Waynesburg
Wellsboro
West Chester
Wilkes-Barre
Williamsport
York

RHODE ISLAND
Newport
Providence
Warren
Westerly
Woonsocket

SOUTH CAROLINA
Aiken
Anderson
Charleston
Cheraw
Columbia
Conway
Florence
Greenville
Greenwood
Hartsville
Laurens
Mullins
Newberry
Orangeburg
Rock Hill
Spartanburg
Sumter

SOUTH DAKOTA
Aberdeen
Belle Fourche
Deadwood
Hot Springs
Madison
Mitchell
Mobridge
Rapid City
Sioux Falls
Watertown
Yankton

TENNESSEE
Bristol
Chattanooga
Clarksville
Columbia
Dyersburg
Elizabethton
Greenville
Humboldt
Jackson
Johnson City
Kingsport
Knoxville
Lawrenceburg
Memphis
Nashville
Union City

TEXAS
Abilene
Alice
Alpine
Amarillo
Austin
Ballinger
Bay City
Beaumont
Big Spring
Borger
Bowie
Brady
Brownsville
Breckenridge
Brownwood
Bryan
Childress
Coleman
Cleburne
Cookeville
Corpus Christi
Corsicana
Dalhart
Dallas
Del Rio
Denison
Denton
Eastland
Eagle Pass
El Campo
El Paso
Fort Worth
Gainesville
Galveston
Greenville
Harlingen
Henderson
Hillsboro
Houston
Huntsville
Jasper
Kermit
Kerrville
Kilgore
La Porte
Kingsville
Lamesa
Laredo
Longview
Lubbock
Lufkin
Marlin
Marshall
McAllen
McKinney
Midland
Mineral Wells
Mt. Pleasant
Nacogdoches
Odessa
Orange
Ozona
Palestine
Pampa
Paris
Pecos
Plainview
Port Arthur
San Angelo
San Antonio
Seymour
Sherman
Smithville
Stephenville
Sulphur Springs
Sweetwater
Temple
Terrell
Stamford
Tyler
Vernon
Victoria
Waco
Waxahatchie
Wichita Falls

UTAH
Brigham
Coalville
Logan
Murray
Ogden
Price
Provo
Richfield
Salt Lake City
Tremonton

VERMONT
Barre
Bennington
Burlington
New Port
Rutland
Saint Albans
Saint Johnsbury
White River Junction

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

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

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

WISCONSIN
Antigo
Appleton
Baraboo
Beaver Dam
Beloit
Chippewa Falls
Delavan
Eau Claire
Fond Du Lac
Fort Atkinson
Green Bay
Janesville
Kenosha
LaCrosse
Ladysmith
Lancaster
Madison
Manitowoc
Marinette
Menasha
Marshfield
Merrill
Milwaukee
Monroe
New Richmond
Oshkosh
Pewaukee
Port Washington
Prairie Du Chien
Racine
Rhinelander
Rice Lake
Sheboygan
Sparta
Stevens Point
Sturgeon Bay
Superior
Watertown
Wausau
West Bend

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

A Safety Note

Carbon monoxide poisoning is always present in exhaust gases of internal combustion engines. Avoid inhaling exhaust gases when any concentration of these gases is present in the air, namely; in a garage, in congested traffic, or when stopped closely behind a vehicle with its motor running. Exhaust gases may have strong odors which normally should give warning of their presence, however, the exhaust gases from some vehicles may not be so noticeable under certain conditions and the senses of various people react differently. Exhaust gases contain a percentage of carbon monoxide which is a poisonous gas that by itself is tasteless, colorless and odorless.

Notes

Automobile Manufacturers Association
Consolidated Specification Questionnaire
For 1949 Models
Mechanical Details

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

Name of Maker: CADILLAC MOTOR CAR DIVISION Address: 2360 CLARK AVENUE

Date: October 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: Eight

Valve arrangement: 90° V - Overhead

Bore: 3-13/16 Stroke: 3-5/8

Cylinder head, cast iron or aluminum: Cast Iron

Cylinder sleeve, Yes: No X

Piston displacement: 331

Taxable horsepower: 46.5

Horsepower rating —

To be based on actual performance corrected to 60°F. at sea le· (barometric pressure 29.92 inches of mercury) with standard ane No. of fuel 88 Research

—With Bare Engine—

Maximum brake hp. 160 at 3800 R.P.M.

—With Standard Accessories—*

Maximum brake hp. 141 at 3400 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. 312 at 1800 R.P.M.

With standard accessories,* lb. ft. 297 at 1800 R.P.M.

Compression Ratio—

Standard 7.5-1 Optional

Standard compression pressure —*pounds*—

At cranking speed 120 - 140

At what R.P.M. 194 at 1000 RPM

PISTONS and RINGS

Piston

Make: Alcoa - Bohn

Material: Aluminum Alloy

Features—*split skirt, invar strut, oval, tin-plated, aluminum oxide finish, auto-thermic, V-Bridge, porous chrome plate, etc.* TT Slot - Stanate Finish

Weight—ounces—*without rings, pin or bushing* 19.296

Length: 3-15/16

Clearance—

Top *land* .0305 *to* .0355

Skirt, *top* .0021 *bottom* .0005

** Export - - 6.70-1

PISTONS and RINGS (cont'd)

Piston ring groove depth—

Oil .187 Compression .187

No. of oil rings used per piston: 1

Width of oil rings: 3/16

Width of oil ring gap: .010 - .020

No. of compression rings used per piston: Two

Width of compression rings: 5/64

Width of compression ring gap: .010 - .020

Maximum wall thickness of oil rings: .165

Maximum wall thickness of compression rings: .184

Are ring expanders used, Yes: No X

RODS and PINS

Wrist pin—

Material: 1045 Steel

Length: 2-3/4 Diameter: 1

Locked in rod, piston or floating: Floating

Clearance in piston .00005 *to* .0001 @ 70°F.

Clearance in rod .00015 *to* .00045

Connecting rod—

Length—*center to center*: 6-5/8

Material: 1035 Steel

Weight—*ounces*: 24.53

Crankpin journal—

Diameter: 2-1/4" Length: 2" (2 rods per pin

Lower bearing—

Material: Moraine Durex

Clearance .001 *to* .0035

End play .008 *to* .014 (Total 2 rods)

Ship—*solid, laminated or none*: None

Spun or separate: Separate

Rods and pistons removed from above or below: Above

CRANKSHAFT

Material: 1145 steel

Weight—*stripped*: 61.5

Vibration dampener used—*yes or no*: Yes

Type: Laminated Spring - Torsional

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

CRANKSHAFT (cont'd)

Crankshaft counterweights used, number of: Six
Which main bearing takes thrust: Rear
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
Clearance: .0015 - .0025
Shim—*solid, laminated or none*: None
Main bearing journal diameter x length—
No. 1: 2-1/2 x 1
No. 2: 2-1/2 x 1-1/16
No. 3: 2-1/2 x 1-1/16
No. 4: 2-1/2 x 1-1/16
No. 5: 2-1/2 x 1-7/8
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: 1115 Steel
Timing chain—
Make: Link Belt
Number of links: 46
Width: 11/16
Pitch: .500

VALVES

INTAKE VALVE—
Make: Rich Mfg. Co.
Material: 3140 steel
Overall length: 4.539-4.559
Actual overall diameter of head: 1.750
Minimum port diameter: 1-5/8
Angle of seat: 44°
Is valve seat an insert?: No
Stem diameter: 11/32
Stem to guide clearance: .0005 to .0025
Lift: .330
Spring pressure and length—
Outer—
With valve closed—*lb.*: 60 *ins.*: 1.696
With valve open—*lb.*: 135 *ins.*: 1.366
Length out of engine—*ins.*: 1.968
Inner—
With valve closed—*lb.*: *ins.*:
With valve open—*lb.*: *ins.*:
Length out of engine—*ins.*:

VALVES (cont'd)

EXHAUST VALVE—
Make: Rich Mfg. Co.
Material: Head: N-82120 Stem: 8729
Overall length: 4.539 - 4.559
Actual overall diameter of head: 1.437
Minimum port diameter: 1-5/16
Angle of seat: 44°
Is valve seat an insert?: No Material: —
Stem diameter: 11/32
Stem to guide clearance: .0015 to .0035
Lift: .330
Spring pressure and length—
Outer—
With valve closed—*lb.*: 60 *ins.*: 1.696
With valve open—*lb.*: 135 *ins.*: 1.366
Length out of engine—*ins.*: 1.968
Inner—
With valve closed—*lb.*: *ins.*:
With valve open—*lb.*: *ins.*:
Length out of engine—*ins.*:
Operating tappet clearance (hot or cold)—*intake*: Automatic
Tappet clearance for valve timing—*intake*: .001
Operating tappet clearance (hot or cold)—*exhaust*: Automatic
Tappet clearance for valve timing—*exhaust*: .01
Hydraulic valve lifters—*yes or no*: Yes
Valve timing— @ .001 Tappet Lift
Intake opens 19°BTDC *degrees* BUDC *piston travel* 0.121 *inches* TDC
Intake closes 83°ABDC " ALDC " " 1.365 *inches* BDC
Exhaust opens 53°BBDC " BLDC " " 3.085 *inches* TDC
Exhaust closes 49°ATDC " AUDC " " 0.778 *inches* TDC
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*: No
Camshaft bearings—*yes or no*: Yes
Tappets—*yes or no*: Yes

Make of Car CADILLAC Model 60, 61, 62, 75 Date October 20, 48

LUBRICATION (cont'd)

Timing gear or chain lubrication—*positive or splash* Splash
Oil pump type Gear
Oil grade recommended—*SAE viscosity and temperature range*—
+32°F. 20W or SAE 20
+10°F. 20W
-10°F. 10W
Below -10°F. 10W + 10% Kerosene
Normal oil pressure—*lbs. at M.P.H.* 35 @ 30 MPH
Pressure at which relief valve opens 40 Lbs.
Capacity of oil reservoir—*quarts, dry* 5 *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* 20 Gal.
Fuel feed—
Type—*vacuum tank, electric pump, gravity vacuum pump or camshaft pump* Camshaft Pump
Make A.C. Model ---
Carburetor—
Make Carter Model 1st # WCD-682S 722-S After #
Number used One
Size 1 1/4
Type—
Up or down draft Down Single or dual Dual
Intake manifold heat control—*manual, automatic or none* Automatic
Automatic choke, make Carter 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 - Dual Outlet
Drive Belt
Is pump equipped with packing nut No
Water circulation thermostat make Fulton Sylphon or Dole
Pressure relief valve—*yes or no* No
By-pass for recirculation—*yes or no* Yes
Radiator core—
Type Tube & Fin
Make Harrison Radiator Division

COOLING (cont'd)

Cooling system—*capacity, quarts* 18
Water jackets full length of cylinders—*yes or no* Yes
Water all around cylinder—*yes or no* Yes
Lower radiator hose—
Inside diameter 1 3/4 Length 8 7/16 Moulded
Upper radiator hose—
Inside diameter 1 3/4 Length 8 7/16 Moulded
Fan belt—
Make Gates & Goodyear - Wedge Type
Angle of vee 40° Inc.
Length, outside 57" Width, maximum .380
Fan—
Make Hayes No. of Blades 60-61-62-75 4 / 5

IGNITION

Ignition units—
Make Delco Remy Model 1110812
Manual or octane selector, *degrees advance* --- *retard* ---
Maximum centrifugal advance crankshaft, *degrees* 34 - 3 *at* 3550 *engine R.P.*
Inches of Mercury Necessary to operate Vacuum Advance (Plus or minus 1 inch) 7 Start 14 Full Adv.
Maximum Vacuum advance crankshaft, *degrees* 18 - 22°
Breaker gap .0125-.0175 Breaker arm tension 19-23 *oz.*
Cam angle 31° ±1 1/2° *deg.*
Timing—Breaker *points open* 5° BTC *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*
Firing order 1-8-4-3-6-5-7-2
Amperage draw of ignition coil—
With engine stopped 4.5 - 5.5
With engine idling 2 - 3
Spark plug—
Thread—*10 m.m., 14 m.m. or 18 m.m.* 14 m.m.
Make A.C. Model 46-5
Gap .035
Ignition cable make Packard Electric

BATTERY

Make Delco Model K4W
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 Under Hood, Outside right Frame Sidebar

e of Car CADILLAC Model 60,61,62,75 Date October 20, 1948

STARTING MOTOR

Make Delco Model 1107945
Normal engine cranking speed ---
Brush spring tension 24 - 28 oz.
Lock test—
Amperage draw 600 Max.
Volts 3.0 Max.
Torque in pounds feet 16
No load test—
Amperage draw 65 amps.
Volts 5.67 R.P.M. 5500
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 145
width of flywheel teeth .500
...er ratio between starter armature and flywheel 16.1 - 1

GENERATOR

Make Delco Model 1102700
Type—*third brush, shunt, etc.* Shunt
Brush spring tension 24 - 28 oz.
Current regulator, voltage regulator or current and voltage control unit Current & Voltage
Maximum controlled charging rate
Temperature 150°F
Amperes 40 - 46
Voltage 8.0
R.P.M. 2400
Cutout relay—
Voltage at closing 5.9 - 6.8 (Adjust to 6.4)
Amperes to open, reverse current 0 - 3
Air gap .020
Voltage regulator—
Volts 7.0 - 7.7 (Adjust to 7.4)
Temperature 150°F.
Air gap .075
Current regulator—
Amperes 40 - 46 (Adjust to 42)
Temperature 150°F.
Air gap .075
...peed for maximum charging rate At minimum peak 28 MPH
...meter or charge indicator make A.C.

LAMPS

Lighting switch make Delco
Are tail and dash lights in series No
Headlights—
Make Guide - sealed beam
Location—*in fender, in catwalk, or radiator shell* Fender
Parking or fender light make Guide
Tail and stop light make Guide
Horn—
Type—*vibrator or motor* Vibrator No. used Two
Make Delco
Amperage draw of each Low note 21 High 19

CLUTCH

Make Long Mfg.
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 Flywheel & one pressure plate
No. of clutch driven discs One
Clutch facing—
Material—*woven or moulded asbestos, cork* Woven
Inside diameter 7"
Outside diameter 60-61-62 (10-1/2") 75 (11")
Thickness .137
No. required Two

TRANSMISSION

Transmission— Std. Conventional Three Speed
Make Own Model --
No. of forward speeds Three
Manual shift—*yes, no* Yes
Automatic or auxiliary shifting mechanism—*yes* *no* Optional
If yes, Make Hydramatic Transmission
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 Drive
Transmission ratio—
In overdrive In second 1.53-1
In third Direct In fourth
In low 2.39-1 In reverse 2.39-1

Name of Car CADILLAC Model 60, 61, 62, 75 Date October 20, 1948

TRANSMISSION (cont'd)

Constant mesh gears on second: Yes
Spur or helical gears—
For second speed:
For first speed:
For reverse speed:
For all speeds: Helical
Synchronous meshing ~~and reverse~~: 2nd. & 3rd.
Transmission oil—
Capacity—*pints*: 3.75
Grade recommended—*S.A.E. viscosity*
Summer: SAE 90 Winter: Same
Universal joints—
Make: Mechanics 3-C
Number used: Two
Type—*metal with anti-friction bearing or metal with plain bearing*: Needle Bearing
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 **: (See below)
Number of teeth— In ring gear: 60-61-62: 49; 75: 47 In pinion: 60-61-62: 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 & Goodrich
Size: 60-61-62: 8.20-15; 75: 7.50-15 No. of plies: 75: 4 - 6

** With Hydra. Trans. 60-61-62: 3.36 (47); 75: 3.77 (49)

TIRES and WHEELS (Cont'd)

Inflation pressure—Front: 24 Rear: 60-61-62: 24; 75: 32
Rim—Diameter: 61-62-60: 15"; 75: 16" Width: 60-61-62: 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 Rod
If leaf—
Length: None Width:
Number of leaves—5-passenger, 4-door sedan:
Are radius rods used on axle:
If coil— Free length: 61-62: 16-1/16; 60: 16-3/8; 75: 15-3/4
Length under ~~curb~~ weight: Normal 9-11/16

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: No
If leaf— Length: 60-61-62: 54-1/2; 75: 56½ Width: 2"
Number of leaves—5-passenger, 4-door sedan: 61-62: 8; 60: 9; 75: 10
Spring leaves lubricated with: Wax Impregnat 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:
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: Double Action - End to End
Fluid capacity (~~ex~~) c.c.—front: 144-152 rear: 141.14

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STEERING

Steering gear—
Type Recirculating Ball
Make Saginaw Model
Ratio 61-62-60 (21.3) 75 (23.6)
Lubricant recommended 5-200 Strg. 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 60 75 / 23.39' 24.29' 24.4'
Caster—*degrees* Neg. 1/2° to Pos. 1/2°
Camber—*degrees or* 3/8° *inches* to Pos. 3/8°
Toe-in—*inches* Neg. 1/32" to 3/32"
Crosswise inclination of kingpin—*degrees* 5°51' @ 0° Camber
Front axle— Independent Suspension
Make Own Model
Section type—*I-beams, tubular or none*
End type—*Elliott or reverse Elliott*
Minimum road clearance—*tires inflated*

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 Composite Diameter 12"
Lining—
Length per wheel 24 1/2"

*** (Outside) Bumper to Bumper Sweep

* Curb

61	62	60	75
4067	4108	4281	4737

BRAKES (cont'd)

Front 2-1/4"
Rear Width 61-62-60 (2 1/4) 75 2 1/2 Thickness 3/16"
Clearance—*top* .007-.010 *heel* .007-.010
Total foot braking area 61-62-60 (220 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
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* 60-61-62 (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 61-62 (126) 60-(133) 75-(136 1/4")
Tread— 60-61-62 / 75
Front (59") / (58 1/2")
Rear (63) / (62 1/2")
Weight of standard 5-passenger, four-door sedan—
Shipping See Page 10
Curb *
Price of standard 5-passenger, 4-door sedan See Page 10
** First serial number, this series (61) 496100000 (62) 496200000
Serial number location (60) 496000000 (75) 497500000

	61-62	60	75
Overall length of car—With bumpers and bumper guards	215 3/32	226 15/16	226
Overall width of car	(61-62) 78 15/16,	(60) 78 3/16	(75) 82 5/16
Overall height, road to roof with normal load	(61-62-60) 63 7/16		(75) 68 1/2

** Number Location -- Upper right corner on front face of right hand block. Numbered at right angles to crankshaft.
The Chassis unit number of each car will be stamped in two places on the frame, one on the top flange of the right hand side bar to the rear of engine mounting bracket, and one on the top flange of the right hand side bar, about midway in the chassis where it will be covered by the body. These numbers to be identical with the engine serial numbers.

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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: 954553

Fan bearing—
- Make or type: N.D. Ball
- Size or number: 954553

Starting motor commutator end bearing—
- Make or type: Durex Bushing
- Size or number: 3/4" x 5/8" x 9/16"

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: Durex Bushing
- Size or number: 9/16" x 5/8" x 3/4"

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

Generator drive end bearing—
- Make or type: N.D. Ball
- Size or number: 954378

Transmission main drive gear front pilot bearing—
- Make or type: Durex Bushing
- Size or number: 412562

Clutch throwout bearing—
- Make or type: Bearing Co. of America
- Size or number: 1421681

Transmission main drive gear rear bearing—
- Make or type: New Departure Ball
- Size or number: 954381

Transmission main shaft front pilot bearing—
- Make or type: Roller
- Size or number: 1294780

Transmission main shaft rear bearing—
- Make or type: New Departure Ball
- Size or number: 954383

Transmission countershaft front bearing—
- Make or type: Roller
- Size or number: 1298445

Transmission countershaft rear bearing—
- Make or type: Roller
- Size or number: 1298445

Transmission reverse idler bearing—
- Make or type: Plain babbitt bushing
- Size or number: 1433125

Overdrive shaft rear bearing—
- Make or type:
- Size or number:

Overdrive shaft pilot bearing—
- Make or type:
- Size or number:

Main shaft extension bearing—
- Make or type: Plain babbitt bushing
- Size or number: 1442073

Rear axle pinion shaft front bearing—
- Make or type: Taparad Roller
- Size or number: 1422450

Rear axle pinion shaft rear bearing—
- Make or type: Taparad Roller
- Size or number: (60-61-62) 1422451 (75) 1440

Differential right bearing—
- Make or type: Taparad Roller
- Size or number: 1440844

Differential left bearing—
- Make or type: Taparad Roller
- Size or number: 1419355 (60-61-62) 1440010 (75

Rear wheel inner bearing—
- Make or type: New Departure Ball
- Size or number: 954172

Rear wheel outer bearing—
- Make or type:
- Size or number:

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

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

Kingpin upper bearing—
- Make or type: Steel backed bronze bushing
- Size or number: 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: 1428440

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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	61-62-60-75		
Lacquer make Rinshed-Mason-DuPont	"		
Body finish, *lacquer or synthetic enamel* Lacquer	"		
Fender finish, *lacquer or synthetic enamel* Lacquer	"		
Hardware make Ternstedt	"		
Speedometer make A.C.	"		
Gasoline gauge make A.C.	"		
Thermometer make A.C	"		
Car lock make Briggs & Stratton	"		
Car lock operates *on ignition or ignition and steering*			
Clock make Delco *mechanical or electrical* Electric	"		
Cigar lighter make Casco	"		
Safety glass make Libbey Owens Ford	"		
Safety glass type, *laminated or tempered*			
In windshield Laminated	"		
In side windows Laminated	"		
In rear window Safety Plate	"		
Bumper make Own	"		
Bumper guard make Own	"		
* Car heater make ... Type	"		
Direction signal make Delco	"		
Front—*yes or no* Yes Rear—*yes or no* Yes	"		
No. of tail lights included Two	"		
No. of visors included Two	"		
No. of horns included Two	"		
No. of windshield wipers included Two	"		
No. of spare tires included One	"		

* Not included in Factory Delivered Price
Underseat Heaters - Harrison Radiator Division
Blower and Dash Heater - Eaton Mfg. Co.

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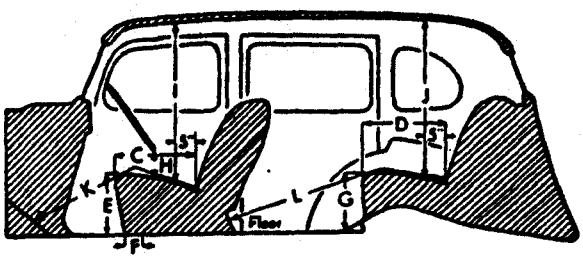
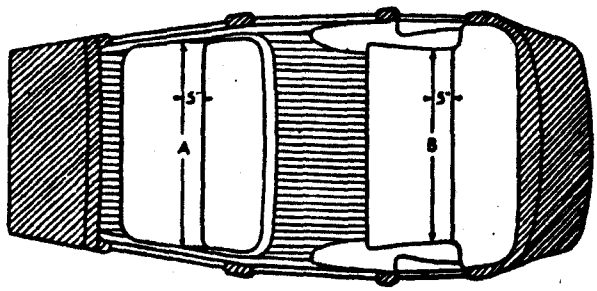
BODY DIMENSIONS (Five-Passenger, Four-Door Sedan)





INTERIOR

All interior body dimensions taken with front seat in its rear position	61	62	60	75
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)	18-1/16	18-1/16	18-1/16	18-1/2
Depth of rear seat cushion (D)	20-3/16	20-3/16	20-3/16	20
Height of front seat cushion measured 12½ inches from center line of body (E)	13-3/16	13-3/16	13-3/16	1 /2
Front seat horizontal adjustment, inches (F)	4-1/2	4-1/2	4-1/2	/2
Front seat vertical adjustment, inches	1/4 Rise on full		forward move	mer
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 Vertical			
Head room at rear seat, measured 5 inches from back (J)	8° From Vertical			
Leg room in front seat, measured from 6 inches up on toe board, following contour of seat cushion (K)	36-13/32	36-13/32	36-13/32	36-3/4
Leg room in rear seat, measured from center of foot rest, following contour of seat cushion (L)	35-3/16	35-3/16	35-3/16	35-3/8
Trunk capacity, cubic feet	42-1/4	42-1/4	42-1/4	42
Width of left front pillar on diagonal with door closed	39-9/16	39-9/16	39-9/16	
	3-1/4	3-1/4	3-1/4	4-1/8

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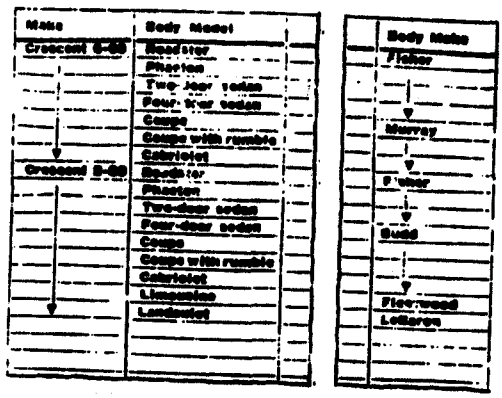
BODY DETAIL AND EQUIPMENT FORMS

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 **
Cadillac 6107	Dyn. Coupe		5	126	3836	3	Fisher
6169	4-Door Sedan		5	126	3911	4	"
6237	DeVille Coupe		5	126	3858	3	"
6269	4-Door Sedan		5	126	3852	4	"
6267	Conv. Coupe		5	126	4214	3	"
6069	4-Door Sedan		5	133	4125	4	Fleetwood
7519	4-Door Sedan		5	136	4581	4	"
7523	4-Door Sedan		7	136	4622	5	"
7533	4-Dr. Imp. Sedan		7	136	4644	5	"
7523L	4-Dr. Busn. Sedan		9	136	4492	5	"
7533L	4-Dr. Busn. Imp. Sedan		9	136	4543	5	"
** Interior by Fleetwood							

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 stationary.