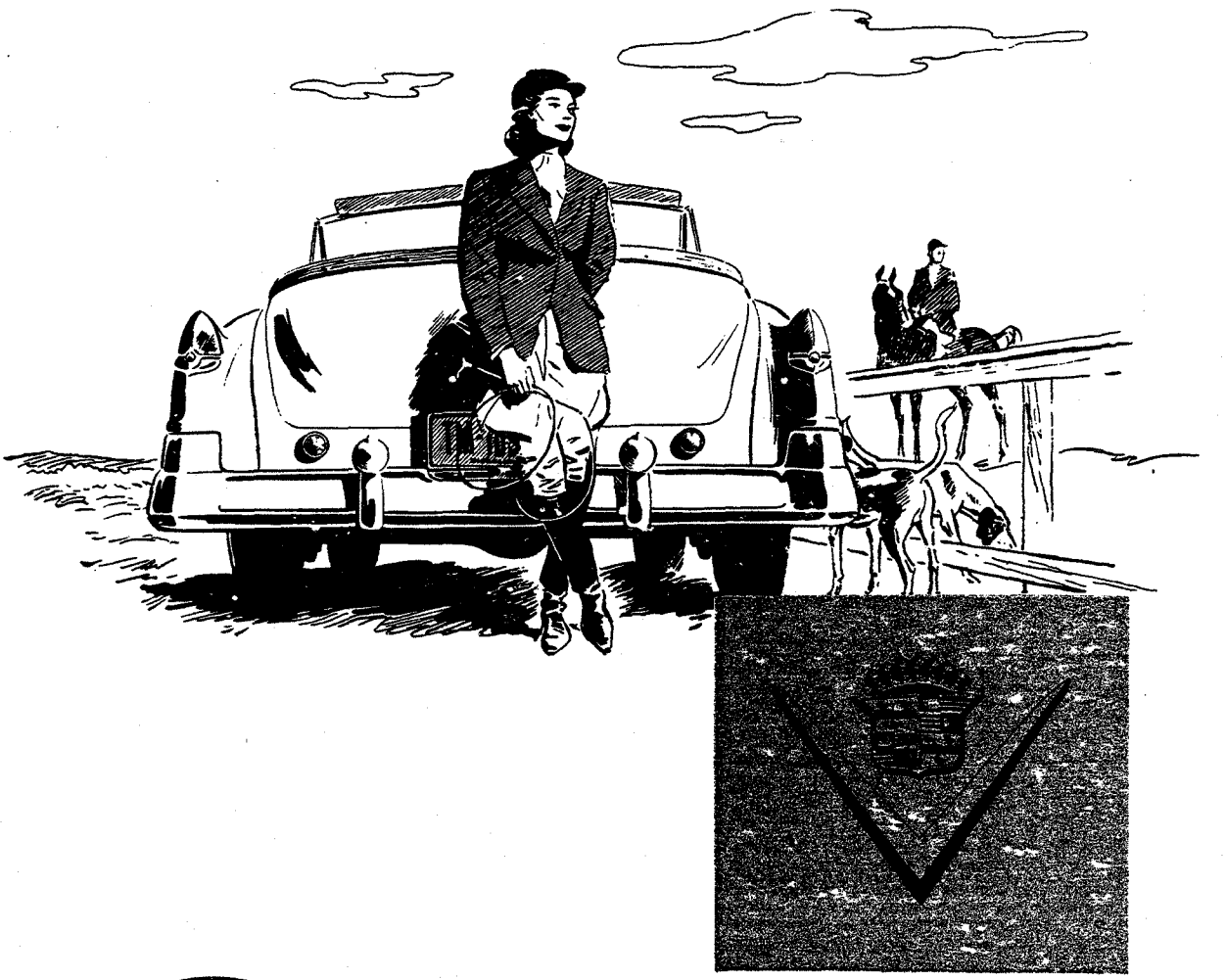


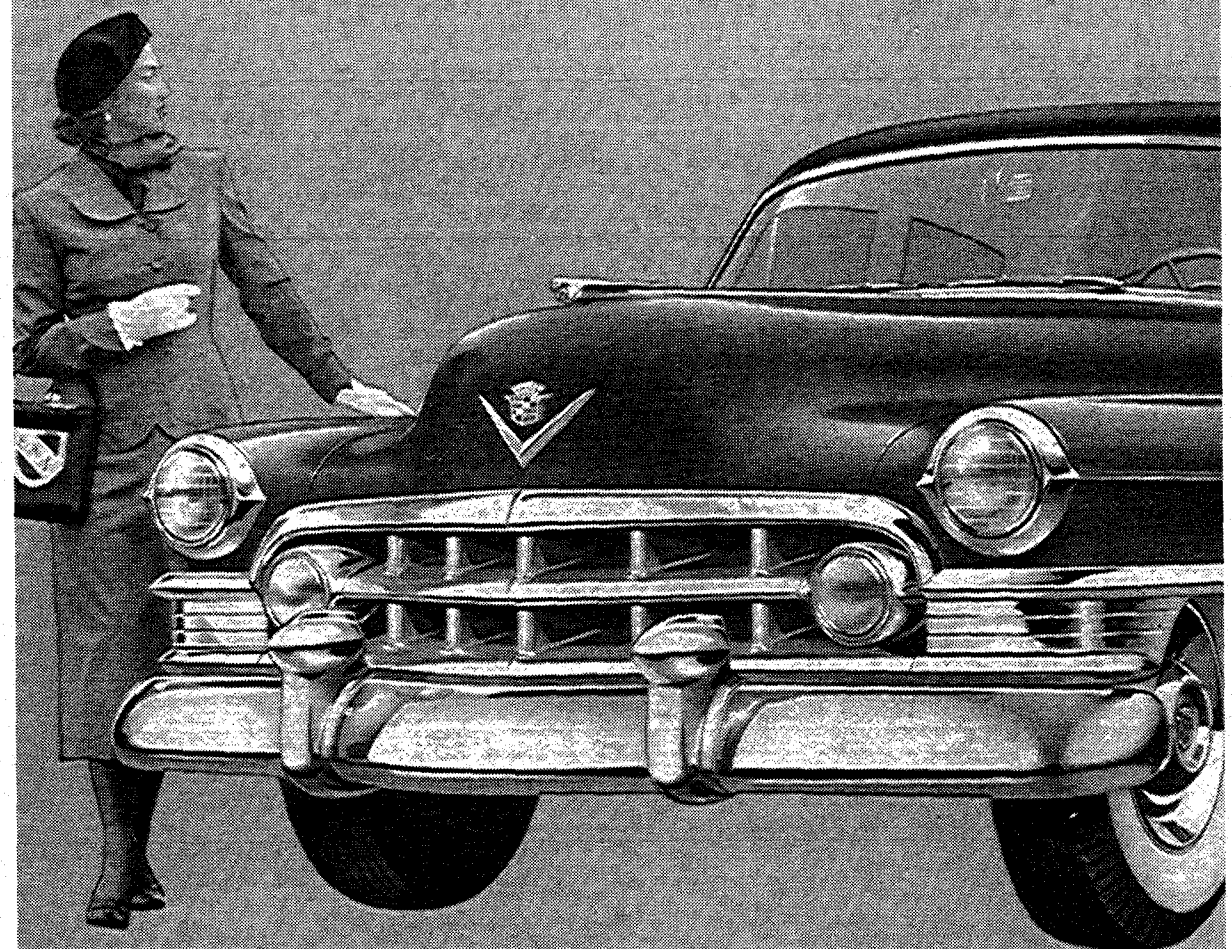
Cadillac

1950 DATA BOOK

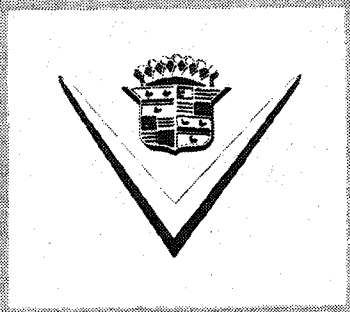
1950

Cadillac

DATA BOOK



1950



You who sell Cadillac motor cars enjoy a rare privilege. You not only have the distinction of selling the world's finest motor car but it is your lot, year after year, to serve the world's most loyal and satisfied group of motor car owners.

In survey after survey made during recent years the evidence is overwhelming that, insofar as owners are concerned, we have become almost invulnerable to competition. Once a man becomes a Cadillac owner, he is usually never satisfied with any other automobile.

Yet, the great satisfaction this brings to all of us should not be permitted to act as a sedative. Rather, it should resolve itself into a sobering challenge. For, *new* Cadillac owners must constantly be developed by a gradual process of education and encouragement.

Much of this missionary work is done for you by Cadillac owners, themselves. Their almost unanimous word of mouth praise for the car is one of our greatest assets. Cadillac advertising, and particularly our advertising of the past two or three years, has done more than ever before to create a desire for Cadillac ownership, based upon a conviction that it is the most distinguished automotive possession America affords.

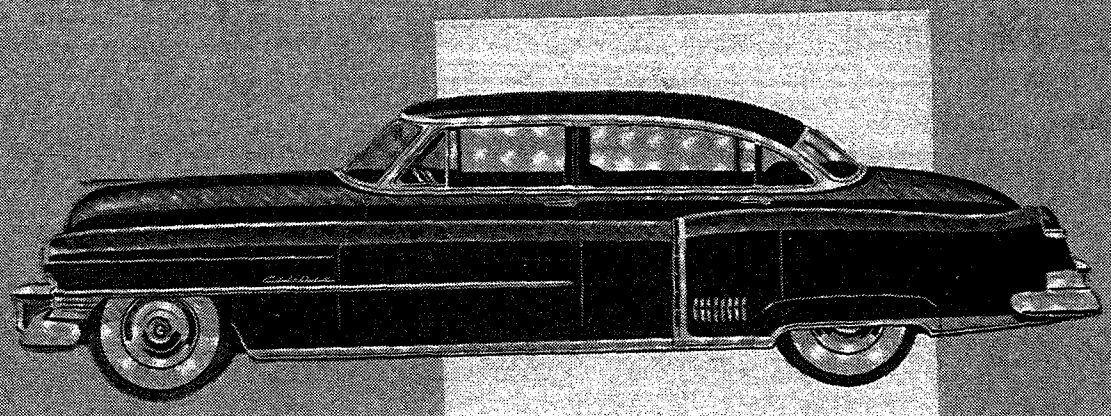
But, if we are to broaden the base of Cadillac ownership, we must back up owner loyalty and advertising appeal with intelligent, direct selling effort.

Usually a new prospect considers the purchase of a Cadillac car for at least two years before actually buying. Sometimes it is much longer than that. But, during that period, whatever it may be, he is in a susceptible frame of mind. It should be your objective to seek out such prospects and convince them, point by point, of the many superior features of a Cadillac car—the things that cannot be specifically covered in Cadillac advertising, yet play such an important part in making a sale.

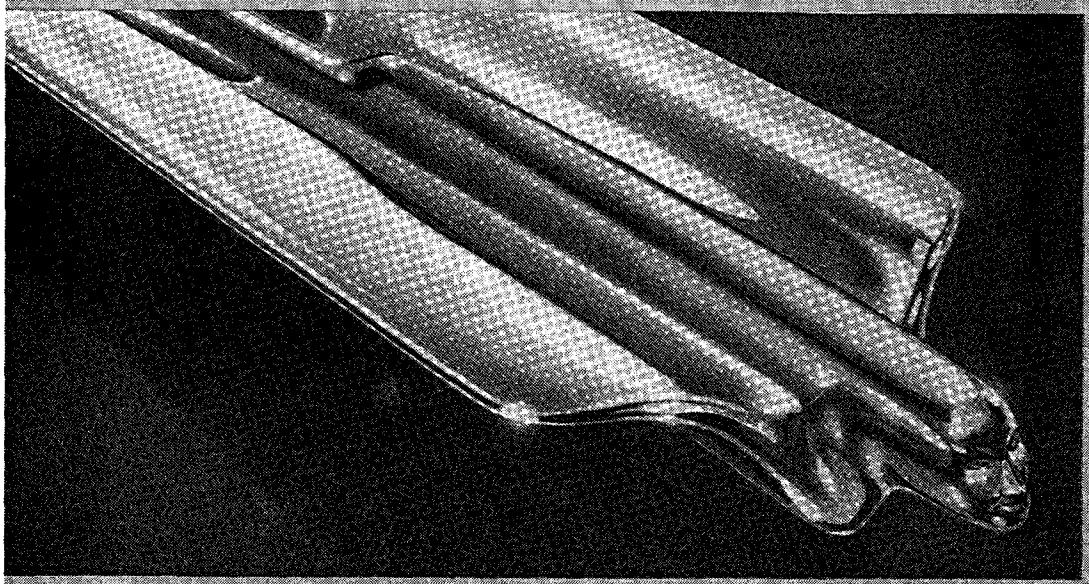
In selling the 1950 Cadillac, you should first of all stress the fact that the *new* Cadillac is really *new*. Lay especial emphasis on its *new* and modern styling—its *modern* high-compression V-type engine—its *new* economy. Then, point by point, be sure your prospect appreciates the driving ease of a *new* Cadillac, its great power, its dependability, comfort and safety.

As previously pointed out, the desire for Cadillac ownership, from a prestige standpoint, is almost universal. If you can convince each prospect, therefore, of the superiority of its many quality features, plus the fact that the car is now priced within his reach, you will make many additional sales.

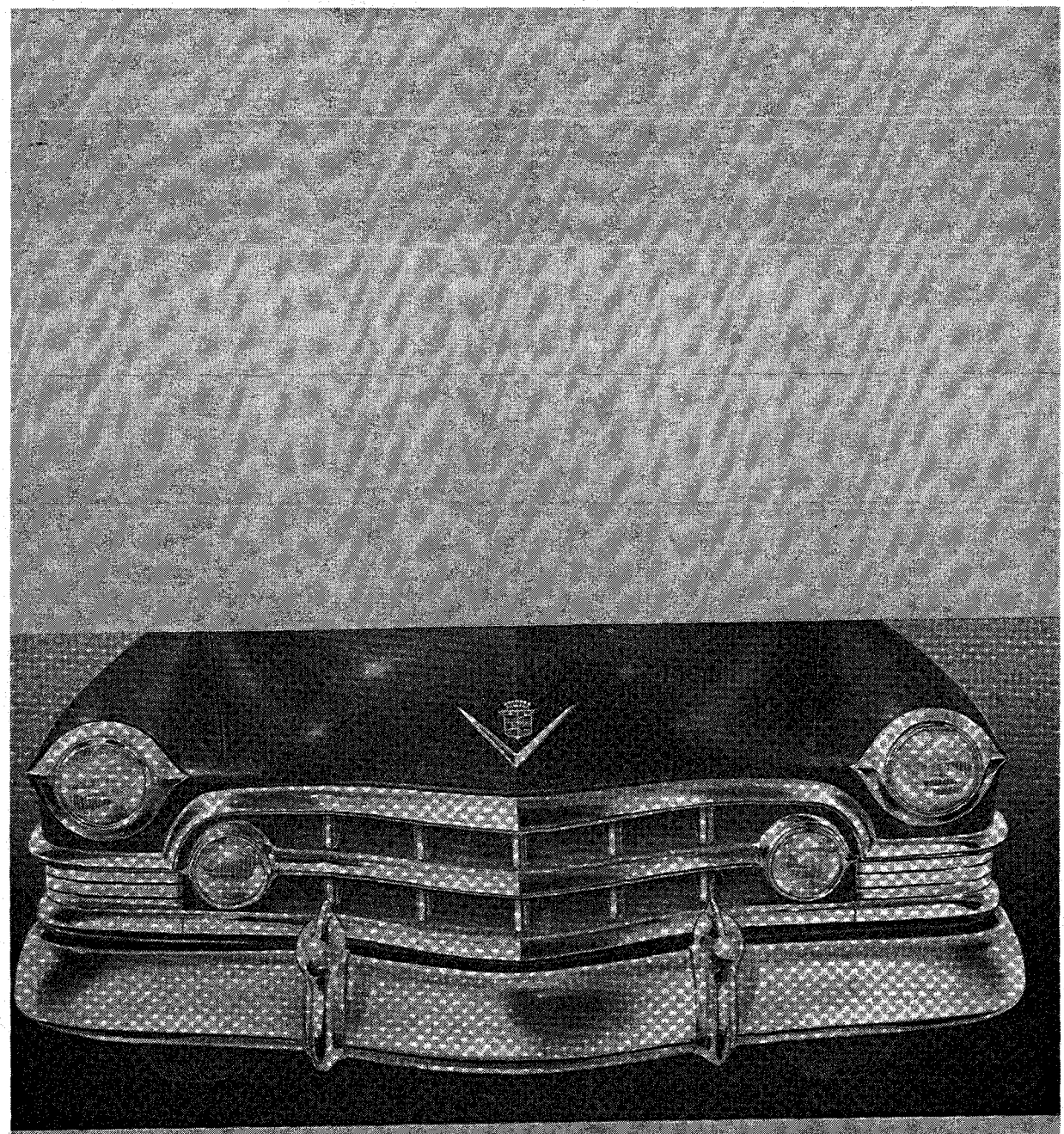
The pages of this book have been designed to help you accomplish that purpose.



AMERICA'S MOST DESIRED AUTOMOBILE

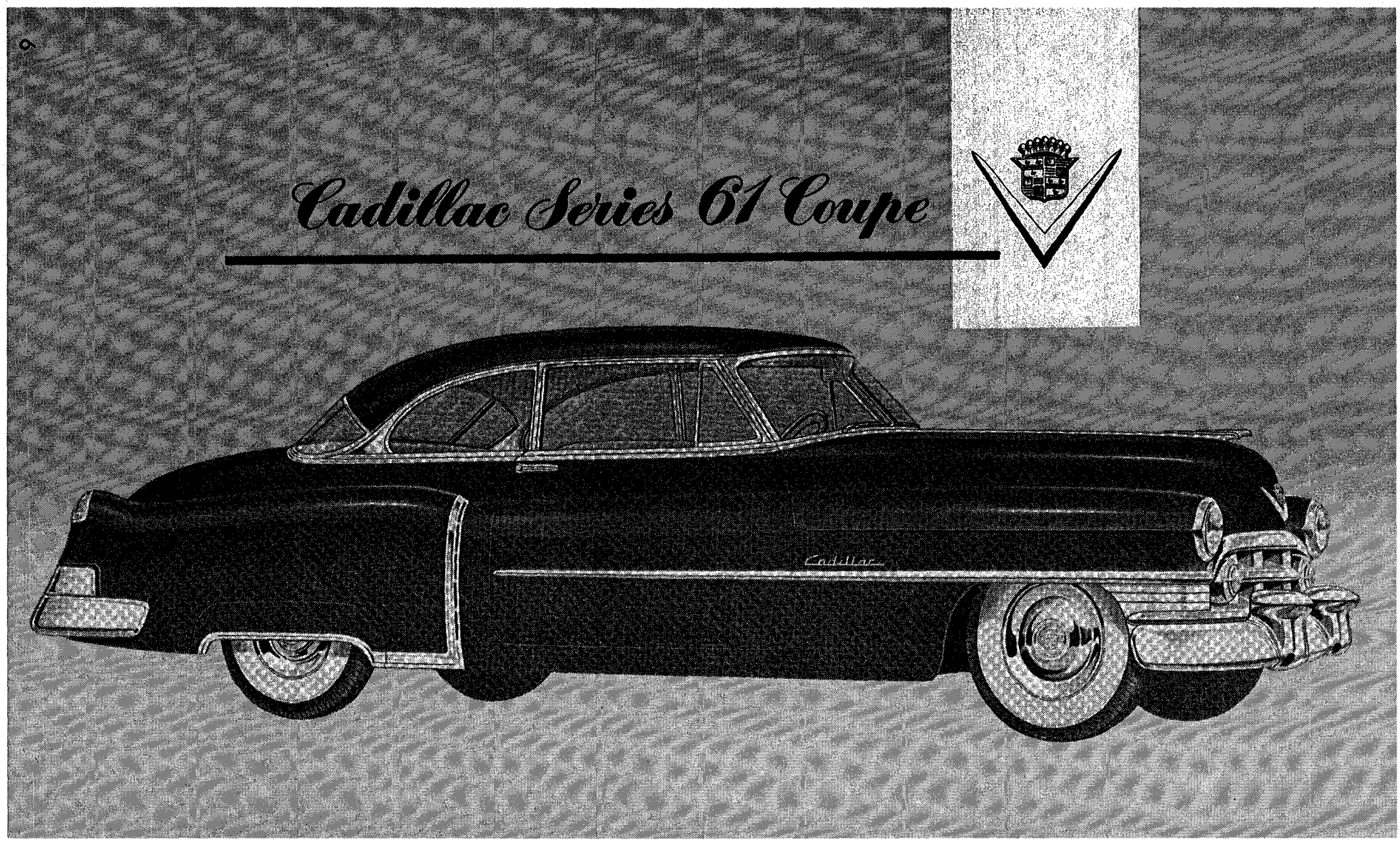


SERIES 61

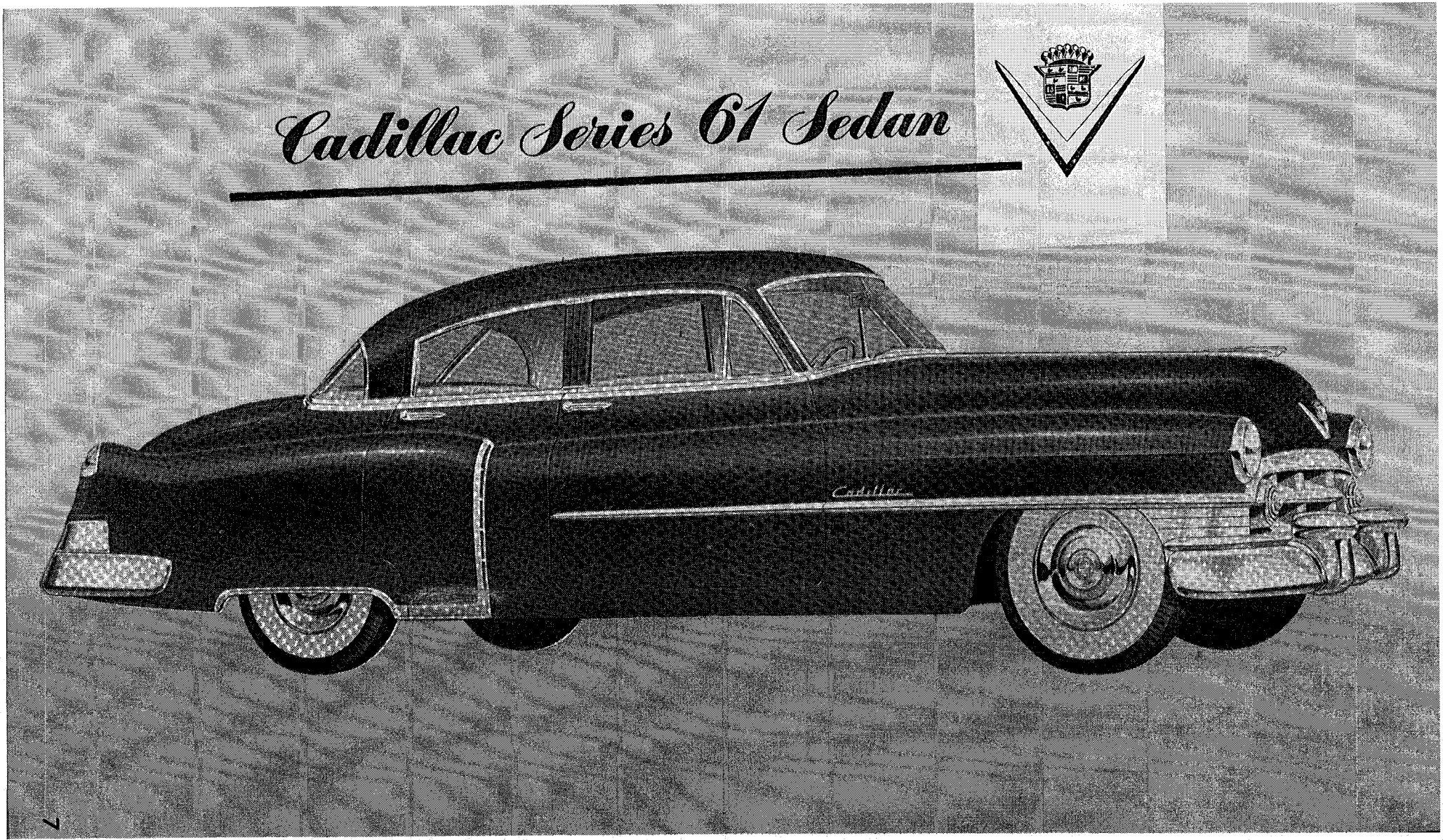


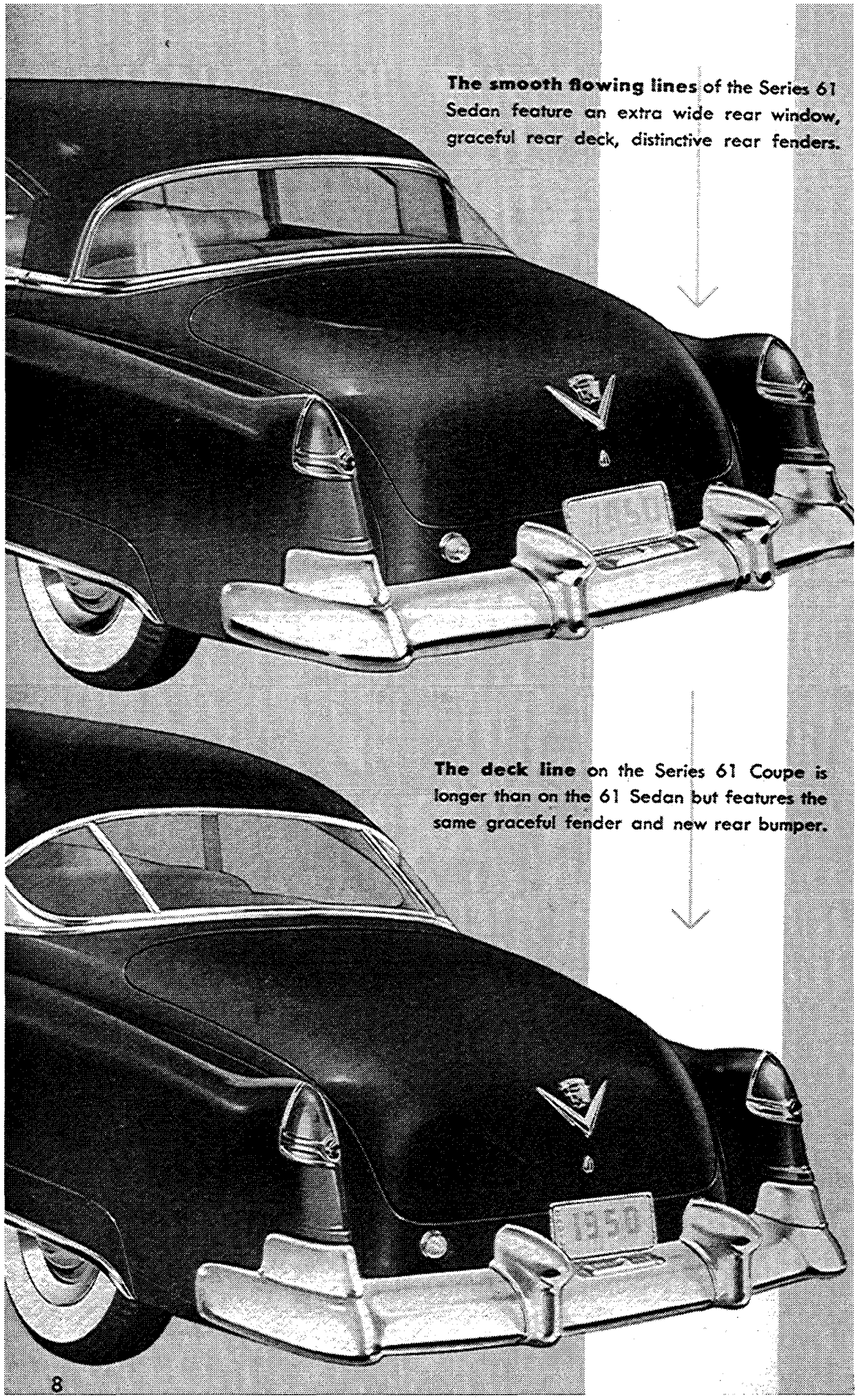
Cadillac motor cars for 1950 bear all of the traditional hallmarks of Cadillac design and quality. The Series 61, offered in two body styles, is identical in front-end appearance and basic features of design with all other 1950 Cadillac models. The 61 Series offers the distinction of Cadillac ownership at the lowest cost consistent with Cadillac's traditionally high standards of quality.

Cadillac Series 61 Coupe



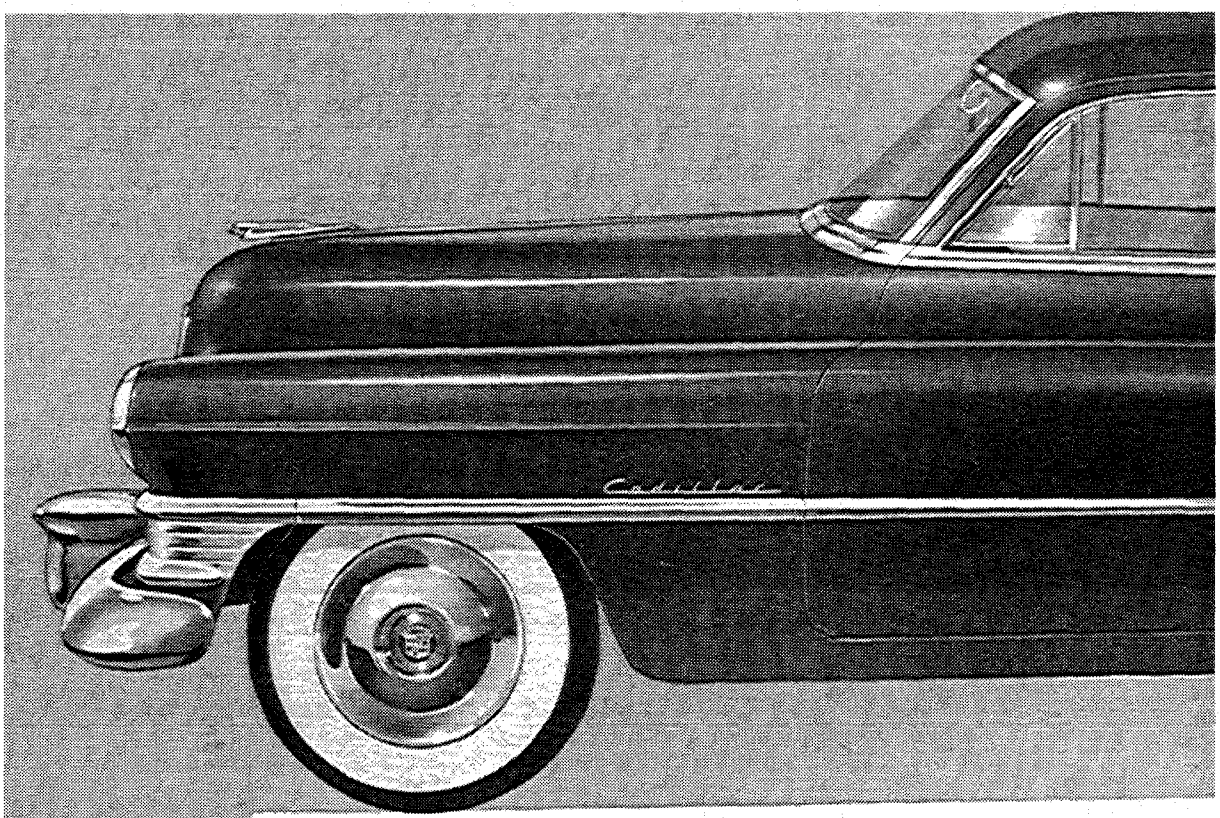
Cadillac Series 61 Sedan



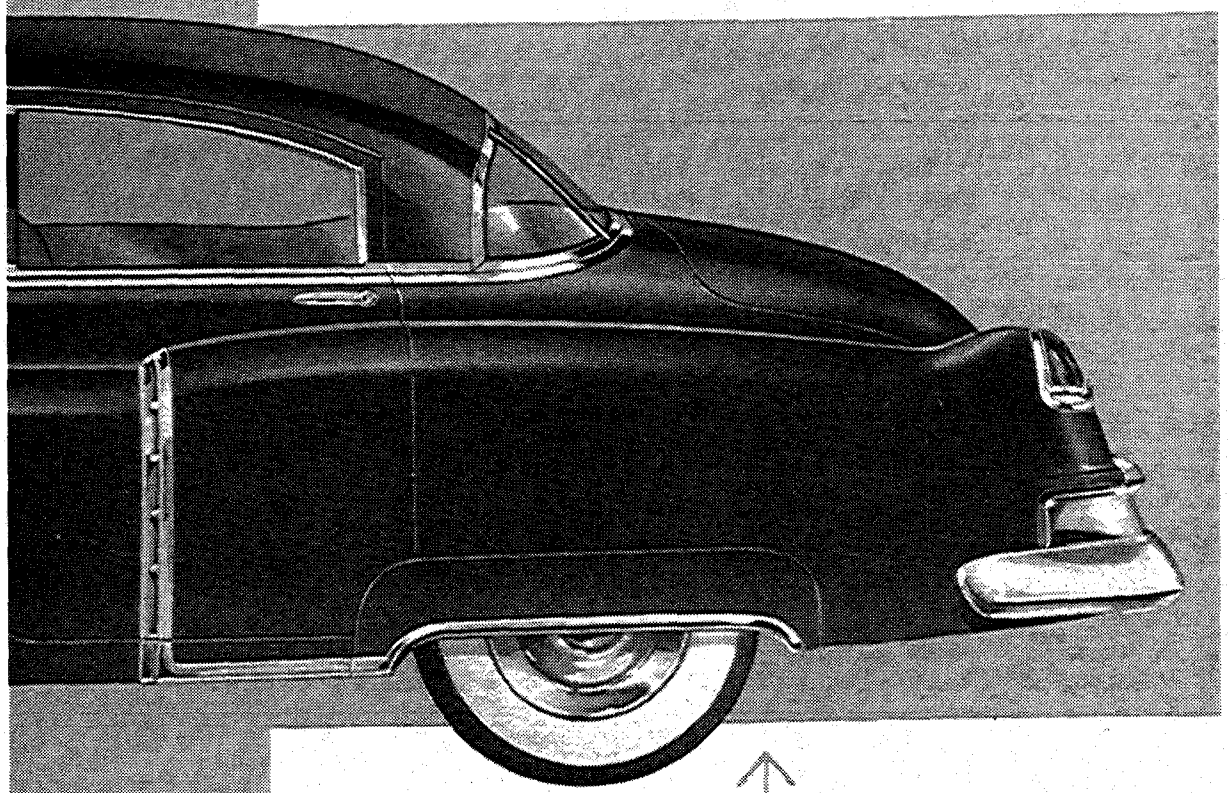


The smooth flowing lines of the Series 61 Sedan feature an extra wide rear window, graceful rear deck, distinctive rear fenders.

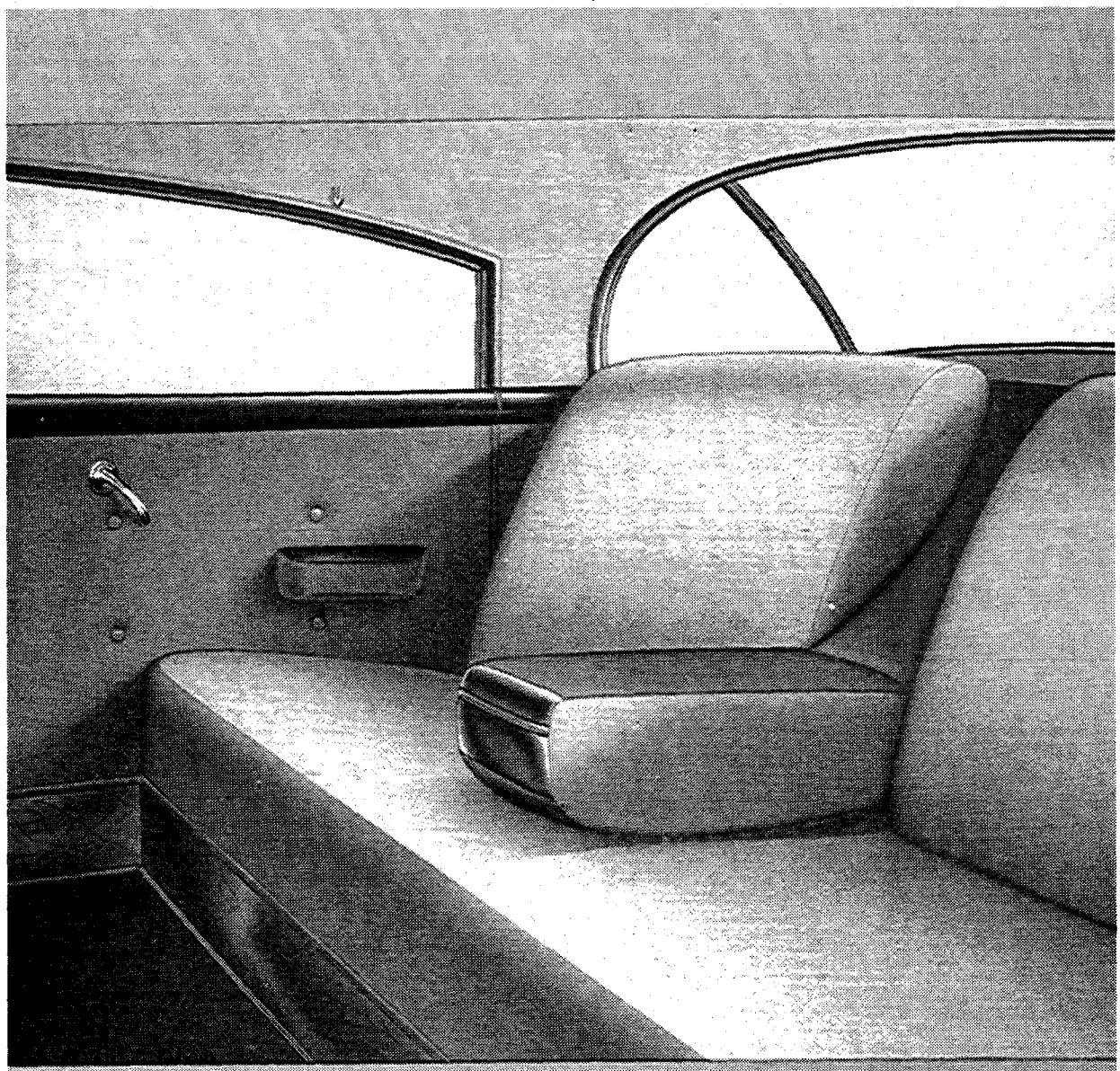
The deck line on the Series 61 Coupe is longer than on the 61 Sedan but features the same graceful fender and new rear bumper.



As on all 1950 Cadillac models front fenders flow gracefully and become an integral part of the body design. Fender molding sweeps from the grille to the door molding.

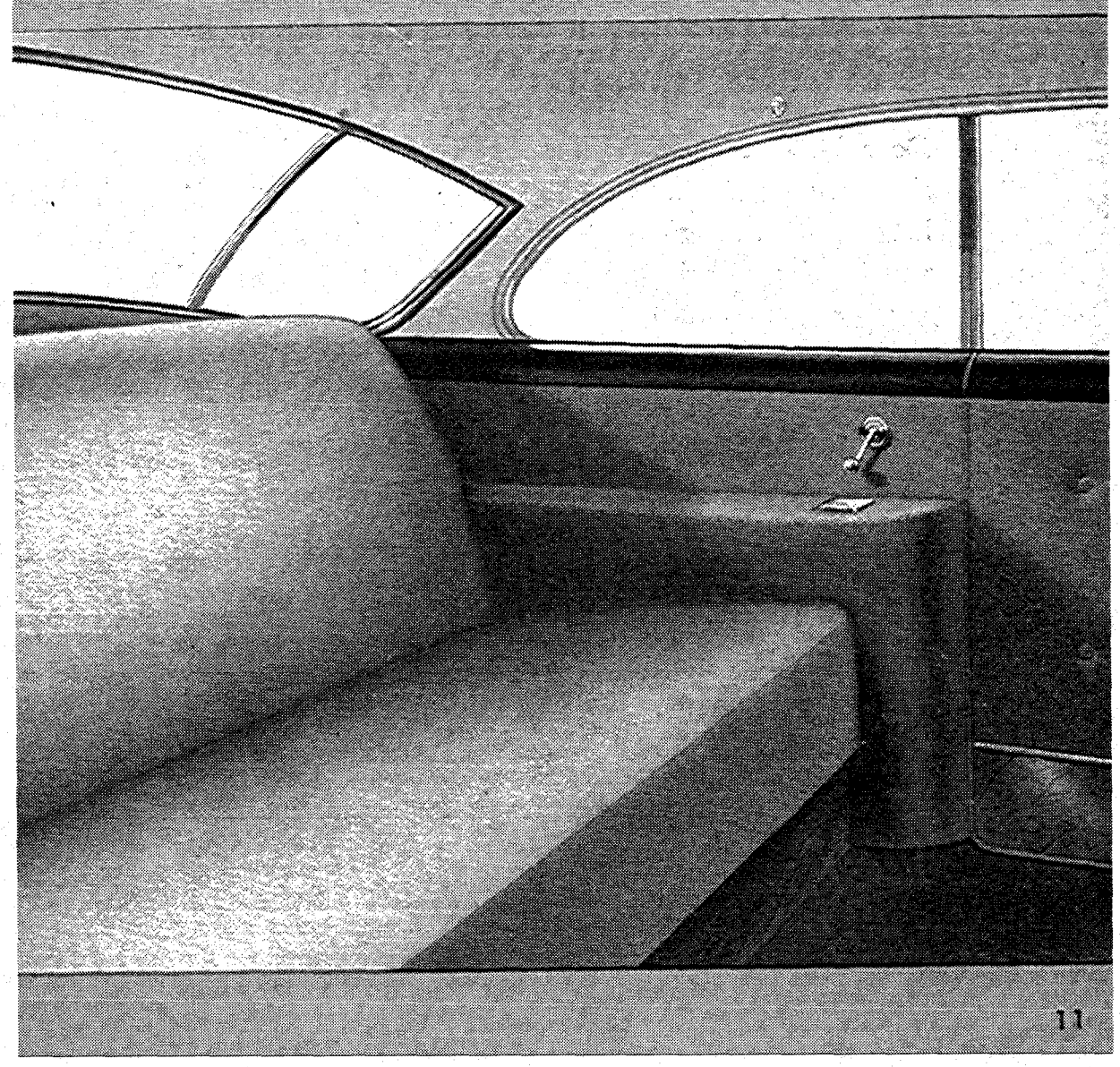


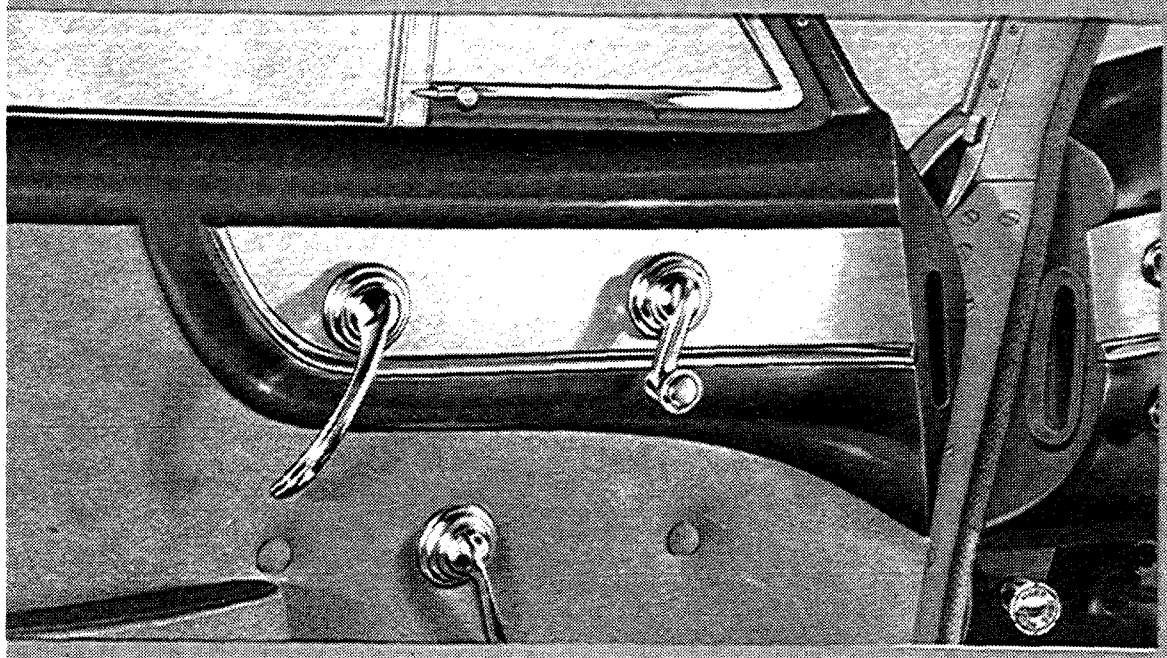
Characteristic of Cadillac design for 1950 is its rear fender treatment featuring a simulated air inlet at the forward end and terminating in an upward flare at the rear.



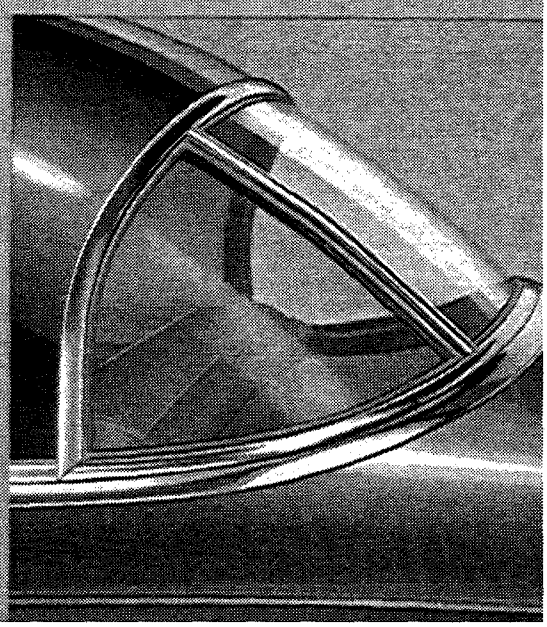
Series 61 Sedan interiors are tailored in rich, fine-quality fabrics of gray pattern broadcloth or corded cloth. Seats and seat backs carry light tone cloths and are finished with French seams. Door panels are trimmed in dark tone cloths deeply tufted and fitted with six buttons. A narrow stainless steel molding above imitation leather seat kick pad and door kick panels, together with bright chrome hardware, brightens the appearance. Door trim panels and window molding are morocco brown. Front carpets are gray rubber to match rear pile carpets. Center and side arm rests assure luxurious comfort.

Coupe interiors are trimmed in two-tone effect. Seats and seat backs are light tone, while door panels and seat cushion edges are dark tone. Ash trays are inset in the wide box-type side arm rests. When door and rear quarter windows are rolled down, the entire area is free from obstructions, since there is no center pillar. The narrow rear quarter pillar and extra large rear window afford unusual vision. Window moldings and trim panels are morocco brown. All hardware is bright chrome. Rubber carpets match in color the dark-tone upholstery.

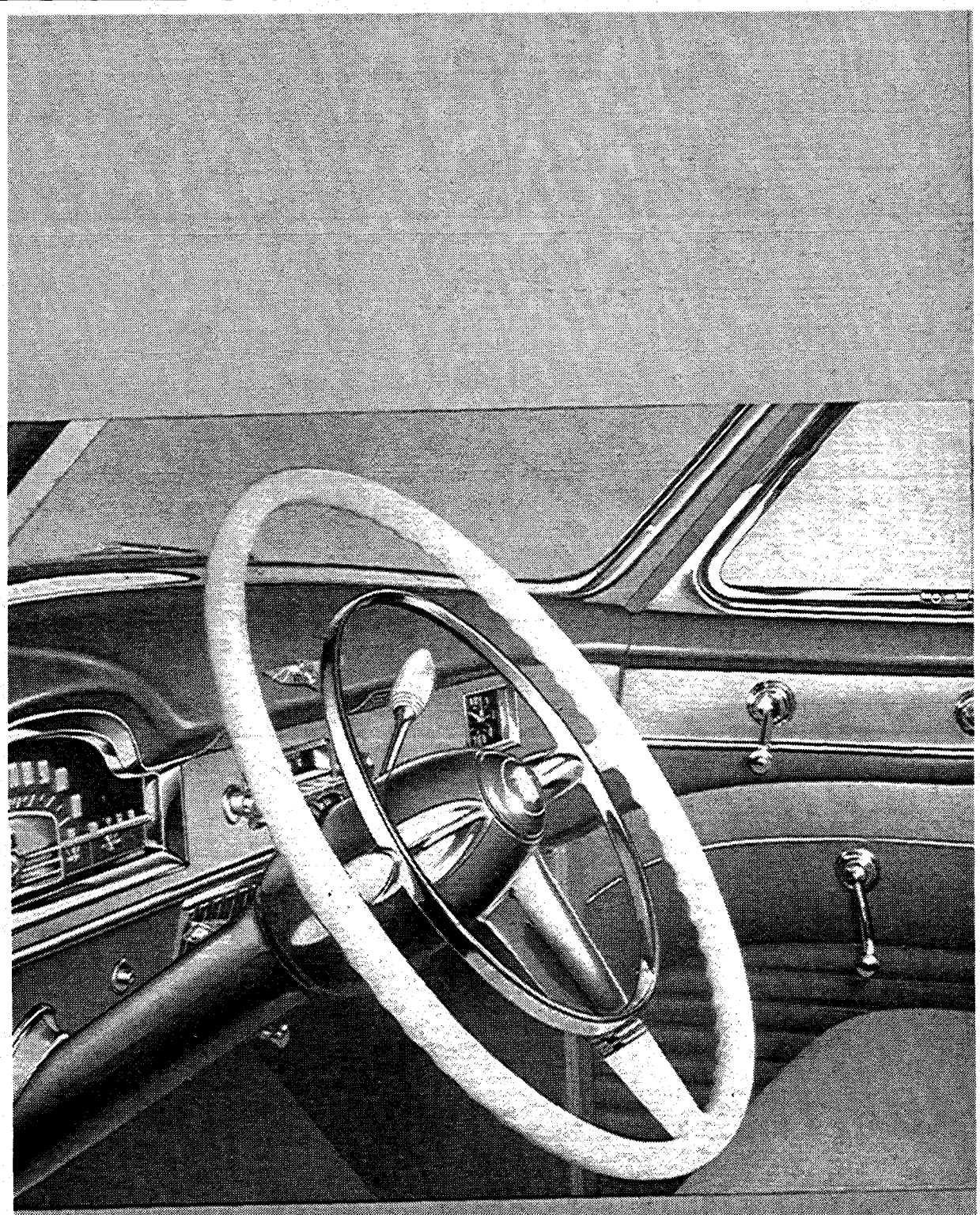




Door handles and window regulators have bright chrome shanks, escutcheon plates and knobs designed and styled in keeping with the new interior motif. Set in a morocco brown panel with a gray insert, they add a touch of style and luxury.

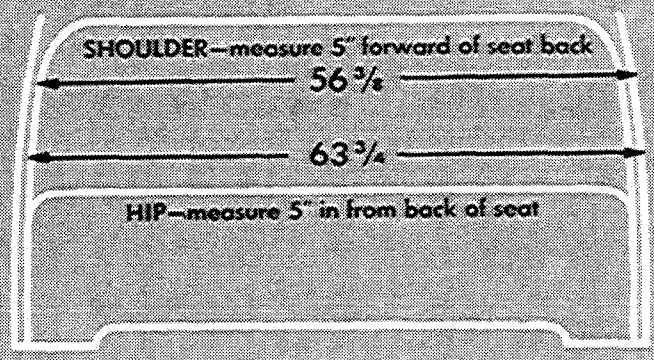


The new curved rear window is molded to fit the top contour and extends across the width of the car. Increased visibility is a feature of 1950 Cadillacs.

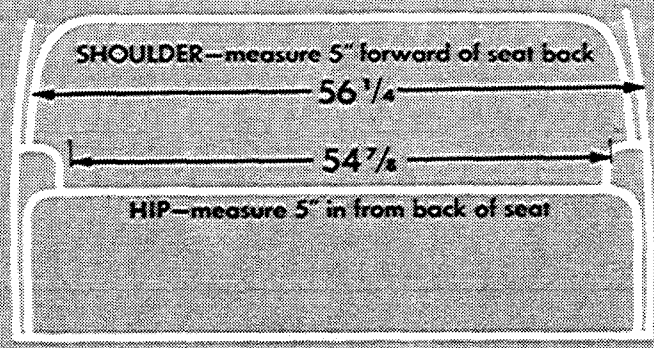


The instrument panel is functionally designed with controls and instruments grouped for quick visibility and convenience. The panel is beautifully finished in morocco brown while the insert is a pattern design in light tone. The panel with the distinctive Cadillac crest and wings in bright chrome curves gracefully to blend with flowing lines of the door molding.

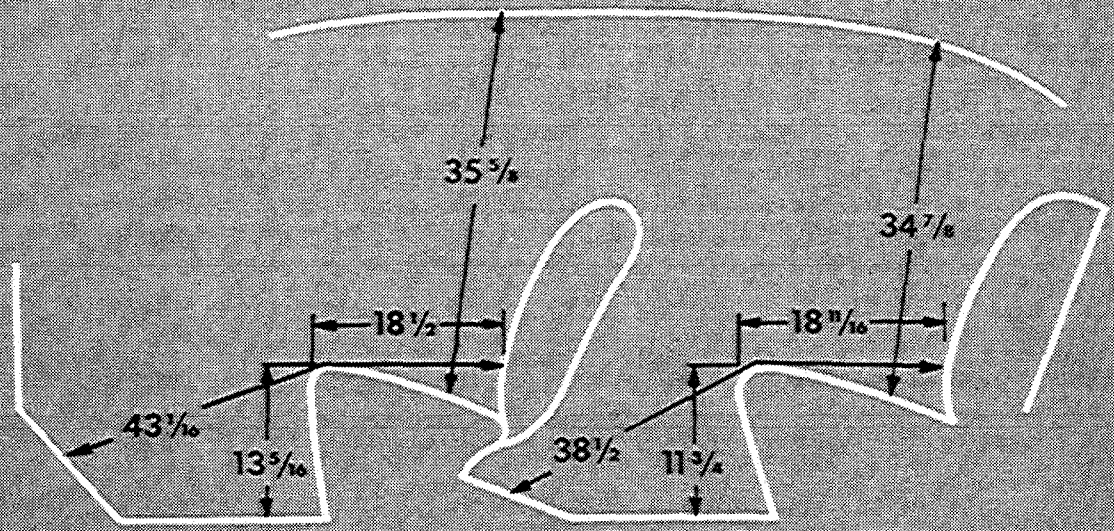
SERIES 61 COUPE DIMENSIONS



FRONT SEAT

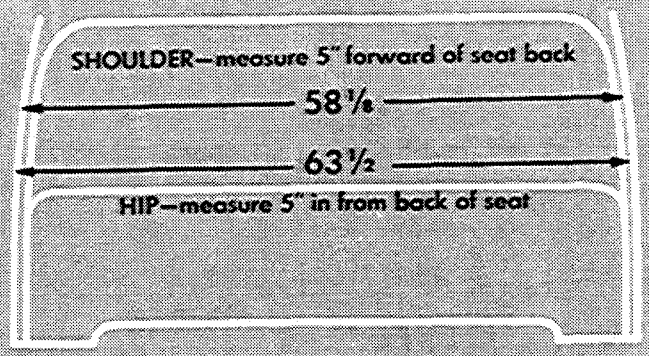


REAR SEAT

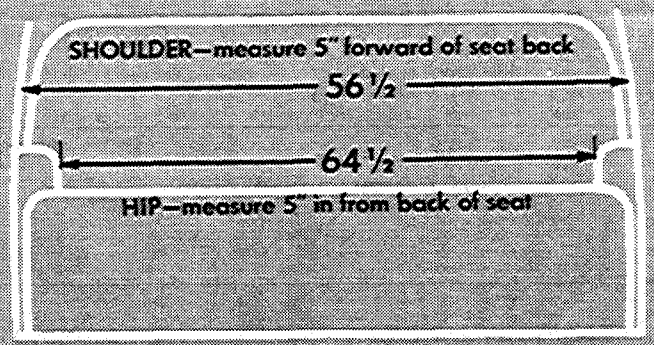


SIDE VIEW

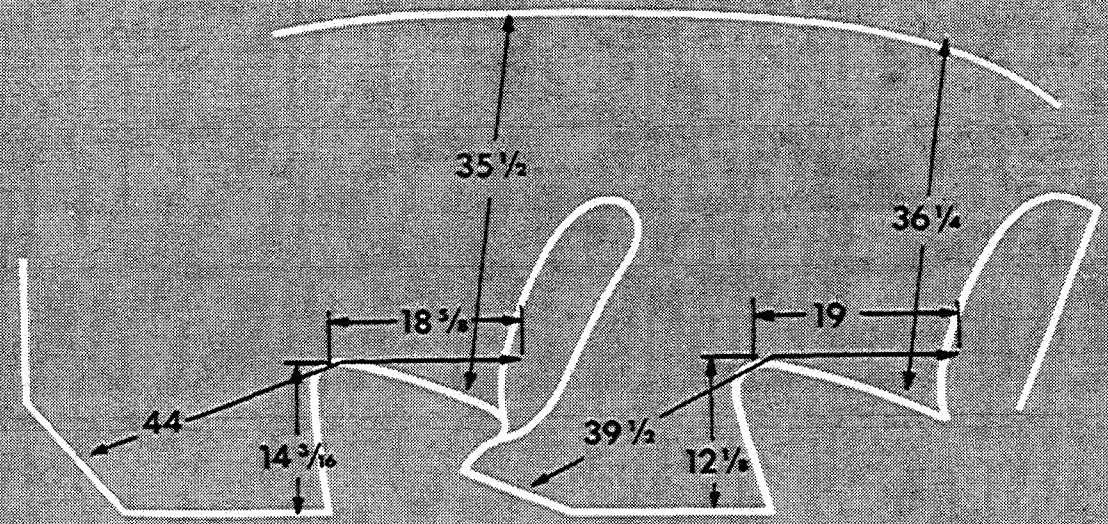
SERIES 61 SEDAN DIMENSIONS



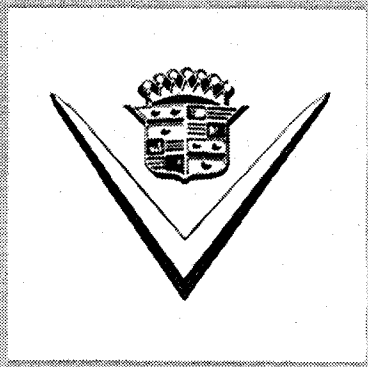
FRONT SEAT

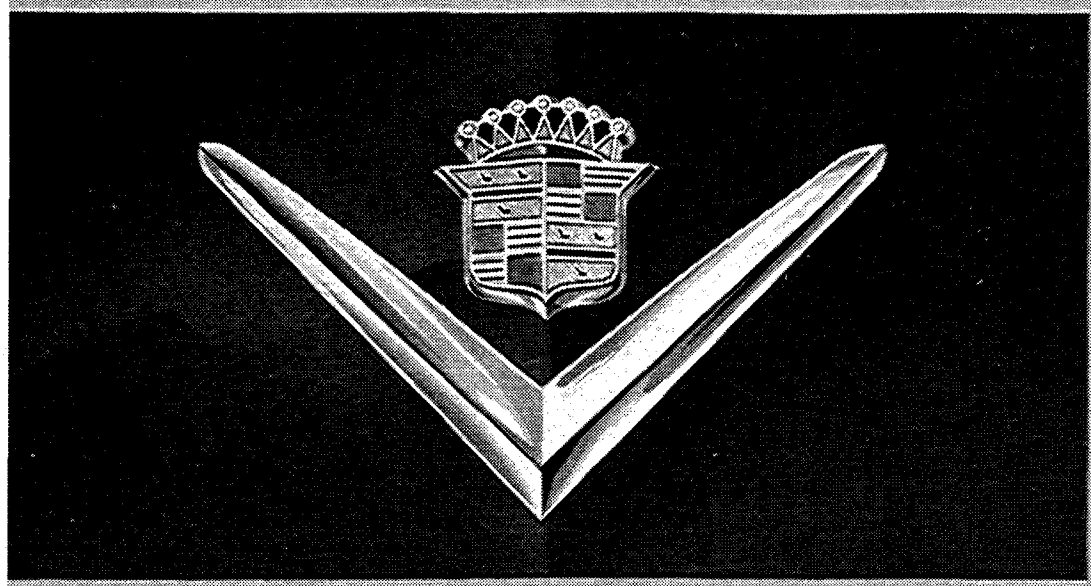


REAR SEAT

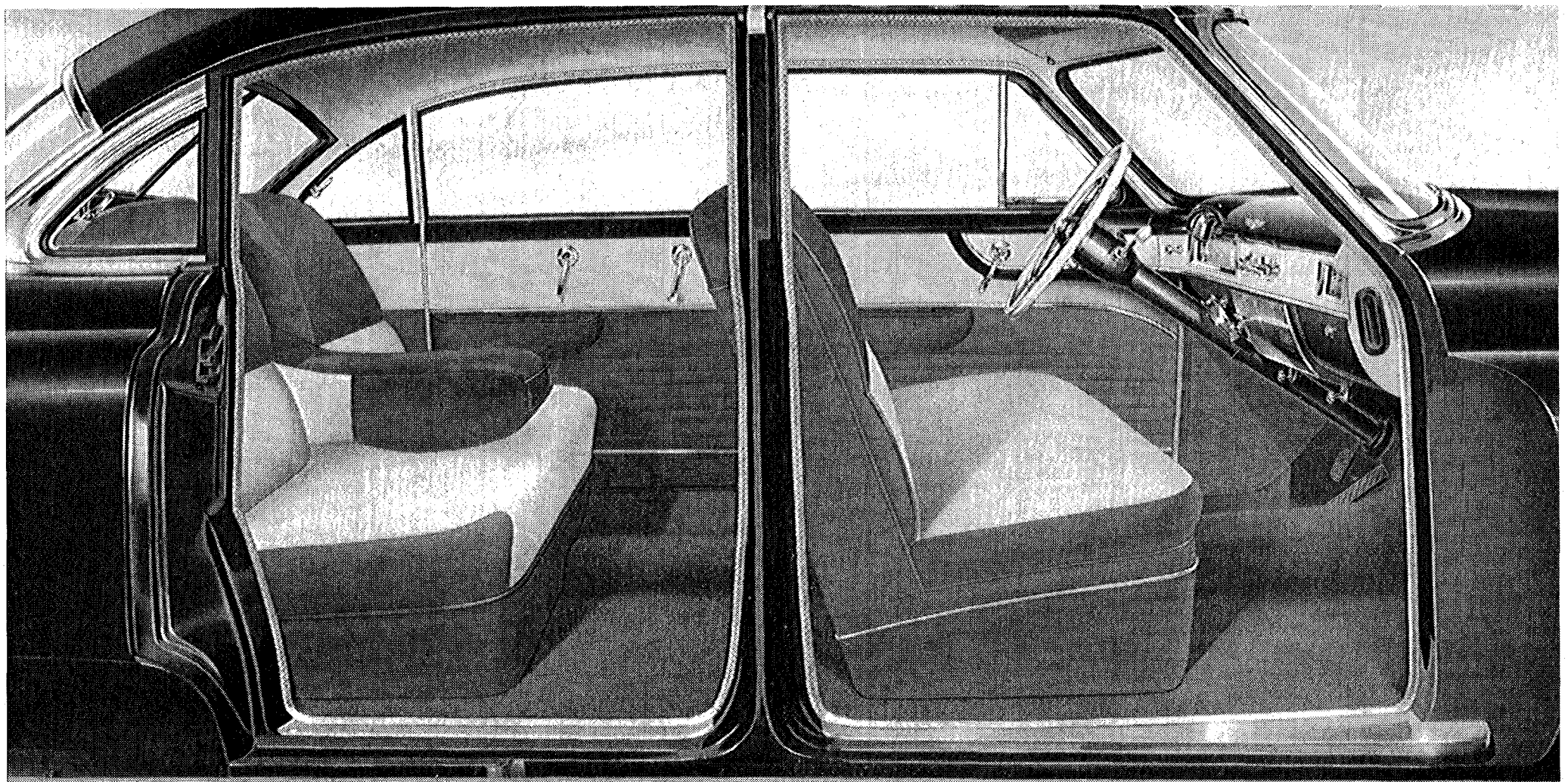


SIDE VIEW



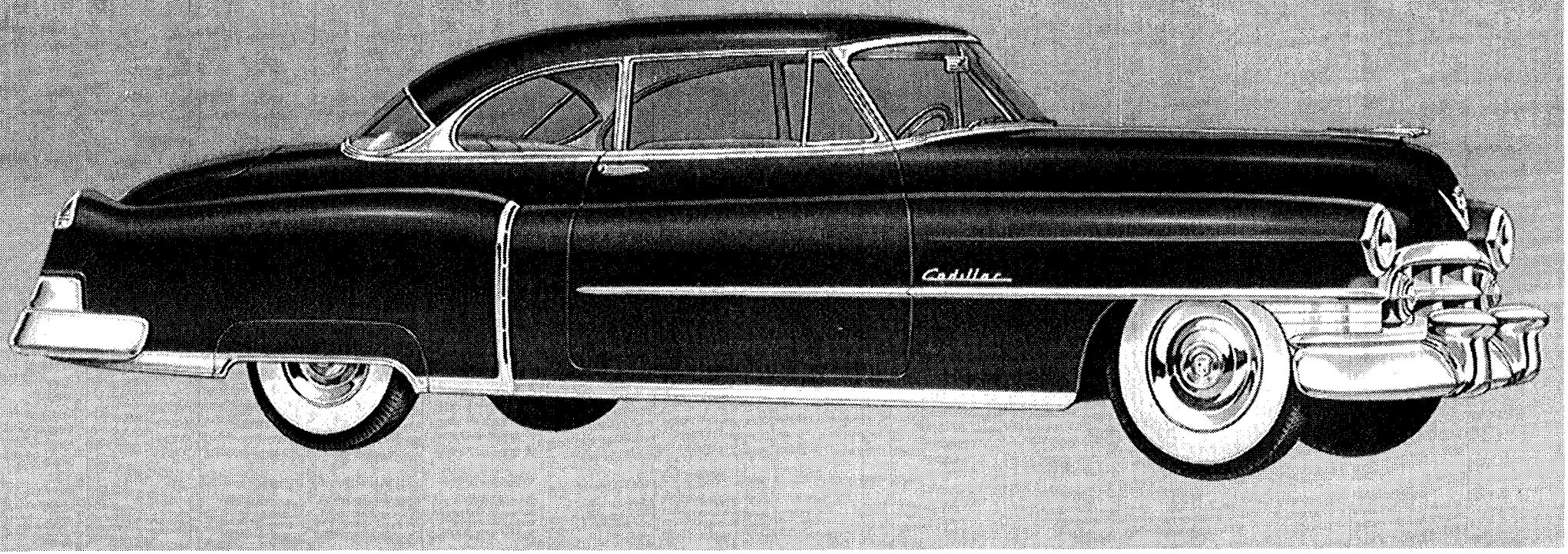


SERIES 62

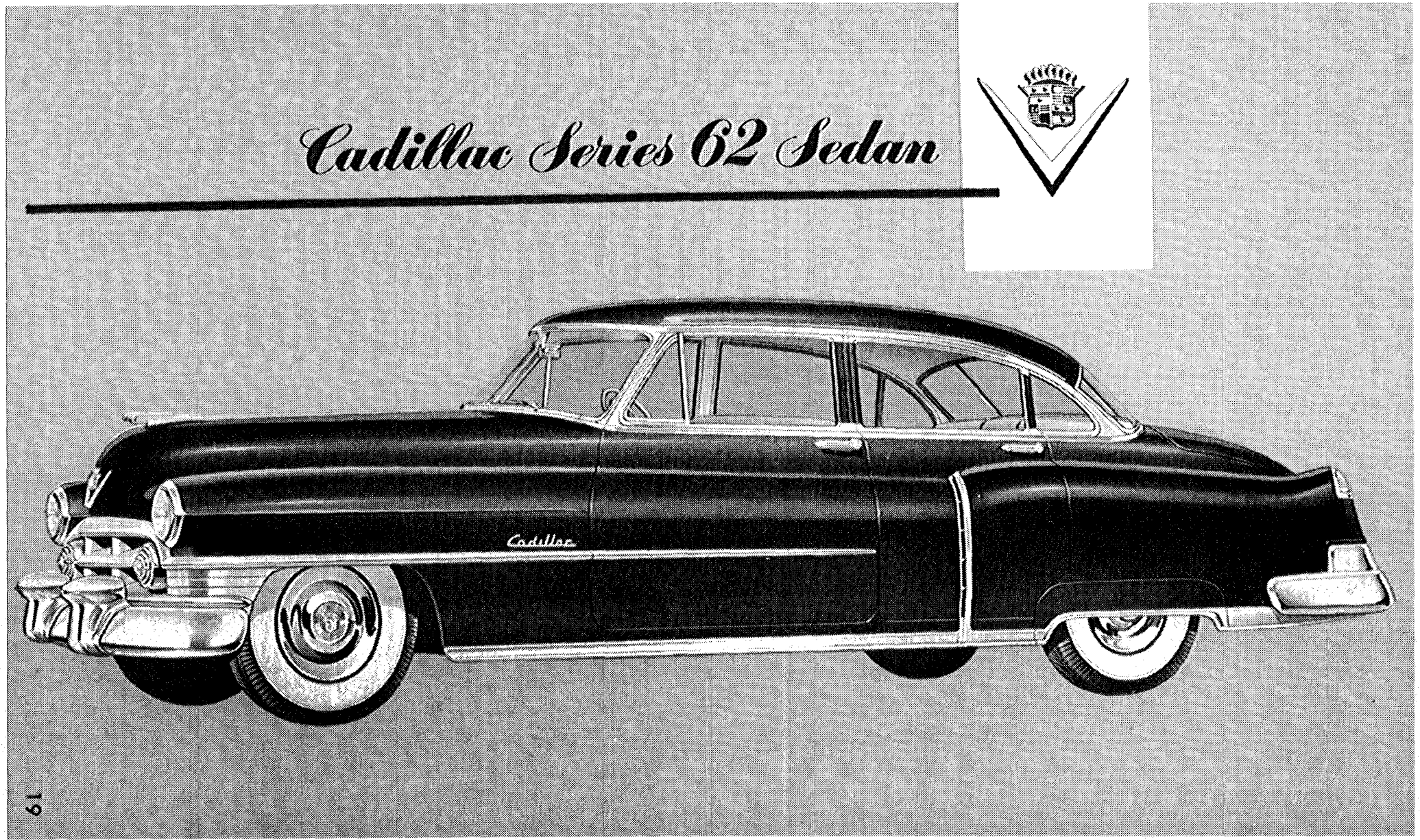


Interiors are completely re-styled with new trim motif and fine rich fabrics and designs. Increased interior size adds to passenger comfort and convenience.

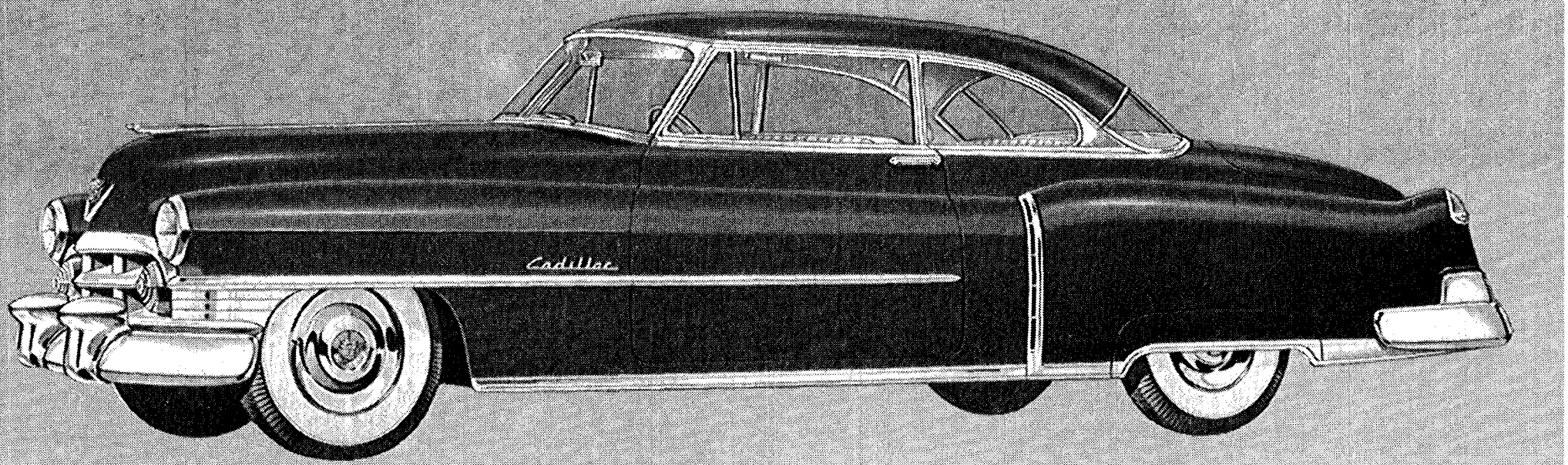
Cadillac Series 62 Coupe



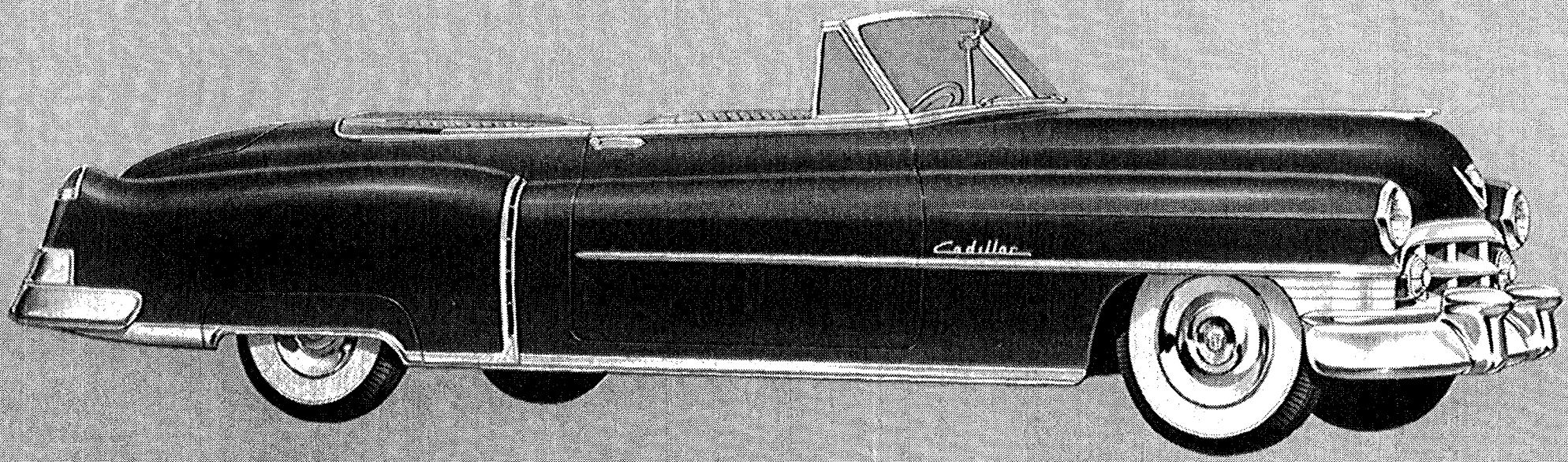
Cadillac Series 62 Sedan

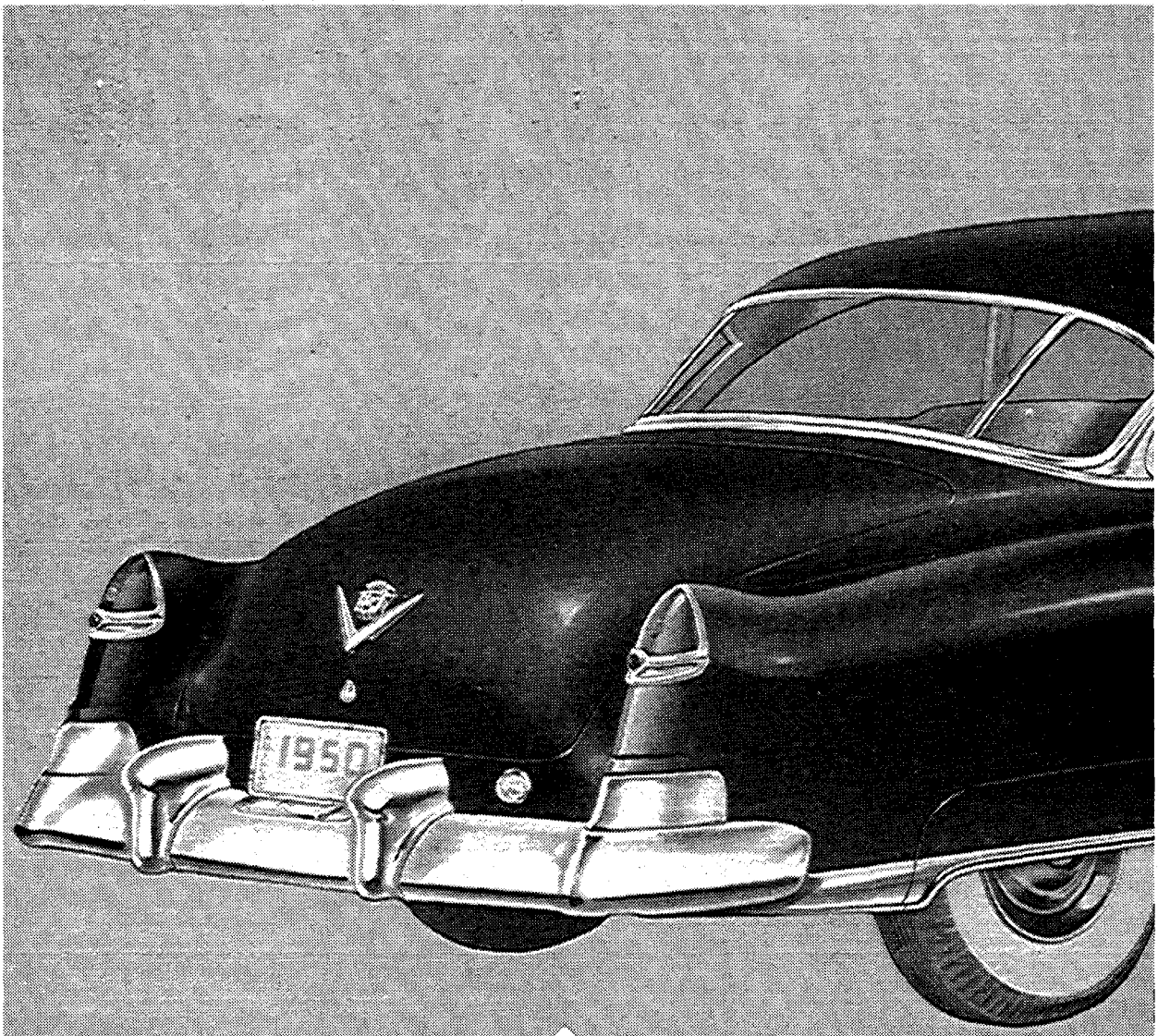


Cadillac Series 62 Coupe de Ville



Cadillac Series 62 Convertible



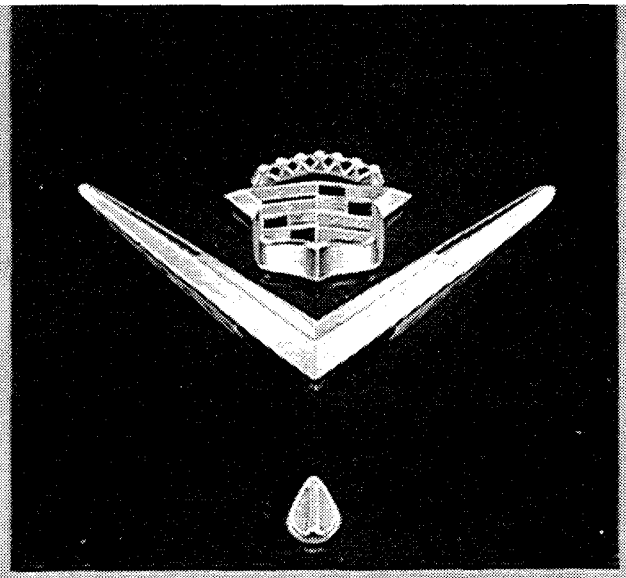


A feature of the Series 62 Coupe is its extra long rear deck which adds to the appearance of the car and provides additional luggage space. The wide rear window and narrow corner pillars give better vision.

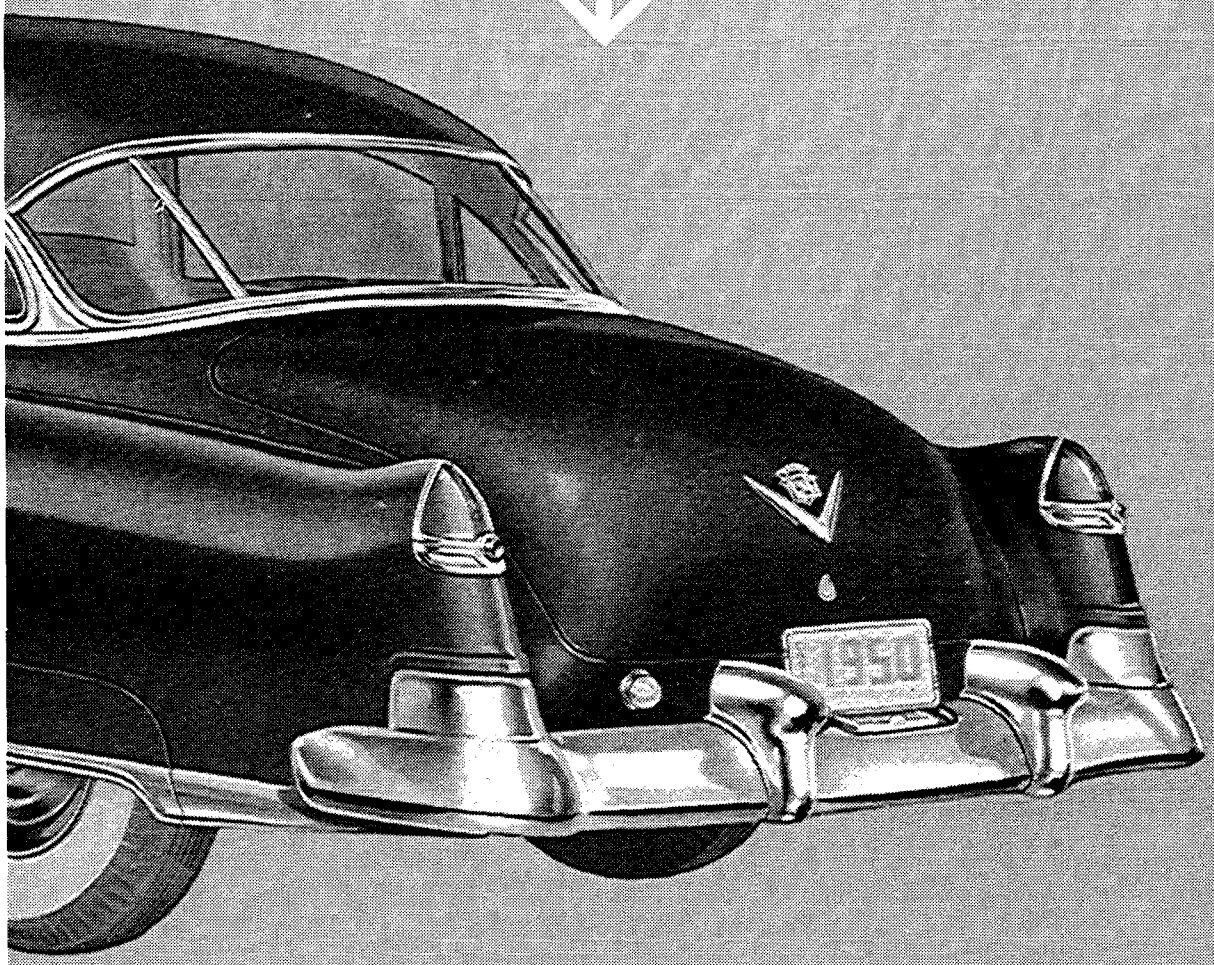


A distinctive feature of all Cadillac cars is the neat combination rear tail and directional signal lamps. The left unit also serves to conceal the gasoline tank filler cap.

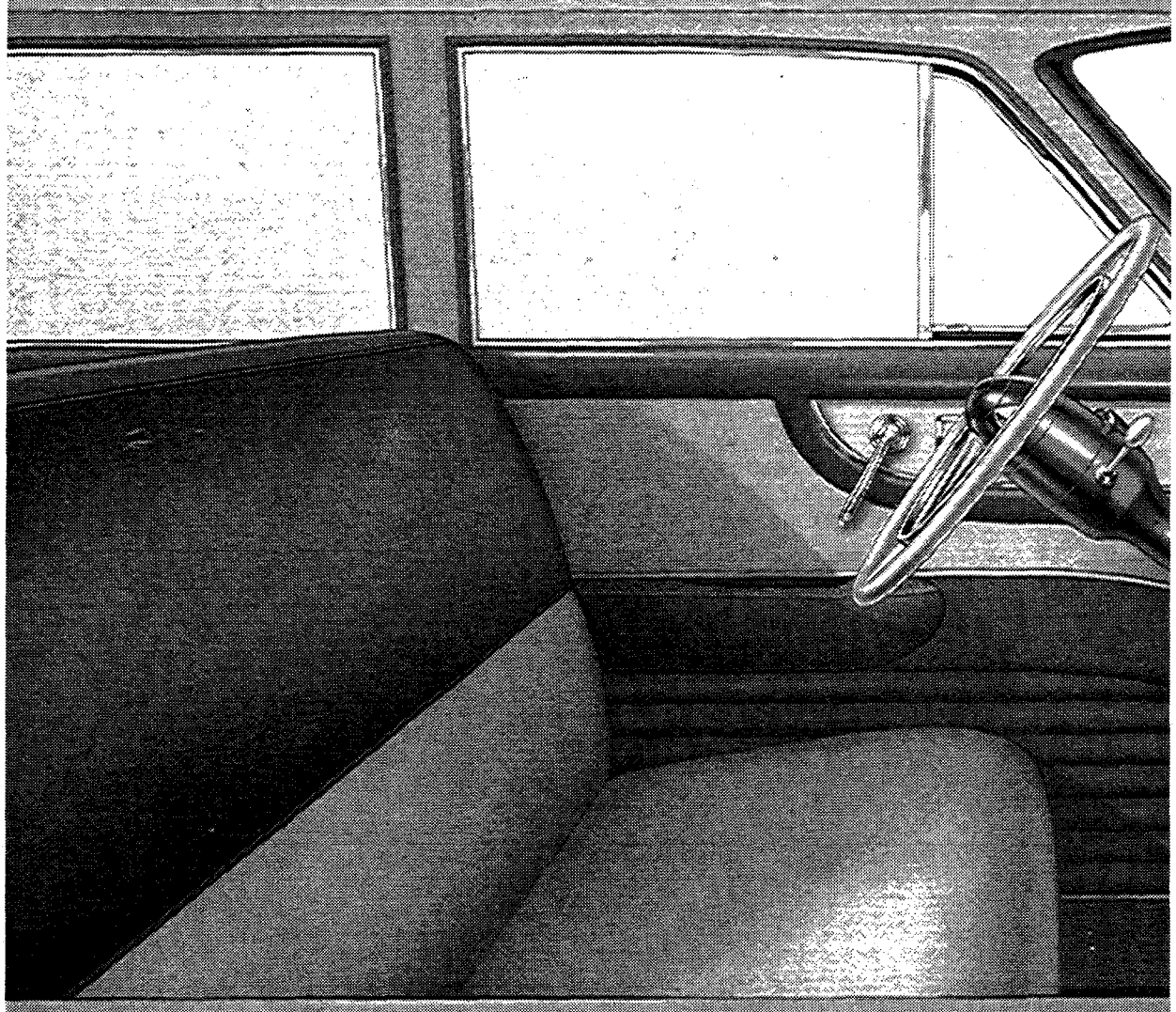
The new rear deck lid ornamental "V" and traditional crest serve a dual purpose, as a trunk lid handle as well as an identifying characteristic.

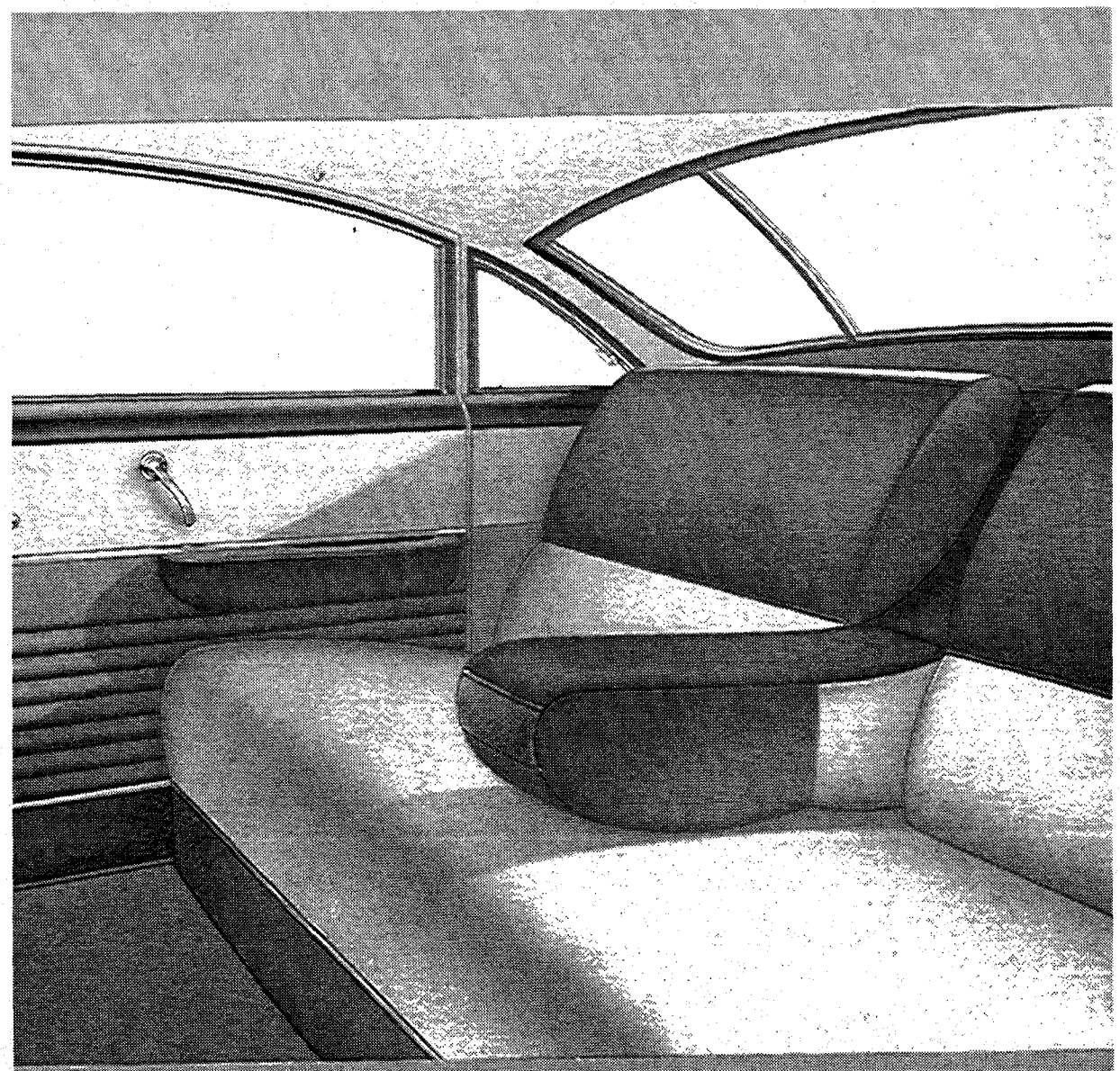


The 62 Sedan uses the same rear deck and rear fender as used on the Series 61 Sedans. Dual backup lights are standard equipment on all Cadillac models. The wide rear window is framed in bright chrome as is the new narrow corner pillar. Chrome molding along the lower edge of the rear fender, the rocker sill and wheel shield gives added beauty and strength.

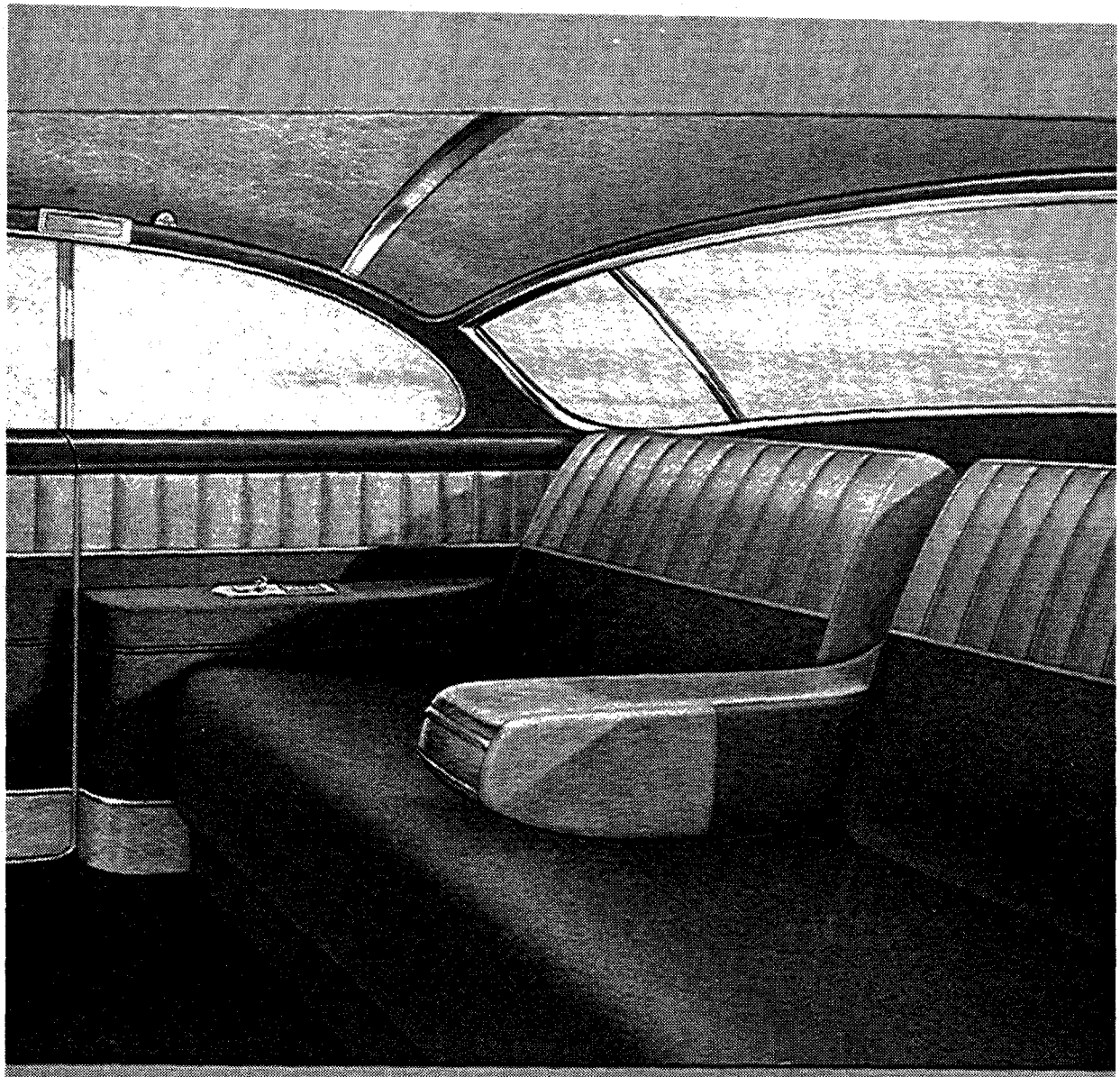


The front compartment of the 62 Sedan is distinctively styled and neatly tailored. Available in two-tone combinations of broadcloth, striped cloth or bedford cord in gray tone, seats and seat backs are light color while bolsters and seat cushion sides are dark. Door panels are two-toned featuring an extra long arm rest, chrome moldings and French-seamed pleats. Window moldings and door trim panels are morocco brown—while quarter ventilator moldings are chrome. Wool pile floor carpet matches dark tone upholstery. Front hardware, except window regulator, is grouped in a panel insert of pearl beige. Imitation leather for door and seat kick panels is in a dark finish to harmonize with the dark tone upholstery.



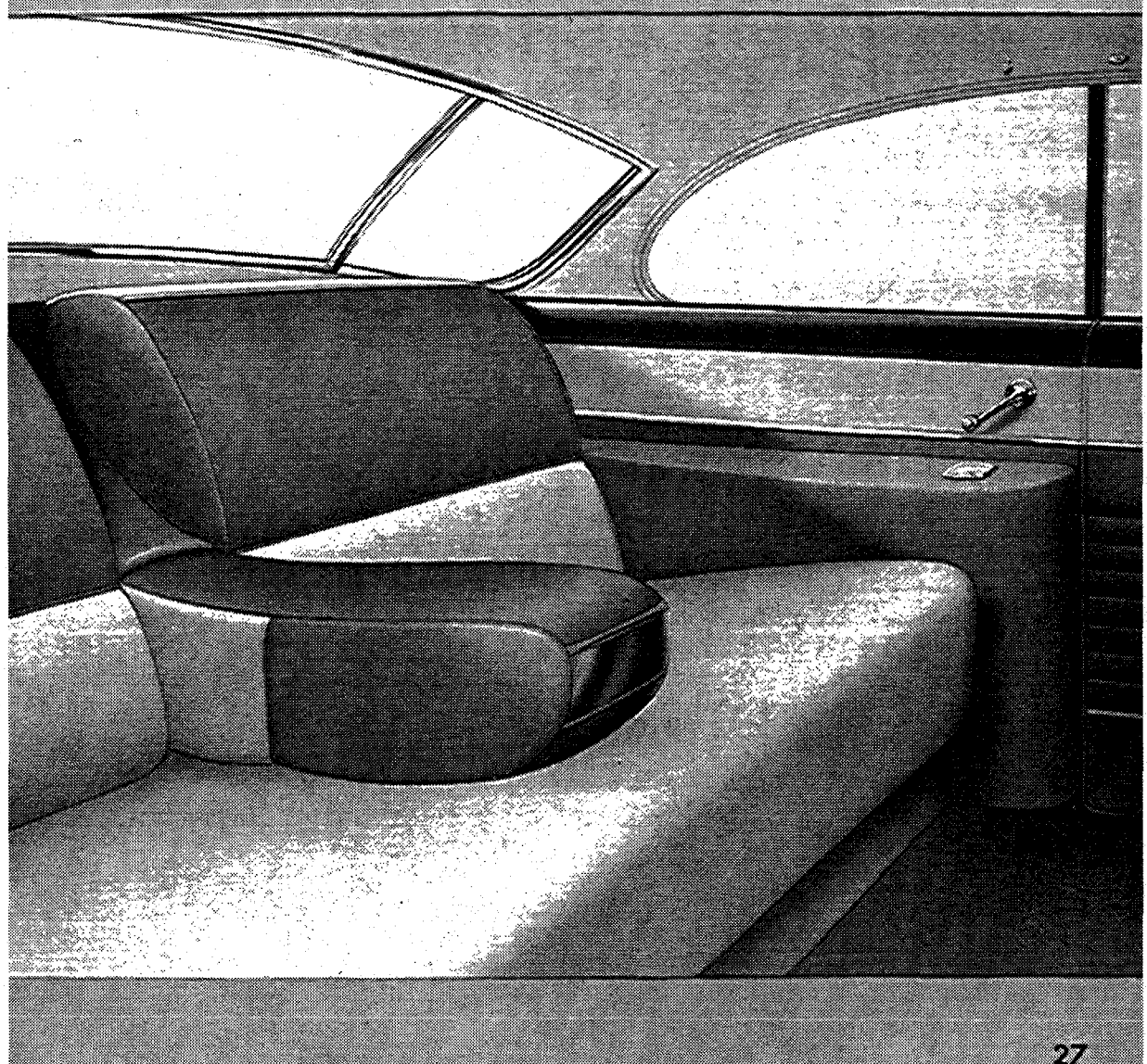


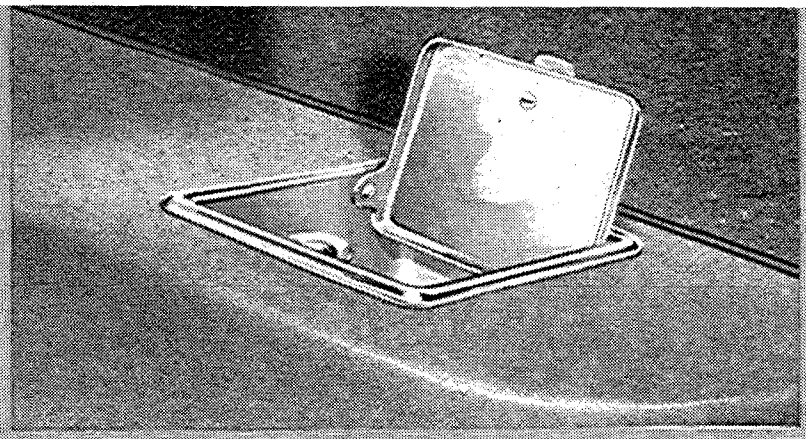
The rear compartment of the 62 Sedan is luxuriously trimmed in rich quality upholstery. Seats and seat backs are severely tailored in two-tone gray combinations of bedford cord, striped cloth and broadcloth with French seams. The large center arm rest and extra large side arm rests add to the comfort and convenience. A new narrow rear corner pillar combined with a large, full width rear window increases visibility. The large rear quarter venti-pane increases rear vision and improves ventilation. Door panels are in two-tone combinations matching seat upholstery. Dark tone carpets, imitation leather door and seat kick pads, chrome moldings and bright chrome hardware enhance the over-all beauty of the styling and luxury of this popular model. Hydraulic window and front seat control is available at extra cost.



Coupe de Ville interiors are rich in styling and luxury. Upholstery combinations in striking two-tone leather and broadcloth options of either gray leather with dark blue cloth or tan leather with tan broadcloth, are available. Leather in 3" pipes is used on bolsters and upper door panels while plain cloth is used on seat cushions and backs as well as lower door panels. Imitation leather headlining with chrome simulated top bows and bright chrome hardware enhances the beauty and distinction of this luxurious sport car. Chrome window and trim moldings with painted door moldings lend a note of distinction. Window and front seat controls are hydraulic. Ash receivers and cigar lighters are inset in the rear compartment side arm rests. Front seat backs have individual robe cords.

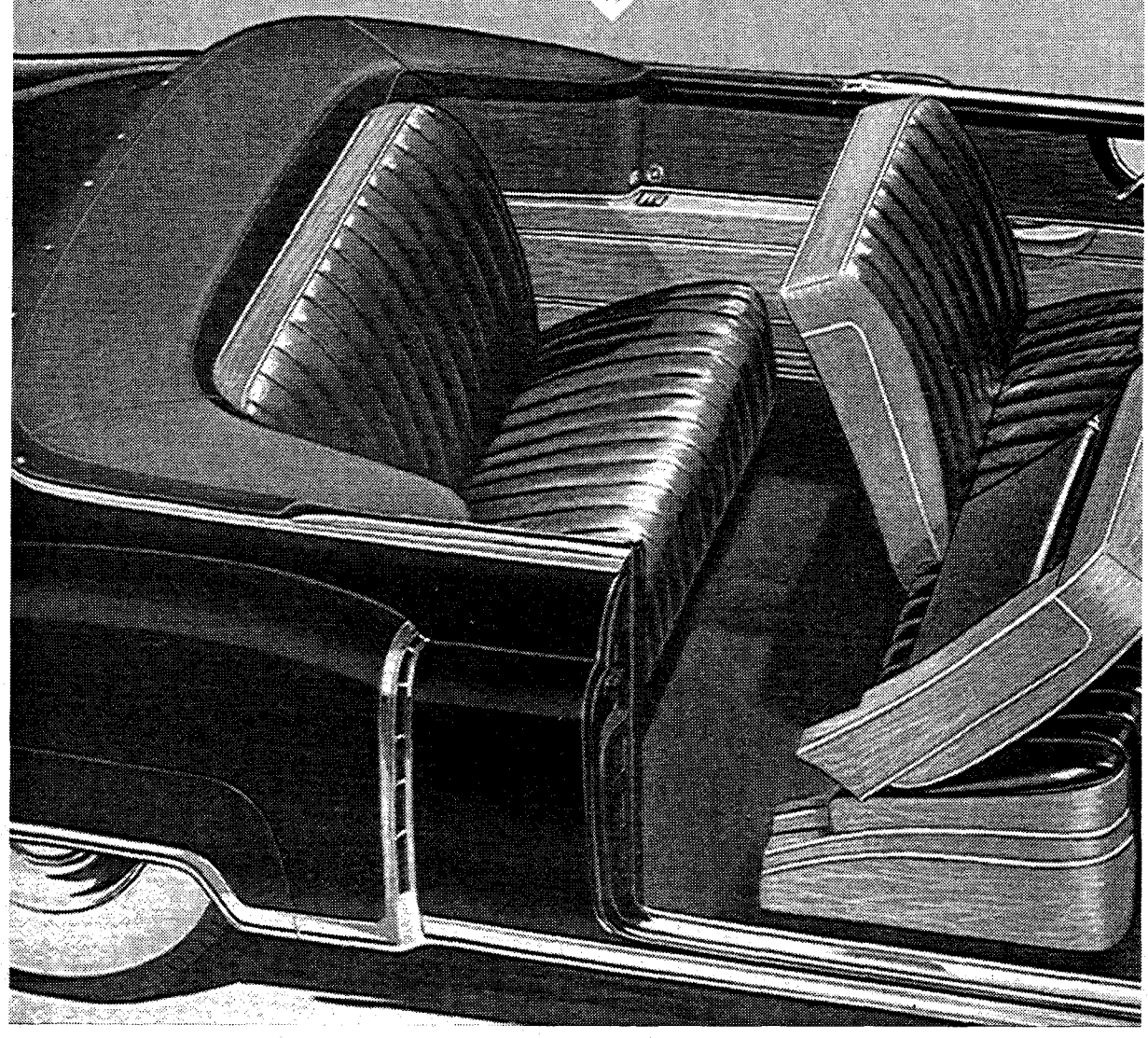
The 62 Standard Coupe is upholstered in two-tone cloth combinations of gray broadcloth with either plain or pattern cloth or bedford cord. Body sides are trimmed with a horizontal pleat motif with narrow chrome moldings. A wide center arm rest and large side arm rests with inset ash receivers enhance the comfort and convenience of this fine car. Floors are covered with fine-pile carpeting which harmonizes with the dark tone upholstery. The convenient metal parcel shelf behind the rear seat is attractively covered with artificial grained leather. Hydraulically operated window controls and front seat adjustment are available in this model at extra cost.

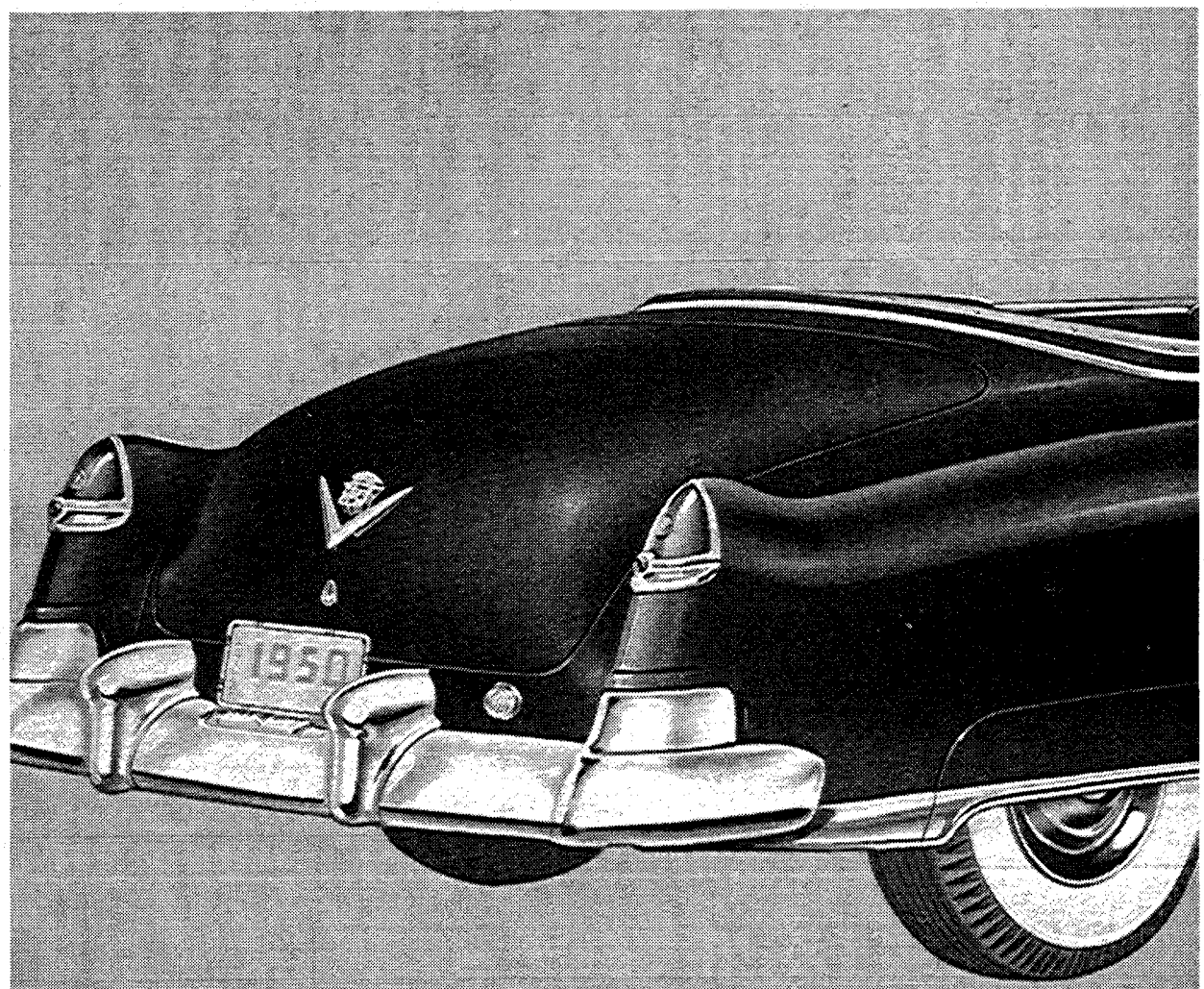




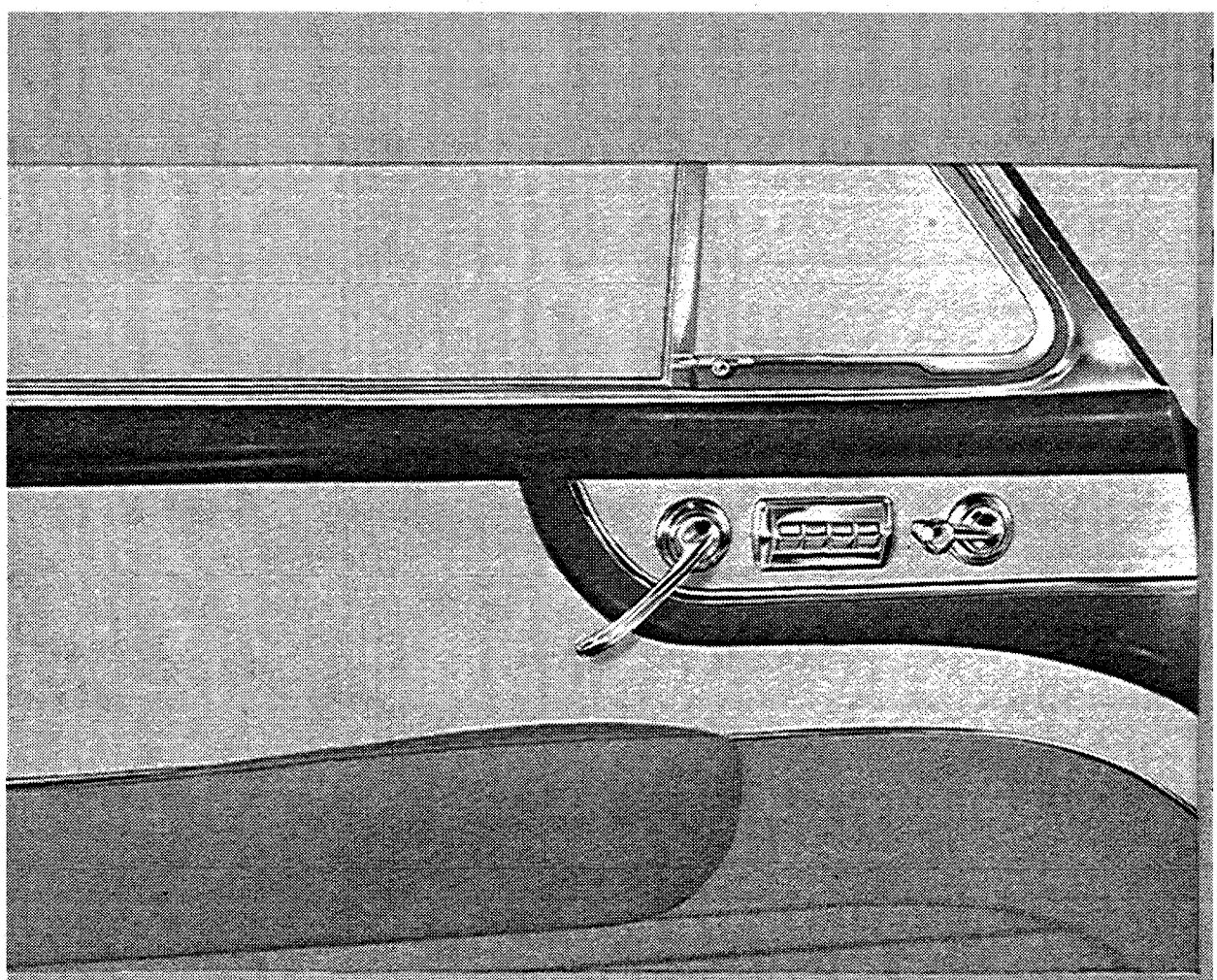
The convertible coupe side arm rests contain the rear quarter window hydraulic control button and ash receiver.

Convertible interiors are trimmed in all leather. Options are available in either three single colors or in two two-tone combinations of green or blue. Seats and seat backs are piped with leather while seat tops and edges are plain. Bright chrome hardware and hydraulic window controls are grouped in the door panel which is framed in molding painted to match body color and contrasted with a light tone insert. Floors are carpeted in fine-pile to match dark tone leather. Each door panel is in leather with a decorative chrome "V".



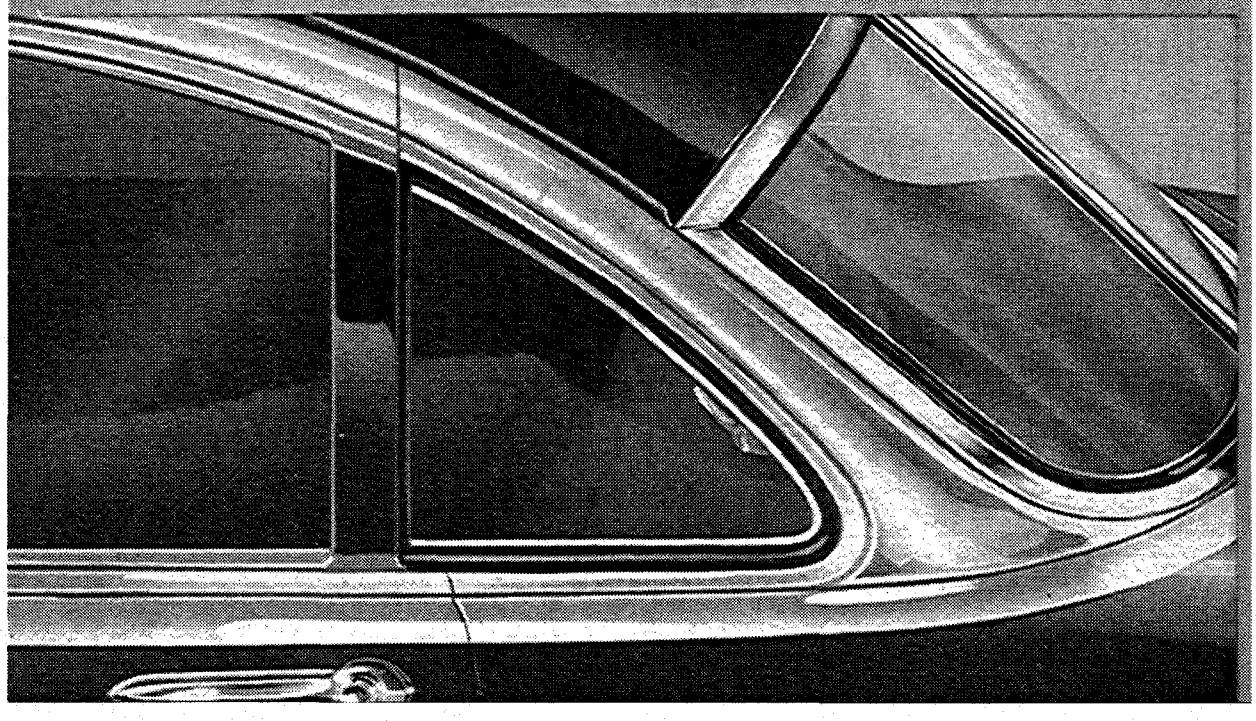


Available only in the Series 62, the convertible is truly the last word in sport models. Long and low, the long type rear deck and rear fenders contribute to its sleek appearance. Rear quarter windows which pivot completely out of sight, as well as side windows and front seat adjustment are hydraulically controlled. The power operated top which is available in either black or tan material, folds neatly into the panel behind the rear seat back. The spare tire and wheel, as in all Cadillac models, is mounted vertically in the right side of the trunk.

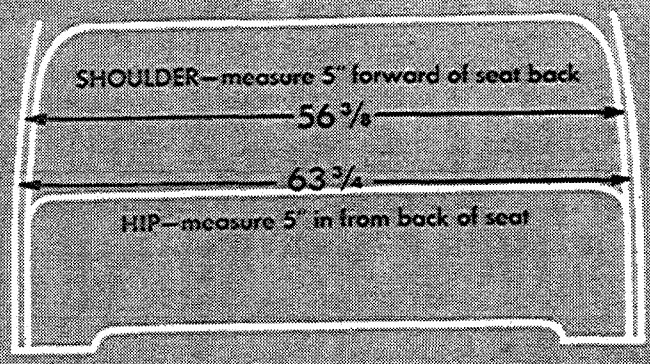


Shown above is the 62 Sedan door featuring hydraulic controls which are optional at extra cost. Moldings are morocco brown with pearl beige insert. Hardware is bright chrome beautifully designed and styled in keeping with interior appointments. Door panels are two-toned with extra long arm rest.

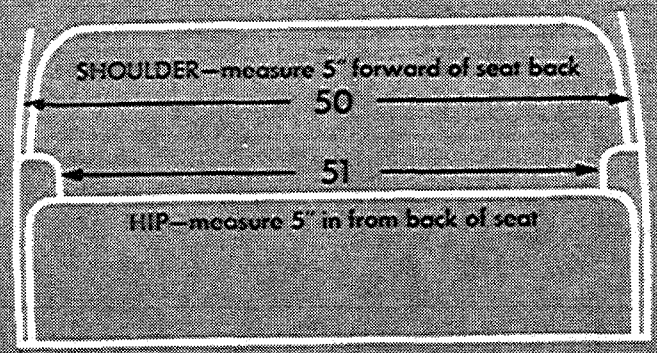
Rear and side vision is greatly improved by the new narrow rear quarter pillar which also increases structural strength. The wide clear-across curved rear window frame and corner pillar are in bright chrome.



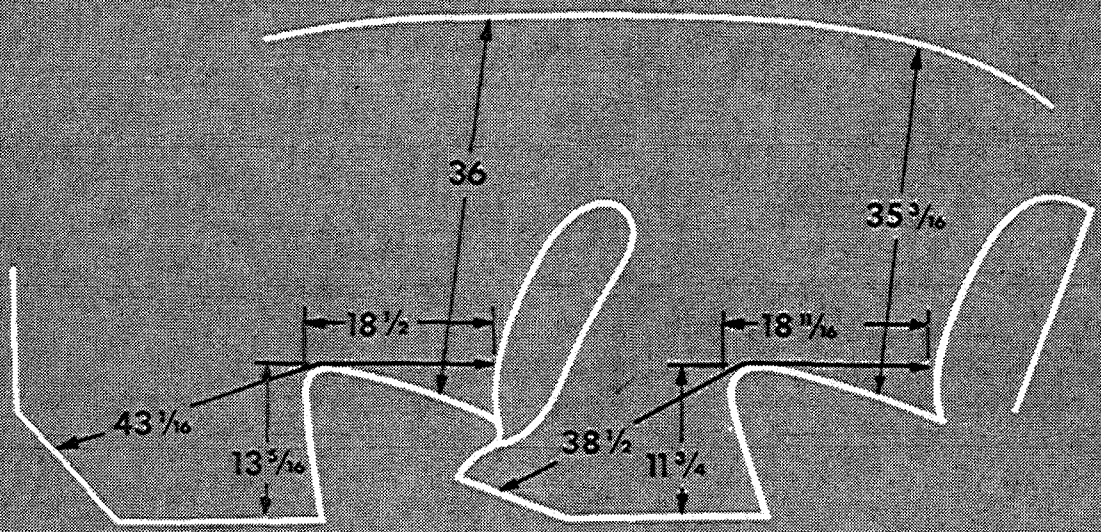
SERIES 62 CONVERTIBLE COUPE DIMENSIONS



FRONT SEAT

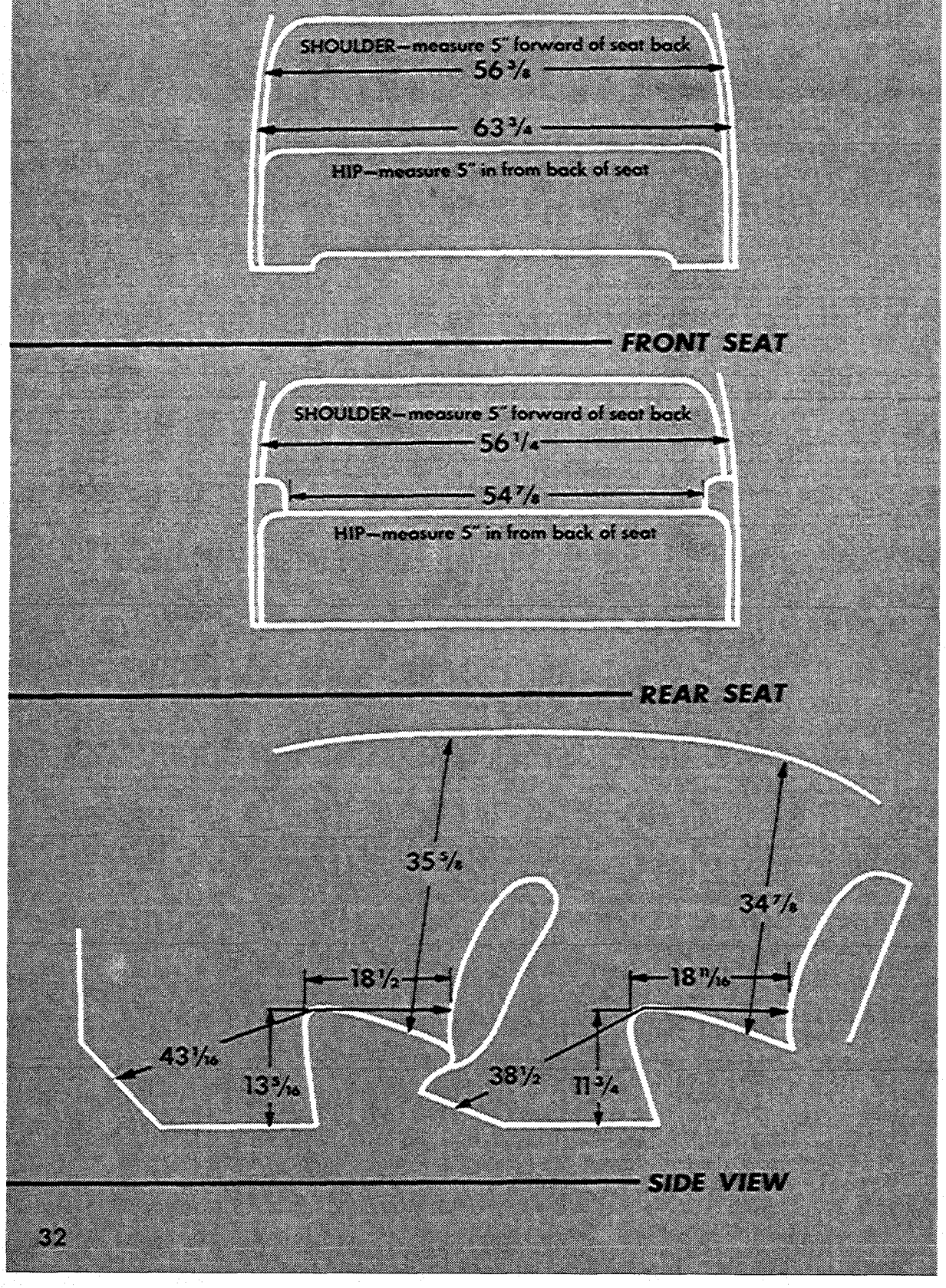


REAR SEAT

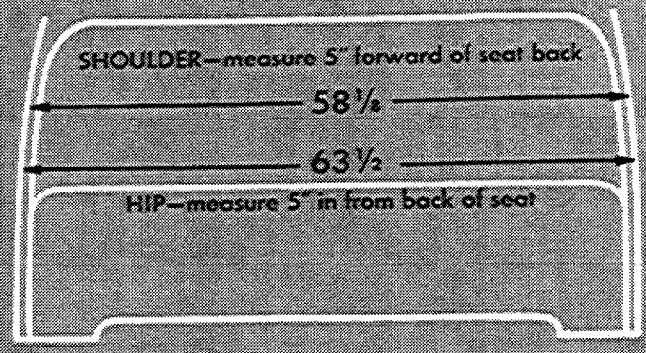


SIDE VIEW

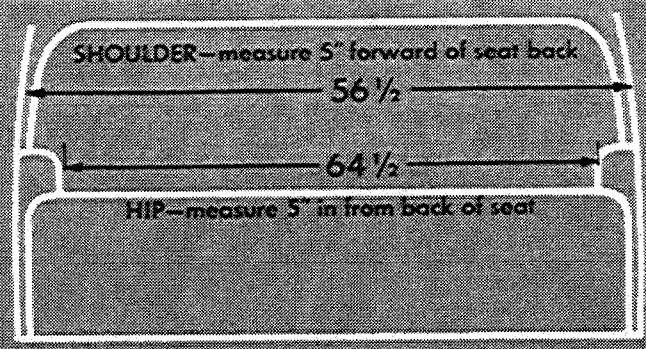
SERIES 62 COUPE DIMENSIONS



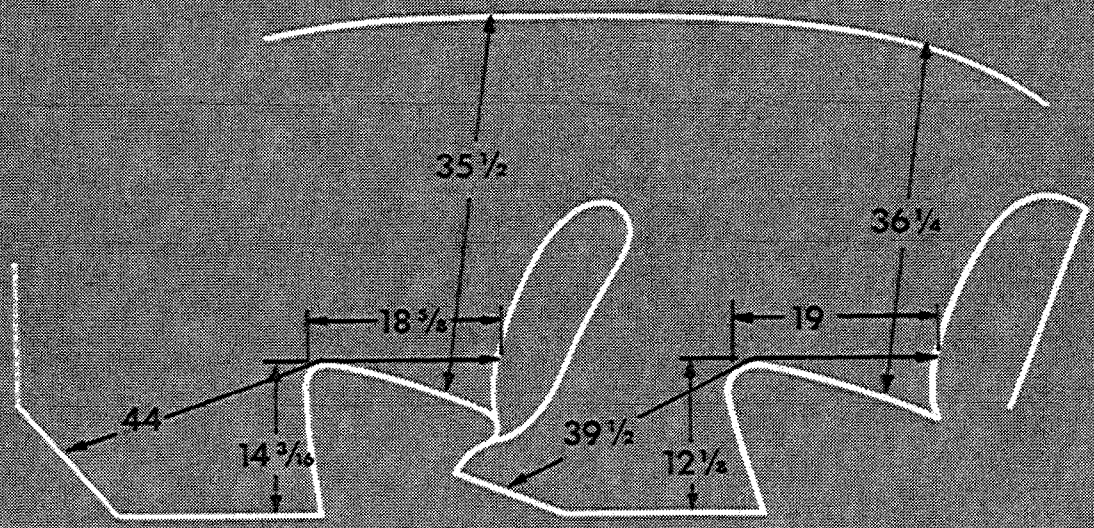
SERIES 62 SEDAN DIMENSIONS



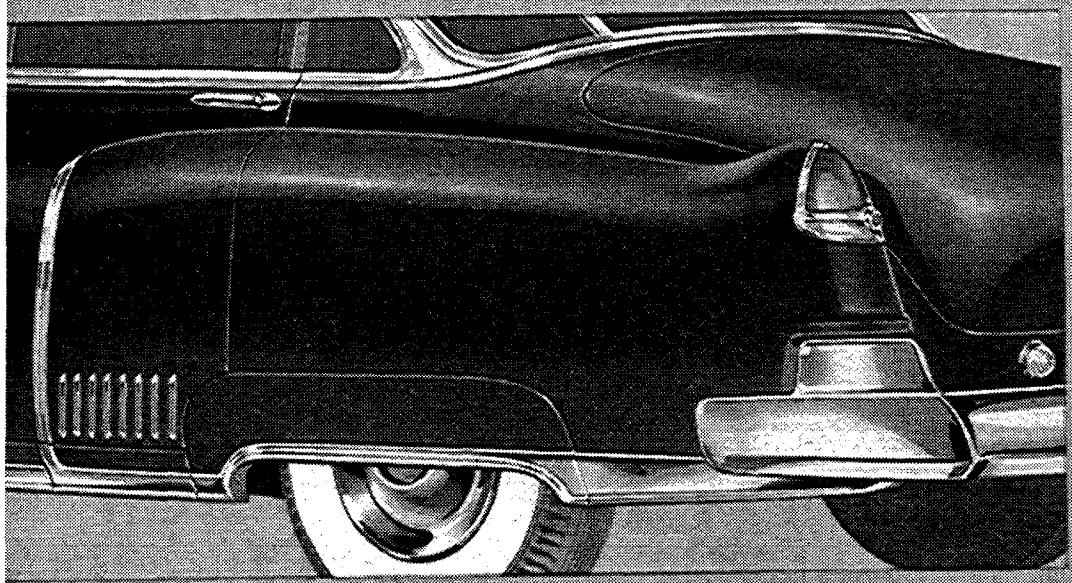
FRONT SEAT



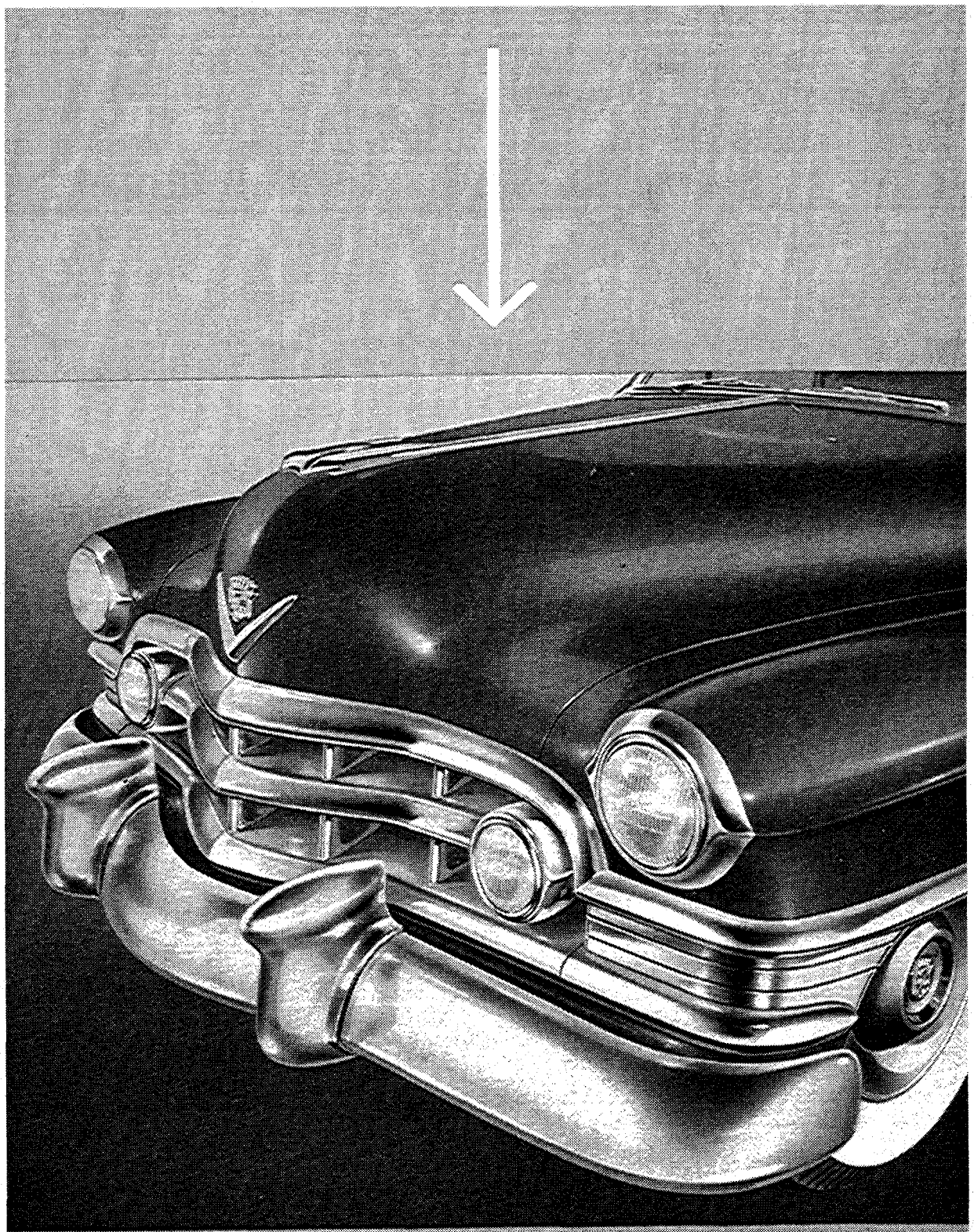
REAR SEAT



SIDE VIEW

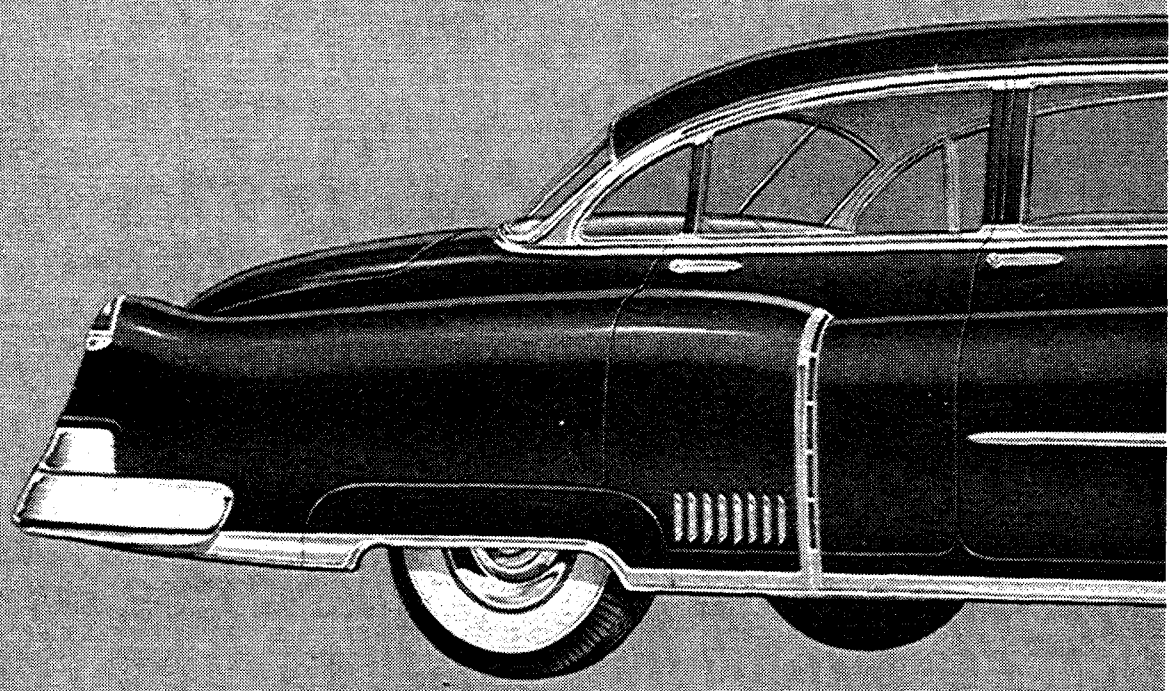


SERIES 60 SPECIAL

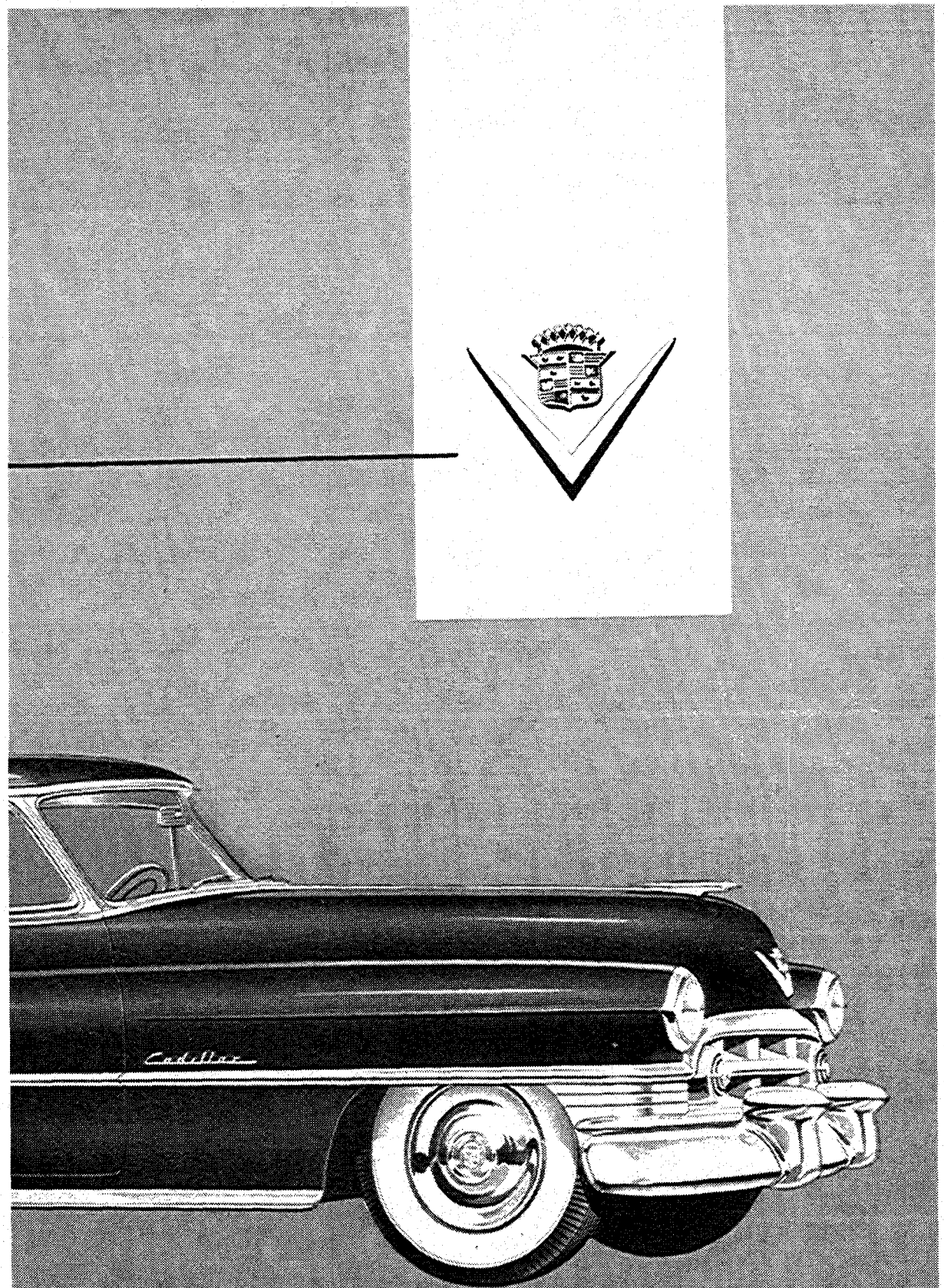


The new front end shown above is identical on all 1950 Cadillac models. As part of its basic design, the new grille incorporates direction signal and parking lights with fog lamps optional as shown. The horizontal grille bars extend across the full width of the car accenting the width and lowness of the car. New massive bumpers sweep around the front fenders, serving to further accent the massive front. A new wider "V" and larger crest emphasize the breadth of design.

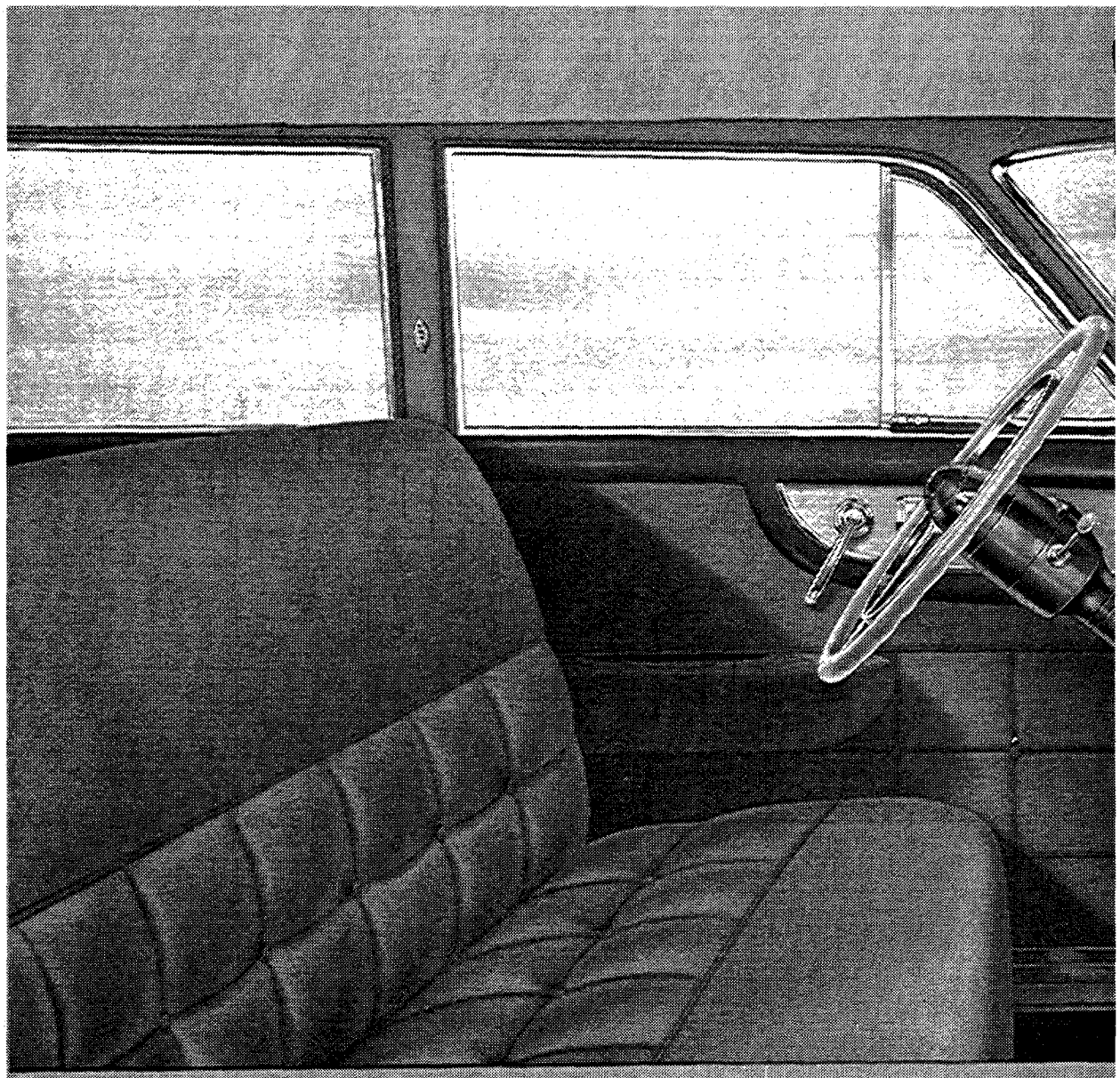
Cadillac 60 Special



There is only one Cadillac-Fleetwood 60 Special—a beautiful sedan whose extra length and graceful flowing lines distinguish it from all other cars. Emphasis in the 60 Special is upon luxury. Wheelbase, rear deck, and rear fenders are long and low, giving a sleek, smooth appearance. Easily identified by the eight louvres on the rear fender door cap, the 60 Special is

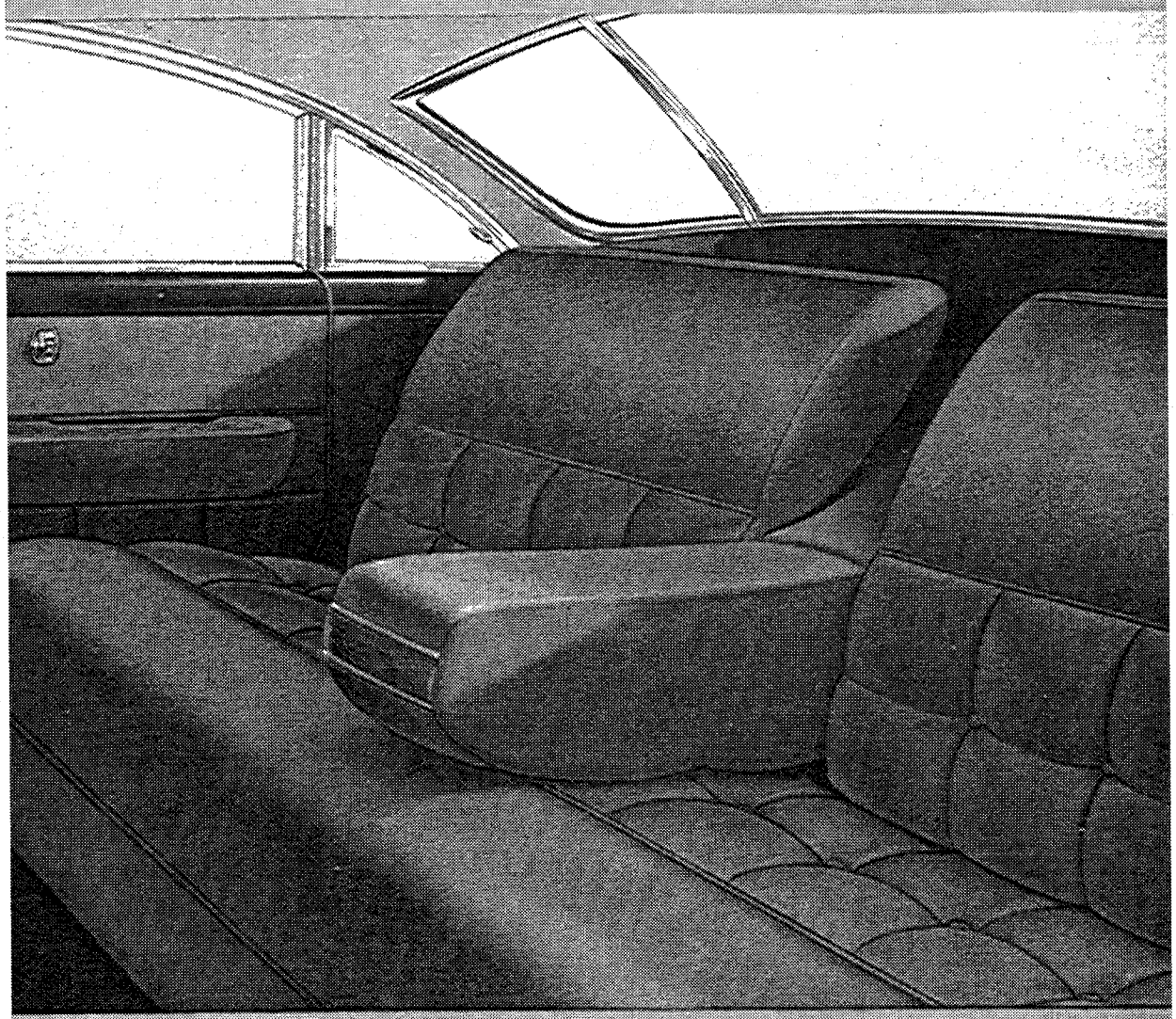


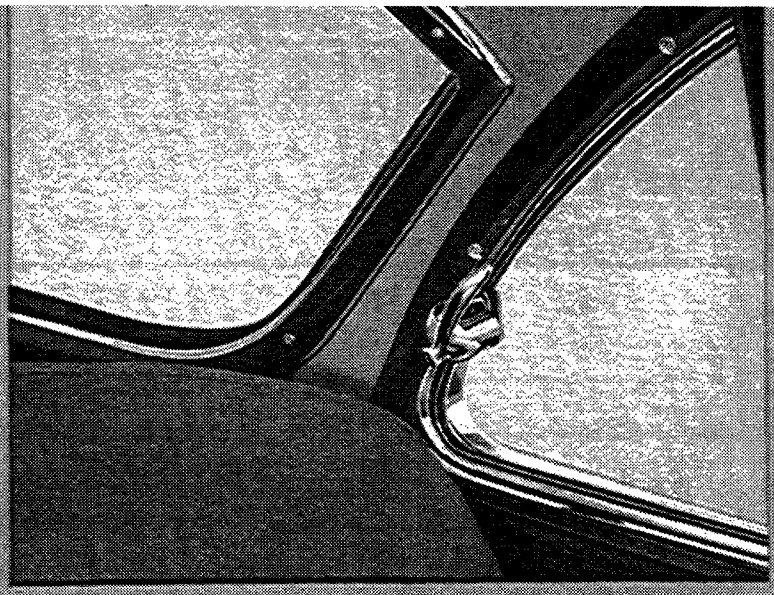
a car designed for those whose choice is unrestricted. Offered in a wide choice of body colors and a variety of upholstery options, this fine car is tastefully tailored, large and roomy. Every detail from the fine fabrics, hydraulic window and seat controls to full curved windshield, features superb taste, roominess and comfort. America's finest owner-driven motor car.



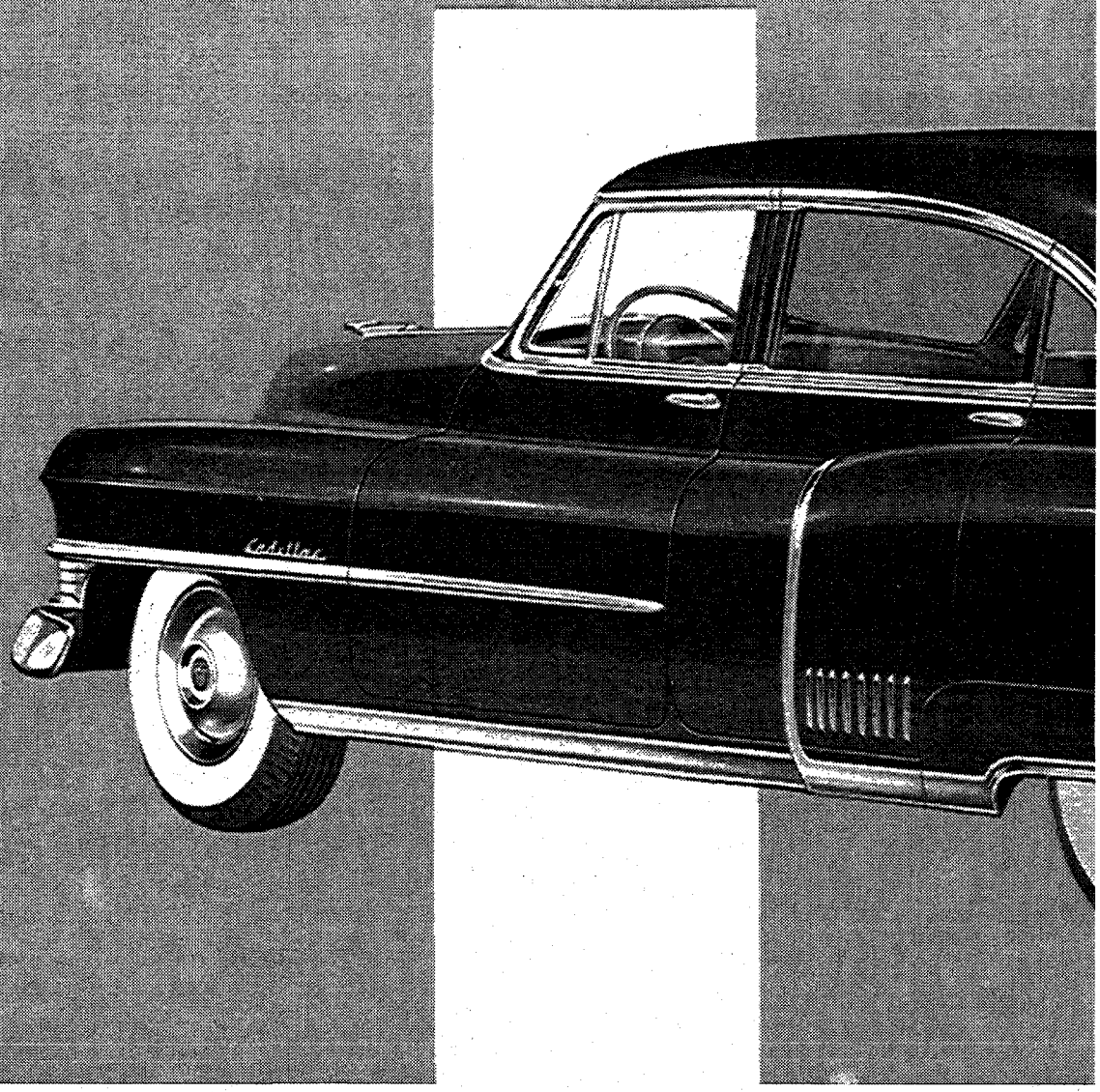
60 Special interiors are beautifully tailored in rich upholstery. They are available in four colors including green, tan, blue or gray. The upholstery is either plain or patterned material and is offered in combinations of pattern or cord seats and seat backs with plain cloth bolsters, or in plain cloth throughout. Seats and seat backs are divided into biscuits with cloth covered buttons for trim. Door panels have a biscuit panel with plain cloth above and below. Door kick pads are bright chrome. The driver's door contains the hydraulic window controls for all windows, set in a panel with a pattern insert framed by molding painted to blend with upholstery colors. Windows are framed in chrome. Hardware is beautifully designed. The front compartment floor has a pile carpet with an artificial leather heel pad under the foot controls.

The soft, wide, deep seats with large center arm rests and wide side arm rests accent the comfort and luxury so much a part of the 60 Special. The full-across rear window, the narrow rear corner pillar, the large rear quarter venti-pane and full rear door window give unsurpassed vision to rear seat passengers. Hydraulic window controls in each rear door as well as door latch handle are in bright chrome. A convenient ash receiver and cigar lighter as well as a cloth covered robe cord are mounted in the recessed, heavily padded, front seat back. Liberal use of chrome in window moldings, door trim, kick pads and garnish moldings brightens the interior appearance. The floors are carpeted in wool pile matching in color the upholstery and trim color selected.

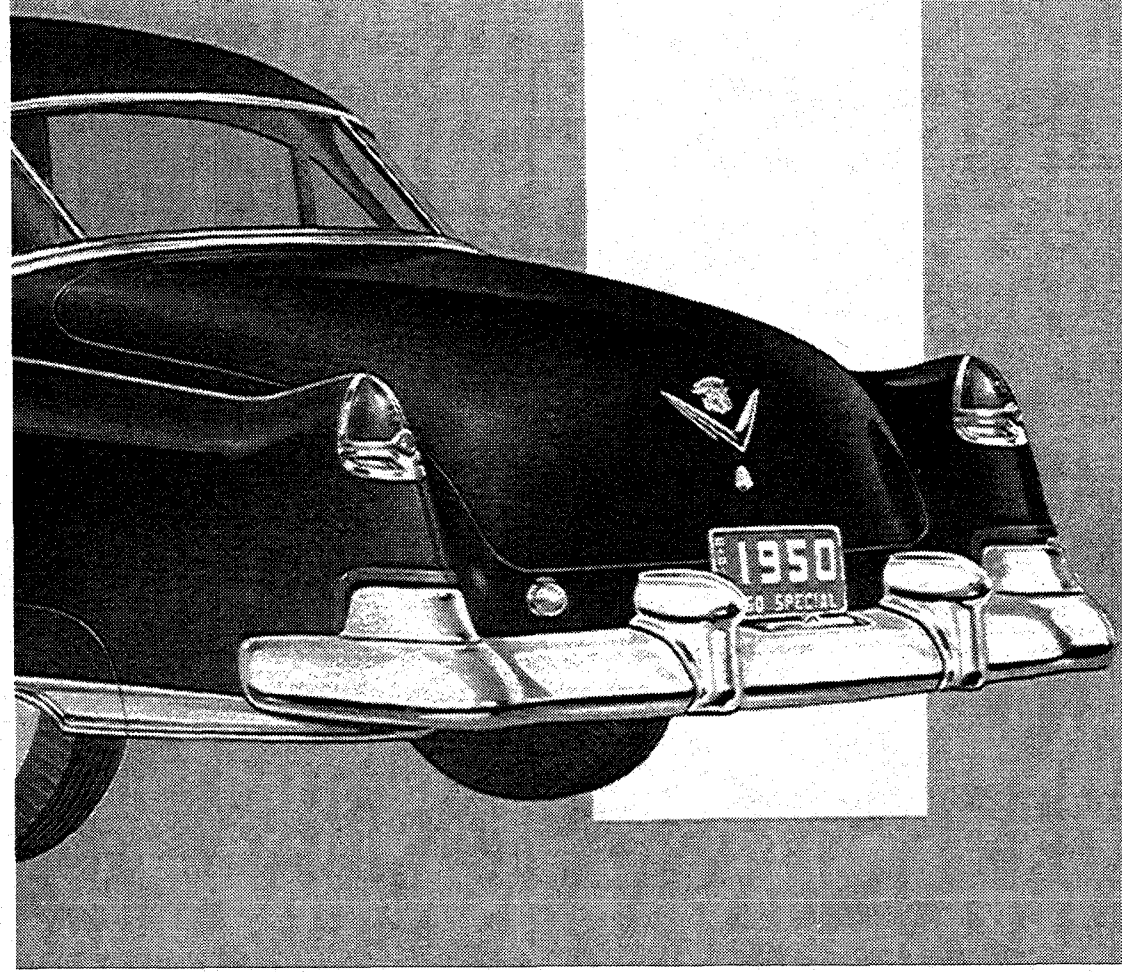


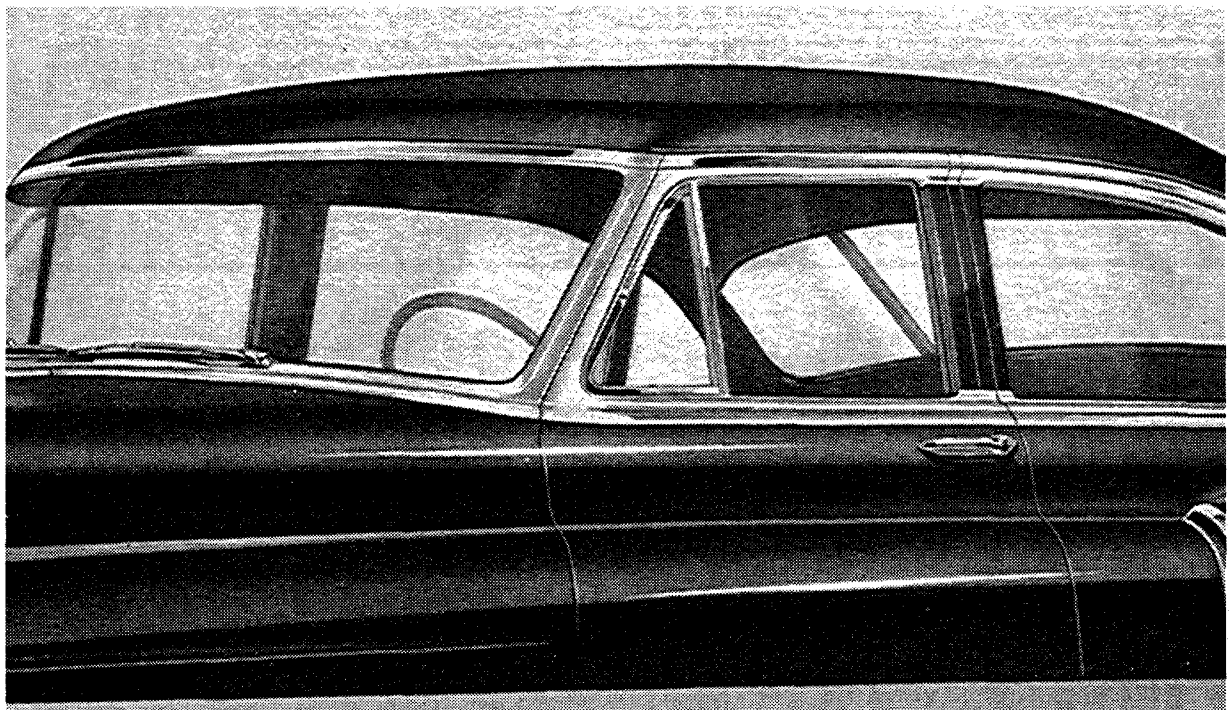


The rear quarter of the 60 Special has a narrow corner pillar and a large rear venti-pane thus increasing visibility for the driver as well as for the rear seat passengers.



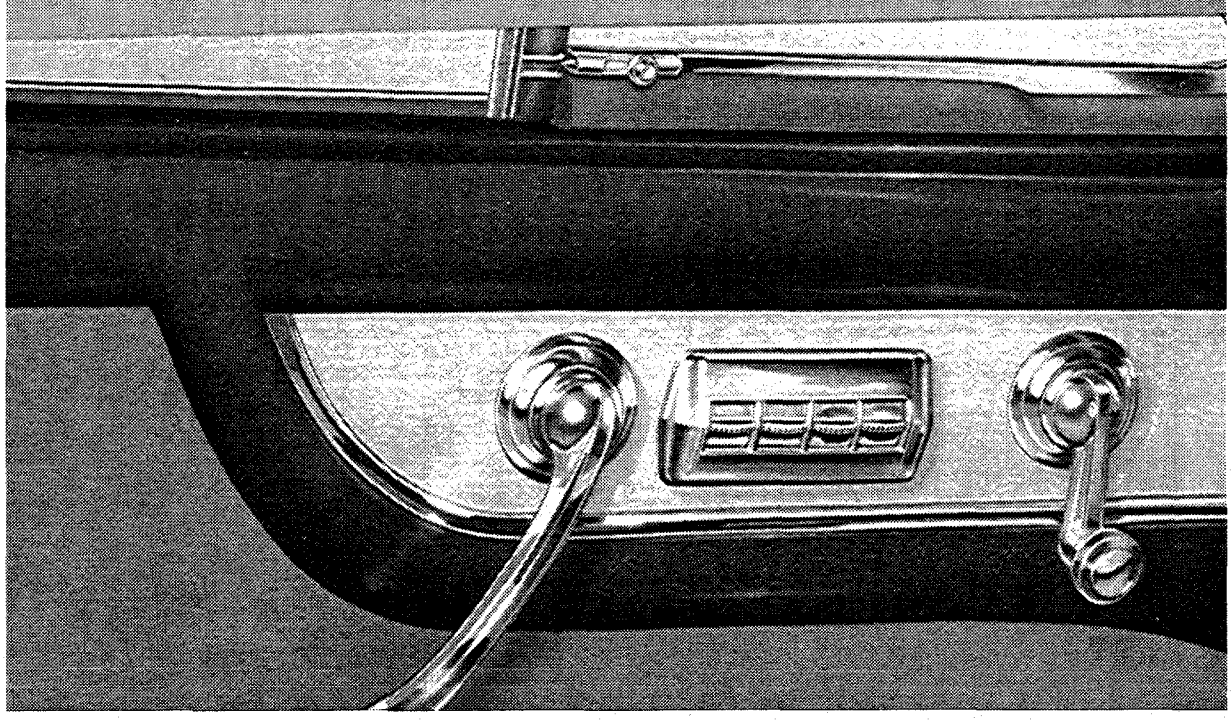
From every angle the 60 Special is refreshingly new in design. Viewed from the rear the graceful body lines show practicality as well as beauty. The full-width rear window and narrow body pillars create better rear vision. The long rear deck, with correspondingly long fender line, in addition to providing more luggage space, compliments the long, low lines of the body and accents its appearance of fleetness and grace. A few distinguishing features of the 60 Special include its extra long wheelbase and corresponding body room, luxurious comfort, practically unlimited vision in any direction and increased trunk space. (The spare tire is carried vertically.) The ornamental crest, shown below, is also designed to be used as the deck handle. Unlocking the trunk automatically releases the latch and allows the counterbalanced deck lid to rise. Hydra-Matic Drive, backup lights and glare proof mirror are now standard equipment on the Series Sixty Special Sedan.



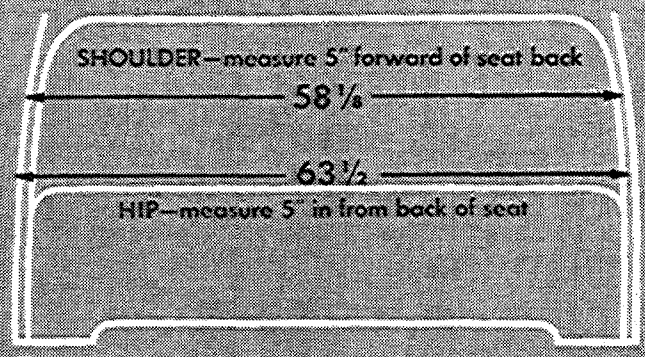


One of the principal safety features of this 60 Special Sedan is its large glass area which provides almost unobstructed vision in every direction. Note the wider one-piece, curved-glass windshield, the full-width rear window and the narrow body pillars front, rear and sides.

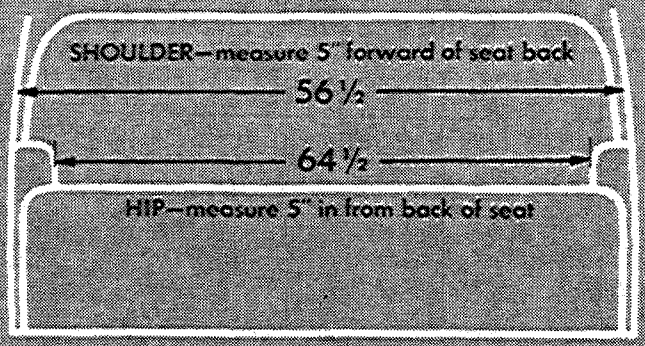
A neat door panel at the driver's left contains the bright chrome door hardware and master controls for raising and lowering all door windows. The panel molding and color-pattern insert are harmonized with body interior color motif.



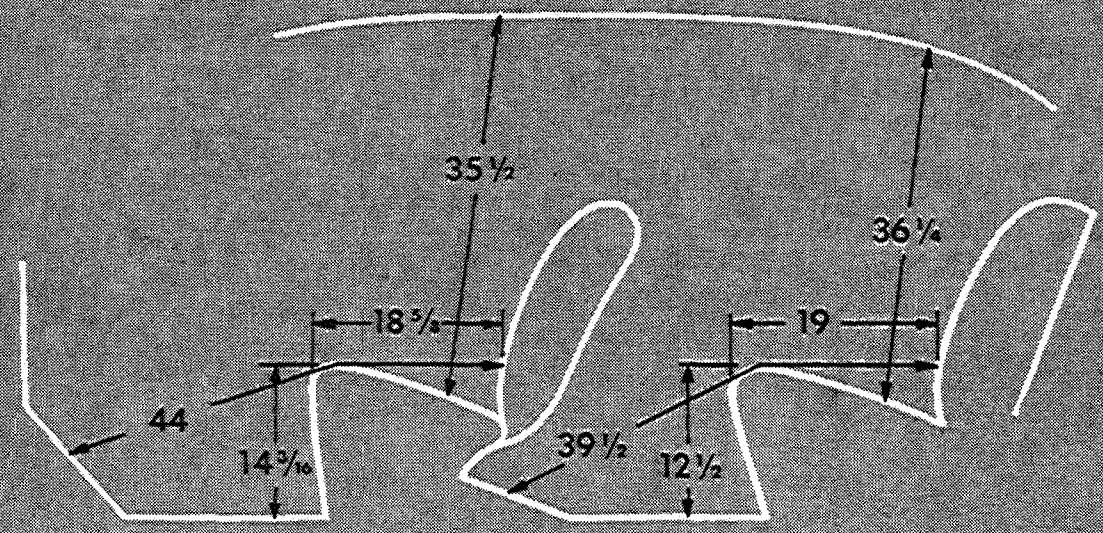
SERIES 60 SPECIAL DIMENSIONS



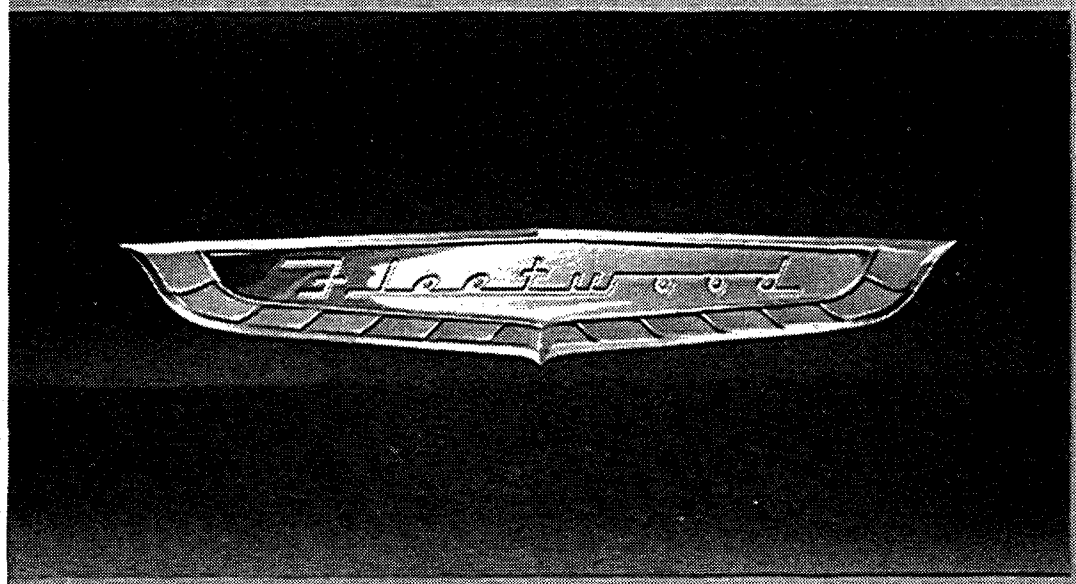
FRONT SEAT



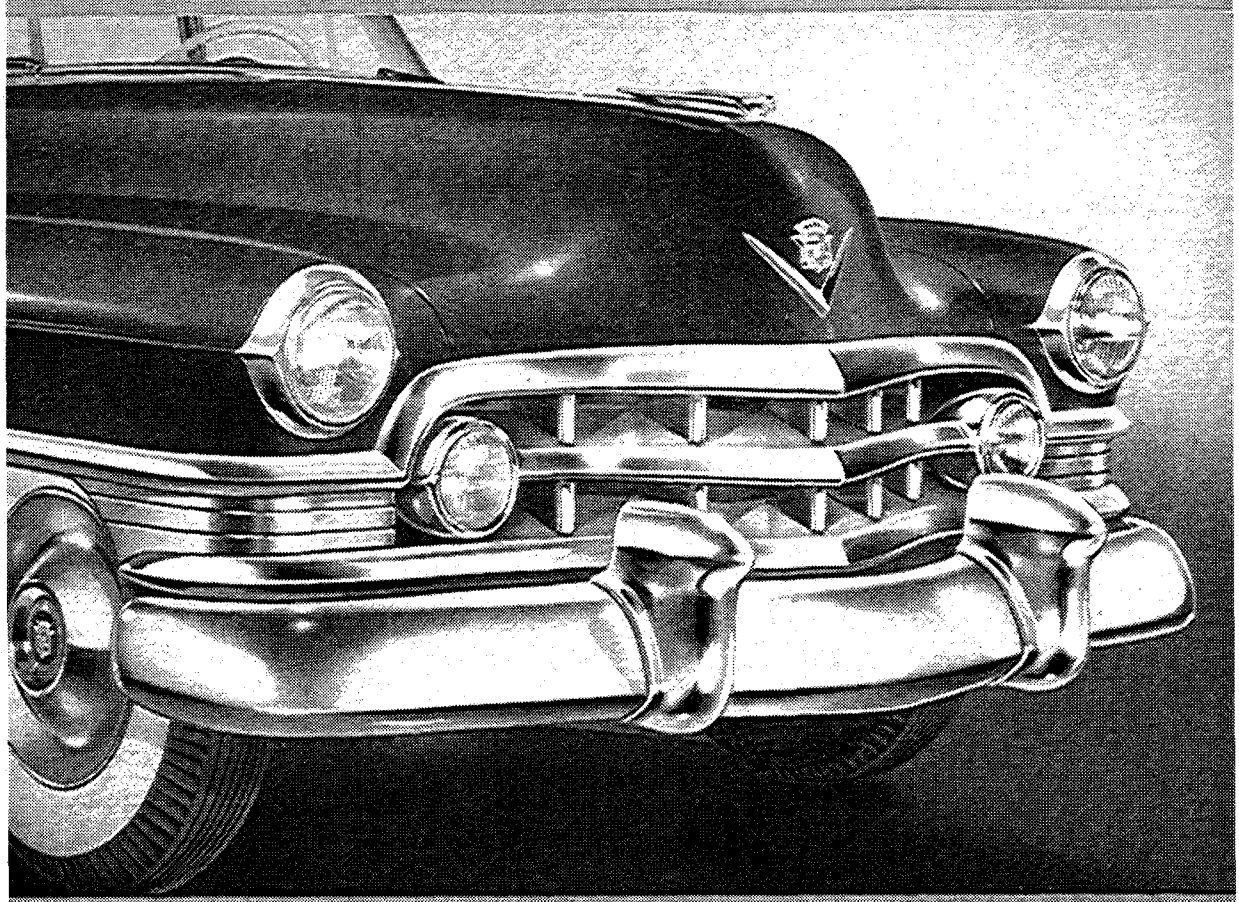
REAR SEAT



SIDE VIEW

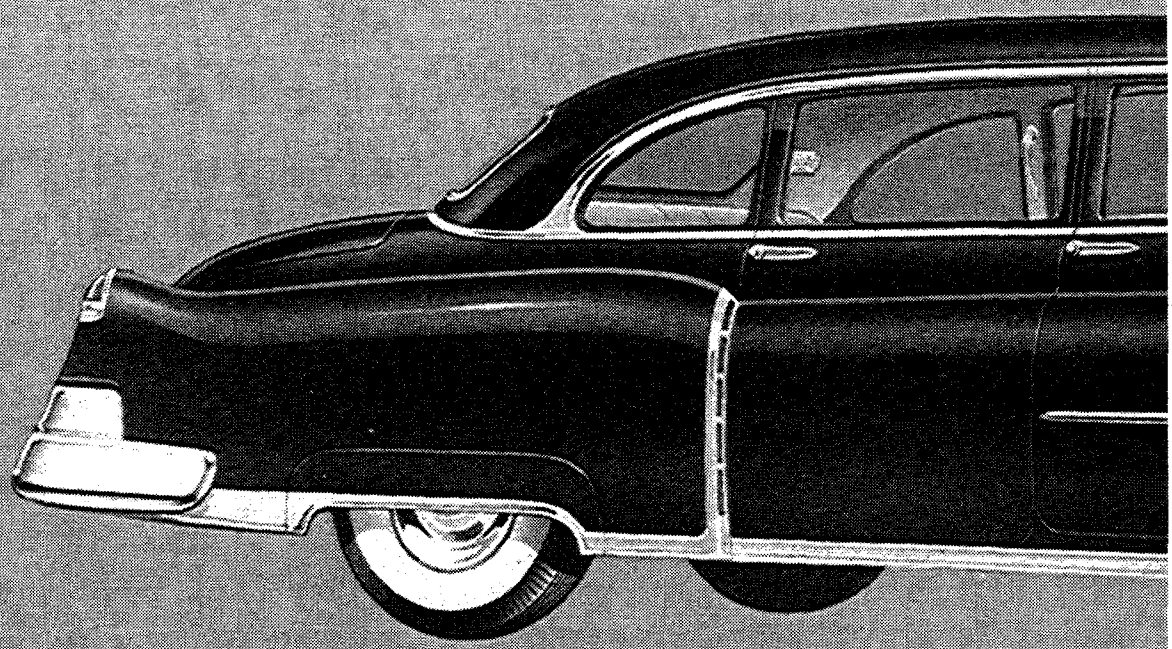


SERIES 75

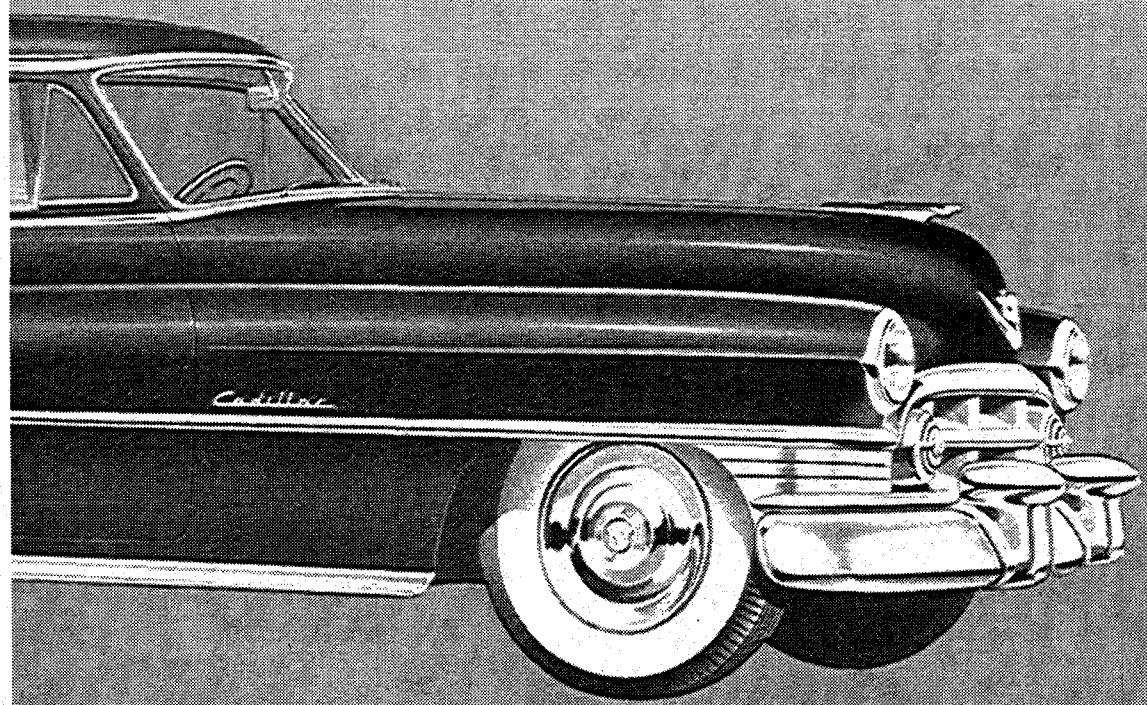


The Fleetwood Series 75 is completely new throughout and similar in design to other 1950 Cadillac models. The new massive grille accents width as it curves around the front fenders. Shown above, the combination parking, fog and direction signal lamps are part of the basic grille design. The large massive bumper follows the fender contour to the wheel opening. A new wide "V" with the traditional Cadillac crest adds to the style and beauty of the ensemble.

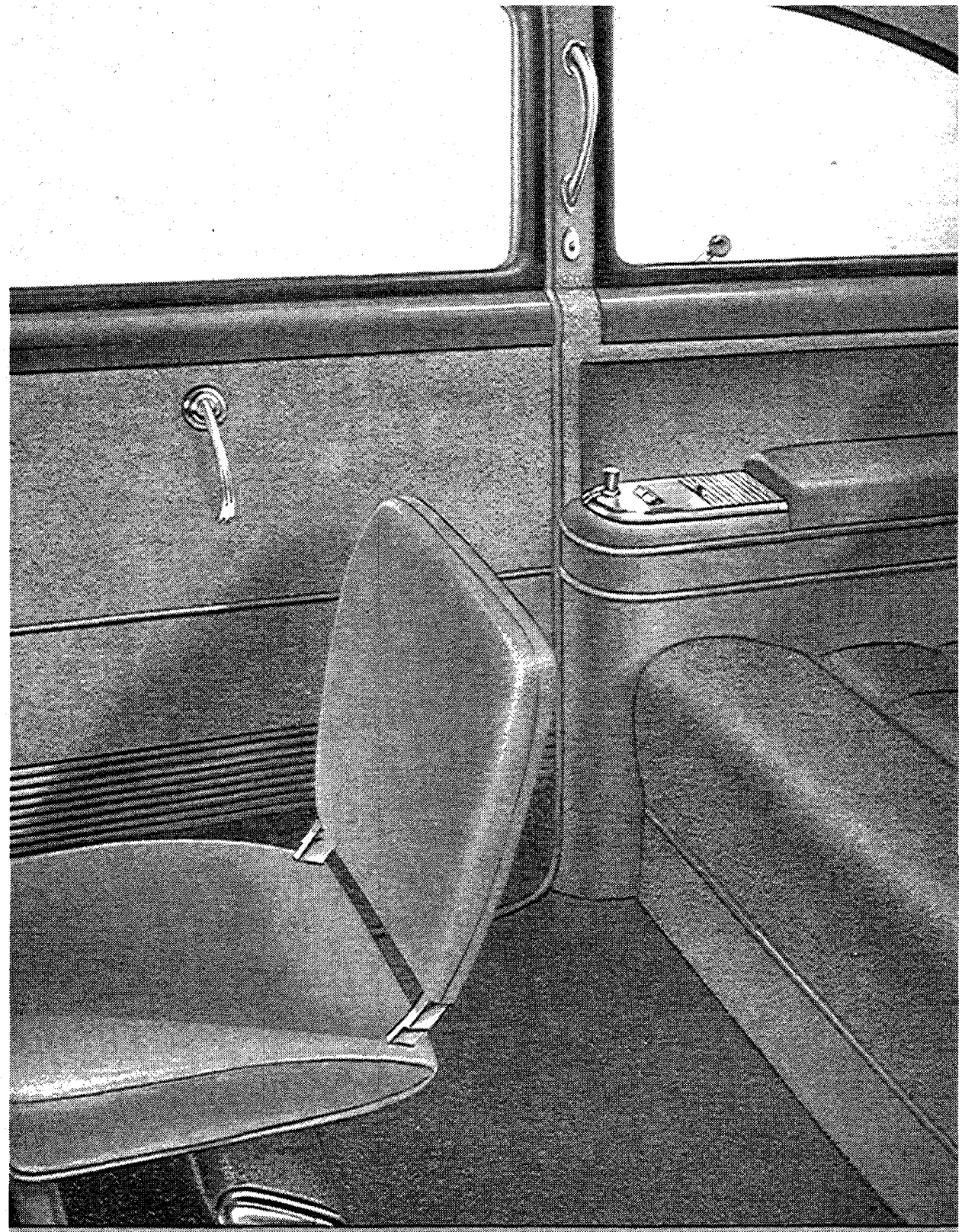
Cadillac Series 75



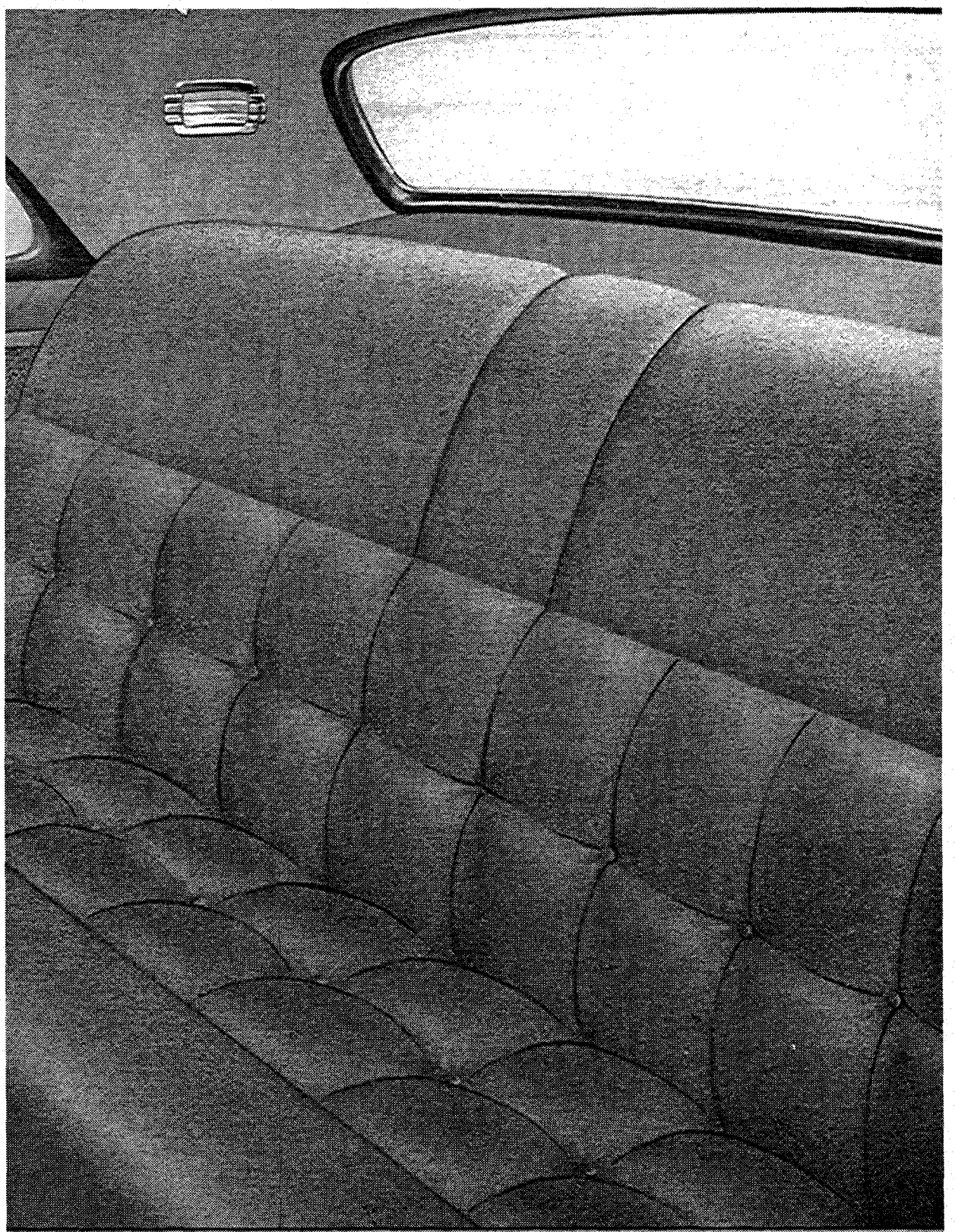
The Cadillac Fleetwood 75 for 1950 is completely new and similar in basic design to all other Cadillac models. Long and low, its modern exterior appearance strikes a new note in cars of this exclusive type and character. The chassis wheelbase has been increased to 146" to provide the ultimate in interior room and riding comfort. Available either as a 7-passenger limousine



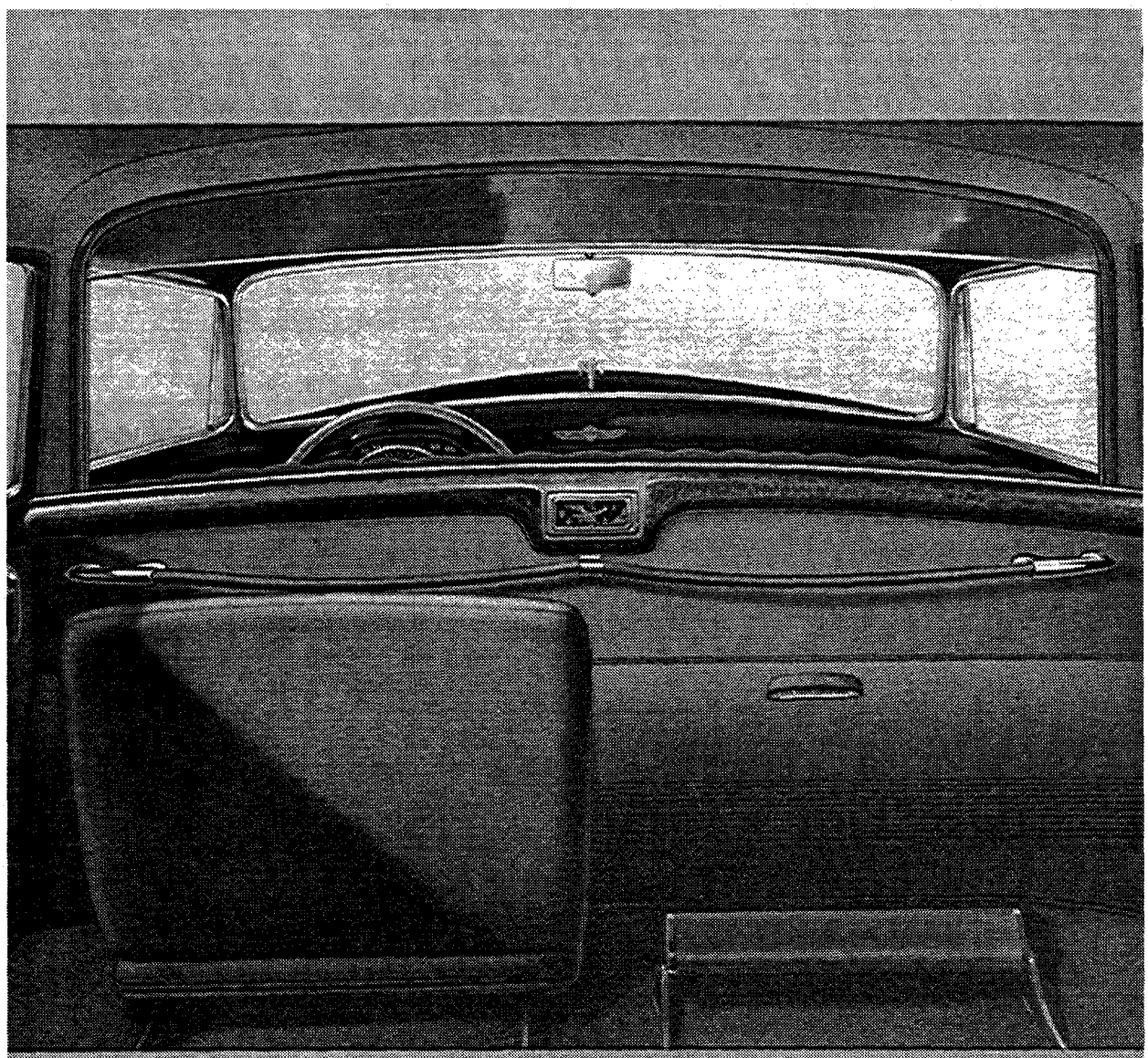
with auxiliary seats which fold into the dividing front partition, or as a luxurious 7-passenger sedan, this new Cadillac is luxurious in its appointments and brilliant in its performance. It is constructed with but one thought in mind—to create an automobile for an exacting clientele whose requirements can be satisfied by no other motor car.



Rear compartment interiors of the Series 75 are unusually commodious and trimmed in luxurious fabrics. The rear seat cushion and seat back are in a tufted motif, accentuated by wide plain bolsters. A choice of either bedford cord or broadcloth is optional in pleasing shades of tan or gray. Garnish moldings, door panels and floor carpets are in harmonizing

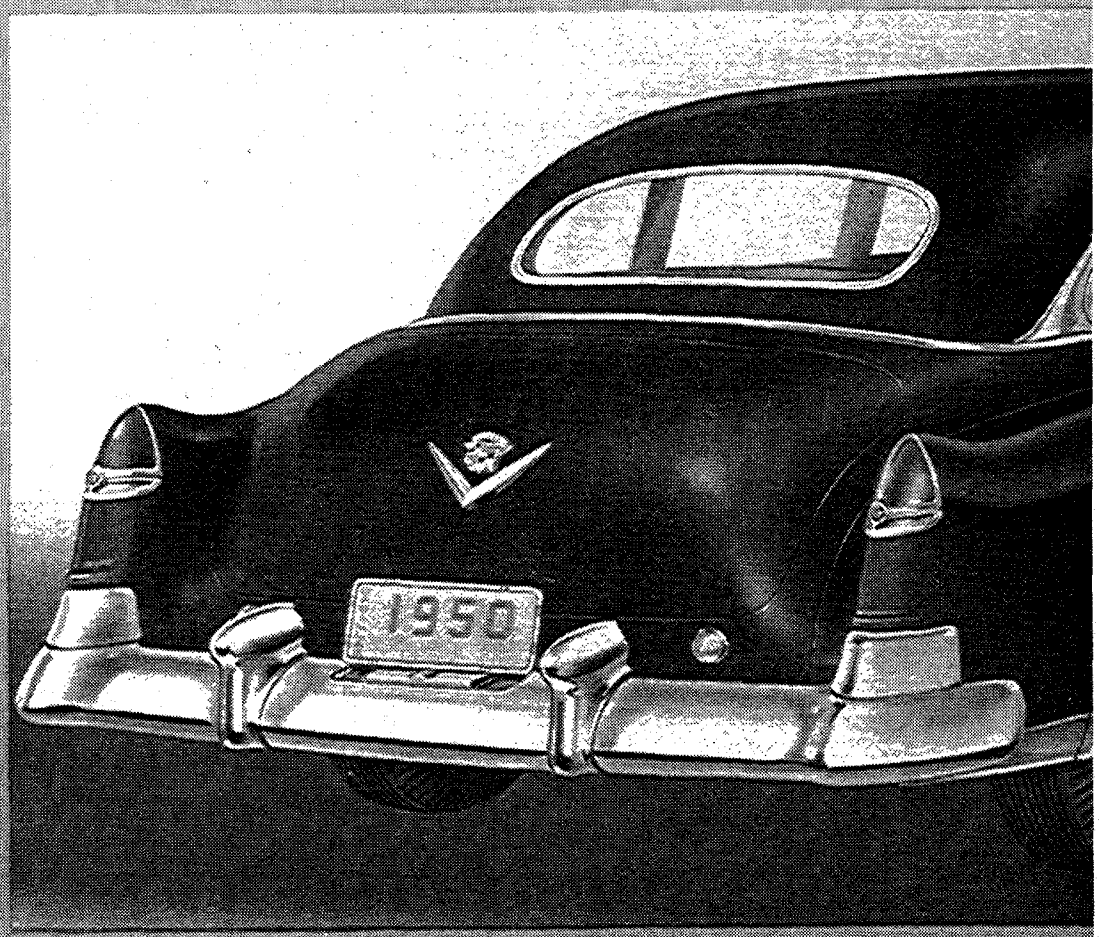


colors with bright chrome hardware and decorative trim. Equipment and appointments include side arm rests with map compartments under the hinged cover as well as ash receivers and cigar lighters, a large center arm rest, robe cord, assist grips, foot rests, an electric clock in the front seat back, hydraulic window and sedan front seat adjustment controls.

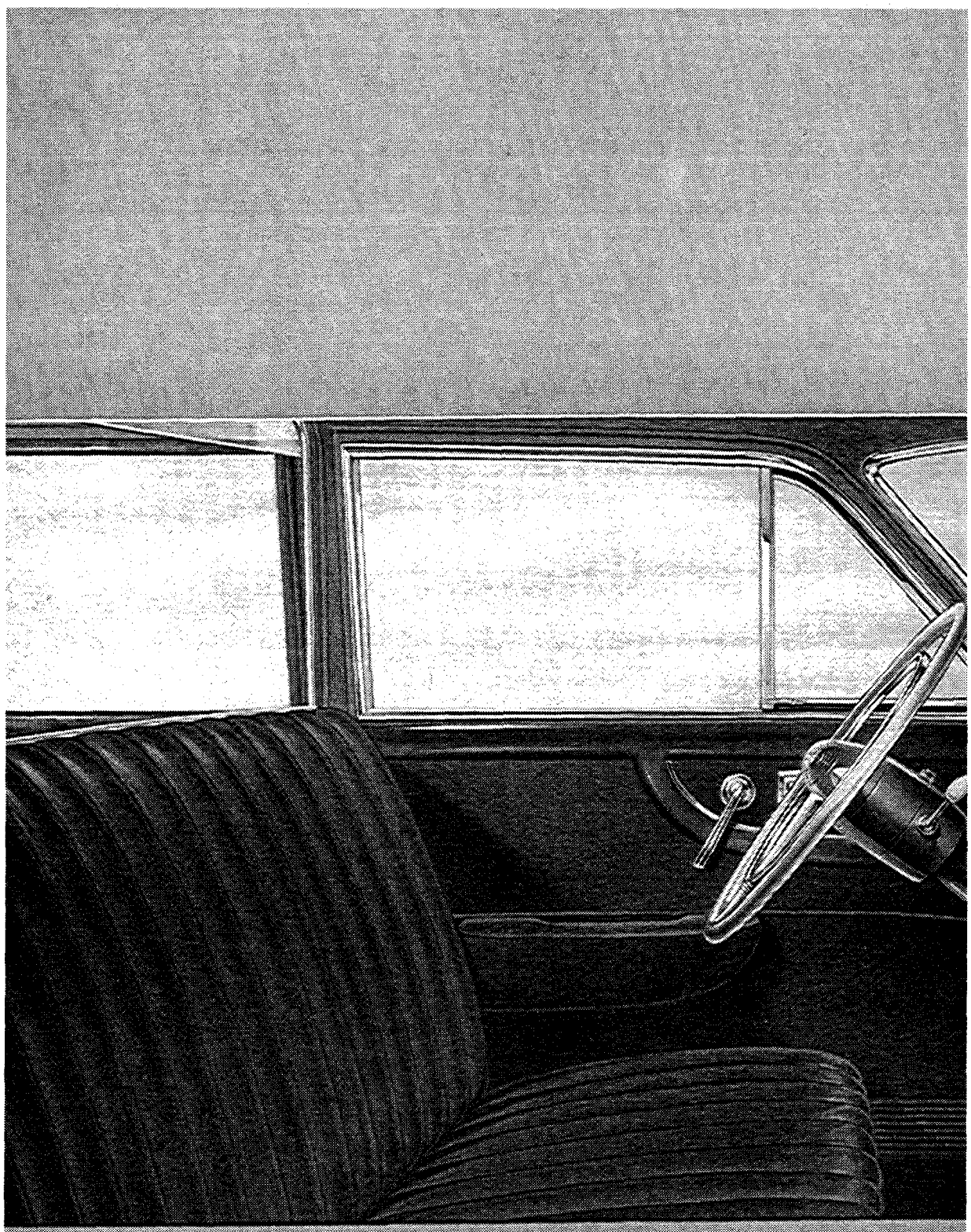


The limousine division, shown above, is upholstered in broadcloth. Seat back molding with inserted electric clock is finished in brown burl walnut grain. A cloth covered robe cord fits into the assist handles which are mounted on the seat back. The two auxiliary seats fit flush with the seat back panel and are slotted at the bottom to allow warm air to enter the rear compartment from the underseat heater. The lower portion of the division glass can be hydraulically operated from the rear seat. The upper curved section is stationary. This is a new, original Cadillac design which increases visibility and eliminates the upholstered header normally used. The limousine front seat is stationary.

The auxiliary seats for two passengers are designed so that when open they fit flush against each other. Seats are heavily padded and upholstered in fabrics to match interior trim. The backs are of one-piece design. Ample leg room is provided by the recessed area into which the seats fit when closed.

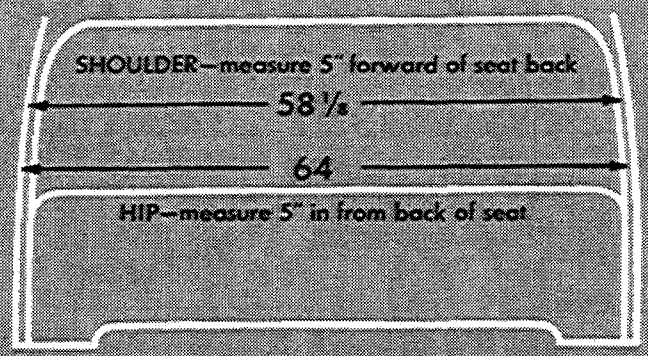


The Series 75 has the standard rear sedan deck and the same rear fenders as those on the 62 sedan model. A distinguishing feature is the rear window which is made narrower than other sedan models to accommodate a closed rear-quarter panel for added privacy. Both 75 sedan and limousine exteriors are identical with the same chrome moldings and trim.

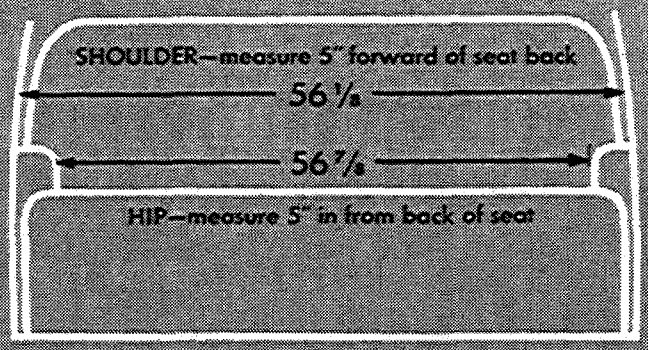


The front compartment of Series 75 limousine models is trimmed in black leather throughout. The seat and seat backs all have 2½" pipes with French seamed leather. Door panels are black leather with black trim molding, chrome window molding and bright chrome hardware. The left door contains hydraulic controls for all windows. The head lining is black imitation leather. Floor carpeting is mottled black rubber. The division glass is framed in bright chrome. The steering wheel column and instrument panel are black with standard chrome hardware.

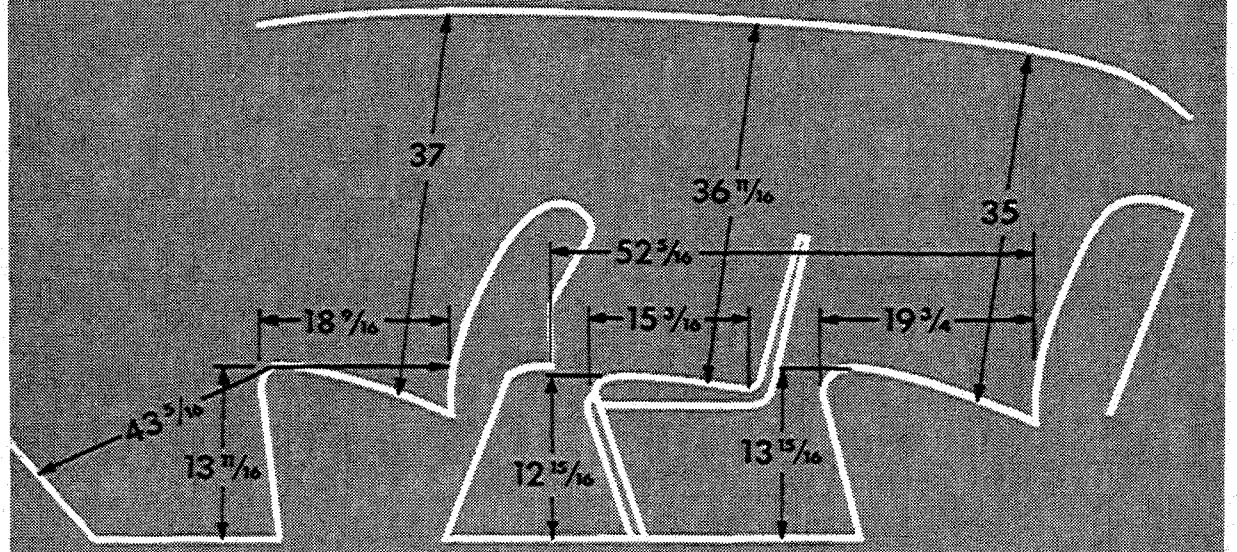
SERIES 75 7-PASSENGER SEDAN DIMENSIONS



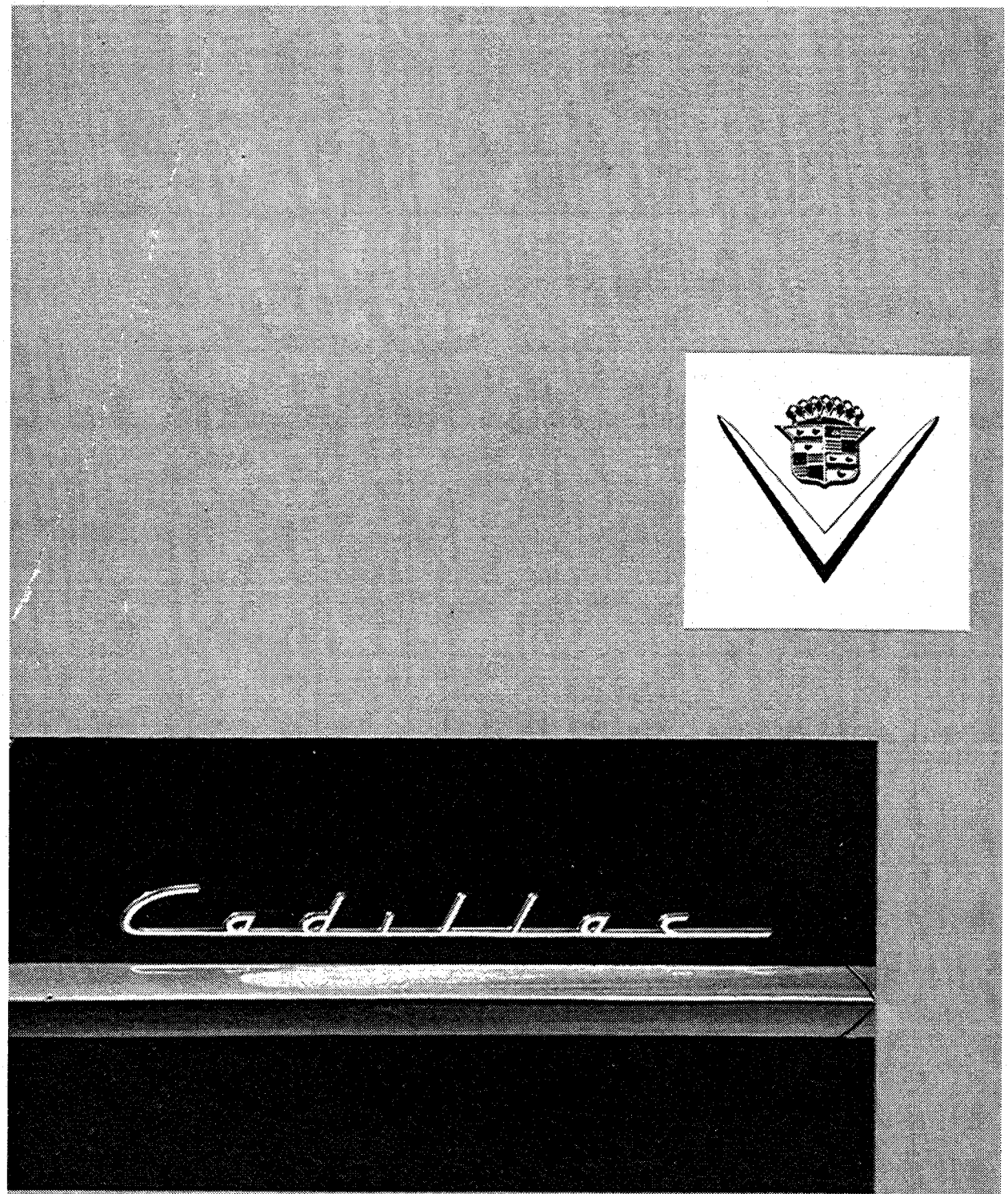
FRONT SEAT



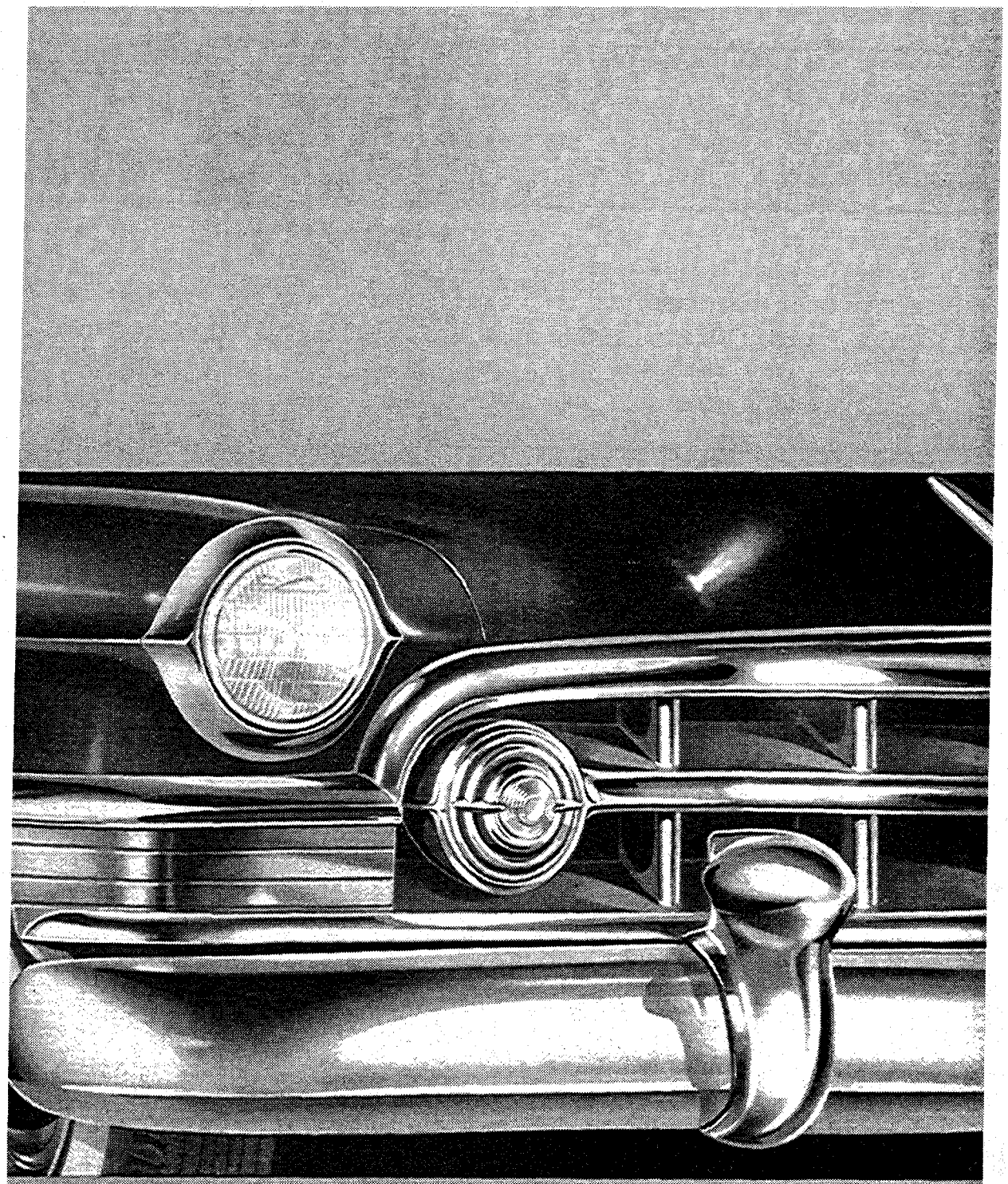
REAR SEAT



SIDE VIEW



1950 Features

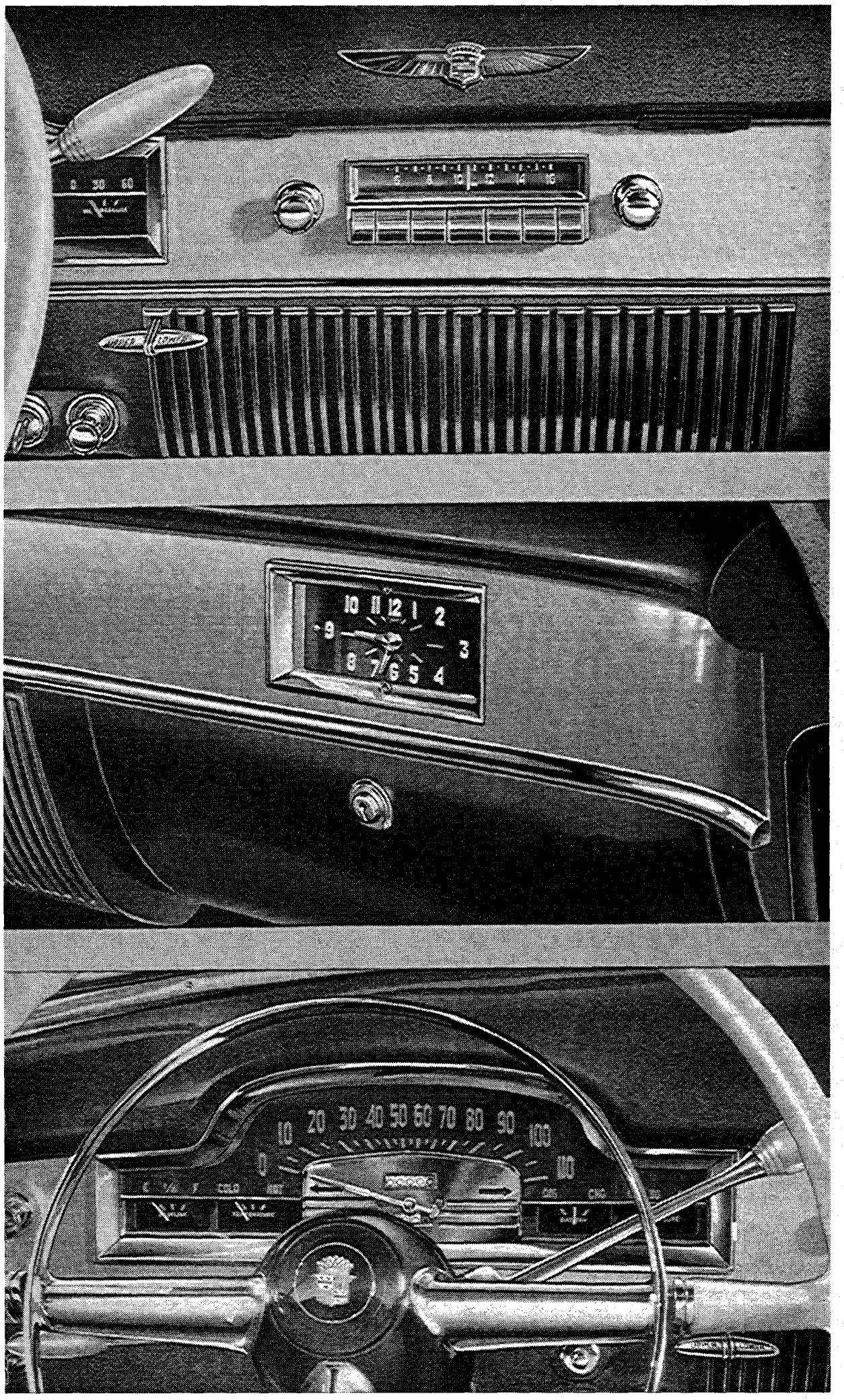


Many features of the 1950 Cadillac, such as the massive chrome grille, large full-across wrap-around bumpers, integrally designed parking and direction lamp, chrome headlight moldings, new wide "V" with the traditional Cadillac crest, bomb type bumper guards, chrome front fender stone guards and decorative chrome fender moldings and the chrome inserts are common to all series.

The radio is installed in the center of the instrument panel above the grille. Controls are mounted in the insert panel directly under the map lights. The winged Cadillac crest finished in chrome is used on all series except the 60 Special which uses the Fleetwood crest in gold. Upper and lower level heat controls are in the left side of the radio grille—ash receiver at right. Right and left air inlet controls are under the grille.

An extra large cloth lined glove box is at the right of the instrument panel. A convenient storage space for maps, gloves or small parcels is automatically illuminated when the door is opened. The new electric clock is mounted above the glove box in the insert panel. The adjustment controls for fast or slow regulation and setting the bands are mounted in the bright chrome molding.

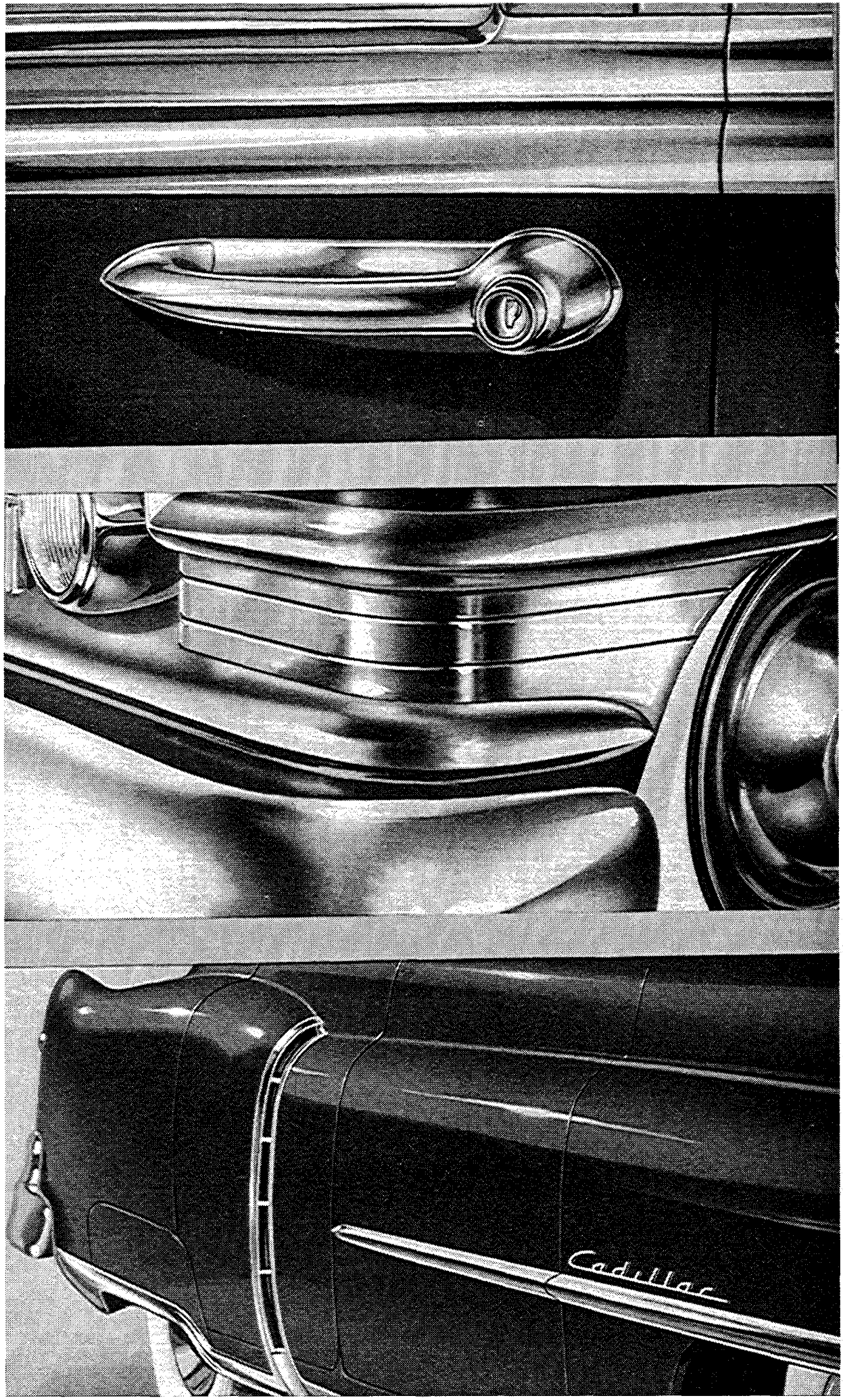
Driver's instruments are grouped in the recessed panel directly above the steering column. A large speedometer dial with a new, narrow, illuminated hand provides high visibility. Odometer and gauges are directly below. The starter button ignition switch and cigar lighter are at the right of the steering column below the insert panel. At the left of the instrument cluster in the insert panel is the headlight switch. The windshield wiper control is mounted directly below in the lower portion of the instrument panel. The hand brake and hood latch controls, not shown, are mounted under the instrument panel to the left of the steering column.


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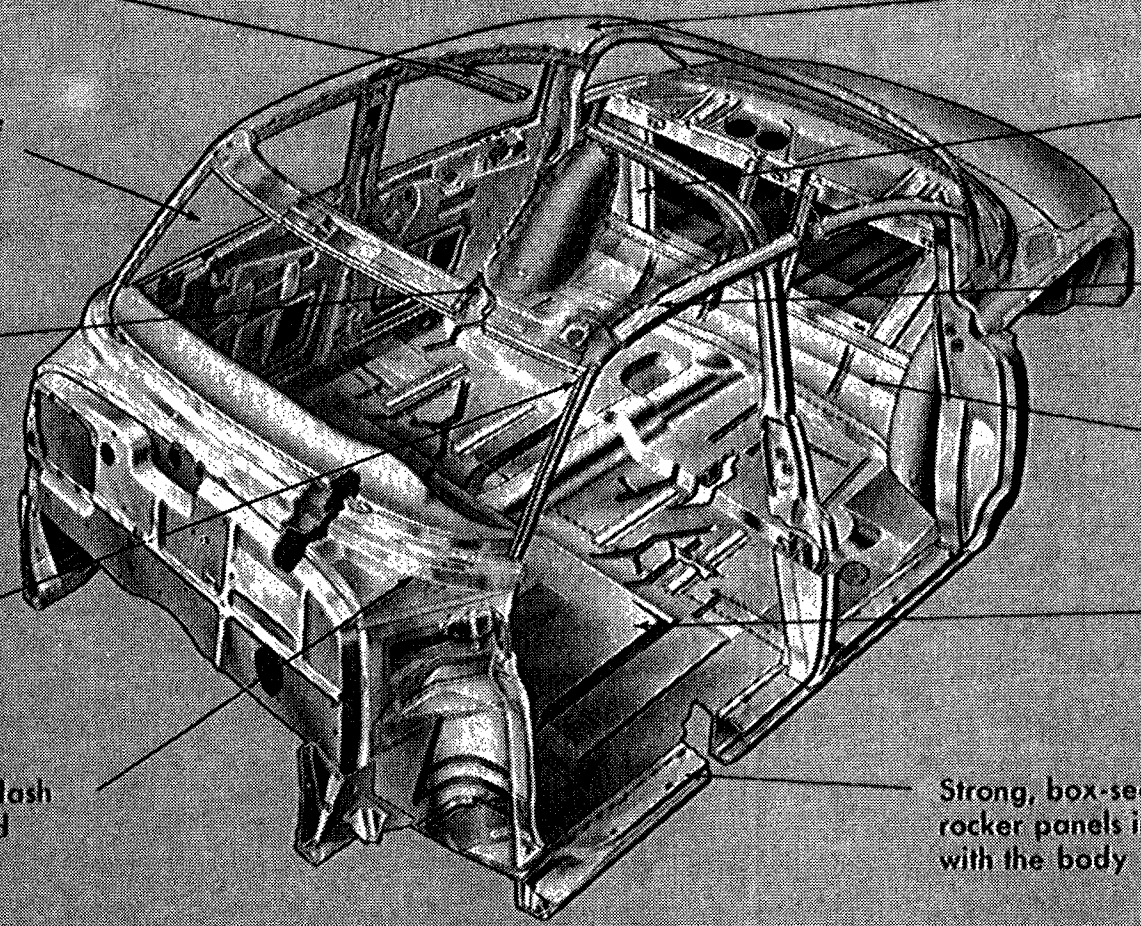
Exterior door handles are of new design. Mounted below the bright chrome door molding, the handle is gracefully curved and is stationary. The door latch control is a button which is inset in the end of the door handle. A protective bright chrome escutcheon plate fits flush against the door and follows the contour of the door handle. Both front doors are fitted with outside locking buttons while rear doors of sedan models, except the Series 75 which has an outside right rear door lock, are locked from the inside.

An important feature of the 1950 design is the new bright chrome ornamental fender insert which is shaped to follow the front fender contour. The insert is mounted between the lower grille bar and the bottom of the fender. Above the insert the upper chrome bar continues back along the edge of the fender wheel opening and joins the decorative chrome fender and door molding spear. One basic advantage of this over-all design is the increased strength added along the edge of the front fender. A painted metal splash guard below the grille covers the bumper mounting brackets attached directly to the frame.

The new rear fender door stone guard is a chrome simulated air scoop which follows the fender and door contour and connects at the bottom with the wheel cover molding. The name, Cadillac, in script appears on all front fenders above the fender molding. There is a lower door sill molding which runs from the front fender opening to the rear stone guard on all models except the Series 61. A rear fender molding in chrome is also used on all models except the Series 61.


Cadillac

CADILLAC BODY CONSTRUCTION



U-shaped steel roof bows

Solid steel Turret Top

Genuine safety plate glass all around

Box type rear end bracing

Steel roof rails

New box-girder header assembly

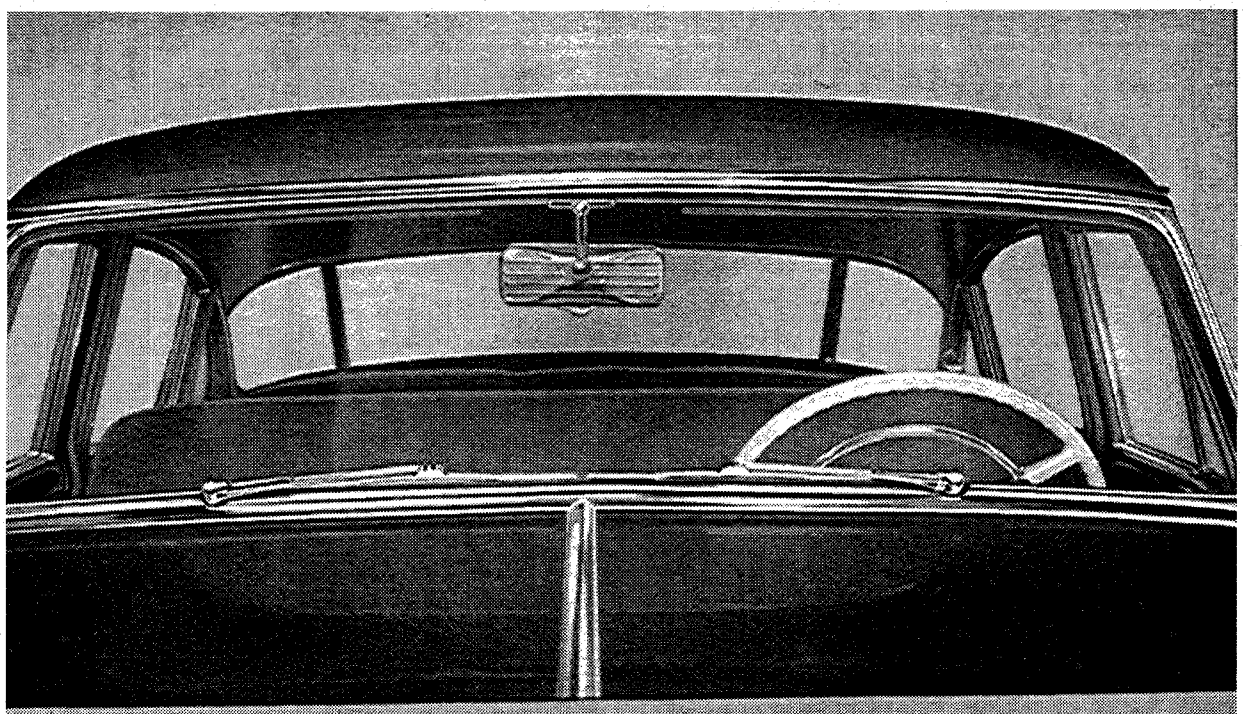
Box-section braces at back of rear seat

Steel corner pillars

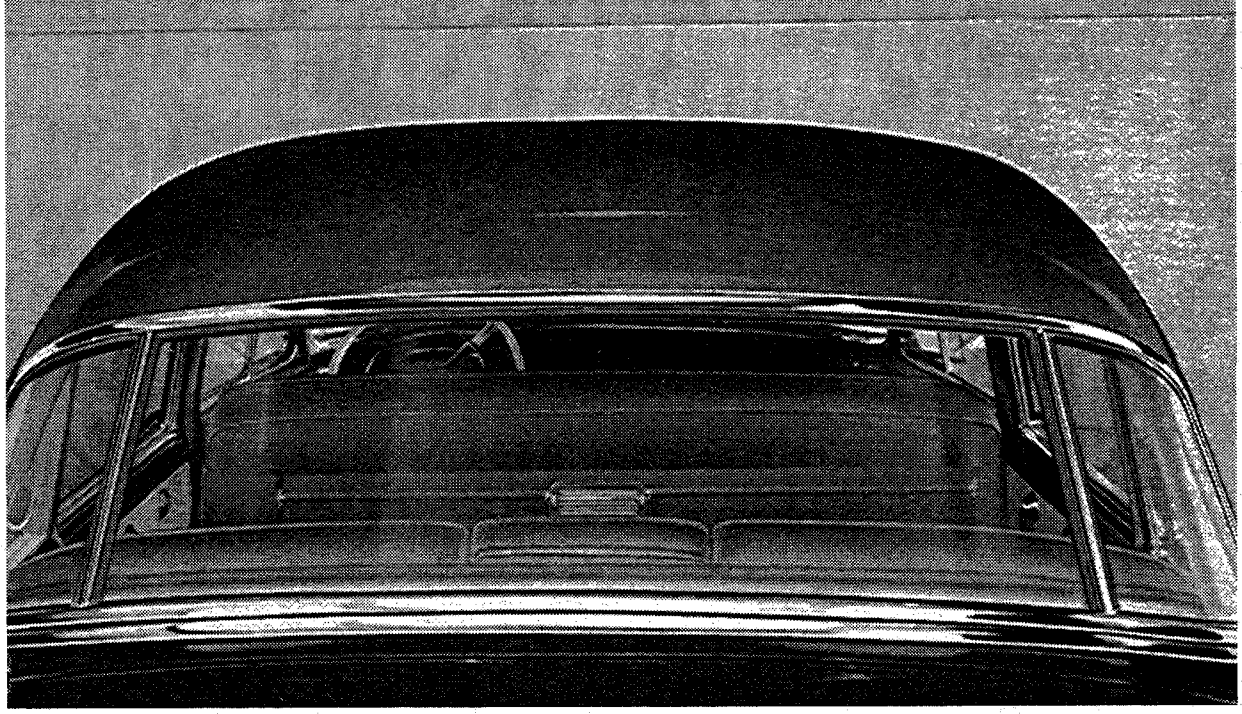
Steel floor, ribbed, braced and welded solidly to body

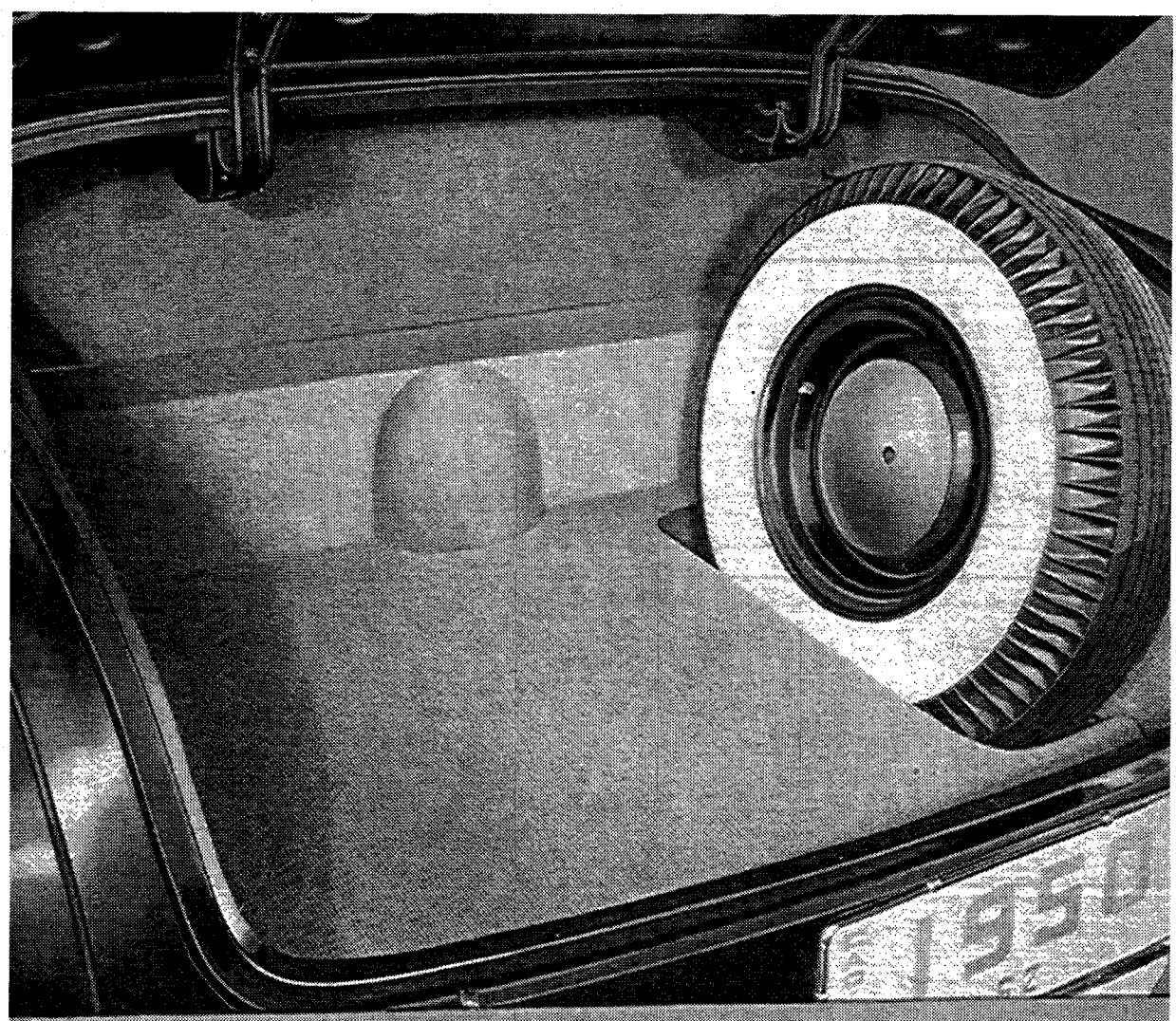
Steel cowl and dash ruggedly braced

Strong, box-section rocker panels integral with the body



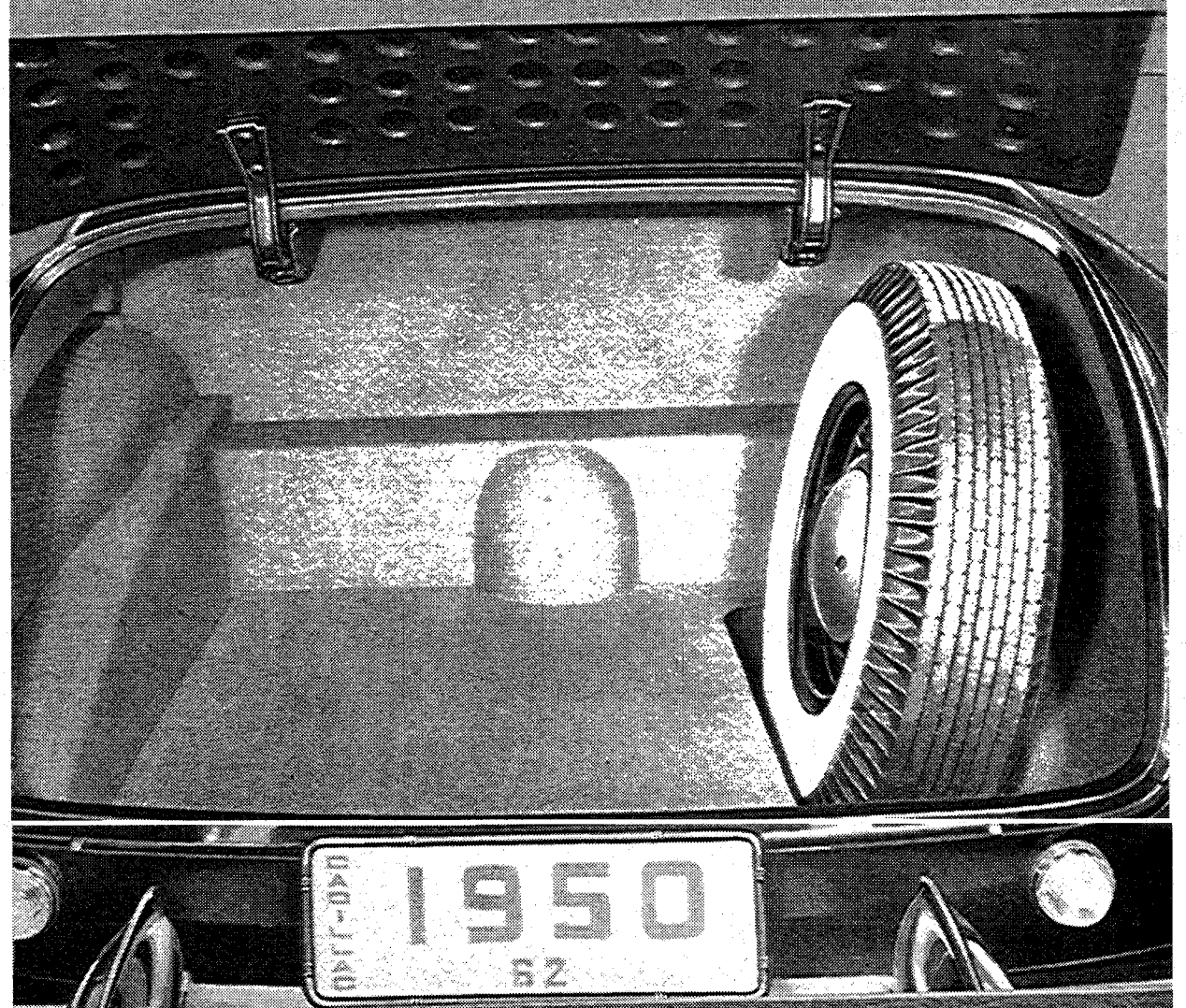
The new curved windshield is one piece, accurately ground to prevent distortion. The curved contour blends gracefully into the flowing body lines. Wider and higher, the windshield is framed in bright chrome. Extra narrow corner pillars and more than 7 square feet of windshield glass area provide exceptional vision. The new full width rear window in sedan models contains approximately 6 square feet of area. Curved to follow the body and roof contour, the rear window is divided into 3 sections. The exceptionally narrow rear corner pillar minimizes the usual blind spot. Side windows are wider and higher. All Cadillacs for 1950 have more than 3300 square inches of glass area.

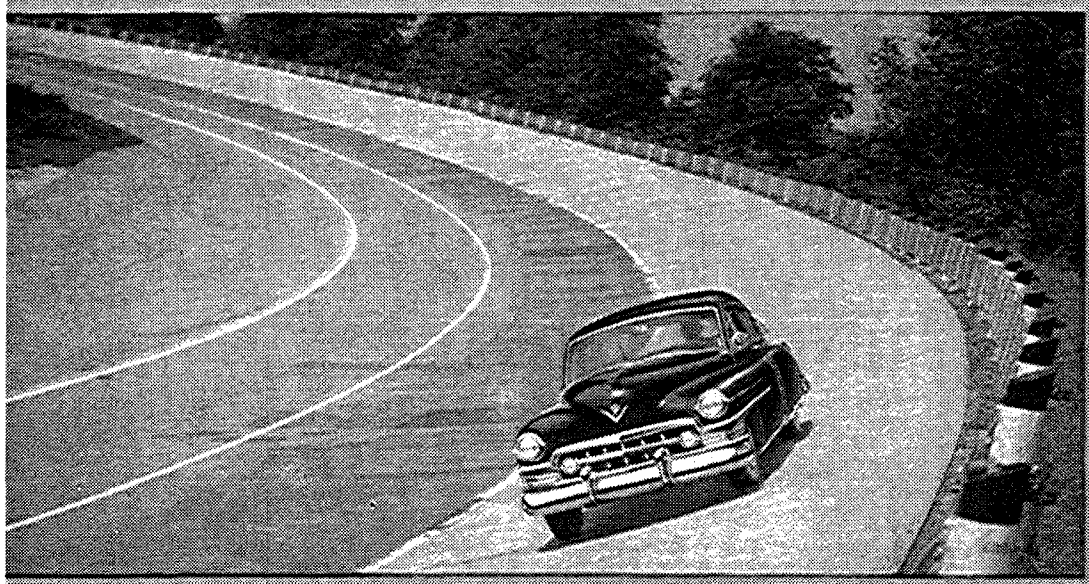




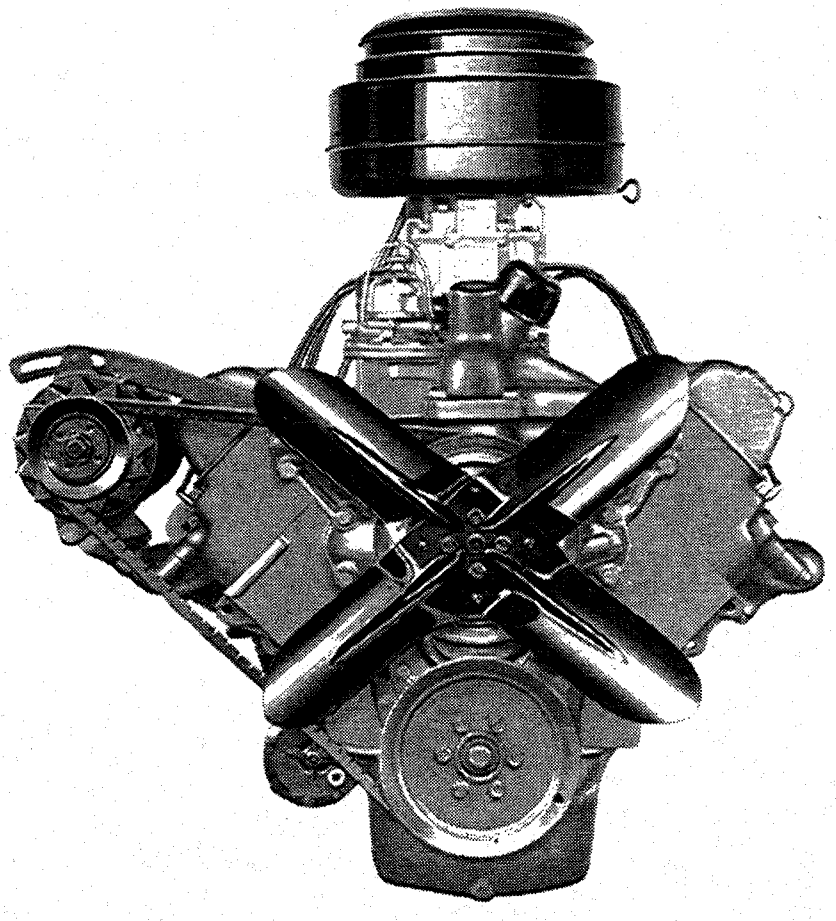
Sedan trunks for 1950 are large and roomy. The standard trunk on the Series 61, 62 and 75 Sedan models contains approximately 12 cubic feet of space. The extra large trunk on the 60 Special contains over 14 cubic feet. The spare tire is mounted upright as a precaution against scuffing luggage. Interiors are lined with tan carpet and are insulated against moisture and dust with a special sound deadening material. Deck lids are hinged with a counter-balanced spring construction and are fitted with the new key-lock release.

Coupe trunks are exceptionally large in the 1950 models. The spare tire is mounted upright thus permitting an increase in the amount of space available for luggage. Due to the floor construction, the trunk capacities are in excess of 13½ cubic feet. Interiors are thoroughly insulated and except for the deck lid carpeted throughout to minimize scuffing of luggage. When the deck lid is raised, the interiors are automatically illuminated. As in sedan models, trunk lids are counterbalanced and fitted with the new key-lock release.





THE 1950 ENGINE



The New Cadillac Overhead Valve Engine introduced in 1949 represents an entirely new engineering conception. 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 OVERHEAD VALVE ENGINE

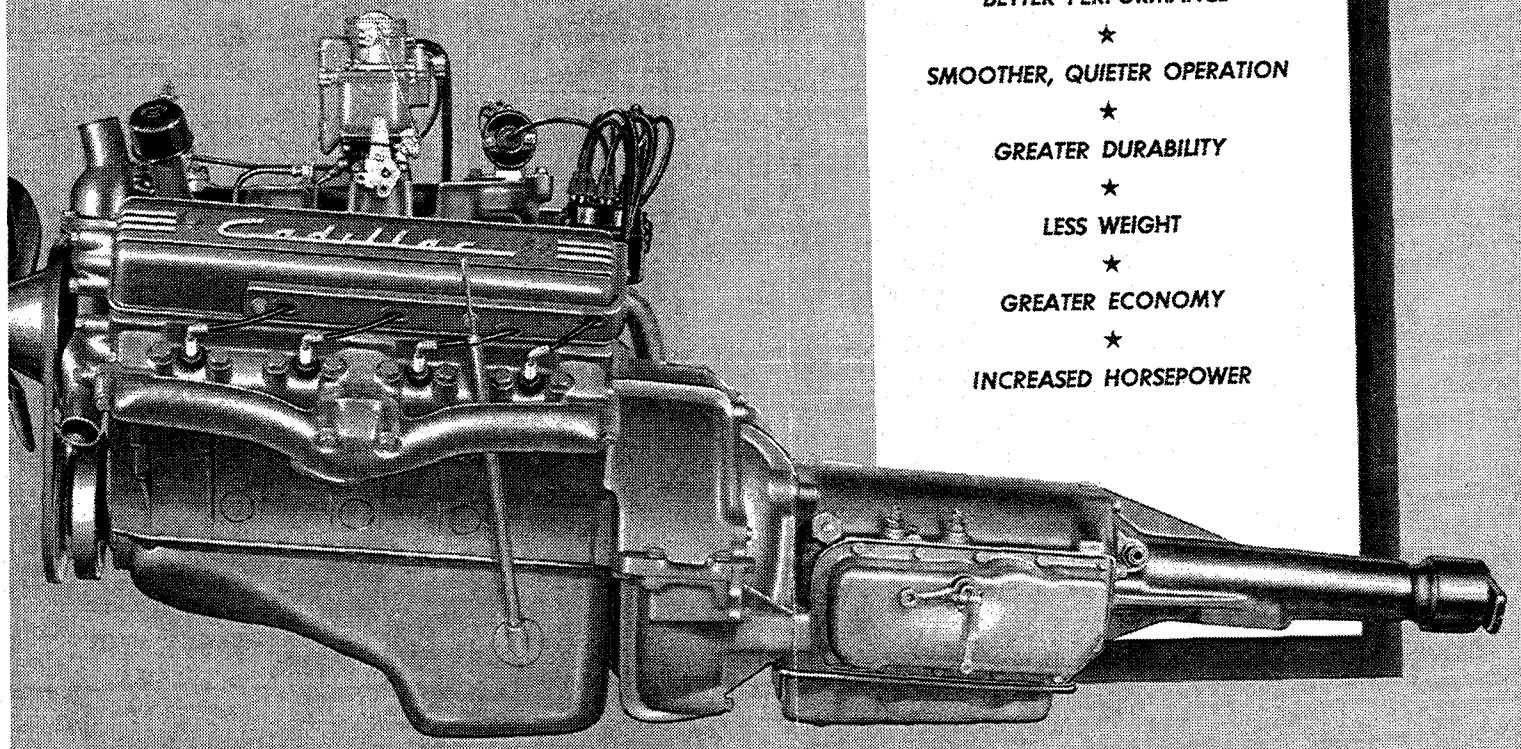
(Now In Its Second Year of Production)

The new 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 the new overhead valve 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 against 3000 feet per minute in previous models. Thus, high mechanical and thermal efficiency contribute 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.

THE 1950 ENGINE



FEATURES OF THE NEW ENGINE

★

BETTER PERFORMANCE

★

SMOOTHER, QUIETER OPERATION

★

GREATER DURABILITY

★

LESS WEIGHT

★

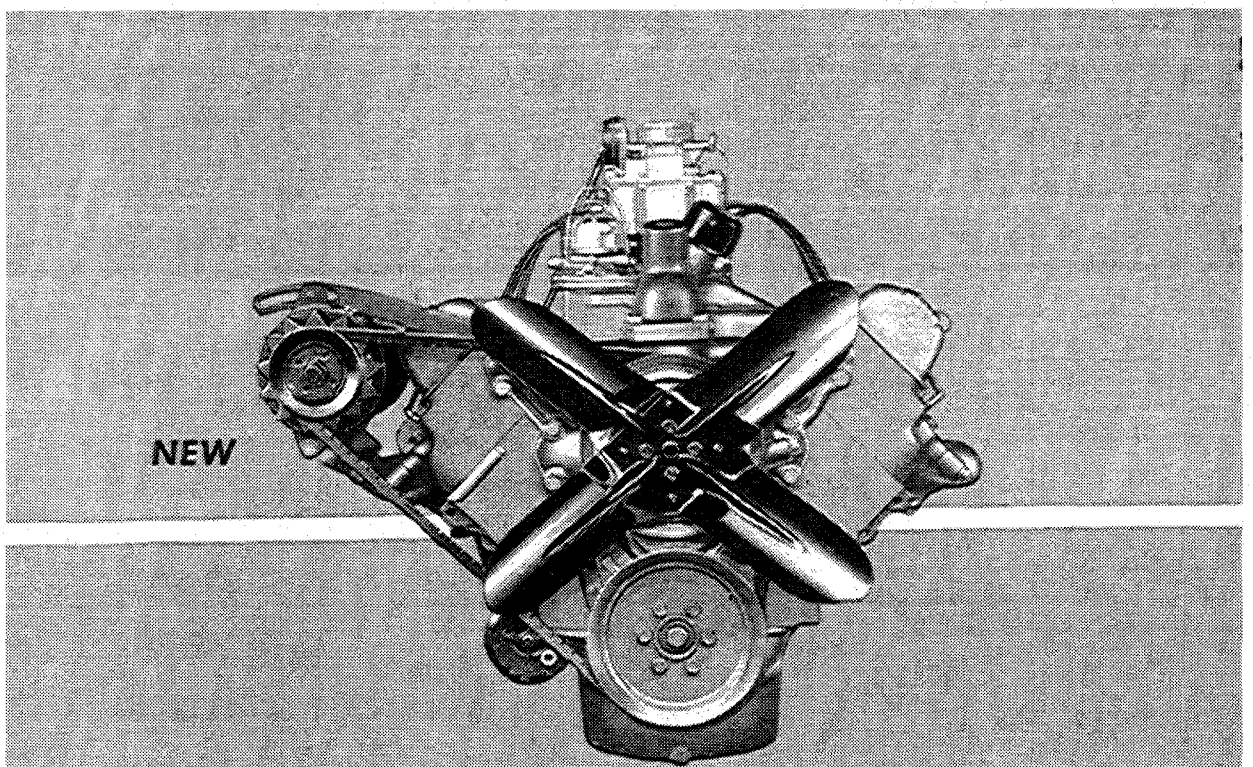
GREATER ECONOMY

★

INCREASED HORSEPOWER

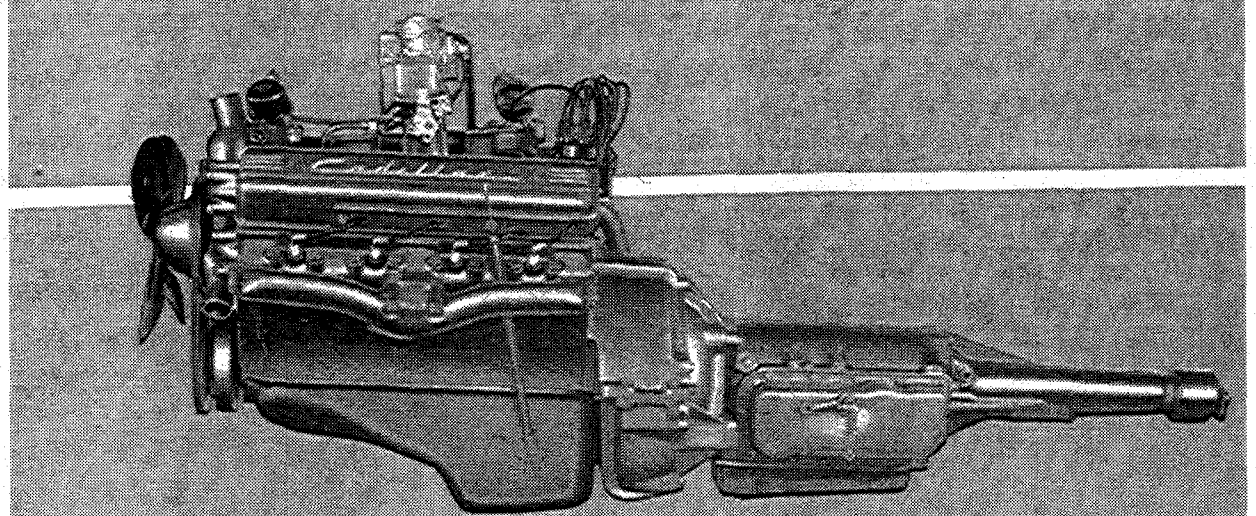
IT'S THE NEW "STANDARD OF THE WORLD" IN MOTOR CAR ENGINES

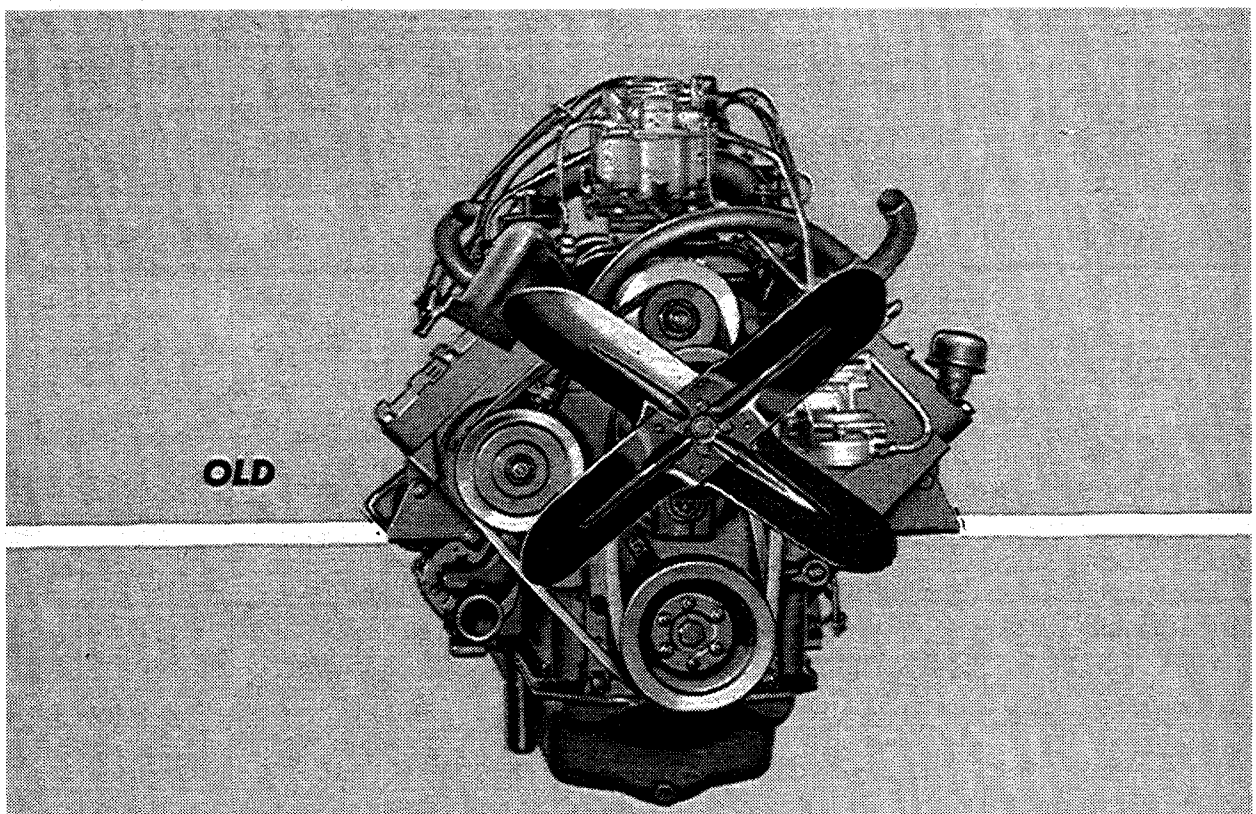
THE NEW CADILLAC ENGINE



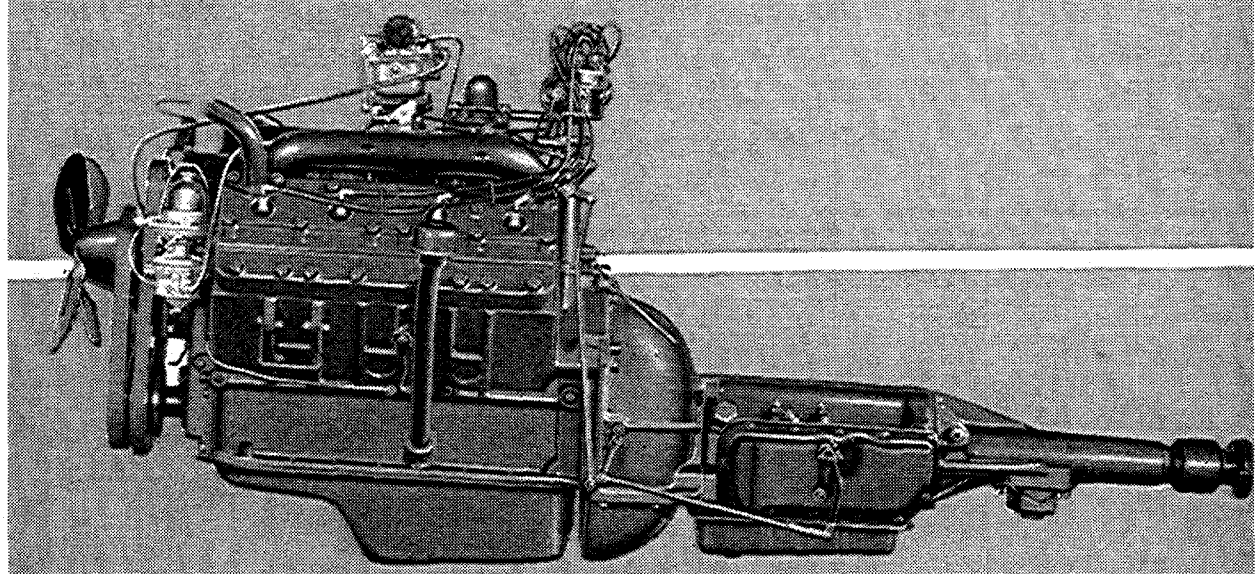
Shown on these two pages are straight side and full front views of the overhead valve and 1948 Cadillac engines. The illustrations, as are all comparative mechanical photographs in the engine section of this book, are to the same scale, thus showing the relative size of the engines and assemblies.

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

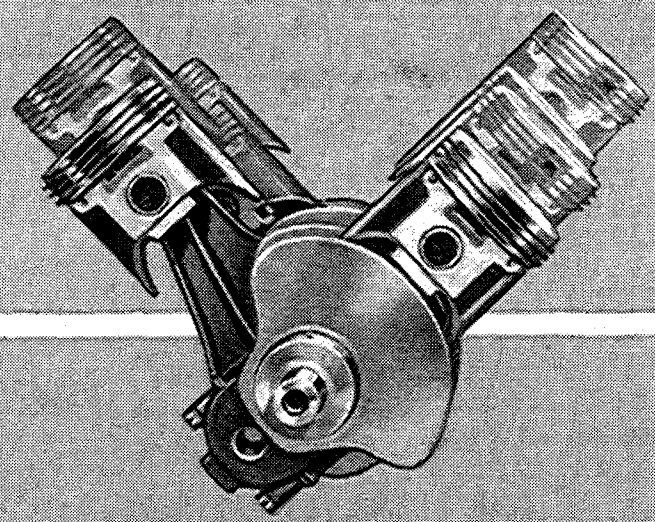




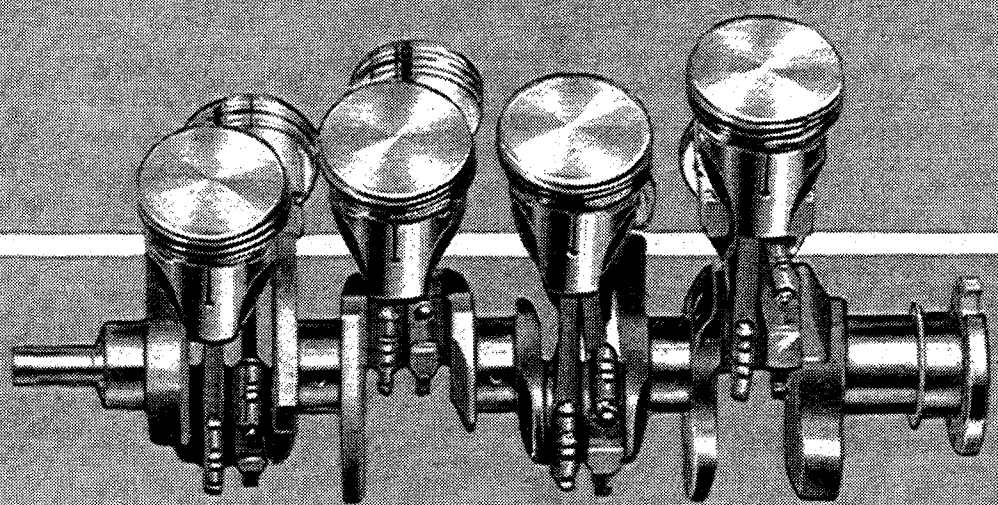
the engine forward, lowering hood lines and increasing interior roominess. Weight reduction has been accomplished in the new engine while increasing horsepower by about 7% over its famous predecessor. A 15 to 20% gain in fuel economy, increased road performance, greater durability and smoother, quieter 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.



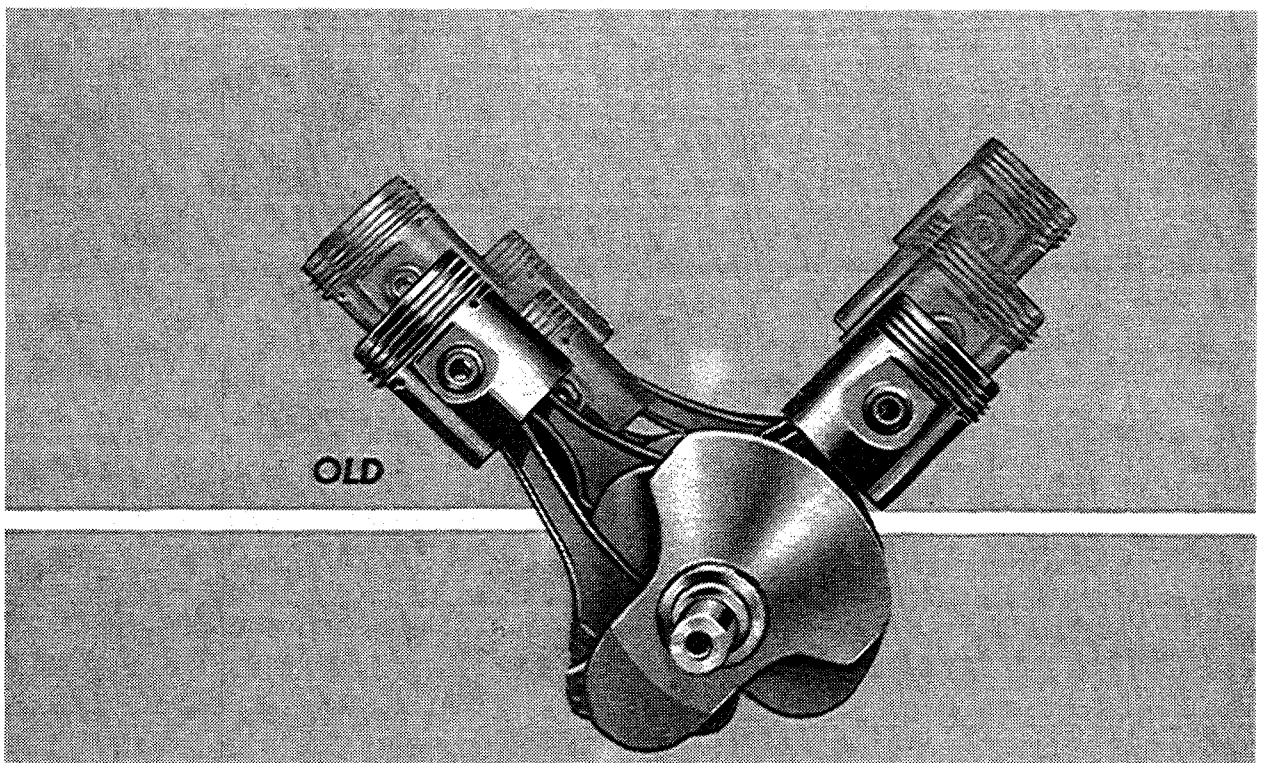
NEW



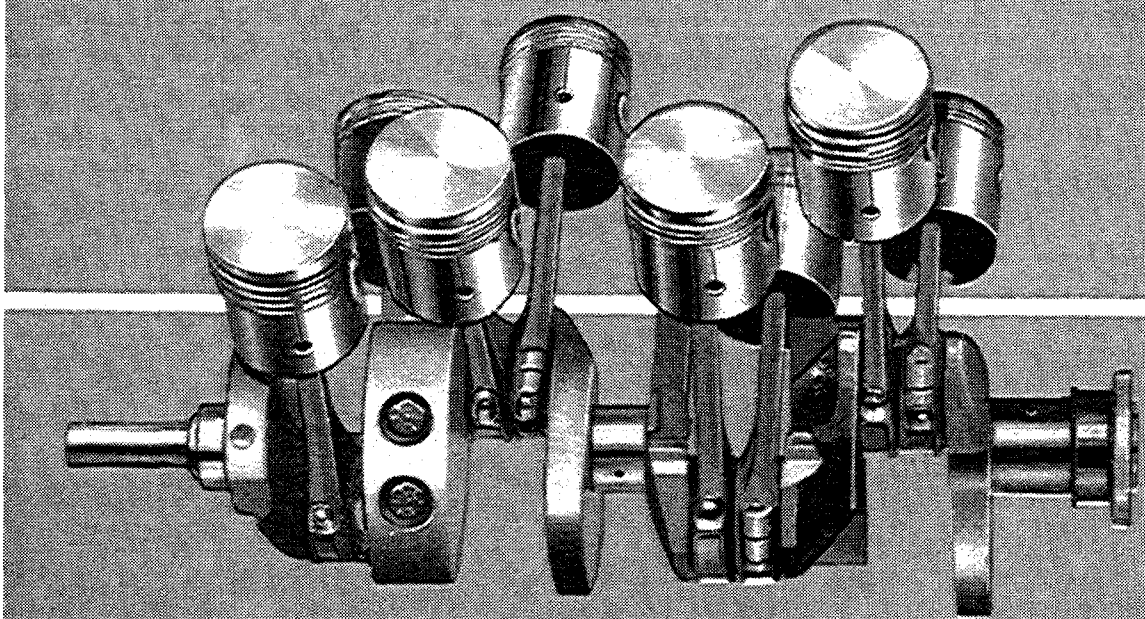
Vital to good engine performance is a well-designed piston and crankshaft assembly. The use of smaller, lighter, more scientifically designed engine parts has been one effective method of reducing friction and weight while increasing power in the new Cadillac engine. By shorter engine design and increasing 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".



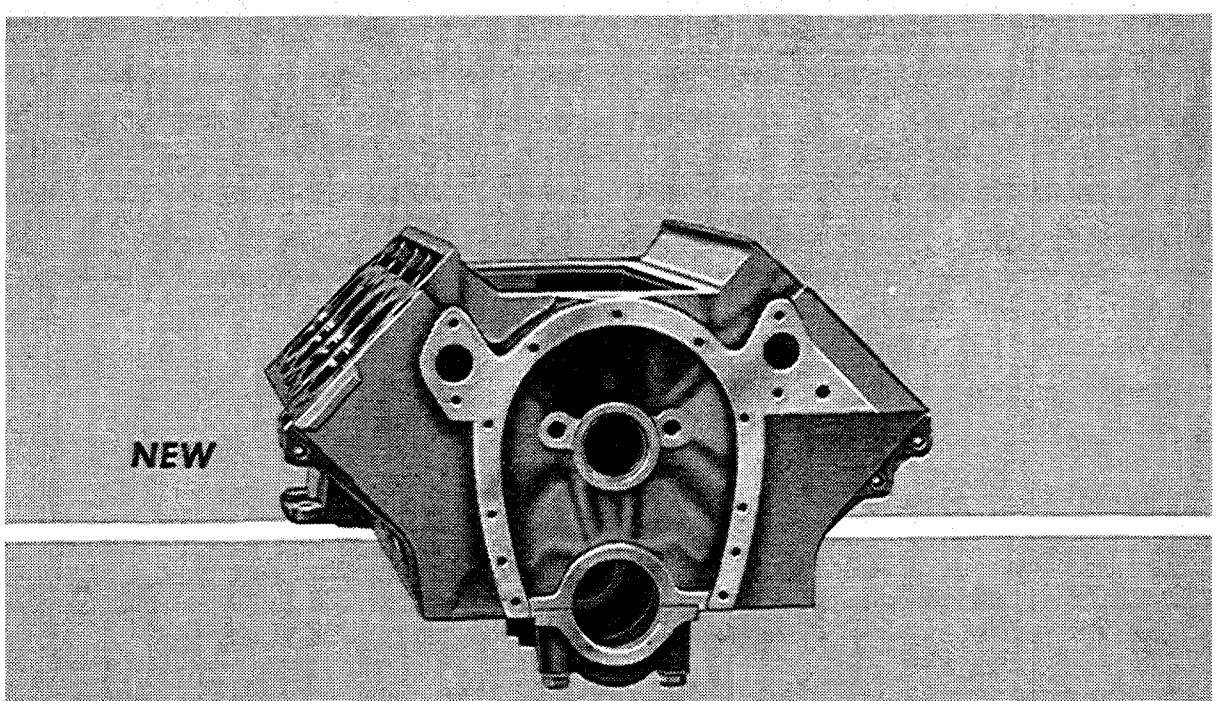
NEW



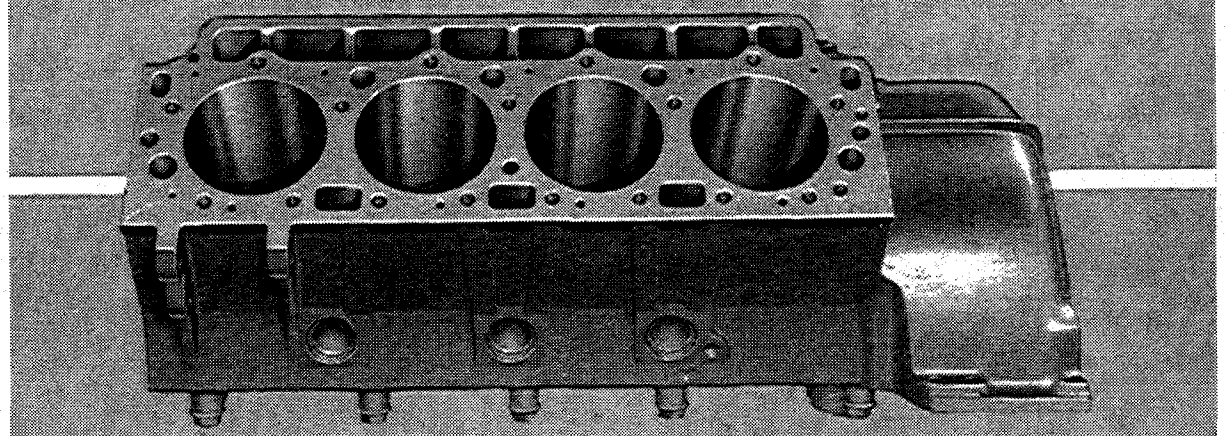
A new design slipper-type piston makes possible the use of a shorter connecting rod which when combined with a short piston stroke, results in a compact engine design of minimum size and weight. The unused metal at the sides of the piston skirt has been eliminated, thus decreasing friction area and reducing 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 overhead valve design.

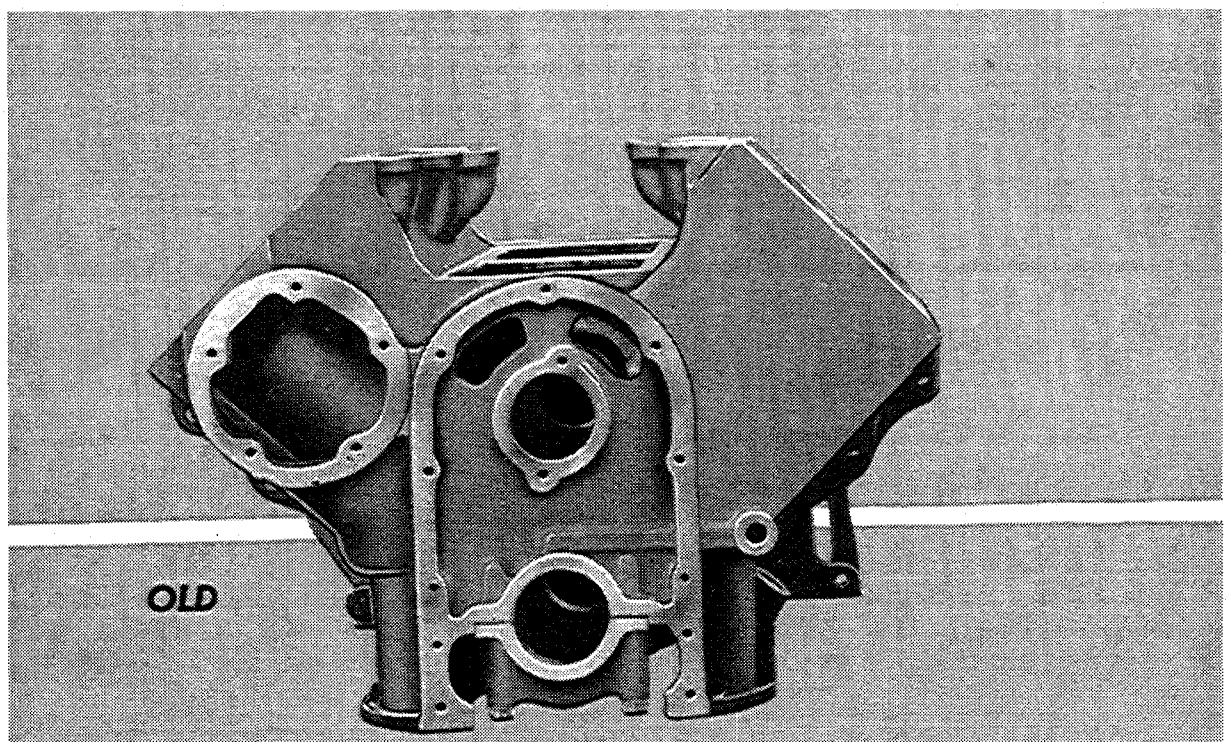


OLD



The new 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

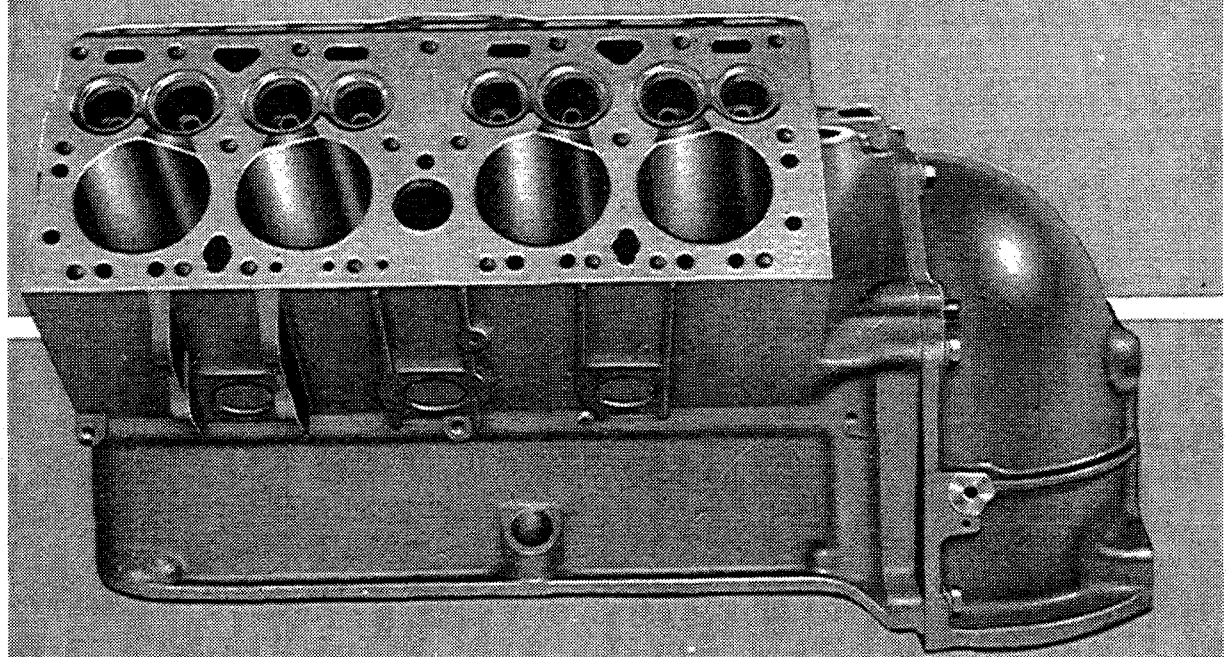




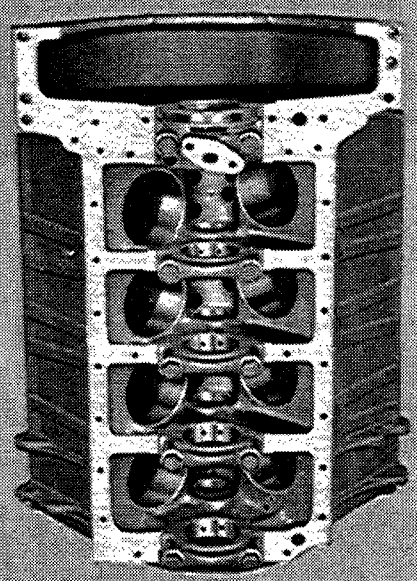
OLD

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

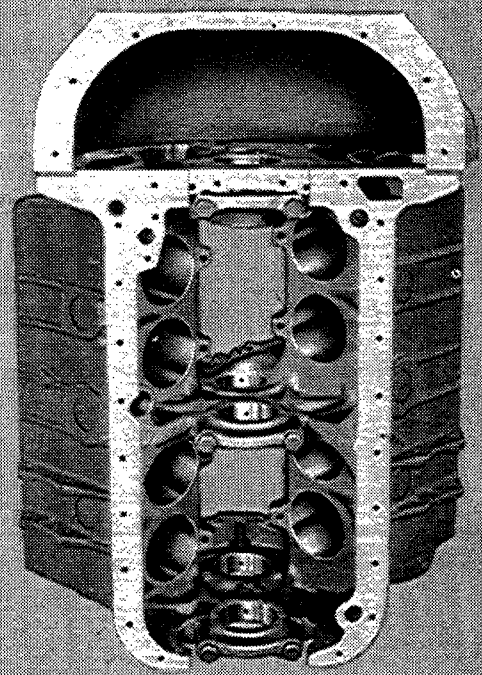
Thus, high mechanical and thermal efficiency contribute materially to better cooling, higher power output and increased fuel economy. The fly-wheel housing in the new engine is integrally cast with the cylinder block, which further reduces weight and increases structural strength. The front view of the 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.



OLD



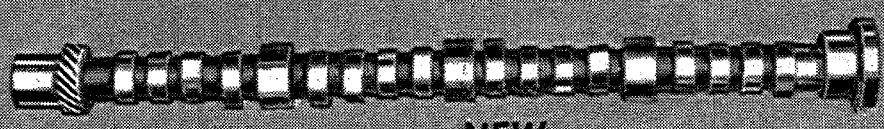
NEW



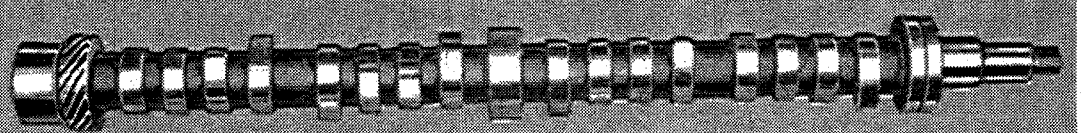
OLD

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

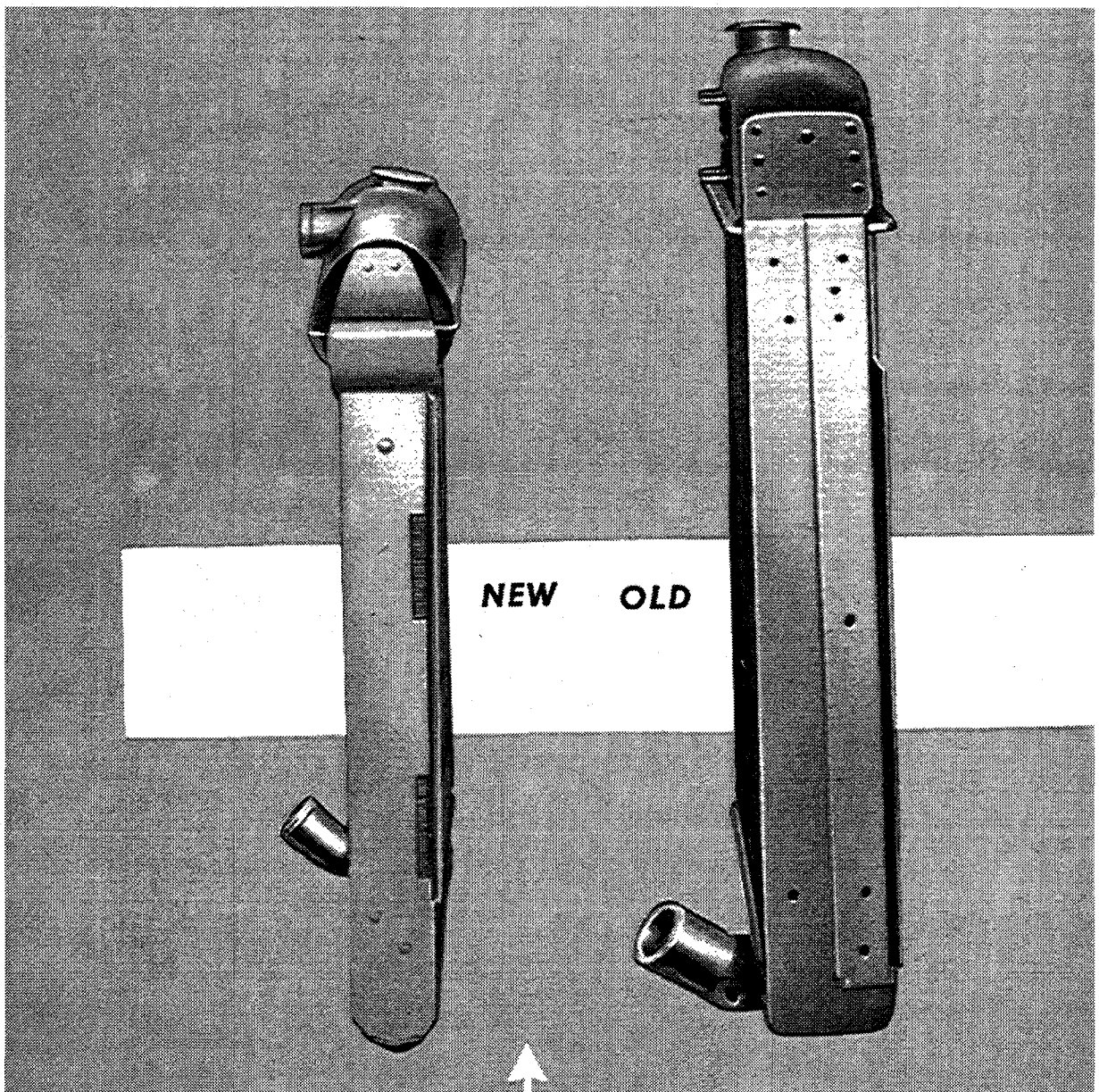
THE NEW CAMSHAFT is shorter and lighter in weight than the camshaft of the 1948 engine and is mounted in 5 bearings instead of 3. These extra support points offer greater rigidity to the bending forces imposed by the tappet and valve mechanism during operation.



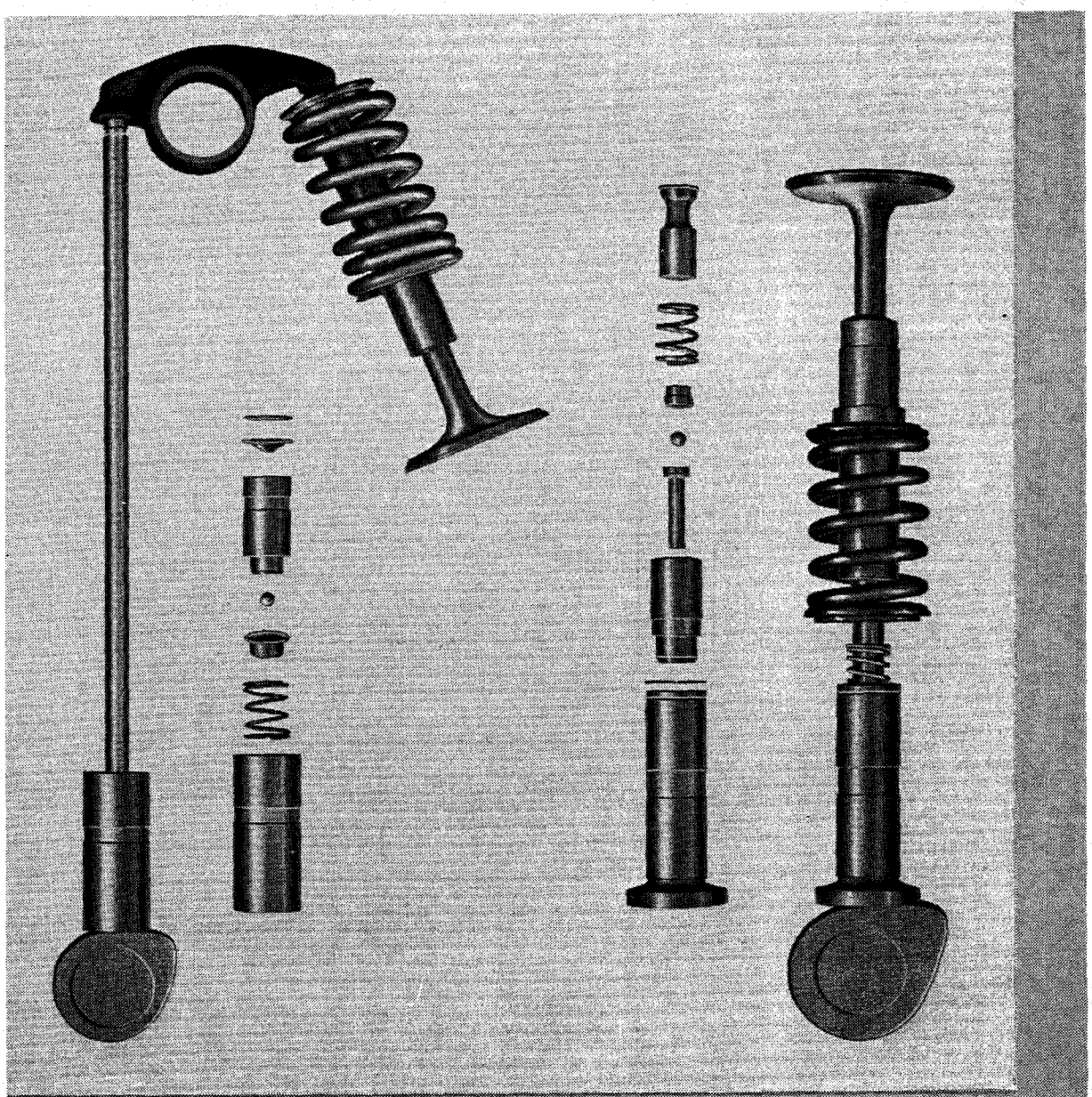
NEW



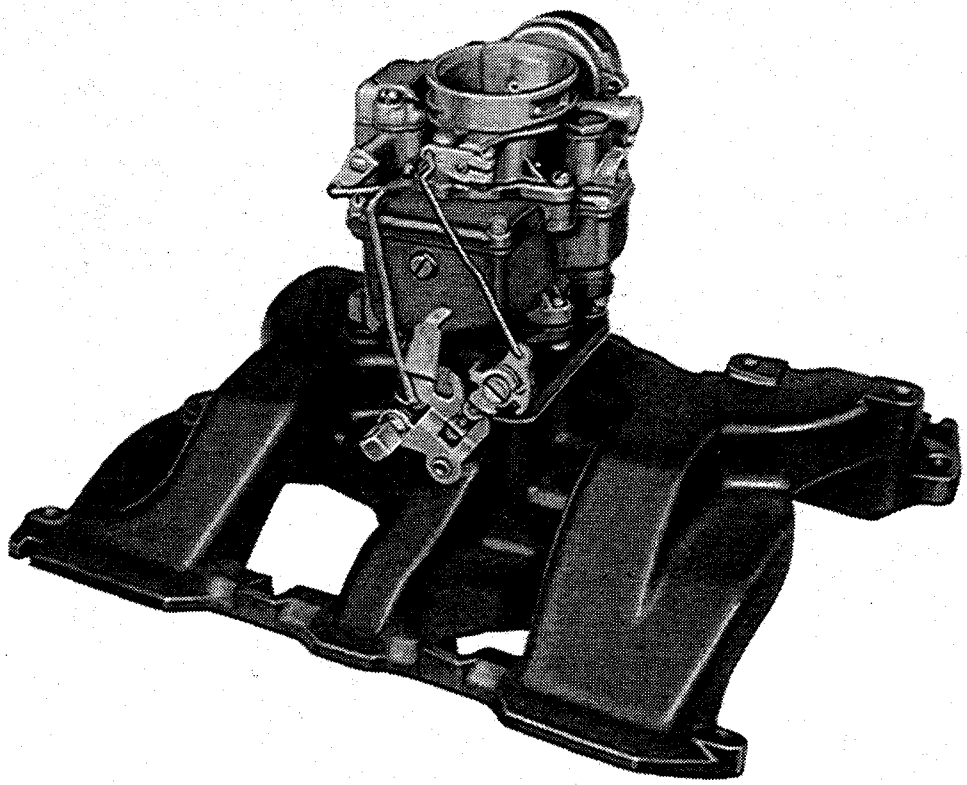
OLD



A SMALLER, LIGHTER RADIATOR **is made possible with the new engine because friction and heat losses have been reduced to a minimum. Factors contributing to this are the new Cadillac overhead valve 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.**



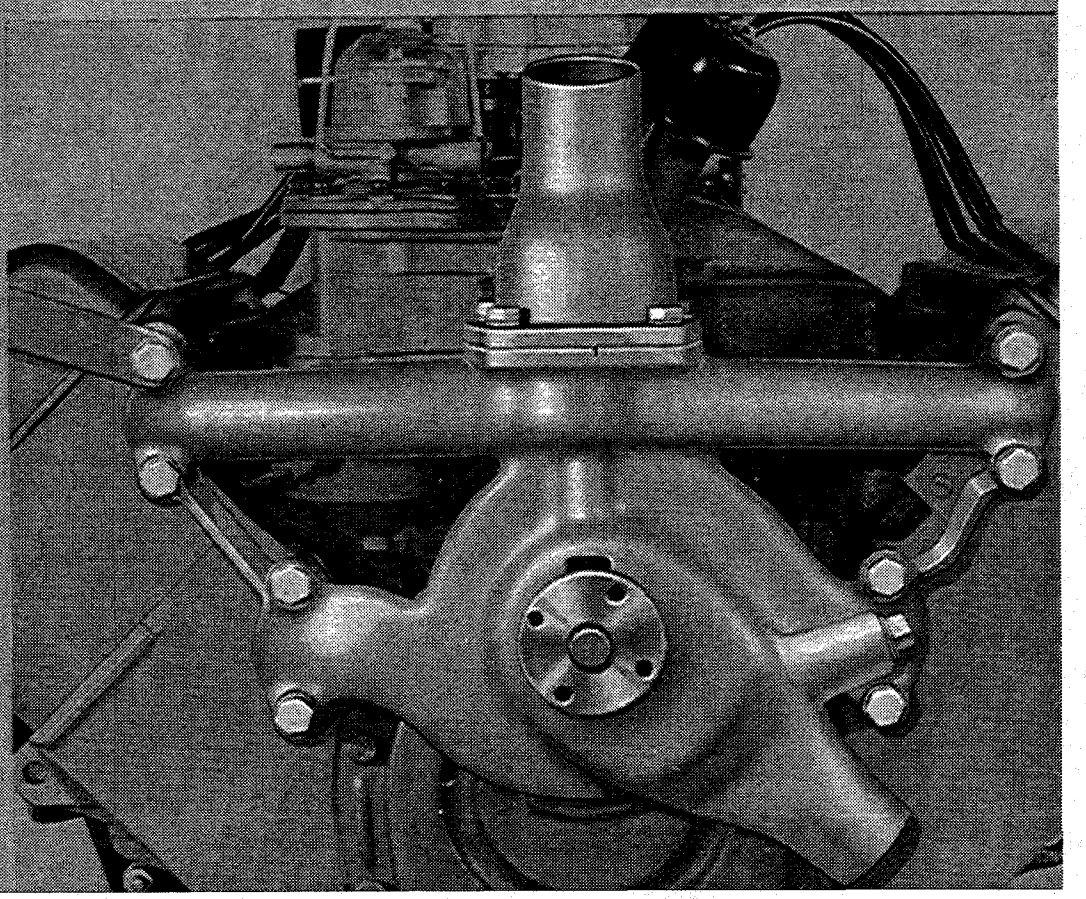
WITH HIGHER OCTANE GASOLINE now becoming available, the new Cadillac overhead valve engine provides increased power with greater economy due to improved combustion chamber design which results in better engine efficiency. The new overhead valve mechanism is lighter in weight than the "L" head mechanism 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.



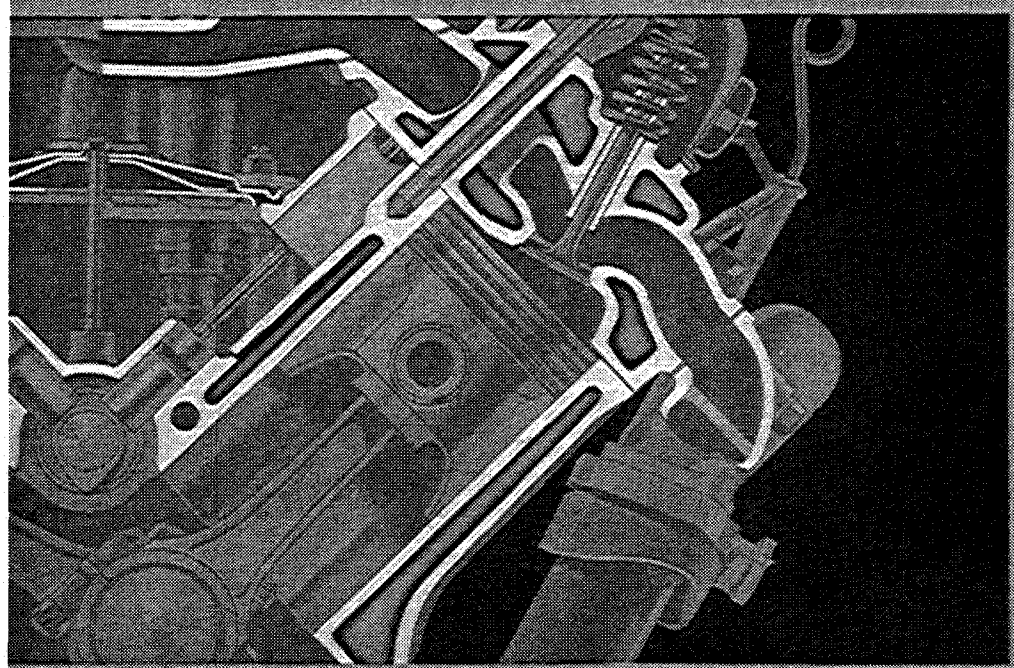
Dual down-draft carburetor with newly-designed manifold is centered between the cylinder heads for effective distribution of fuel.

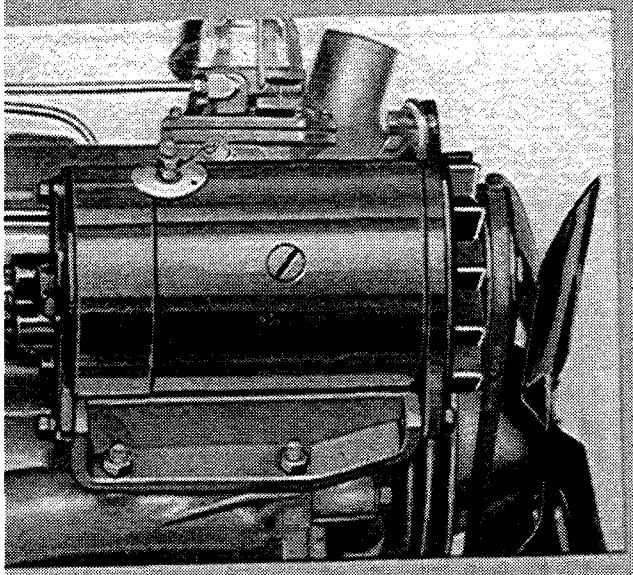
IMPROVEMENTS have been made in the design of the fuel intake system to allow freer breathing of gas into the combustion chambers. To accomplish this, a new oil-bath air cleaner has been designed which increases intake capacity of the filtered air to the dual down-draft carburetor. In the 1950 engine a completely new design of both carburetor and manifold eliminates any possibility of icing. Heat passages from the intake manifold run through the carburetor warming the air around the idle posts, thus preventing moisture in the air from freezing.

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 overhead valve 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.



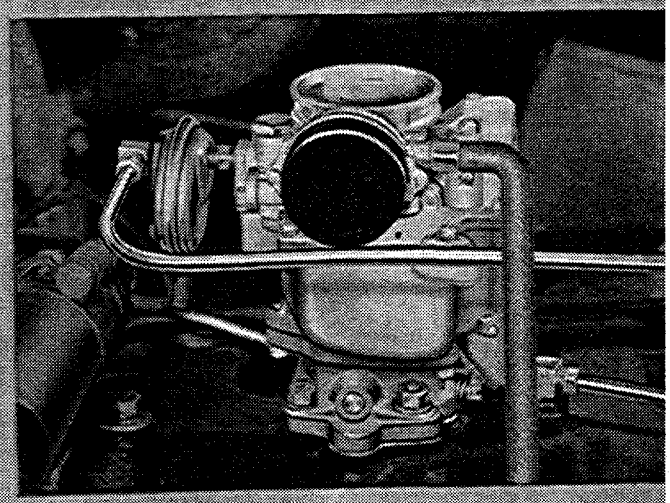


New increased capacity generator assures peak load operation.

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 overhead valve 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 overhead valve engine. The high combustion efficiency, increased thermal efficiency and reduced friction



Choke action is fully automatic.

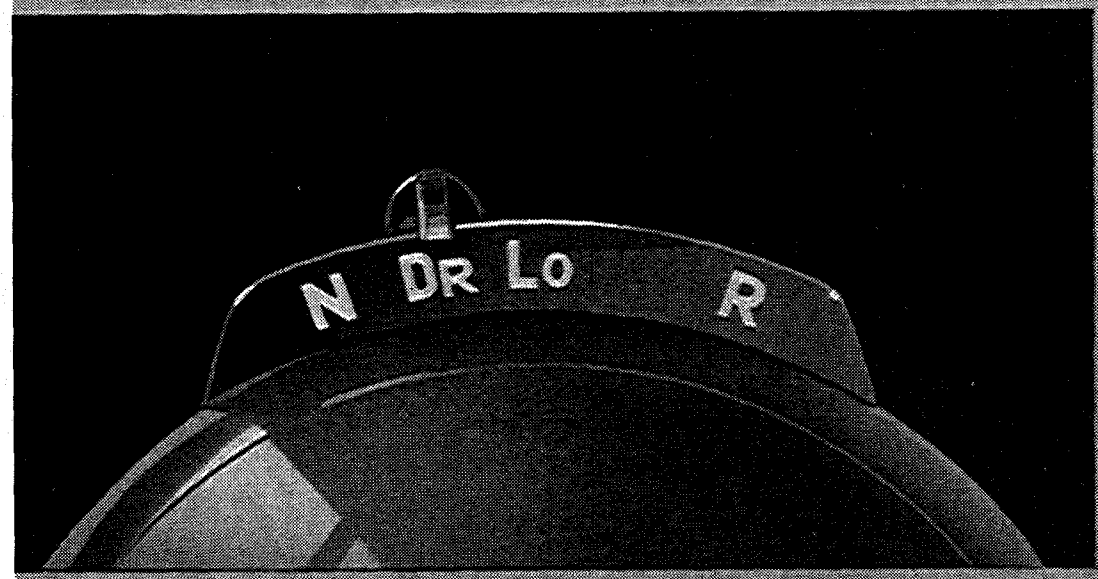
are chief among the contributing factors to better fuel economy. By positioning the spark plugs lower in the cylinder heads in 1950 it has been possible to increase economy, horsepower and stability over the 1949 engine.

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

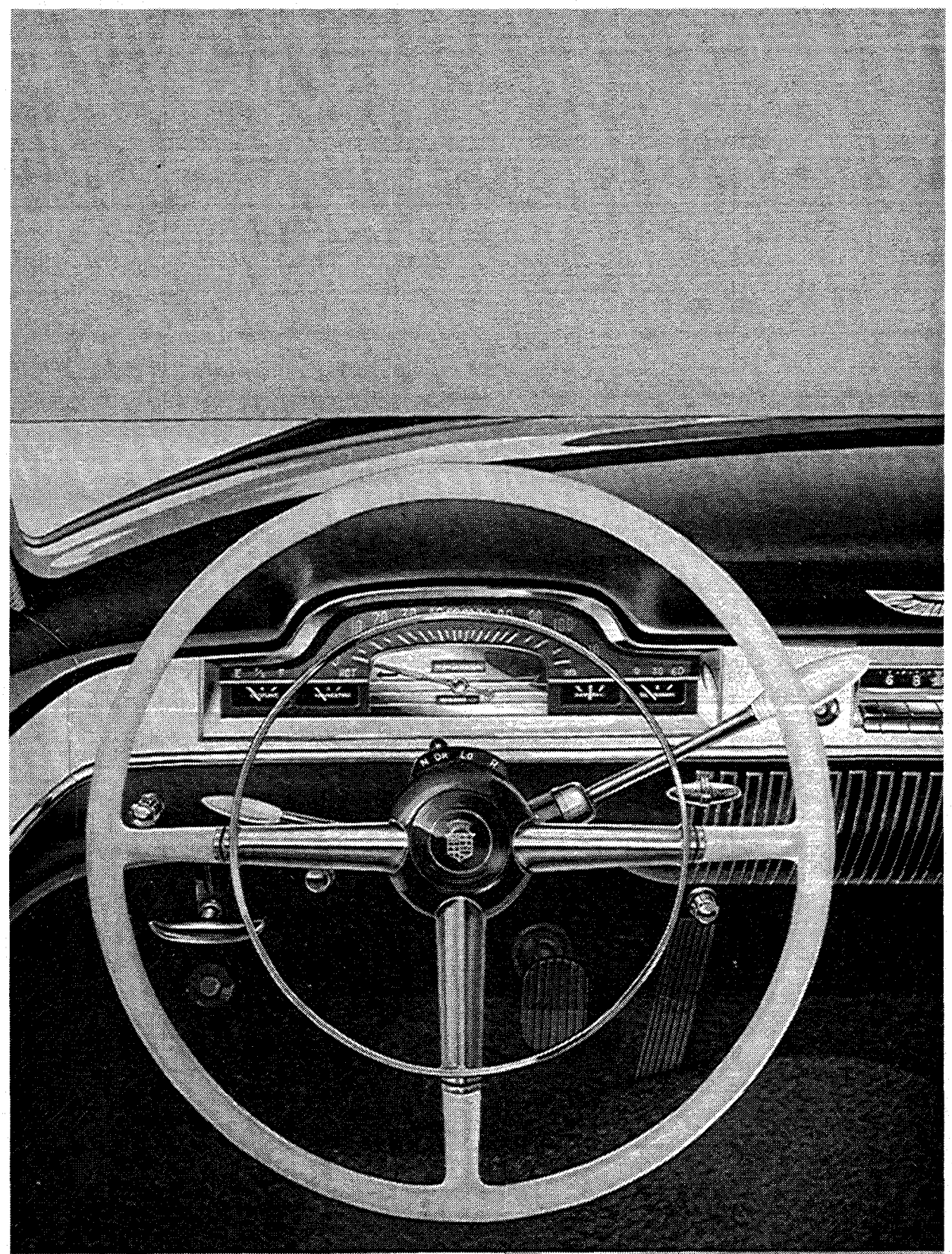
QUIETNESS has been improved through redesigning the air cleaner and through the use of the new overhead valve mechanism with hydraulic valve lifters.

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



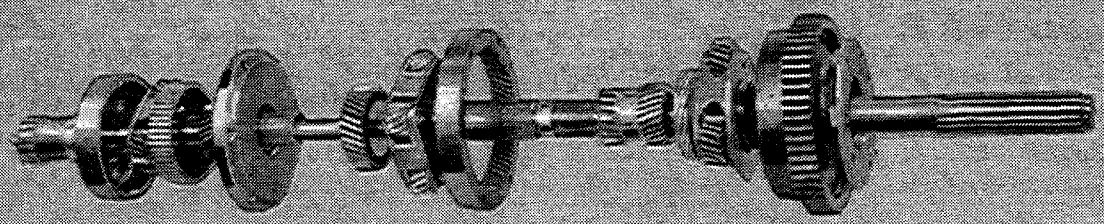
Hydra-Matic Drive which is standard equipment on the Series 62 and 60 Special and optional on the Series 61 and 75 is vastly improved for 1950. An important new feature is modulated line pressure which regulates the line pressure according to the throttle opening. This eliminates any noticeable downshift in gear ratio from second to first.

THE HYDRA-MATIC STORY

Cadillac reaches its highest approach to perfection when Hydra-Matic Drive is used with the new Cadillac overhead valve 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 accel-

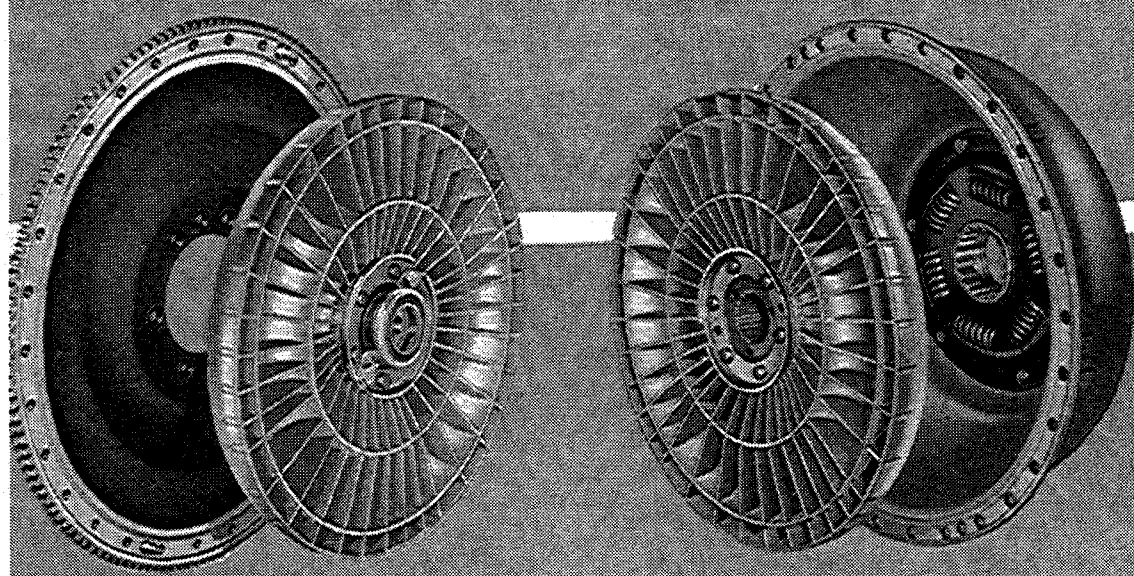


The planetary gears and main transmission shaft which have been removed from housing.

erator have been eliminated every time the Hydra-Matic Cadillac is accelerated from a standing start.

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)

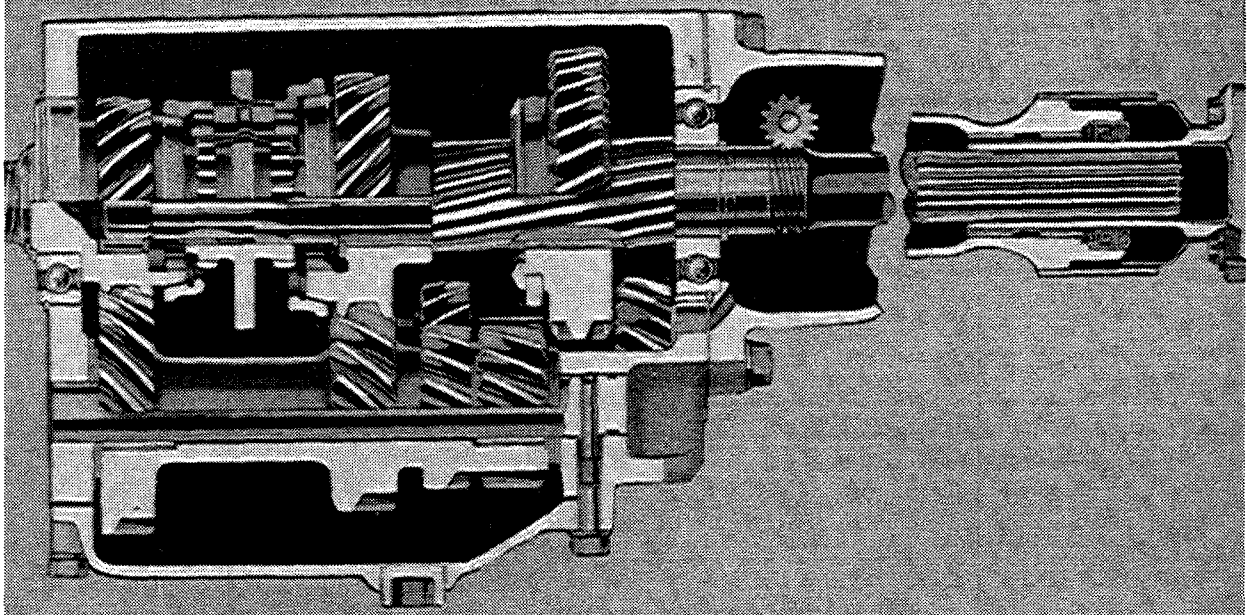
4th to 2nd	42-50	....
2nd to 1st	5-9	12-15

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	HYDRA-MATIC CADILLAC
3.77 Standard Axle—Series 61	3.36 Axle—Series 61, 62, 60S
4.27 Standard Axle—Series 75	3.77 Axle—Series 75

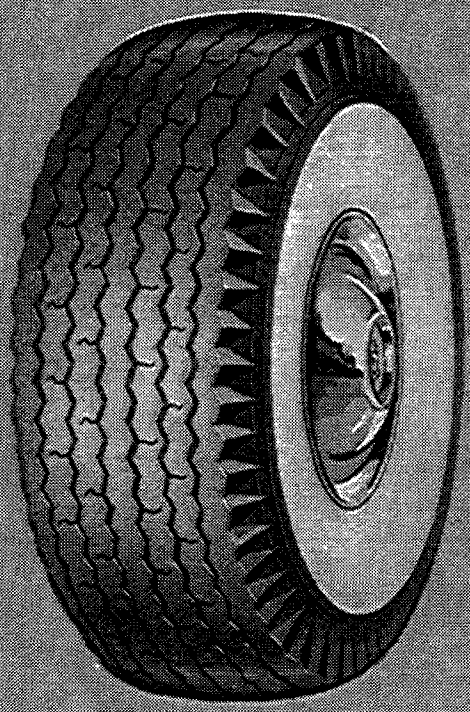
TRANSMISSION AND CAR RATIOS

Transmission Ratios	Over-all Reduction With 3.77 Axle	With 4.27 Axle	Transmission Ratios	Over-all Reduction 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.



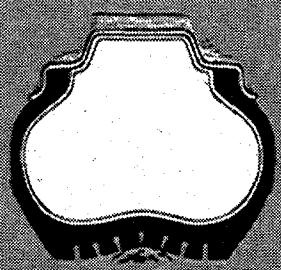
DELUXE LOW PRESSURE TIRES

For maximum comfort, safety and economy, Cadillac series 61, 62 and 60 Special are equipped with extra-low-pressure tires. They have an 8.00″ cross section, are mounted on 6″ wheel rims and are designed to carry 24 pounds of air. Series 75 Cadillacs are equipped with 8.20″ cross section, 6″ wheel rims and carry 28 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.

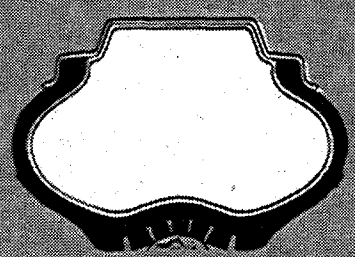
ADVANTAGES

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.

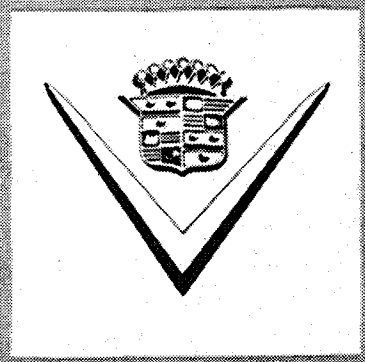
GREATER FLEXIBILITY GIVES SOFTER RIDING ACTION



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



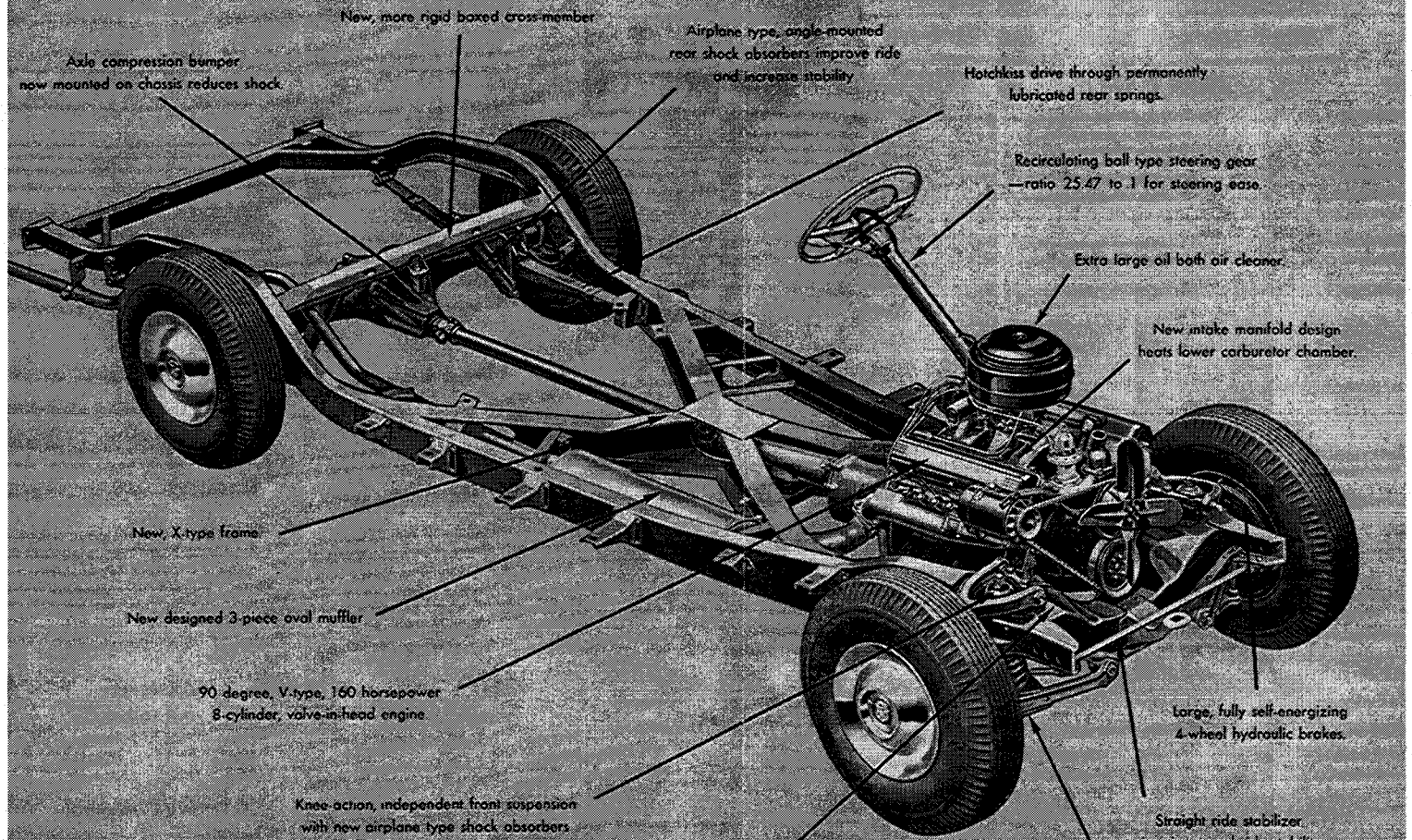
NOTE how deluxe, low-pressure tire "absorbs" obstacles in road.



DETAILED CHASSIS SPECIFICATIONS

1950

FEATURES OF DESIGN AND CONSTRUCTION OF CHASSIS



DETAILED SPECIFICATIONS

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Body

Series	61	62	60S	75
Types	2	4	1	2 pleasure
Construction	Fisher Unisteel	Fisher Unisteel	Fleetwood Unisteel	Fleetwood Unisteel
Running boards	Concealed scuff plate	Concealed scuff plate	Concealed scuff plate	Concealed scuff plate
Total glass area (sq. in.)	3377	3539	3539	3609
SEDAN DIMENSIONS: (Based on New Approved GM Dimensioning System)				
Headroom—Front	35⅛"	35½"	35½"	37"
Rear	35¼"	36¼"	36¼"	35"
Legroom —Front	43⅞"	44"	44"	43⅜"
Rear	40⅝"	40⅝"	40⅝"	
Seat width—Front:				
Hip	63½"	63½"	63½"	64"
Shoulder	58¼"	58⅛"	58⅛"	58⅛"
Seat width—Rear:				
Hip	64½"	64½"	64½"	56⅞"
Shoulder	56⅞"	56½"	56½"	56⅛"
Ground to Door Sill (rear door)	13¾"	13¾"	13¾"	12"
Over-all length bumper	6237-D & 6267 220⅞"			
to bumper	211⅞"	215⅞"	224⅞"	236⅝"
Over-all width—				
Front	80"	80"	80"	80"
Rear	80⅛"	80⅛"	80⅛"	80⅛"

DETAILED SPECIFICATIONS
Continued

Frame	Series 61, 62, 60S		75	
Frame make	A. O. Smith	A. O. Smith	A. O. Smith	A. O. Smith
Frame depth, maximum	7 1/8"	7 5/32"	7 3/16"	7 3/16"
Frame thickness, maximum	1/8"	9/64"	5/32"	5/32"
Flange width, maximum	2 9/16"	2 37/64"	2 19/32"	2 19/32"
Frame—Type	Girder	Girder	Girder	Girder

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	GM #9260 steel
Knee-Action coils	Enclosed by frame sidebars
Caster angle	Neg. 1/2° to Pos. 1/2°
Camber angle	−3/8° to +3/8°
Toe-in, inches	1/32—3/32
Crosswide inclination of kingpin, degrees	5° 51′ at 0° Camber
Shock absorber, type	Hydraulic direct-acting type
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	8.34	8.44
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 (available on 61 only)	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-RCR	
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	Rear—None	
Rear Springs:		
Type	Semi-elliptic	
Material	GM #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	Hydraulic direct-acting type	

Brakes		
No. of complete brakes	4	
Foot brakes:		
Make and type	Bendix-Hydraulic	
Total area	224.5 sq. in.	258.5 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	11	12
Front brake drum, internal or external	Internal	
Front brake lining, length per wheel:		
Forward shoe	10.55	12.92
Reverse shoe	11.90	12.92
Total	22.45	25.84
Front brake lining width	2½"	
Front brake lining thickness	3/16"	
Front brake clearance	.007-.010"	
Rear brake drum diam.	11	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	Same as front	
Reverse shoe	Same as front	
Total	Same as front	
Rear brake lining width	2½"	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	50-61, 50-62, 50-60S	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 3 5/8"	
First serial number	61 —506100000	507500000
	62 —506200000	
	60S—506000000	
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"	

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 1⅛"
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	Rubber absorption type
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 Stannate-treated finish
Piston weight, lbs.:	
Without rings, pin	1.206
With rings, pin	1.726
Piston length	3 5/16"
Piston clearance	.0013"-.0017"
No. of rings per piston:	
Compression	2
Oil	1
Wrist pin length	3 3/32"
Wrist pin diameter	1"
Wrist pin	Pressed into rod
Wrist pin clearance	.00005"-.0001" at 70°F.
Wrist pin hole finish	Diamond bore in rod, bear-ingized stannate-plate in piston

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

Connecting rod:	
Length, center to center	6⅝"
Material	#1041 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—742S
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 at .001 tappet lift:	
Intake opens	24° B.T.D.C. at .001 cam-lift
Intake closes	98° A.B.C. at .001 cam-lift
Exhaust opens	63° B.B.C. at .001 cam-lift
Exhaust closes	49° A.T.C. at .001 cam-lift
Cylinder head material	Cast iron, GM 13M

Engine—Continued

Intake valve:	
Actual over-all diameter of head	1.750″
Angle of seat	44°
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 over-all diameter of head	1.4375″
Angle of seat	44°
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	5.9-6.8 (adjust to 6.4)
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	#1107969—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"
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	#1110819
Manual advance	None
Maximum centrifugal advance	32° crankshaft

DETAILED SPECIFICATIONS
Continued

Engine, Electrical—Continued	Series 61, 62, 60S	75
Vacuum advance	22° crankshaft	
Distributor breaker gap	.013"-.018"	
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	46.5	
Thread	14 mm.	
Gap	.033—.038	

Engine-Clutch

Clutch: (With Standard transmission, available in Series 61 and 75 only)		
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	

Transmission—(Standard) Series 61 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	25.47—1	
Car turning radius (outside) bumper to bumper sweep	(61) 22′ (62) 22.5′ (60) 23′	(75) 25.5′
Camber angle	−⅜° to +⅜°	
Toe-in inches	1/32″ to 3/32″	

Wheels & Tires

Tire:		
Make	U.S. Royal—Firestone and Goodrich	
Size	8.00 x 15	8.20 x 15
No. of plys	4	6
Inflation pressure:		
Front	24 lbs.	28 lbs.
Rear	24 lbs.	28 lbs.
Wheels:		
Type	Slotted disc	
Make	Kelsey Hayes	
Rim, diameter	15″	15″
Rim, width	6.00″	6.00″
Tread:		
Front	59″	59″
Rear	63″	63″
Wheelbase	(61) 122″, (62) 126″, 60S—130″	146¾″

Chassis Electrical System, Instruments & Instrument Panel

Battery:	
Make	Delco K4W
Number of plates	17
Capacity (amp. hrs.)	115

Chassis Electrical System, Instruments & Instrument Panel—Continued

Series 61, 62, 605 — 75

Battery bench charging rate:	
Start	10
Finish	8
Which battery terminal is grounded?	Negative
Location of battery	Under hood on tray attached to R.H. dash to frame brace front of dash
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.

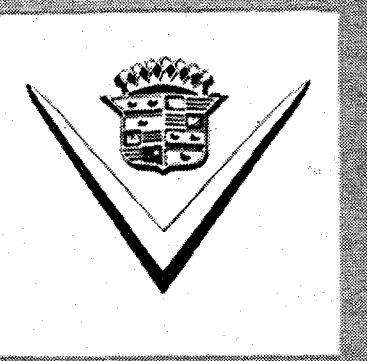
Miscellaneous Final Assembly Items

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

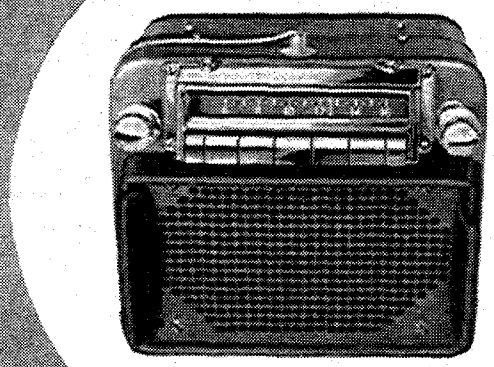
DETAILED SPECIFICATIONS
Continued

Capacities and Grades	All Series
Engine oil	5 qts.
Recommended viscosity	Min. anticipated temperature +32°F. 20W or S.A.E. 20 +10°F. 20W −10°F. 10W Below −10°F. 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.

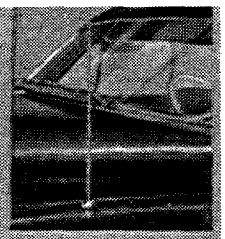


ACCESSORIES

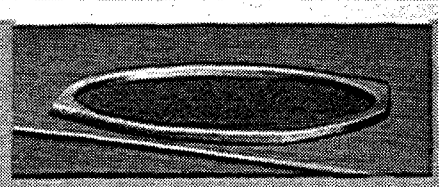
1950

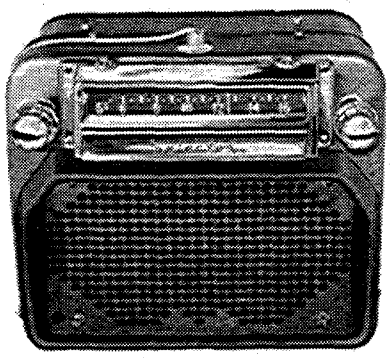


Telescopic antenna is vacuum operated by pushing in or pulling out volume control knob while engine is running.

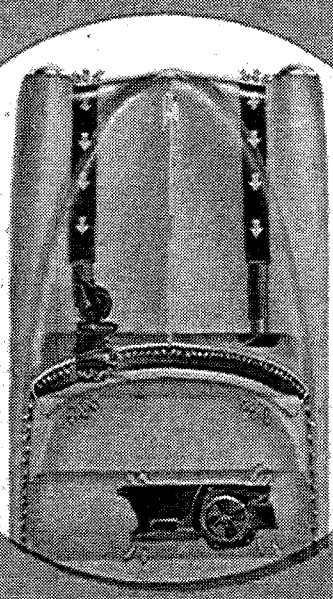


The Automatic Push Button Radio—With elliptical speaker, offers fine reception under all conditions. Station selectors are set by using the push-pull lock-up tuner. Control knobs and illuminated dial are designed to match the clock and instrument dials.



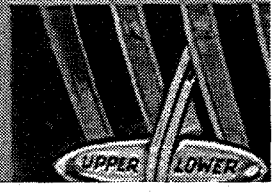


Syncro-Matic Radio and Rear Speaker—The new Syncro-Matic Radio with Bar tuning and individual signal seeking adjustment is the most modern car radio available. By turning signal seeking control to any of five positions radio will automatically receive stations from 2500 watts to 50,000 watts. As many as 50 stations may be received by simply touching the tuning bar. An auxiliary rear compartment speaker is standard equipment with this radio.

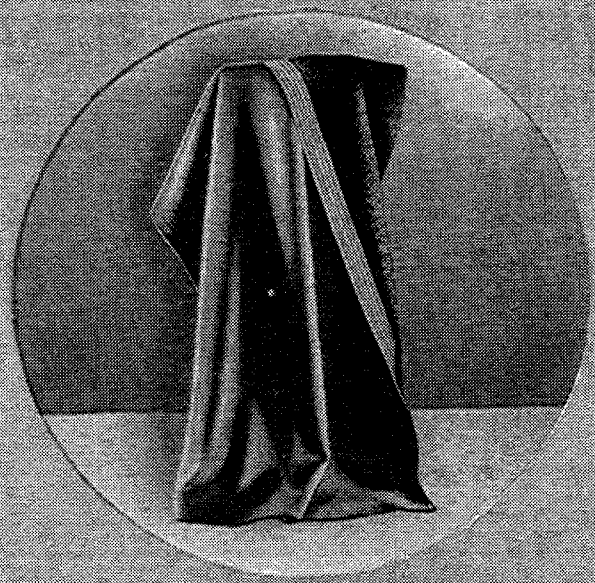


Automatic Heating System—completely new, provides separate control of upper and lower level temperatures. This thermostatically controlled automatic heating system combines an underseat recirculating hot water heater with a heater-defroster unit. Windshield, quarter vents and front door glass areas are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

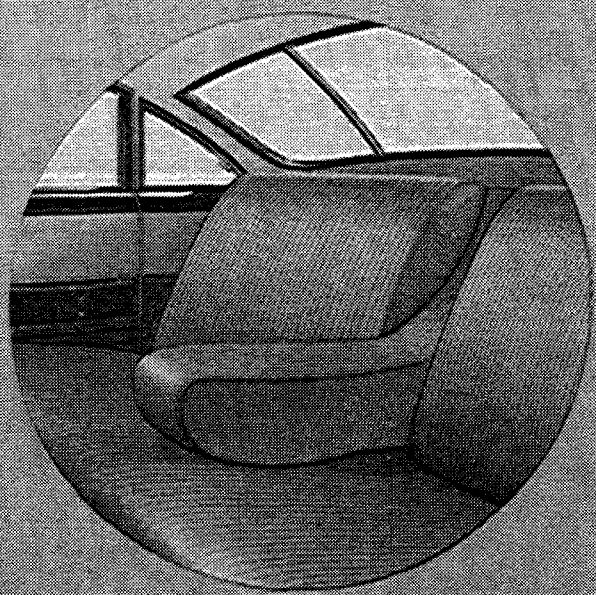
Automatic controls located on radio grille maintain the desired temperature.



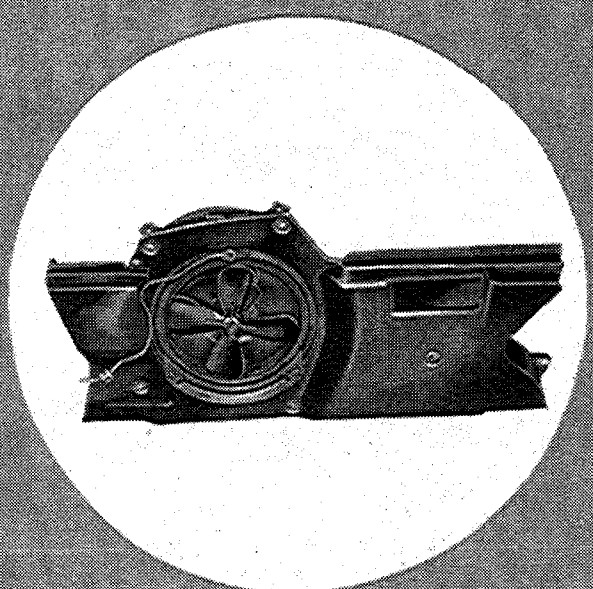
Fleetwood Robe is custom tailored of finest broadcloth and lined with either alpaca or crushed silk plush or broadcloth.

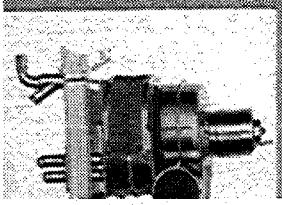


Seat Cover. Again Cadillac offers a wide selection of fine seat covers. Paratwill, illustrated, and sea breeze all mat covers will be available in a variety of patterns and colors.



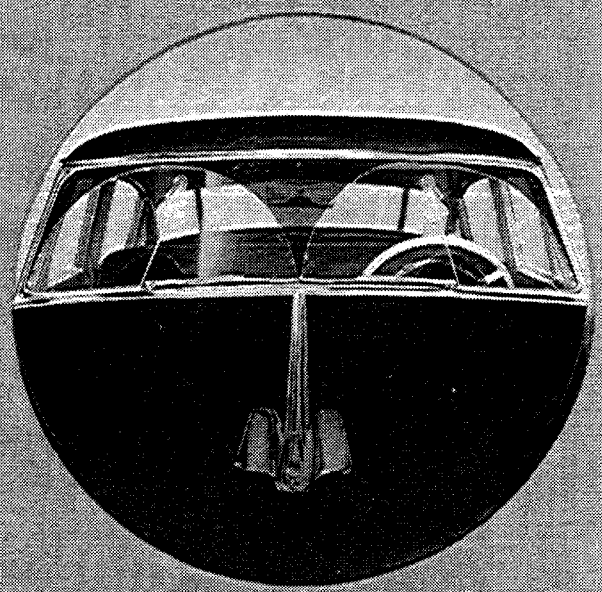
Standard Heater and Defroster. Front compartment passengers will enjoy the new heater designed for use in mild climates. The heater and defroster unit is controlled thermostatically. The defroster outlet is so designed that warm air is blown across the complete windshield width.



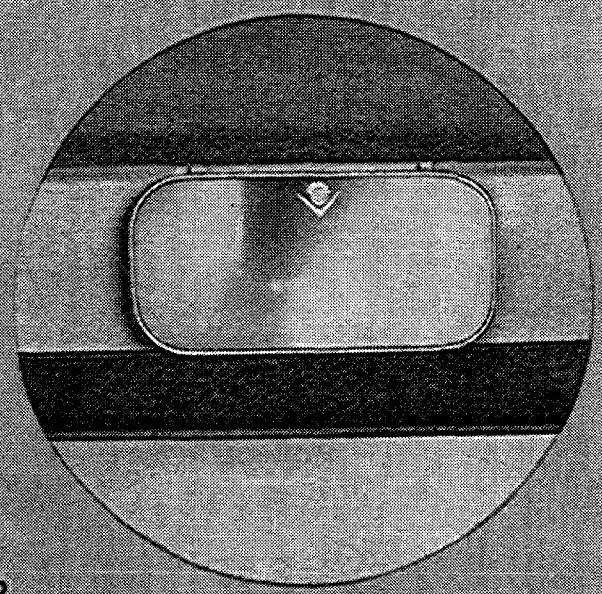




License Plate Frames enhance the appearance and protect the license plates. Chrome plated, these frames are supplied in pairs.

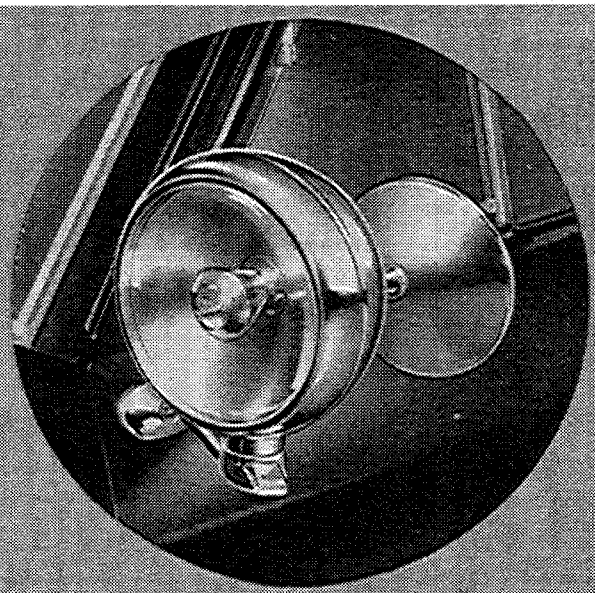


Windshield Washer sprays water on the windshield so that mud or slush may be removed by the windshield wipers. In summer, the tank is filled with water—in winter, a special anti-freeze solution is available.

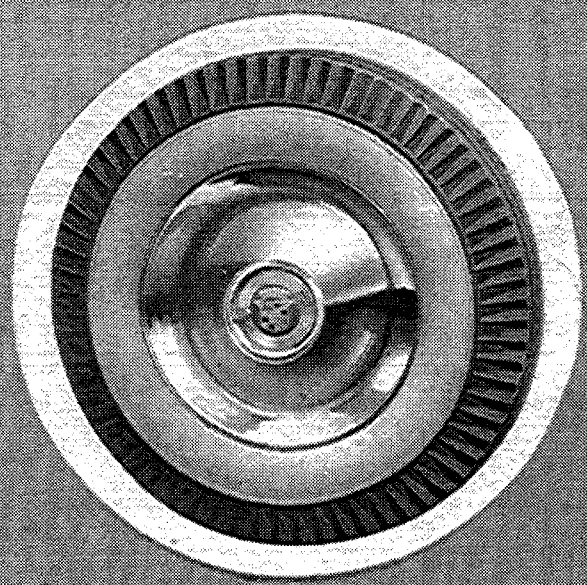


Vanity Mirror—A new vanity mirror is now available for installation on either sun visor. The mirror may be used by lowering the visor—when the visor is raised the mirror is out of sight.

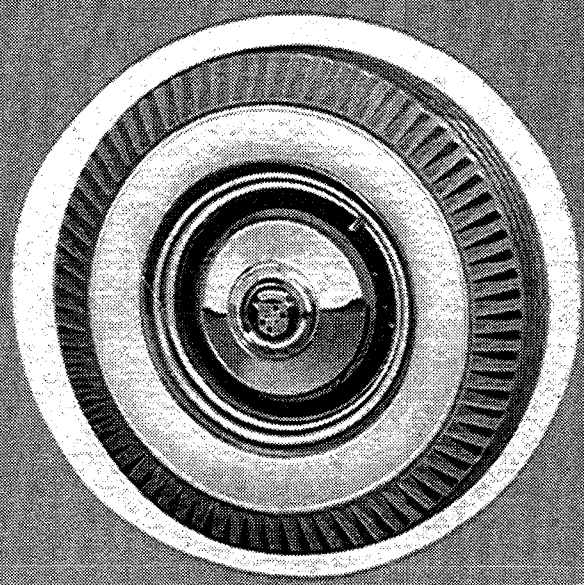
Spotlight is mounted through the door. The spotlight has been designed with a built-in rear view mirror enabling the driver to adjust the mirror from inside the car.

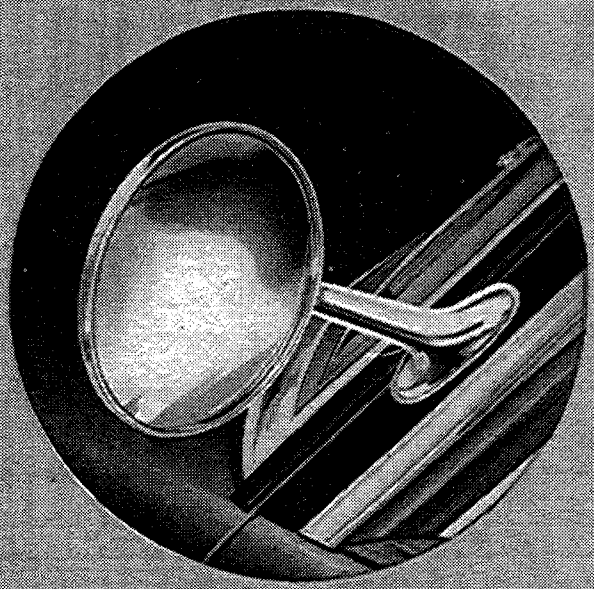


Wheel Discs completely cover the wheels. The discs which are chrome plated, rust and rattle-proof, add a note of smartness to the exterior appearance.

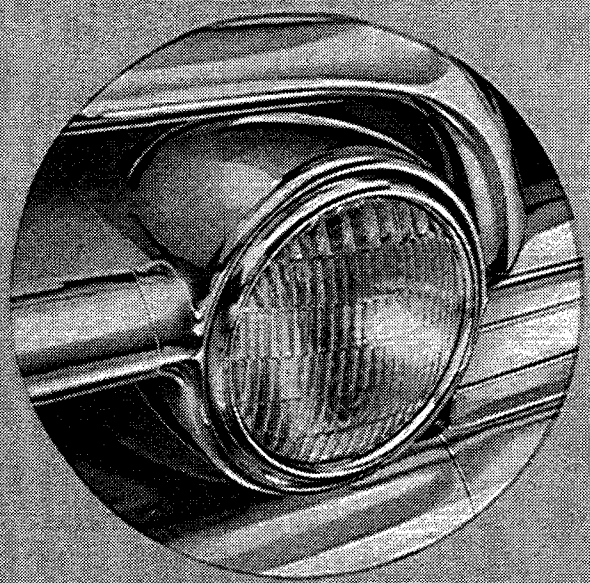


Trim Rings are available for those owners who prefer to contrast bright chrome with wheel colors. The trim rings are stainless steel, heavily chromed.





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

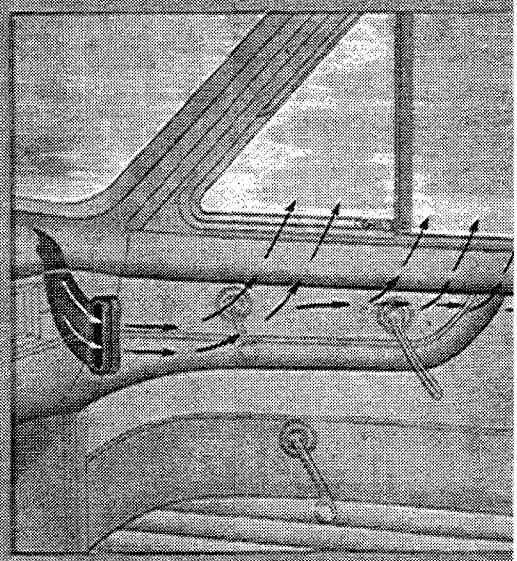


Foglamp Combinations incorporate a parking light, directional signal, and foglamp. It is designed to replace the standard parking and direction lights which are recessed in the front grille.

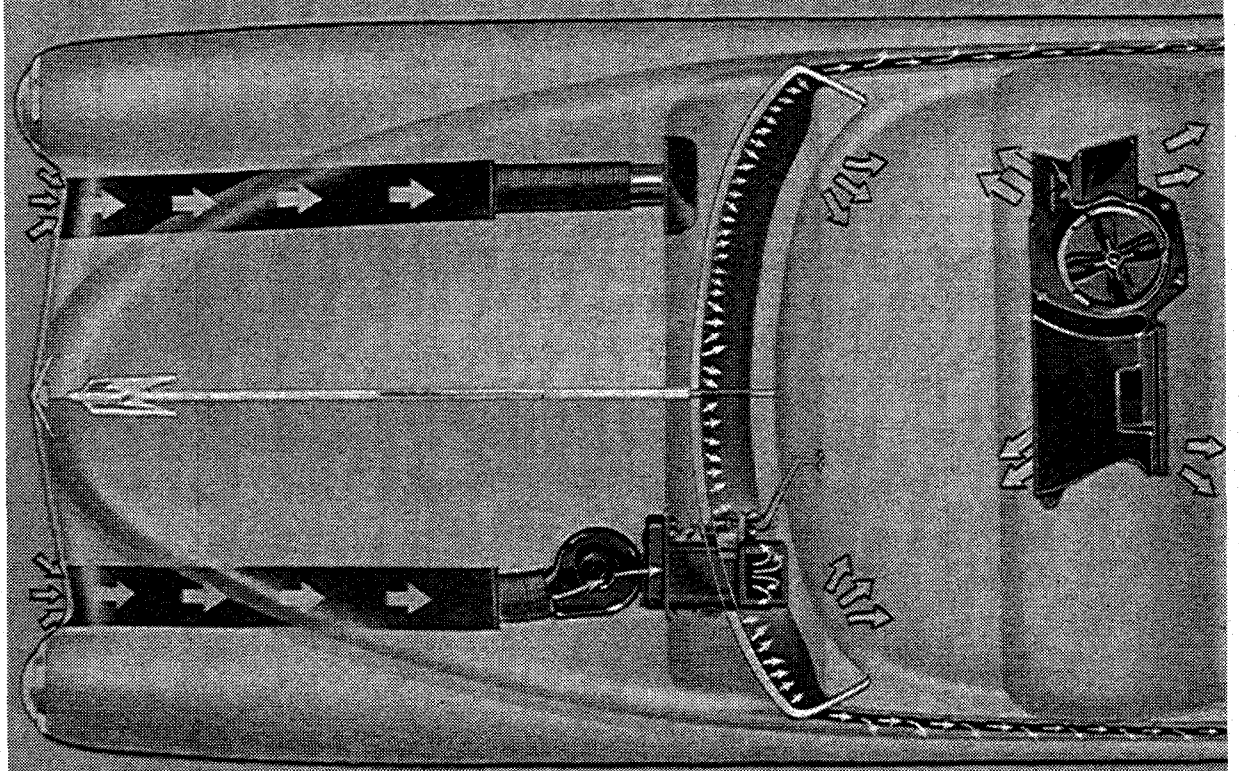


Cadillac Blue Coral for preserving the finish on all Cadillac cars will again be available, as will a selection of body cleaners, metal polishes, cooling system cleaners and inhibitors.

NEW ALL-WEATHER VENTILATING SYSTEM



For 1950, Cadillac has designed and engineered a completely new all-weather ventilating system. It consists of an underseat recirculating hot water heater 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. Heated air is blown through ducts extending into the front doors. This air defrosts the windshield, quarter ventilators, and door glass and also circulates heated air into the upper area of the car. The underseat heater and fan heat the lower car area by circulating warm air through ducts 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.

CADILLAC MILESTONES—1902-1949

Model Year	Total Production	Type of Cars Produced	List Price (Typical Car)	Wheelbase	Milestones
1902 1903	— 2,500	— 1 cyl. "A"	— $ 850	— 76"	Detroit Automobile Co., established 1899, reorganized as "Cadillac Automobile Co."
1904	2,318	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	4,182	1 cyl. "F" 4 cyl. "D"	950 2,800	76" 100"	**First** Four Cylinder establishes Cadillac as the pioneer of multi-cylinder motor cars.
1906	4,307	1 cyl. "M" 4 cyl. "H"	950 2,500	76" 102"	
1907	2,696	1 cyl. "M" 4 cyl "G" 4 cyl. "H"	950 2,000 2,500	76" 100" 102"	Famous Johansson gauges, **First** imported into United States by Cadillac, enable Cadillac to become the following year the—
1908	2,012	1 cyl. "T" 1 cyl. "H"	1,000 2,500	82" 102"	**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.
1909	5,902	4 cyl. "30"	1,400	106"	Cadillac purchased by General Motors Corporation. Four-cylinder production increases six times over 1908 production.
1910	8,006	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	10,018	4 cyl. "30"	1,800	116"	Custom Coachcraft by Fleetwood Body Company begins.
1912	13,994	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.

CADILLAC MILESTONES—1902-1949

Model Year	Total Production	Type of Cars Produced	List Price (Typical Car)	Wheelbase	Milestones
1913	15,017	4 cyl. "1913"	$3,250	120"	
1914	14,002	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.
1915	13,001	V-8 "51"	2,800	120"	First to use Tilt-Beam Headlights for night driving safety.
1916	18,003	V-8 "53"	2,950	122"	Cadillac becomes "Division of General Motors."
1917	18,002	V-8 "55"	3,110	125"	Cadillac adopted as Standard Officers' car by U. S. Army after gruelling tests at Marfa, Texas.
1918	20,285	V-8 "57"	3,535	125"	Cadillac supplied 2,350 cars and 1,157 V-8 artillery tractor engines to U. S. Army.
1919	20,678	V-8 "57"	4,090	125"	
1920	19,628	V-8 "59"	4,750	125"	Cadillac completes new Clark Ave. plant, Detroit, most modern in the industry. Retail stores opened at Detroit and Chicago.
1921	5,250	V-8 "59"	4,950	132"	
1922	26,296	V-8 "61"	4,100	132"	First to use Thermostatic Carburetor Control.
1923	14,707	V-8 "61"	4,150	138"	First to build the inherently balanced 90° V-type eight-cylinder engine. First to use the Compensated Crankshaft. Four-wheel brakes featured.
1924	18,827	V-8 "63"	3,835	132"	First to provide wide choice of Duco Exterior Finishes as standard equipment.
1925	16,673	V-8 "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.

CADILLAC MILESTONES—1902-1949

1926	20,419	V-8 "314"	$3,250	132"	First to develop a comprehensive Service Policy and place it on a nationwide basis.
1927	47,420	V-8 "303"	2,685	125"	
		V-8 "314"	3,250	132"	
1928	29,572	V-8 "303"	2,685	125"	First to develop and use the Clashless Syncro-mesh Transmission. First to install Security Plate Glass as standard equipment.
		V-8 "341-A"	3,250	140"	
1929	40,965	V-8 "328"	2,495	125"	First to adopt Chrome Plating as standard.
		V-8 "341-B"	3,595	140"	
1930	25,991	V-8 "340"	2,565	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 "353"	3,695	140"	
1931	29,781	V-8 "345-A"	2,295	134"	
		V-8 "355-A"	2,795	134"	
		V-12 "370-A"	3,895	140"	
		V-16 "452-A"	5,950	148"	
1932	8,085	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"	3,095	140"	
		V-12 "370-B"	3,795	140"	
		V-16 "452-B"	5,095	149"	
1933	6,654	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"	3,595	140"	
		V-16 "452-C"	6,250	149"	
1934	11,656	Str.-8 "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"	2,495	128"	
		V-8 "20"	2,695	136"	
		V-8 "30"	3,295	146"	
		V-12 "40"	3,995	146"	
		V-16 "60"	6,650	154"	

CADILLAC MILESTONES—1902-1949

Model Year	Total Production	Type of Cars Produced	List Price (Typical Car)	Wheelbase	Milestones
1935	13,449	Str.-8 "50"	$1,545	119"	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"	2,445	128"	
		V-8 "20"	2,645	136"	
		V-8 "30"	3,295	146"	
		V-12 "40"	3,995	146"	
		V-16 "60"	6,750	154"	
1936	25,905	Str.-8 "50"	1,225	120"	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"	3,195	131"	
		V-12 "85"	3,345	138"	
		V-16 "90"	7,570	154"	
1937	46,153	V-8 "37-50"	1,260*	124"	Cadillac-built V-8 proves stamina, dependability and speed of present day stock car by breaking all previous stock car records at Indianapolis Speedway. Deliveries at retail hit all-time peak in all Cadillac history.
		V-8 "37-60"	1,660*	124"	
		V-8 "37-65"	2,090*	131"	
		V-8 "37-70"	2,595*	131"	
		V-8 "37-75"	2,815*	138"	
		V-12 "37-85"	3,535*	138"	
		V-16 "37-90"	7,750*	154"	
1938	24,950	V-8 "38-50"	1,385*	124"	First to create and introduce a practical motor car of advanced styling. First to engineer and build the 135° V-type sixteen-cylinder engine. A majority public recognition of Cadillac Merit and Advanced Progress is definitely established.
		V-8 "38-60"	1,775*	124"	
		V-8 "38-60S"	2,085*	126"	
		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 "39-60"	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"	
(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.

Model Year	Total Production	Type of Cars Produced	List Price (Typical Car)	Wheelbase	Milestones
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" V-8 "46-62" V-8 "46-60S" V-8 "46-75"	$2,176* 2,359* 3,099* 4,298*	126" 129" 133" 136"	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.
1947	61,926	V-8 "47-61" V-8 "47-62" V-8 "47-60S" V-8 "47-75"	2,324* 2,523* 3,195* 4,471*	126" 129" 133" 136"	Postwar production reaches over 90% of prewar peak. Cadillac increases fine car leadership with over 96,000 unfilled orders.
1948	52,706 (9 months)	V-8 "48-61" V-8 "48-62" V-8 "48-60S" V-8 "48-75"	2,647* 2,781* 3,506* 4,471*	126" 126" 133" 136"	Cadillac presents its greatest engineering achievement in 45 years —the new, compact, better performing, more economical, valve-in-head V-type eight-cylinder engine.
1949	92,554	V-8 "49-61" V-8 "49-62" V-8 "49-60S" V-8 "49-75"	2,893* 3,050* 3,828* 4,750*	126" 126" 133" 136"	Cadillac's 1 millionth car produced Nov. 25, 1949, during greatest production year in Company history.

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

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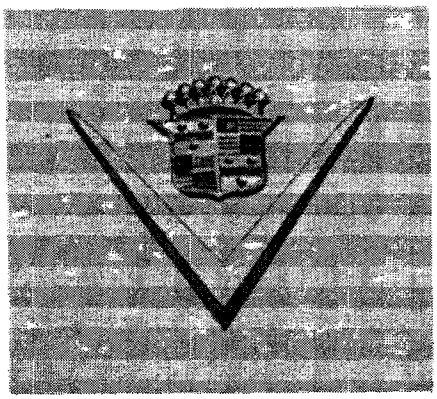
The Cadillac Motor Car Division of General Motors Corporation reserves the right to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models, and also to discontinue models.

★

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

The 1950 Cadillac Data Book was compiled as of December, 1949 and was printed in U.S.A. The above reservations apply to all pages unless otherwise noted.

PRINTED IN U.S.A. JAN., 1950



CADILLAC MOTOR CAR DIVISION ★ GENERAL MOTORS CORPORATION

Cadillac — 1950

ACCESSORY GROUPS

GROUP "A"

(For Closed Body Styles)

Windshield Washer
License Plate Frames
5 Trim Rings
Left Hand Outside Rear View Mirror

GROUP "B"

(For Closed Body Styles)

Windshield Washer
License Plate Frames
4 Wheel Discs
Left Hand Outside Rear View Mirror

GROUP "C"

(Convertible Coupe)

Windshield Washer
License Plate Frames
5 Trim Rings

GROUP "D"

(Convertible Coupe)

Windshield Washer
License Plate Frames
4 Wheel Discs

1950 MODEL - OPTION AND ACCESSORY PRICES

DESCRIPTION	CLASS	SERIES	CODE	INCLUDES E.O.H. LIST	INCLUDES E.O.H. DIST. NET	INCLUDES E.O.H. DEALER NET	E.O.H.
Automatic Window & Seat Control	Option	*6237-6219	X	121.65	101.65	106.65	6.65
Disc - Wheel (4)	Option	All	Y	25.00	17.60	20.00	1.15
Frames - License (Pair)	Acc.	All	L	3.80	2.50	2.90	.15
Heater - Automatic System	Acc.	60-61-62	K	95.00	69.25	76.50	4.55
Heater - Automatic System	Acc.	75	K	125.00	92.25	102.00	6.05
Lights - Fog (Pair)	Option	All	N	32.50	22.75	25.75	1.50
Mirror - Outside Rear View	Acc.	**All	M	5.50	3.60	4.05	.25
Radio - Push Button & Antenna	Acc.	All	S	90.00	64.00	70.15	4.85
Radio - Syncro-Matic - Antenna & Speaker	Acc.	Except 6267	JU	115.00	82.00	90.45	6.20
Radio - Syncro-Matic & Antenna	Acc.	All	J	105.00	75.00	82.65	5.75
Rear Radio Speaker	Acc.	All	U	10.00	7.00	7.80	.45
Rings - Trim (5)	Acc.	All	Z	9.50	6.65	7.60	.45
Transmission - Hydramatic	Option	***61-75	T	174.25	138.25	144.25	9.25
Washer - Windshield	Acc.	All	P	10.00	7.00	7.75	.45
Tires - WSW (5) (8.00 x 15 4ply)	Option	60-61-62	W	25.25	18.80	18.80	.75
Tires - WSW (5) (8.20 x 15 6ply)	Option	75	W	34.75	25.60	25.60	1.05
Tires - WSW (5) (8.90 x 15 6ply)	Option	86	W	34.75	25.60	25.60	1.05

* Standard on 6237D - 6267 - 6019 - 75 Series - Not available on Series 61
** Standard on 6267
*** Standard on Series 62 - 60S

ACCESSORY GROUPS

W/S Washer, License Frames, Trim Rings, L. H. Outside Mirror	Except 6267	A	28.80	19.75	22.30	1.30
Same as Group A - Less License Frames	Same as A	A1	25.00	17.25	19.40	1.15
License Frames, Wheel Discs, W/S Washer, L. H. Outside Mirror	Except 6267	B	44.30	30.70	34.70	2.00
Same as Group B - Less License Frames	Same as B	B2	40.50	28.20	31.80	1.85
W/S Washer, License Frames, Trim Rings	All	C	23.30	16.15	18.25	1.05
Same as Group C - Less License Frames	All	C3	19.50	13.65	15.35	.90
W/S Washer, License Frames, Wheel Discs	All	D	38.80	27.10	30.65	1.75
Same as Group D - Less License Frames	All	D4	35.00	24.60	27.75	1.60

COLOR COMBINATIONS (Continued)

SERIES 50-60S, 61, 62, 75

EXTERIOR COLORS

BODY AND SHEET METAL

xComb. Code No.	Color Name	Matching Colors (Dupont)	Original Color No.	Mfgr.
1	Black	246-2048	253-2313 20498A	Dupont R & M
2	Hampden Blue	949	P.S.0218	R & M
3	Lynton Green	934-H	286-85087G	Dupont
4	Tyrolian Gray	676	P.S.1195	R & M
5	Berkshire Blue	933	P.S.0222	R & M
6	El Paso Beige	549	P.S.8851	R & M
7	Corinth Blue	760	022299	R & M
8	Savoy Gray	932	P.S.0131	R & M
9	Madeira Maroon	148-M	P.S.633	R & M
10	French Gray	668	020152	R & M
12	Glacier Green	931	P.S.0304D	R & M
15	†Vista Gray	551	P.S.1184	R & M
	‡French Gray	668	020152	R & M
16	†Marlow Green	950	P.S.0301	R & M
	‡Lynton Green	934-H	286-85087G	Dupont
17	†French Gray	668	020152	R & M
	‡Berkshire Blue	933	P.S.0222	R & M
19	†Kingswood Gray	675	P.S.1194	R & M
	‡Tyrolian Gray	676	P.S.1195	R & M
20	†Hampden Blue	949	P.S.0218	R & M
	‡Corinth Blue	760	022299	R & M
22	Fiesta Ivory	759	27789	R & M
23	†Black	246-2048	20498A	R & M
	‡Fiesta Ivory	759	27789	R & M

WHEELS

Color Name	Matching Color No. (Synthetic Enamel, "Baking")
Black (Standard)	B-94-2109C
Vincennes Red (Optional)	B-94-3618R
Hampden Blue (Standard)	B-182-10391
Vincennes Red (Optional)	B-94-3618R
Lynton Green (Standard)	B-182-10390
Vincennes Red (Optional)	B-94-3618R
Vincennes Red (Standard)	B-94-3618R
Tyrolian Gray (Optional)	B-182-10221
Berkshire Blue (Standard)	B-182-10393
Vincennes Red (Optional)	B-94-3618R
El Paso Beige (Standard)	B-182-10078
Vincennes Red (Optional)	B-94-3618R
Corinth Blue (Standard)	B-94-71063
Vincennes Red (Optional)	B-94-3618R
Vincennes Red (Standard)	B-94-3618R
Savoy Gray (Optional)	B-182-10392
Madeira Maroon (Standard)	B-162-2215M
Vincennes Red (Optional)	B-94-3618R
Vincennes Red (Standard)	B-94-3618R
French Gray (Optional)	B-94-70397
Glacier Green (Standard)	B-182-10394
Vincennes Red (Optional)	B-94-3618R
Vincennes Red (Standard)	B-94-3618R
French Gray (Optional)	B-94-70397
Marlow Green (Standard)	B-182-10395
Vincennes Red (Optional)	B-94-3618R
French Gray (Standard)	B-94-70397
Vincennes Red (Optional)	B-94-3618R
Vincennes Red (Standard)	B-94-3618R
Tyrolian Gray (Optional)	B-182-10221
Corinth Blue (Standard)	B-94-71063
Vincennes Red (Optional)	B-94-3618R
Fiesta Ivory (Standard)	B-94-71062
Vincennes Red (Optional)	B-94-3618R
Fiesta Ivory (Standard)	B-94-71062
Vincennes Red (Optional)	B-94-3618R

† Upper panels
‡ Lower panels
x Code Comb. No. will be found stamped on Body Plate on dash.

INTERIOR COLORS - SEE CHART ON FOLLOWING PAGE

COLOR COMBINATIONS (Continued)

SERIES 50-60S, 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. 7

Series 50-60S,61,62,75

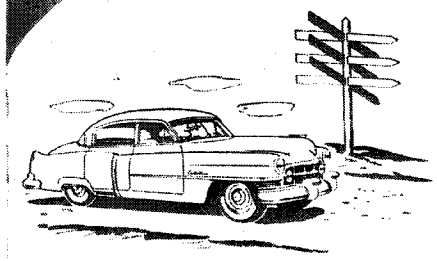
Always use trim (upholstery) chart when ordering yardage upholstery. Suggested List prices on trim material are shown on pages immediately following upholstery charts in group 34.0000. When ordering specify group numbers as shown on price list.

Trim Code No.	Description of Cushion and Back Rest Material	Cushion and Back Rest Material	Sidewall Material	Headlining Material
30	Gray Dotted Pattern	153T150...4175511	156T150...4175514 (Dark)	157T150...4175151
	Gray Plain Series 50-61	155T150...4175513	189T150...4177900 (Light)	
31	Gray Wale Cord	154T150...4175512	156T150...4175514 (Dark)	157T150...4175151
	Gray Plain Series 50-61	155T150...4175513	189T150...4177900 (Light)	
39	Gray Leather Series 50-6169 (Export Bodies)	52T1350...	156T150...4175514	157T150...4175151
40	Gray Bedford Cord	158T150...4175586	155T150...4175513 (Dark)	163T150...4175595
	Gray Plain Series 50-6219,19X,37,37X	161T150...4175589	162T150...4175590 (Light)	
41	Gray Square Pattern	159T150...4175587	155T150...4175513 (Dark)	163T150...4175595
	Gray Plain Series 50-6219,19X,37,37X	161T150...4175589	162T150...4175590 (Light)	
42	Gray Plain Broadcloth (Light)	160T150...4175588	155T150...4175513 (Dark)	163T150...4175595
	Gray Plain (Dark) Series 50-6219,19X,37,37X	161T150...4175589	162T150...4175590 (Light)	
43	Gray Pin Stripe	188T150...4176604	155T150...4175513 (Dark)	163T150...4175595
	Gray Plain (Dark) Series 50-6219,19X,37,37X	161T150...4175589	162T150...4175590 (Light)	
47	Gray Leather Series 50-6219,19X (Export Bodies)	52T1350...	155T150...4175513 (Dark) 162T150...4175590 (Light)	163T150...4175595
48	Blue Plain Broadcloth	123T149...4172381	123T149...4172381	
	Gray Leather Series 50-6237DX	34T1349...4173476	34T1349...4173476 (Imitation Leather)	183T1249.4172385
49	Tan Plain Broadcloth	122T149...4172382	123T149...4172382	
	Tan Leather Series 50-6237DX	33T1349...4173477	34T1349...4173477 (Imitation Leather)	184T1249.4172386
50	Tan Leather Series 50-6267X	50T1350...4176338	50T1350...4176338	
51	Green Leather (Dark)	48T1350...4176176	48T1350...4176176	
	Green Leather (Light) Series 50-6267X	49T1350...4176722	49T1350...4176722	
52	Blue Leather (Dark)	46T1350...4176175	46T1350...4176175	
	Blue Leather (Light) Series 50-6267X	47T1350...4176721	47T1350...4176721	
53	Red Leather Series 50-6267X	45T1350...4176174	45T1350...4176174	
54	Black Leather Series 50-6267X	51T1350...4176177	51T1350...4176177	
60	Gray Bedford Cord	164T150...4175781	166T150...4175785	167T150...4175787
	Gray Broadcloth Series 50-60S	165T150...4175782		
61	Gray Broadcloth Series 50-60S	165T150...4175782	166T150...4175785	167T150...4175787
62	Blue Bedford Cord	168T150...4175783	170T150...4175786	167T150...4175787
	Blue Broadcloth Series 50-60S	169T150...4175784		
63	Blue Broadcloth Series 50-60S	169T150...4175784	170T150...4175786	167T150...4175787
64	Tan Bedford Cord	171T150...4175796	173T150...4175800	174T150...4175802
	Tan Broadcloth Series 50-60S	172T150...4175797		

UPHOLSTERY CHART NO. 7 (Cont'd)

Series 50-60S,61,62,75

Trim Code No.	Description of Cushion and Back Rest Material	Cushion and Back Rest Material	Sidewall Material	Headlining Material
65	Tan Broadcloth . . . . . Series 50-60S	172T150...4175797	173T150...4175800	174T150...4175802
66	Green Bedford Cord	175T150...4175798	177T150...4175801	178T150...4175803
	Green Broadcloth . . . . . Series 50-60S	176T150...4175799		
67	Green Broadcloth . . . . . Series 50-60S	176T150...4175799	177T150...4175801	178T150...4175803
69	Gray Leather. . . . . Series 50-60S (Export)	52T1350...	166T150...4175785	167T150...4175787
70	Gray Bedford Cord . . . . . Series 50-75	164T150...4175781	165T150...4175782	167T150...4175787
71	Gray Broadcloth . . . . . Series 50-75	165T150...4175782	165T150...4175782	167T150...4175787
72	Tan Bedford Cord . . . . . Series 50-75	171T150...4175796	172T150...4175797	174T150...4175802
73	Tan Broadcloth . . . . . Series 50-75	172T150...4175797	172T150...4175797	174T150...4175802

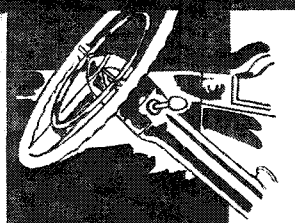


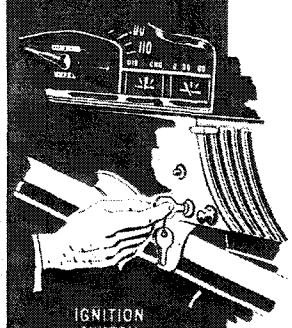
. . . Your Guide to all the Sterling Values in *Cadillac* Ownership

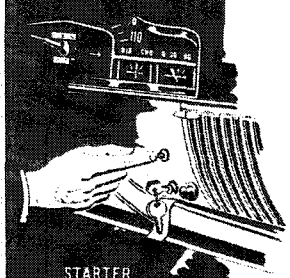
n sleek modeling, in artful coloration, in convenience, in com-
ort, in safety, in resourceful power, in mechanical ingenuity
–in every way your 1950 Cadillac is motoring perfec-
ion! And so that you may become quickly and fully
equainted with this superb car, we present this
unctional guide to its operation. For future
eference, we suggest your retaining
t in the glove compartment. The
ndex is on page 40. A listing of
Cadillac Authorized Service
Stations throughout
the United States ap-
pears on pages 31
throughout 38.

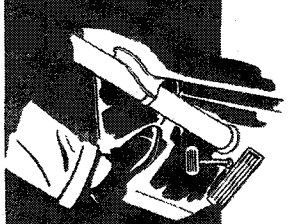
SERVICE DEPARTMENT
CADILLAC MOTOR CAR DIVISION
GENERAL MOTORS CORPORATION
DETROIT 32, MICHIGAN

Cadillac care FOR *Cadillac cars*









Convenient—Handsome—Functional Controls

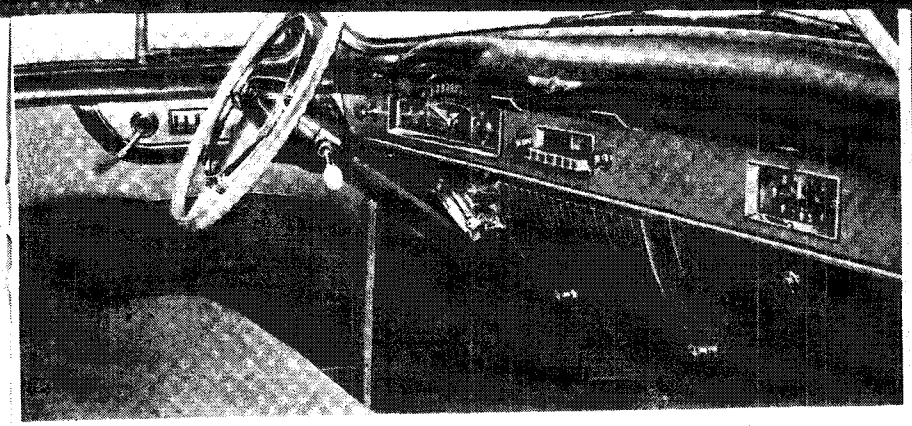
As you take the steering wheel of your Cadillac in hand, you will find it angled perfectly for your comfort, and as beautifully designed to please the eye. Before you are arrayed the Cadillac instruments and controls—handsomely designed to create an attractive ensemble and each one functionally placed for your convenience and driving comfort.

Your Ignition Switch Control

You will find 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.

The Starter Button

Before attempting to start your engine see that the transmission selector lever is in the neutral position. 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 15 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. Do not pump the accelerator pedal with a flooded engine as this merely aggravates the condition.



Turn Signal Lever

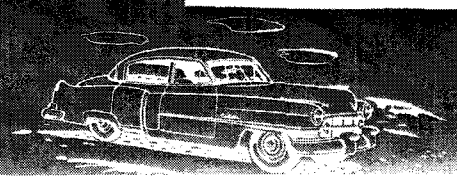
Courtesy, safety, and often the traffic ordinances as well, require that you indicate your intention of turning right or left. To make this simple, a turn signal lever is located opposite the transmission selector lever on the steering column. Form the habit of moving this turn signal lever "up" before 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 "flashing" lights will warn others. The "flashing" lights will operate only when the ignition switch is turned on.

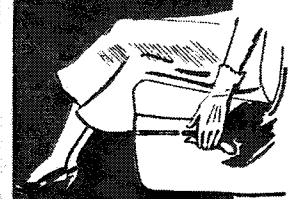
Headlamp Controls

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 halfway 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.

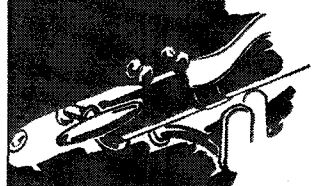
Beam Selector Switch

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 you use out of courtesy and safety to eliminate glare in oncoming driver's eyes. A beam selector switch is on the floor to the left of the brake pedal, easily operated by the left foot. For mutual safety, *never* leave country driving beam on when passing an approaching car.

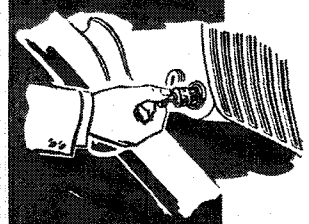




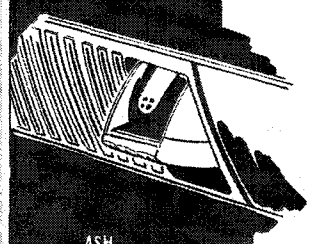
DRIVER'S SEAT ADJUSTMENT



HAND BRAKE



CIGAR LIGHTER



ASH RECEIVER

Driver's Seat Adjustment

Since comfortable seating and absence of the tenseness that comes from having to "reach" for the wheel or foot controls is absolutely essential to real driving pleasure, a simple, easy-acting driver's seat adjustment is provided. Merely lift the handy seat-side lever and slide the seat forward or back to meet your need for a relaxed driving posture. Release of the lever locks the seat in position. For front seat adjustment on Hydro-Lectric equipped cars see page 29.

Proper Use of the Hand Brake

There is often enough grade on a roadway or drive, and occasionally even in a garage, to start a parked car rolling. Therefore 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. It locks automatically. To release, rotate the handle left and it will return to normal position, releasing the brake. When parking on hills, in addition to applying the hand brake, place the transmission in "Reverse" and toe in the front wheels to the curb.

Controlled Ventilation

Surely, one of the most important 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 to the left and right of the radio grille just below the instrument panel. Experimenting with extent of opening and use of one or both valves will quickly give the desired degree of ventilation.

Small doors at right and left under the instrument panel near the floor direct the air. These doors can easily be positioned by using the tip of your shoe. 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.

Ash Tray and Lighter

For the convenience of smokers, Cadillac has provided a cigar lighter, which is located to the right of the ignition key. The lighter is operated by pushing it in. When properly heated, it will click out for use. The cigar 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.

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.

Interior Sun Shade

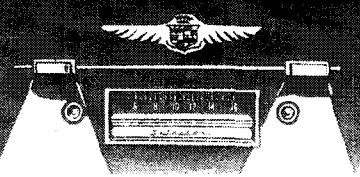
Driving comfort may be enhanced by using the Interior Sun Shades located just above the windshield. When driving into the sun the shades may be pulled down to reduce glare and to prevent the direct rays of the sun from reaching the eyes. The shades also may be turned to the side windows to shield the occupants of the front seat when the sun's rays are entering from the side. In addition to the vertical movement of the shades on the rods, they may be moved horizontally for a distance of three inches.

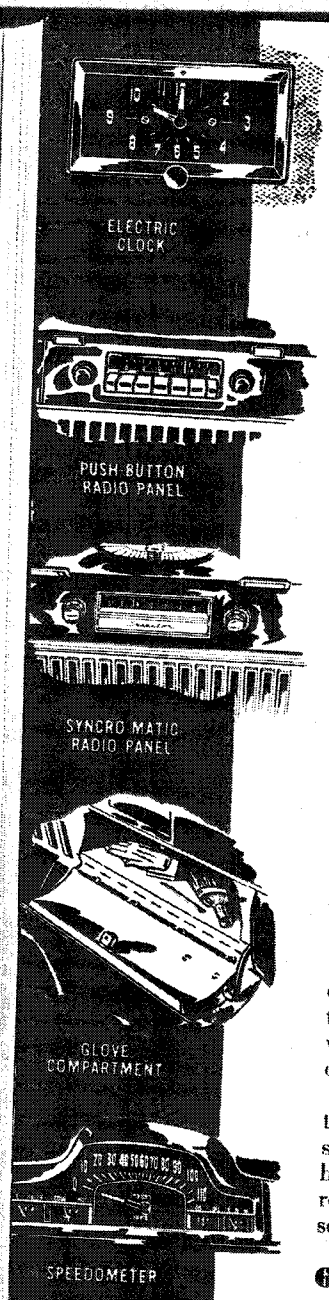
Map Lights

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 and to either side of the radio grille. With front doors closed, the lights may be operated manually by using the small switch provided at the side of the left hand map light. 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 Fog Lamps, pull out the headlamp switch to the first or parking position, then rotate the fog lamp switch knob to the right. This turns the parking lamps off and the Fog Lamps on.





Electric Clock Adjustment

A fully automatic clock is located on the right hand side of the instrument panel above the glove compartment. It operates on direct current from the car battery. Unlike an alternating current clock in your home, the accuracy of which is maintained by regulation at the power station, 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. The reset knob projects from the center of the lower edge of the clock below the numeral "6." To reset, pull the reset knob away from the clock to engaged position, turn hands to correct time, and allow knob to spring back.

The clock may be regulated by turning the small screw located above the numeral "12." If the clock loses time, turn the screw to the right. If it gains time turn the screw to the left. *CAUTION:* Turn the screw slowly and watch the indicator below the numeral "12." One division on this indicator equals approximately 2 minutes in 24 hours.

Automatic Push-Button Radio

On Cadillac cars equipped with push-button radios, the controls 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 at the right.

For tone selection, press button marked "TONE" until desired effect is obtained. Volume is controlled by turning the knob located to the left of push buttons. This knob, when pushed in, also raises the aerial and, when pulled out, lowers the aerial.

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.

Syncro-Matic Dual Speaker Radio

With this advanced design radio you do not have to take your eyes off the road to select a station. It is equipped with dual speakers—one in the conventional instrument panel location and the other at the back of the rear compartment to give "balanced" sound to all passengers. A switch located on the lower edge of the instrument panel to the left of the steering column enables selection of the front, rear, or both speakers.

The ring knob at the left of the dial has a dual purpose. The knob controls "On" and "Off" and "Volume." The ring controls "Sensitivity."

The "Tone" control is also a ring knob and is located to the right of the dial and behind the aerial knob. Turn the "Tone" control to the left for base tones and to the right to secure treble tones. The "Aerial" knob should be pushed in to raise the aerial and pulled out to lower the aerial.

This radio is so designed as to permit hair-line tuning with a mere touch of the "Selector" bar underneath the dial. On the FIRST clockwise setting of the "Sensitivity" control only the stronger and more powerful stations come in. On the SECOND setting, stations of slightly lower power come in, in addition to the stronger stations. On the THIRD setting those stations of still lower power as well as the higher powered stations on the first two settings; and so on to the FIFTH and final setting.

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, push down firmly. The control knob returns to original position by itself.

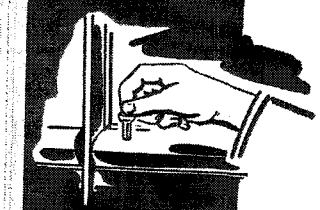
Rear View Mirror

With a flick of a finger you can shift from clear daylight visibility to safe and comfortable non-glare visibility at night with the Cadillac Glare-Proof Rear View Mirror. 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 driver's height and seat position.

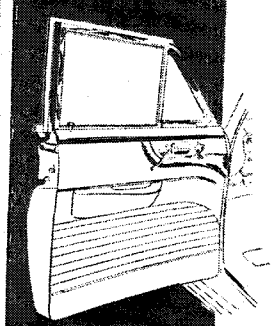
Speedometer

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 cigar lighter and turning it clockwise.

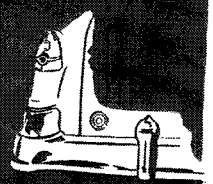




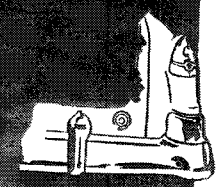
DOOR LOCK BUTTONS



DOOR "HOLD-OPEN"



DUAL BACK-UP LIGHTS



The Oil Pressure Gauge

Your 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.

The 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 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 radiator cap, have your Authorized Cadillac Dealer investigate immediately.

The Battery Charge 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.

The 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.

Convenient Door Locks

Protect yourself against car theft by ALWAYS LOCKING the doors when your car is unattended. Help law enforcement authorities to check the car theft problem. Remove your ignition key and lock your doors—*always!*

Each door on your Cadillac can be locked from the inside by pushing down the convenient lock button. Doors may also be locked from the outside with this button by pushing the button down while the door is open, and then pushing the door handle opening button all the way in 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.

Luggage Compartment

For your ease and convenience, the luggage compartment on your 1950 Cadillac is hinged with a counterbalanced construction and fitted with the new keylock release. To open, insert the key, turn in a clockwise direction, and placing two fingers under the "V" on the Cadillac emblem, lift lid up. To close, pull down to a position 6 or 8 inches from closing, remove the key, and push lid sharply downward. This automatically locks the luggage compartment.

Dual Back-Up Lights

Illumination adequate for backing up safely at night is desirable, particularly for those who must back out of limited-clearance driveways or into garages. Your car is equipped with 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.

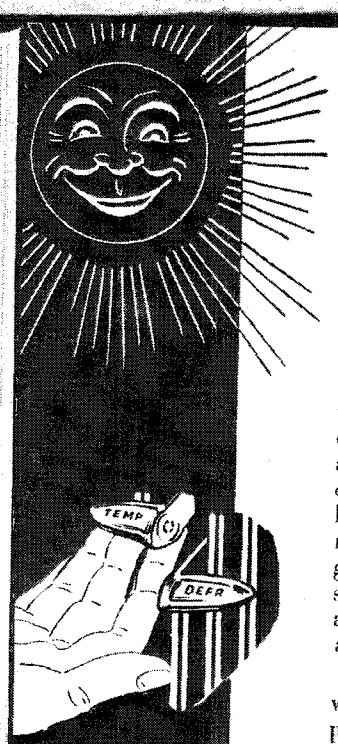
Cadillac Automatic Temperature Controls

Two completely new heating systems have been engineered for the 1950 Cadillac. They are the Cadillac Automatic Heating System and the Cadillac Standard Heating System.

The Cadillac Automatic Heating System consists of one underseat recirculating hot water heater (two units are used in the 75 series) 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 into the upper area heating ducts. This heated air is blown across the width of the windshield and is also blown through ducts in the front door onto the front door glass to reduce fogging and frost in these vital areas.

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 underseat heater heats 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 initial setting of the "TEMP." control lever.





AUTOMATIC HEATING AND VENTILATION

Comfort... in Any Weather

To operate the heating system remember that the LEFT hand heater control lever marked "TEMP." varies car temperature while the RIGHT hand heater control lever marked "DEFR." controls the amount of ventilating and defrosting air. Pushing the "DEFR." lever down increases the volume of air.

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 helpful.

For Summer ventilation pull out the left ventilator knob which is beneath the instrument panel to the left of the center. Adjust the ventilator deflector to give the desired air distribution; this deflector is on the bottom of the defroster and above the driver's left foot. If more ventilating air is desired push down the "DEFR." knob as required but not beyond the position for maximum defogging as described on page 11. If fog collects on the windshield push down the "DEFR." knob as described above and push in the ventilator knob which will discharge cool air over the windshield.

Since the Cadillac Automatic Heating System is supplied with air drawn into the car from outside, it builds up air pressure within the car body. Thus air leakage is from the inside out and cold drafts from the outside are eliminated. Under certain conditions—when moving slowly or stopped in heavy traffic—it is possible for exhaust fumes from other cars to enter the ventilating system and thereby enter the car. When this condition arises, push the "DEFR." knob to the top position. This will close the ventilator from the outside air and fumes.

Standard Heating System

The Cadillac Standard Heating System is intended primarily for use in mild climates. It employs one underseat heater and a small recirculating defroster. Control of this heater is by a switch mounted under the instrument panel, which controls the defroster motor and the underseat motor. A manual water shut-off valve is provided, controlled by a push-pull knob located on the lower flange of the instrument panel beneath the radio. This provides manual control of water passing through the heating system and thereby controls temperature inside the car.

Warm-up

Keep both levers at the top during engine warm-up until the car has run about a mile or until the engine temperature indicator moves slightly to the right of the "Cold" mark.

As soon as the engine is sufficiently warm, push both levers down one or two inches. The exact setting will depend upon the temperature you desire and upon weather conditions as outlined below.

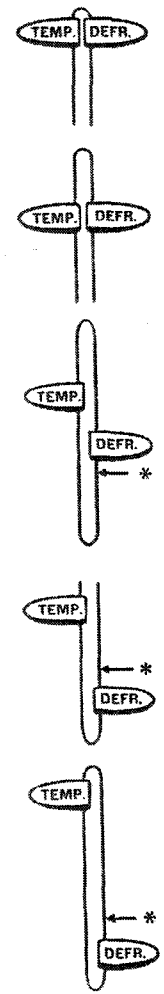
Window Fogging

Although comfortable heating will be obtained with the "DEFR." lever in its topmost or "Off" position, the warm-up will be faster, comfort will be improved and window fogging will be prevented or reduced by pushing the "DEFR." lever downward. As the lever is pushed downward a point is reached at which additional pressure will be required to push it farther. This is the point at which maximum defogging is secured and is indicated on the illustration. For fog removal during warm weather, push the "DEFR." lever downward as required, but not beyond the point where increased pressure is required to continue downward travel. Leave the "TEMP." lever at the top. The left ventilator should be closed by pushing the knob in.

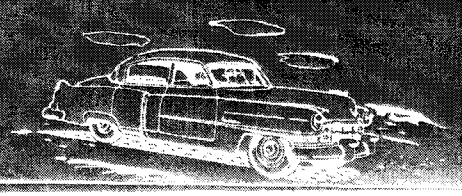
Ice Removal

To melt ice or sleet from the windshield, apply additional downward pressure to the "DEFR." knob, pushing it past the point where increased pressure is required to continue downward travel. In this position the air discharged against the windshield becomes hot regardless of the temperature control setting.

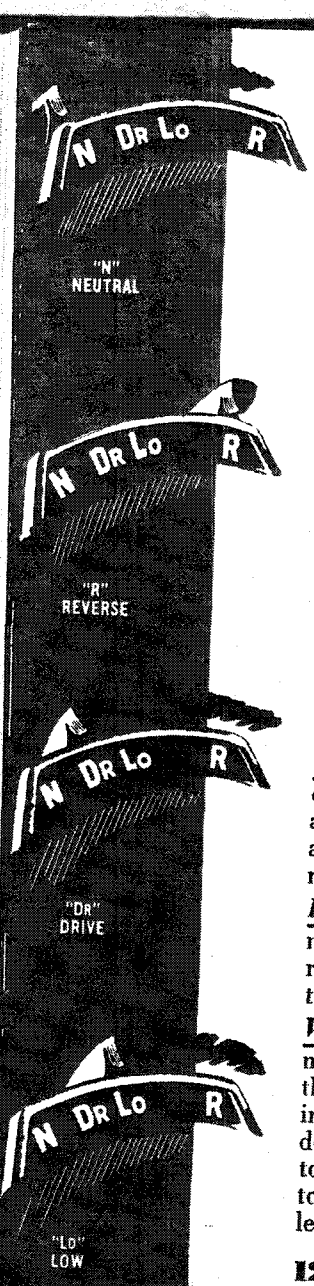
Because heat from the underseat heater assists in ice removal, the air from this unit also becomes warmer when the "DEFR." knob is pushed past the point where increased pressure is required to continue downward travel. The resulting warm car interior speeds ice removal. If, however, the temperature becomes too warm for comfort, the "TEMP." lever should be lifted to its topmost position which turns off the underseat heater fan.



**Point where increased pressure is required to continue downward travel.*



YOUR GUIDE TO ALL TITERLING VALUES IN CADILLAC OWNERSHIP



Operation of Cadillac Hydra-Matic Drive

Since Cadillac Hydra-Matic Drive was introduced some years ago, Cadillac owners have been fortunately free from the tiresome, constant shifting of gears that drivers had to put up with for so long. Here driving comfort took its greatest step forward since the advent of the self-starter. The operation of Cadillac Hydra-Matic Drive has a commendable simplicity.

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

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, hold brake and raise selector lever and move to "Dr" or "Lo" range, pause a moment, and move to reverse "R," then press accelerator to move car in reverse.

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 extremely steep hills. 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.

When Passing an extra burst of speed may be 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.

Engine Idling

When the engine is allowed to idle for any period of time longer than that required for a traffic "stop" signal, the control lever should be moved to the neutral position (N).

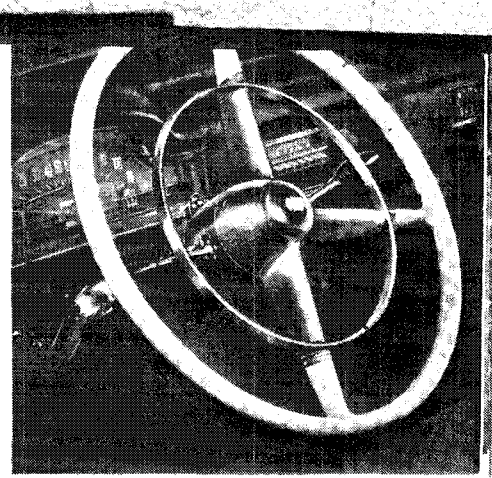
Pushing or Towing

Cars equipped with Hydra-Matic Drive should not be towed or pushed for any greater distance than required to start a normally operating engine.

To Start Engine—To start the engine by pushing the car, move the selector lever to the "N" (Neutral position). When the car reaches a speed of approximately 18 to 20 miles per hour, turn on the ignition switch and move the selector lever to the Drive position (not to "Lo").

For Transmission Not Functioning Properly—The propeller shaft must be disconnected at the rear universal joint or the rear wheels raised off the ground to prevent possible damage to the transmission.

For Mechanical Failures Other Than Transmission—Propeller shaft need not be disconnected if transmission has been operating normally provided that car has been driven a minimum of 1,000 miles and that towing speeds of from 15 to 25 miles per hour are maintained.

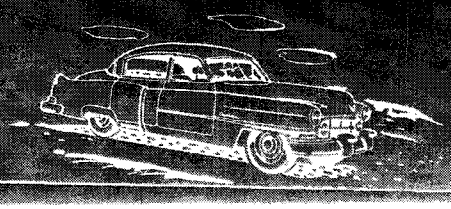


Parking on Hills With Safety

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. As an additional safety measure, apply the handbrake and toe in the front wheels to the curb.

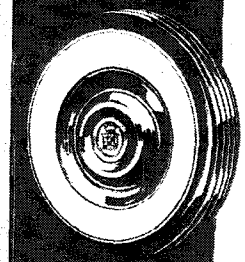
Cadillac Synchro-Mesh Transmission Control

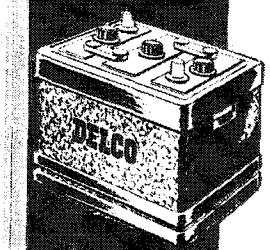
Now and then there is a Cadillac owner who prefers to have his car equipped with the Synchro-Mesh, manually operated gearshift and, of course, this can be provided. Where this type of transmission control is used the gear selector lever will be found beneath the steering wheel at the right. The operating positions are those which have been standardized into a pattern by the automotive industry over many years.





MANUFACTURER'S WARRANTY





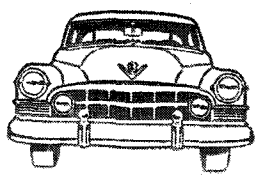
Cadillac Warranties Protect You... Read Them Carefully!

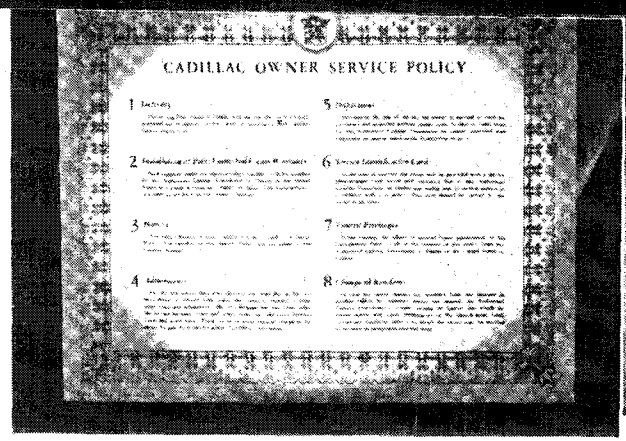
It is expressly agreed that there are no warranties, expressed or implied, made by either the Dealer or the Manufacturer on the Cadillac motor vehicles, chassis or parts furnished hereunder, except the Manufacturer's Warranty against defective materials or workmanship as follows:

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."





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.

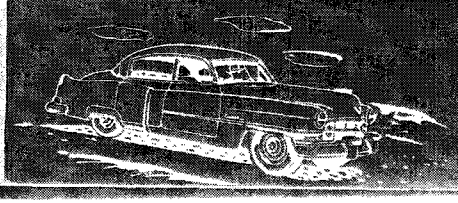
"No other warranty of these products, expressed or implied, is made. No representative has authority to make any representation, promise or agreement except as stated herein."

Battery Warranty

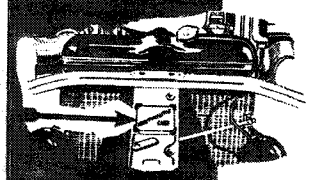
The Delco Battery in your car is covered by your Cadillac Owner's Service Policy and is warranted for 90 days or 4,000 miles, whichever shall first occur. Should it fail prematurely within this period it will be replaced without charge.

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.

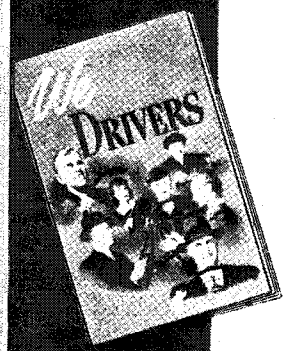
In either case your Cadillac Dealer will be glad to assist you with this important matter.







IDENTIFICATION CARD



Depend on Authorized Cadillac Service

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 and upon Cadillac Authorized Parts which are built to the same high standards of precision and quality as the original parts in your car.

Your 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 and replacement without charge of any parts adjudged by the Manufacturer to be defective under its warranty.

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 31 through 38 where Authorized Cadillac Service is available.

The "We Drivers" Booklet

A service booklet entitled "We Drivers" will be found in the glove compartment of your car. This booklet, which has been prepared to give owners a more thorough understanding of the capabilities of their automobile under all driving conditions, contains helpful information on such topics as "Night Driving," "Our Brakes," and "Slippery Weather."

Keep Your Car Looking *Young!* with Cadillac BLUE CORAL *Beauty Treatment*



One of the most renowned of handicrafts has for ages been that of carriage making. In today's Cadillac cars this craft shows its most exquisite accomplishment. In contour, in color, in judicious use of jewel-bright chrome these cars are visual masterpieces.

It is so easy to keep that star-like brilliance. Ask for an occasional Blue Coral Beauty Treatment—the restorative, protective, approved renewal treatment for your car's finish. Your Cadillac Dealer will gladly cooperate.

Road tar, tree sap and other substances which at times get on the finish of your car may contain solvents that will permanently damage the fine laquer finish if allowed to remain for any length of time. A thorough cleaning after exposure to these substances will prevent finish damage.

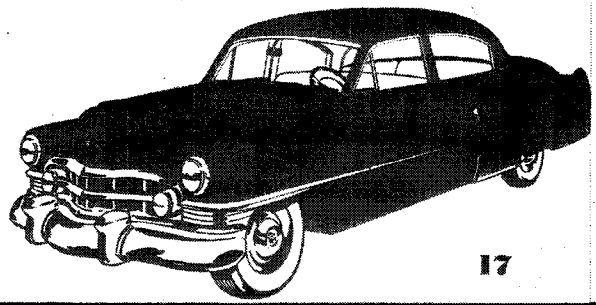
Protection of Chrome Plating

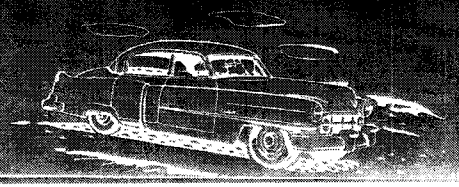
The bumpers, wheel discs, hardware and many other parts of your Cadillac are chrome plated. This chromium plating is susceptible to the action of solutions now being used on streets and highways to melt ice, to salt air found near the coast lines, and to other corrosive conditions.

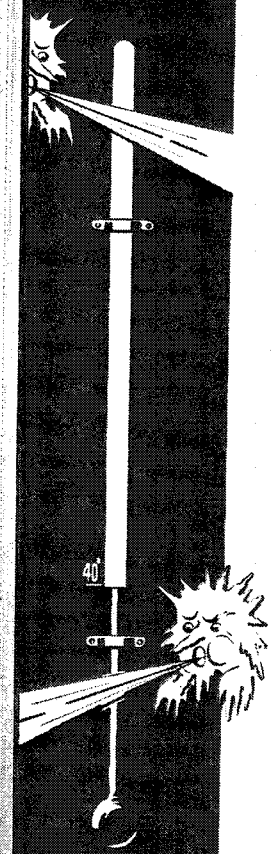
When conditions conducive to chrome plating corrosion are met, frequent washing is necessary.

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 polished with a clean, dry cloth.









When the Mercury Drops Toward Freezing... Be Protected with 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.

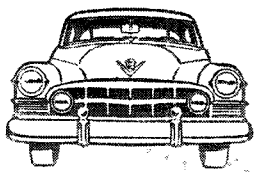
The following commercial materials may be used for preparing anti-freeze solutions to be used in automobile radiators, in addition to the permanent-types of anti-freeze: denatured alcohol, methanol, propanol, and inhibited distilled glycerines.

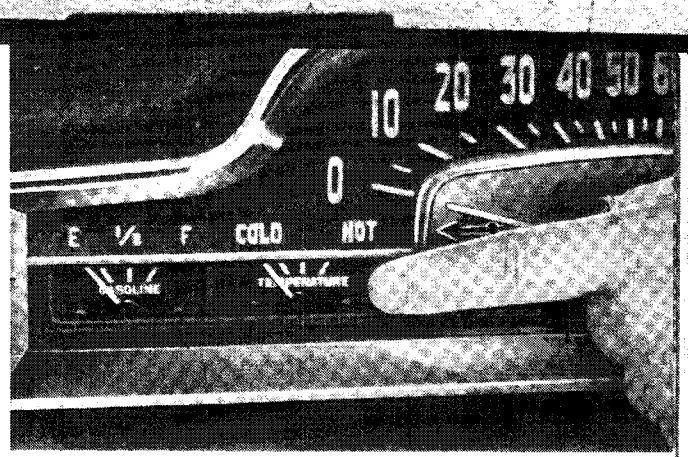
Kerosene or other oils, or solutions containing calcium chloride, magnesium chloride, sodium silicate, or other inorganic salts, are not satisfactory for use in the cooling system.

Installing Anti-Freeze

The cooling system should be thoroughly cleaned, inspected, and serviced for winter operation before installing anti-freeze. 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 anti-freeze into the heater cores.





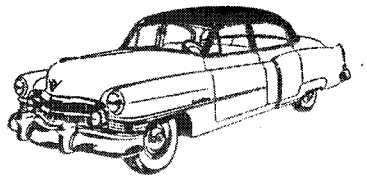
Engine Efficiency and Protection Depend on Proper Cooling

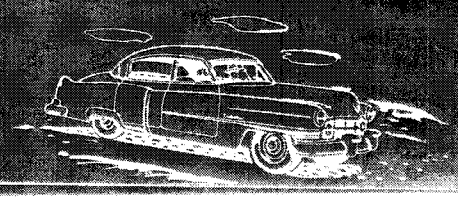
The cooling system of your Cadillac engine has been designed to maintain the predetermined right temperature for efficient operation, and to protect it from the adverse effects of overheating. The capacity of the system is 18 quarts. When a Cadillac heater is installed the capacity is 19 quarts.

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 twice a year, or every 6,000 miles.

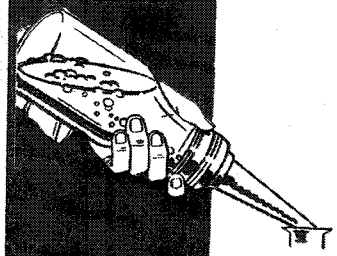
Cadillac Cooling System Inhibitor

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 is being 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.





Be Sure of Thorough, Systatic Lubrication of Your Caddy . . .



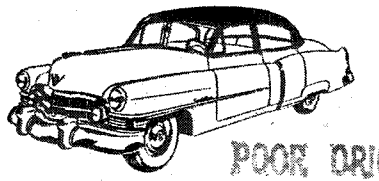
Systematic lubrication is the best means of guarding against inadequate lubrication and possibly extensive repairs. In order to provide a means of having the car lubricated systematically, Cadillac engineers designed a plan known as The Cadillac Lubrication Agreement. This agreement provides for every lubrication requirement including engine oil changes 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.

Engine Oil Recommendations

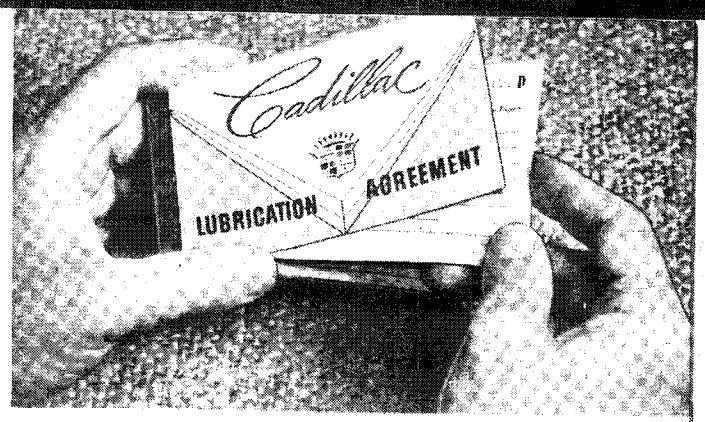
Your use of the proper engine oil is of great importance in obtaining maximum performance and satisfaction from your car.

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:



POOR ORIGINAL



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

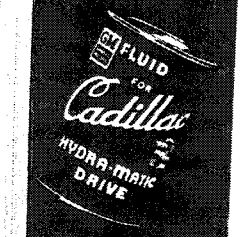
For maximum protection of your Cadillac engine under all driving conditions, it is recommended that Premium or Heavy-Duty Type Motor Oils be used.

For the first 500 miles, use the oil in the crankcase at the time your car was delivered to you. During this period should additional oil be necessary, use nothing heavier than 10-W oil in winter or 20-W oil in summer. Change oil at 500 miles. Break-in oils or compounds are entirely unnecessary.

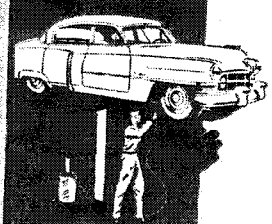




OIL LEVEL INDICATOR



HYDRA-MATIC DRIVE FLUID



CHASSIS LUBRICATION

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 below.

If you anticipate that the minimum atmospheric temperature will be:	*Use the Grade Indicated:*
Not lower than 30°F. above zero	20-W or SAE 20
Not lower than 10°F. above zero	20-W
Not lower than 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: *When continued warmer temperatures are encountered, 5-W oil should be drained and the higher viscosity grades used. 5-W (or 10-W plus 10% kerosene in emergencies) is recommended only for those territories where the temperature remains below zero for long periods. The premium grades of 5-W are recommended.*

Maintain Proper Oil Level

The engine crankcase oil capacity is five quarts. 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 and a second oil change at 2,000 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.



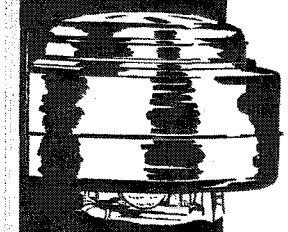
Be Sure that You Always Get the Proper, Authorized Fluid for Hydra-Matic Drive

Cadillac Hydra-Matic Drive operation depends upon the use of a fluid of very exacting specifications, compounded especially for Automatic Transmissions. This fluid is procurable from Authorized Cadillac Dealers and reputable service stations who carry fluid which has been qualified by General Motors Corporation for use in Cadillac Hydra-Matic Transmissions. Approved Hydra-Matic Fluid is identified for the protection of the car owner by a qualification number which will read "AQ-ATF . . . . . " This number will be found embossed on the lid of all 1-pint, 1-quart, 5-quart, or comparable size sealed containers and is stenciled on 5 and 55-gallon containers.

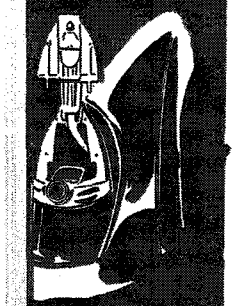
Authorized Cadillac Dealers will check the fluid level in your Hydra-Matic Drive every 2,000 miles at the same time that your car is being lubricated. If necessary, they will add fluid to bring level up to the "full" mark.

The Cadillac Hydra-Matic Drive should be completely drained and fresh fluid supplied every 15,000 miles or once each year, preferably in the spring.





AIR CLEANER



GASOLINE FILLER CAP

Care of Air Cleaner Filter

The air cleaner filtering unit should be drained, cleaned, and refilled with one pint of oil every 2,000 miles. SAE 40 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.

Oil Filter

If an oil filter has been installed in your car as an accessory it is recommended that the oil filter *element* be replaced every 6,000 miles.

Chassis Lubrication

The chassis requires attention every 2,000 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.

Rear Axle and Synchro-Mesh Transmission

The lubricant level in the rear axle and Synchro-Mesh transmission of your car should be inspected every 2,000 miles and lubricant added as required. Lubricant in the rear axle and Synchro-Mesh transmission should be drained and refilled *only* upon disassembly of these units for repair. Information concerning lubrication of the Hydra-Matic Drive will be found on page 23.

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

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

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

Other Points

The steering gear, front 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.

Use Gasoline with High Octane Rating

Your Cadillac engine is a thoroughbred. Better performance will be obtained by the use of a gasoline having a high octane rating. The use of gasoline with a low octane rating tends to increase the possibility of "pinging" with a resultant reduction in engine operating efficiency. If a "pinging" condition is either excessive or prolonged, using a premium fuel, see your local Cadillac Dealer for adjustments.

Should your car show loss of power at fairly high altitudes, do not become alarmed. Your engine is adjusted to operate efficiently at normal altitudes and any marked gain in altitude resulting in a lowering of air pressure, will effect engine performance slightly.

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 illustrated on Page 24. Open by pushing in the reflector button at the base of the lamp.

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 or the five quart level. Avoid overfilling crankcase, since this may cause the oil to foam. The copper gauze in the cap should be cleaned in gasoline, then dipped in engine oil each time the engine oil is changed.

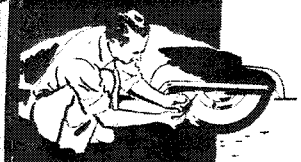
Radiator Filler Cap

The radiator filler cap is located under the hood. The coolant should be checked at regular intervals, but it is not necessary nor desirable that it be checked every time you buy gasoline. A check every 1,000 miles, with the engine cold, is usually sufficient. 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.

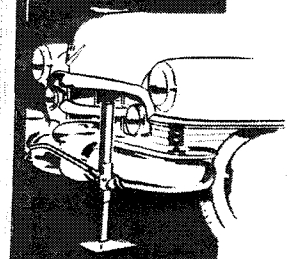
A Safety Precaution

Avoid removing the filler cap while the engine is hot. However, should it become absolutely necessary to do so, 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.

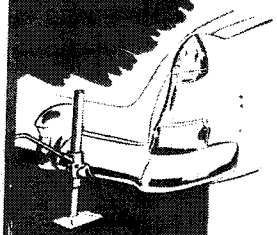




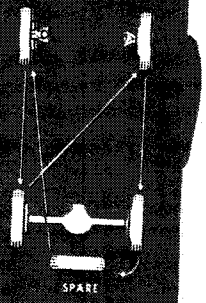
USE A TIRE GAUGE



FRONT JACK PLACEMENT



REAR JACK PLACEMENT



SPARE

INTERCHANGING TIRES

Give Proper Attention to Wheels and Tires

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 and the tires interchanged regularly.

Recommended Tire Pressures

Series	*Tire Size*	*No. Plies*	*Front*	*Rear*
50-61	800 x 15	4	24 lbs.	24 lbs.
50-62	800 x 15	4	24 lbs.	24 lbs.
50-60S	800 x 15	4	24 lbs.	24 lbs.
50-75	820 x 15	6	28 lbs.	28 lbs.
50-86	(Commercial Chassis) 890 x 15	6	24 lbs.	30 lbs.

Cleaning White-Sidewall Tires

To clean white-sidewall tires, use soap, warm water and a stiff brush for removing ordinary road grime and curb dirt. For severe cases, a fine grade of steel wool may be used. *Do not* use gasoline, kerosene or any oil product that will discolor the sidewalls or damage the rubber.

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 least every 4,000 miles of driving. These changes should be made in the following order: The spare wheel and tire should be placed at the left front. The left front should be moved to the left rear position. The left rear should go to the right front and the right front wheel and tire then should be moved to the right rear. This leaves the right rear wheel and tire to be used as a spare. The same procedure should be followed each time the 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, using wedge block provided, diagonally opposite the flat tire.

2—Place jack directly under bumper adjacent to the outside of the bumper guards. Note: If possible move car so the jack sits on level ground. Raise car until wheel clears the ground.

3—If rear wheel is to be changed, remove wheel shield as instructed in next column.

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

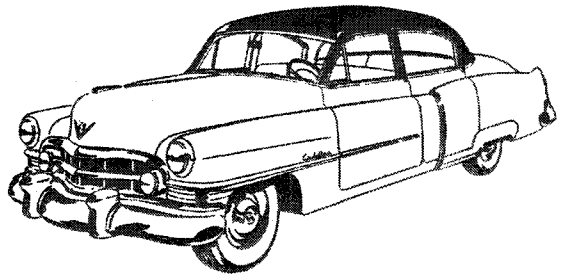
5—Remove wheel mounting nuts by turning to the left. Lift wheel off hub.

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

Removing Cadillac Rear Wheel Shields

To remove the rear wheel shields, turn the locking rod nut, located in the center of the lower edge of the shield, counter-clockwise by using the wheel wrench and then tap the locking rod nut 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 nut clockwise to its stop to tighten.



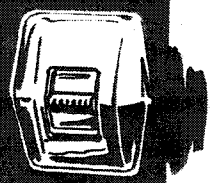


REAR WHEEL

YOUR GUIDE TO ALL TH ERLING VALUES IN CADILLAC OWNERSHIP



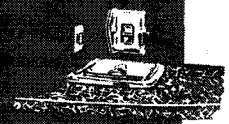
DRIVER'S WINDOW CONTROLS



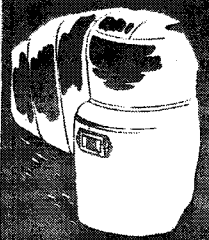
INDIVIDUAL WINDOW CONTROL



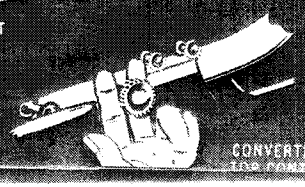
CONVERTIBLE RIGHT REAR QUARTER WINDOW CONTROL



CONVERTIBLE LEFT REAR QUARTER WINDOW CONTROL



DRIVER'S SEAT ADJUSTMENT



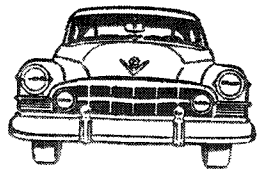
Cadillac Hydro-Lectric Operation of Windows, Front Seat, Convertible Tops

Cadillac provides the ingenious Hydro-Lectric system for the Series 60 Sedan, 62 Coupe Deville, 62 Convertible Coupe, and 75 Imperial Sedan. This furnishes automatic raising and lowering of door windows and division glass on the 75 Series Imperial Sedan, adjustment of front seat (except on the 75 Series Imperial Sedan), and lowering and raising of the Convertible Coupe folding top. Hydro-Lectric equipment is optional on other Cadillac models, except the Series 61 Coupes and Sedans.

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 left front door to operate all four windows. One switch is located on each of the other doors for individual control. The Hydro-Lectric system will raise rear door windows on 75 Imperial Sedan only. On the 75 Imperial Series, controls for the rear doors and division glass are located at rear ash trays.

On the Series 62 Convertible Coupe, the control switch for the right rear quarter window is on the side of the quarter panel above the ash tray; on the Coupe Deville, the controls for the rear quarter glass are located at the rear ash trays; while the control button for the left rear quarter window is located on the left side of the car 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.

Convertible Top Operation

The 1950 Convertible Coupe incorporates the use of the Hydro-Lectric power system to raise and lower the folding top. To lower the top, stop the car; turn down sun visors and release the top center locking handle; then push the front of the top upward so that it clears the windshield header dowels; after raising the top above the windshield header dowels, return the handle to the locked position. THIS IS IMPORTANT.

Then, pull *out* the top control knob, which is located just to the right of the parking brake handle, and hold it OUT until the top is fully lowered.

Instructions on the folding of the top material and installing the top boot will be found in the instruction booklet in your glove compartment.

To raise the top, stop the car; remove the top boot and unfasten the hold-down strap. Push *in* on the top control knob and hold it *in* until the top is fully raised, then turn the handle from the locked position. Draw top down over windshield header dowels, and turn top center locking handle to LOCKED position.

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.

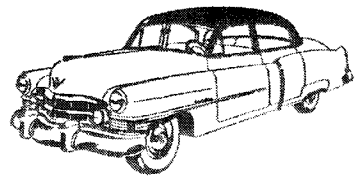
To avoid water stains, mildew, or possible shrinkage of the top material, do not keep the top folded if it is damp or water soaked. Raise the top and fasten it above the windshield and allow it to dry out.

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

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

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



YOUR GUIDE TO ALL THERLING VALUES IN CADILLAC OWNERSHIP





Cadillac Authorized Service Men Are Trained in Cadillac Methods

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 angles to the 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.

Series	*Wheelbase*	*Beginning Engine Numbers*
1950-61	122 in.	506100000
1950-62	126 in.	506200000
1950-60S	130 in.	506000000
1950-75	146¾ in.	507500000
1950-86 (Commercial Chassis)	157 in.	508600000

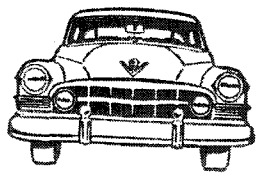
Type of Engine . . . . . 90°, V-8, Valve-in-head

Bore and Stroke . . . . . $3\frac{13}{16}$ inches x $3\frac{5}{8}$ inches

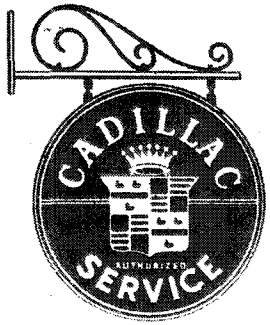
Piston Displacement . . . . . 331 cu. in.

Taxable Horsepower 46.5

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
Andalusia
Anniston
Bessemer
Birmingham
Brewton
Decatur
Dothan
Ensley
Eufaula
Fayette
Florence
Gadsden
Huntsville
Mobile
Montgomery
Troy
Tuskegee

ALASKA
Anchorage
Fairbanks

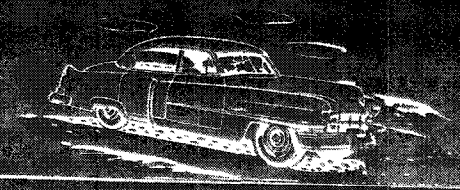
ARIZONA
Douglas
Flagstaff
Kingman
Lowell
Miami
Nogales
Phoenix
Prescott
Safford
Tucson
Yuma

ARKANSAS
Blytheville
Camden
Crossett
El Dorado
Fayetteville
Forrest City
Ft. Smith
Harrison
Helena
Hope
Hot Springs
Jonesboro
Little Rock
Monticello
Newport
Paragould
Russellville
Searcy
Texarkana
West Memphis

CALIFORNIA
Alhambra
Alturas
Bakersfield
Beverly Hills
Bishop
Blythe
Burlingame
Chico
Coalinga
El Centro
Escondido
Eureka
Fresno
Glendale
Grass Valley
Hayward
Hermosa Beach
Hollywood
Huntington Park
Indio
Inglewood
Jackson
King City
Laguna Beach
Lodi
Long Beach
Los Angeles
Los Banos
Madera
Merced
Modesto
Monterey
Mt. Shasta
Napa
Needles
Oakland
Ontario
Oroville
Palm Springs
Palo Alto
Pasadena
Paso Robles
Petaluma
Pittsburg
Placerville
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
Sherman Oaks
Sonora
Stockton
Susanville
Turlock
Ukiah
Vallejo
Ventura
Visalia
Walnut Creek
Watsonville
Whittier
Willows
Woodland
Yosemite Park
Yreka
Yuba City

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

CONNECTICUT
Bridgeport
Bristol
Danbury
Greenwich
Hartford
Meriden
Middletown
Milford
Mystic
New Britain
New Haven
New Milford
Norwalk
Norwich
Putnam
Ridgefield
Rockville
Shelton
Stamford



YOUR GUIDE TO ALL TTERLING VALUES IN CADILLAC OWNERSHIP



Cadillac Authorized Service Men Are Trained in Cadillac Methods

CADILLAC AUTHORIZED SERVICE

CONNECTICUT (Cont'd)
Stratford
Torrington
Waterbury
Westport
Willimantic

DELAWARE
Milford
Wilmington

DISTRICT OF COLUMBIA
Washington

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

GEORGIA
Albany
Americus
Athens
Atlanta
Augusta
Brunswick
Carrollton
Columbus
Cordele
Dalton
Elberton
Fitzgerald
Gainesville
Griffin
LaGrange
Macon
Marietta
Monroe
Newnan
Rome
Savannah
Statesboro
Swainsboro
Thomaston
Thomasville
Thomson
Tifton
Toccoa
Valdosta
Vidalia
Waycross
Waynesboro

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

ILLINOIS
Albion
Aledo
Altamont
Alton
Anna
Aurora
Beardstown
Belleville
Belvidere
Benton
Bloomington
Blue Island
Brookfield
Canton
Carbondale
Carlinville
Carmi
Centralia
Champaign
Chester
Chicago
Collinsville
Danville
Decatur
DeKalb
Dixon
Dundee
E. St. Louis
Elgin
Elmhurst
Evanston
Fairfield
Flora
Freeport
Galesburg
Harrisburg
Highland Park
Jacksonville
Jerseyville
Joliet
Kankakee
Kewanee
LaSalle
Lincoln
Litchfield
Marion
Mattoon
McComb
McHenry
Metropolis
Moline
Monmouth
Monticello
Morris
Mt. Carmel
Mt. Vernon
Olney
Ottawa
Paris
Park Ridge
Paxton
Pekin
Peoria
Pontiac
Princeton
Quincy
Robinson
Rockford
Rock Island
Rushville
Salem
Shelbyville
Springfield
Sterling
Streator
Taylorville
Trenton
Tuscola
Vandalia
Watseka
Waukegan

INDIANA
Anderson
Angola
Auburn
Bedford
Bloomington
Bluffton
Brazil
Columbia City
Columbus
Crawfordsville
Decatur
Elkhart
Elwood
Evansville
Ft. Wayne
Frankfort
Gary
Goshen
Greensburg
Hammond
Hartford City
Huntington
Indianapolis
Jasper
Kendallville
Knox
Kokomo
Lafayette

INDIANA (Cont'd)
LaPorte
Ligonier
Logansport
Marion
Michigan City
Milan
Monticello
Muncie
New Albany
New Castle
Peru
Plymouth
Portland
Richmond
Rochester
Rushville
Salem
Seymour
Shelbyville
South Bend
Sullivan
Terre Haute
Valparaiso
Vincennes
Wabash
Warsaw

IOWA
Albia
Algona
Ames
Atlantic
Boone
Burlington
Carroll
Cedar Rapids
Centerville
Chariton
Charles City
Cherokee
Clinton
Council Bluff
Creston
Davenport
Decorah
Denison
DesMoines
DeWitt
Dubuque
Eagle Grove
Estherville
Forest City
Fort Dodge
Ft. Madison
Grinnell
Hampton
Harlan
Ida Grove
Iowa City
Iowa Falls
Jefferson
Keokuk
LeMars
Maquoketa
Marshalltown
Mason City
Mt. Pleasant
Muscatine
Oelwein
Onawa
Orange City
Osceola
Oskaloosa
Ottumwa
Perry
Red Oak
Sheldon
Shenandoah
Sioux City
Spencer
Storm Lake
Tama
Washington
Waterloo
Webster City
Winterset

KANSAS
Abilene
Arkansas City
Atchison
Cawker City
Chanute
Clay Center
Coffeyville
Colby
Concordia
Dodge City
El Dorado
Emporia
Ft. Scott
Garden City
Garnett
Goodland
Great Bend
Hutchinson
Independence
Iola
Junction City
Kansas City
Lawrence
Leavenworth
Liberal
Manhattan
Marysville
McPherson
Newton
Norton
Oberlin
Ottawa
Parsons
Phillipsburg
Pittsburg
Pratt
Russell
Sabetha
Salina
Topeka
Wichita

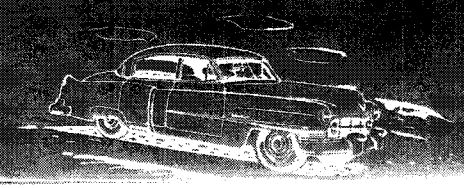
KENTUCKY
Ashland
Barbourville
Bowling Green
Carrollton
Corbin
Covington
Danville
Elizabethtown
Fulton
Glasgow
Harlan
Hazard
Hopkinsville
Lexington
Louisville
Madisonville
Mayfield
Maysville
Middlesboro
Murray
Owensboro
Paducah
Pikesville
Pineville
Prestonburg
Princeton
Somerset
Stearns
Williamsburg

LOUISIANA
Alexandria
Bastrop
Baton Rouge
Bogalusa
Homer
Houma
Jena
Jennings
Lafayette
Lake Charles
Monroe
Morgan City
Natchitoches
New Orleans
Oakdale
Opelousas
Plaquemine
Shreveport
Vivian

MAINE
Augusta
Bangor
Bar Harbor
Bath
Biddeford
Calais
Caribou
Houlton
Lewiston
Portland
Rockland
Rumford
Sanford
Skowhegan
Waterville

MARYLAND
Annapolis
Baltimore
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
Clinton
Concord
Dalton
Dorchester
Dudley
Fall River
Fitchburg
Framingham
Great Barrington
Greenfield
Haverhill
Hyannis
Hyde Park
Lowell
Lynn
Malden
Marlboro
Medford
Milford
New Bedford
Newburyport
Newton
Newton Center
North Adams
Northampton
Norwood
Pittsfield
Plymouth
Quincy
Salem
Somerville
Springfield
Taunton
Waltham



YOUR GUIDE TO ALL THERLING VALUES IN CADILLAC OWNERSHIP



Cadillac Authorized Service Men Are Trained in Cadillac Methods

CADILLAC SERVICE

MASSACHUSETTS (Cont'd)

Watertown
Wellesley
Winchester
Worcester

MICHIGAN

Adrian
Alma
Alpena
Ann Arbor
Bad Axe
Battle Creek
Bay City
Benton Harbor
Birmingham
Cadillac
Calumet
Caro
Centerline
Charlevoix
Cheboygan
Dearborn
Detroit
Escanaba
Flint
Gladwin
Grand Rapids
Grayling
Greenville
Hastings
Holland
Howell
Jackson
Ionia
Iron Mountain
Iron River
Ironwood
Kalamazoo
Lansing
Lapeer
Ludington
Marquette
Mason
Midland
Milford
Monroe
Mt. Clemens
Mt. Pleasant
Muskegon
Newberry
Niles
Owosso
Plymouth
Pontiac
Port Huron
Reed City
Saginaw
Sault Ste. Marie
Standish
Sturgis
Tawas City
Three Rivers
Traverse City
Wyandotte
Ypsilanti

MINNESOTA

Albert Lea
Alexandria
Anoka
Austin
Bemidji
Benson
Brainerd
Chisolm
Detroit Lakes
Duluth
Fairmont
Faribault
Fergus Falls
Grand Rapids
Hastings
Hibbing
International Falls
Jackson
Lake City
Little Falls
Luverne
Mankato
Marshall
Minneapolis
Montvideo
Morris
New Ulm
Ortonville
Owatonna
Park Rapids
Pipestone
Red Wing
Redwood Falls
Rochester
St. Cloud
St. Paul
Slayton
Stillwater
Thief River Falls
Virginia
Wadena
Willmar
Winona
Worthington

MISSISSIPPI

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

MISSOURI

Bethany
Bolivar
Boonville
Brookfield
Cameron
Carrollton
Caruthersville
Chillicothe
Clayton
Clinton
Columbia
Excelsior Springs
Flat River
Fulton
Hannibal
Independence
Jefferson City
Joplin
Kansas City
Kennett
Kirksville
Lebanon
Macon
Marshall
Maryville
Mexico
Moberly
Neosha
Nevada
Poplar Bluff
St. Charles
St. Joseph
St. Louis
Sedalia
Sikeston
Springfield
Trenton
Union
Washington
West Plains

MONTANA

Anaconda
Billings
Bozeman
Butte
Choteau
Cut Bank
Deer Lodge
Dillon
Glasgow
Glendive
Great Falls
Hamilton
Harlowton
Havre
Helena
Hysham
Kalispell
Lewiston
Libby
Livingston
Malta
Miles City
Missoula
Plentywood
Sidney

NEBRASKA

Alliance
Auburn

NEBRASKA (Cont'd)

Beatrice
Broken Bow
Chadron
Columbus
Fairbury
Fremont
Grand Island
Hastings
Holdredge
Imperial
Kearney
Lexington
Lincoln
McCook
Nebraska City
Norfolk
North Platte
Ogallala
Omaha
O'Neill
Plainview
Schuyler
Scottsbluff
Sidney
Wayne
York

NEVADA

Elko
Ely
Las Vegas
Reno

NEW HAMPSHIRE

Berlin
Colebrook
Concord
Conway
Dover
Holderness
Keene
Laconia
Manchester
Nashua
Portsmouth
Rochester

NEW JERSEY

Asbury Park
Atlantic City
Bound Brook
Bridgeton
Burlington
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
Gallup
Hobbs
Roswell
Tucumcari

NEW YORK

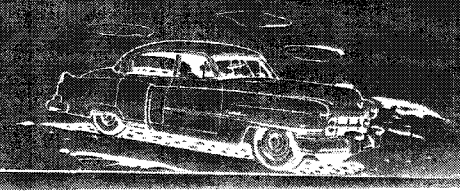
Albany
Albion
Amsterdam
Auburn
Batavia
Bath
Bay Shore
Bayside
Binghamton
Brewster
Brockport
Bronx
Brooklyn
Buffalo
Canandaigua
Catskill
Central Valley
Cooperstown
Dansville
Delhi
Dunkirk
East Aurora
Freeport
Geneva
Glen Cove
Glen Falls
Gloversville
Gowanda
Great Neck
Hamburg
Hempstead
Herkimer
Highland Falls
Homer
Hornell
Horseheads
Hudson
Huntington
Ithaca
Jamaica
Jamestown
Kingston
LeRoy
Lockport
Long Island City
Madison
Malone
Massena
Medina
Middletown
Mount Kisco
Mount Vernon
Newark
Newburgh
New Rochelle
New York
Niagara Falls
N. Tonawanda
Norwich
Ogdensburg
Olean
Oneonta
Ossining
Oswego
Patchogue
Peekskill
Penn Yan
Plattsburg
Pottsdam
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
Albemarle
Asheboro
Asheville
Aulander
Burlington
Charlotte
Durham
Edenton
Elizabeth City
Fayetteville
Forest City
Gastonia
Goldsboro
Greensboro
Greenville
Henderson
Hendersonville
Hickory
High Point
Kingston
Laurinburg
Lexington
Lumberton
Monroe
Mount Airy
New Bern
North Wilkesboro
Pinehurst
Raleigh
Reidsville
Rocky Mount
Salisbury
Shelby
Williamston
Wilmington
Wilson
Winston Salem

NORTH DAKOTA

Beach
Bismarck



YOUR GUIDE TO ALL TERLING VALUES IN CADILLAC OWNERSHIP



Cadillac Authorized Service Men Are Trained in Cadillac Methods

CADILLAC AUTHORIZED SERVICE

NORTH DAKOTA (Cont'd)

Devils Lake
Dickinson
Fargo
Grand Forks
Harvey
Jamestown
Minot
Rugby
Valley City
Williston

OHIO

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

OKLAHOMA

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

OREGON

Astoria
Baker
Bend
Burns
Coos Bay
Corvallis
Eugene
Grants Pass
John Day
Klamath Falls
LaGrande
Lakeview
Medford
Newport
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
Cannonsburg
Carlisle
Chambersburg
Charleroi
Chester
Clarion
Clearfield
Coatesville
Connellsville
Coudersport
Cresson
Donora
Dormont
Doylestown
DuBois

PENNSYLVANIA (Cont'd)

Easton
Elizabethtown
Ephrata
Erie
Franklin
Germantown
Gettysburg
Greensburg
Greenville
Hagerstown
Hanover
Harrisburg
Hazleton
Homestead
Honesdale
Huntingdon
Indiana
Irwin
Jenkintown
Johnstown
Kittanning
Kutztown
Lancaster
Lansdale
Latrobe
Lebanon
Lewisburg
Lewiston
Lock Haven
McKeesport
Meadville
Monongahela
Mt. Carmel
New Castle
New Kensington
Norristown
Philadelphia
Phoenixville
Pittsburgh
Pottstown
Punxsutawney
Quakertown
Reading
Ridgway
Robesonia
Schuylkill Haven
Scranton
Sewickley
Shamokin
Sharon
Sheffield
Shippensburg
Somerset
State College
Stroudsburg
Sunbury
Tamaqua
Titusville
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
Beaufort
Camden
Charleston
Cheraw
Columbia
Conway
Easley
Florence
Georgetown
Greenville
Greenwood
Hartsville
Kingstree
Lancaster
Laurens
Mullins
Newberry
Orangeburg
Rock Hill
Spartanburg
Sumter

SOUTH DAKOTA

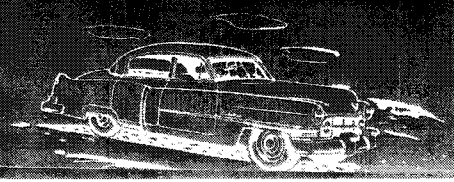
Aberdeen
Belle Fourche
Brookings
Deadwood
Hot Springs
Madison
Mitchell
Mobridge
Rapid City
Sioux Falls
Vermillion
Watertown
Winner
Yankton

TENNESSEE

Athens
Bristol
Chattanooga
Clarksville
Cleveland
Columbia
Cookeville
Covington
Dyersburg
Elizabethton
Greeneville
Harriman
Humboldt
Jackson
Johnson City
Kingsport
Knoxville
LaFollette
Lawrenceburg
Lebanon
McMinnville
Memphis
Morristown
Murfreesboro
Nashville
Paris
Union City

TEXAS

Abilene
Alice
Alpine
Amarillo
Austin
Ballinger
Bay City
Baytown
Beaumont
Big Spring
Bonham
Borger
Bowie
Brady
Breckenridge
Brownfield
Brownsville
Brownwood
Bryan
Carthage
Center
Childress
Cleburne
Coleman
Corpus Christi
Corsicana
Dalhart
Dallas
Del Rio
Denison
Denton
Eagle Pass
Eastland
El Campo
El Paso
Ft. Worth
Gainesville
Galveston
Georgetown
Graham
Greenville
Harlingen
Hearne
Henderson
Hillsboro
Houston
Huntsville
Jasper
Kermit
Kerrville
Kilgore
Kingsville
Lamesa
LaPorte
Laredo
Liberty
Littlefield
Longview
Lubbock
Lufkin
Marlin
Marshall
McAllen
McKinney
Midland
Mineral Wells
Mt. Pleasant
Nacogdoches
Odessa
Orange
Ozona
Palestine
Pampa
Paris
Pecos
Plainview
Port Arthur



YOUR GUIDE TO ALL T ERLING VALUES IN CADILLAC OWNERSHIP



Cadillac Authorized Service Men Are Trained in Cadillac Methods

CADILLAC Authorized SERVICE

TEXAS (Cont'd)
San Angelo
San Antonio
Seymour
Sherman
Smithville
Sonora
Stamford
Stephenville
Sulphur Springs
Sweetwater
Temple
Terrell
Tyler
Vernon
Victoria
Waco
Waxahachie
Wichita Falls

UTAH
Brigham
Cedar City
Coalville
Kaysville
Murray
Ogden
Price
Provo
Richfield
St. George
Salt Lake City
Tremonton
Vernal

VERMONT
Barre
Bennington
Brattleboro
Burlington
Newport
Rutland
St. Albans
St. Johnsbury
White River Junction

VIRGINIA
Alexandria
Charlottesville
Clifton Forge
Covington
Danville
Fredericksburg
Galax
Hampton
Lynchburg
Marion
Martinsville
Newport News
Norfolk
Norton
Petersburg
Portsmouth
Pulaski
Richmond
Roanoke
Staunton
Suffolk
Waynesboro
Williamsburg
Winchester
Wytheville

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

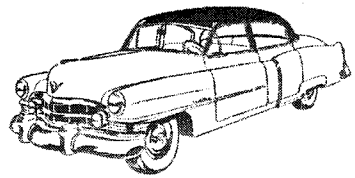
WEST VIRGINIA
Beckley
Bluefield
Charleston
Clarksburg
Elkins
Fairmont
Huntington
Logan
Martinsburg
Martinsville
Morgantown
Norfolk
Oak Hill
Parkersburg
Wheeling
White Sulphur Springs
Williamson

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

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

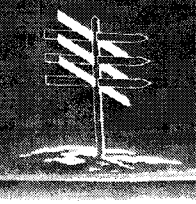
A Safety Note

Carbon Monoxide poisoning is always present in 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.





YOUR GUIDE TO ALL TIERLING VALUES IN CADILLAC OWNERSHIP



Your Easy Reference Index

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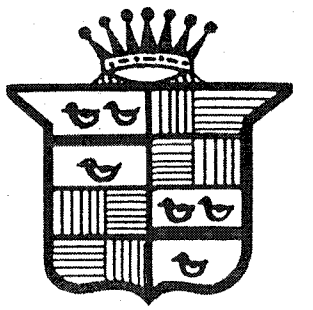
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C. Read.

Cadillac

1950 SERIES PARTS LIST



THIS PARTS LIST IS EFFECTIVE JANUARY 20, 1950.

ISSUED BY:

PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE

PRINTED IN U.S.A.

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CHART OF COLOR COMBINATIONS . . . . . PAGE 4
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GENERAL INFORMATION

This Parts List includes all active Chassis, Body and Cadillac Exclusive Accessories parts supplied for service replacement on 1950 cars.

Parts that are new and have not been used on previous models are indicated by the symbol (#) prefixed to the part number. The symbol (‡) is used as a prefix to indicate Cadillac Exclusive Accessories in Group 51.0000.

Group Sections are arranged according to the Master Parts Lists and may be inserted in their respective positions.

The "List Prices" and "Installation Charges" shown in this Parts List are suggested prices only for sales to consumers.

ENGINE NUMBERS CHART

SERIES	ENGINE NO.
1950 - 60S	506000000 to_____
1950 - 61	506100000 to_____
1950 - 62	506200000 to_____
1950 - 75	507500000 to_____
1950 - 86	508600000 to_____

TIRE SIZE CHART

SERIES	TIRE SIZES
1950 - 60S	8.00x15
1950 - 61	8.00x15
1950 - 62	8.00x15
1950 - 75	8.20x15
1950 - 86	8.90x15

ENGINE UNIT NUMBER CHART

TYPE OF TRANSMISSION	ENGINE UNIT NO.	SERIES
Standard	8-M-1 and up	50-61
Hydra-Matic	9-M-1 and up	50-60S,61,62,75,86
Standard	2-M-1 and up	50-75,86

BODY STYLES

STYLE NO.	SERIES	BODY TYPE	WHEEL BASE	OVERALL LENGTH
50-6019X	50-60S	5 Pass. Sedan (Fleetwood) (4 Door) w/automatic. Window Lifts (Hydraulic)	130"	225"
50-6137	50-61	5 Pass. Coupe (2 Door)	122"	212"
50-6169	50-61	5 Pass. Sedan (4 Door)	122"	212"
50-6237	50-62	5 Pass. Coupe (2 Door)	126"	221"
50-6237X	50-62	5 Pass. Coupe (2 Door) w/automatic Window Lifts	126"	221"
50-6237DX	50-62	5 Pass. Coupe (Deluxe) (2 Door) w/automatic Window Lifts (Coupe De Ville)	126"	221"
50-6267X	50-62	5 Pass. Convertible Coupe (2 Door) w/automatic Window Lifts (Hydraulic)	126"	221"
50-6219	50-62	5 Pass. Sedan (4 Door)	126"	216"
50-6219X	50-62	5 Pass. Sedan (4 Door) w/automatic Window Lifts (Hydraulic)	126"	216"
50-7523X	50-75	7 Pass. Sedan (Fleetwood) (4 Door) w/automatic Window Lifts (Hydraulic)	146-3/4"	236-5/8"
50-7533X	50-75	7 Pass. Imperial Sedan (Fleetwood) (4 Door) w/automatic Window Lifts (Hydraulic)	146-3/4"	236-5/8"
50-8680S	50-86	Commercial Chassis	157"	

CHART OF CAPACITIES

SERIES	50-60S	50-61	50-62	50-75	50-86
Engine Crankcase	5 qts.	5 qts.	5 qts.	5 qts.	5 qts.
*Cooling System	18 qts.	18 qts.	18 qts.	18 qts.	18 qts.
Gasoline Tank	20 gal.	20 gal.	20 gal.	20 gal.	20 gal.
Hydramatic Transmission Refill.	10-1/2 qts.	10-1/2 qts.	10-1/2 qts.	10-1/2 qts.	10-1/2 qts.
Dry	12 qts.	12 qts.	12 qts.	12 qts.	12 qts.
Transmission (Standard) Refill.	2-1/2 pts.	2-1/2 pts.	2-1/2 pts.	2-1/2 pts.	2-1/2 pts.
Dry	3-3/4 pts.	3-3/4 pts.	3-3/4 pts.	3-3/4 pts.	3-3/4 pts.
Rear Axle	5 pts.	5 pts.	5 pts.	5 pts.	5 pts.
Hydro-Lectric Complete System	3-2/3 pts.	3-2/3 pts.	3-2/3 pts. (closed cars) 7 pts. (Conv. style)	3-2/3 pts.	
Hydro-Lectric Pump Reservoir.	3 pts.	3 pts.	3 pts.	3 pts.	

*Add 1 quart on cars equipped with heaters

COLOR COMBINATIONS

SERIES 50-60S, 61, 62, 75

EXTERIOR COLORS

xComb. Code No.	BODY AND SHEET METAL Color Name	Color No.	Mfgr.	WHEELS Color Name	Matching Color No. (Synthetic Enamel, "Baking")
1	Black	20498A	R & M	Black (Standard)	B-94-2109C
				Vincennes Red (Optional)	B-94-3618R
2	Hampden Blue	P.S.0218	R & M	Hampden Blue (Standard)	
				Vincennes Red (Optional)	B-94-3618R
3	Lynton Green	286-85087	Dupont	Lynton Green (Standard)	
				Vincennes Red (Optional)	B-94-3618R
4	Tyrolian Gray	P.S.1195	R & M	Vincennes Red (Standard)	B-94-3618R
				Tryolian Gray (Optional)	B-182-10221
5	Berkshire Blue	P.S.0222	R & M	Berkshire Blue (Standard)	
				Vincennes Red (Optional)	B-94-3618R
6	El Paso Biege	P.S.8851	R & M	El Paso Biege (Standard)	B-182-10078
				Vincennes Red (Optional)	B-94-3618R
7	Corinth Blue	022299	R & M	Corinth Blue (Standard)	B-94-71063
				Vincennes Red (Optional)	B-94-3618R
8	Savoy Gray	P.S.0131	R & M	Vincennes Red (Standard)	B-94-3618R
				Savoy Gray (Optional)	
9	Madeira Maroon	P.S.633	R & M	Madeira Maroon (Standard)	B-162-22159M
				Vincennes Red (Optional)	B-94-3618R
10	French Gray	020152	R & M	Vincennes Red (Standard)	B-94-3618R
				French Gray (Optional)	B-94-70397
12	Glacier Green	P.S.0304D	R & M	Glacier Green (Standard)	
				Vincennes Red (Optional)	B-94-3618R
15	†Vista Gray	P.S.1184	R & M	Vincennes Red (Standard)	B-94-3618R
	‡French Gray	020152	R & M	French Gray (Optional)	B-94-70397
16	†Marlow Green	P.S.0301	R & M	Marlow Green (Standard)	
	‡Lynton Green	286-85087	Dupont	Vincennes Red (Optional)	B-94-3618R
17	†French Gray	020152	R & M	French Gray (Standard)	B-94-70397
	‡Berkshire Blue	P.S.0222	R & M	Vincennes Red (Optional)	B-94-3618R
19	†Kingswood Gray	P.S.1194	R & M	Vincennes Red (Standard)	B-94-3618R
	‡Tyrolian Gray	P.S.1195	R & M	Tyrolian Gray (Optional)	B-182-10221
20	†Hampden Blue	P.S.0218	R & M	Corinth Blue (Standard)	B-94-71063
	‡Corinth Blue	022299	R & M	Vincennes Red (Optional)	B-94-3618R
22	Fiesta Ivory	27789	R & M	Fiesta Ivory (Standard)	B-94-71062
				Vincennes Red (Optional)	B-94-3618R
23	†Black	20498A	R & M	Fiesta Ivory (Standard)	B-94-71062
	‡Fiesta Ivory	27789	R & M	Vincennes Red (Optional)	B-94-3618R

† Upper panels
‡ Lower panels
x Code Comb. No. will be found stamped on Body Plate on dash.

Automobile Manufacturers Association
Consolidated Specification Questionnaire
For 1950 Models
Mechanical Details

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

Name of Maker Cadillac Motor Car Division Address 2860 Clark Avenue

Date January 1950

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

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

ENGINE

No. of cylinders 8

Valve arrangement 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 level (barometric pressure 29.92 inches of mercury) with standard fuel (Octane 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* .0015 *bottom* .0

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

* at 3.8125 min. bore dia.

RODS and PINS

Wristpin—

Material 1045 steel

Length 3-3/32" Diameter 1"

Locked in rod, piston or floating Pressed in rod

Clearance in piston 0 to .05

Clearance in rod 0 to 0

Connecting rod—

Length—*center to center* 6-5/8"

Material 1041 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)

Shim

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 Rubber absorption

** Export 6.70-1

Make of Car CADILLAC Model 60,61,62,75 Date January 1950

CRANKSHAFT (cont'd)

Crankshaft counterweights used, number of 6
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. & EATON
Material 3140 steel
Overall length 4.539-4.559 4.1/2 R-4.6.1E
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 .327
Spring pressure and length—
Outer—

VALVES (cont'd)

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.* -

EXHAUST VALVE—
Make Rich Mfg. & EATON
Material Head-N82120 Stem-8729 4.612
Overall length ~~4.539-4.559~~ 4.623
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 .327
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* .001
Hydraulic valve lifters—*yes or no* Yes
Valve timing—
Intake opens 24 *degrees* BUDC *piston travel* *inches*
Intake closes 98 " ALDC " " *inches*
Exhaust opens 63 " BLDC " " *inches*
Exhaust closes 49 " AUDC " " *inches*
Valve Timing Marks—*on Flywheel, Vibration Damper, None*

LUBRICATION

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

Make of Car CADILLAC Model 50,61,62,75 Date January 1950

STARTING MOTOR

Make Delco Model 1107969
Normal engine cranking speed -
Brush spring tension 24-28 oz.
Lock test—
Amperage draw 600 Max.
Volts 310 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 "
5. Operate button on dash x
6. Pull out throttle -
Starting motor pinion meshes front or rear Front
No. of teeth in flywheel 145
Face width of flywheel teeth .500
Gear 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 (Adj. to 6.4)
Amperes to open, reverse current - 0-4
Air gap .020
Voltage regulator—
Volts 7.0-7.7 (Adj. to 7.4)
Temperature 150°F.
Air gap .075
Current regulator—
Amperes 40-46 (Adj. to 42)
Temperature 150°F.
Air gap .075
Car speed for maximum charging rate 28 MPH
Ammeter or charge indicator make AC

LAMPS

Lighting switch make Delco
Are tail and dash lights in series No
Headlights—
Make Guide
Location—*in fender, in catwalk, or radiator shell* fenders
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. Co.
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 press.plate
No. of clutch driven discs One
Clutch facing—
Material—*woven or moulded asbestos, cork* Woven
Inside diameter 7"
Outside diameter 61 (10½") 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 ~~overdrive shifting mechanism~~—*yes* ~~no~~
* *If yes,* Make Hydra-Matic 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— Std. transmission
In overdrive - In second 1.53-1
In third Direct drive In fourth -
In low 2.39-1 In reverse 2.39-1

*Hydra-Matic - standard on series 62,60
Ratios - Low - 3.819 Fourth - direct
Second - 2.634 Reverse - 4.304
Third - 1.450

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STEERING

Steering gear—
Type Recirculating Ball
Make Saginaw Model
Ratio 21.3 (overall 25.47)
Lubricant recommended S-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 4.50
Car turning radius—*feet—right, left or both* +
Caster—*degrees* -1/2° to +1/2°
Camber—*degrees or* -3/8° *inches* to +3/8°
Toe-in—*inches* 1/32" to 3/32"
Crosswise inclination of kingpin—*degrees* 5°51' @ 0°Camber
Front axle— Independent Suspension
Make Own Model
Section type—*I-beams, tubular or none*
End type—*Elliott or reverse Elliott*
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—		60-61-62	75
Material	Composite	Diameter 11	12
Lining—		60-61-62	75
Length per wheel	Riveted	22.45	25.84

+ Outside Bumper Sweep

61	62	60	75
22.00'	22.50'	23.00'	25.50'

BRAKES (cont'd)

Width 2-1/2" Thickness 3/16"
Clearance—*toe* .007 - .010 *heel* .007 - .010
Total foot braking area 60-61-62 (224.5) 75(258.5)
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—	(61)	(62)	(60,75)
Depth—*maximum*	7-1/8,	7-5/32,	7-3/16
Thickness—*maximum*	1/8,	9/64,	5/32
Flange width—*maximum*	2-9/16,	2-37/64,	2-19/32

Wheelbase 61(122) 62(126) 60(130) 75(146 3/4)
Tread—
Front 59
Rear 63
Weight of standard 5-passenger, four-door sedan—
Shipping
Curb
Price of standard 5-passenger, 4-door sedan
First serial number, this series 61(506100000) 62(506200C 60(506000000) 75(507500C
* Serial number location
** Overall length of car—
With bumpers and bumper guards
Overall width of car normal
Overall height, road to roof with no load

* Upper right corner on front face of R.H.Bl Numbered right angle to crankshaft. The chassis number stamped two places, top fla of R.H. Side Bar-rear of engine mounting, top R.H. Side Bar, midway in chassis cover by body. Number same as engine number.

		6169	6219	6237 & D	6267	6019	7523-33
**	Overall length	211 7/8	215 7/8	220 7/8	220 7/8	224 7/8	236 5/8
	Overall width	80 1/8	80 1/8	80 1/8	80 1/8	80 1/8	80 1/8
	Overall height	62	62 11/16	60 15/16	61 1/8	62 11/16	64 1/16

Overall height (6137)-- 60 15/16

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

* Not included factory
delivered price
Heaters - Harrison Radiator Division

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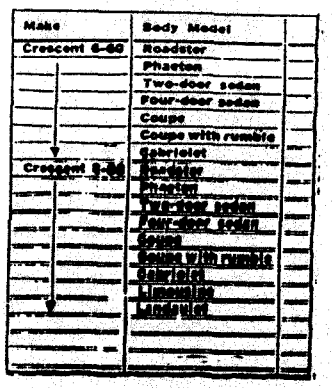
BODY DETAIL AND EQUIPMENT FORMS

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 6137	Coupe		5	122		3	Fisher
6169	Sedan		5	122		4	
6237	Coupe		5	126		3	
6237D	↓		5	126		3	
6267	Conv.		5	126		3	
6219	Sedan		5	126		4	
6019	↓		5	130		4	Fleetwood
7523			7	146 3/4		5	
7533			7	146 3/4		5	

SEATING ARRANGEMENT NUMBERS

1—Two-door car with no rear seat.
2—Two-door car with rumble seat.
3—Two-door car with conventional rear cushion.
4—Four-door car with cushions front and rear.
5—Four-door car with cushions front and rear plus two auxiliary seats folding into
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 stationery.
9—Two-door car with rear stationery seat for