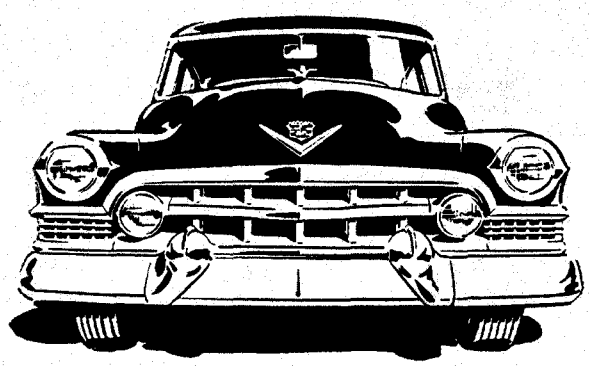
1951

Cadillac DATA BOOK

During the half-century of its existence, the Cadillac motor car has stood uniquely alone in the way it looks, in the way it performs, and in the prestige it bestows upon its owners. So well has it been designed and so soundly built during these many years, in fact, that Cadillac now enjoys a reputation for quality and goodness that is probably without parallel in all our industrial history. But it is, nevertheless, always an extremely happy occasion with us when we find ourselves embarking on a year that promises to increase still more the measure of Cadillac's leadership in the world of motor cars. As the ensuing pages will reveal—1951 is destined to be still another such year.



There is every indication that the situation which has prevailed during recent years—with the demand for the Cadillac car *far* in excess of our rate of production—may continue without abatement during the coming year.

This in no way, however, diminishes the importance of your job as a Cadillac salesman. Rather, it gives it *greater* importance—for your handling of prospects during these delicate times will not only have its immediate effect, but will determine to a large extent the success of future years.

As always, your primary obligation is as counselor to the present Cadillac owner who is changing to the new model. Great care should be taken in assisting him in his selection—for each new series is designed to meet the specific requirements of a particular group of owners. The proper selection is, therefore, of great importance to the owner's future happiness with the car.

You have also, however, an obligation to the *new* Cadillac owner.

Even during periods of demand such as this, the importance of bringing new Cadillac owners into the fold can not be over-emphasized. Survey after survey has revealed that once a man moves up to Cadillac, he is invulnerable to competition. But let him slide too long —and he may be lost forever!

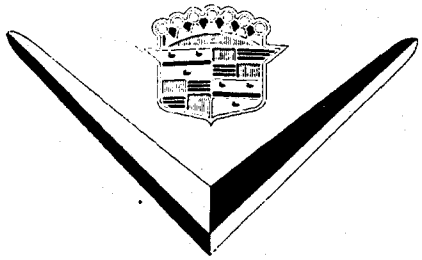
Usually a new prospect considers the purchase of a Cadillac car for at least two years before actually buying. Sometimes it may be longer than this. But during that period, whatever it may be, he is in a susceptible frame of mind—and the time for direct selling is then at hand. Seeking him out at the proper psychological moment can be done only by constant and close attention to your prospect list.

Both the experienced Cadillac owner and the man first moving up to Cadillac will ordinarily encounter some delay in receiving his new car. It should be explained to him that Cadillac cars cannot be built by hurried production methods—and that to do so would be to sacrifice the very qualities that brought him to the "Standard of the World." He should understand that no car can ever take the place of a Cadillac—and that his patience will bring him a reward that will repay him for his waiting many times over.

Let us caution you again that the seeming lack of urgency should not act as a sedative—but rather as a challenge. For the selling tasks now confronting you can lay the foundation for continued prosperity once the normal buyer's market returns.

This booklet has been designed to assist you in the intelligent execution of these tasks.

1951

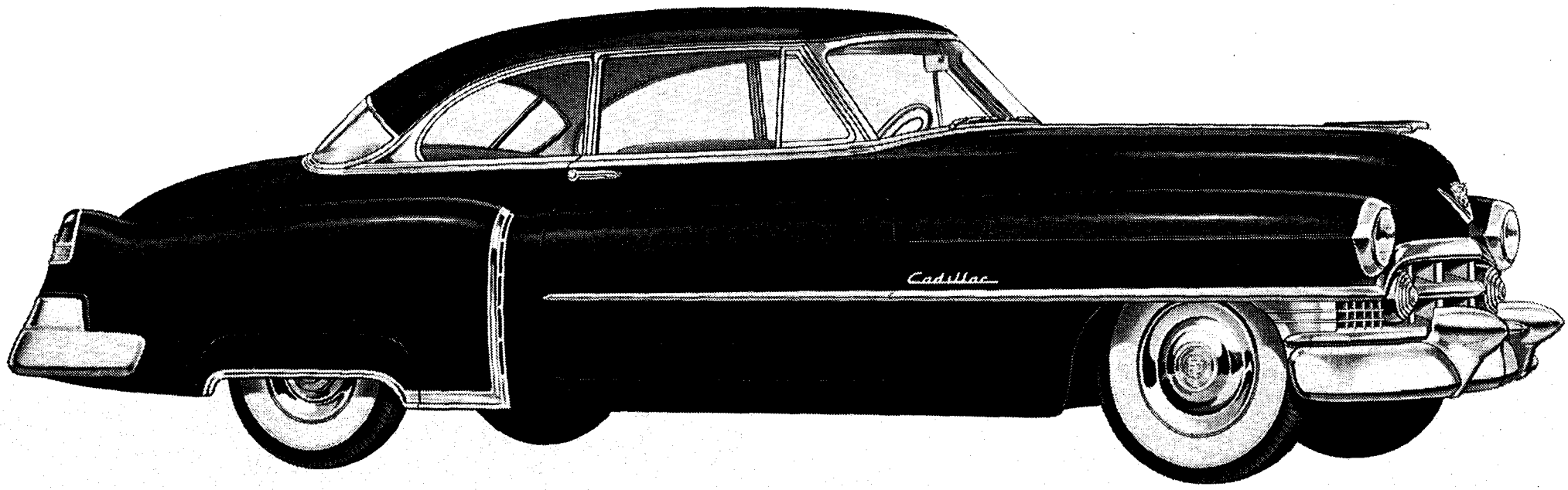


SERIES 61

The new Cadillac Series 61, available in two body styles, offers the distinction of Cadillac ownership at the lowest possible cost consistent with Cadillac standards. It is identical in front-end appearance and in basic features to other 1951 Cadillacs. Because of its moderate price this series is particularly popular with motorists first moving up to the "Standard of the World."

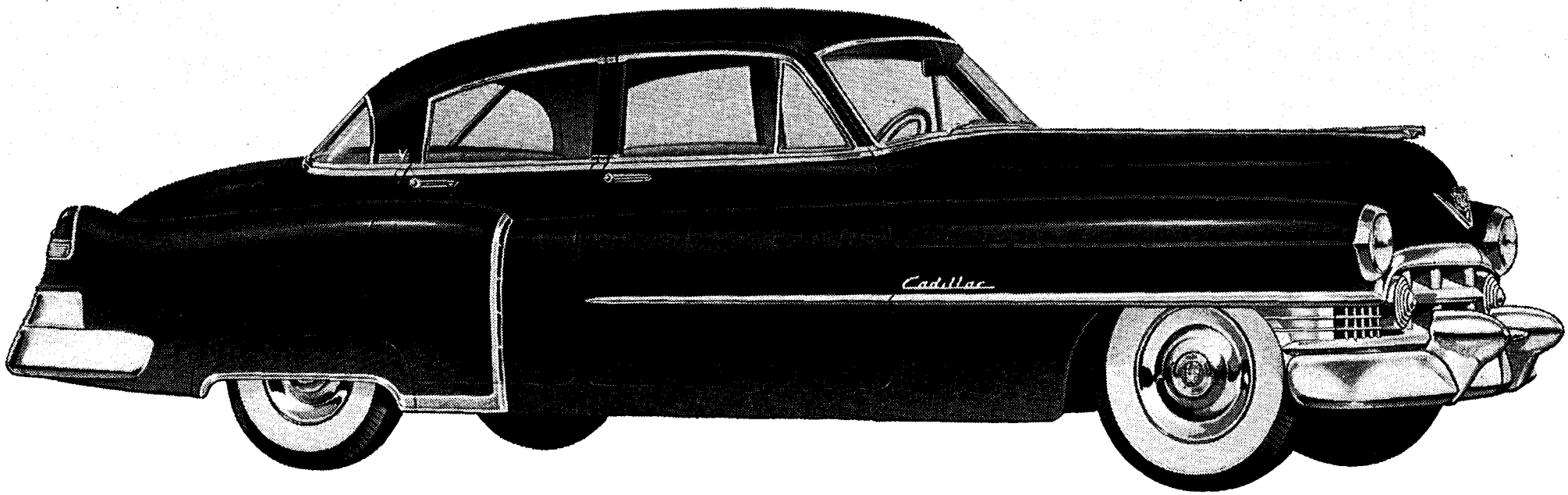
Cadillac Series 61 Coupe

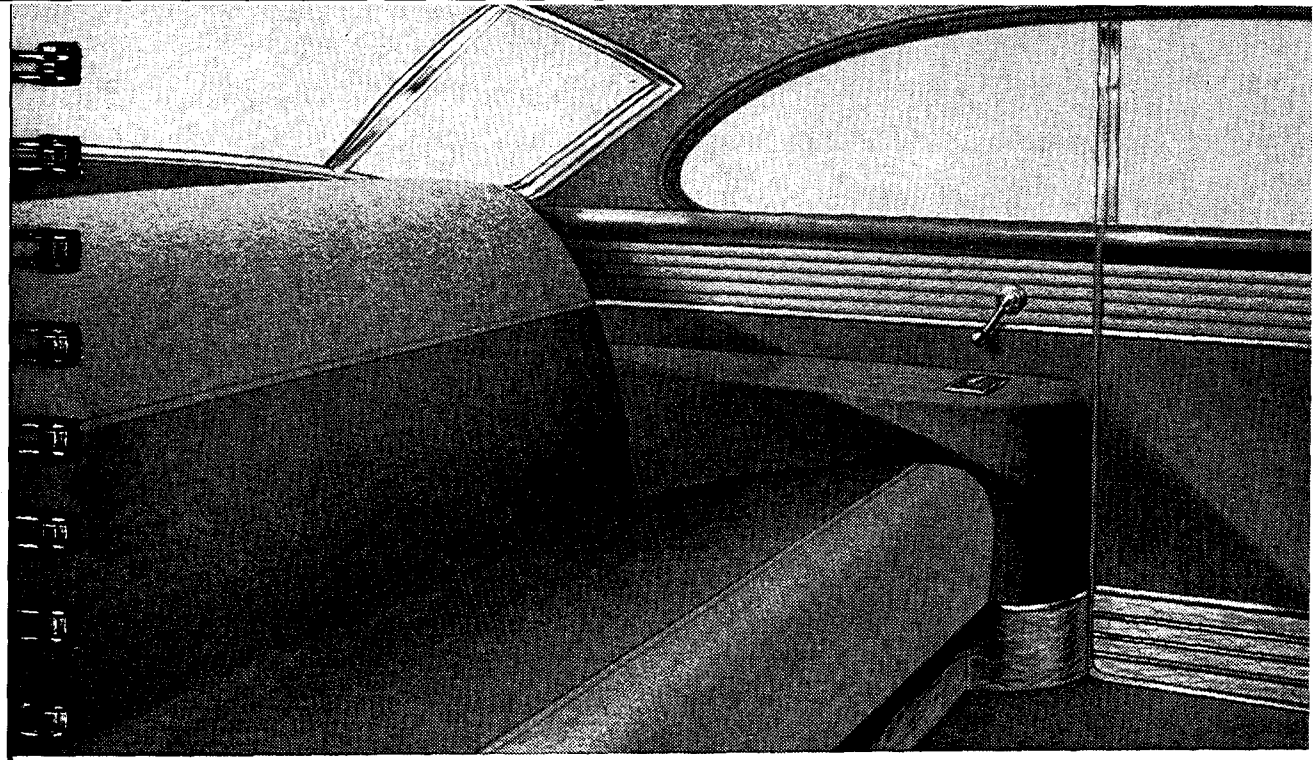
1951



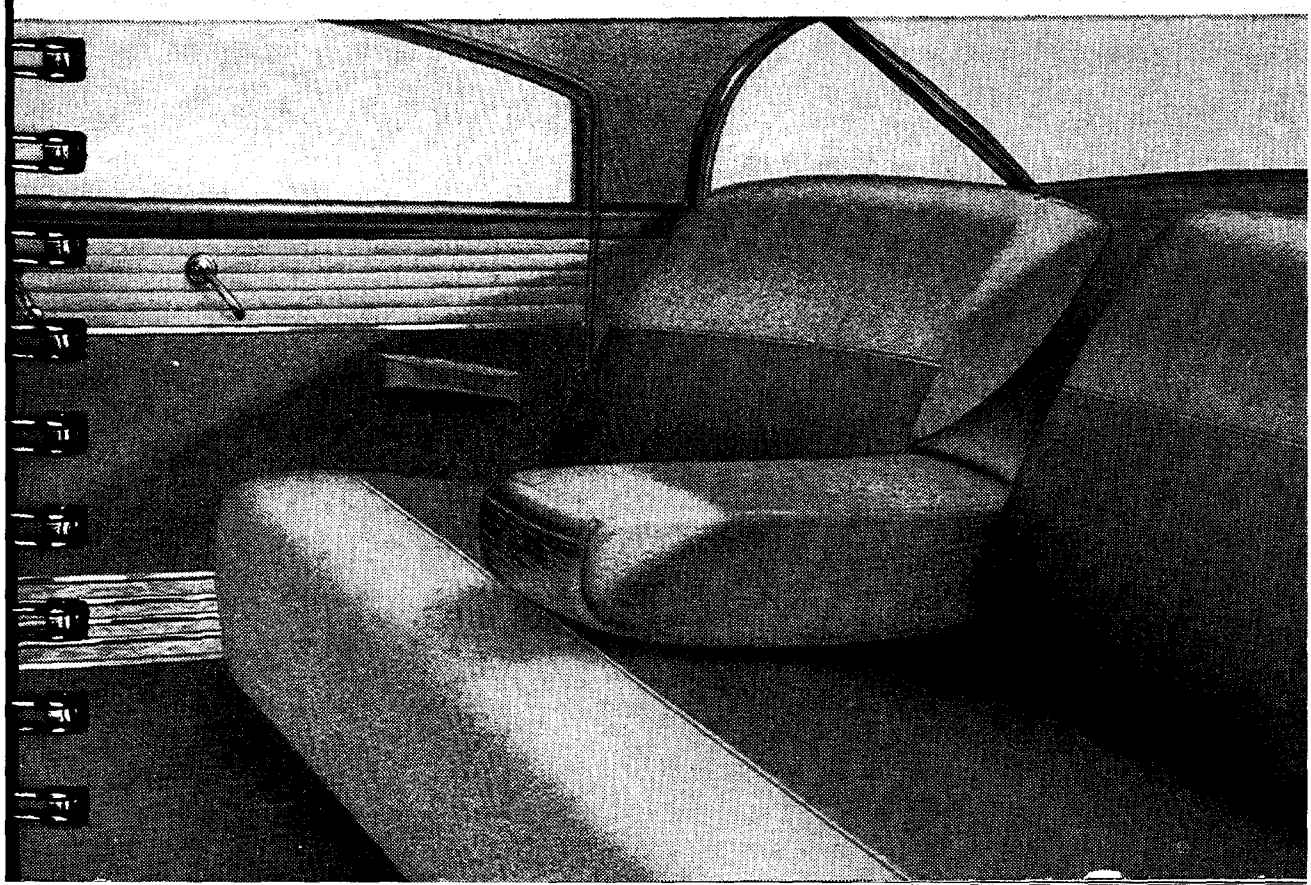
Cadillac Series 61 Sedan

1951





Series 61 Sedans and Coupes strike a fresh note in interior beauty. Bolstered two-tone seats and seat backs are available in pattern or plain cloth with a choice of either gray or tan, combined with light-tone broadcloth. Doors feature light-tone cloth risers above plain or patterned cloth panels. Stainless steel moldings with leather risers serve as a kick panel, while headlining is light in tone. Window moldings and trim panels are painted to match the trim motif. Wool pile carpeting in front and rear compartments complements interior color. Features of the coupe include large rear side windows, a full-width rear window with narrow quarter panel . . . extra large side arm rests, ash receiver and robe cord in back of front seat. Rear seat leg room has been increased through the use of newly designed recessed front seat back on the sedan model and new rear seat-back cushions on both sedan and coupe.



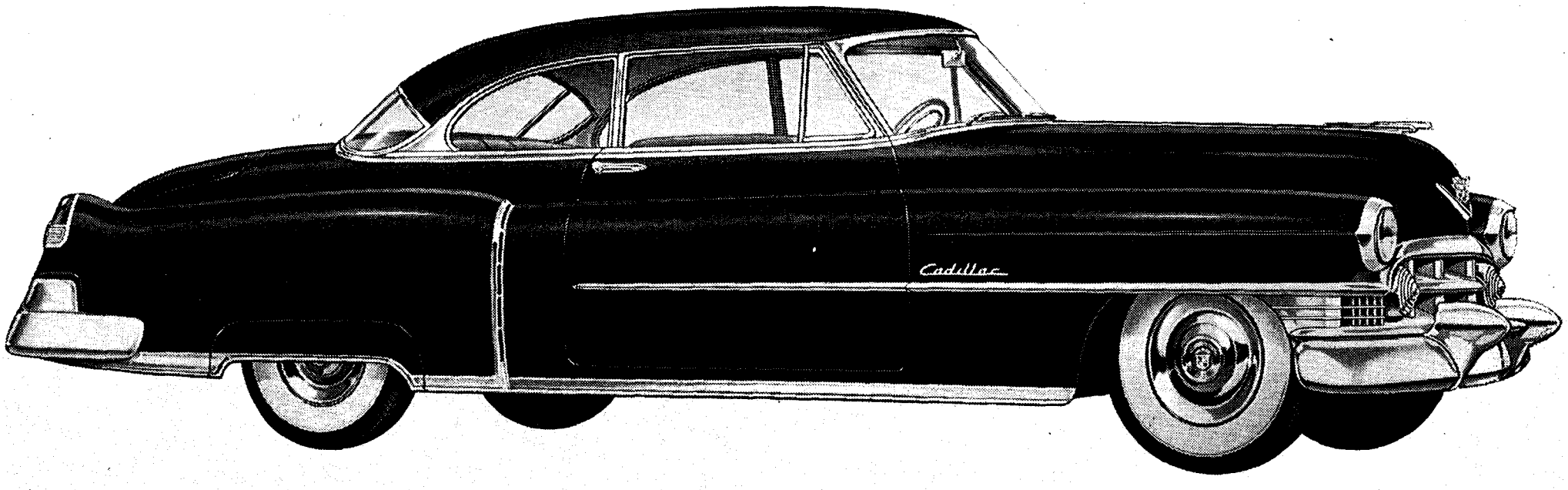
1951

SERIES 62

The new Cadillac 62 offers a variety of coupe and sedan models, including two of the most strikingly beautiful in the entire Cadillac line—the convertible and the Coupe de Ville. All the interiors of this series have been brightened and enriched, making them as breath-takingly beautiful as their exteriors. Whether the preference is for a closed car, a convertible, or a semi-sport car, this series should be given careful consideration.

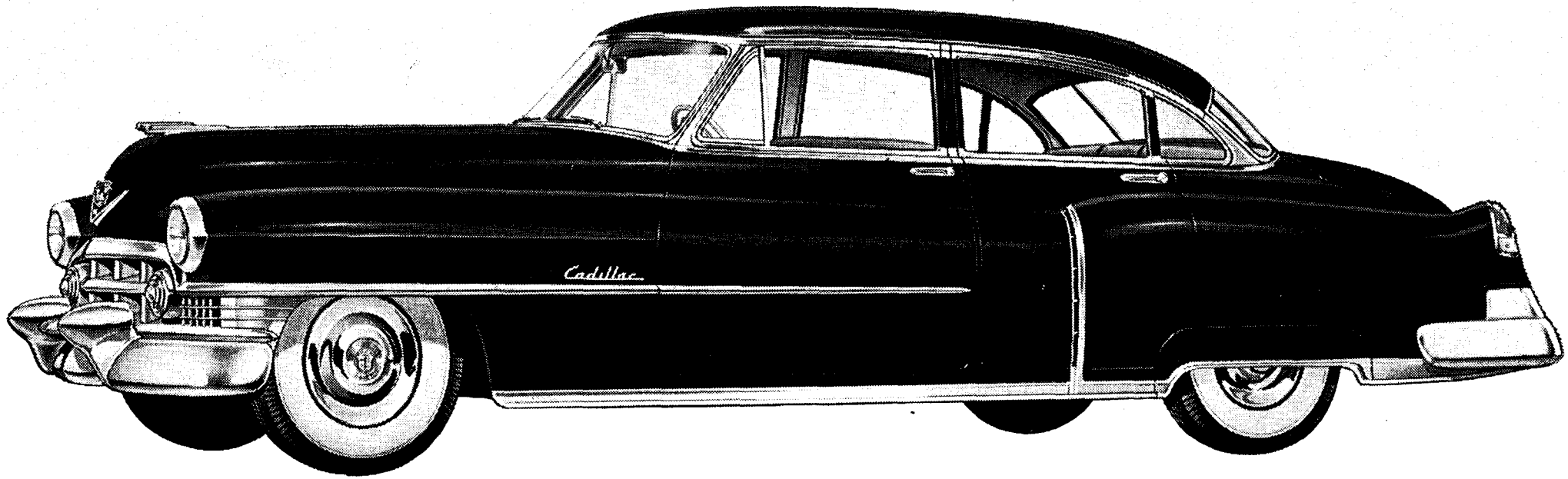
Cadillac Series 62 Coupe

1951



Cadillac Series 62 Sedan

1951



Cadillac Series 62 Coupe deVille

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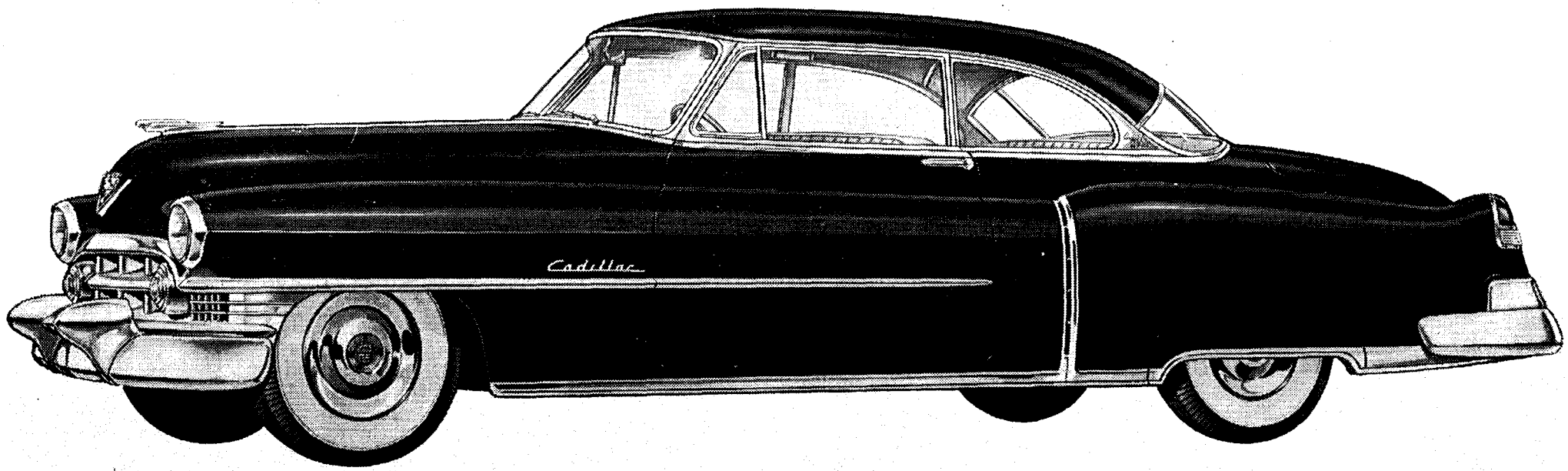
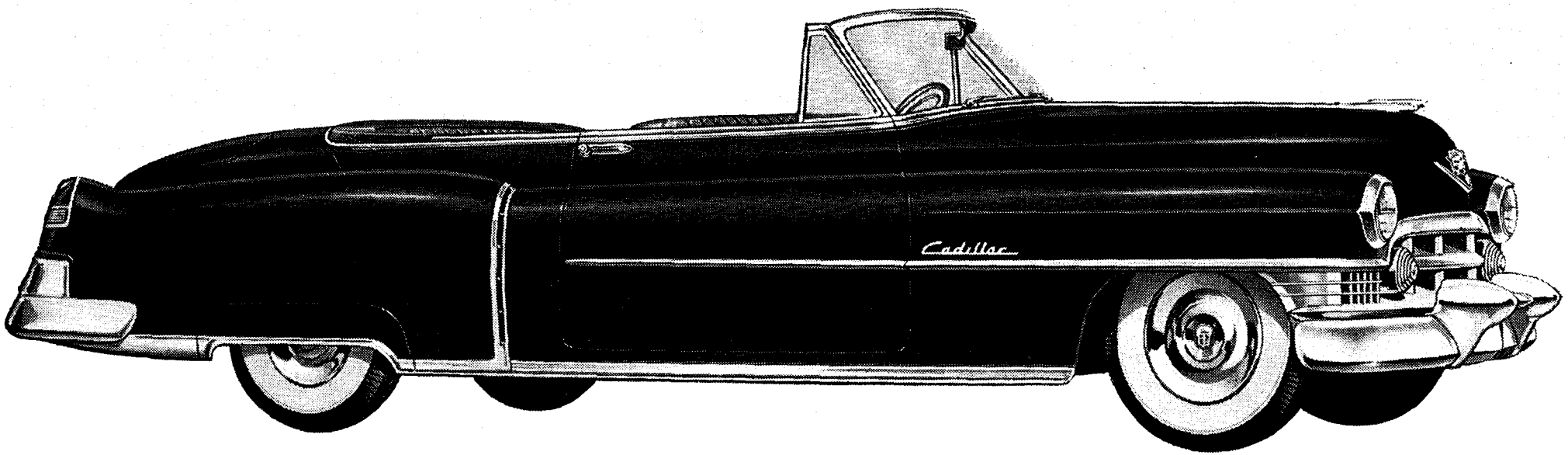
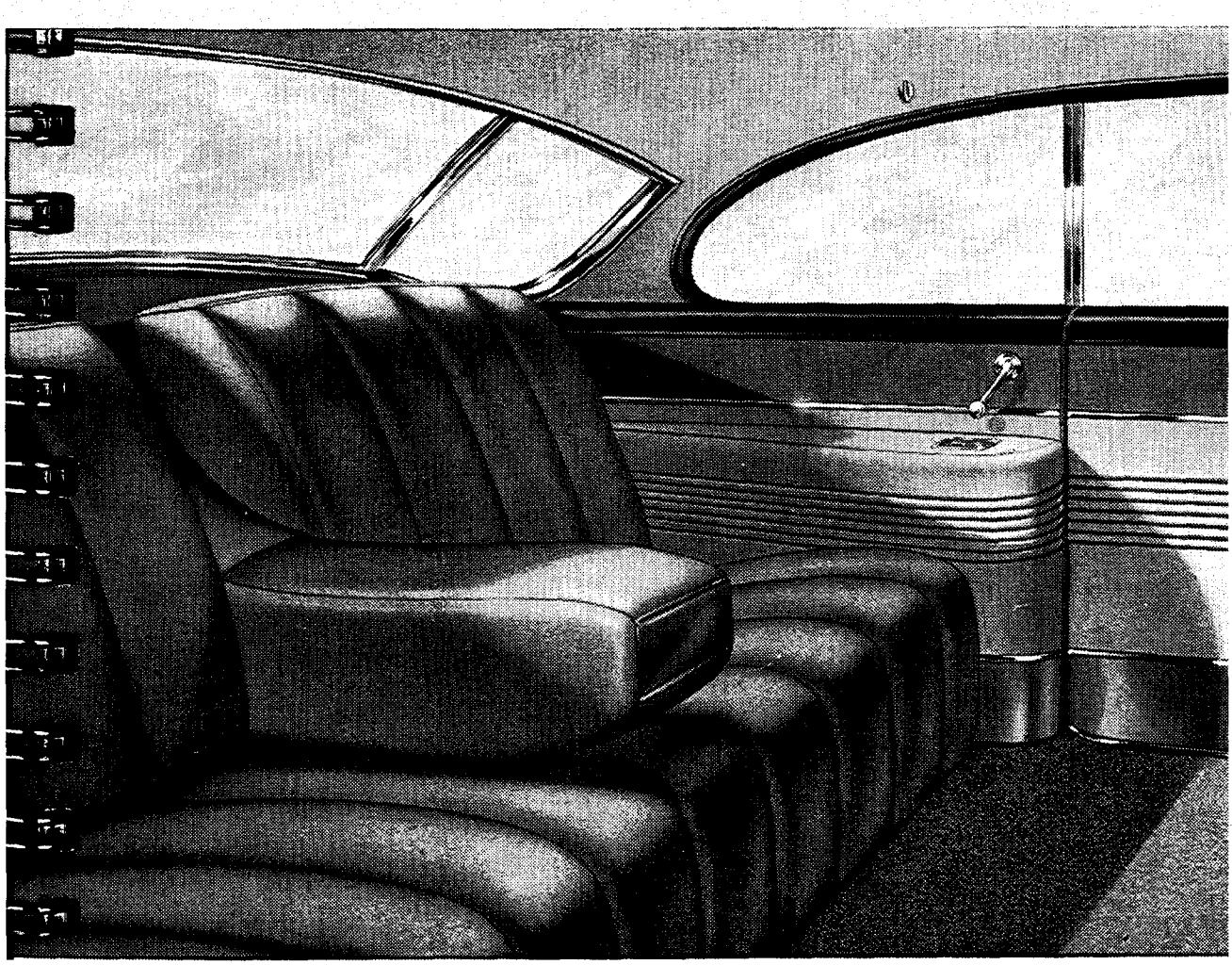


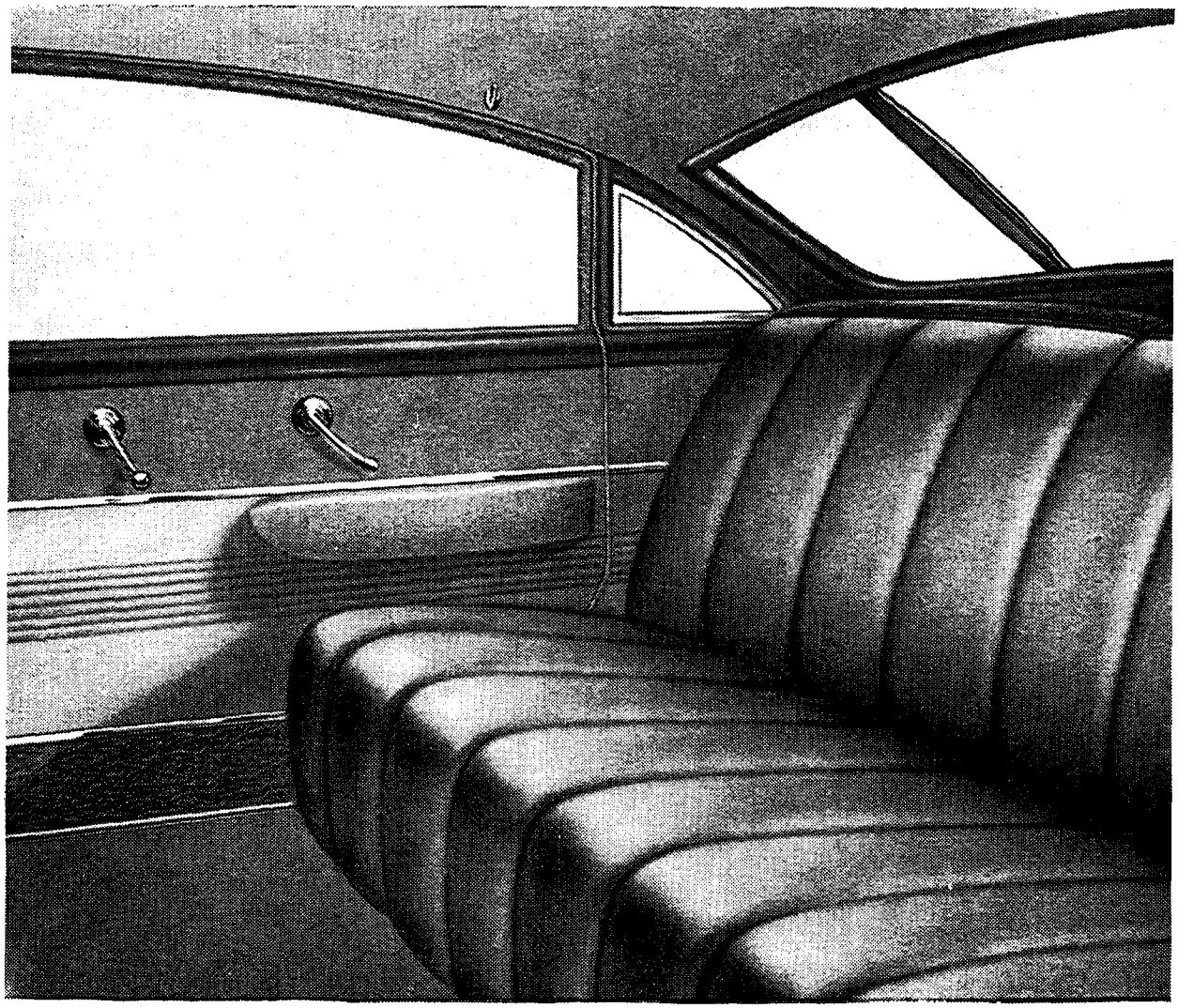
Cadillac Series 62 Convertible

1951



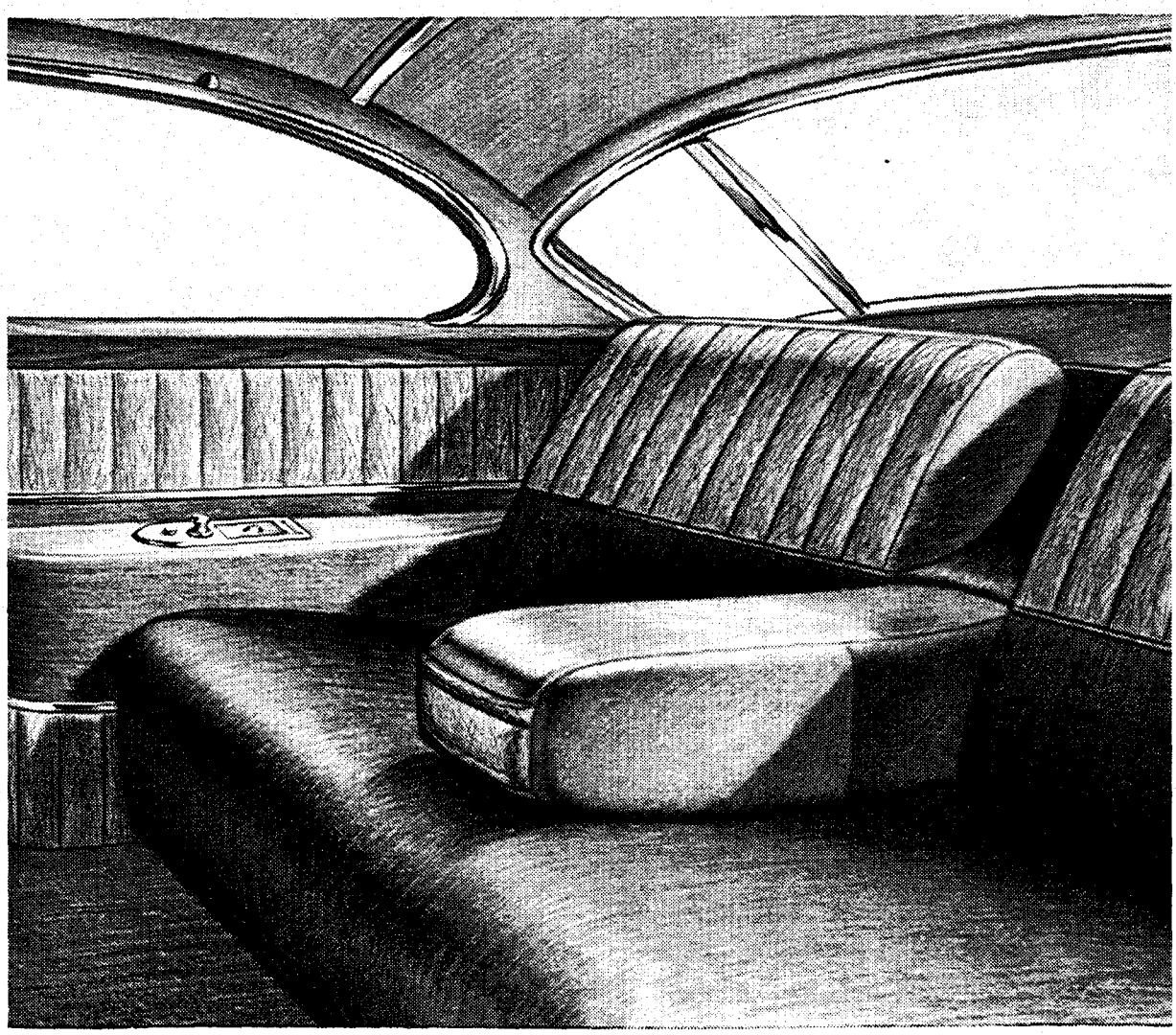
The interior of the Series 62 Coupe is distinctively styled and beautifully tailored in two-tone combinations of either tan or gray, in either pattern, cord or plain cloth. Seats and seat backs are upholstered in 6″ pleats, while light and dark tones give sparkling new appearance to side and door panels. Doors feature a flowing line of cloth risers with brilliant chrome trim moldings and painted window molding. Extra large side arm rests with insert ash receivers and a large center arm rest add to comfort and convenience. Narrow rear quarter panels and large rear windows which pivot at the front increase visibility.



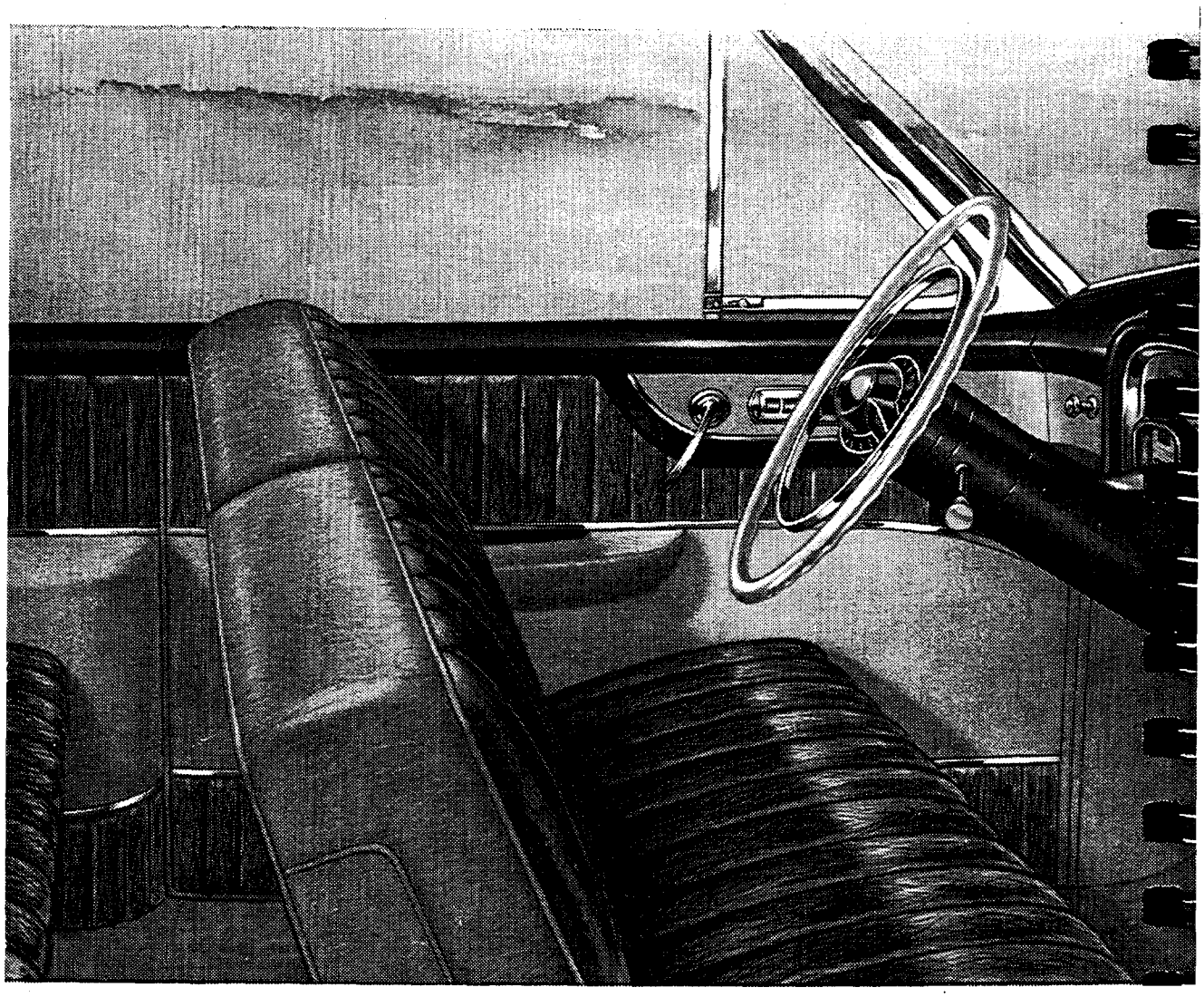


The Series 62 Sedan rear compartment offers the same general interior motif as the Coupe. Deep, soft, wide seat cushions and backs are tailored in either pattern, cord or plain material, in a choice of tan or gray. The large center arm rest and side arm rests enhance the comfort and luxury of this model. A robe cord and ash receiver are inset in the recessed front seat back. Harmonizing carpets, chrome moldings and bright chrome hardware enhance the over-all beauty of styling. All garnish moldings and trim panels are painted to harmonize with the upholstery color. The narrow rear corner pillar, which increases structural strength, and the large full width rear window increase visibility. The wool pile carpeting matches the trim.

Here is an interior so beautiful that it is destined to endear itself to all whom it surrounds. The Coupe de Ville this year is striking beyond description—carrying the sports motif to its fullest expression. Dark, rich broadcloth of either blue, green or tan is used on seats, side and door panels. Light tone leather in gray, green or buff is used on both the upper half of the seat backs and the top and bottom of both the side and door panels. The headlining matches the leather color, while chrome simulated top bows and bright chrome hardware highlight the whole gorgeous picture. The instrument and trim panels match interior trim. Wool pile carpeting is of either blue, green or tan to match the trim. Window and front seat controls are hydraulically operated.



Convertible Interiors are trimmed entirely in leather and are available in either three single colors or in two-tone combinations of green or blue. Seat cushions and seat backs are pleated with dark-toned leather as are the top and bottom of the door and side panels. In two-tone trim, plain leather of a light tone is used in the door and side panel and across the top of the seat backs. Bright chrome hardware highlights the all-over color scheme. Instrument and trim panels are painted to match the exterior color while the floor carpeting matches the dark-toned leather. Windows, top and front seat adjustment are hydraulically operated. Quietness and extra rigidity are assured in convertibles due to the extra heavy frame and the addition of more body bolts and extra rigid body supports.

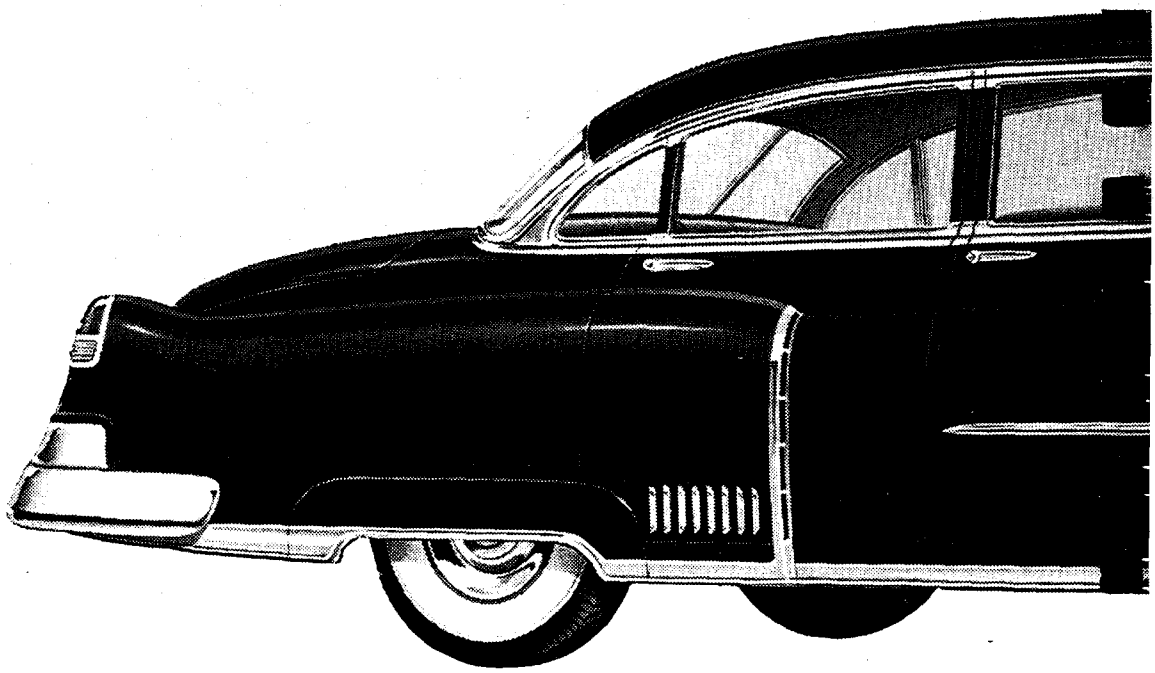


1951

SERIES 60 SPECIAL

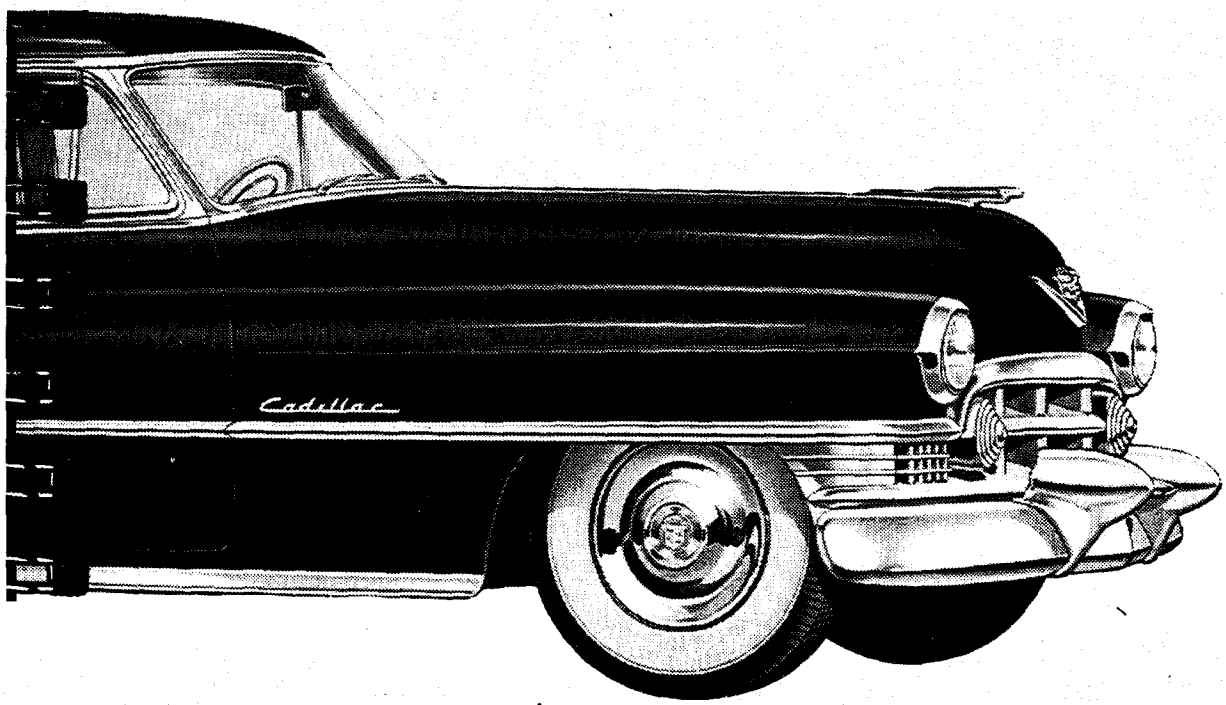
The magnificent Cadillac Fleetwood 60 Special—a car so distinguished and lovely that it knows no rival for the affections of the motoring public. Significantly, there is but one model in this series—a model which has, perhaps, played the major role in building Cadillac's reputation as the "Standard of the World." A natural and logical choice of fine car owners who want the most distinguished owner-driven car the industry affords.

Cadillac Fleetwood 60



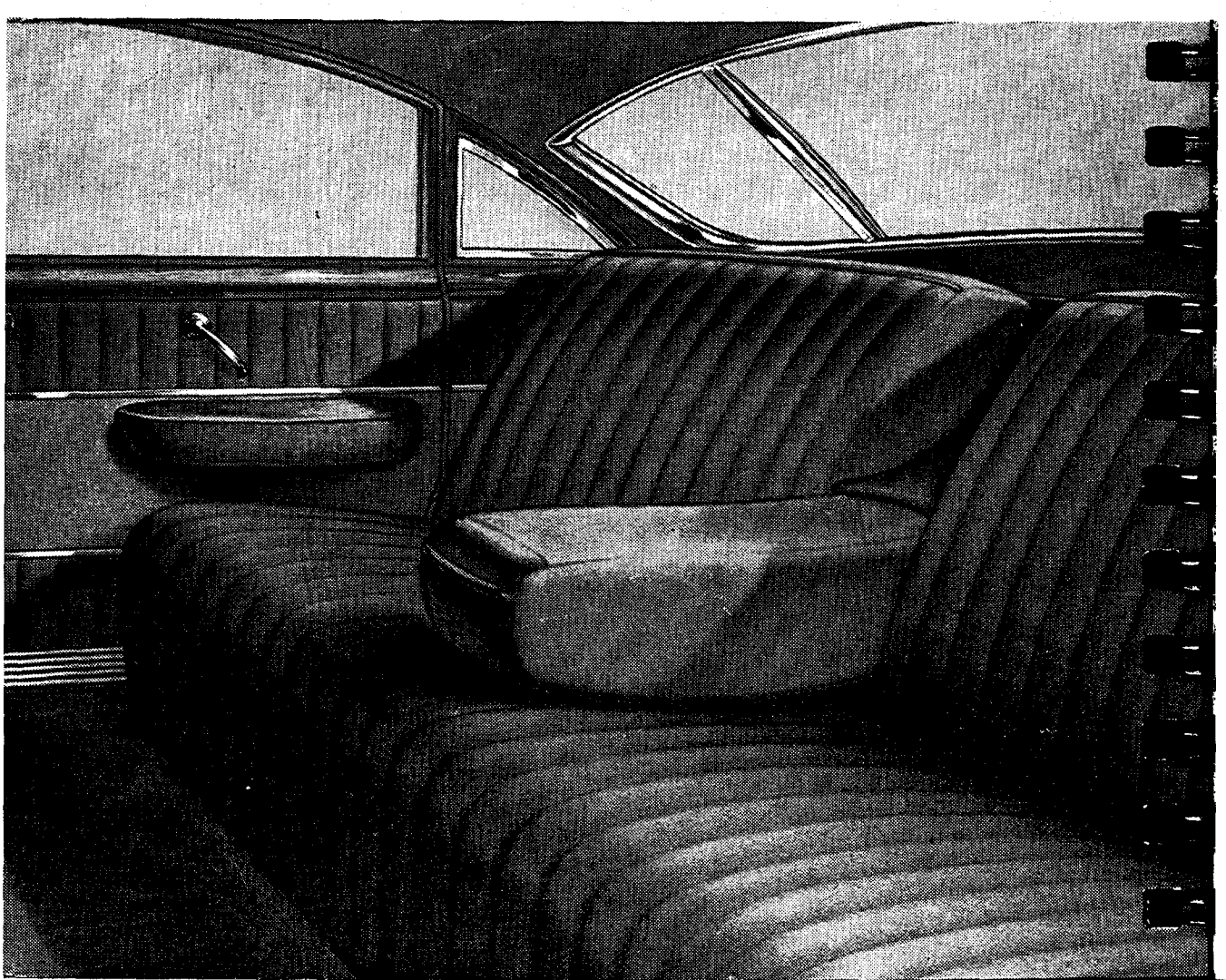
Easily identified by the extra long rear deck and the long rear fenders with eight louvers on the rear fender door cap, the 60 Special is a car designed for those who desire America's finest owner-driven motor car. Every detail places the emphasis on luxury. A wide choice of fine upholstery fabrics in a variety of colors meets the desire of the most discriminat-

Special 1951



ing. This magnificent sedan, whose extra length and graceful flowing lines distinguish it from all other cars, is beautiful and fleet in appearance. Every luxurious detail—from the hydraulic window and seat controls, large one-piece windshield, narrow rear quarter panel, affording exceptional vision —has been included in this most exclusive of all Cadillacs.

The interior of the magnificent 60 Special is a perfect example of the coachmaker's art at its finest. Richly upholstered in a choice of fabric colors—green, tan, blue or gray—it features harmonizingly blended color variations, highlighted by bright chrome appointments. The seats and seat backs are pleated in flowing, graceful lines, in rich broadcloth. Contrasting light and dark tones with chrome moldings highlight the door panels. Instrument and trim panels are painted to match the general color scheme. Headlining is in lighter tones while the wool pile carpeting matches the trim. All front compartment hardware, including a hydraulically operated master window control in the driver's door, is set in an individual panel in the front doors. A large center arm rest in the rear seat adds to comfort. A robe cord, ash tray and lighter combination, and large assist grips are inset in the recessed front seat back.



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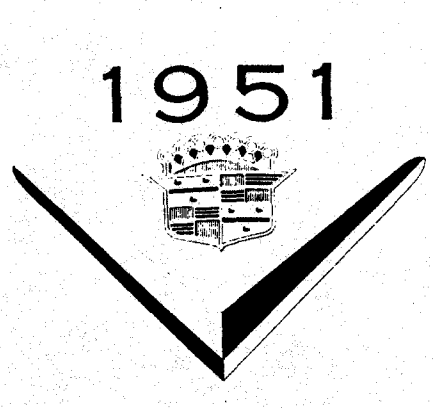
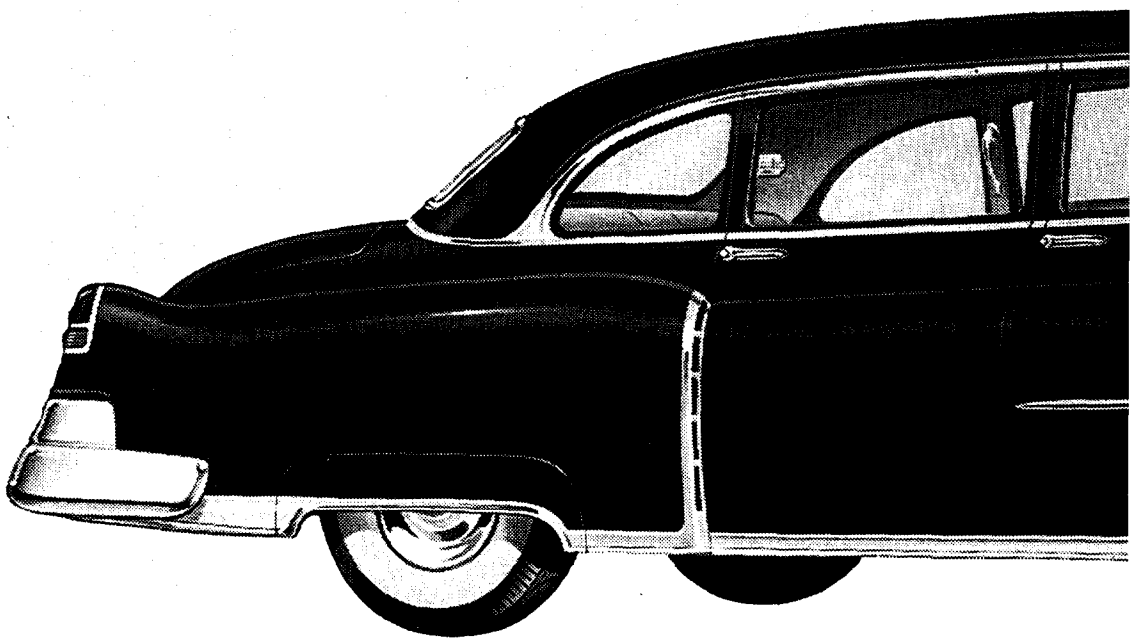


SERIES 75

The Cadillac Fleetwood Series 75 is built to meet the high standards of the most exacting clientele in the automotive field. Luxury has been the guiding principle from its basic design to the execution of the most minute details. Available both as a limousine and a sedan, this new series provides the ultimate in passenger comfort. It is, without a doubt, an automotive masterpiece — purposely designed to satisfy the most discriminating.

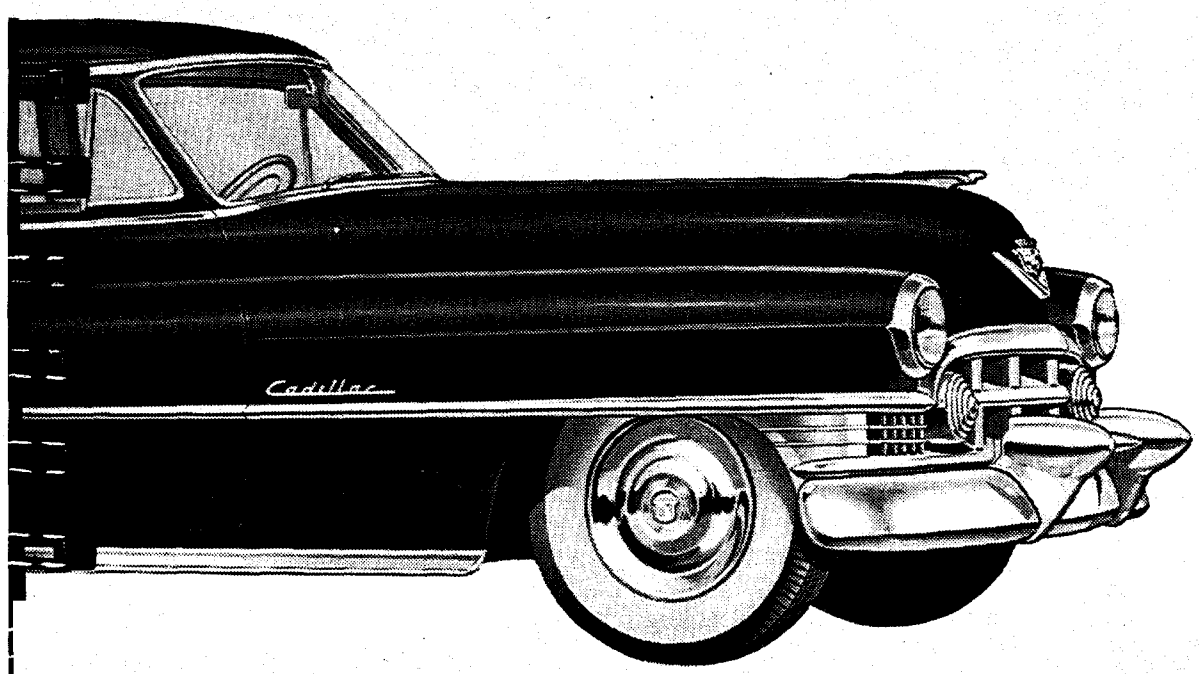
Cadillac Fleetwood



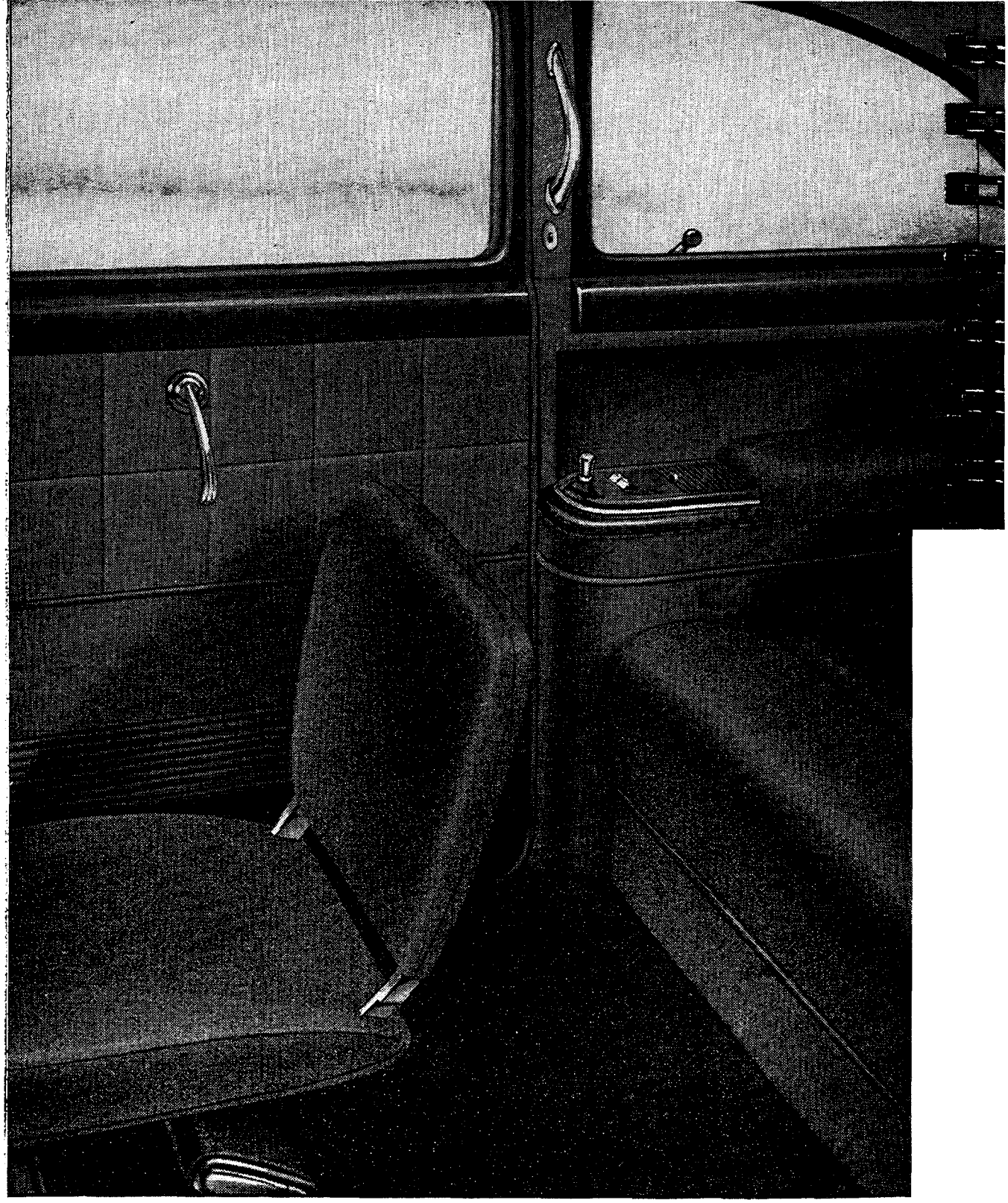
The Cadillac-Fleetwood Series 75 is constructed with but one thought in mind—to create an automobile for an exacting clientele whose requirements can be satisfied by no other motor car. Available either as a 7-passenger limousine with a stationary dividing front partition, or as a luxurious 7-passenger sedan, this distinguished motor car is luxurious

Series 75

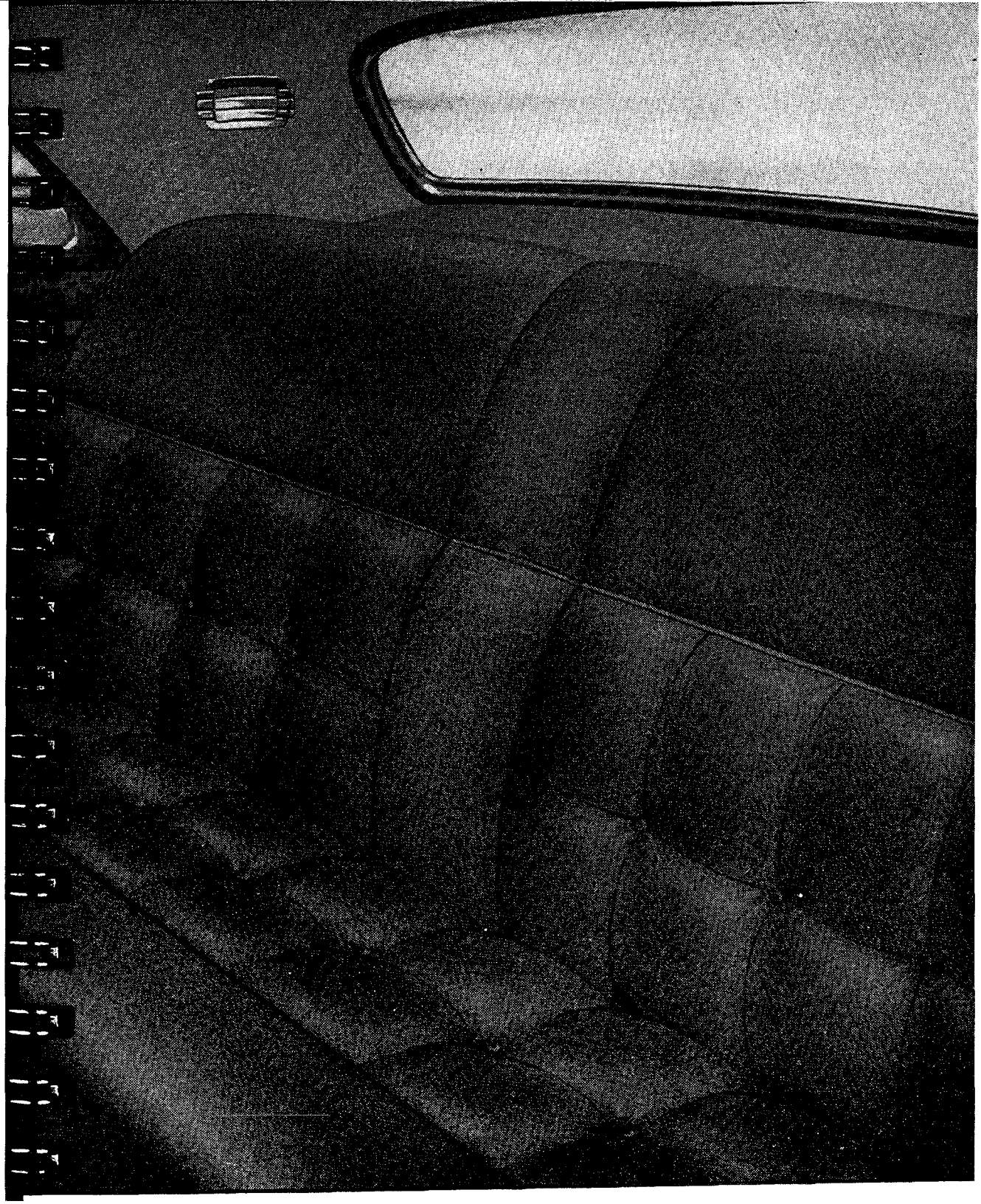
1951



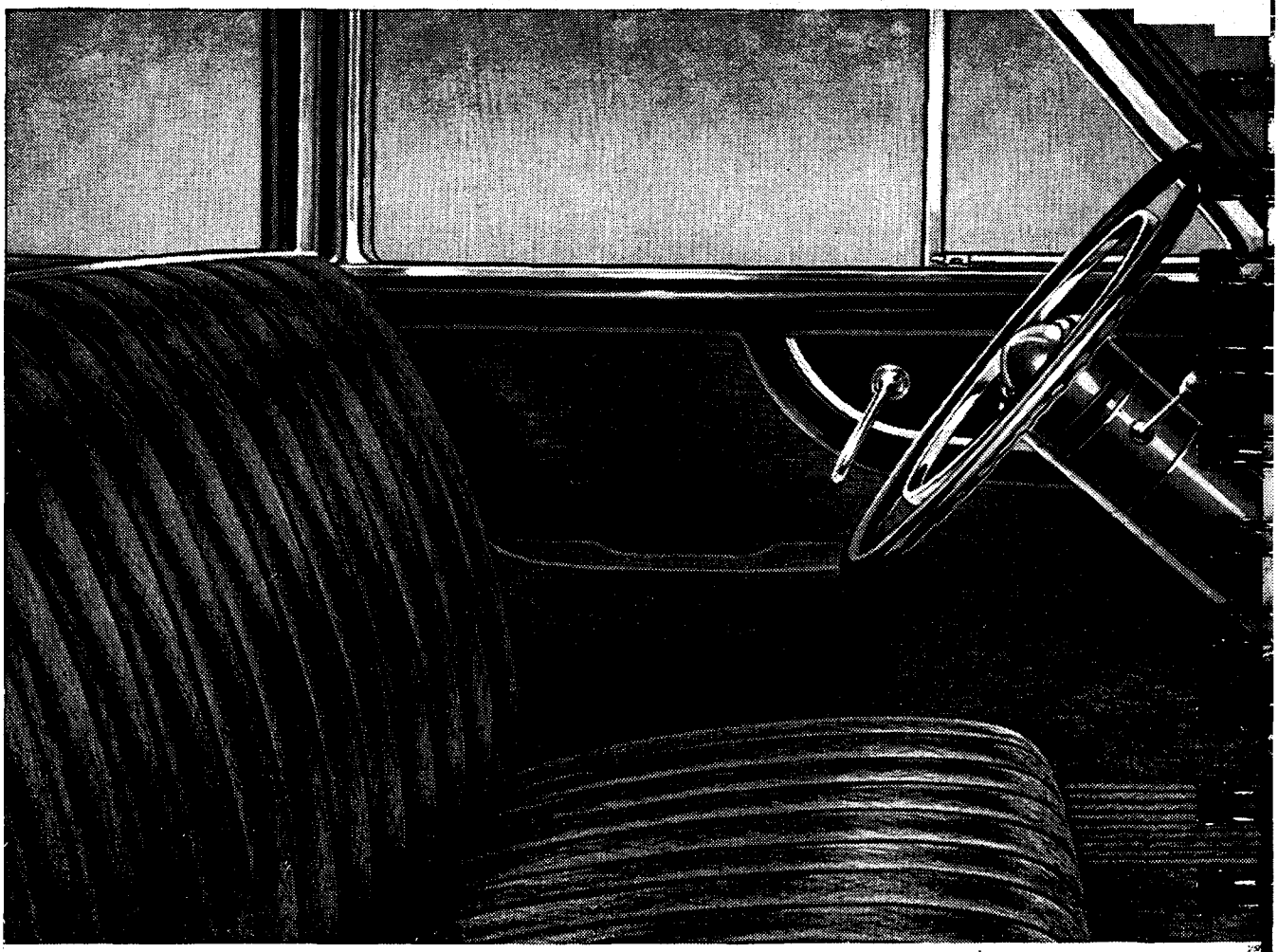
in all of its appointments, distinctive in its appearance, and brilliant in its performance. Although similar in basic design to all other Cadillac models, its long, low lines emphasize the sleek appearance of this exclusive model. The ultimate is achieved in interior room and riding comfort by providing this model with a chassis whose wheel base is 146″.



The distinguished beauty of the magnificent Series 75 is carried with luxurious taste into its beautiful interior. The tufted rear seat and back cushions accentuated by wide plain bolsters, afford maximum beauty and comfort. Luxurious upholstery fabrics are offered in a choice of either Bedford cord or broadcloth in either gray or tan. Garnish moldings,

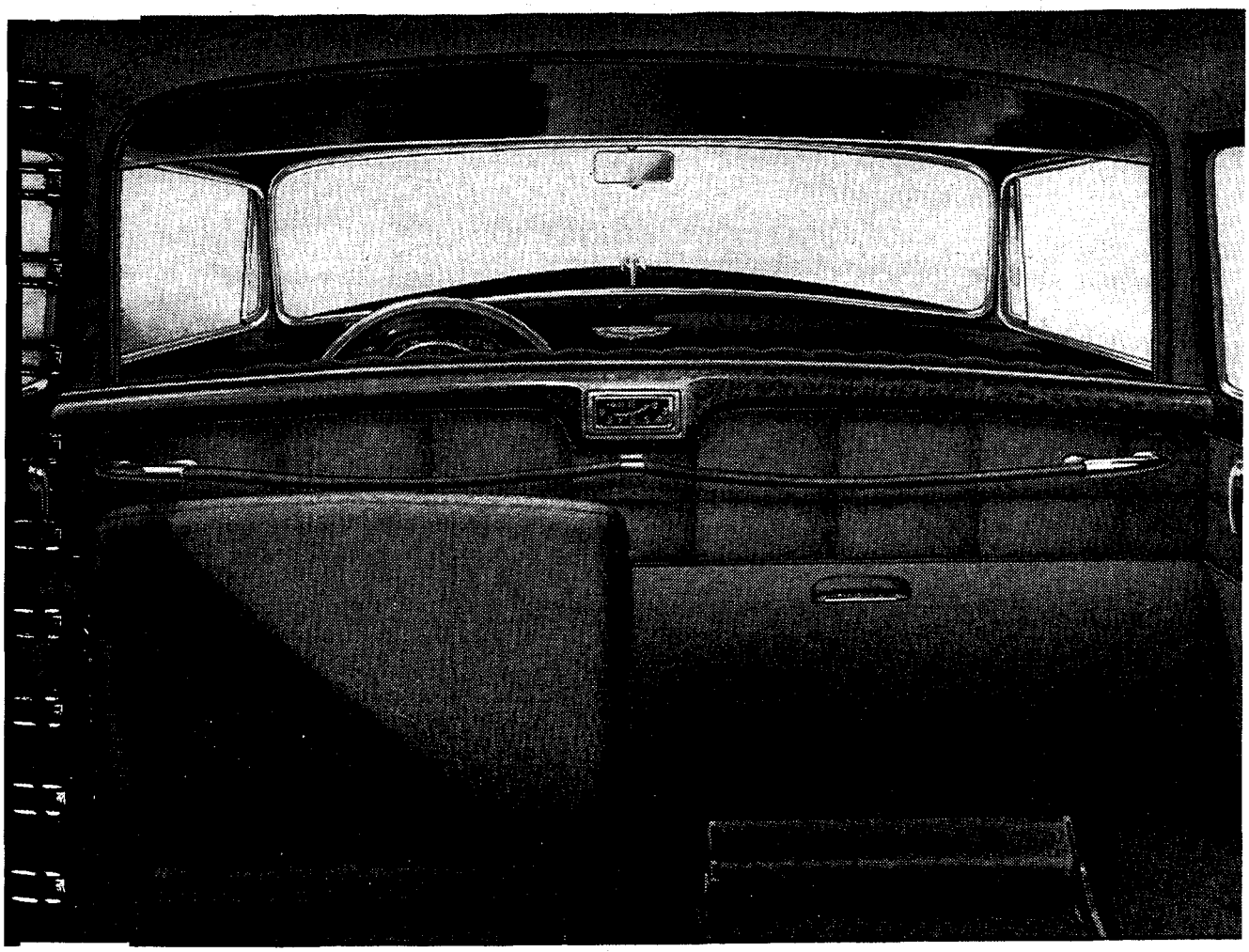


door panels and floor carpets are in harmonizing colors with bright chrome hardware and decorative trim. Side and center arm rests, robe cord, assist grips, foot rests, assure further comfort and convenience. Appointments include map compartments, ash receivers and cigar lighters, an electric clock in back of front seat, and hydraulically operated windows.



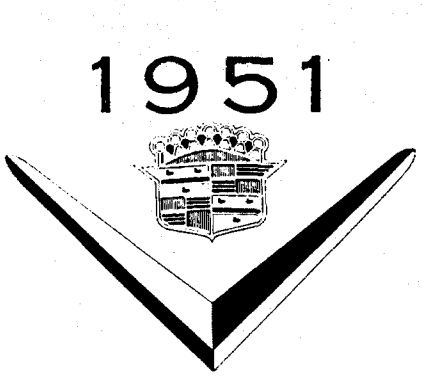
The front compartment of the Series 75 limousine is trimmed in black leather. Seat cushions are pleated in flowing lines while the door panels are plain black leather with black trim molding. The window molding, hardware and division glass frame are all bright chrome. The headlining is in black imitation leather and the floor carpeting in black wool pile. The steering wheel column and instrument panel are black with standard chrome hardware. The left door panel contains a master hydraulic control for operating rear windows only. The stationary limousine division adds greatly to motoring convenience. The back is upholstered in broadcloth while the top molding which houses the electric clock is finished in

Carpathian burl walnut grain. The cloth-covered robe cord fits into the assist handles. The two auxiliary seats fit flush with the seat back panel and are slotted at the bottom to allow heat to enter from underneath. The lower portion of the division glass can be hydraulically operated from the rear seat while the upper curved section is stationary.



THE 75 BUSINESS SEDAN

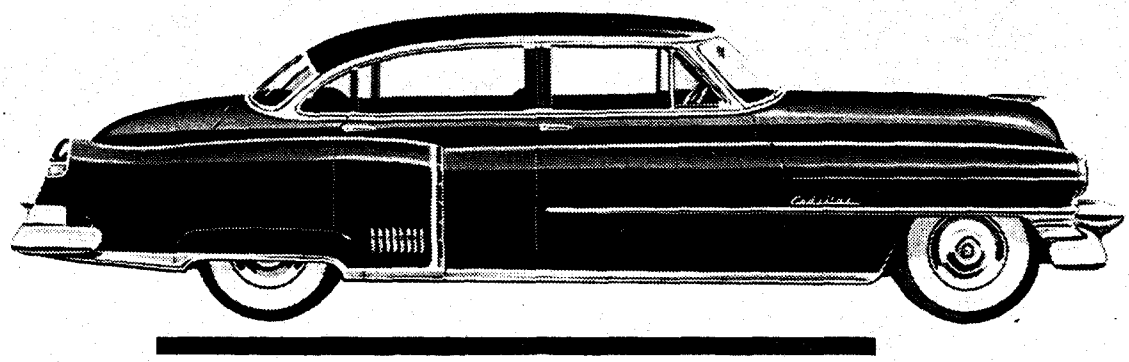
Cadillac-Fleetwood styling and quality are offered in the Business Sedan, designed expressly for rental or livery service. The interior of the Business Sedan is especially trimmed in tan broadcloth on seats, seat backs and door panels. The full across rear seat and extra wide auxiliary seats accommodate 6 passengers in the rear compartment. Interior dimension details will be found on page 60.

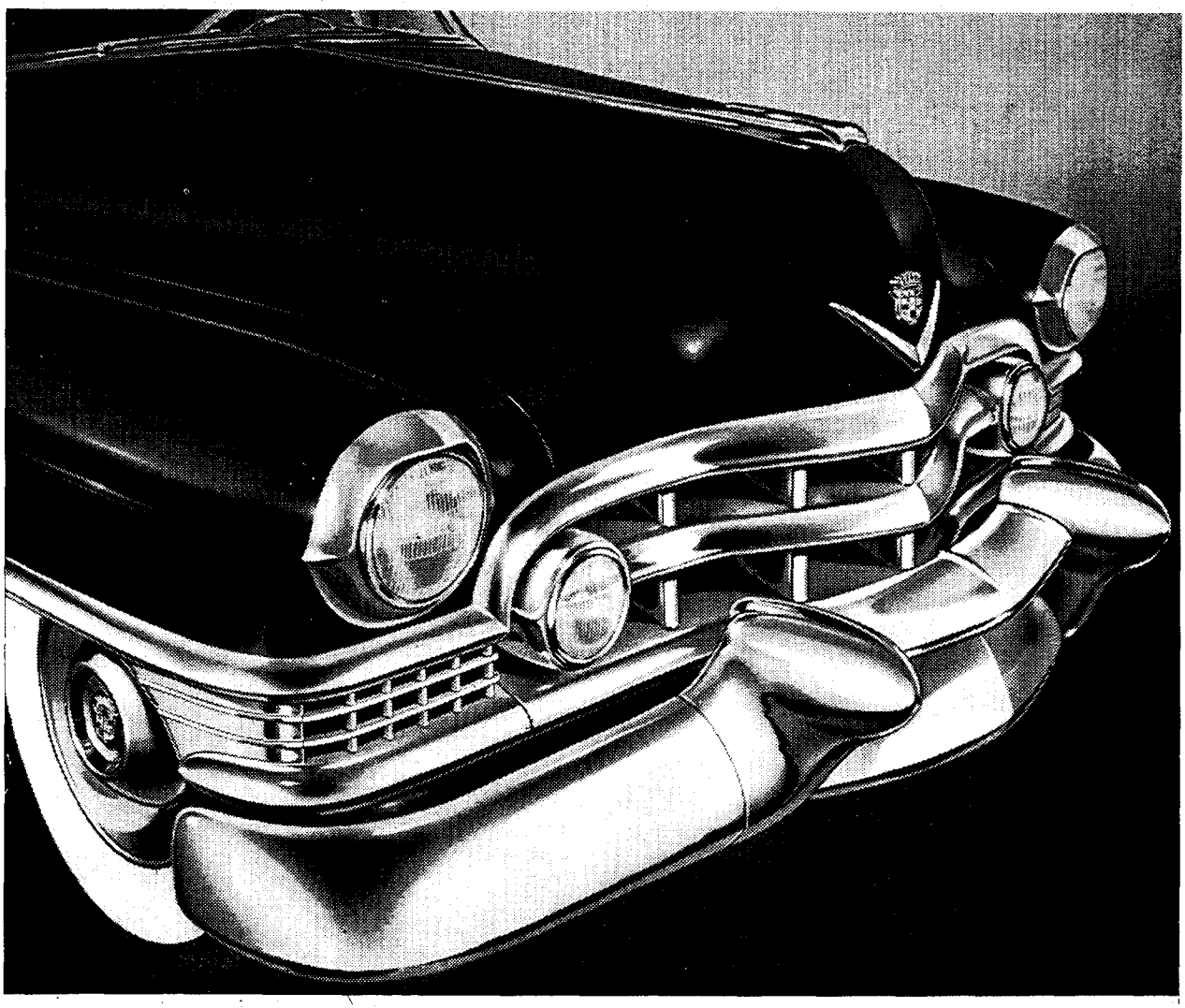


1951 Cadillac

FEATURES

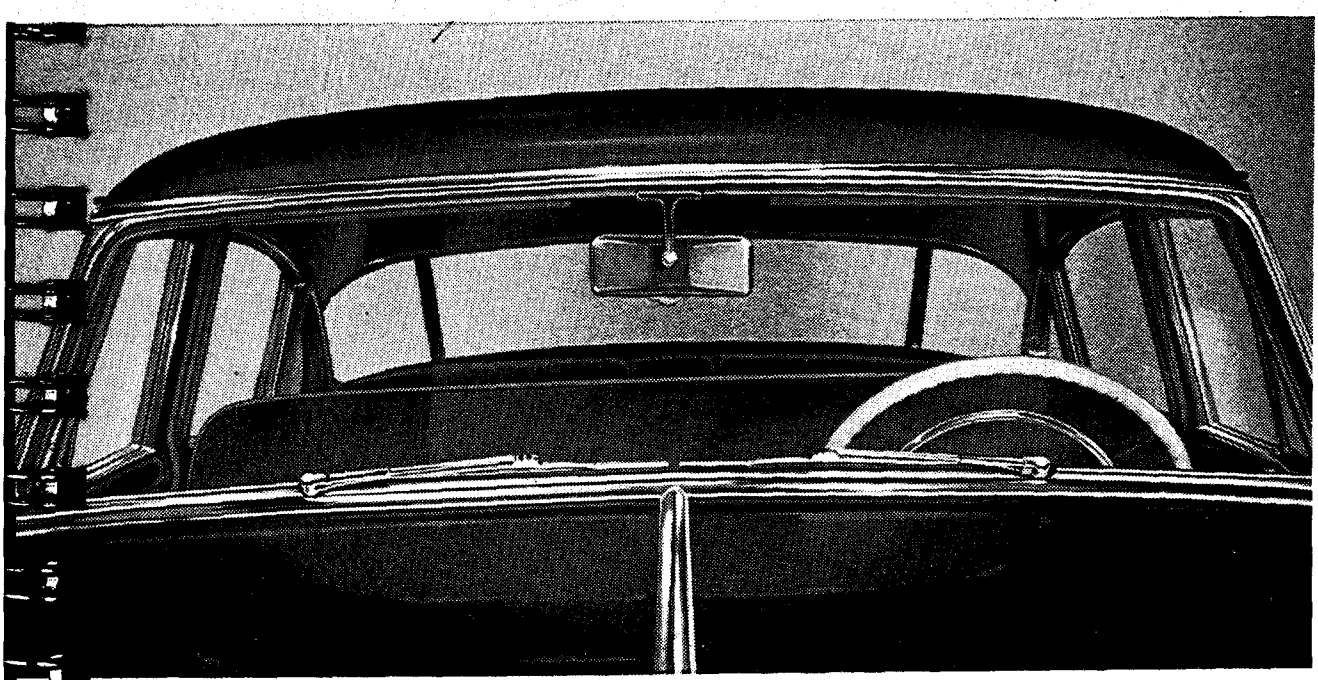
The thorough and exacting attention to detail is final proof of your Cadillac's goodness. For here is excellent evidence of the quality that has made it the "Standard of the World"—appointments placed just where you want them—comfort and convenience features at your fingertips . . . hardware wrought with a jeweler's care. Many of the features you will see on the following pages are common to all 1951 Cadillacs, while others have been designed to enhance the comfort, utility and beauty of a particular series or model. But no matter which Cadillac he chooses, the man who owns and drives a 1951 Cadillac can know beyond any question that everything about his motor car, from the grille to the rear bumper, from the button on the glove compartment to the spacious baggage compartment, has been designed to provide for his complete comfort, convenience, and ease of movement. These, then, are the features that make Cadillac the "Standard of the World"— and by which it is recognized as such.

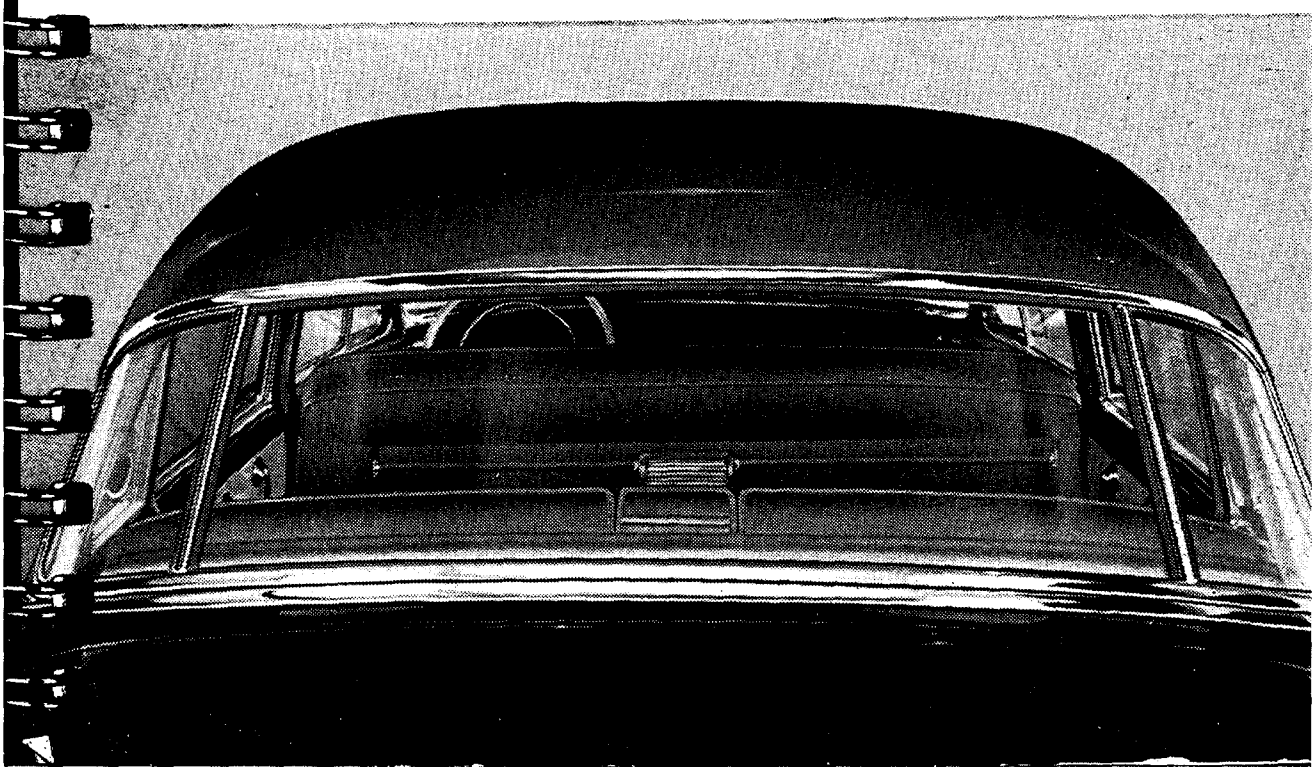


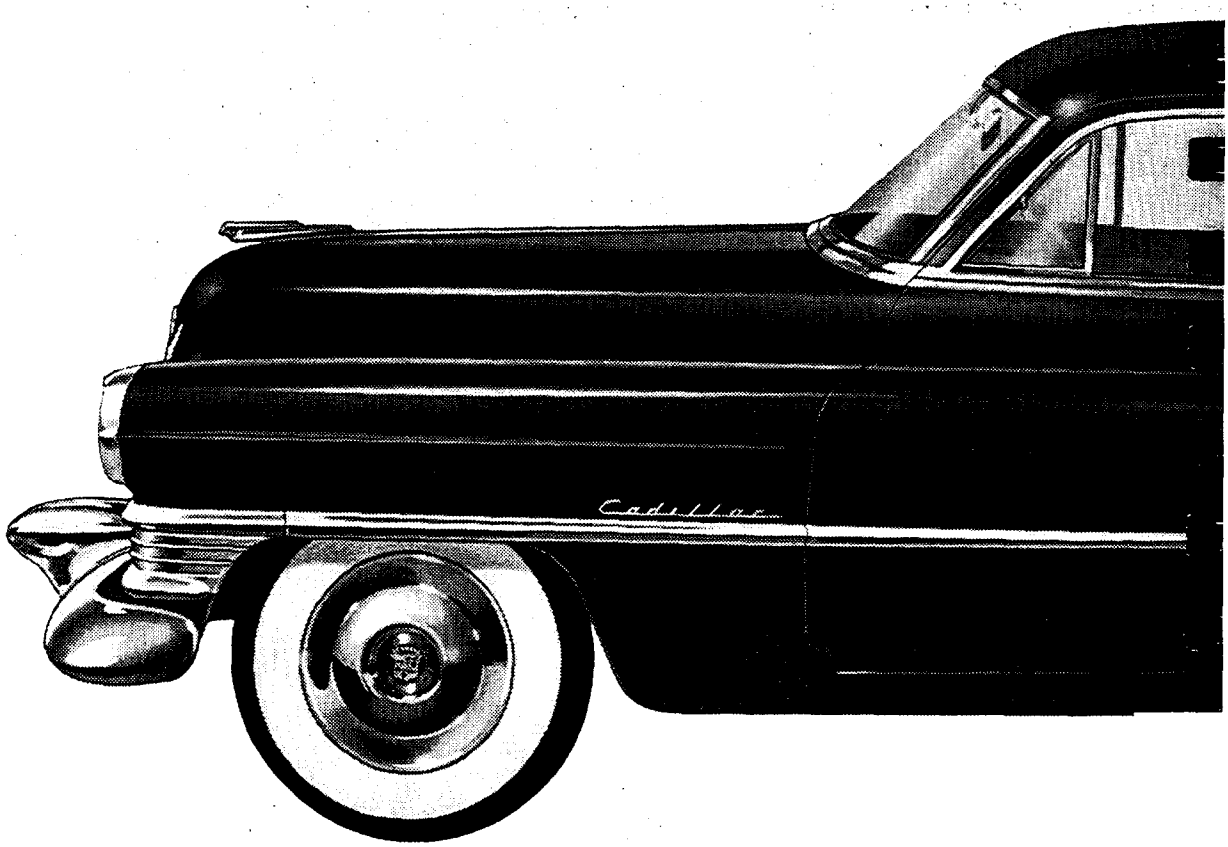


All Cadillacs for 1951 feature the same exclusive design and front end appearance. The massive chrome grille conceals an outside hood latch behind the top horizontal bar. A new grille extension continues the smooth flow of chrome across the front of the fenders. New combination grille and bumper guards add to lower appearance of the front. The traditional crest with a wider, more massive V is lower on the hood. Newly designed and exclusively styled chrome headlight rims add a new note of distinction. Such features as the sturdy wrap-around bumpers, integrally designed parking and directional signal, add to the smart appearance of all Cadillacs for 1951.

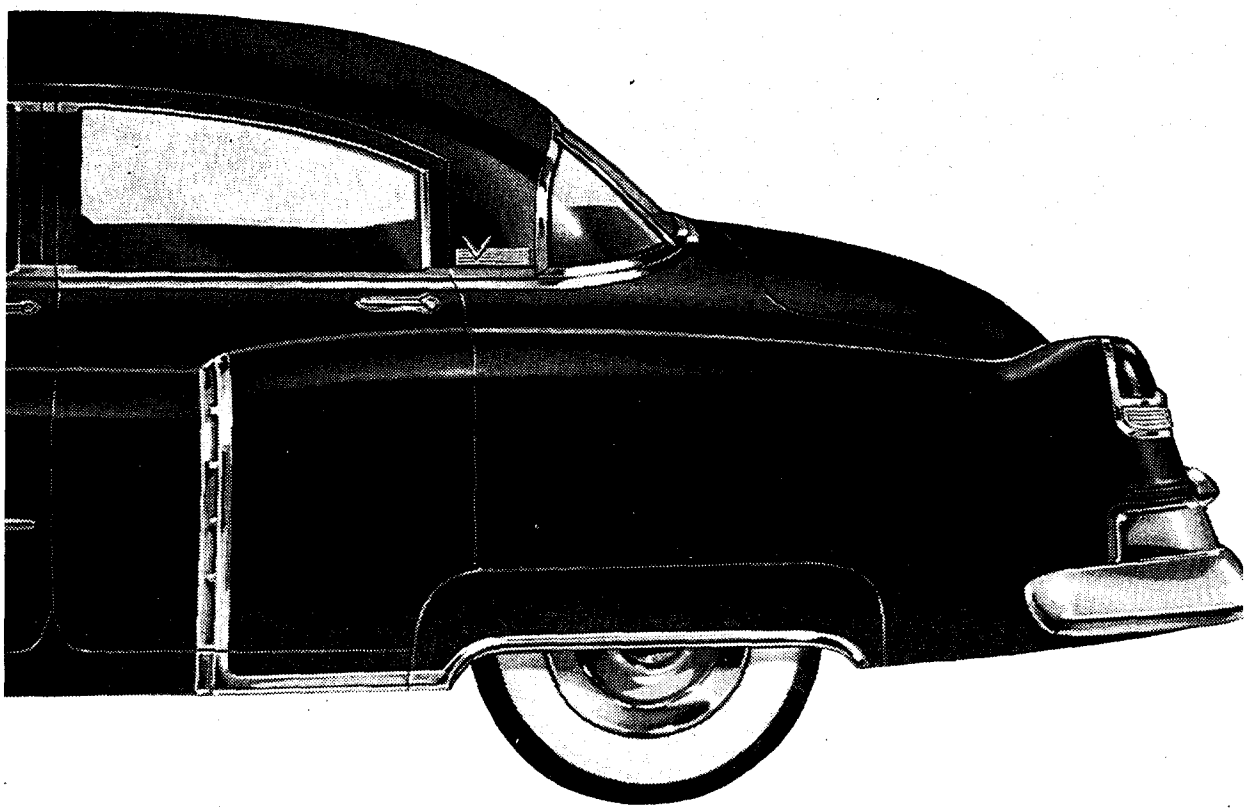
The curved one-piece windshield, containing more than 7 square feet of glass area, blends gracefully into the body contour and provides exceptional vision. The rear-view mirror is longer and shallower, eliminating a possible blind spot for the driver. Approximately 6 square feet of glass area are contained in the full across rear window of sedan models. The exceptionally narrow rear quarter panels and large, wide, side windows afford unusual vision and minimize blind spots. There are more than 3,300 square inches of glass area in all Cadillacs for 1951.



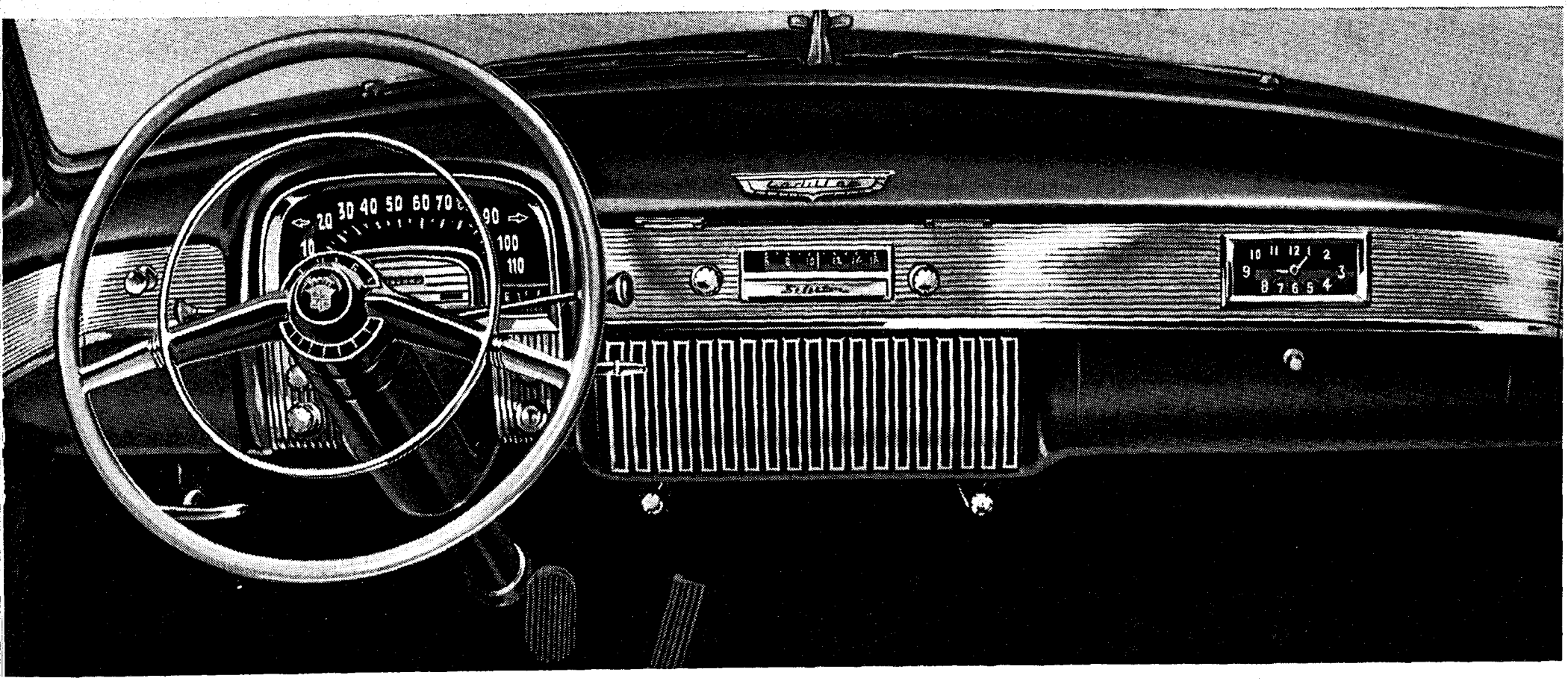




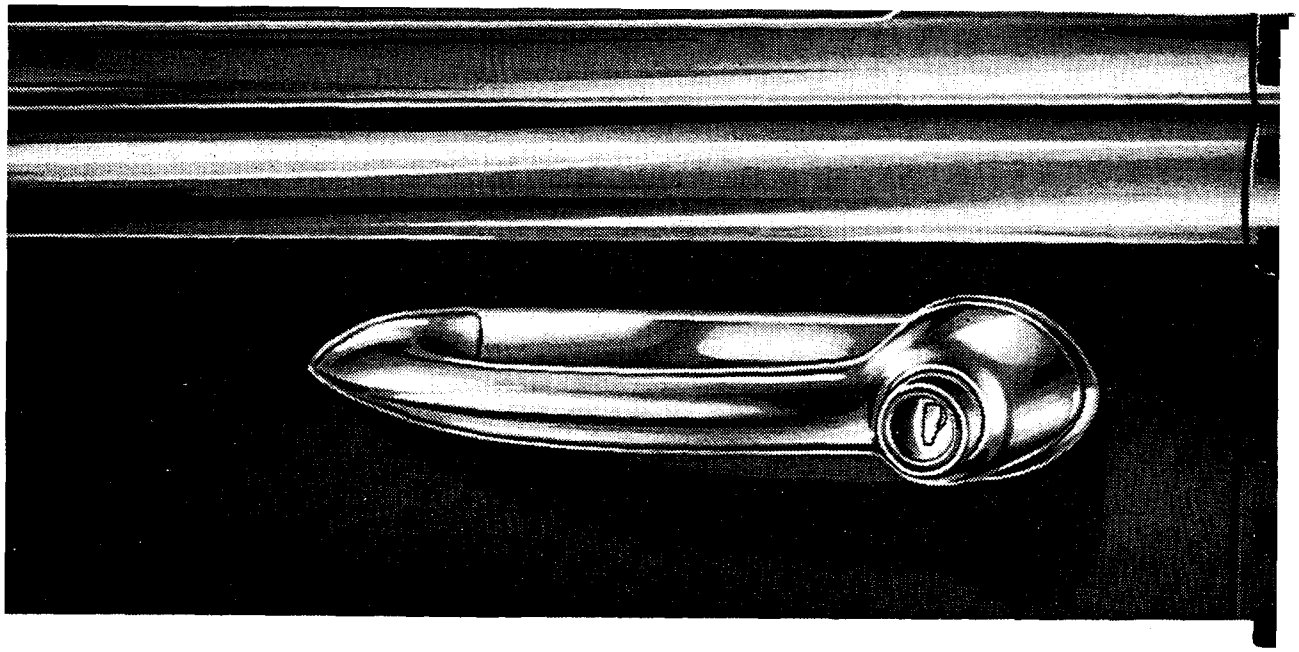
The Fenders on All 1951 Cadillacs, gracefully flowing in an unbroken line from the front of the car to the rear fender, become an integral part of the over-all body design.



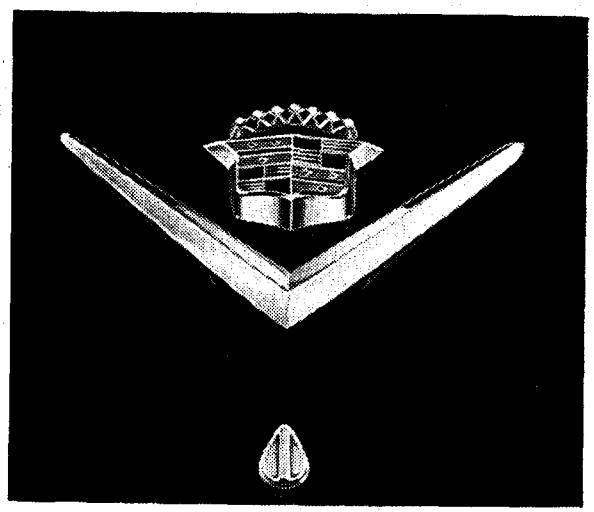
The Rear Fender for 1951 features a simulated inlet at the forward edge with the graceful fender line terminating in an original designed upward flare at the rear.



The Instrument Panel for 1951 features a recessed light-tone insert. The speedometer is inset above the steering column, which is enclosed in a new, streamlined housing. Radio and electric clock are in the middle and right. The speedometer is inset over the odometer and the telltale gauges, which light whenever oil or generator should be attended. When the integral starter switch is turned, a special light in the instrument panel cluster indicates the emergency brake is on by lighting the word "Brake" in red. The steering wheel provides a handsome dual grip for driving convenience. The Hydra-Matic dial is contained in the top half of a circular panel enclosing the horn.

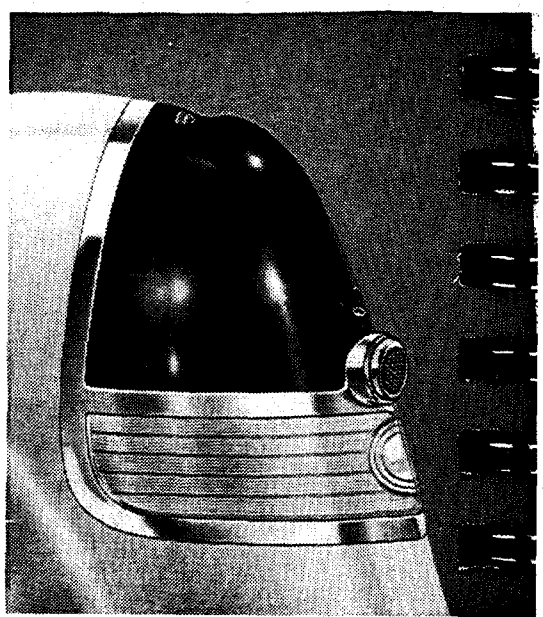


Exterior door handles, mounted below the bright chrome door molding, are stationary. The door latch is a button in the rear of the handle which releases the latch when pressed. The protective chrome escutcheon plate lies flush against the door. Both front doors are fitted with locking buttons while rear doors of all sedans, except the Series 75 limousine, which has separate outside rear door locks, are locked from the inside.

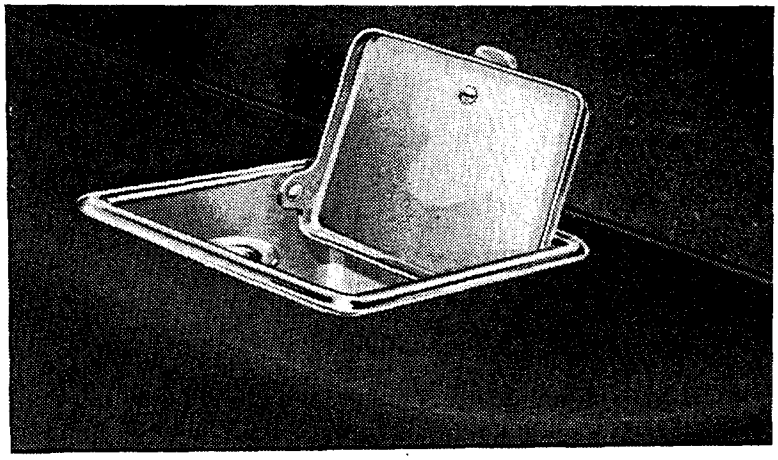


The Traditional Crest and "V" on the rear deck are not only decorative, but functional as well, the "V" serving as the trunk lid handle.

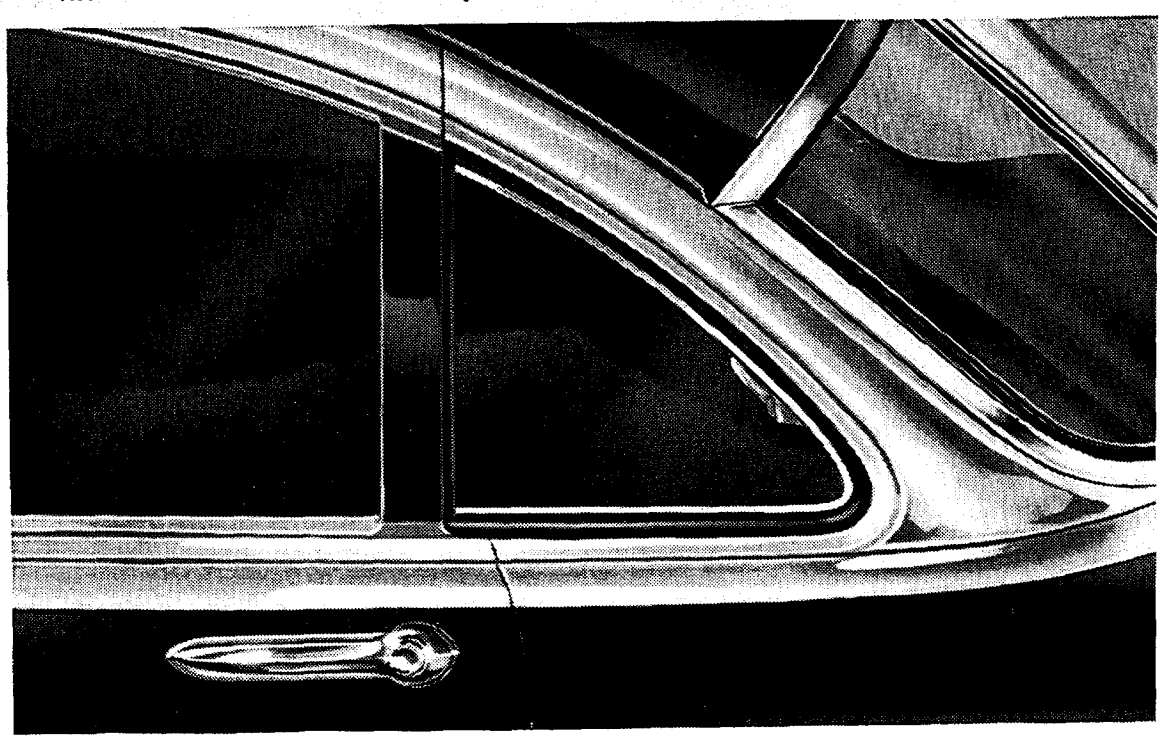
The New Tail Light directional signal lamp and back-up light are an integral part of the new rear fender design. The left unit serves to conceal the gasoline tank filler cap.

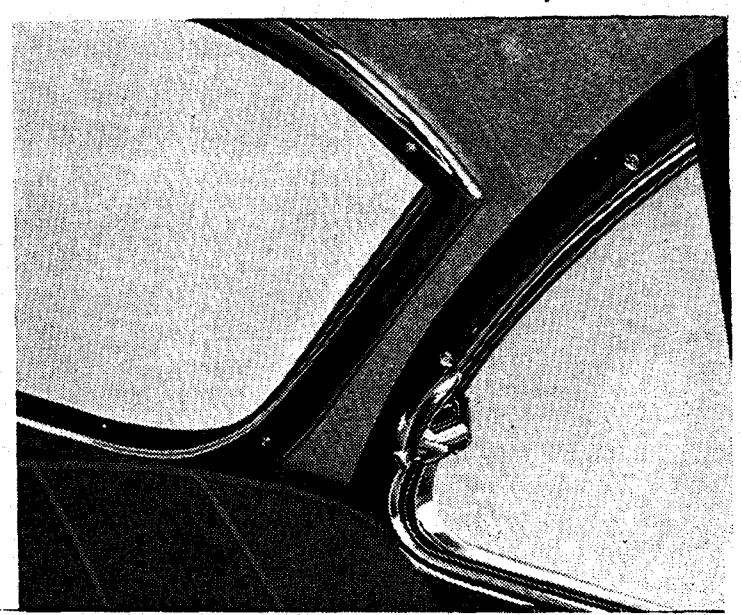


Ash Receivers are set into the side arm rests of the 1951 coupe models. In the Convertible and the Coupe de Ville, the hydraulic button for the rear windows is part of the ash tray escutcheon.

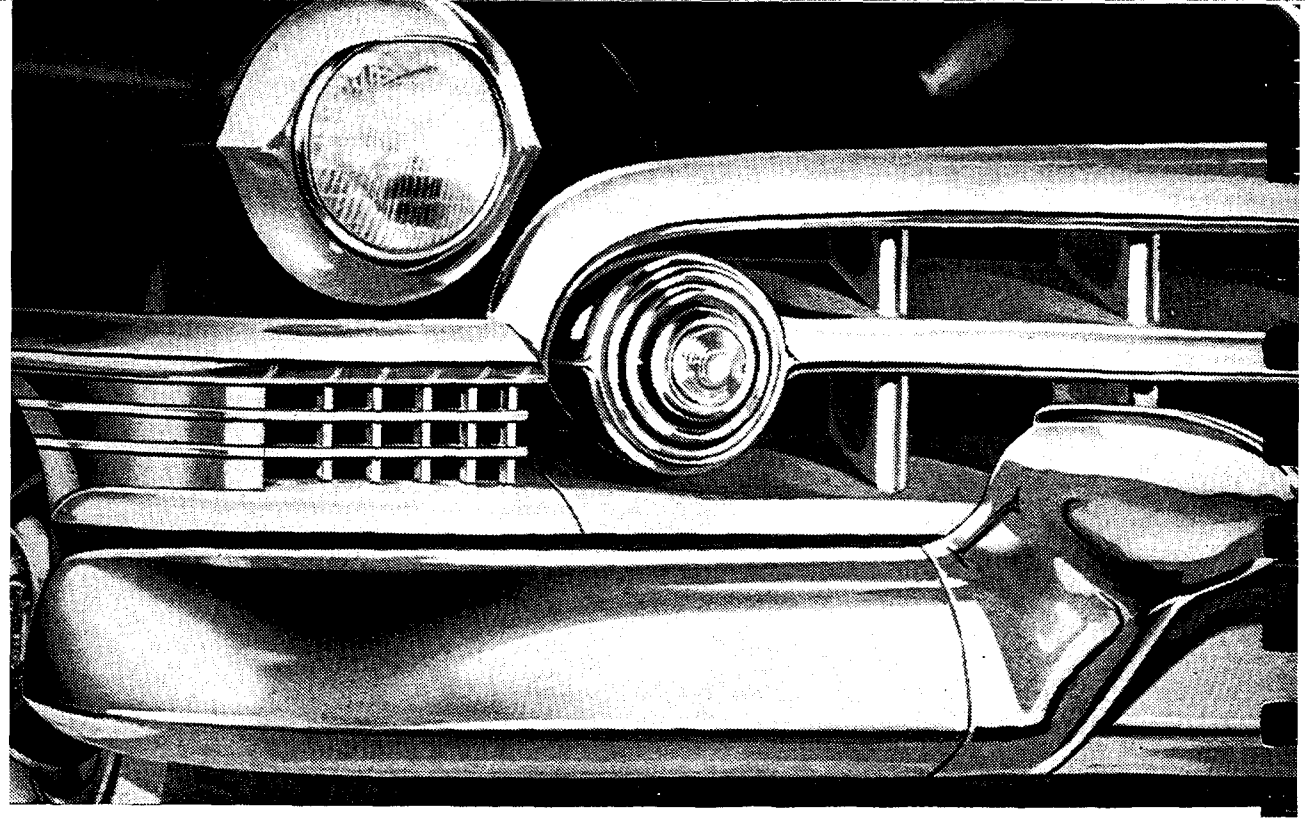


The narrow rear quarter pillars of the Series 62 and 60 Special provide the maximum rear and side vision while greatly increasing structural strength. The window frames and narrow pillars are finished in bright chrome.

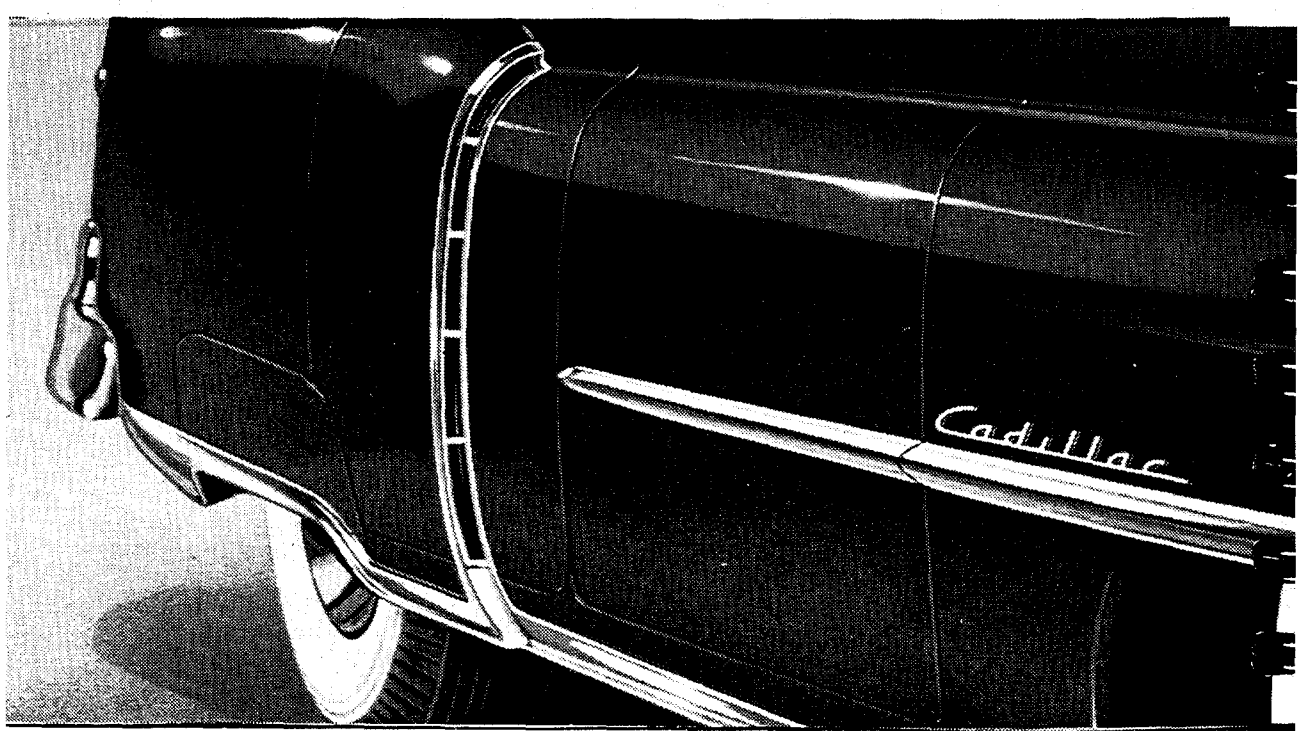




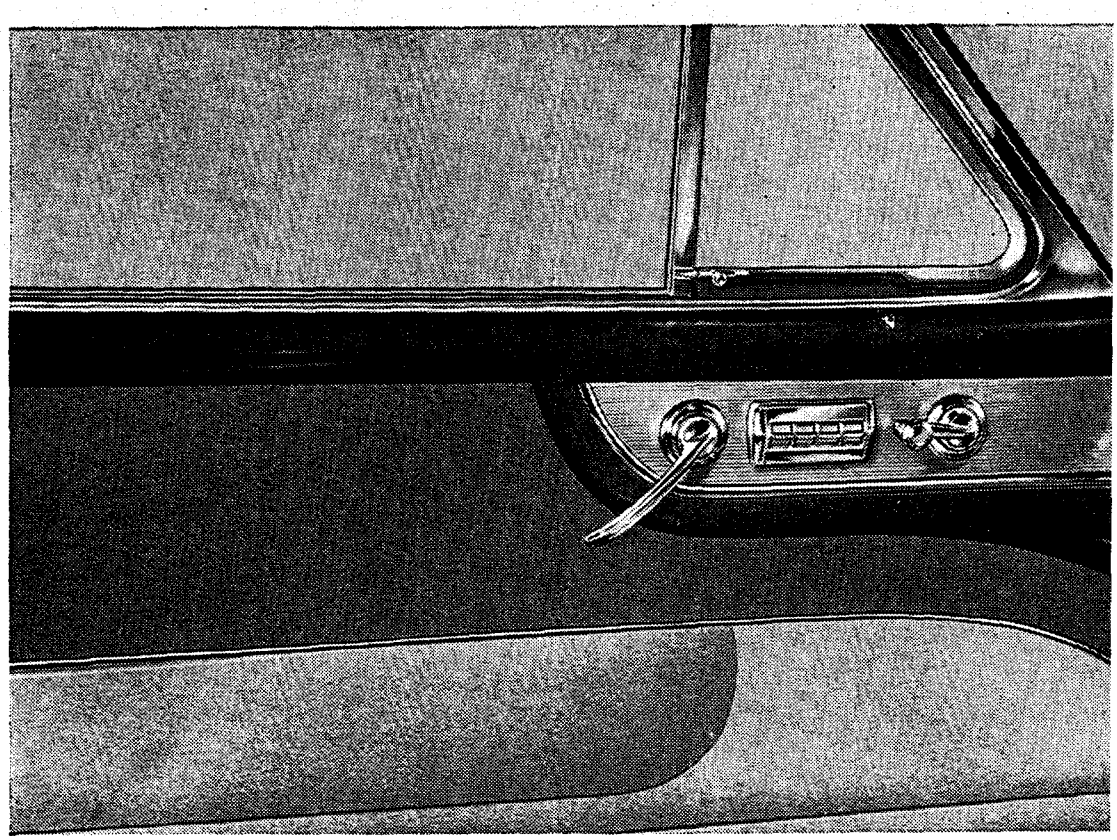
The Rear Quarter Panel, seen here from the interior, affords excellent vision for both driver and passengers. Large rear venti-panes provide air circulation without allowing disturbing drafts to enter the car.

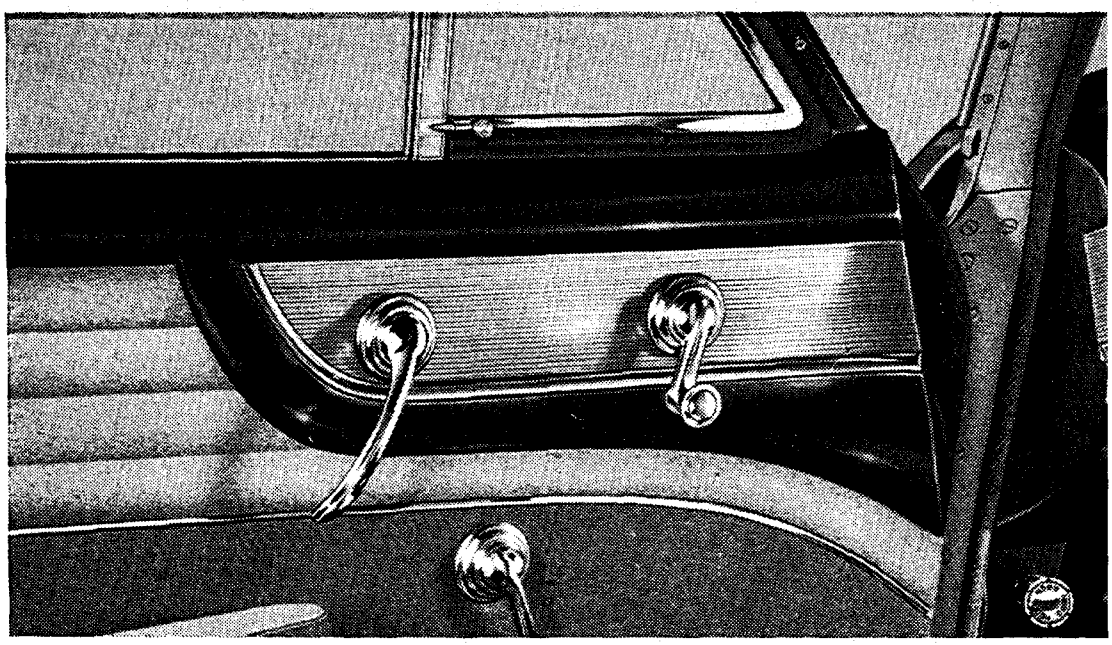


A feature of all 1951 Cadillacs is the new ornamental grille extension beneath the headlights, which adds to massive appearance. The headlight rims are of new distinctive design. A simulated air scoop, which follows the fender and door contour, is mounted at the body edge of the rear fender. Cadillac appears in script above the front fender molding.

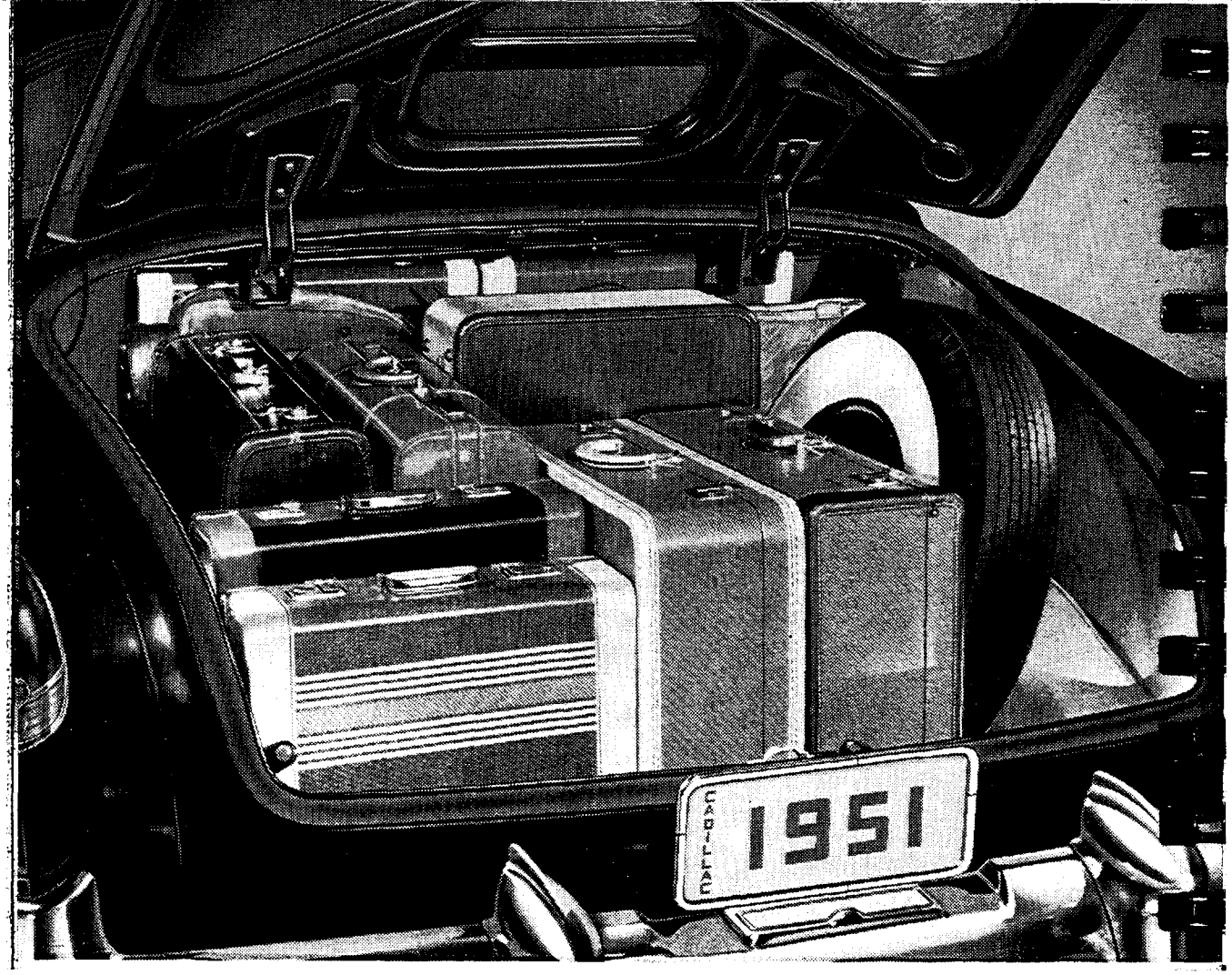


In Models containing hydraulic window lifts, all of the window regulators are placed within the door insert panel. The left front door contains master controls for raising and lowering all windows except on the 75 limousine. The door molding and color pattern insert harmonize with the interior color motif.



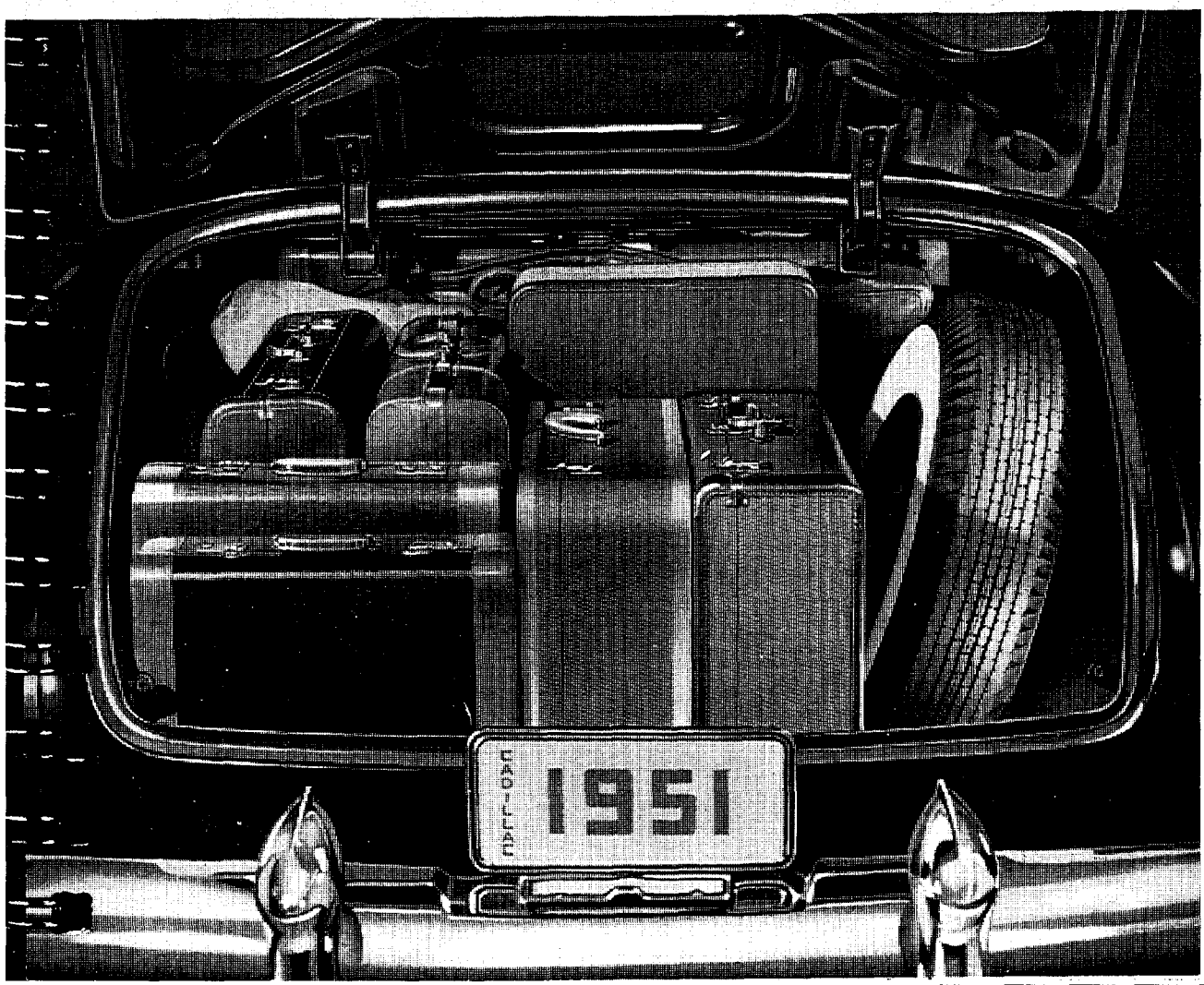


The Series 61 has a decorative insert panel which sweeps across the instrument panel to the front doors. This insert is carried into each front door and houses door handles and front ventilator window regulators. The light color tone of this panel contrasts with the darker tones of the trim panels.

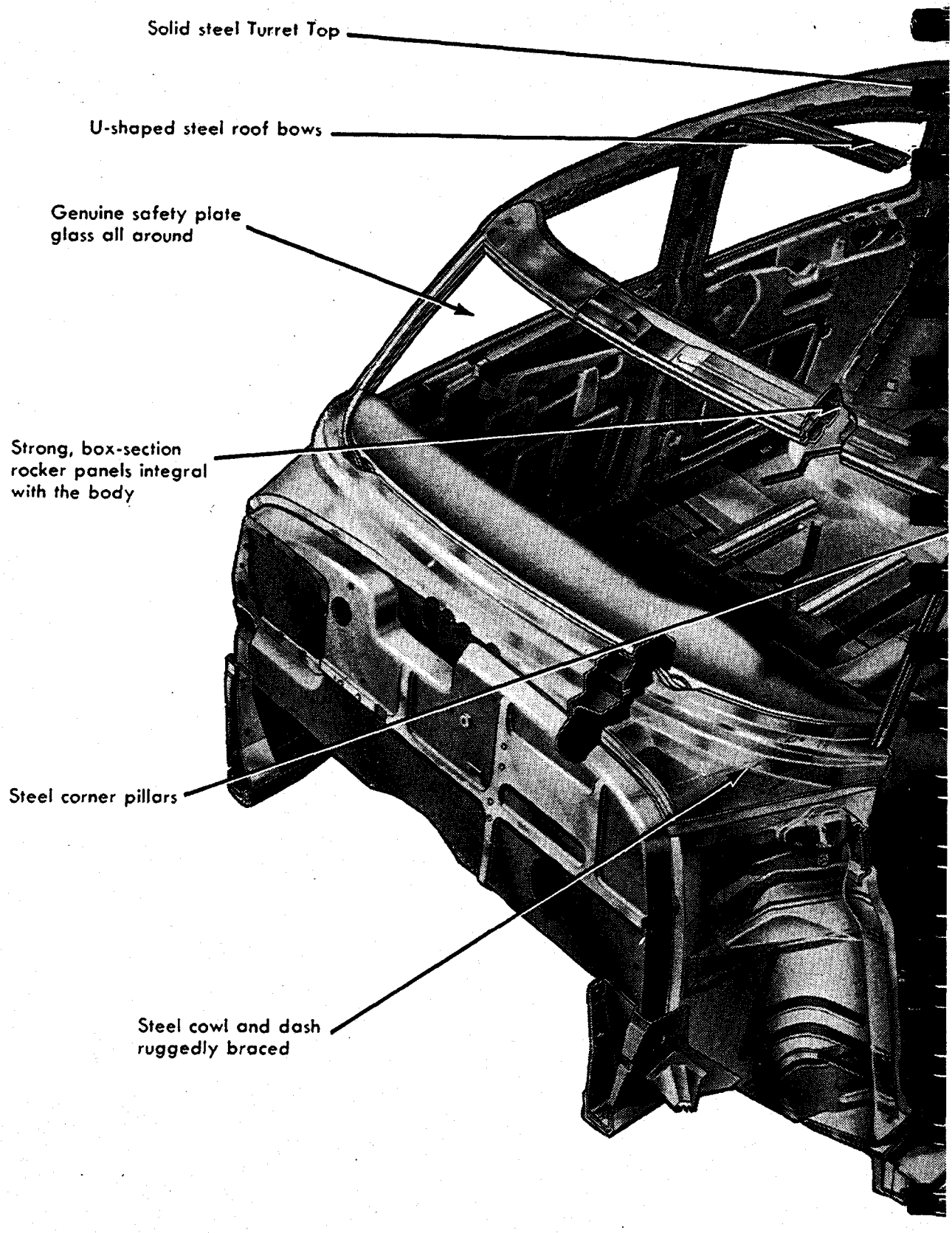


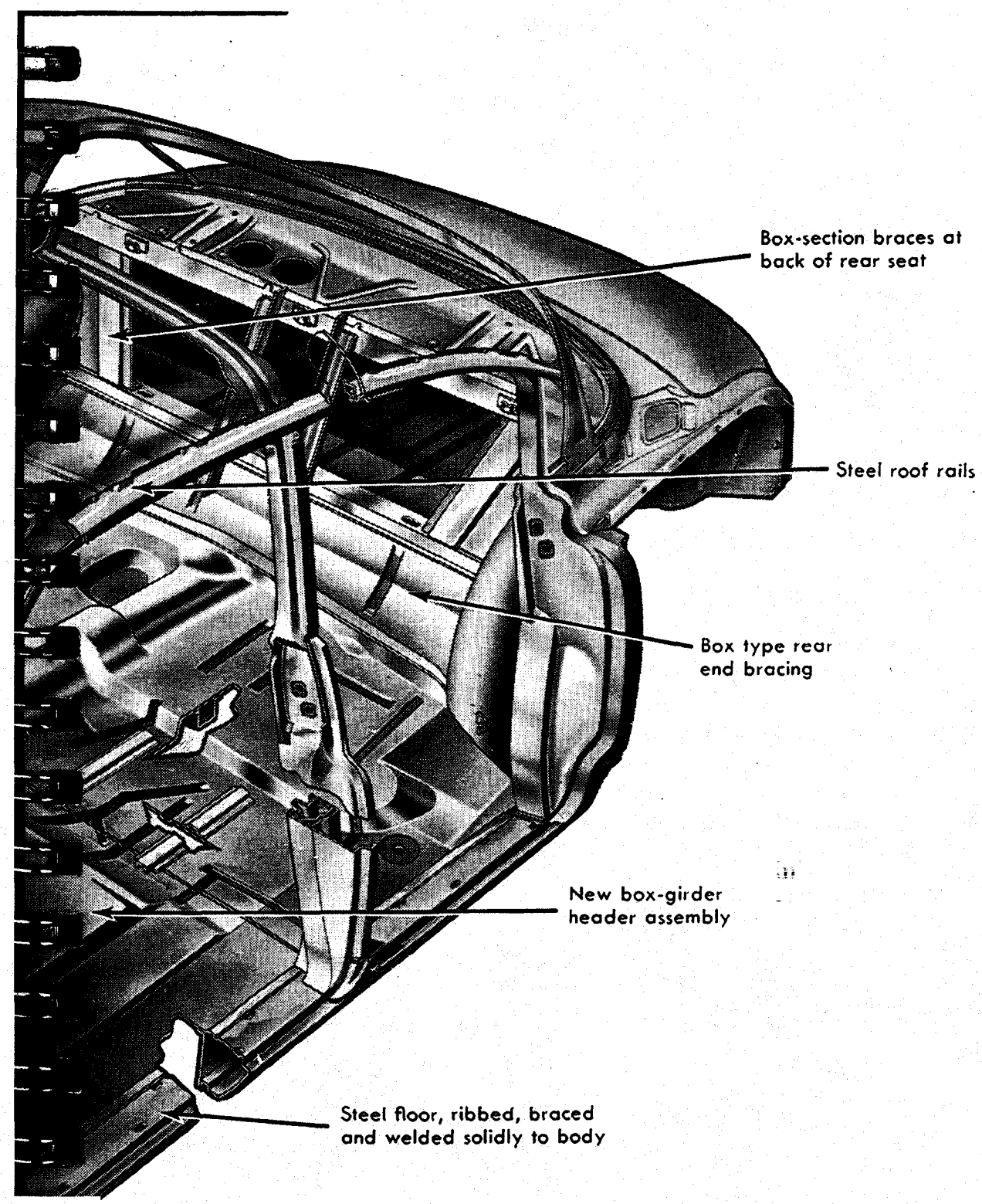
Trunks on all 1951 Cadillacs are unusually large and roomy. The standard trunk on every sedan series, except the 60 Special, contains approximately 13.5 cu. ft.—accommodating up to eleven standard pieces of luggage including a golf bag. The 60 Special trunk is even larger, containing over sixteen cubic feet. Convertible trunks contain approximately 17.7 cubic feet. All trunk interiors are carpeted to prevent scuffing of luggage. Insulation and a rubber deck lid seal protect from moisture and dust. Deck lids are hinged with a counter-balanced spring construction and are fitted with the new key-lock release.

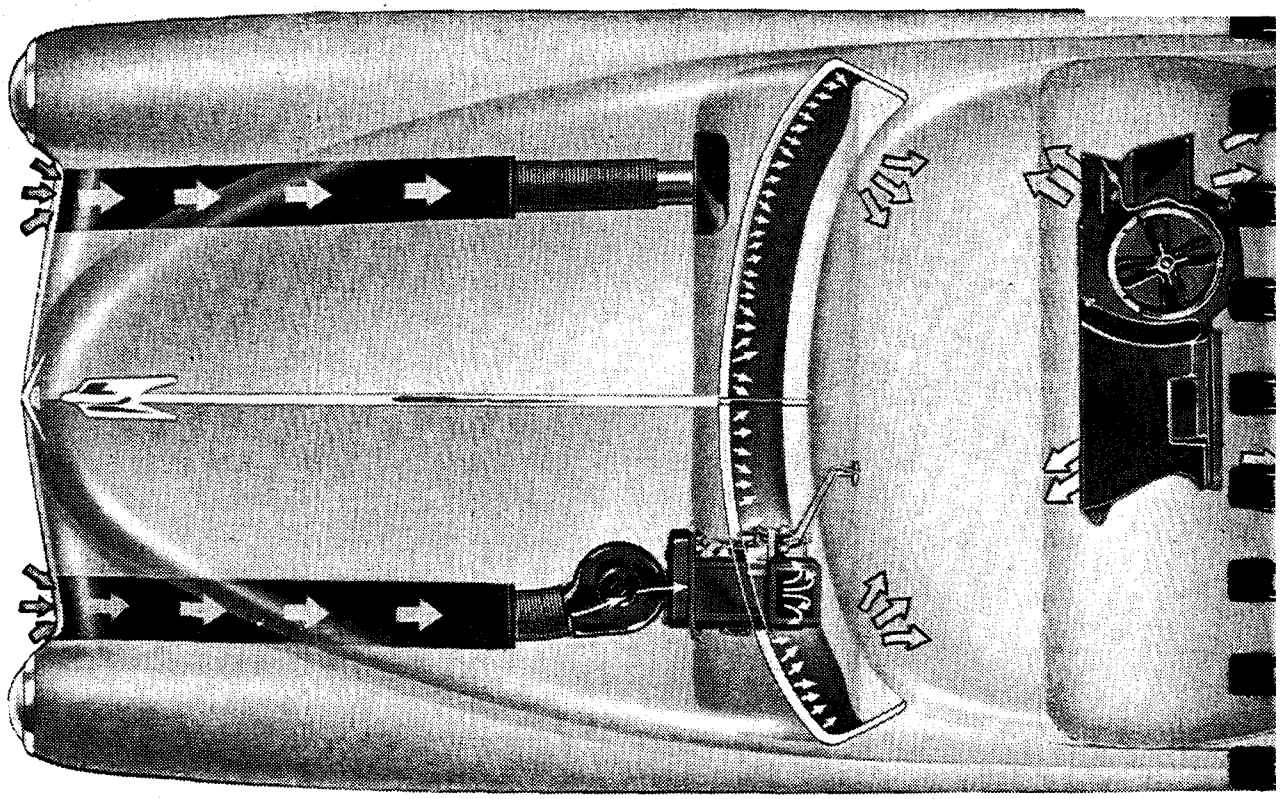
The trunk capacities of all 1951 Coupe models are exceptionally large. Space in the 61 Coupe is in excess of 14 cubic feet and will accommodate up to 10 standard pieces of luggage. The 62 Coupes, with longer wheelbase and large rear deck provides approximately 16.5 cubic feet and accommodate up to 12 standard pieces of luggage. Interiors are thoroughly insulated to minimize road rumble, and are carpeted to prevent scuffing of luggage while traveling. The spare tire is mounted in an upright position for removal convenience as well as to increase usable luggage space. As in sedan models, trunk lids are counter-balanced and fitted with a key-lock release.



1951 BODY CONSTRUCTION

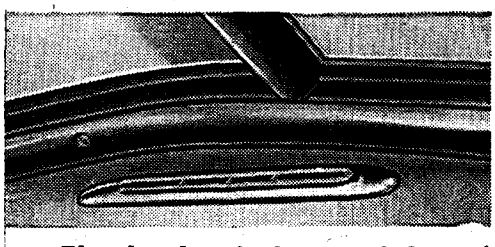



Box-section braces at back of rear seat
Steel roof rails
Box type rear end bracing
New box-girder header assembly
Steel floor, ribbed, braced and welded solidly to body



NEW ALL-WEATHER VENTILATING SYSTEM

The Cadillac designed and engineered all-weather ventilating system 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 . . . 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 back window is defrosted by a separate rear compartment blower which circulates air across the rear window.

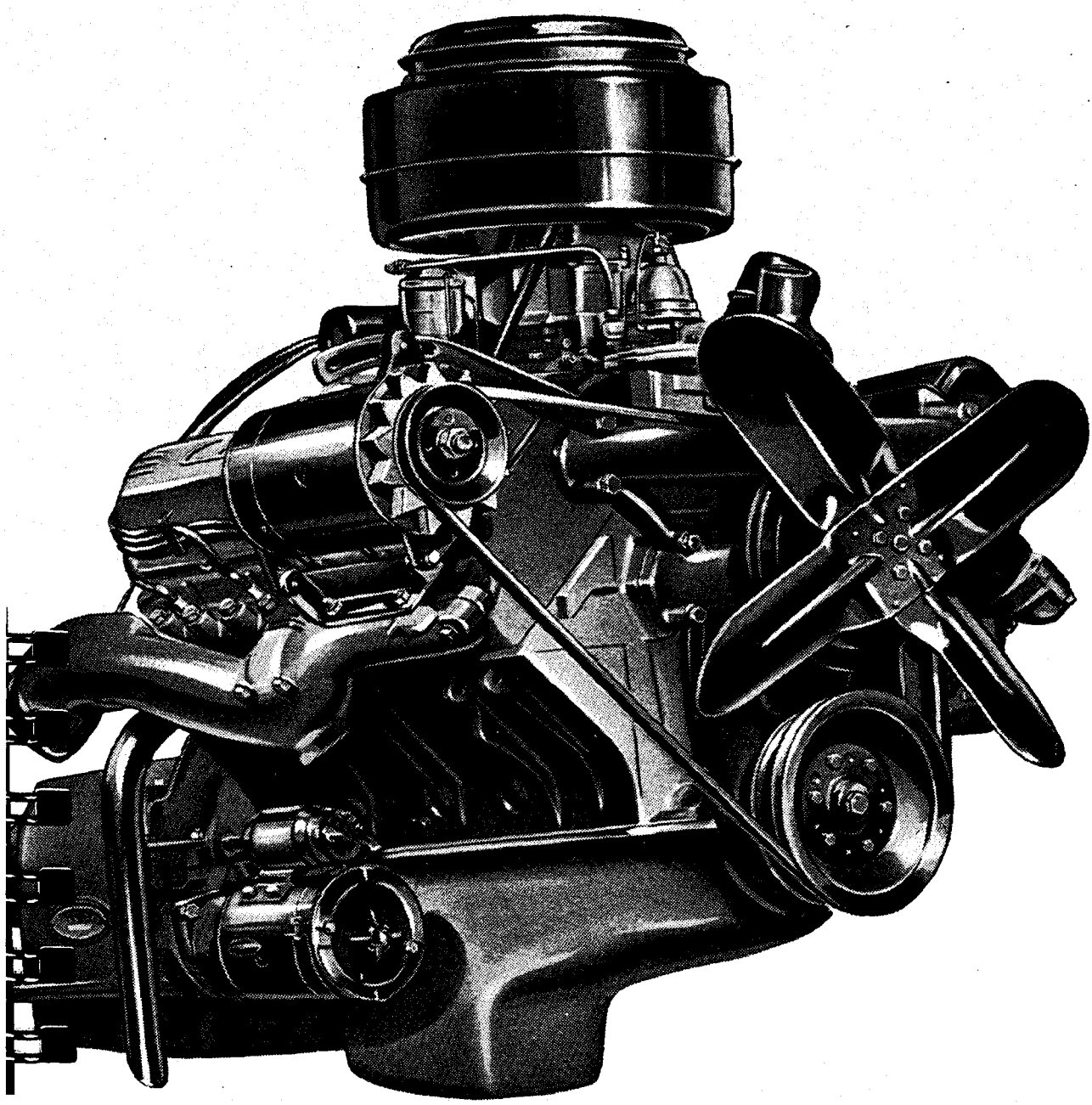
1951

THE CADILLAC SERVICE POLICY

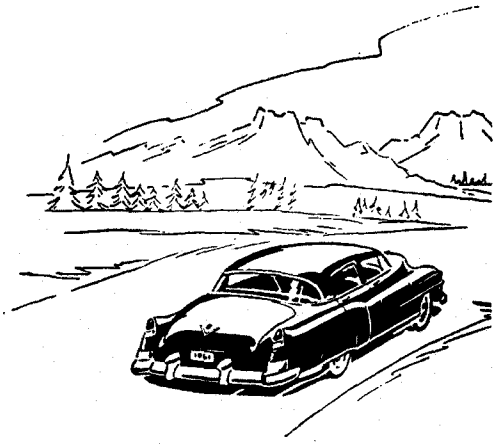
One of the finest dividends of Cadillac ownership is the Cadillac service policy which provides for competent, friendly service everywhere throughout the country. Recognizing its obligation to Cadillac owners, Cadillac has developed a liberal, rigidly enforced service policy which assures every owner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

THE 1951 *Cadillac*

ENGINE



When the great Cadillac V-type overhead valve engine was first introduced in 1948, it at once set a new standard for the entire automotive industry. So quiet was it in operation, so smooth in its flow of power, and so unapproachably wonderful in every phase of its performance, that it transcended anything previously known in automotive power plants.

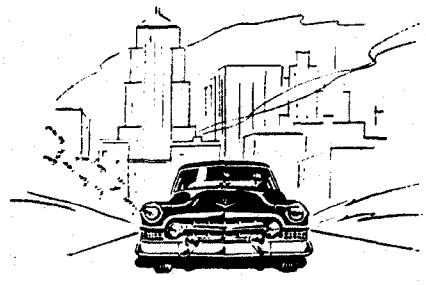


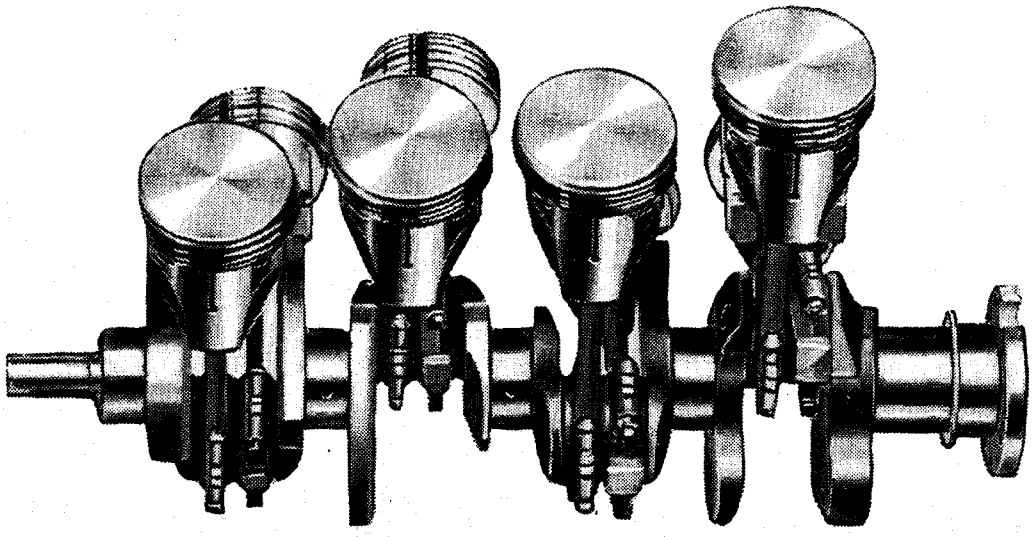
So basically sound and mechanically perfect was the original design of this great engine, in fact, that while this will mark its third year beneath the Cadillac hood, only minor refinements have been possible. These, however, have resulted in even quieter operation and lower oil consumption.

One of the prime objectives in the original development of this engine, for example, was to increase horsepower and fuel economy by taking advantage of the higher octane fuels that appeared on the post-war market. The Grand Canyon Economy Run, in which each of Cadillac's passenger series averaged over 22 miles per gallon, is eloquent testimony of the success of this effort. Recent experimentation and testing, however, have demonstrated that the fuels now on the market, as well as those expected in the near future, do not warrant any change in its initial 7½ to 1 compression ratio—and that to do so would mean a sacrifice in Cadillac's all-around performance. While its basic design could accommodate a ratio as high as 12 to 1, the original estimate of Cadillac engineers has proved accurate beyond reproach.

This does not mean, however, that the 1951 Cadillac engine has not been improved. Indeed, delighted Cadillac owners will find it still quieter, still smoother, still generally more efficient. And while anyone who experienced its performance during the past few years will find this a challenging thought, it is undeniably true. For this, there can be no doubt, is the finest engine Cadillac ever built—the perfect power plant for so splendid a motor car.

Among the advanced features of this modern, new engine is the new overhead valve combustion chamber design which assures controlled burning of the compressed gas to create a smooth power thrust. This design, which permits the use of a high compression ratio, produces maximum power and economy. The combination of the large cylinder bore and short piston stroke contributes to efficient operation by exposing

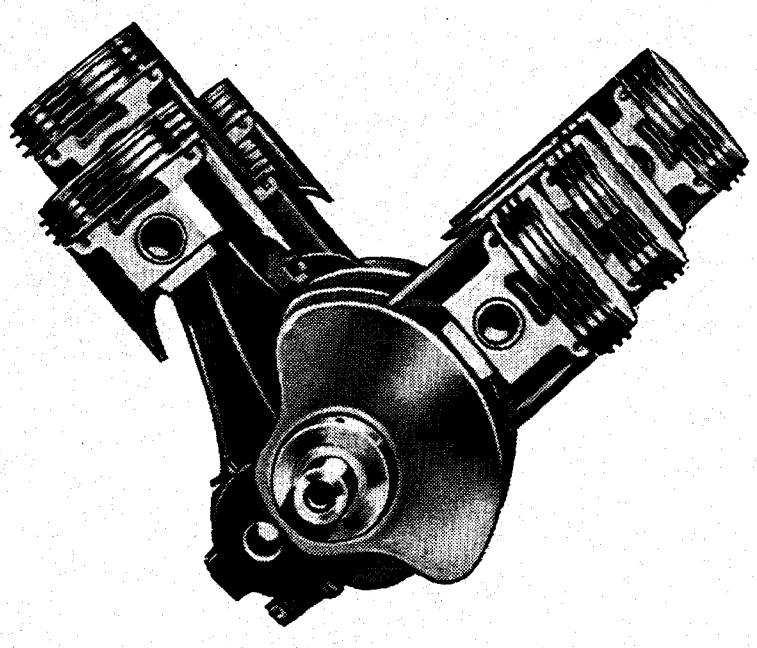


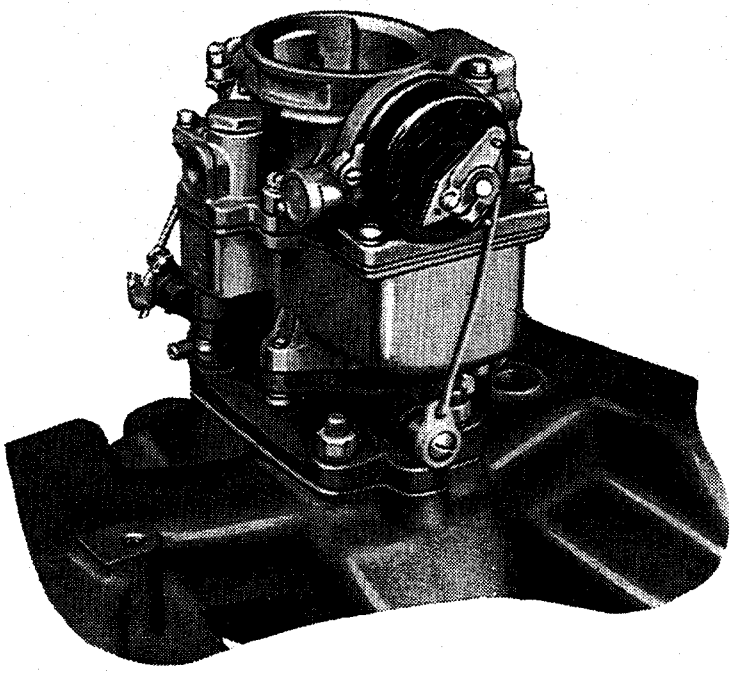


less cylinder wall area to flame. The short piston stroke reduces frictional power losses by reducing piston travel. At 4,000 R.P.M. the piston travels at the rate of only 2,400 feet per minute. Thus, high mechanical and thermal efficiency contribute to increased power output.

Main crankshaft bearings have been 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 scientifically designed valve mechanism with high rigidity factors, hydraulic valve lifters, and a minimum of air cleaner and exhaust system noises.

Vital to good engine performance is a well-designed piston and crankshaft assembly. The use of small, light, scientifically designed engine parts has been an effective method of reducing





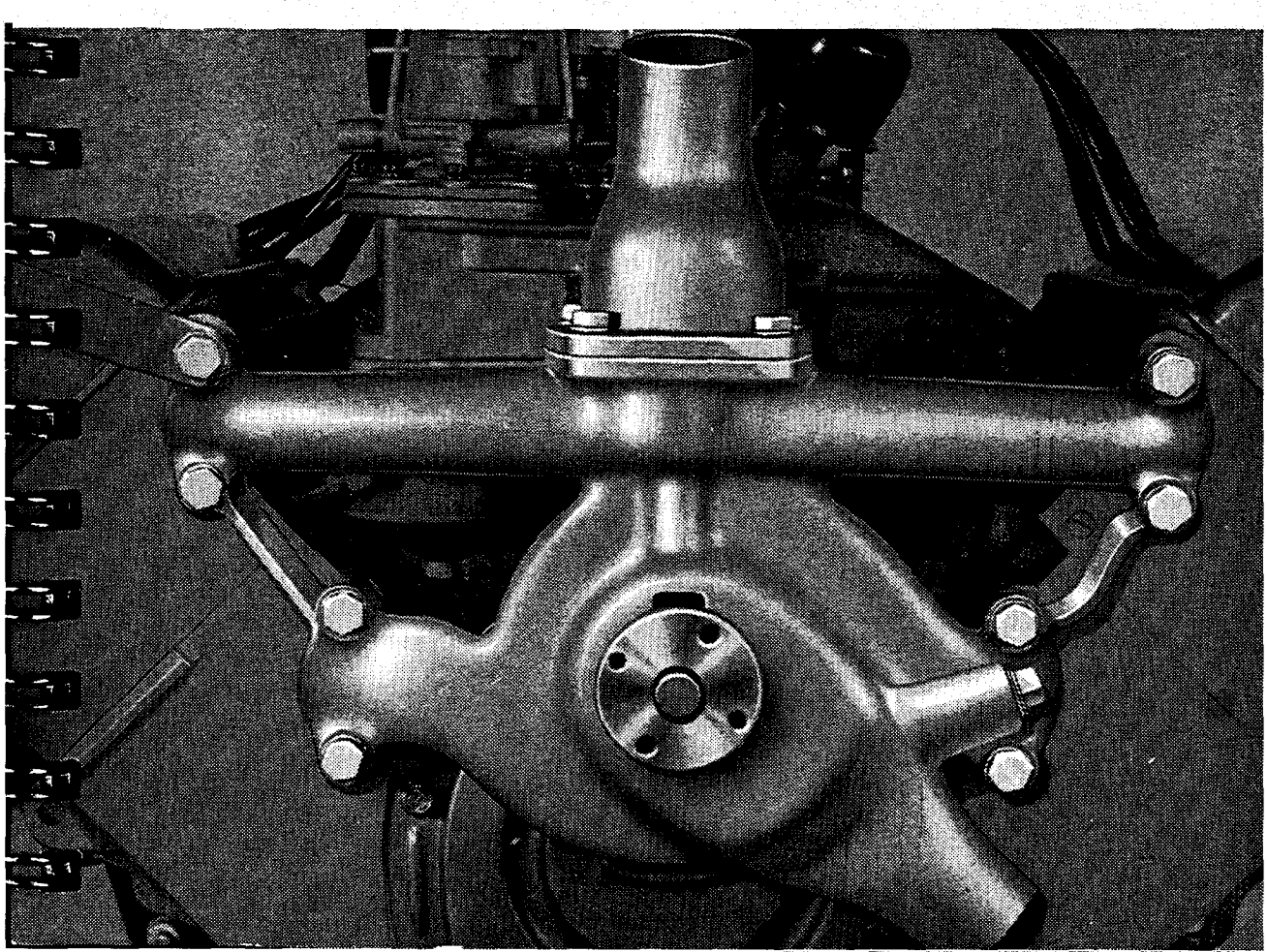
Dual Down-Draft Carburetor with manifold centered between the cylinder heads gives effective fuel distribution. Choke action has been improved for better performance and economy during the warm-up period.

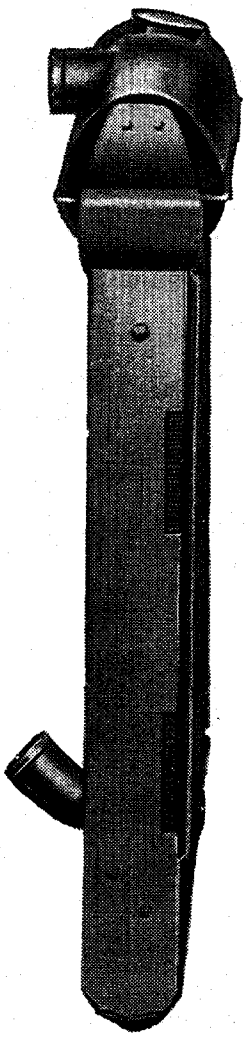
friction and weight while increasing power in the new Cadillac engine. A short engine design with five bearing supports reduces both size and weight of crankshaft and camshaft. The 5 main-bearing crankshaft has great rigidity and offers great torsional resistance, which increases engine smoothness and quietness in operation.

The fuel intake system allows free breathing of gas into the combustion chambers. The oil-bath cleaner has been designed with large intake capacity of the filtered air to the dual down-draft carburetor. The 1951 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 ports, thus preventing moisture in the air from freezing.

An 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 recirculate 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.



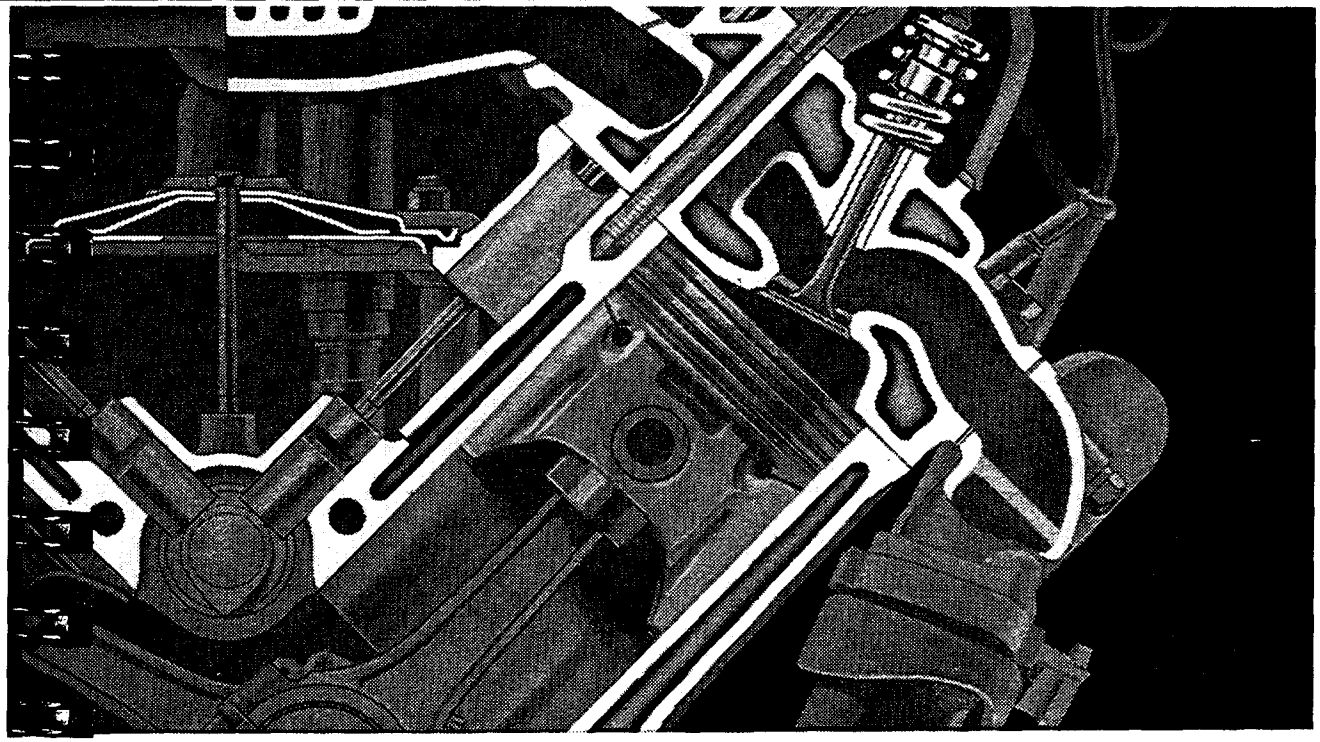


Aside from its relatively large cylinder bore and short piston stroke, many other features are incorporated in Cadillac engine design which contribute to light weight and high efficiency.

A small, lighter radiator is made possible with the Cadillac engine because friction and heat losses have been reduced to a minimum. Factors contributing to this are the 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 cooling system requires only 18 quarts of coolant.

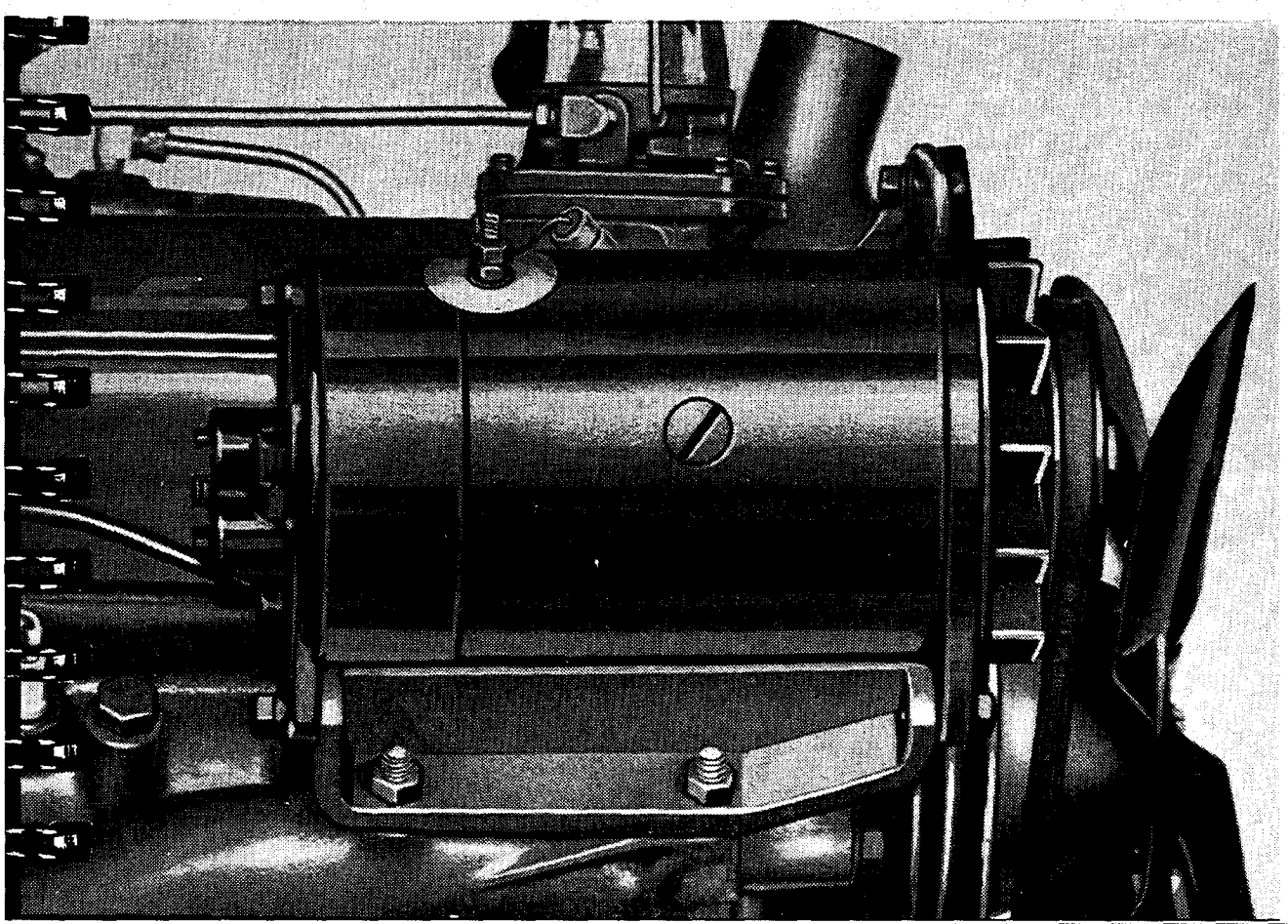
The new overhead valve high compression combustion chamber is here shown in illustration, upper right. The combustion chamber has been designed for maximum power output and combustion efficiency by complete burning of the gases. Combustion chamber wall area is reduced to a minimum to conserve heat losses. Thus, maximum thermal efficiency is assured. The overhead valve design admits gas mixture directly into and out of the cylinder. This design, which puts the entire combustion chamber directly above the piston, is most desirable for efficient operation. It assures maximum volumetric efficiency and will permit highest power output for future higher compression ratios, which will be advantageous when higher octane fuels become available.

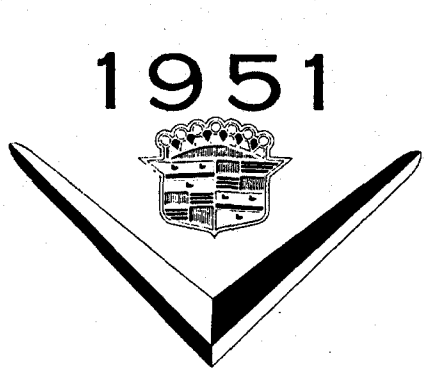
Hydraulic valve silencers, designed and first introduced by Cadillac 20 years ago, eliminate all clearance space between



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. As designed for the Cadillac overhead valve engine, they assure quiet operation.

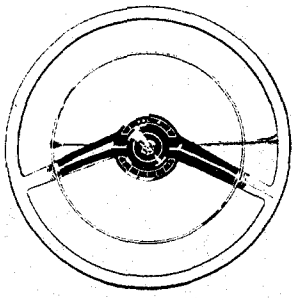
New Increased Capacity Generator assures peak load operation. 51





THE 1951 HYDRA-MATIC DRIVE

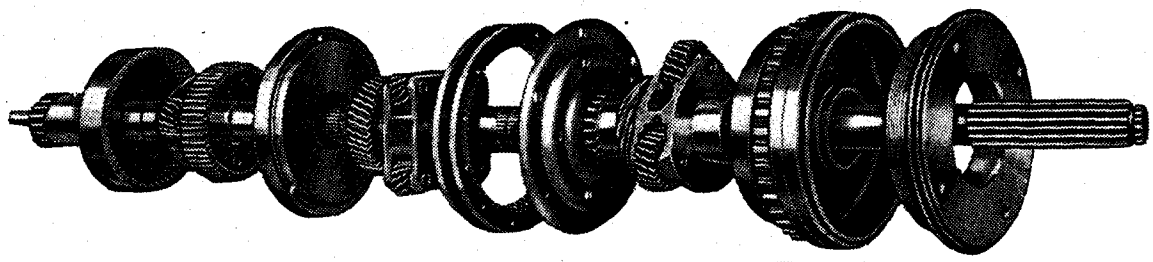
The General Motors Hydra-Matic Drive, as designed and built for Cadillac, has proved so successful over the years that it has been made standard equipment on all series of Cadillac passenger cars. Hydra-Matic Drive consists of an automatic, 4 speed transmission operating in conjunction with a fluid coupling placed between the transmission proper and the smoothly-operating 160 horsepower V-type, overhead valve engine. There is no clutch pedal—no gearshift lever.



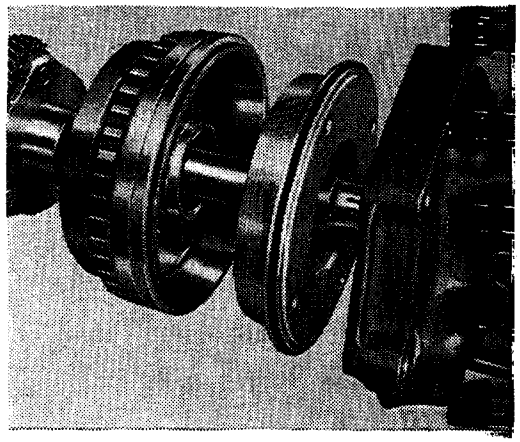
From the moment the car is put in motion until it is brought to a complete stop, all driving operations, except steering, accelerating and braking are completely and smoothly automatic. As power flows from the engine, the driving member of the fluid coupling is revolved through a set of forward planetary gears. This causes the fluid to flow against the vanes of the driven member and transmit engine power through the main transmission shaft and rear planetary gearset to the rear wheels. All gear ratio changes occur automatically at the precise instant for best car performance.

The advantages and desirability of Hydra-Matic Drive have been proved in the hands of hundreds of thousands of Cadillac owners over nearly a 10-year period. In the opinion of Cadillac engineers, nothing else has yet been developed that will provide the all-around efficiency, the driving comfort, and the operating economy of Hydra-Matic Drive. Adopting it this year as standard equipment on all passenger car models is a great tribute to the basic soundness of the General Motors Hydra-Matic Drive principle as designed and built for Cadillac.

A new feature of the 1951 Cadillac Hydra-Matic transmission is a new "finger-tip" cone-type friction reverse control. It permits shifting into reverse without clash or delay and facilitates "rocking" the car forth and back when in heavy sand or snow. The advantages of Hydra-Matic operation are clearly apparent to the driver whether in slow, heavy traffic or cruising along the open highway. With it he can relax, yet smoothly and effortlessly maintain perfect car control. Once under way, his manual operations have been reduced to merely steering, accelerating and braking, regardless of traffic conditions.

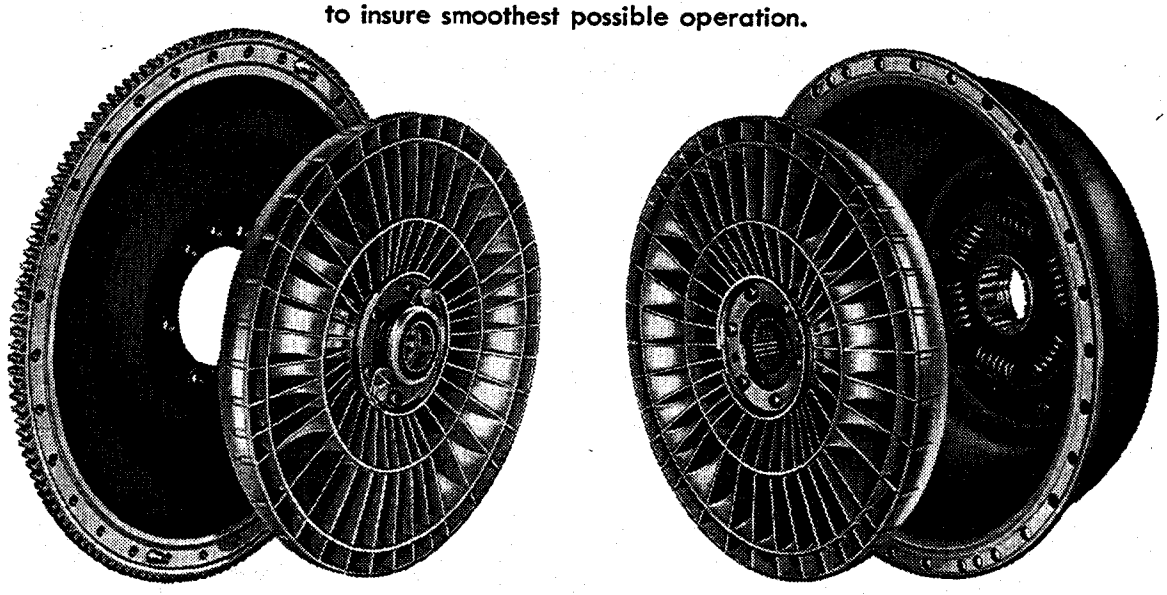


Scientific Design and precision workmanship feature the Cadillac-built Hydra-Matic Drive Transmission. Shown above is the main transmission shaft removed from housing, with planetary gears and other parts separated for the purpose of illustration.



A New and Important Feature of the 1951 Cadillac Hydra-Matic Transmission is a cone-type friction reverse control, shown in insert. It is very smooth in operation as it does not require the meshing of gears but picks up its load merely by inserting the conical shape disk, shown at right, under pressure, into the corresponding coupling, shown at left. The rapidity and smoothness with which this manual operation can be accomplished permits rocking the car in sand or snow.

Members of the fluid coupling are here shown separated to illustrate vane structure. The coupling is precision-balanced with fluid to insure smoothest possible operation.



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

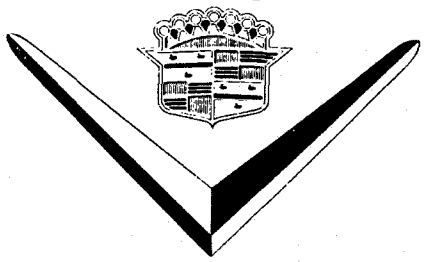
Note: Miles per hour at which shift is made is dependent on throttle opening. Actually no gears shift. Term used for clarity of meaning only.

HYDRA-MATIC CADILLAC

3.36 Axle—Series 61, 62, 60S • 3.77 Axle—Series 75

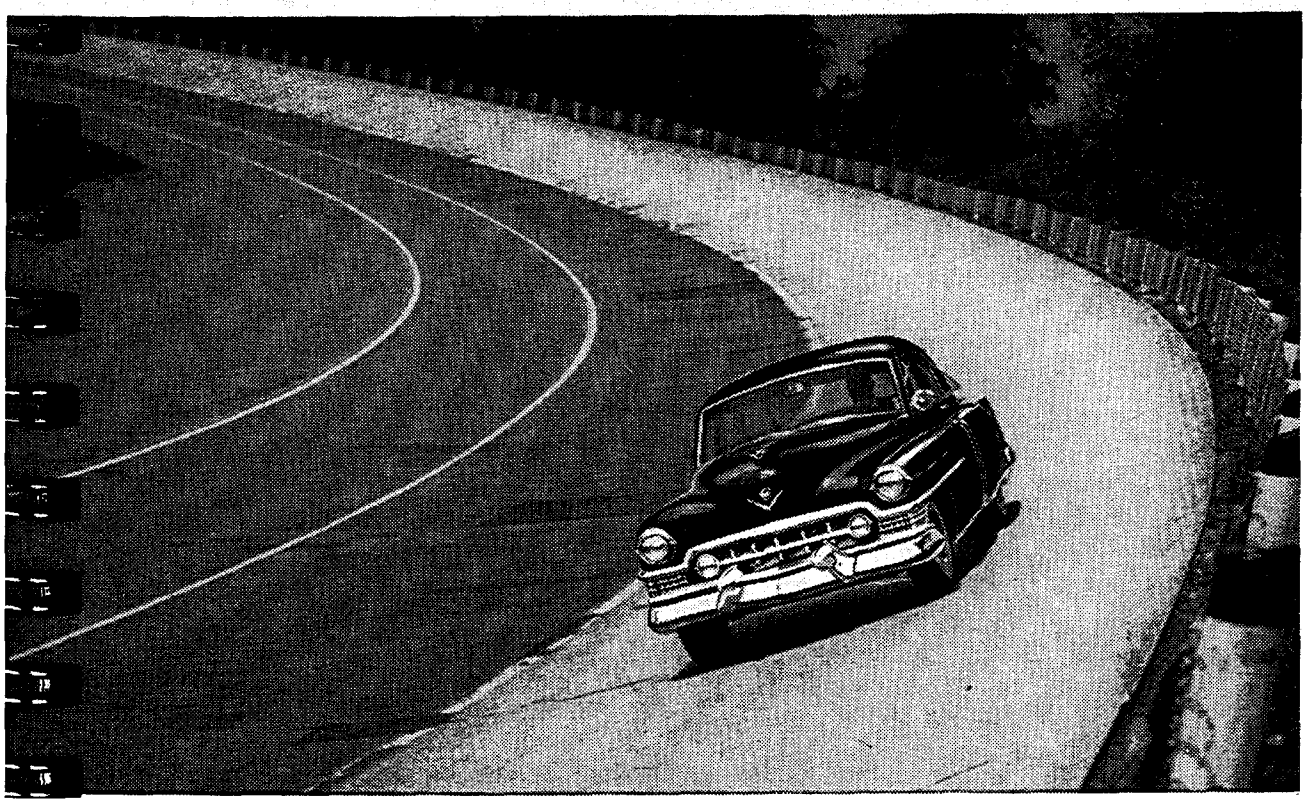
TRANSMISSION AND CAR RATIOS

	Transmission Ratios	*Over-all Reduction* With 3.36 Axle	With 3.77 Axle
Low	3.819	12.83	14.40
Second	2.634	8.85	9.93
Third	1.450	4.87	5.47
Fourth	1.000	3.36	3.77
Reverse	4.304	14.46	16.23

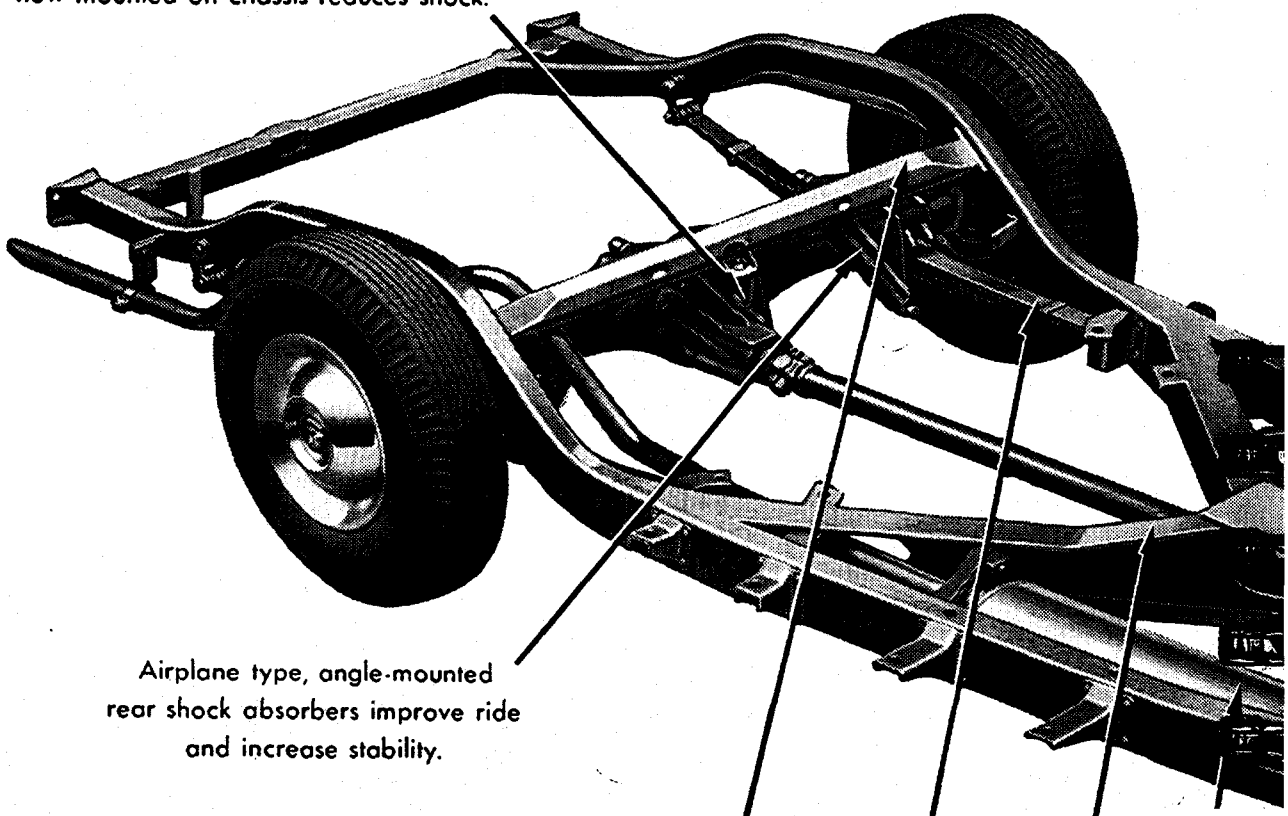


1951 Cadillac

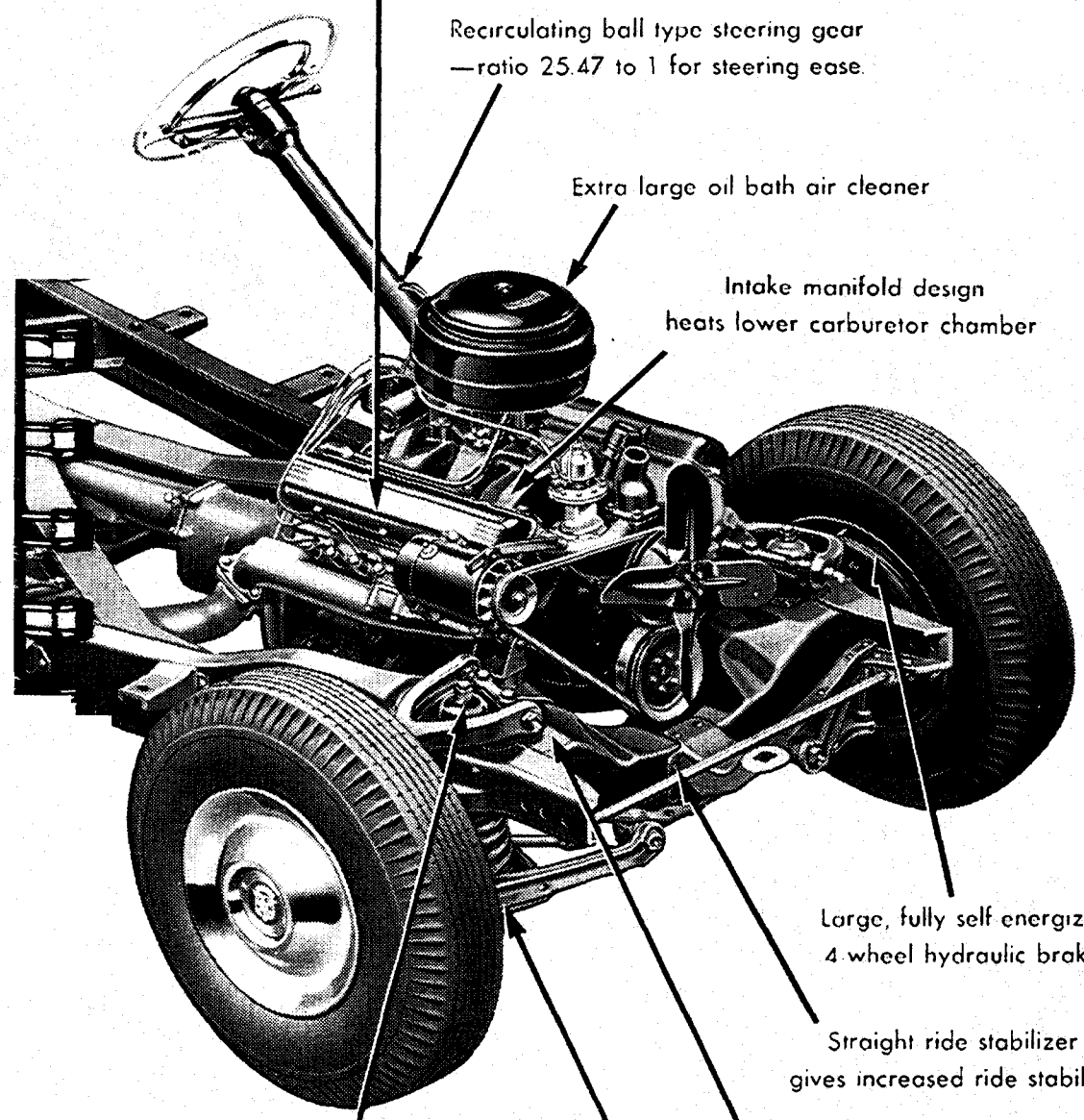
SPECIFICATIONS



The following pages contain detailed chassis and engine specifications as well as a chart of interior body dimensions for all 1951 Cadillac models. Two pages are devoted to an illustration of the chassis with some of the more important features captioned for ready reference. A separate index has been provided to assist salesmen in locating the listing of detailed specifications.


Axle compression bumper
now mounted on chassis reduces shock.
Airplane type, angle-mounted
rear shock absorbers improve ride
and increase stability.
More rigid boxed cross-member
Hotchkiss drive through permanently
lubricated rear springs.
X-type frame
3-piece oval muffler.

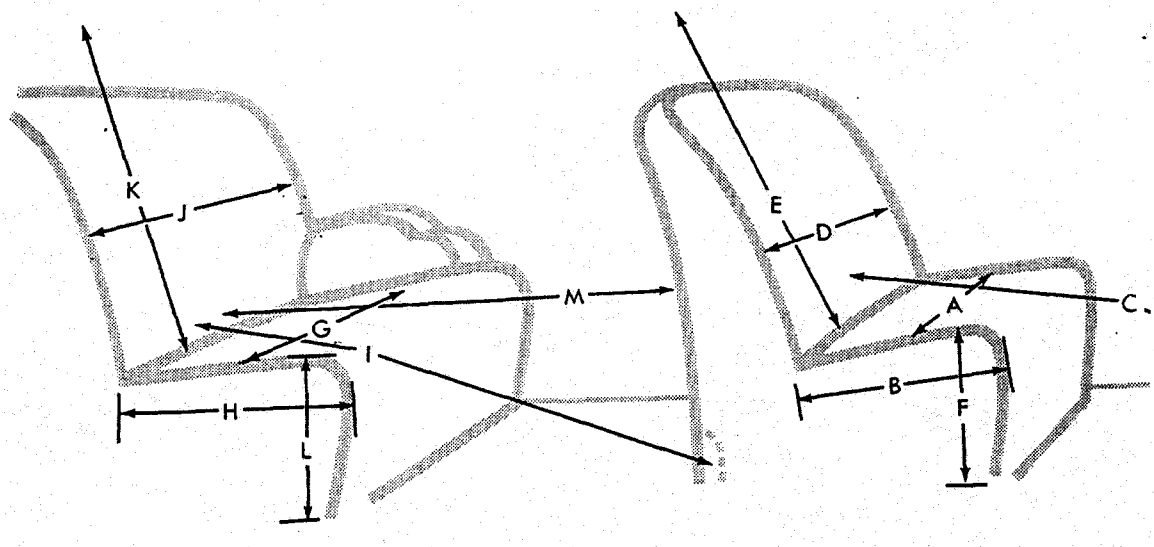
CONSTRUCTION OF CHASSIS



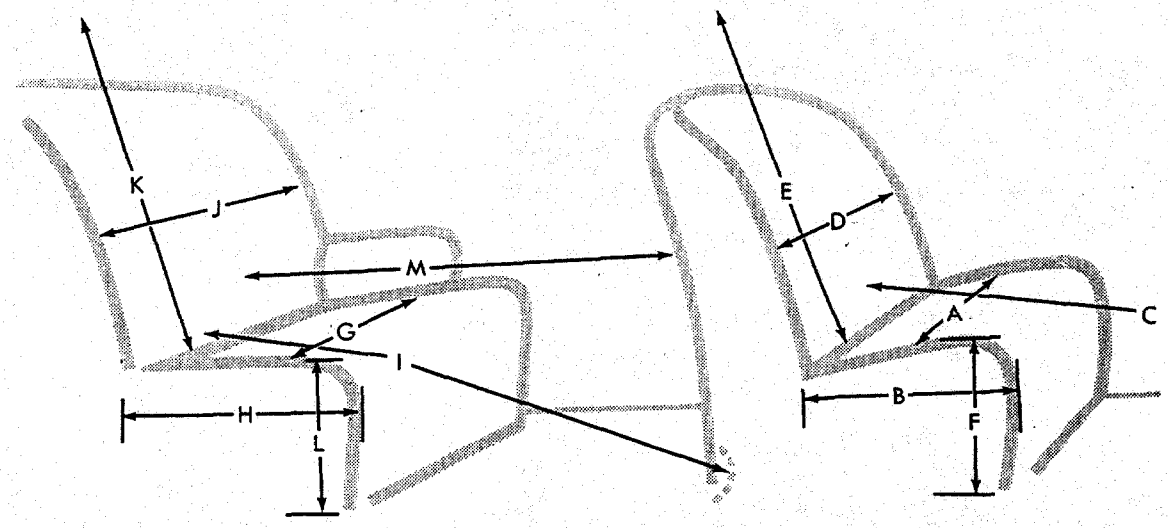
Dim.*	61 Coupe	61 Sedan	62 Coupe & Coupe Déville	62 Sedan	62 Conv.	60 Special	75 Sedan	75 Business Sedan
A	63 3/8	63 7/8	63 3/8	63 1/2	63 3/8	63 1/2	64	64
B	18 3/8	18 5/16	18 3/8 18 1/4	18 3/8	18 3/8	18 3/8	18 9/16	18 9/16
C	42 15/16	43 1/2	43 13/16 43 11/16	43 5/8	42 11/16	43 5/8	43 1/8	43 1/8
D	56 1/8	58 1/4	56 1/8	58 1/8	56 1/8	58 1/8	58 1/8	58 1/8
E	35 3/8	35 13/16	35 3/8 35 11/16	35 1/2	36 1/8	35 1/2	37	37
F	13 5/16	13 3/8	13 5/16	14 3/16	13 5/16	14 3/16	13 11/16	13 11/16
G	54 9/16	64 5/8	54 9/16	64 1/2	51	64 1/2	56 7/8	56 7/8
H	18 11/16	19	18 11/16	19	18 11/16	19	19 13/16	19 11/16
I	38 9/16	40 13/16	37 7/8	40 3/16	37 7/8	40 3/16	—	—
J	56 1/4	56 7/8	56 1/4	56 1/2	47 1/2	56 1/2	56 1/8	56 1/8
K	34 7/8	35 1/4	34 7/8	36	35 3/16	36	35	34 13/16
L	12	12 1/8	11 3/4	12 1/8	11 3/4	12 1/8	14 5/16	13 1/8
M	30 1/16	33	30 1/16	35 9/16	30 1/16	35 9/16	52 5/16	54 7/8

*FRONT SEAT IN FULL REAR POSITION

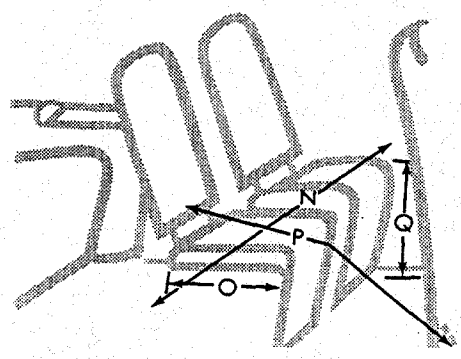
COUPE DIMENSIONS



SEDAN DIMENSIONS



N—63⅛
O—15⅝
P—34⅞
Q—12¹⁵⁄₁₆



DETAILED SPECIFICATIONS

INDEX

Body

Series	61	62	60S	75
Types	2	4	1	3
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

Frame

Series	61, 62, 60S	75
Frame make	A. O. Smith	A. O. Smith
Frame depth, maximum	7 1/8"	7 3/16"
Frame thickness, maximum	1/8"	5/32"
Flange width, maximum	2 9/16"	2 19/32"
Frame—Type	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 End Suspension—Continued	**Series 61, 62, 60S**	**75**
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. ½° to Pos. ½°	
Camber angle	−⅜° to +⅜°	
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	
Rear axle		
Oil capacity	5 pints	
Grade recommended:		
S.A.E. viscosity	90 hypoid	
Type of final gearing	Hypoid	
Gear ratio:		
Hyd. Trans. Std. Equip.	3.36	3.77
No. of teeth in ring gear (Std.)	47	49
No. of teeth in pinion (Std.)	14	13
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	

Rear Axle & Rear End Suspension—Continued

Series 61, 62, 60S	75
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—8 10
Shackles, type	Compression link
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-Moraine 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

DETAILED SPECIFICATIONS
Continued

Brakes—Continued	Series 61, 62, 60S	75
Anchor-Type	Self Adjusting	Adjustable Eccentric
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	
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"	
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	50-75
Cylinder arrangement	90° V-type O. H. Valve	
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	

Engine—Continued	**Series 61, 62, 60S 75**
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 —516100000 517500000 62 —516200000 60S—516000000
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	.0008"-.0025"
No. 1 main bearing journal, diameter and length	2½" x 1'
No. 2, 3, 4 main bearing journal, diameter and length	2½" x 1 1/16"
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"
Piston material	Aluminum alloy
Piston features	T-T-slot Stannate-treated finish
Piston length	3 5/16"
Piston clearance	.0013"-.0017"
No. of rings per piston:	
Compression	2
Oil	1
Wrist pin length	3 3/32"

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

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
Connecting rod:	
Length, center to center	6⅝"
Material	#1041 steel
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.	28 lbs. at 30 M.P.H.
Pressure at which relief valve opens	26 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 5
Coolant circulation, type	Pump

Engine—Continued	Series 61, 62, 60S 75
Water pump, type	Centrifugal—dual outlet
Blocking thermostat, make, control and type	Dole Vernatherm
Carburetor, make	Carter—845S-Roch.
Size	1¼"
Type	Plain tube
Up or down draft	Down draft
Single or dual	Dual
Automatic choke:	
Make	Carter—Roch.
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
Intake valve:	
Actual over-all diameter of head	1.750"
Angle of seat	44°

Engine—Continued

Seat insert	None
Cooled by	Directed water circulation
Stem clearance	.0005"-.0025"
Lift	.327"
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	.327"
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
Peak charging speed	27 M.P.H. up
Generator ventilation	Forced air

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

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	Comb. Ign. & Starter Switch
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	#1110820
Manual advance	None
Maximum centrifugal advance	32° crankshaft
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

Engine, Electrical—Continued

Series 61, 62, 60S 75

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

Transmission

Series 61, 62, 60S 75

Hydra-Matic	Standard

Fuel Tank and Exhaust System

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

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
—61 Series—Blackwall 7.60 x 15	Whitewall 8.00 x 15

DETAILED SPECIFICATIONS
Continued

Wheels & Tires—Continued	Series 61, 62, 60S	75
Ply Rating	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
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

Chassis Electrical System, Instruments & Instrument Panel— Continued	Series 61, 62, 60S	75
Amperage draw of horns	Low note 21 High note 19	

Radiator	
Radiator core:	
Make	Harrison
Type	Tube and fin
Cooling capacity	18 qts.
Core & Tank	5½ qts.

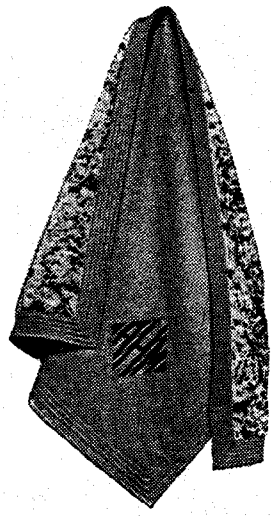
Miscellaneous Final Assembly Items	All Series
Car lifting device, jack	Bumper type
Engine lubrication, type	Pressure
Chassis lubrication, type	High pressure
Axle lubrication, type	Splash

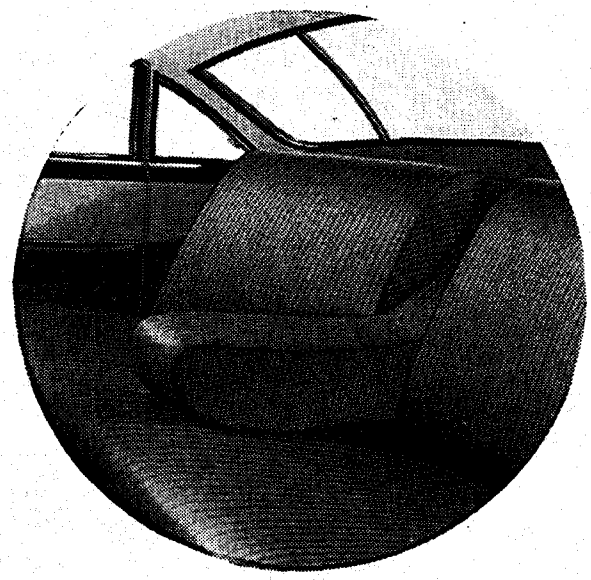
Capacities and Grades	All Series
Engine oil	5 qts.
Recommended viscosity	Min. anticipated temperature +32°F. 20W or S.A.E. 20 +10°F. 20W −10°F. 10W Below —10°F. 5W
Drain	2000 miles (after initial 500 mile change)
Rear axle oil	5 pints
Recommended viscosity	90 hypoid
Auto Trans. Fluid Type 'A'	12 qts. dry
Cooling system—water	18 qts.
Gasoline	20 gals.

1951 Cadillac

ACCESSORIES

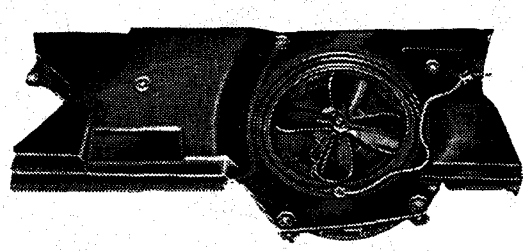
Fleetwood Robe is custom tailored of finest broadcloth and lined with either alpaca or crushed silk plush or broadcloth.

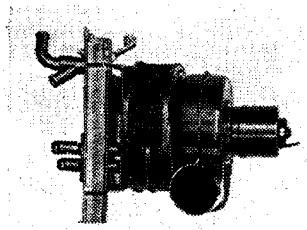


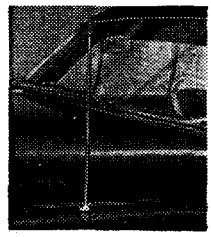


Seat Covers—Again Cadillac offers a wide selection of fine seat covers. Paratwill, illustrated, and sea breeze all mat covers will be available in a variety of patterns and colors.

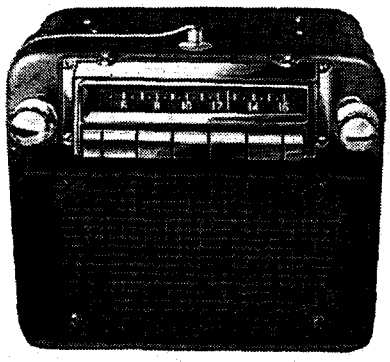
Standard Heater and Defroster—Front compartment passengers will enjoy the new heater designed for use in mild climates. The heater and defroster unit is controlled thermostatically. The defroster outlet is so designed that warm air is blown across the complete windshield width.



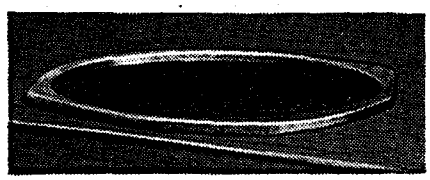


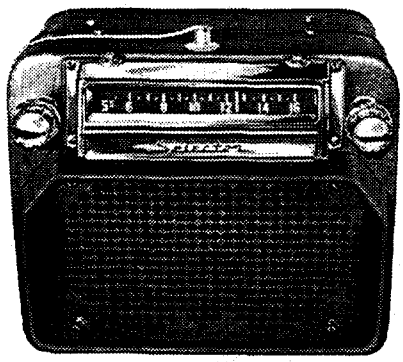


Telescopic antenna is vacuum operated by pushing in or pulling out volume control knob while engine is running.

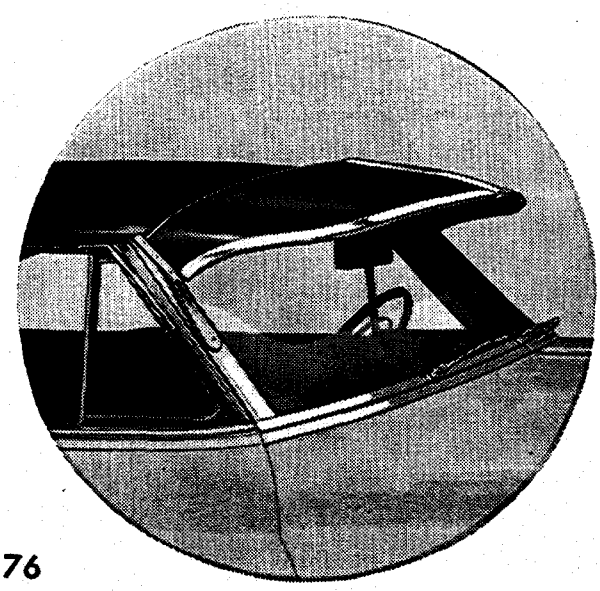


The Automatic Push Button Radio—With elliptical speaker, offers fine reception under all conditions. Station selectors are set by using the push-pull lock-up tuner. Control knobs and illuminated dial are designed to match the clock and instrument dials.



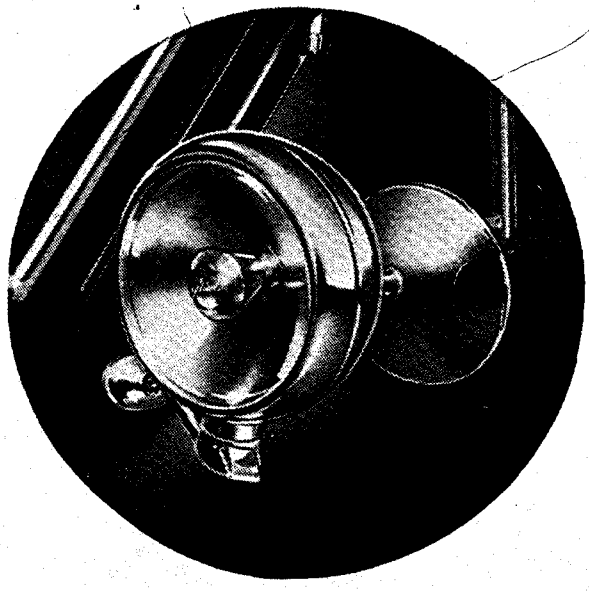


Signal Seeking Radio and Rear Speaker—The new signal seeking Radio, with bar tuning, foot control button and individual signal seeking adjustment, is the most modern car radio available. By turning signal seeking control to any of five positions, radio will automatically receive as many as 50 stations from 2,500 watts to 50,000 watts. Auxiliary rear compartment speaker is standard.

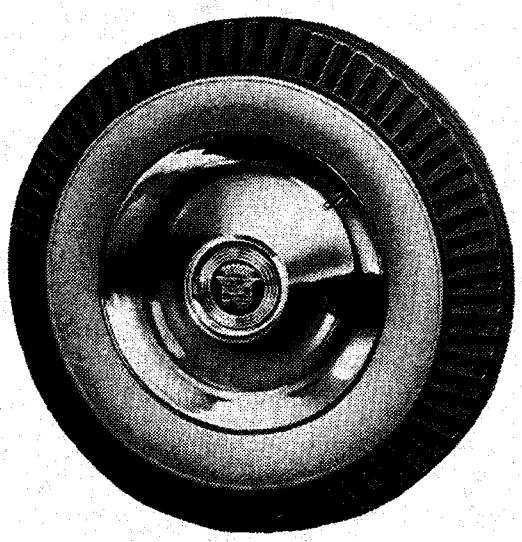


Cadillac Outside Sun Visor—Chrome-trimmed and painted to match the car color, the new Outside Sun Visor reduces sun and sky glare while keeping hot sun from striking front-seat occupants' laps. This beautifully styled visor provides full forward visibility, yet reduces accumulation of freezing rain and snow on windshield.

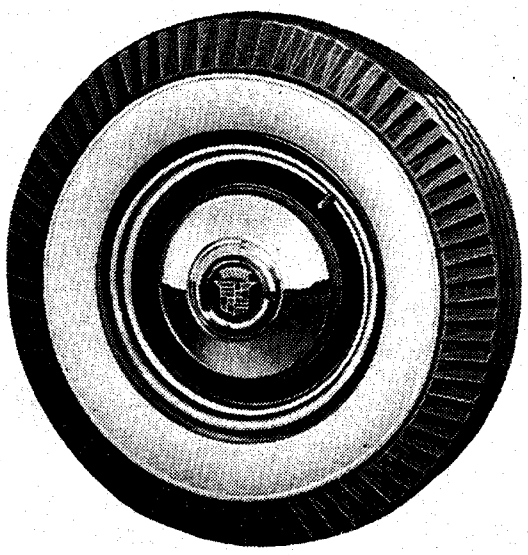
Spotlight is mounted through the door. The spotlight has been designed with a built-in rear view mirror enabling the driver to adjust the mirror from inside the car.



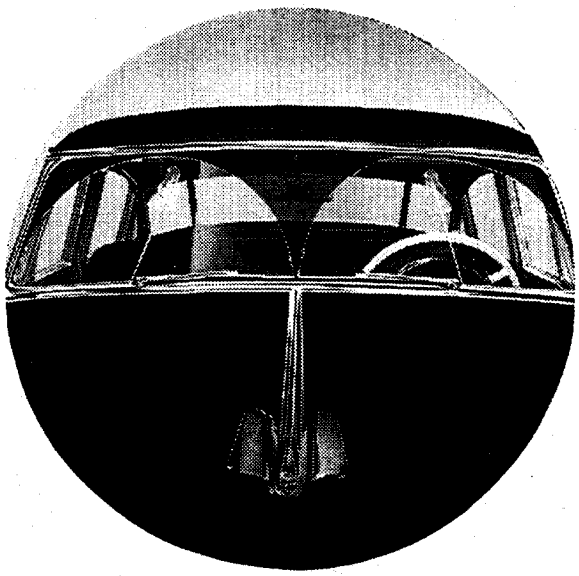
Wheel Discs completely cover the wheels. The discs, which are chrome-plated, rust and rattle-proof, add a note of smartness to the exterior appearance.



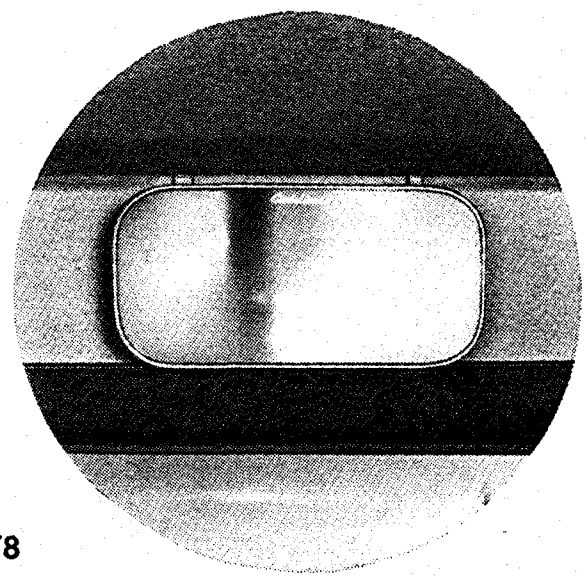
Trim Rings are available for those owners who prefer to contrast bright chrome with wheel colors. The trim rings are stainless steel, heavily chromed.



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

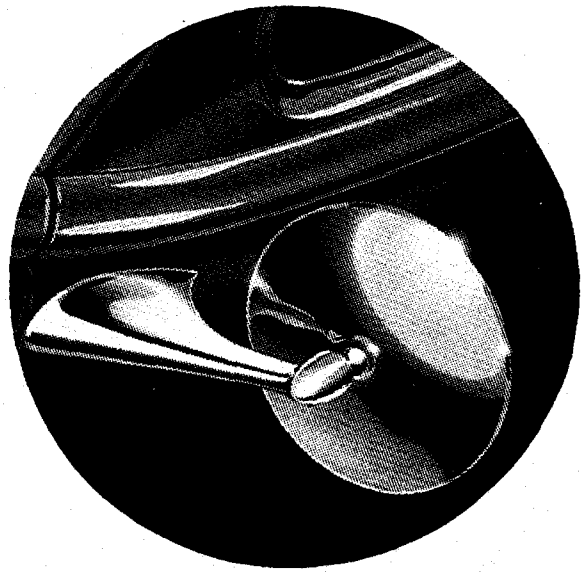


Windshield Washer sprays water on the windshield so that mud or slush may be removed by the windshield wipers. In summer, the tank is filled with water—in winter, a special anti-freeze solution is available.

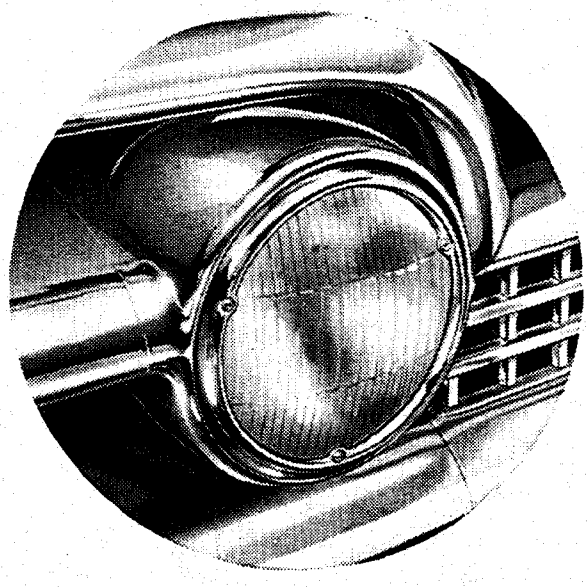


Vanity Mirror—A new vanity mirror is now available for installation on either sun visor. The mirror may be used by lowering the visor—when the visor is raised the mirror is out of sight.

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



Foglamp Combination incorporates 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.

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—1902-1950

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.
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″	

Model Year	Total Production	Type of Cars Produced	List Price (Typical Car)	Wheelbase	Milestones
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	11,856	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″	

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″	

Model Year	Total Production	Type of Cars Produced		List Price (Typical Car)	Wheelbase	Milestones
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.
1944		—	—	—	—	Cadillac produced the M-24, one of the world's fastest and most maneuverable combat vehicles of its kind. This famous light tank, which served on all battle-fronts, was powered by Cadillac V-type engines and Cadillac Hydra-Matic Transmissions.

1945		—	—	—	—	Continued production of the world-famed M-24 light tank for distinguished use in both the European and Pacific theaters of war. Introduction of the M-19, a potent anti-aircraft gun motor carriage.
1946	29,194	V-8	"46-61"	$2,176*	126″	**Presentation** of the 1946 Cadillacs, using the battle-proved Cadillac V-type engine and Hydra-Matic transmission, the only automotive units of this kind to be produced and improved without interruption during the war.
		V-8	"46-62"	2,359*	129″	
		V-8	"46-60S"	3,099*	133″	
		V-8	"46-75"	4,298*	136″	
1947	61,926	V-8	"47-61"	2,324*	126″	**Postwar** production reaches over 90% of prewar peak. Cadillac increases fine car leadership with over 96,000 unfilled orders.
		V-8	"47-62"	2,523*	129″	
		V-8	"47-60S"	3,195*	133″	
		V-8	"47-75"	4,471*	136″	
1948	52,706 (9 months)	V-8	"48-61"	2,647*	126″	Cadillac presents its greatest engineering achievement in 45 years —the new, compact, better performing, more economical, valve-overhead V-type eight-cylinder engine.
		V-8	"48-62"	2,781*	126″	
		V-8	"48-60S"	3,506*	133″	
		V-8	"48-75"	4,471*	136″	
1949	92,554	V-8	"49-61"	2,893*	126″	Cadillac's 1 millionth car produced Nov. 25, 1949.
		V-8	"49-62"	3,050*	126″	
		V-8	"49-60S"	3,828*	133″	
		V-8	"49-75"	4,750*	136″	
1950	103,857	V-8	"50-61"	2,866*	122″	Cadillac production exceeds 100,000 cars for the first time in its history.
		V-8	"50-62"	3,234*	126″	
		V-8	"50-60"	3,797*	130″	
		V-8	"50-75"	4,770*	147″	

*(*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.

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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 1951 Cadillac Data Book was compiled as of November, 1950 and was printed in U.S.A. The above reservations apply to all pages unless otherwise noted.

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

CODES

A	LICENSE FRAMES, L.H. R.V. MIRROR, W/S WASHER, TRIM RINGS
B	LICENSE FRAMES, L.H. R.V. MIRROR, W/S WASHER, WHEEL DISCS
C	LICENSE FRAMES, W/S WASHER, TRIM RINGS
D	LICENSE FRAMES, W/S WASHER, WHEEL DISCS
F	FIRESTONE BLACK TIRES (5)
G	GOODRICH BLACK TIRES (5)
I	E Z EYE GLASS
J	RADIO—SIGNAL SEEKING & ANTENNA
J-1	RADIO—SIGNAL SEEKING (LESS FOOT CONTROL) & ANTENNA
JUE	RADIO — SIGNAL SEEKING — REAR COMPT. CONTROL—AUX. SPEAKER & ANTENNA
K	AUTOMATIC HEATING SYSTEM DELUXE
K-2	AUTOMATIC HEATING SYSTEM (LESS DEFOGGING BLOWER)
L	LICENSE FRAMES—PAIR
M	L.H. OUTSIDE REAR VIEW MIRROR
N	FOG LIGHTS
O	SPECIAL COLOR
OO	SPECIAL UPHOLSTERY
P	W/S WASHER
Q	VANITY MIRROR
R	ROYAL BLACK TIRES (5)
S	RADIO—PUSH BUTTON & ANTENNA
T	HYDRA-MATIC TRANSMISSION
U	REAR AUXILIARY SPEAKER
V	ANTI-FREEZE
W	WHITE SIDE WALL TIRES
X	HYDRO-ELECTRIC WINDOW & SEAT CONT.
Y	WHEEL DISCS (4)
Z	WHEEL TRIM RINGS (5)

1951 CADILLAC

OPTIONS & ACCESSORIES-FACTORY INSTALLED	SERIES	CLASS.	CODE	#LIST	#DIST. NET	#DEALER NET	E.O.H.
Oil Filter	All	ACC.	H	10.61	6.44	7.48	.61
E-Z Eye Glass SR 51-1	60-61-62	OPT.	I	42.66	32.75	37.45	3.10
Radio Signal Seeking & Antenna	All	ACC.	J	115.79	82.93	91.28	7.40
Radio-S.S.,Aux. Speaker & Antenna	**All	ACC.	JU	126.41	90.41	99.59	8.09
Radio-S.S.(Less Foot Control) & Antenna	ALL	ACC.	J-1	110.51	79.21	87.19	7.06
Radio-S.S.(Less Foot Control) Aux. Speaker & Antenna	**All	ACC.	JU-1	121.13	86.70	95.52	7.75
Radio-S.S.(Rear Compt.Control) Aux. Speaker and Antenna	75	ACC.	JUE	201.01	144.67	159.74	13.19
Automatic Heating System Deluxe	**60-61-62	ACC.	K	106.53	78.36	86.19	7.34
Automatic Heating System Std.	60-61-62	ACC.	K-2	101.21	74.34	81.90	6.97
Automatic Heating System Deluxe	75	ACC.	K	138.53	103.06	113.49	9.66
Automatic Heating System Std.	75	ACC.	K-2	133.20	99.03	109.21	9.29
License Frames - Pair	All	ACC.	L	4.00	2.64	3.06	.15
Mirror L.H. Outside R.V.	***All	ACC.	M	5.85	3.87	4.34	.37
Fog Lights - Pair	All	OPT.	N	34.60	24.43	27.55	2.30
W/S Washer	All	ACC.	P	10.64	7.51	8.30	.70
Mirror - Vanity	All	ACC.	Q	1.73	1.05	1.21	.05
Radio - Push Button and Antenna	All	ACC.	S	94.82	67.69	74.11	6.05
Transmission - Hydramatic	61-75-86	OPT.	T	185.74	148.21	154.46	13.64
Speaker - Rear Aux.	**All	ACC.	U	10.60	7.47	8.31	.69
Anti-Freeze (per quart)	All	-	V	.26	.21	.21	---
Hydro-Electric Window Lifts & Seat Control	6219-6237	OPT.	X	129.94	109.07	114.29	10.06
Discs Wheel (4)	All	OPT.	Y	26.62	18.90	21.41	1.79
Rings Trim (5)	All	ACC.	Z	10.00	7.03	8.02	.38
TIRES - WHITE WALLS							
8:00 x 15 - 4 ply	60-61-62	OPT.	W	31.62	23.69	23.69	1.13
8:20 x 15 - 6 ply	75	OPT.	W	43.06	31.89	31.89	1.57

OPTION & ACCESSORY GROUPS CODE: H. P. M. Z. -. L. / H. P. M. Z. -. -. / H. P. M. -. Y. L. / H. P. M. -. Y. -. / H. P. -. Z. -. L. / H. P. -. Z. -. -. / H. P. -. -. Y. L. / H. P. -. -. Y. -.	SERIES	GROUP					
	**All	A		41.10	27.49	31.20	2.21
	**All	A-1		37.10	24.85	28.14	2.06
	**All	B		57.72	39.36	44.59	3.62
	**All	B-2		53.72	36.72	41.53	3.47
	All	C		35.16	23.62	26.86	1.84
	All	C-3		31.16	20.98	23.80	1.69
	All	D		51.87	35.49	40.25	3.25
	All	D-4		47.87	32.85	37.19	3.10

**Except 6267 ***Std. on 6267 #Includes E.O.H.

1951 CADILLAC

OPTIONS & ACCESSORIES-FACTORY INSTALLED	SERIES	CLASS.	CODE	#LIST	#DIST. NET	#DEALER NET	E.O.H.
Oil Filter	All	ACC.	H	10.61	6.44	7.48	.61
E-Z Eye Glass SR 51-1	60-61-62	OPT.	I	42.66	32.75	37.45	3.1[illegible]
Radio Signal Seeking & Antenna	All	ACC.	J	115.79	82.93	91.28	7.40
Radio-S.S.,Aux. Speaker & Antenna	**All	ACC.	JU	126.41	90.41	99.59	8.09
Radio-S.S.(Less Foot Control) & Antenna	ALL	ACC.	J-1	110.51	79.21	87.19	7.06
Radio-S.S.(Less Foot Control) Aux. Speaker & Antenna	**All	ACC.	JU-1	121.13	86.70	95.52	7.75
Radio-S.S.(Rear Compt.Control) Aux. Speaker and Antenna	75	ACC.	JUE	201.01	144.67	159.74	13.19
Automatic Heating System Deluxe	**60-61-62	ACC.	K	106.53	78.36	86.19	7.34
Automatic Heating System Std.	60-61-62	ACC.	K-2	101.21	74.34	81.90	6.97
Automatic Heating System Deluxe	75	ACC.	K	138.53	103.06	113.49	9.66
Automatic Heating System Std.	75	ACC.	K-2	133.20	99.03	109.21	9.29
License Frames - Pair	All	ACC.	L	4.00	2.64	3.06	.15
Mirror L.H. Outside R.V. -	***All	ACC.	M	5.85	3.87	4.34	.37
Fog Lights - Pair	All	OPT.	N	34.60	24.43	27.55	2.30
W/S Washer	All	ACC.	P	10.64	7.51	8.30	.70
Mirror - Vanity	All	ACC.	Q	1.73	1.05	1.21	.05
Radio - Push Button and Antenna	61-75-86	OPT.	S	94.82	67.69	74.11	6.05
Transmission - Hydramatic	**All	ACC.	T	185.74	148.21	154.46	13.64
Speaker - Rear Aux.	All	-	U	10.60	7.47	8.31	.69
Anti-Freeze (per quart)			V	.26	.21	.21	---
Hydro-Electric Window Lifts & Seat Control	6219-6237	OPT.	X	129.94	109.07	114.29	10.06
Discs Wheel (4)	All	OPT.	Y	26.62	18.90	21.41	1.79
Rings Trim (5)	All	ACC.	Z	10.00	7.03	8.02	.38
TIRES - WHITE WALLS							
8:00 x 15 - 4 ply	60-61-62	OPT.	W	31.62	23.69	23.69	1.13
8:20 x 15 - 6 ply	75	OPT.	W	43.06	31.89	31.89	1.57

OPTION & ACCESSORY GROUPS CODE: H. P. M. Z. -. L. / H. P. M. Z. -. -. / H. P. M. -. Y. L. / H. P. M. -. Y. -. / H. P. -. Z. -. L. / H. P. -. Z. -. -. / H. P. -. -. Y. L. / H. P. -. -. Y. -.	SERIES	GROUP					
	**All	A		41.10	27.49	31.20	2.21
	**All	A-1		37.10	24.85	28.14	2.06
	**All	B		57.72	39.36	44.59	3.62
	**All	B-2		53.72	36.72	41.53	3.47
	All	C		35.16	23.62	26.86	1.84
	All	C-3		31.16	20.98	23.80	1.69
	All	D		51.87	35.49	40.25	3.25
	All	D-4		47.87	32.85	37.19	3.10

Except 6267 *[illegible]

COLOR COMBINATIONS

SERIES 51-60S, 61, 62, 75

EXTERIOR COLORS

xComb. Code No.	Color Name	Matching Colors (Dupont)	Original Color No.	Mfgr.	Color Name	Matching Color No.
		BODY AND SHEET METAL			WHEELS	(Synthetic Enamel, "Baking")
1	Black	246-2048	253-2313 20498A	Dupont R & M	Black (Standard) Vincennes Red (Optional)	B-94-210900 B-94-3618R
2	Empress Blue	1140	P.S.0232	R & M	Empress Blue (Standard) Vincennes Red (Optional)	B-182-10466 B-94-3618R
3	Exeter Green	1133-H	286-55693	Dupont	Exeter Green (Standard) Vincennes Red (Optional)	B-182-10465 B-94-3618R
4	Capri Green	1135	023467	R & M	Vincennes Red (Optional) Capri Green (Standard)	B-94-3618R B-94-55751
5	Cadet Blue	1136	23215	R & M	Cadet Blue (Standard) Vincennes Red (Optional)	B-94-55752 B-94-3618R
6	Tucson Beige	1138	P.S.0818	R & M	Tucson Beige (Standard) Vincennes Red (Optional)	B-182-10467 B-94-3618R
7	Corinth Blue	760	022299	R & M	Corinth Blue (Standard) Vincennes Red (Optional)	B-94-71063 B-94-3618R
8	Savoy Gray	932	P.S.0131	R & M	Vincennes Red (Standard) Savoy Gray (Optional)	B-94-3618R B-182-10392
9	Bolero Maroon	1228-M	P.S.657	R & M	Bolero Maroon (Standard) Vincennes Red (Optional)	B-162-10468 B-94-3618R
10	Mist Gray	1134	021169	R & M	Mist Gray (Optional) Vincennes Red (Standard)	B-94-55738 B-94-3618R
12	Chester Green	1139	P.S.0313	R & M	Chester Green (Standard) Vincennes Red (Optional)	B-182-10469 B-94-3618R
15	†Savoy Gray ‡Mist Gray	932 1134	P.S.0131 021169	R & M R & M	Vincennes Red (Standard) Mist Gray (Optional)	B-94-3618R B-94-55738
16	†Chester Green ‡Exeter Green	1139 1133-H	P.S.0313 286-55693	R & M Dupont	Exeter Green (Standard) Vincennes Red (Optional)	B-182-10465 B-94-3618R
17	†Argent ‡Cadet Blue	1137 1136	P.S.0142 23215	R & M R & M	Cadet Blue (Standard) Vincennes Red (Optional)	B-94-55752 B-94-3618R
18	†Exeter Green ‡Chester Green	1133-H 1139	286-55693 P.S.0313	Dupont R & M	Chester Green (Standard) Vincennes Red (Optional)	B-182-10469 B-182-10395
20	†Empress Blue ‡Corinth Blue	1140 760	P.S.0232 022299	R & M R & M	Corinth Blue (Standard) Vincennes Red (Optional)	B-94-71063 B-94-3618R
22	Fiesta Ivory	759	27789	R & M	Fiesta Ivory (Standard) Vincennes Red (Optional)	B-94-71062 B-94-3618R
23	†Black ‡Fiesta Ivory	246-2048 759	20498A 27789	R & M R & M	Fiesta Ivory (Standard) Vincennes Red (Optional)	B-94-71062 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 51-60S, 61, 62

INTERIOR COLORS

Style 51-6019X Check color of trim to determine matching paints.

INSTRUMENT PANEL; DOOR AND QUARTER BELT FINISH PANELS; WINDSHIELD GARNISH MOLDINGS; STEERING COLUMN JACKETS, COVERS, TRANSMISSION SHIFTER CARRIER AND HOUSING, HORN RING HUB AND SPOKES VENTILATOR BRACKETS.

TRIM COLOR	Matching Colors (Dupont)	PAINT TO MATCH
Tan Trim	1198-G	Cordovan Tan P.S 0813D (R & M)
Gray Trim	1197	Chelsea Gray P.S. 0140 (R & M)
Blue Trim	1204-G	Falmouth Blue P.S. 0217 (R & M)
Green Trim	1203	Keswick Green P.S. 3397 (R & M)

Instrument panel and front door belt finish panels have an insert transfer to match each color. See groups33.0001 for transfer material.

Style 51-6137, 6169, 6219, 19X, 6237, 37X Check color of trim to determine matching paints.

WINDOW AND WINDSHIELD GARNISH MOLDINGS

TRIM COLOR	PAINT TO MATCH
Tan Trim	Pearl Beige Metallic 524 (Dupont)
Gray Trim	Light Gray Metallic 1130 (Dupont)

INSTRUMENT PANEL; DOOR AND QUARTER BELT FINISH PANELS; STEERING COLUMN JACKETS, COVERS, TRANSMISSION SHIFTER CARRIER AND HOUSING, HORN RING HUB AND SPOKES, VENTILATOR BRACKETS.

TRIM COLOR	Matching Colors (Dupont)	PAINT TO MATCH
Tan Trim	1198-G	Cordovan Tan P.S. 0813D (R & M)
Gray Trim	1197	Chelsea Gray P.S. 0140 (R & M)

Instrument panel and front door belt finish panels have an insert transfer to match each color. See group 33.0001 for transfer material.

Style 51-6237DX Check color of trim to determine matching paints.

INSTRUMENT PANEL; DOOR AND QUARTER BELT FINISH PANELS; WINDSHIELD GARNISH MOLDINGS; STEERING COLUMN JACKETS, COVERS, TRANSMISSION SHIFTER CARRIER AND HOUSING, HORN RING HUB AND SPOKES, VENTILATOR BRACKETS;

	PANEL INSERT AREA COLOR		PANEL FACE AND MOLDING COLOR	
TRIM COLOR	Matching Colors (Dupont)	PAINT TO MATCH	Matching Colors (Dupont)	PAINT TO MATCH
Tan Trim	1196	Beach Beige P.S. 707 (R & M)	1198-G	Cordovan Tan P.S. 0813 D (R & M)
Green Trim	1200	Willow Green P.S. 0318 (R & M)	1203	Keswick Green P.S. 3397 (R & M)
Blue Trim	1202	Nimbus Gray 021139 (R & M)	1201	Orion Blue P.S. 0212 (R & M)

COLOR COMBINATIONS (Continued)

SERIES 51-60S, 61, 62

INTERIOR COLORS (Continued)

Style 51-6267X # Check car color code number (See metal plate on dash) to determine matching paints. Before body No. 1801.
$ Check color of trim to determine matching paints. After body No. 1800.

INSTRUMENT PANEL; DOOR AND QUARTER BELT FINISH PANELS; WINDSHIELD GARNISH MOLDINGS; STEERING COLUMN JACKETS, COVERS, TRANSMISSION SHIFTER CARRIER AND HOUSING, HORN RING HUB AND SPOKES, VENTILATOR BRACKETS.

PANEL FACE AND MOLDING COLOR

# Before Body No. 1801 To Match Color Code No.	Matching Colors (Dupont)	PAINT TO MATCH	
1,6,7,10,12,22	246-2048	Black 20498-A	(R & M)
2	1140	Empress Blue P.S. 0232	(R & M)
3	1133-H	Exeter Green 286-55693	(Dupont)
4	1135	Capri Green 023467	(R & M)
5	1136	Cadet Blue 23215	(R & M)
8	932	Savoy Gray P.S. 0131	(R & M)
9	No Match	Bolero Maroon P.S. 657	(R & M)

PANEL INSERT AREA COLOR

# Before Body No. 1801 To Match Color Code No.		PAINT TO MATCH	
1,10	1134	Mist Gray 021169	(R & M)
2,3,4,5,6,7,8,9	1196	Beach Beige P.S. 707	(R & M)
12	1139	Chester Green P.S. 0313	(R & M)
22	759	Fiesta Ivory 27789	(R & M)

PANEL FACE AND MOLDING COLOR

$ To Match Trim Color After Body No. 1800		PAINT TO MATCH	
50 Tan	1205-H	Tagus Brown 1205H	(Dupont)
51 Green	1203	Keswick Green P.S. 3397	(R & M)
52 Blue	1204-G	Falmouth Blue P.S. 0217	(R & M)
53 Red	No Match	Bolero Maroon P.S. 657	(R & M)
54 Black	246-2048	Black	(Dupont)

PANEL INSERT AREA COLOR

$ To Match Trim Color After Body No. 1800		PAINT TO MATCH	
50		Castile Beige 1199	(Dupont)
51	1200	Willow Green P.S. 0318	(R & M)
52	760	Corinth Blue 022299	(R & M)
53		Castile Beige 1199	(Dupont)
54	1134	Mist Gray 021169	(R & M)

UPHOLSTERY CHART NO. 6

Series 51-60S,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.

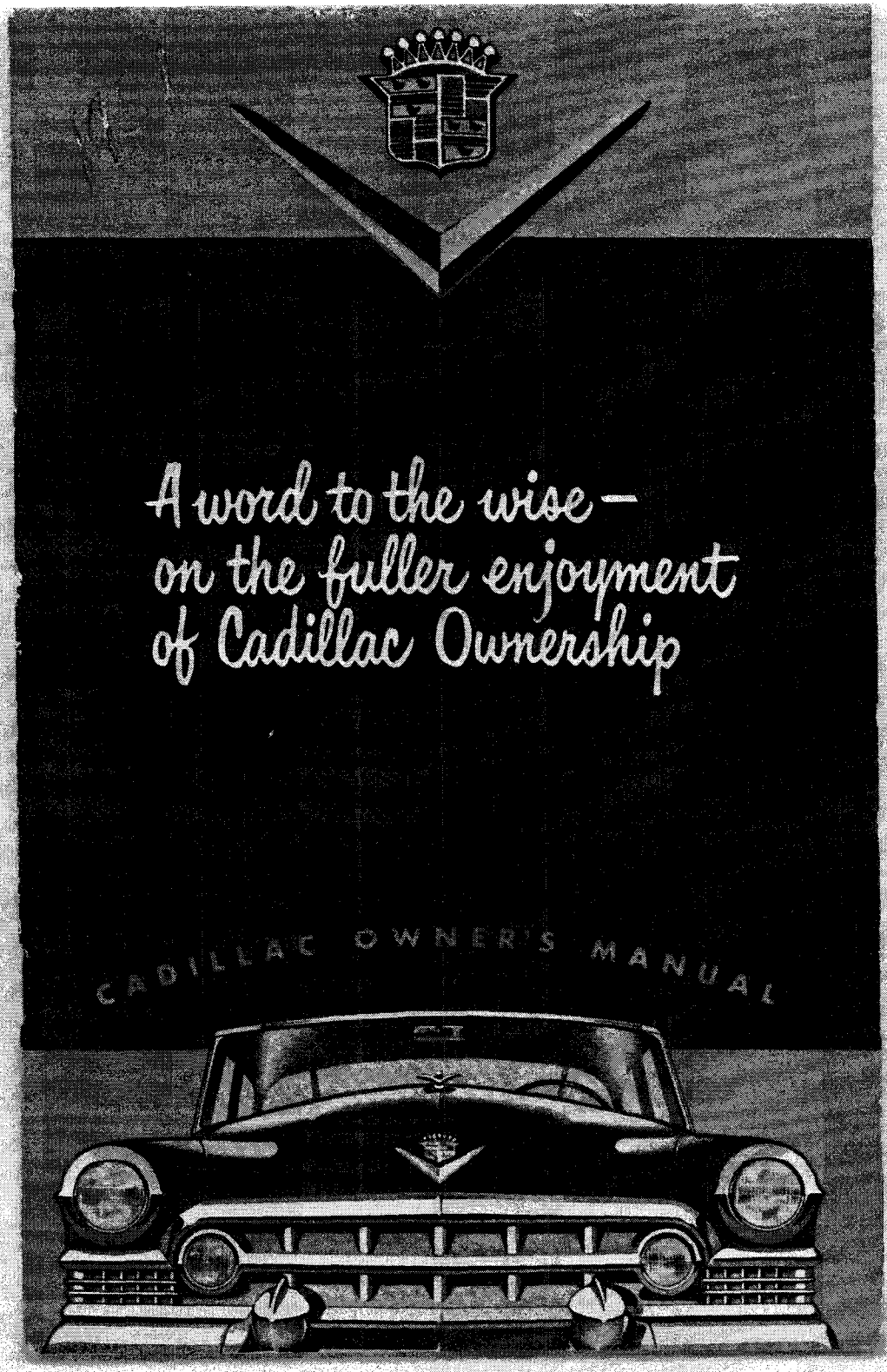
Trim Code	Description of Cushion and Back Rest Material	Part No. of Cushion and Back Rest Material	Description of Sidewall Material	Part No. of Sidewall Material	Description of Headlining Material	Part No. of Headlining Material
30	Dark Gray Novelty Cord	232T151	Dark Gray Novelty Cord	232T151		
	Light Gray Plain Broadcloth	245T151	Light Gray Plain Broadcloth	245T151		
			Dark Gray Plain Broadcloth	234T151	Light Gray Plain Broadcloth	235T151 4183566
	Series 51-6137,69					
31	Dark Gray Pattern Cloth	233T151	Dark Gray Pattern Cloth	233T151		
	Light Gray Plain Broadcloth	245T151	Light Gray Plain Broadcloth	245T151		
			Dark Gray Plain Broadcloth	234T151	Light Gray Plain Broadcloth	235T151 4183566
	Series 51-6137,69					
32	Dark Tan Novelty Cord	237T151	Dark Tan Novelty Cord	237T151		
	Light Tan Plain Broadcloth	253T151	Light Tan Plain Broadcloth	253T151		
			Dark Tan Plain Broadcloth	238T151	Light Tan Plain Broadcloth	239T151 4183555
	Series 51-6137,69					
33	Dark Tan Pattern Cloth	236T151	Dark Tan Pattern Cloth	236T151		
	Light Tan Plain Broadcloth	253T151	Light Tan Plain Broadcloth	253T151		
			Dark Tan Plain Broadcloth	238T151	Light Tan Plain Broadcloth	239T151 4183555
	Series 51-6137,69					
34	Dark Gray Nylon Pattern	302T151	Dark Gray Nylon Pattern	302T151		
	Light Gray Plain Broadcloth	245T151	Light Gray Plain Broadcloth	245T151		
			Dark Gray Plain Broadcloth	234T151	Light Gray Plain Broadcloth	235T151 4183566
	Series 51-6137,69					
35	Dark Tan Nylon Pattern	303T151	Dark Tan Nylon Pattern	303T151		
	Light Tan Plain Broadcloth	253T151	Light Tan Plain Broadcloth	253T151		
			Dark Tan Plain Broadcloth	238T151	Light Tan Plain Broadcloth	239T151 4183555
	Series 51-6137,69					
38	Gray Leather	52T1350 4177294	Dark Gray Novelty Cord	232T151		
			Light Gray Plain Broadcloth	245T151		
			Dark Gray Plain Broadcloth	234T151	Light Gray Plain Broadcloth	235T151 4183566
	Series 51-6137,69 (Export)					
39	Tan Leather	50T1350 4176338	Dark Tan Novelty Cord	237T151		
			Light Tan Plain Broadcloth	253T151		
			Dark Tan Plain Broadcloth	238T151	Light Tan Plain Broadcloth	239T151 4183555
	Series 51-6137,69 (Export)					
40	Light Gray Bedford Cord	240T151 4183573	Light Gray Plain Broadcloth	245T151		
	Dark Gray Plain Broadcloth	244T151 4183576	Dark Gray Plain Broadcloth	246T151	Light Gray Plain Broadcloth	235T151 4183566
	Series 51-6219,19X,37,37X					
41	Light Gray Figured Cloth	243T151 4183574	Light Gray Plain Broadcloth	245T151		
	Dark Gray Plain Broadcloth	244T151 4183576	Dark Gray Plain Broadcloth	246T151	Light Gray Plain Broadcloth	235T151 4183566
	Series 51-6219,19X,37,37X					
42	Light Gray Plain Broadcloth	242T151 4183575	Light Gray Plain Broadcloth	245T151		
	Dark Gray Plain Broadcloth	244T151 4183576	Dark Gray Plain Broadcloth	246T151	Light Gray Plain Broadcloth	235T151 4183566
	Series 51-6219,19X,37,37X					
43	Light Tan Bedford Cord	248T151 4183549	Light Tan Plain Broadcloth	253T151		
	Dark Tan Plain Broadcloth	252T151 4183552	Dark Tan Plain Broadcloth	254T151	Light Tan Plain Broadcloth	239T151 4183555
	Series 51-6219,19X,37,37X					
44	Light Tan Figured Cloth	251T151 4183550	Light Tan Plain Broadcloth	253T151		
	Dark Tan Plain Broadcloth	252T151 4183552	Dark Tan Plain Broadcloth	254T151	Light Tan Plain Broadcloth	239T151 4183555
	Series 51-6219,19X,37,37X					
45	Light Tan Plain Broadcloth	250T151 4183551	Light Tan Plain Broadcloth	253T151		
	Dark Tan Plain Broadcloth	252T151 4183552	Dark Tan Plain Broadcloth	254T151	Light Tan Plain Broadcloth	239T151 4183555
	Series 51-6219,19X,37,37X					
48	Gray Leather	52T1350 4177294	Light Gray Plain Broadcloth	245T151		
			Dark Gray Plain Broadcloth	246T151	Light Gray Plain Broadcloth	235T151 4183566
	Series 51-6219,19X (Export)					
49	Tan Leather	50T1350 4176338	Light Tan Plain Broadcloth	253T151		
			Dark Tan Plain Broadcloth	254T151	Light Tan Plain Broadcloth	239T151 4183555
	Series 51-6219,19X (Export)					

UPHOLSTERY CHART NO. 6 (Cont'd)

				Series 51-60S,61,62,75							
50	Tan Leather	50T1350	4176338	Tan Leather	50T1350	4176338					
	Series 51-6267X										
51	Dark Green Leather	48T1350	4176176	Dark Green Leather	48T1350	4176176					
				Light Green Leather	49T1350	4176722					
	Series 51-6267X										
52	Dark Blue Leather	46T1350	4176175	Dark Blue Leather	46T1350	4176175					
				Light Blue Leather	47T1350	4176721					
	Series 51-6267X										
53	Red Leather	45T1350	4176174	Red Leather	45T1350	4176174					
	Series 51-6267X										
54	Black Leather	51T1350	4176177	Black Leather	51T1350	4176177					
	Series 51-6267X										
57	Dark Green Broadcloth	261T151	4183484	Dark Green Plain	261T151	4183484					
	Light Green Leather	49T1350	4176722	Light Green Leather	49T1350	4176722	Light Green Imitation Leather	358T1251	4183580		
	Series 51-6237DX										
58	Blue Plain Broadcloth	169T150	4175784	Blue Plain Broadcloth	169T150	4176784					
	Gray Leather	34T1349	4173476	Gray Leather	34T1349	4173476	Gray Imitation Leather	183T1249	4172385		
	Series 51-6237DX										
59	Brown Plain Broadcloth	122T149	4172382	Brown Plain Broadcloth	122T149	4172382					
	Beige Leather	33T1349	4173477	Beige Leather	33T1349	4173477	Beige Imitation Leather	184T1249	4172386		
	Series 51-6237DX										
60	Light Gray Bedford Cord	269T151	4183513	Light Gray Plain Broadcloth	272T151	4183518					
	Dark Gray Plain Broadcloth	270T151	4183517	Dark Gray Plain Broadcloth	271T151	4183520	Light Gray Plain Broadcloth	273T151	4183521		
	Series 51-60S										
61	Light Gray Plain Broadcloth	268T151	4183514	Light Gray Plain Broadcloth	272T151	4183518					
	Dark Gray Plain Broadcloth	270T151	4183517	Dark Gray Plain Broadcloth	271T151	4183520	Light Gray Plain Broadcloth	273T151	4183521		
	Series 51-60S										
62	Light Blue Bedford Cord	275T151	4183515	Light Blue Plain Broadcloth	276T151	4183519					
	Dark Blue Plain Broadcloth	169T150	4175784	Dark Blue Plain Broadcloth	170T151	4175786	Light Blue Plain Broadcloth	277T151	4183522		
	Series 51-60S										
63	Light Blue Plain Cloth	274T151	4183516	Light Blue Plain Broadcloth	276T151	4183519					
	Dark Blue Plain Cloth	169T150	4175784	Dark Blue Plain Broadcloth	170T151	4175786	Light Blue Plain Broadcloth	277T151	4183522		
	Series 51-60S										
64	Light Tan Bedford Cord	279T151	4183530	Light Tan Plain Broadcloth	282T151	4183534					
	Dark Tan Plain Broadcloth	280T151	4183533	Dark Tan Plain Broadcloth	281T151	4183536	Light Tan Plain Broadcloth	283T151	4183538		
	Series 51-60S										
65	Light Tan Plain Broadcloth	278T151	4183531	Light Tan Plain Broadcloth	282T151	4183534					
	Dark Tan Plain Broadcloth	280T151	4183533	Dark Tan Plain Broadcloth	281T151	4183536	Light Tan Plain Broadcloth	283T151	4183538		
	Series 51-60S										
66	Light Green Bedford Cord	284T151	4183532	Light Green Plain Broadcloth	286T151	4183535					
	Dark Green Plain Broadcloth	261T151	4183484	Dark Green Plain Broadcloth	285T151	4183537	Light Green Plain Broadcloth	287T151	4183539		
	Series 51-60S										
67	Light Green Plain Broadcloth	260T151	4183486	Light Green Plain Broadcloth	286T151	4183535					
	Dark Green Plain Broadcloth	261T151	4183484	Dark Green Plain Broadcloth	285T151	4183537	Light Green Plain Broadcloth	287T151	4183539		
	Series 51-60S										
68	Gray Leather	52T1350	4177294	Light Gray Plain Broadcloth	272T151	4183518					
				Dark Gray Plain Broadcloth	271T151	4183520	Light Gray Plain Broadcloth	273T151	4183521		
	Series 51-60S (Export)										
69	Tan Leather	50T1350	4176338	Light Tan Plain Broadcloth	282T151	4183534					
				Dark Tan Plain Broadcloth	281T151	4183536	Light Tan Plain Broadcloth	283T151	4183538		
	Series 51-60S (Export)										
70	Dark Gray Bedford Cord	288T151	4184415	Dark Gray Plain Broadcloth	270T151	4183517	Light Gray Plain Broadcloth	167T150	4175787		
	Series 51-75										
71	Dark Gray Plain Broadcloth	270T151	4183517	Dark Gray Plain Broadcloth	270T151	4183517	Light Gray Plain Broadcloth	167T150	4175787		
	Series 51-75										
72	Dark Tan Bedford Cord	289T151	4184416	Dark Tan Plain Broadcloth	280T151	4183533	Light Tan Plain Broadcloth	174T150	4175802		
	Series 51-75										
73	Dark Tan Plain Broadcloth	280T151	4183533	Dark Tan Plain Broadcloth	280T151	4183533	Light Tan Plain Broadcloth	174T150	4175802		
	Series 51-75										

1951 Record of Cadillac Car Production by Series and Body Styles

Style No.	Model	Cars
	"61" Series	
6137	5 Passenger Coupe	2,400
6169	5 Passenger Sedan	2,300
	TOTAL	4,700
	"62" Series	
6267	5 Passenger Convertible Coupe	6,117
6237	5 Passenger Coupe	10,132
6237D	5 Passenger Coupe de Ville	10,241
6219	5 Passenger Sedan	54,596
6219KD	Export Chassis	756
62-126	Chassis	2
	TOTAL	81,844
	"60" Series	
6019	5 Passenger Special Sedan	18,631
	TOTAL	18,631
	"75" Series	
7523	7 Passenger Sedan	1,090
7533	7 PassengerSedan	1,085
7523L	9 Passenger Business Sedan	30
	TOTAL	2,205
	TOTAL PASSENGER CARS	107,380
86-157	Commercial Chassis	2,960
	GRAND TOTAL	110,340


A word to the wise—
on the fuller enjoyment
of Cadillac Ownership
CADILLAC OWNER'S MANUAL

A word to the wise — on the fuller enjoyment of Cadillac Ownership

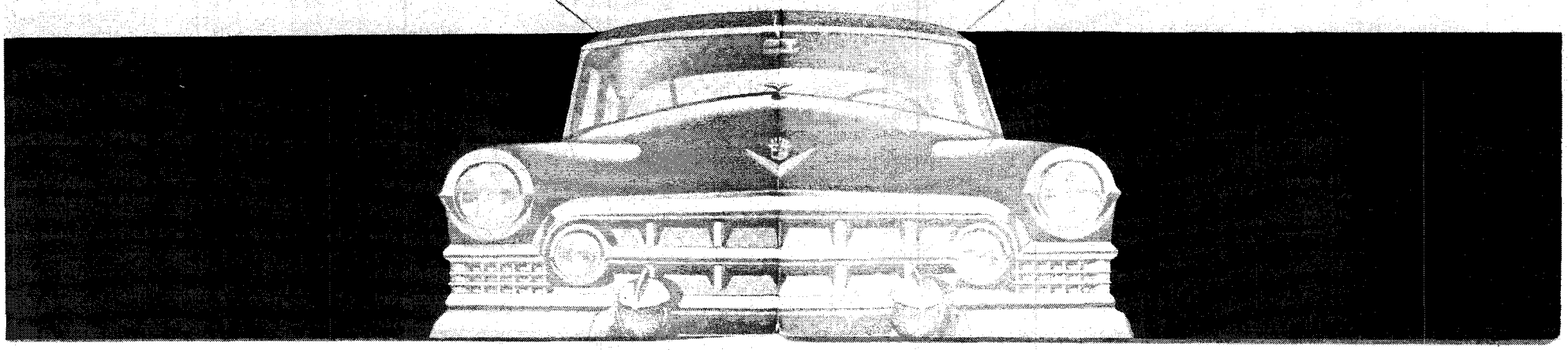
YOU HAVE SHOWN unquestionable wisdom in choosing a Cadillac car for your personal transportation. Everywhere Cadillac is accepted as the standard for comparison in beauty, convenience, mechanical perfection.

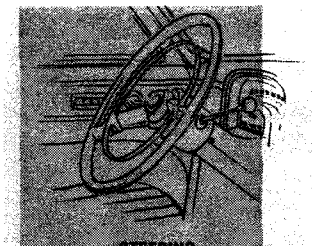
Your enjoyment of your superb 1951 Cadillac car will be enhanced immeasurably if you become thoroughly acquainted with its controls and appointments. You can do this most quickly by reading this manual. It is a functional guide to the operation and maintenance of your Cadillac.

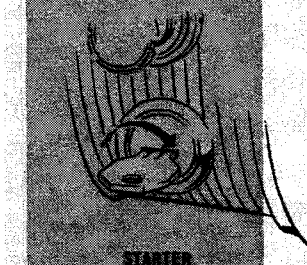
There is a future reference value to this manual so it is suggested that you retain it in the glove compartment. There is an index on page 40, and a listing of Cadillac Authorized Service Station locations throughout the United States appears on pages 31 through 38.

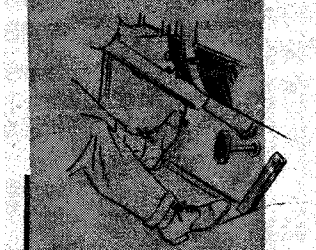
SERVICE DEPARTMENT
CADILLAC MOTOR CAR DIVISION
GENERAL MOTORS CORPORATION
DETROIT 32, MICHIGAN

Cadillac – Standard of the World









Handsome Controls— Functionally Located

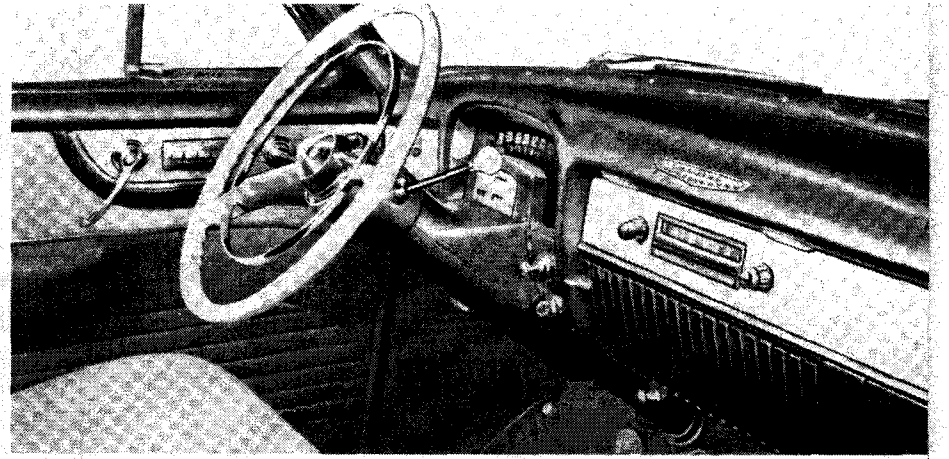
WHEN YOU are seated behind the gracefully designed steering wheel of the 1951 Cadillac, your operation controls and instruments are pleasantly convenient to hand and eye. Their convenience is matched by the attractive ensembling worked out by Cadillac designers.

Ignition Switch Control

The ignition switch control is located on the instrument panel just right of the steering column. The ignition switch has four positions: "Off," the position in which the key can be withdrawn; "Right," the position for turning on ignition and activating all instruments and accessories; "Full Right," the starter position; and "Left," which turns on only the radio and heater. 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.

Starter is Integral with Ignition Switch

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 key as far "Right" as it will go. This operates the starter. *A word of caution:* DO NOT hold your ignition key in the starter position longer than 15 seconds at one time. When you release the key it will automatically return to the ignition "On" position. 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 turn your key to the starter position. 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 indicators 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

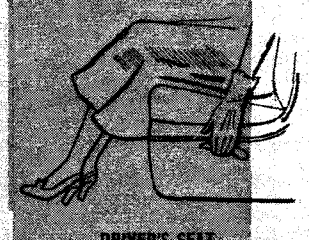
You will find the headlamp control knob on the instrument panel at the left of the instrument cluster. Parking lights come on as the knob is pulled halfway out, and headlamps operate as the knob is pulled out all the way. Instrument panel lights are on when knob is in either position. They can be turned down in intensity or "off" by rotating knob to right.

Beam Selector Switch

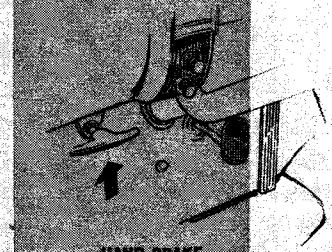
Your Cadillac is equipped with every necessary lighting facility to insure good vision and safety when driving at night. "Sealed Beam" driving lights provide a country beam which illuminates well ahead of the car, and a traffic beam which you use when passing, out of courtesy and safety, to eliminate 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 the country driving beam on when passing an approaching car.

Beam Indicator

Immediately above your speedometer is a signal light which glows red when your country driving lights are "on." This is provided to make it convenient for you to show courtesy to drivers of approaching vehicles.

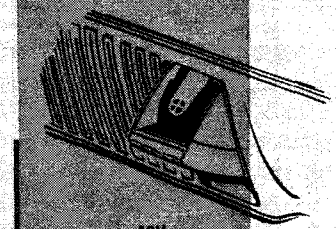


DRIVER'S SEAT ADJUSTMENT

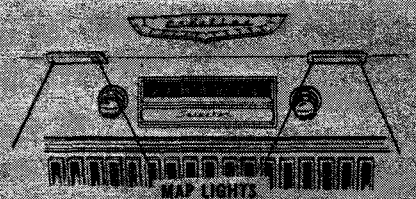


HAND BRAKE

CIGAR LIGHTER



ASH RECEIVER



MAP LIGHTS

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 28.

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." This automatically locks the transmission. 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 against rain or snow.

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. Under such conditions close the outside air intake valves.

Ash Tray and Lighter

For the convenience of smokers, Cadillac has provided a cigar lighter, which is located above the ignition lock. 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.

Map Lights

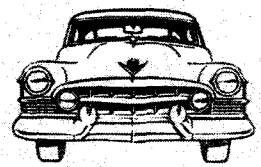
For the convenience of the Cadillac owner, map lights are installed in all cars. The lights are located along the top edge of the instrument panel above and to either side of the radio grille. With front doors closed, the lights may be operated manually by using the small switch provided at the side of the left hand map light. They operate as courtesy lights when the front doors are open.

Windshield Wipers

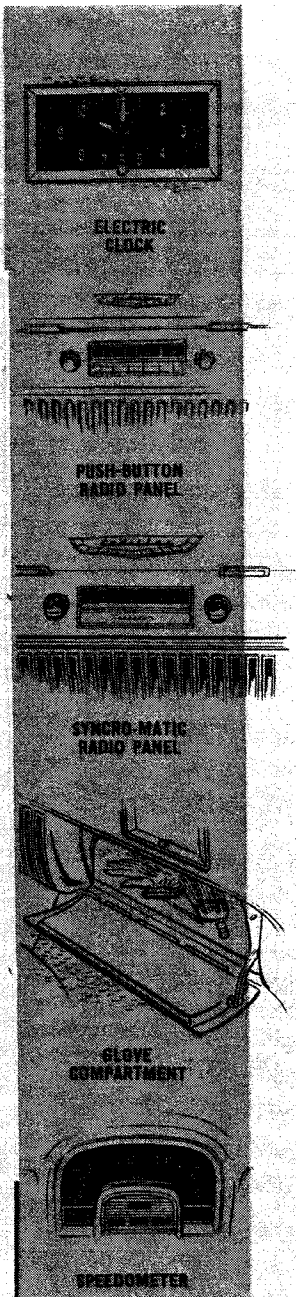
The knob for the control of windshield wipers on your Cadillac is located to the left of the steering column on the upper left-hand portion of the instrument control plate. The windshield wipers are operated by turning this knob clockwise. An excellent means of cleaning the windshield while driving can 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.



YOUR GUIDE TO FULLER ENJOYMENT OF CADILLAC OWNERSHIP



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 listen for the "click." Each "click" represents a change of approximately thirty seconds per day.

•

Signal-Seeking 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 only necessary to press the selector bar to bring in the next station of adequate signal strength. The radio is equipped with dual speakers (except Convertible Coupes)—one in the conventional instrument panel location and the other at the back of the rear compartment to give "balanced" sound to all passengers.

The ring and knob at the left of the dial have a dual purpose. The knob controls "On" and "Off" and "Volume." The ring controls "Sensitivity" (the strength of the weakest station that the set will stop on).

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.

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

As you turn the antenna knob counter-clockwise the volume of the front speaker is gradually decreased while the rear speaker volume comes up correspondingly. In this way you can secure the exact balance of sound to please all occupants of the car.

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 the radio on; press again to turn it 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 the manual control knob at the right.

For tone selection, press the button marked "TONE" until the 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 antenna and, when pulled out, lowers the antenna.

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.

Hood Lock

The hood lock is operated by pulling a lever accessible through the upper center opening in the radiator grille. 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 hood lock returns to its original position by itself.

Rear View Mirror

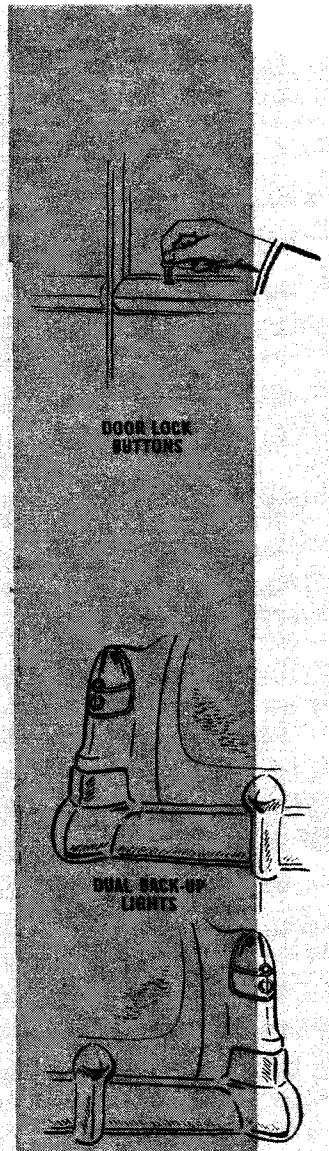
With a flick of a finger you can shift from clear daylight visibility to safe and comfortable non-glare visibility at night with the Cadillac Glare-Proof Rear View Mirror. There's a small ear on the bottom of the mirror by which this day-night adjustment is made. The mirror can be rotated on its mounting 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 of the steering column and below the ignition lock and turning it clockwise.

Oil Pressure Warning Light

An oil pressure warning light at the left of the mileage indicators will glow red when the ignition is turned on. Under normal conditions this light will go out as soon as the engine is started. If it does not go out, the car should not be operated until the cause of the low oil pressure is ascertained and corrected.



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.

Generator Indicator Light

A generator indicator light in the speedometer face glows red when the generator is not charging. It should not be on at speeds above idle.

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.

Hand Brake Warning Light

The hand brake warning light is located in the speedometer face and lights up only if the hand brake has been left on after the ignition is turned on.

Convenient Door Locks

Protect yourself against car theft by ALWAYS LOCKING your car when it is unattended. Help law enforcement authorities to check the car theft problem. Remove your ignition key and lock your car—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 lid on your 1951 Cadillac has a counter-balanced construction and is fitted with a key-lock 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. It is equipped with an automatic light.

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 directly below the right and left tail lamp lenses and are a part of the tail lamp assembly. When the ignition switch is "ON," these lights operate automatically whenever the transmission selector lever is placed in reverse.

Cadillac Heating Systems

TWO HEATING SYSTEMS have been designed for your 1951 Cadillac . . . the Cadillac Automatic Heating System and the Cadillac Standard Heating System.

Automatic Heating System

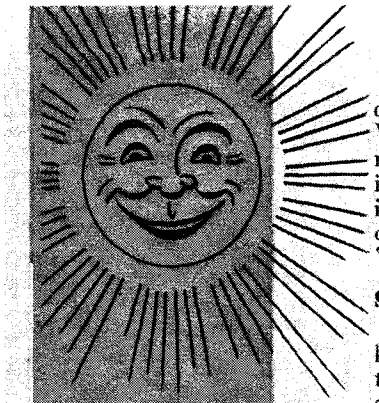
The Cadillac Automatic Heating System consists of one underseat recirculating hot water heater (two units are used in the 75 series) for heating the lower portion of the car, a large heater-defroster for upper area heating and a rear blower for defogging the rear window.

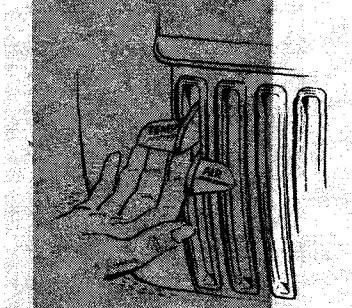
The Cadillac Automatic Heating System provides the following important comfort features:

1. Automatic thermostatic temperature control governed by the setting of the "TEMP" control lever.
2. A quick ample supply of heat to all parts of the car by the recirculating underseat heater.
3. Ventilation and upper level heating through the large fresh air heater-defroster unit. Air from this unit is blown across the width of the windshield to reduce fogging and ice in this vital area.
4. Rear window defogging by a blower mounted beneath the rear package shelf.
5. Pressurized heating system which prevents cold air from leaking into the car.

Comfort . . . in Any Weather

To operate the heating system, remember that the LEFT heater control lever, marked "TEMP", varies car temperature while the RIGHT heater control lever, marked "AIR", controls the amount of ventilating and defrosting air. Pushing the "AIR" lever down increases the volume of air while pushing the "TEMP" lever down increases the temperature to which the car is heated.





AUTOMATIC HEATING AND VENTILATION

The "AIR" lever also controls the rear blower, which discharges air across the rear window for fog removal. When this lever is pushed down one or two inches, the rear blower operates at low speed. When the "AIR" lever is pushed down to the point at which increased pressure is required to continue downward travel, the rear blower operates at high speed. The suggestions outlined under "Operation" on the opposite page will be helpful.

Summer Ventilation

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 above the driver's left foot. If more ventilating air is desired, push down the "AIR" lever one or two inches. If fog collects on the windshield or rear window, push down the "AIR" lever a little further but not beyond the point at which increased pressure is required to continue downward travel, and push in the left ventilator knob on the instrument panel.

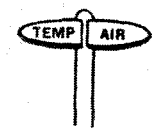
Winter Ventilation

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. It is important, therefore, that all windows be closed to obtain the most satisfaction from your heating system. An adequate supply of fresh air is obtained through the defroster. 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 "AIR" lever to the top position. This will close the ventilators from the outside air and fumes.

Standard Heating System

The Cadillac Standard Heating System is intended for use in mild climates. It employs one underseat heater and a small recirculating defroster. Control of this heater is by two switches mounted under the instrument panel which operate 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 over water passing through the heating system and thereby controls temperatures inside the car.

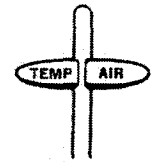
Operation of the Automatic Heating System



Winter Warm-up

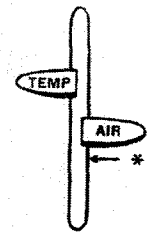
Keep both "TEMP" and "AIR" levers at the top until the engine temperature indicator moves slightly to the right of the "Cold" mark.

When the engine is sufficiently warm, push the "TEMP" and "AIR" levers down one or two inches. This setting of the controls is usually suitable, although you may find a slightly different position of the "TEMP" lever desirable.



Window Fogging

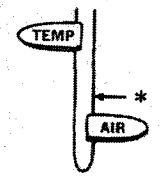
Although comfortable heating can be obtained with the "AIR" lever in its topmost or off position, window fogging may be prevented or reduced by pushing the "AIR" lever down to the point at which increased pressure is required to continue downward travel. For fog removal during warm weather, push the "AIR" lever downward as required but not beyond the point at which increased pressure is required to continue downward travel. Leave the "TEMP" lever at the top and close the left ventilator by pushing in the left ventilator knob, located to the left of center beneath the instrument panel.

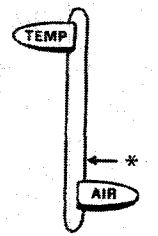


Ice Removal

To melt ice or sleet from the windshield, push the "AIR" lever beyond the point at which increased pressure is required to continue downward travel, as far as it will go. In this position the air discharged against the windshield becomes hot regardless of the "TEMP" lever setting.

Because heat from the underseat heater assists in ice removal, the air from the unit also becomes warmer when the "AIR" lever is in its lowest position. 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.





**The point at which increased pressure is required to continue downward travel of "AIR" lever.*

Operation of Cadillac Hydra-Matic Drive

SINCE the 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. 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" (D) . . . "Low" (L) . . . "Reverse" (R).

To Start move selector lever to "N". Starter will not function until this is done. Turn ignition key to "Full Right" (see page 2). After engine is started, move selector lever to "D", and press accelerator.

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

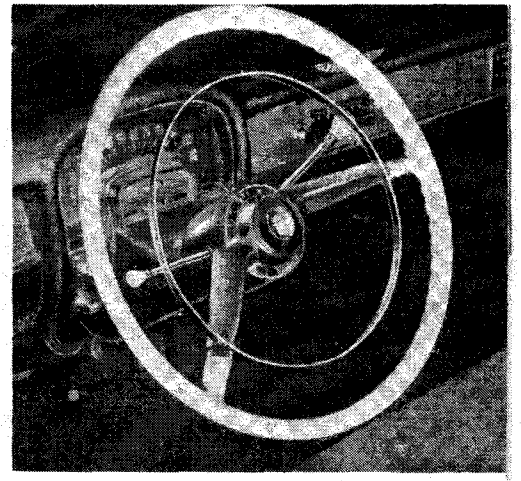
To Back Up with your car stopped, move the selector lever to the reverse "R" position. This can be done from "Neutral", "D", or "L" without pause. Lift the selector lever slightly as it passes the "L" position. Press accelerator to move car in reverse.

To "Rock" The Car to free it from snow, sand, mud, or ice, merely move the selector lever back and forth between "Low" (L) and "Reverse" (R). No pause is necessary to shift to "Reverse".

For Normal Driving there is no need for you to move the lever from "D" position. Be comfortably relaxed. All you need think of is steering, controlling the speed, and using your brakes.

"Low" (L) Should Be Used by moving the selector lever to "L" 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 "D". 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 down-shifts the transmission to 3rd gear, resulting in increased power and faster acceleration. This down-shifting 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. Follow instructions below.

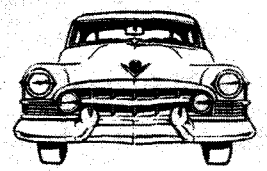
For Starting—To start the engine by pushing the car, move the selector lever to the "N" (Neutral position). When the car reaches a speed of approximately 18 to 20 miles per hour, turn on the ignition switch and move the selector lever to the "Drive" position (not to "L").

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.

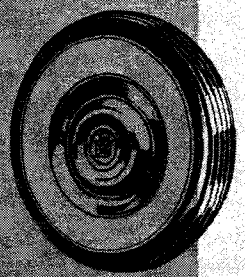
For Mechanical Failures Other Than Transmission—Propeller shaft need not be disconnected if transmission has been operating normally provided that car has been driven a minimum of 1,000 miles and that towing speeds of from 15 to 25 miles per hour are maintained.

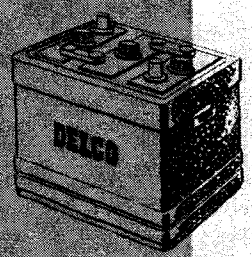
Parking on Hills with Safety

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.



MANUFACTURER'S WARRANTY





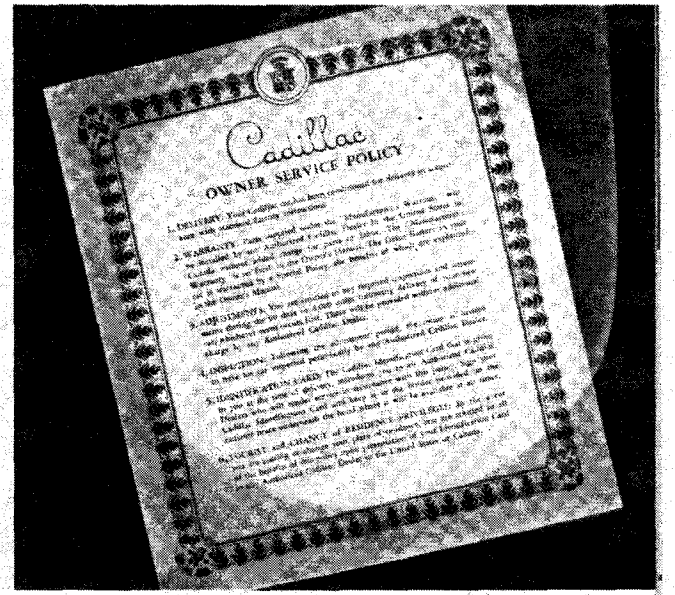
Cadillac Warranties Protect You... Read Them Carefully!

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.

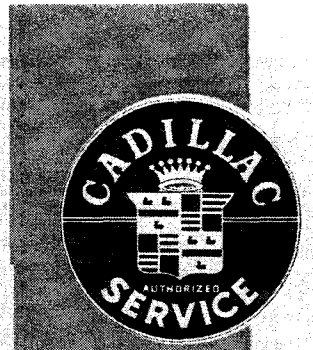
"No other warranty of these products, expressed or implied, is made. No representative has authority to make any representation, promise or agreement except as stated herein."

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.



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.

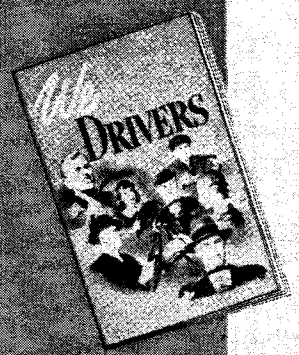
Your Owner's Service Policy

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 (except front wheel alignment and wheel balancing) 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

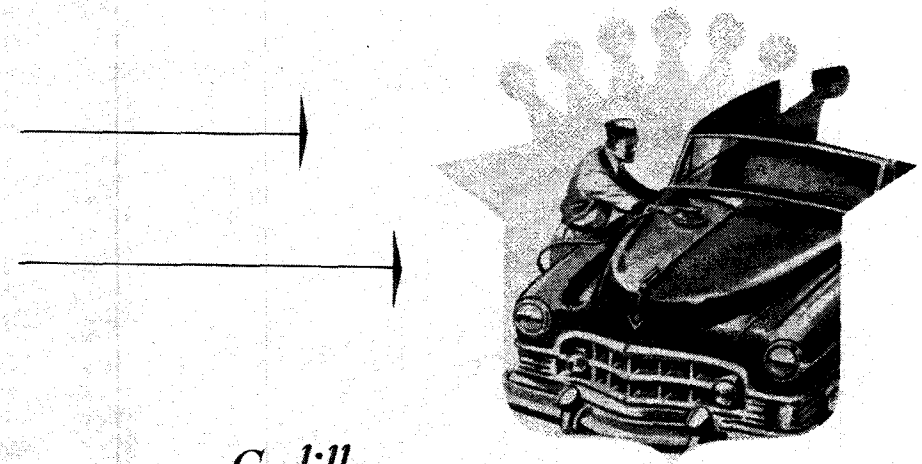
You received an Identification Card when delivery of your car was made. This card entitles you to the same consideration at any Authorized Cadillac Dealer in the United States or Canada that you would receive at the service department of the Dealer from whom your Cadillac was purchased.

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" has been prepared to give owners a more thorough understanding of the capabilities of their automobile under all driving conditions. This booklet contains much useful information. A copy is available to you upon request.



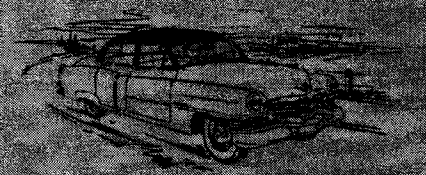
Cadillac BLUE CORAL Beauty Treatment Protects and Beautifies Your Car

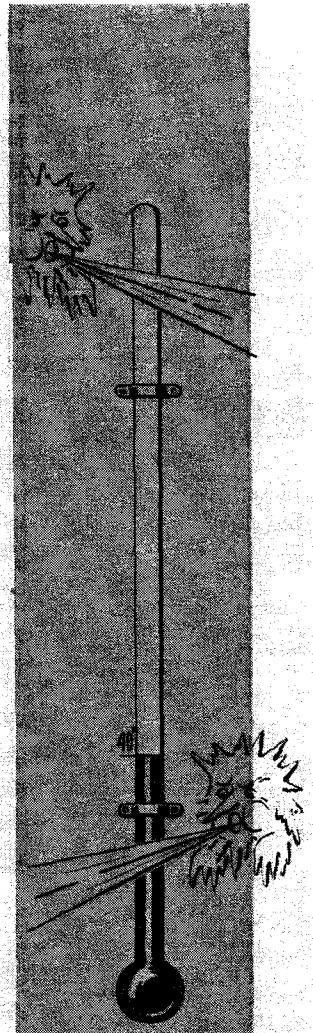
THE ORIGINAL brilliant beauty of your Cadillac car can be retained for many years. Your Cadillac dealer is equipped to provide an approved restorative, protective service—the famous Cadillac BLUE CORAL Treatment. This is a scientific method employing approved materials and special techniques. Its results are unequalled.

Calcium chloride and other salts, road tar, insects, tree sap, chemicals from factory chimneys and other foreign matter may damage modern automotive finishes. Frequent, regular washing and a thorough cleaning after exposure is recommended to prevent damage by any such substances.

Protection of Chrome Plating

Chromium plating is susceptible to the action of solutions now being used on streets and highways to melt ice, to salt air 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.





Before the Mercury Drops To Freezing... Have Your Car Protected with Anti-Freeze

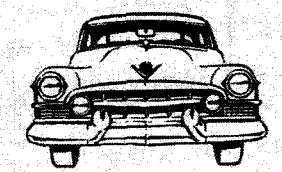
CADILLAC factory engineers recommend the use of either a permanent glycol-type or an alcohol base anti-freeze such as denatured alcohol, methanol, or propanol.

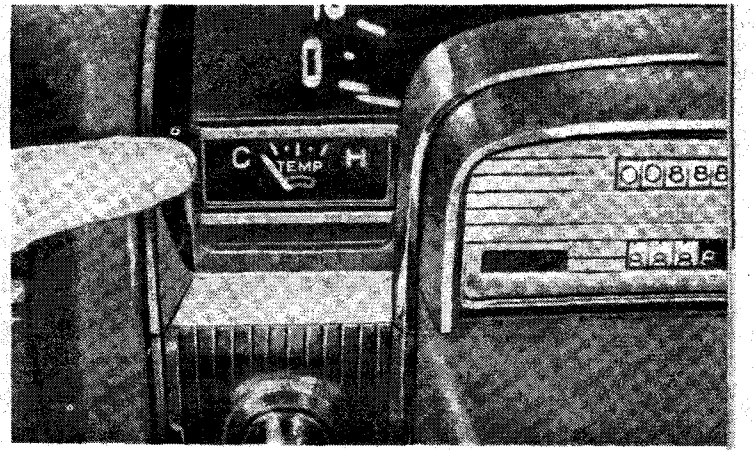
Kerosene or other oils, or solutions containing calcium chloride, magnesium chloride, sodium silicate, or other inorganic salts, are not satisfactory for use in the cooling system.

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

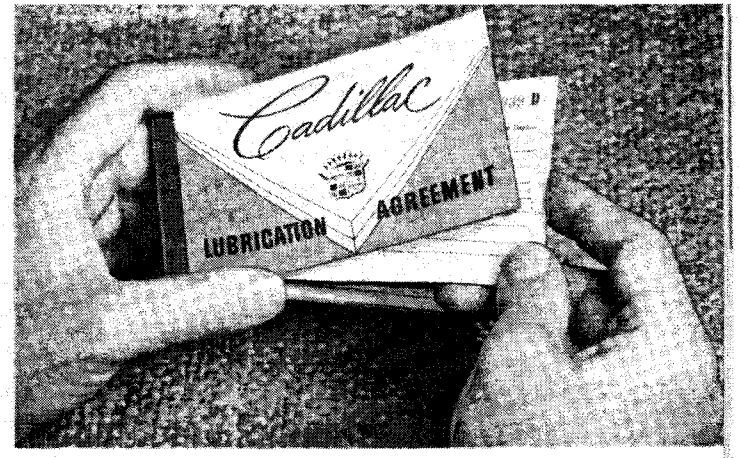
THE COOLING SYSTEM of your Cadillac engine has been designed to maintain the predetermined temperatures for efficient operation, and to protect it from the adverse effects of overheating. The capacity of the system is 18 quarts. When a Cadillac heater is installed the capacity is 19 quarts.

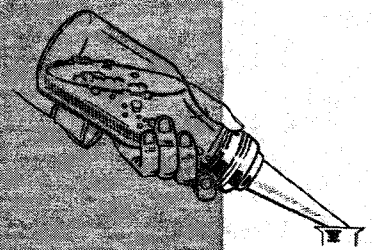
The cooling system requires regular attention. The proper coolant level is two inches below the top of the filler neck. Keep the system leak-proof by having all connections tightened regularly. Have your Authorized Cadillac Dealer clean and flush the system twice a year, or every 6,000 miles.

Cadillac Cooling System Inhibitor

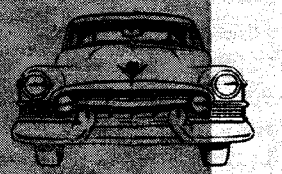
Your Cadillac, when delivered to you, contained a charge of Cadillac Cooling System Inhibitor, a special chemical that retards the formation of rust and scale and reduces the possibility of water pump squeal. A fresh charge of Inhibitor should be added whenever the system is drained and refilled, regardless 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, Systematic Lubrication of Your Cadillac . . .





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

In many instances, during so-called moderate or light driving conditions where the engine is used infrequently or driven for short periods, the lubricating oil does not reach normal operating temperatures. Engine sludge formation increases under these conditions.

For maximum protection of your Cadillac engine under all driving conditions, it is recommended that Heavy-Duty or Premium type oils with detergency be used.

The First 500 Miles

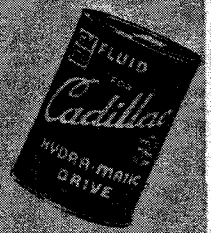
For the first 500 miles, use the oil in the crankcase at the time your car was delivered to you. During this period should additional oil be necessary, use nothing heavier than 10-W oil in winter or 20-W oil in summer. Change oil at 500 miles. Break-in oils or compounds are entirely unnecessary.

After the First 500 Miles

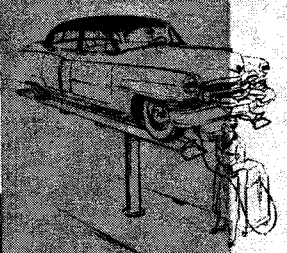
For best all-around engine performance after the first 500 miles, SAE 20-W or SAE 20 engine oil should be used during summer weather. If your car is regularly driven at high speed, or if the prevailing daylight temperature averages 90°F, SAE 30 oil may be used.

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

OIL LEVEL INDICATOR



HYDRA-MATIC DRIVE FLUID



CHASSIS LUBRICATION

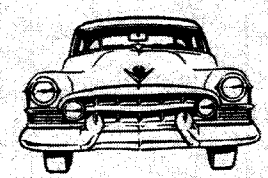
If you anticipate that the minimum atmospheric temperature will be:	*Use the Grade Indicated:*
Not lower than 30°F. above zero	20-W or SAE 20
Not lower than 10°F. above zero	20-W
Not lower than 10°F. below zero	10-W
Below 10°F. below zero	5-W*

**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.

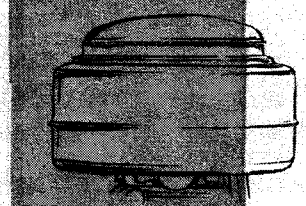


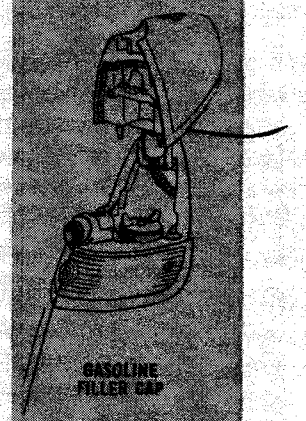
Be Sure that You Always Get the Proper, Authorized Fluid for Hydra-Matic Drive

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 stencilled 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 sufficient fluid to bring fluid level up to the "full" mark.

The Cadillac Hydra-Matic Drive should be completely drained and fresh fluid supplied every 25,000 miles.





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.

**Optional on Commercial Cars*

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 solvent, then dipped in engine oil each time the engine oil is changed.

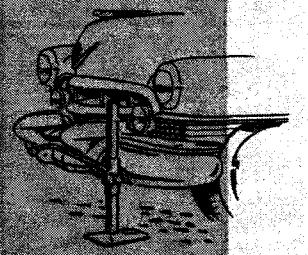
Radiator Filler Cap

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.

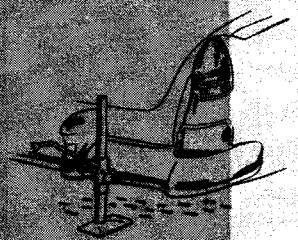
A Safety Precaution

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.

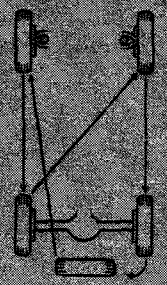
USE A TIRE GAUGE



FRONT JACK PLACEMENT



REAR JACK PLACEMENT



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 are interchanged regularly.

Recommended Tire Pressures (COLD)

Series	*Tire Size Ply Rating*	*Front*	*Rear*
51-61	7.60 x 15 (*Black*) 4	24 lbs.	24 lbs.
51-61	8.00 x 15 (*White*) 4	24 lbs.	24 lbs.
51-62	8.00 x 15 4	24 lbs.	24 lbs.
51-60S	8.00 x 15 4	24 lbs.	24 lbs.
51-75	8.20 x 15 6	28 lbs.	28 lbs.
51-86	(Commercial Chassis) 8.90 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

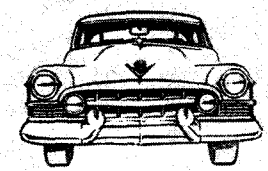
When a flat tire requires emergency wheel changing, follow the procedure below exactly:

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 rests 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 operations.

Removing Cadillac Rear Wheel Shields

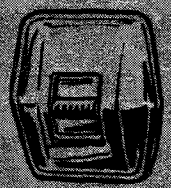
To remove the rear wheel shields, turn the locking rod nut, located in the center of the lower edge of the shield, counter-clockwise by using the wheel wrench and then tap the locking rod nut down. Tip the shield outward at the top while raising up and away from the mounting hooks.

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 use the wheel wrench to turn the locking rod nut clockwise to its stop to tighten.

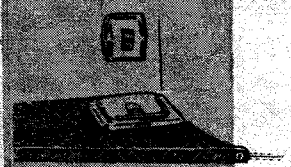


REAR WHEEL SHIELDS

DRIVER'S WINDOW CONTROLS



INDIVIDUAL WINDOW CONTROL



CONVERTIBLE RIGHT REAR QUARTER WINDOW CONTROL

CONVERTIBLE LEFT REAR QUARTER WINDOW CONTROL

DRIVER'S SEAT ADJUSTMENT

CONVERTIBLE TOP CONTROL

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

CADILLAC provides the ingenious Hydro-Lectric system for the Series 60S 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 on the Series 60S Sedan and 62 Sedan Hydro-Lectric equipped cars. The 75 Imperial Series has four buttons on the left front door which control the raising and lowering of the two front windows and the raising only of the two rear compartment windows. One switch is located on each door for individual control. 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, this control is in the left arm rest. 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 valance near the driver's left leg.

Convertible Top Operation

The 1951 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 the lower knob on the control plate at the left of the steering column, 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 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.

Care of Back Window

The back curtain on the Convertible Coupe is provided with a "vinylite" plastic window of large dimension to allow greater visibility at the rear of the convertible top. This pliable, flexible plastic window allows the back curtain, in conjunction with the folding of the top, to be lowered into and raised from the top compartment without danger of glass breakage.

Due to its texture this plastic window is susceptible to scratches and abrasions and caution must be used in its cleaning and care:

1. When removing road dust do not use a dry cloth. Use a soft cotton cloth moistened with water and wipe crosswise of the window.
2. To clean the back window use cold or tepid (not hot) water and a mild (not caustic) neutral soap suds. After washing, rinse with clear water and wipe with a slightly moistened clean soft cloth. Caution: Never use solvents or cleaners of alcoholic or other chemical content. These liquids may possibly have a deteriorating effect on the plastic and if spilled might spot the Duco finish on the rear body panel directly below the back window.
3. Caution should be used in removing frost, snow or ice from the plastic back window during winter months. DO NOT USE A SCRAPER.

Cadillac Authorized Service Men Are Trained in Cadillac Methods

License Data

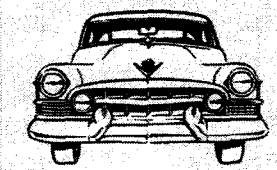
THE ENGINE NUMBER, which is also the serial number, is stamped on the car in two places: Upper right corner on the front face of right hand block, numbered at right angles to the crankshaft, and on the right frame sidebar just behind the engine support bracket. It contains figures only, and no letters. 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.

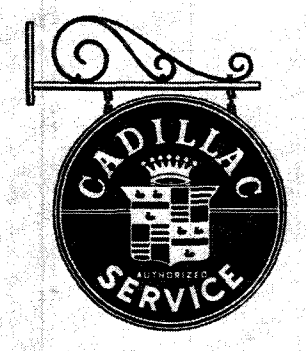
Series	*Wheelbase*	*Beginning Engine Numbers*
1951-61	122 in.	516100000
1951-62	126 in.	516200000
1951-60S	130 in.	516000000
1951-75	146¾ in.	517500000
1951-86 (Commercial Chassis)	157 in.	518600000

Type of Engine	90°, V-8, Valve-in-head
Bore and Stroke	3 13/16 inches x 3⅝ 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
Opelika
Troy
Tuscaloosa
Tuskegee

ALASKA
Anchorage
Fairbanks
Juneau

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
Osceola
Paragould
Russellville
Searcy
Texarkana
West Memphis

CALIFORNIA
Alhambra
Alturas
Bakersfield
Barstow
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
Lancaster
Lodi
Long Beach
Los Angeles
Los Banos
Los Gatos
Madera
Merced
Modesto
Monterey
Mt. Shasta
Napa
Needles
Oakland
Ontario
Oroville
Palm Springs
Palo Alto
Pasadena
Paso Robles
Petaluma
Pittsburg
Placerville
Pomona
Porterville
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
Tracy
Turlock
Ukiah
Vallejo
Ventura
Visalia
Walnut Creek
Watsonville
Whittier
Willows
Woodland
Yosemite Park
Yreka
Yuba City

COLORADO
Alamosa
Boulder
Burlington
Canon City
Colorado Spr'gs
Craig
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

YOUR GUIDE TO FULLER ENJOYMENT OF CADILLAC OWNERSHIP

Cadillac Authorized Service Men Are Trained in Cadillac Methods

CADILLAC SERVICE

CONNECTICUT (Cont'd)
Stamford
Stratford
Torrington
Waterbury
Westport
Willimantic

DELAWARE
Milford
Wilmington

DISTRICT OF COLUMBIA
Washington

FLORIDA
Bartow
Bradenton
Clearwater
Daytona Beach
Deland
Fort Lauderdale
Fort Myers
Fort Pierce
Gainesville
Graceville
Jacksonville
Key West
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
Chicago Heights
Collinsville
Danville
Decatur
DeKalb
Dixon
Dundee
E. St. Louis
Elgin
Elmhurst
Evanston
Fairfield
Flora
Freeport
Galesburg
Geneseo
Harrisburg
Highland Park
Jacksonville
Jerseyville
Joliet
Kankakee
Kewanee
LaSalle
Lincoln
Litchfield
Marion
Mattoon
McComb
McHenry
Metropolis
Moline
Monmouth
Monticello
Morris
Mt. Carmel
Mt. Vernon
Oak Park
Ochelle
Olney
Ottawa
Paris
Park Ridge
Paxton
Pekin
Peoria
Pontiac
Princeton
Quincy
Robinson
Rockford
Rock Island
Rushville
Salem
Savanna
Shelbyville
Springfield
Sterling
Streator
Sullivan
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

INDIANA (Cont'd)
Indianapolis
Jasper
Kendallville
Knox
Kokomo
Lafayette
LaGrange
LaPorte
Ligonier
Logansport
Madison
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
Clarinda
Clinton
Council Bluff
Creston
Davenport
Decorah
Denison
DesMoines
DeWitt
Dubuque
Eagle Grove
Emmetsburg
Estherville
Forest City
Fort Dodge
Ft. Madison
Grinnell
Hampton
Harlan
Ida Grove
Iowa City
Iowa Falls
Jefferson
Keokuk
Knoxville
LeMars
Maquoketa
Marshalltown
Mason City
Mt. Pleasant
Muscatine
Newton
Oelwein
Onawa
Orange City
Osceola
Oskaloosa
Ottumwa
Perry
Red Oak
Rock Rapids
Sheldon
Shenandoah
Sioux City
Spencer
Storm Lake
Tama
Washington
Waterloo
Webster City
Winterset

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

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

LOUISIANA
Alexandria
Bastrop
Baton Rouge
Bogalusa
Covington
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
Millinocket
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
Gloucester
Great Barrington
Greenfield
Haverhill
Hyannis
Hyde Park
Lowell
Lynn

YOUR GUIDE TO FULLER ENJOYMENT OF CADILLAC OWNERSHIP

Cadillac Authorized Service Men Are Trained in Cadillac Methods

CADILLAC SERVICE

MASSACHUSETTS (Cont'd)

Malden
Marlboro
Medford
Milford
New Bedford
Newburyport
Newton
Newton Center
North Adams
Northampton
Norwood
Pittsfield
Plymouth
Quincy
Salem
Somerville
Springfield
Taunton
Waltham
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
Petosky
Plymouth
Pontiac
Port Huron
Reed City
Saginaw
Sault Ste. Marie
Standish
Sturgis
Tawas City
Three Rivers
Traverse City
Wyandotte
Ypsilanti

MINNESOTA

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

MISSISSIPPI

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

MISSOURI

Bethany
Bolivar
Boonville
Brookfield
Cameron
Cape Girardeau
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
Philadelphia
Poplar Bluff
St. Charles
St. Joseph
St. Louis
Sedalia
Sikeston
Springfield
Tarkio
Trenton
Troy
Union
Unionville
Warrensburg
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
Beatrice
Broken Bow
Chadron
Columbus
Falls City
Fairbury
Fremont
Grand Island
Hastings
Holdredge
Imperial
Kearney
Lexington
Lincoln
McCook
Nebraska City
Norfolk
North Platte
Ogallala
Omaha
O'Neill
Plainview
Schuyler
Scottsbluff
Sidney
Valentine
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
Artesia
Carlsbad
Clovis
Farmington
Gallup
Hobbs
Las Cruces
Las Vegas
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
Nyack
Ogdensburg
Olean
Oneonta
Ossining
Oswego
Owego
Patchogue
Pawling
Peekskill
Penn Yan
Plattsburg
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
Clinton
Durham
Edenton
Elizabeth City
Fayetteville
Forest City
Gastonia
Goldsboro
Greensboro
Greenville
Henderson
Hendersonville
Hickory
High Point
Kingston
Laurinburg
Lexington
Lumberton
Mount Airy
New Bern
North Wilkesboro
Pinehurst
Raleigh
Reidsville
Rocky Mount
Salisbury
Sanford
Shelby

YOUR GUIDE TO FULLER ENJOYMENT OF CADILLAC OWNERSHIP

Cadillac Authorized Service Men Are Trained In Cadillac Methods

NORTH CAROLINA (Cont'd)
Williamston
Wilmington
Wilson
Winston Salem

NORTH DAKOTA
Beach
Bismarck
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
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
Loudonville
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 Sundusky
Van Wert
Warren
Washington Court House
Wauseon
Wellington
Wilmington
Wooster
Xenia
Youngstown
Zanesville

OKLAHOMA
Ada
Altus
Alva
Anadarko
Ardmore
Bartlesville
Blackwell
Bristow
Chickasha
Clinton
Cushing
Duncan
Durant
Elk City
El Reno
Enid
Fairview
Frederick
Guthrie
Guymon
Hobart
Holdenville
Lawton
McAlester
Medford
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
Blairsville
Bloomsburg
Brackenridge
Bradford
Bristol
Butler
Cannonsburg
Carbondale
Carlisle
Chambersburg
Charleroi
Chester
Clarion

PENNSYLVANIA (Cont'd)
Clearfield
Coatesville
Connellsville
Coudersport
Cresson
Donora
Dormont
Doylestown
DuBois
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
Lehighton
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
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
Chamberlain
Deadwood
Hot Springs
Huron
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
LaFallette
Lawrenceburg
Lebanon
McMinnville
Memphis
Morristown
Murfreesboro
Nashville
Paris
Union City

TEXAS
Abilene
Alice
Alpine
Alvin
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
Jacksonville
Jasper
Kermit
Kerrville
Kilgore
Kingsville
Lamesa
LaPorte
Laredo
Liberty
Littlefield
Longview
Lubbock
Lufkin
Marlin
Marshall
McAllen
McKinney
Mexia
Midland
Mineral Wells
Mt. Pleasant
Nacogdoches
Odessa
Orange

Cadillac Authorized Service Men Are Trained in Cadillac Methods

CADILLAC SERVICE

TEXAS (Cont'd)
Ozona
Palestine
Pampa
Paris
Pecos
Plainview
Port Arthur
Rosenberg
San Angelo
San Antonio
Seymour
Sherman
Smithville
Sonora
Spur
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
Tooele
Tremonton
Vernal

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

VIRGINIA
Alexandria
Charlottesville
Chase City
Clifton Forge
Covington
Danville
Emporia
Fredericksburg
Galax
Hampton
Honaker
Lexington
Lynchburg
Marion
Martinsville
Newport News
Norfolk
Norton
Pearisburg
Petersburg
Portsmouth
Pulaski
Radford
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

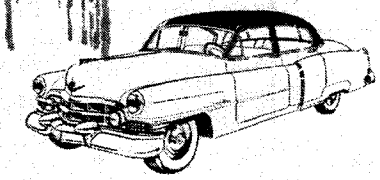
WEST VIRGINIA
Beckley
Bluefield
Charleston
Clarksburg
Elkins
Fairmont
Huntington
Logan
Martinsburg
Morgantown
New Martinsville
Norfolk
Oak Hill
Parkersburg
Wheeling
White Sulphur Springs
Williamson

WISCONSIN
Antigo
Appleton
Ashland
Baraboo
Beaver Dam
Beloit
Chippewa Falls
Delavan
Eau Claire
Fond du Lac
Ft. Atkinson
Green Bay
Janesville
Kenosha
LaCrosse
Ladysmith
Lancaster
Madison
Manitowoc
Marinette
Marshfield
Menasha
Merrill
Milwaukee
Mineral Point
Mondovi
Monroe
New Richmond
Oshkosh
Pewaukee
Plymouth
Portage
Pt. Washington
Prairie du Chien
Racine
Reedsburg
Rhinelander
Rice Lake
Richland Center
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 Easy Reference Index

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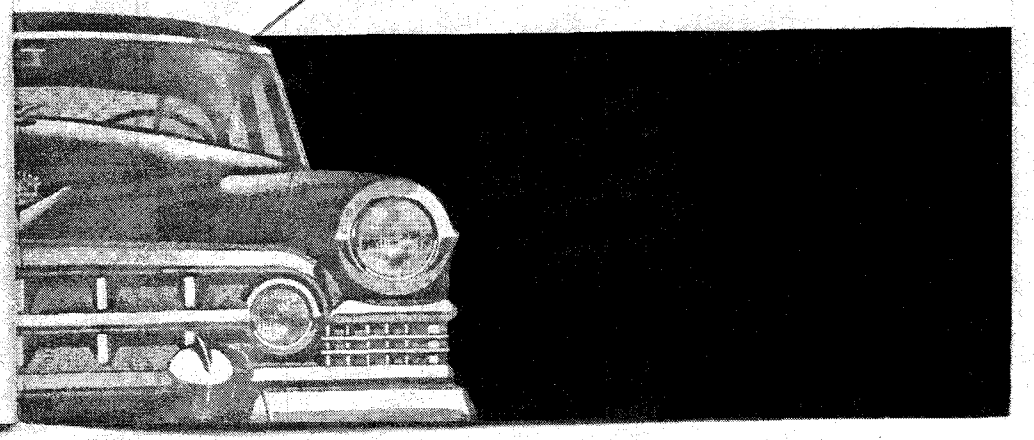
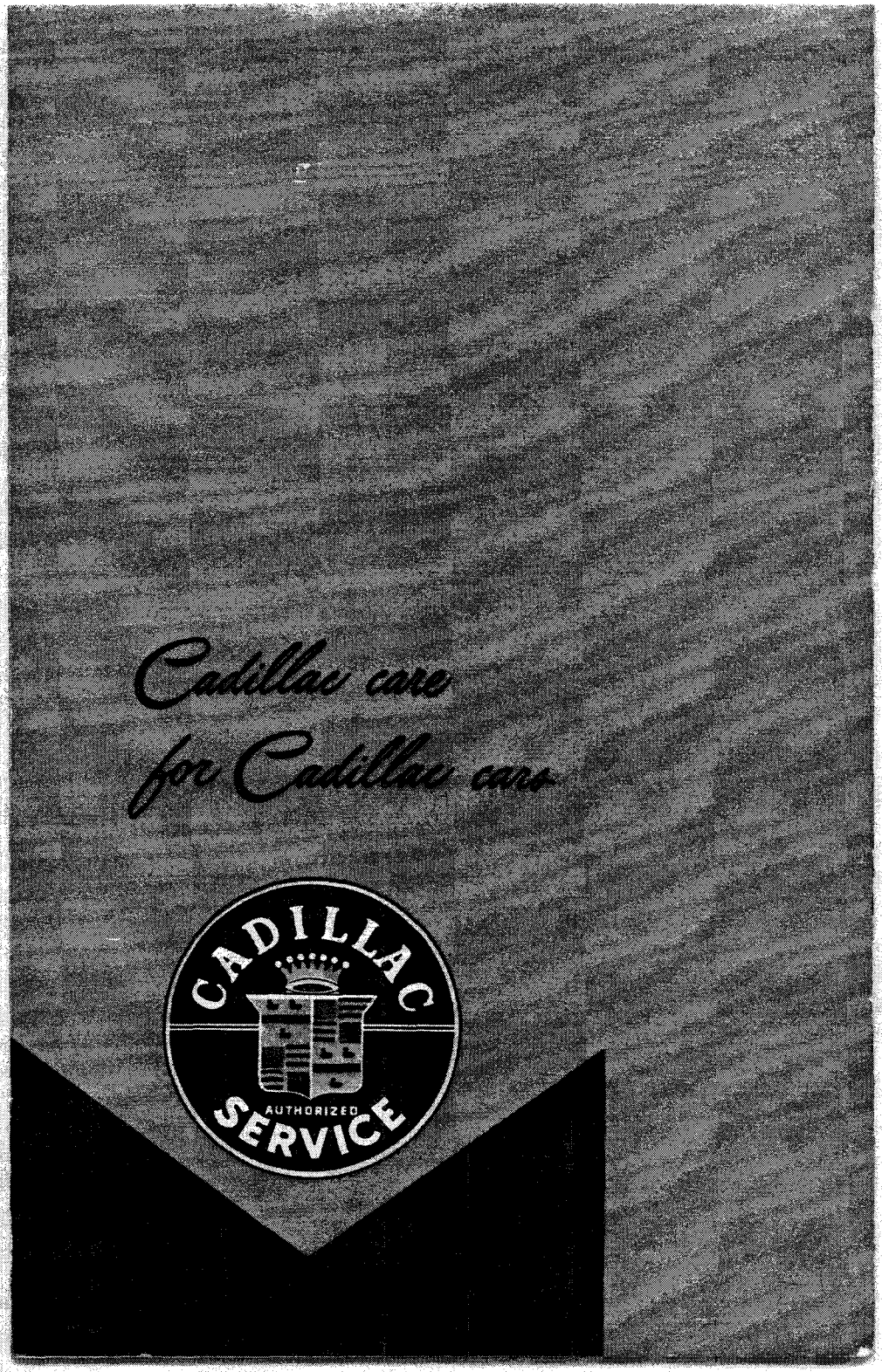
CADILLAC AUTHORIZED SERVICE

Cadillac care for Cadillac cars




Cadillac care
for Cadillac cars
CADILLAC
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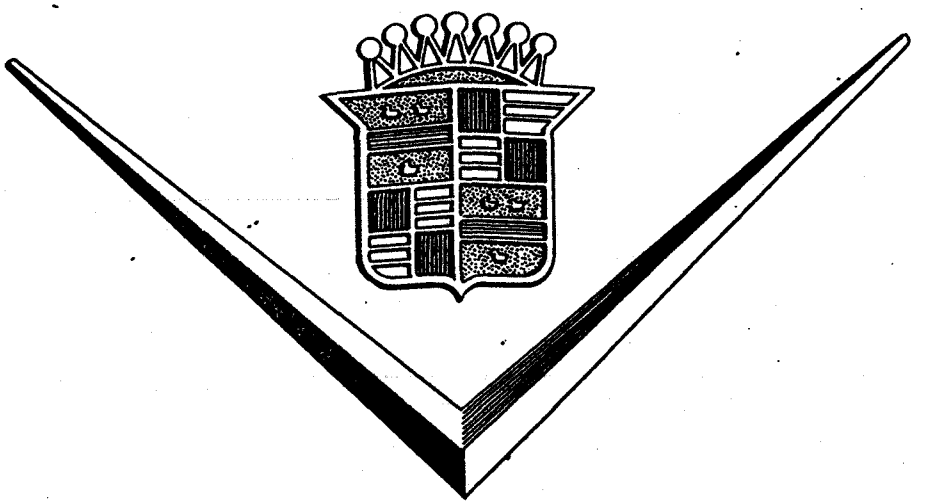
Cadillac

1951 SERIES PARTS LIST



THIS PARTS LIST IS EFFECTIVE DECEMBER 15, 1950

ISSUED BY:

PARTS AND PRICES ARE SUBJECT TO CHANGE OR REMOVAL WITHOUT NOTICE

PRINTED IN U. S. A.

CONTENTS

GENERAL INFORMATION

This Parts List contains the service replacement parts which are new for the 1951 Series Cars, also a few selected parts that are common for both 1950 and 1951 models which were included in the listing in a few groups to simplify the determining of requirements.

Parts that are new and have not been used on previous models are indicated by the symbol (#) prefixing 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 List 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.

The "Wholesale Prices" shown in this Parts List are suggested prices only for sales to garages, service stations and others who purchase for resale.

ENGINE NUMBERS CHART

SERIES	ENGINE NO.
1951 - 60S	516000000 to _____
1951 - 61	516100000 to _____
1951 - 62	516200000 to _____
1951 - 75	517500000 to _____
1951 - 86	518600000 to _____

TIRE SIZE CHART

SERIES	TIRE SIZES
1951 - 60S	8.00 x 15
1951 - 61	7.60 x 15 Black Sidewall
1951 - 62	8.00 x 15
1951 - 75	8.20 x 15
1951 - 86	8.90 x 15

ENGINE UNIT NUMBER CHART

TYPE OF TRANSMISSION	ENGINE UNIT NO.	SERIES
Hydramatic	9-N-1 and up	51-60S,61,62,75
Standard	2-N-1 and up	51-86
Hydramatic	7-N-1 and up	51-86

COLOR COMBINATIONS
SERIES 51-60S, 61, 62, 75

EXTERIOR COLORS

xComb. Code No.	BODY AND SHEET METAL Color Name	Color No.	Mfgr.	WHEELS Color Name	Matching Color No.
1	Black	20498A	R & M	Black (Standard)	B-94-210900
				Vincennes Red (Optional)	B-94-3618R
2	Empress Blue	P.S.0232	R & M	Empress Blue (Standard)	B-182-10466
				Vincennes Red (Optional)	B-94-3618R
3	Exeter Green	286-55693	Dupont	Exeter Green (Standard)	B-182-10465
				Vincennes Red (Optional)	B-94-3618R
4	Capri Green	023467	R & M	Vincennes Red (Optional)	B-94-3618R
				Capri Green (Standard)	B-94- 55751
5	Cadet Blue	23215	R & M	Cadet Blue (Standard)	B-94-55752
				Vincennes Red (Optional)	B-94-3618R
6	Tuscon Beige	P.S.0818	R & M	Tuscon Beige (Standard)	B-182-10467
				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)	B-182-10392
9	Bolero Maroon	P.S. 657	R & M	Bolero Maroon (Standard)	B-162-10468
				Vincennes Red (Optional)	B-94-3618R
10	Mist Gray	021169	R & M	Mist Gray (Optional)	B-94-55738
				Vincennes Red (Standard)	B-94-3618R
12	Chester Green	P.S.0313	R & M	Chester Green (Standard)	B-182-10469
				Vincennes Red (Optional)	B-94-3618R
15	Savoy Gray (upper)	P.S.0131	R & M	Vincennes Red (Standard)	B-94-3618R
	Mist Gray (lower)	021169	R & M	Mist Gray (Optional)	B-94-55738
16	Chester Green (upper)	P.S.0313	R & M	Chester Green (Standard)	B-182-10395
	Exeter Green (lower)	286-55693	Dupont	Vincennes Red (Optional)	B-94-3618R
17	Argent (upper)	P.S.0142	R & M	Cadet Blue (Standard)	B-94-55752
	Cadet Blue (lower)	23215	R & M	Vincennes Red (Optional)	B-94-3618R
18	Exeter Green (upper)	286-55693	Dupont	Chester Green (Standard)	B-94-3618R
	Chester Green (lower)	P.S.0313	R & M	Vincennes Red (Optional)	B-182-10395
20	Empress Blue (upper)	P.S.0232	R & M	Corinth Blue (Standard)	B-94-71063
	Corinth Blue (lower)	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 (upper)	20498A	R & M	Fiesta Ivory (Standard)	B-94-71062
	Fiesta Ivory (lower)	27789	R & M	Vincennes Red (Optional)	B-94-3618R

x Color Code Combination number will be found stamped on Body Plate on dash.

BODY STYLES

STYLE NO.	SERIES	BODY TYPE	WHEEL BASE	OVERALL LENGTH
51-6019X	51-60S	5 Pass. Sedan (Fleetwood) (4 Door) w/automatic Window Lifts (Hydraulic)	130"	224-1/2"
51-6137	51-61	5 Pass. Coupe (2 Door)	122"	211-1/2"
51-6169	51-61	5 Pass. Sedan (4 Door)	122"	211-1/2"
51-6219	51-62	5 Pass. Sedan (4 Door)	126"	215-1/2"
51-6219X	51-62	5 Pass. Sedan (4 Door) w/automatic Window Lifts (Hydraulic)	126"	215-1/2"
51-6237	51-62	5 Pass. Coupe (2 Door)	126"	220-1/2"
51-6237X	51-62	5 Pass. Coupe (2 Door) w/automatic Window Lifts	126"	220-1/2"
51-6237DX	51-62	5 Pass. Coupe (DeLuxe)(2 Door) w/automatic Window Lifts (Coupe De Ville)	126"	220-1/2"
51-6267X	51-62	5 Pass. Convertible Coupe (2 Door) w/automatic Window Lifts (Hydraulic)	126"	220-1/2"
51-7523L	51-75	9 Pass. Business Sedan	146-3/4"	236-1/4"
51-7523X	51-75	7 Pass. Sedan (Fleetwood) (4 Door) w/automatic Window Lifts (Hydraulic)	146-3/4"	236-1/4"
51-7533X	51-75	7 Pass. Imperial Sedan (Fleetwood) (4 Door) w/automatic Window Lifts (Hydraulic)	146-3/4"	236-1/4"
51-8680S	51-86	Commercial Chassis	157"	

CHART OF CAPACITIES

SERIES		51-60S	51-61	51-62	51-75	51-86
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 CHART FOR INTERIOR PAINTED MOLDINGS AND PANELS

Style 51-6019X Check color of trim to determine matching paints.

Instrument Panel; Door and Quarter Belt Finish Panels; Windshield Garnish Moldings

TRIM COLOR	PAINT TO MATCH		
Tan Trim	Cordovan Tan	P.S. 0813D	(R & M)
Gray Trim	Chelsea Gray	P.S. 0140	(R & M)
Blue Trim	Falmouth Blue	P.S. 0217	(R & M)
Green Trim	Keswick Green	P.S. 3397	(R & M)

Instrument panel and front door belt finish panels have an insert transfer to match each color.

Styles 51-6137, 6169, 6219, 19X, 6237, 37X Check color of trim to determine matching paints.

Window and Windshield Garnish Moldings

TRIM COLOR	PAINT TO MATCH		
Tan Trim	Pearl Beige Metallic	272-54678	(Dupont)
Gray Trim	Light Gray Metallic	272-55667	(Dupont)

Instrument Panel; Door and Quarter Belt Finish Panels

TRIM COLOR	PAINT TO MATCH		
Tan Trim	Cordovan Tan	P.S. 0813D	(R & M)
Gray Trim	Chelsea Gray	P.S. 0140	(R & M)

Instrument panel and front door belt finish panels have an insert transfer to match each color.

Style 51-6237DX Check color of trim to determine matching paints.

Instrument Panel; Door and Quarter Belt Finish Panels; Windshield Garnish Moldings

TRIM COLOR	Panel Insert Area Color PAINT TO MATCH		Panel & Molding Face Color PAINT TO MATCH	
Tan Trim	Beach Beige P.S. 707	(R & M)	Cordovan Tan P.S. 0813D	(R & M)
Green Trim	Willow Green P.S. 0318	(R & M)	Keswick Green P.S. 3397	(R & M)
Blue Trim	Nimbus Gray 021139	(R & M)	Orion Blue P.S. 0212	(R & M)

Style 51-6267X Check car color code number (See metal plate on dash) to determine matching paints.

Instrument Panel; Door and Quarter Belt Finish Panels; Windshield Garnish Moldings.

To Match Color Code No.	Panel Face and Molding Color PAINT TO MATCH	
1,6,7,10,12,22	Black 20498A	(R & M)
2	Empress Blue P.S. 0232	(R & M)
3	Exeter Green 286-55693	(Dupont)
4	Capri Green 023467	(R & M)
5	Cadet Blue 23215	(R & M)
8	Savoy Gray P.S. 0131	(R & M)
9	Bolero Maroon P.S. 657	(R & M)

To Match Color Code No.	Panel Insert Area Color PAINT TO MATCH	
1,10	Mist Gray 021169	(R & M)
2,3,4,5,6,7,8,9	Beach Beige P.S. 707	(R & M)
12	Chester Green P.S. 0313	(R & M)
22	Fiesta Ivory 27789	(R & M)

Printed in U.S.A.

Automobile Manufacturers Association

Consolidated Specification Questionnaire

For 1951 Models

Mechanical Details

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

Name of Maker CADILLAC MOTOR CAR DIVISION Address 2860 CLARK AVENUE

Date DECEMBER 1, 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.

*These 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, inner 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* 18.752

Length 3-15/16"

Clearance—

Top *land* .0305 to .0355

Skirt, *top* .0015 *bottom* 0

** EXPORT 6.70:1

PISTONS and RINGS (cont'd)

Piston ring groove depth—

Oil .187 Compression .187

No. of oil rings used per piston 1

Width of oil rings 3/16"

Width of oil ring gap .010-.020"

No. of compression rings used per piston TWO

Width of compression rings 5/64"

Width of compression ring gap .010-.020"

Maximum wall thickness of oil rings .150"

Maximum wall thickness of compression rings .184"

Are ring expanders used, Yes: (OIL) No.

* 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 .00005 to .0003

Clearance in rod 0 to 0

Connecting rod—

Length—*center to center* 6-5/8"

Material 1041 STEEL

Weight—*ounces* 23.95

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

Shim—solid, laminated or none NONE 2 RODS)

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

MODEL SPECIFICATIONS

Make of Car CADILLAC Model 60,61,62,75 Date DECEMBER 1,1950

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.
Material 3140 STEEL
Overall length 4.539-4.559
Actual overall diameter of head 1.750
Minimum port diameter 1-5/8
Angle of seat 44°
Is valve seat an insert? NO
Stem diameter 11/32
Stem to guide clearance .001 *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.
Material HEAD - N82120 STEM 8729
Overall length 4.539-4.559
Actual overall diameter of head 1.437
Minimum port diameter 1-5/16
Angle of seat 44°
Is valve seat an insert? NO Material -
Stem diameter 11/32"
Stem to guide clearance .0015 *to* .0035
Lift .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 60,61,62,75 ..... Date DECEMBER 1, 1950

LUBRICATION (cont'd)

Timing gear or chain lubrication—*positive or splash* ... SPLASH
Oil pump type ... GEAR
Oil grade recommended—*SAE viscosity and temperature range*— *

+32° F. - 20W OR SAE+20	*MINIMUM
+10° F. - 20W	ANTICIPATED
-10° F. - 10W	TEMPERATURE
BELOW -10° F. 5W	

Normal oil pressure—*lbs. at M.P.H.* ... 28 AT 30 MPH 20-40
Pressure at which relief valve opens ... 26 LBS. - 20-40
Capacity of oil reservoir—*quarts, dry* ... 5 ... *refill* ...
Oil pressure gauge make ... AC
Oil reservoir level gauge type ... DIP STICK
Floating type oil intake—*yes or no* ... YES
External oil filter make ... NONE
Other type of oil cleaner ... NONE
Oil cooler make ... NONE
Chassis lubrication—Make ... LINCOLN

FUEL

Gasoline tank—*capacity* ... 20 GALLON
Fuel feed—
Type—*vacuum tank, electric pump, gravity vacuum pump or camshaft pump* ... CAMSHAFT PUMP
Make ... AC ... Model ...
Carburetor—
Make CARTER--ROCHESTER ... Model CARTER WCD 845-S
Number used ... ONE
Size ... 1-1/4"
Type—
Up or down draft ... DOWN ... Single or dual ... DUAL
Intake manifold heat control—*manual, automatic or none* AUTOMATIC
Automatic choke, make CARTER-ROCHESTER Model ...
Air cleaner—intake silencer make ... AC
Type—*dry felt; oil bath; oil coated fibre* ... OIL BATH
Heavy Duty type—Make ... NONE ... Model ...
Muffler make ... WALKER
Tail pipe diameter ... 2"

COOLING

Water pump—
Type ... CENTRIFUGAL - DUAL OUTLET
Drive ... BELT
Is pump equipped with packing nut ... NO
Water circulation thermostat make ... DOLE
* Pressure relief valve—*yes or no* ... NO
By-pass for recirculation—*yes or no* ... YES
Radiator core—
Type ... TUBE AND FIN
Make ... HARRISON RADIATOR DIVISION

* PRESSURE CAP

COOLING (cont'd)

Cooling system—*capacity, quarts* ... 18
Water jackets full length of cylinders—*yes or no* YES
Water all around cylinder—*yes or no* ... YES
Lower radiator hose—
Inside diameter ... 1-3/4 ... Length ... 8-7/16
Upper radiator hose— MOULDED
Inside diameter ... 1-3/4 ... Length ... 8-7/16
Fan belt— MOULDED
Make ... GATES & GOODYEAR - WEDGE TYPE
Angle of vee ... 40° INC.
Length, outside ... 57" ... Width, maximum ... 380
Fan— 60,61,62
Make ... HAYES ... No. of Blades ... 4
75-86
5

IGNITION

Ignition units—
Make ... DELCO ... Model ... 1110820
Manual or octane selector, *degrees advance* ... *retard* ...
Maximum centrifugal advance crankshaft, *degrees* ... 28-32 ... *at* ... 3600 ... *engine R.P.M.*
Inches of Mercury Necessary to operate Vacuum Advance (Plus or minus 1 inch) ... 5" START - 14" FULL ADV.
Maximum Vacuum advance crankshaft, *degrees* ... 18-22°
* Breaker gap ... 013-.018 Breaker arm tension ... 19-23 ... oz.
Cam angle 31° PLUS OR MINUS 1-1/2° ... *deg.*
Timing—Breaker *points open* ... 5° ... BTC ... *degrees crankshaft rotation or ... inches piston travel (after or before) top center with octane selector in the ... position.*
Timing mark location—*flywheel, vibration dampener or none* ...
Firing order ... 1-8-4-3-6-5-7-2
Amperage draw of ignition coil—
With engine stopped ... 4.5 - 5.5
With engine idling ... 2 - 3
Spark plug—
Thread—10 *m.m., 14 m.m. or 18 m.m.* ... 14 MM
Make ... AC ... Model ... 46-5
Gap ... .035"
Ignition cable make ... PACKARD ELECTRIC

BATTERY

Make ... DELCO ... Model ... K4W
Capacity—*ampere hours* ... 115 ... @ 20 *hour rate*
Number of plates per cell ... 17
Bench charging rate—
Start ... 10 ... Finish ... 8
Which battery terminal is grounded ... NEGATIVE
Location of battery ... ON TRAY ATTACHED TO R.H. DASH TO FRAME BRACE FRONT OF DASH.

* NEW POINTS - .010-.015 FOR USED POINTS

MODEL SPECIFICATIONS

Make of Car CADILLAC Model 60,61,62,75 Date DECEMBER 1, 1950

STARTING MOTOR

Make DELCO Model 1107969
Normal engine cranking speed -
Brush spring tension 24-28 oz
Lock test—
Amperage draw 600 MAX.
Volts 3.10 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 ignition on dash I. GN. KEY
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 -
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
MIN. 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 6 (10 1/2") 75 (11")
Thickness .137
No. required TWO

TRANSMISSION

Transmission— STD. CONVENTIONAL THREE SPEED
Make OWN Model -
No. of forward speeds THREE
Manual shift—*yes, no* YES
Automatic or auxiliary shifting mechanism—*yes* *no*
* *If yes,* Make HYDRA-MATIC TRANSMISSION
Type—*centrifugal, vacuum, electric or hydraulic* -
Automatic overdrive— NONE
Make -
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

Make of Car CADILLAC Model 60, 61, 62, 75 Date DECEMBER 1, 19[illegible]

TRANSMISSION (cont'd)

Constant mesh gears on second .....
Spur or helical gears—
For second speed .....
For first speed .....
For reverse speed .....
For all speeds .....
Synchronous meshing and third gears .....
Transmission oil—
Capacity—*pints* HYDRA 12 QUARTS .....
Grade recommended—*S.A.E. viscosity*
Summer ..... Winter .....
Universal joints—
Make MECHANICS #3 RCR .....
Number used 2 - 60,61,62 3 - 75 .....
Type—*metal with anti-friction bearing or metal with plain bearing* NEEDLE BEARING .....
Lubricated with GREASE - PREPACKED .....
Drive taken through springs, torque arm, torque tube or radius rods SPRINGS .....
Torque taken through springs, torque arm, torque tube or radius rods ... SPRINGS .....

REAR AXLE

Rear axle—
Make .....OWN..... Model .....
Type—*Semi, full or three-quarter floating* ...SEMI.....
Minimum road clearance under center of rear axle—*tires inflated* 60,61,62 - 8.34 .....
75 - 8.44
Rear axle oil—
Capacity—*pints* .....FIVE.....
Grade and type recommended—*S.A.E. viscosity*
Summer .....AND..... Winter ...SAE - 90.....
Type of gearing—*spiral bevel, worm, hypoid* HYPOID.....
Gear ratio—*standard 5-passenger 4-door sedan* 61 75 .....
Optional gear ratios HYDRA-MATIC 3.36 4.27 .....
3.36 3.77
* Number of teeth— 61 75 61 75
In ring gear ...47...47..... In pinion ..14.....11.
How is pinion adjusted—*screw or shims*...NONE.....
How is pinion bearing adjusted—*screw or shims*...NONE.....
Are pinion bearings carried in sleeve .....NO.....
Backlash between pinion and ring gear ...030.....*to*.....010.....

TIRES and WHEELS

Tires—
Make U.S., FIRESTONE & GOODRICH .....
Size (61, 62, 60) 8.00-15 ... 75 8.20-15 ... No. of plies ...4..... 75 6

RATIO WITH HYDRA-MATIC - STD. ON 62,60

60,61,62	75
3.36	3.77

* IN RING GEAR 3.36 - 47 3.77 - 49 IN PINION 3.36 - 14 3.77 - 13

TIRES and WHEELS (Cont'd)

	ALL 60,61,62	75
Inflation pressure—Front	24	Rear 28

Rim—Diameter .....15".....Width .....6.00".....

SPRINGS

FRONT SPRING—

Independent or conventional suspension .....INDEPENDENT.....
Type—*coil, semi-elliptic, transverse, torsion*...COIL.....
Make .....EATON MFG.....
Material ...9260 STEEL.....
Torsional stabilizer at front .....TORSION ROD.....
If leaf—
Length .....-.....Width .....-.....
Number of leaves—8-passenger, 4-door sedan.....-.....
Are radius rods used on axle.....-.....
If coil— 61 - 16-1/8 62 - 16-1/4
Free length 60 - 16-3/8, 75 - 17 .....
Length under curb weight 60,61,62 - 10-1/16 .....
75 - 10

REAR SPRING—

Independent or conventional suspension .CONVENTIONAL.....
Type—*coil, semi-elliptic, transverse, torsion*.SEMI-ELLIPTIC...
Make .....EATON MFG.....
Material ..... 9260 STEEL
Torsional stabilizer at rear ..... NONE
If leaf— 60,61,62 - 54-1/2
Length 75 - 56-1/2.....Width .....2"
Number of leaves—8-passenger, 4-door sedan 61,62 8 60 8 75 10
Spring leaves lubricated with WAX IMPREGNATED LINERS
Spring cover, Yes .....No X.....
Spring shackles—
Front—Type .....NONE.....Make.....
Rear—Type COMPRESS LINK.....Make..HARRIS BUSHING.
Spring bolts—
Type .....U-BOLTS.....
If coil—
Free length .....-.....
Length under curb weight .....-.....
Rate for above .....-.....*pounds per inch*
Shock absorbers—
Make .....DELCO PRODUCTS.....
Type, one way with lever, two way with lever, or direct acting
Front HYDRAULIC DIRECT ACTING TYPE .....
Rear .....
Fluid capacity (oz.)—front ..... rear ..... (—)
NOT SERVICEABLE

Make of Car CADILLAC Model 60,61,62,75 Date DECEMBER 1, 1950

STEERING

Steering gear—
Type RECIRCULATING BALL
Make SAGINAW Model
Ratio 21.3 (OVERALL 25.47)
Lubricant recommended 5-200 STRG. GEAR LUB.
Steering wheel diameter 18"
Drag link longitudinal or transverse TRANSVERSE
Tie rod—one or two TWO
Is intermediate steering arm used NO
Number of turns of steering wheel for full left to right swing of wheels 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 brake—
Make BENDIX - MORAINE
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

		60,61,62	75
Drum— Material	COMPOSITE	Diameter 11	12
Lining— Length per wheel	RIVETED	60,61,62 22.45	75 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 (516100000) 62 (516200000)
Serial number location * 60 (516000000) 75 (517500000)

**Overall length of car—
With bumpers and bumper guards
Overall width of car NORMAL
Overall height, road to roof without load

* UPPER RIGHT CORNER ON FRONT FACE OF R.H. BLOCK. NUMBERED RIGHT ANGLE TO CRANKSHAFT. THE CHASSIS NUMBER STAMPED TWO PLACES, TOP FLANGE OF R.H. SIDE BAR-REAR OF ENGINE MOUNTING, AND TOP R.H. SIDE BAR, MIDWAY IN CHASSIS COVERED BY BODY. NUMBER SAME AS ENGINE NUMBER.

**	6169	6219	6237 & D	6267	6019	7523-33
OVERALL LENGTH	211 1/2	215 1/2	220 1/2	220 1/2	224 1/2	236 1/4
OVERALL WIDTH	80 1/8	80 1/8	80 1/8	80 1/8	80 1/8	80 1/8
OVERALL HEIGHT	61 11/16	62 11/16	60 15/16	61 1/8	62 11/16	64 1/16

OVERALL HEIGHT (6137) -- 60 15/16

MODEL SPECIFICATIONS

Make of Car CADILLAC Model 60,61,62,75 Date DECEMBER 1, 1950

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. & M. 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 trunk*	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 BACK-UP LIGHTS ..... TWO	61-62-60-75		

* NOT INCLUDED FACTORY DELIVERED PRICE
HEATERS -- HARRISON RADIATOR DIVISION

Make of Car CADILLAC Model 60,61,62,75 Date DECEMBER 1, 1950

STARTING MOTOR

Make DELCO Model 1107969
Normal engine cranking speed -
Brush spring tension 24-28 oz
Lock test—
Amperage draw 600 MAX.
Volts 3.10 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 ignition on dash I.G.N. KEY
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 -
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
MIN. 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 (10 1/2") 75 (11")
Thickness .137
No. required TWO

TRANSMISSION

Transmission— STD. CONVENTIONAL THREE SPEED
Make OWN Model
No. of forward speeds THREE
Manual shift—*yes, no* YES
Automatic or auxiliary shifting mechanism—*yes* no
* *If yes,* Make HYDRA-MATIC TRANSMISSION
Type—*centrifugal, vacuum, electric or hydraulic*
Automatic overdrive— NONE
Make
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

Make of Car CADILLAC Model 60, 61, 62, 75 Date DECEMBER 1, 195

TRANSMISSION (cont'd)

Constant mesh gears on second
Spur or helical gears—
For second speed
For first speed
For reverse speed
For all speeds
Synchronous meshing and third gears
Transmission oil—
Capacity—*pints* HYDRA 12 QUARTS
Grade recommended—*S.A.E. viscosity*
Summer Winter
Universal joints—
Make MECHANICS #3 RCR
Number used 2 - 60,61,62 3-75
Type—*metal with anti-friction bearing or metal with plain bearing* NEEDLE BEARING
Lubricated with GREASE - PREPACKED
Drive taken through springs, torque arm, torque tube or radius rods SPRINGS
Torque taken through springs, torque arm, torque tube or radius rods SPRINGS

REAR AXLE

Rear axle—
Make OWN Model
Type—*Semi, full or three-quarter floating* SEMI
Minimum road clearance under center of rear axle—*tires inflated* 60,61,62 - 8.34
75 - 8.44
Rear axle oil—
Capacity—*pints* FIVE
Grade and type recommended—*S.A.E. viscosity*
Summer AND Winter SAE - 90
Type of gearing—*spiral bevel, worm, hypoid* HYPOID
Gear ratio—*standard 5-passenger 4-door sedan* 61 75
Optional gear ratios HYDRA-MATIC 3.36 4.27
3.36 3.77
* Number of teeth— 61 75 61 75
In ring gear 47 47 In pinion 14 11
How is pinion adjusted—*screw or shims* NONE
How is pinion bearing adjusted—*screw or shims* NONE
Are pinion bearings carried in sleeve NO
Backlash between pinion and ring gear .030 to .010

TIRES and WHEELS

Tires—
Make U.S., FIRESTONE & GOODRICH
Size (61, 62, 60) 8.00-15 75 8.20-15 No. of plies 4 75 6

RATIO WITH HYDRA-MATIC - STD. ON 62,60

60,61,62	75
3.36	3.77

* IN RING GEAR 3.36 - 47 3.77 - 49 IN PINION 3.36 - 14 3.77 - 13

TIRES and WHEELS (Cont'd)

ALL	60,61,62	75
Inflation pressure—Front	24	Rear 28

Rim—Diameter 15" Width 6.00"

SPRINGS

FRONT SPRING—

Independent or conventional suspension INDEPENDENT
Type—*coil, semi-elliptic, transverse, torsion* COIL
Make EATON MFG.
Material 9260 STEEL
Torsional stabilizer at front TORSION ROD
If leaf—
Length - Width -
Number of leaves—8-passenger, 4-door sedan -
Are radius rods used on axle -
If coil— 61 - 16-1/8 62 - 16-1/4
Free length 60 - 16-3/8, 75 - 17
Length under curb weight 60,61,62 - 10-1/16
75 - 10

REAR SPRING—

Independent or conventional suspension CONVENTIONAL
Type—*coil, semi-elliptic, transverse, torsion* SEMI-ELLIPTIC
Make EATON MFG.
Material 9260 STEEL
Torsional stabilizer at rear NONE
If leaf— 60,61,62 - 54-1/2
Length 75 - 56-1/2 Width 2"
Number of leaves—8-passenger, 4-door sedan 61,62 8 60 8 75 10
Spring leaves lubricated with WAX IMPREGNATED LINERS
Spring cover, Yes No X
Spring shackles—
Front—Type NONE Make
Rear—Type COMPRESS LINK Make HARRIS BUSHING
Spring bolts—
Type U-BOLTS
If coil—
Free length -
Length under curb weight -
Rate for above - *pounds per inch*
Shock absorbers—
Make DELCO PRODUCTS
Type, one way with lever, two way with lever, or direct acting
Front HYDRAULIC DIRECT ACTING TYPE
Rear
Fluid capacity (oz.)—front rear NOT SERVICEABLE

Make of Car CADILLAC Model 60,61,62,75 Date DECEMBER 1, 1950

STEERING

Steering gear—
Type RECIRCULATING BALL
Make SAGINAW Model
Ratio 21.3 (OVERALL 25.47)
Lubricant recommended 5-200 STRG. GEAR LUB.
Steering wheel diameter 18"
Drag link longitudinal or transverse TRANSVERSE
Tie rod—one or two TWO
Is intermediate steering arm used NO
Number of turns of steering wheel for full left to right swing of wheels 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-beam, tubular or none*
End type—*Elliott or reverse Elliott*
Minimum road clearance—*tires inflated*

BRAKES

Foot brake—
Make BENDIX - MORAINE
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 (516100000) 62 (516200000)
Serial number location 60 (516000000) 75 (517500000)

**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. BLOCK. NUMBERED RIGHT ANGLE TO CRANKSHAFT. THE CHASSIS NUMBER STAMPED TWO PLACES, TOP FLANGE OF R.H. SIDE BAR-REAR OF ENGINE MOUNTING, AND TOP R.H. SIDE BAR, MIDWAY IN CHASSIS COVERED BY BODY. NUMBER SAME AS ENGINE NUMBER.

**	6169	6219	6237 & D	6267	6019	7523-33
OVERALL LENGTH	211 1/2	215 1/2	220 1/2	220 1/2	224 1/2	236 1/4
OVERALL WIDTH	80 1/8	80 1/8	80 1/8	80 1/8	80 1/8	80 1/8
OVERALL HEIGHT	61 11/16	62 11/16	60 15/16	61 1/8	62 11/16	64 1/16

OVERALL HEIGHT (6137) -- 60 15/16

1951

MODEL SPECIFICATIONS

Make of Car CADILLAC Model 60,61,62,75 Date DECEMBER 1, 1950

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. & M. -- 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 mirrors*	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 BACK-UP LIGHTS ..... TWO	61-62-60-75		

* NOT INCLUDED FACTORY DELIVERED PRICE
HEATERS -- HARRISON RADIATOR DIVISION

Automobile Manufacturers Association

Consolidated Specification Questionnaire

For 1951 Models

Mechanical Details

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

Name of Maker CADILLAC MOTOR CAR DIVISION Address 2860 CLARK AVENUE

Date DECEMBER 1, 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 normal 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.

*These 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, inner 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* 18.752

Length 3-15/16"

Clearance—

Top *land* .0305 to .0355

Skirt, *top* .0015 *bottom* 0

** EXPORT 6.70:1

PISTONS and RINGS (cont'd)

Piston ring groove depth—

Oil .187 Compression .187

No. of oil rings used per piston 1

Width of oil rings 3/16"

Width of oil ring gap .010-.020"

No. of compression rings used per piston TWO

Width of compression rings 5/64"

Width of compression ring gap .010-.020"

Maximum wall thickness of oil rings .150"

Maximum wall thickness of compression rings .184"

Are ring expanders used, Yes: * (OIL) No

* 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 .00005 to .0003

Clearance in rod 0 to 0

Connecting rod—

Length—*center to center* 6-5/8"

Material 1041 STEEL

Weight—*ounces* 23.95

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

Slip—*solid, laminated or none* NONE 2 RODS)

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

Make of Car CADILLAC Model 60,61,62,75 Date DECEMBER 1, 1950

BODY DETAIL AND EQUIPMENT FORMS

DIRECTIONS

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

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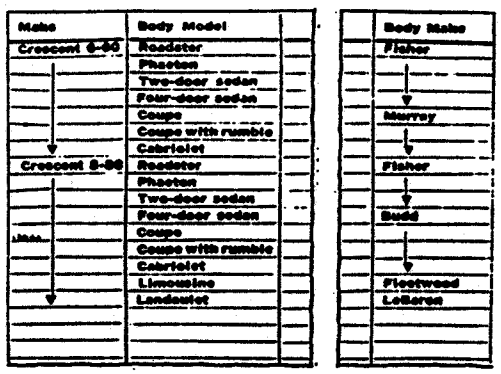


MAKE AND MODEL	BODY TYPE List Types on Ascending Price Scale Beginning with the Lowest Price	Factory Delivered Price Including Federal Tax and Handling Charge	Number of Passengers	Wheelbase	Shipping Weight	Seating Arrangement Number See Below	Body Make
CADILLAC 6137	COUPE		5	122		3	FISHER
6169	SEDAN		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	↓		8	146 3/4		5	↓
7533	↓ IMP.		8	146 3/4		5	↓
7523L	↓ LIVERY		9	146 3/4		5	↓

SEATING ARRANGEMENT NUMBERS

59

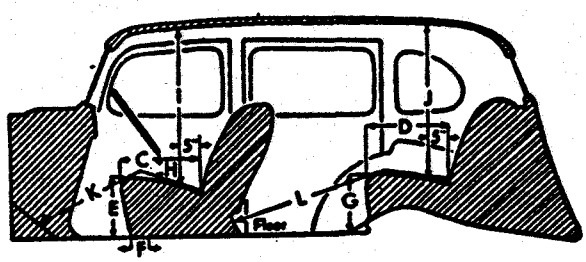
1—Two-door car with no rear seat.
2—Two-door car with rumble seat.
3—Two-door car with conventional rear cushion.
4—Four-door car with cushions front and rear.
5—Four-door car with cushions front and rear plus two auxiliary seats folding into
6—Two-door car with two opera seats retiring into sides of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

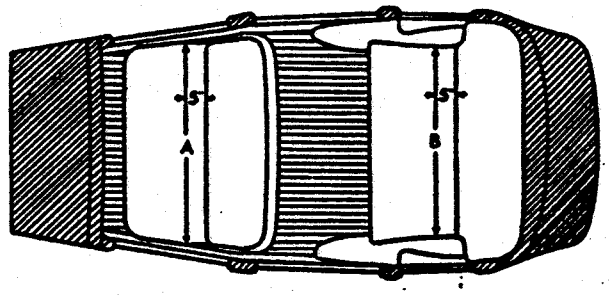
1951

MODEL SPECIFICATIONS

Make of Car CADILLAC Model 60,61,62,75 Date DECEMBER 1, 1950

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





INTERIOR

All interior body dimensions taken with front seat in its rear position	61	62	60	75
Width of front seat cushion, measured 5 inches from back (A)	63 7/8	63 3/4	63 3/4	64
Width of rear seat cushion, measured 5 inches from back (B)	64 5/8	64 1/2	64 1/2	56 7/8
Depth of front seat cushion (C)	18 5/16	18 3/8	18 3/8	18 9/16
Depth of rear seat cushion (D)	19	19	19	19 13/16
Height of front seat cushion measured 15 inches from center line of body (E)	13 3/8	13 5/16	13 5/16	13 11/16
Front seat horizontal adjustment, inches (F)	4	4	4	4
Front seat vertical adjustment, inches	1/4"	RISE		
Height of rear cushion measured 15 inches from center line of body (G)	12 1/8	12 1/8	12 1/8	14 5/16
Vertical distance steering wheel and seat cushion (H)	6 1/8	6 1/8	6 1/8	6
Head room at front seat, measured 5 inches from back (I) 8° FROM VERTICAL	35 3/16	36 5/16	36 5/16	37
Head room at rear seat, measured 5 inches from back (J) 8° FROM VERTICAL	35 1/8	36	36	35
Leg room in front seat, measured from 6 inches up on toe board, following contour of seat cushion (K)	43 1/2	43 3/8	43 3/8	43 1/8
Leg room in rear seat, measured from center of foot rest, following contour of seat cushion (L)	40 13/16	41 15/16	41 15/16	
Trunk capacity, cubic feet				
Width of left front pillar on diagonal with door closed	3 1/16			

1951

MODEL SPECIFICATIONS

Make of Car CADILLAC Model 60,61,62,75 Date DECEMBER 1, 1950

LUBRICATION (cont'd)

Timing gear or chain lubrication—*positive or splash* SPLASH
Oil pump type GEAR
Oil grade recommended—*SAE viscosity and temperature range*— *

+32° F. - 20W OR SAE-20	*MINIMUM
+10° F. - 20W	ANTICIPATED
-10° F. - 10W	TEMPERATURE
BELOW -10° F. 5W	

Normal oil pressure—*lbs. at M.P.H.* 28 AT 30 MPH 20-40
Pressure at which relief valve opens 26 LBS. - 20-40
Capacity of oil reservoir—*quarts, dry* 5 *refill* -
Oil pressure gauge make AC
Oil reservoir level gauge type DIP STICK
Floating type oil intake—*yes or no* YES
External oil filter make NONE
Other type of oil cleaner NONE
Oil cooler make NONE
Chassis lubrication—Make LINCOLN

FUEL

Gasoline tank—*capacity* 20 GALLON
Fuel feed—
Type—*vacuum tank, electric pump, gravity vacuum pump or camshaft pump* CAMSHAFT PUMP
Make AC Model
Carburetor—
Make CARTER--ROCHESTER Model CARTER WCD 845-S
Number used ONE
Size 1-1/4"
Type—
Up or down draft DOWN Single or dual DUAL
Intake manifold heat control—*manual, automatic or none* AUTOMATIC
Automatic choke, make CARTER-ROCHESTER Model
Air cleaner—intake silencer make AC
Type—*dry felt; oil bath; oil coated fibre* OIL BATH
Heavy Duty type—Make NONE Model
Muffler make WALKER
Tail pipe diameter 2"

COOLING

Water pump—
Type CENTRIFUGAL - DUAL OUTLET
Drive BELT
Is pump equipped with packing nut NO
Water circulation thermostat make DOLE
* Pressure relief valve—*yes or no* NO
By-pass for recirculation—*yes or no* YES
Radiator core—
Type TUBE AND FIN
Make HARRISON RADIATOR DIVISION

COOLING (cont'd)

Cooling system—*capacity, quarts* 18
Water jackets full length of cylinders—*yes or no* YES
Water all around cylinder—*yes or no* YES
Lower radiator hose—
Inside diameter 1-3/4 Length 8-7/16
Upper radiator hose— MOULDED
Inside diameter 1-3/4 Length 8-7/16
Fan belt— MOULDED
Make GATES & GOODYEAR - WEDGE TYPE
Angle of vee 40° INC.
Length, outside 57" Width, maximum 380
Fan— 60,61,62
Make HAYES No. of Blades 4
75-86
5

IGNITION

Ignition units—
Make DELCO Model 1110820
Manual or octane selector, *degrees advance* - *retard* -
Maximum centrifugal advance crankshaft, *degrees* 28-32
at 3600 *engine R.P.*
Inches of Mercury Necessary to operate Vacuum Advance (Plus or minus 1 inch) 5" START - 14" FULL ADV.
Maximum Vacuum advance crankshaft, *degrees* 18-22°
* Breaker gap .013-.018 Breaker arm tension 19-23 oz.
Cam angle 31° PLUS OR MINUS 1-1/2° *deg.*
Timing—Breaker *points open* 5° BTC. *degrees crankshaft rotation or inches piston travel (after or before) top center with octane selector in the position.*
Timing mark location—*flywheel, vibration dampener or none*
Firing order 1-8-4-3-6-5-7-2
Amperage draw of ignition coil—
With engine stopped 4.5 - 5.5
With engine idling 2 - 3
Spark plug—
Thread—*10 m.m., 14 m.m. or 18 m.m.* 14 MM
Make AC Model 46-5
Gap .035"
Ignition cable make PACKARD ELECTRIC

BATTERY

Make DELCO Model K4W
Capacity—*amapere hours* 115 @ *20 hour rate*
Number of plates per cell 17
Bench charging rate—
Start 10 Finish 8
Which battery terminal is grounded NEGATIVE
Location of battery ON TRAY ATTACHED TO R.H. DASH TO FRAME BRACE FRONT OF DASH.

* PRESSURE CAP

* NEW POINTS - .010-.015 FOR USED POINTS

Make of Car CADILLAC Model 60,61,62,75 Date DECEMBER 1,1950

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.
Material 3140 STEEL
Overall length 4.539-4.559
Actual overall diameter of head 1.750
Minimum port diameter 1-5/8
Angle of seat 44°
Is valve seat an insert? NO
Stem diameter 11/32
Stem to guide clearance .001 *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—

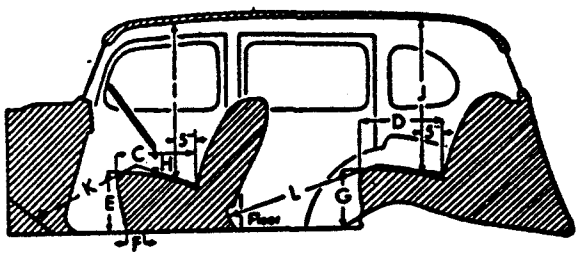
Make RICH MFG.
Material HEAD - N82120 STEM 8729
Overall length 4.539-4.559
Actual overall diameter of head 1.437
Minimum port diameter 1-5/16
Angle of seat 44°
Is valve seat an insert? NO Material -
Stem diameter 11/32"
Stem to guide clearance .0015 *to* .0035
Lift .327
Spring pressure and length—
Outer—
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*

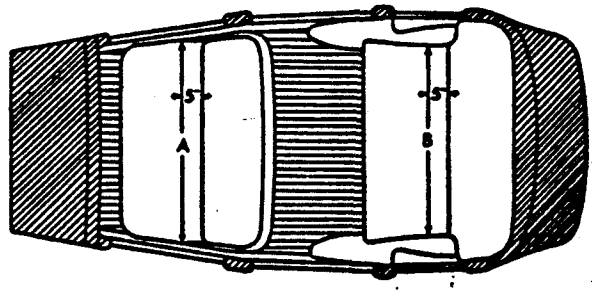
LUBRICATION

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 60,61,62,75 Date DECEMBER 1, 1950

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





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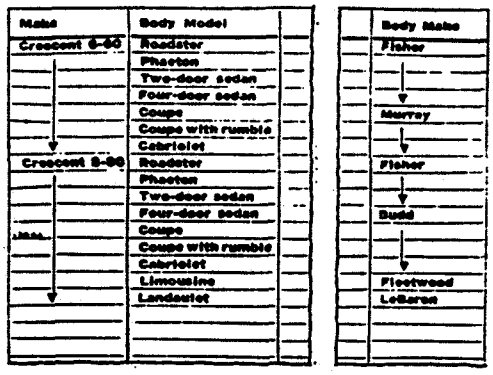

MAKE AND MODEL	BODY TYPE List Types on Ascending Price Scale Beginning with the Lowest Price	Factory Delivered Price Including Federal Tax and Handling Charge	Number of Passengers	Wheelbase	Shipping Weight	Seating Arrangement Number See Below	Body Make
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6169	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			8	146 3/4		5	
7533	IMP.		8	146 3/4		5	
7523L	LIVERY		9	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 auxiliery 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 stationary.
9—Two-door car with rear stationary seat for