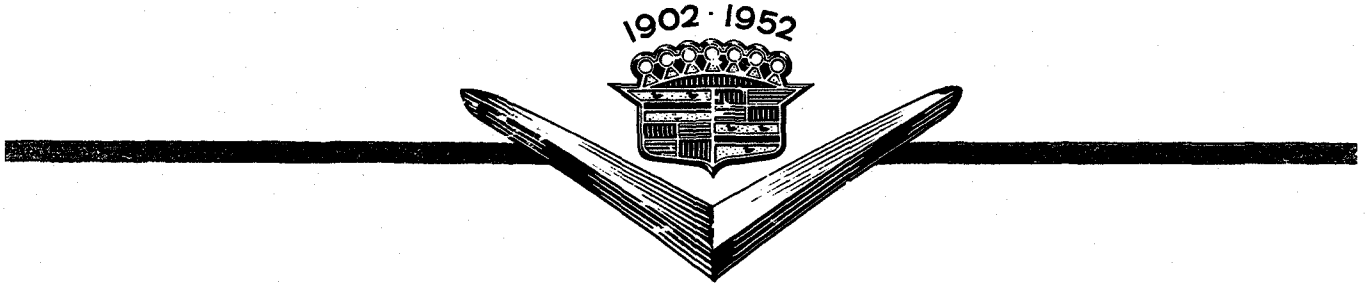

1902 1952
1952
THE
NINETEEN HUNDRED AND FIFTY-TWO
GOLDEN
ANNIVERSARY
Cadillac



CADILLAC MOTOR CAR DIVISION ★ GENERAL MOTORS CORPORATION


1952
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THE
NINETEEN HUNDRED AND FIFTY-TWO
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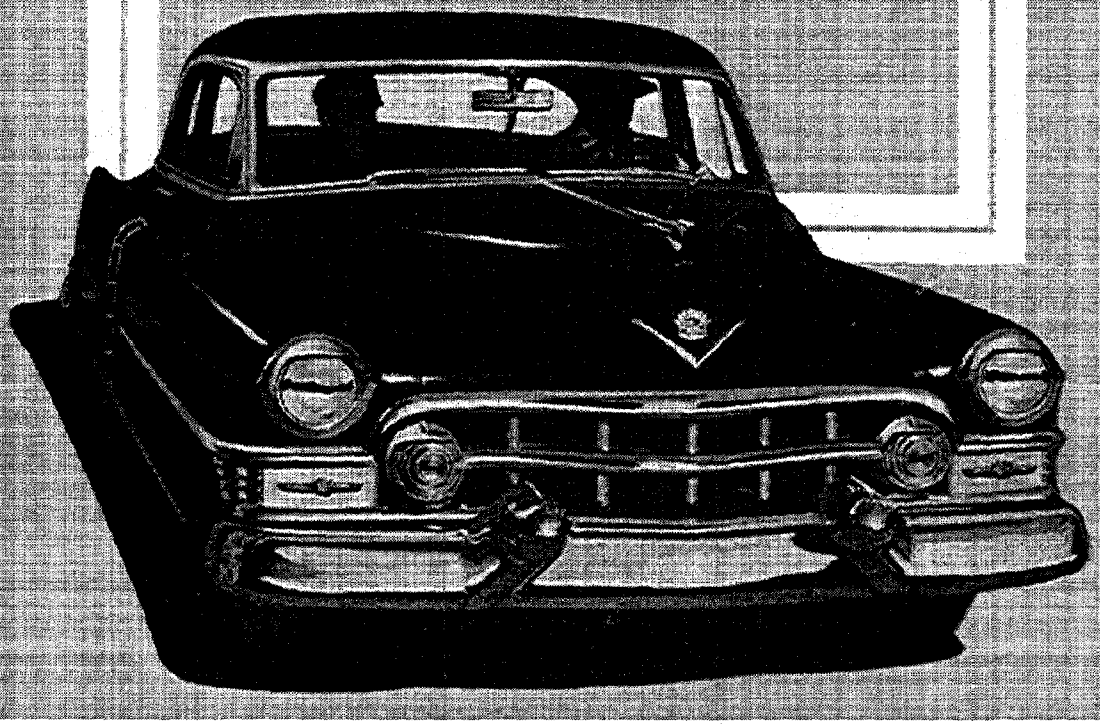
ANNIVERSARY
Cadillac

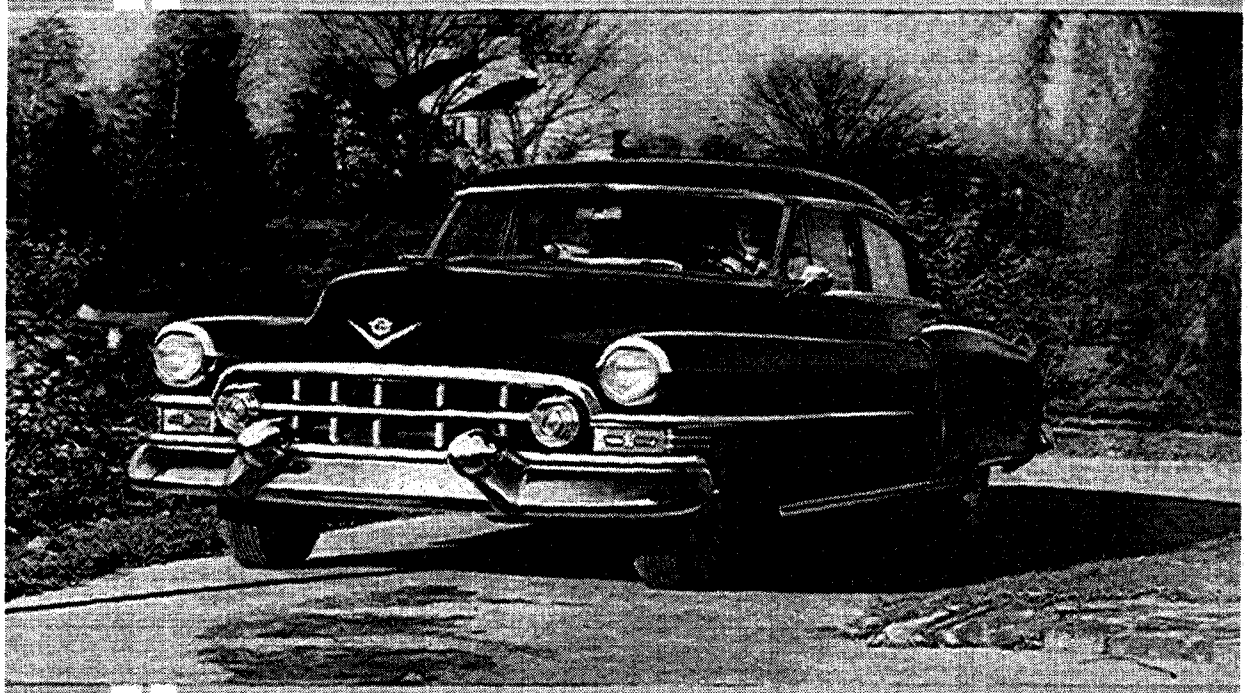
1902 · 1952

1952 Cadillac DATA BOOK



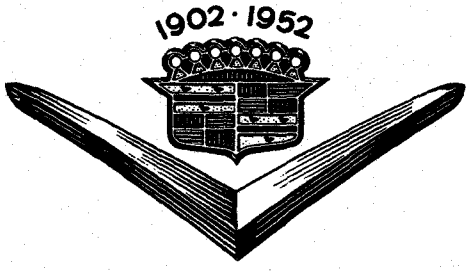
1902 • 1952

INTRODUCTION



The appearance of the Golden Anniversary Cadillac should be a source of tremendous pride to all of us—to those who build it, to those who sell it, and to those who own it. For not only does it once again raise the world's conception of what constitutes a truly fine motor car—but it represents, in all that it is, looks and does, a full half-century of continuous automotive development. Since the appearance of the first Cadillac car in 1902, each passing year has seen Cadillac's position as the "Standard of the World" more firmly fixed in the minds of the motoring public. So consistently and unfailingly, in fact, have the good things come from Cadillac that motorists look to it, almost as a matter of routine, for their standards of automotive quality. The Golden Anniversary Cadillac will, we feel certain, strengthen this attitude to a conviction. For never before has so fine an automobile been presented for their consideration. In beauty, in performance, in riding comfort, in everything that contributes to motoring goodness, this is the finest motor car Cadillac has ever built.

IN ITS 50TH YEAR AS STANDARD OF THE WORLD!



A MESSAGE TO

Cadillac

SALESMEN

The task which confronts the Cadillac salesman in 1952 is, perhaps, unique in all the world of manufactured products. And it is a task which will call for all of the ingenuity and resources of your selling experience.

It is a situation which has grown out of the very goodness of the car itself. For its leadership is so outstanding that motorists who have never before considered the purchase of a Cadillac are daily coming into your showroom, hoping to become Cadillac owners. And those who already own the car have expressed their desire, almost as a body, to return once again to Cadillac.

Your problem, in brief, is this. You must convince them of the wisdom of becoming a Cadillac owner—and, at the same time, of the wisdom of waiting for delivery.

You will be aided in your first job by the car itself. For, while its styling and design are not markedly changed, its engineering advancements are as great as at any time in Cadillac history. That is where your principal selling efforts should be directed. The prospect should be informed, both by description and by demonstration, where and in what ways the great Cadillac engine is superior to its predecessor. He should have described to him the advantages of the new Hydra-Matic transmission, and he should understand the mechanics of the new Cadillac Power Steering. And then, knowing of these advancements, he should have them demonstrated to him behind the wheel of the car. There is no substitute

for an actual demonstration—for only by experiencing the results of these engineering achievements can he appreciate their contribution to motoring happiness.

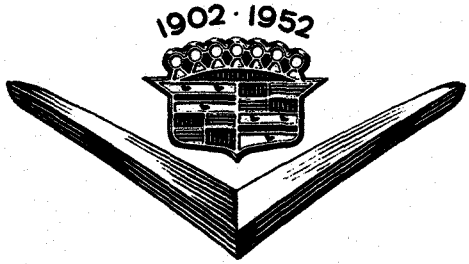
He should, similarly, be informed of everything that is new in the Golden Anniversary Cadillac—its new crest, the changes in styling, design, and its new features. After he has talked with you, he should have gained the definite impression that, although the car's appearance has not been ostensibly changed, it is a *new* automobile.

This, however, is only half the job—and perhaps, even the easiest. Once he has expressed his desire to own the Golden Anniversary Cadillac, he should be informed frankly as to what he can expect in way of delivery. The waiting period will, in most cases, be longer than he has expected—and you must appreciate that what you are asking of him places certain obligations on you.

He should be made to realize, first of all, that the waiting is more than worthwhile—that when he finally gets his Cadillac he will know that the reward far outweighed the inconvenience. He should be informed, further, that he is not waiting alone—that others, before him, have been told what the delivery situation is, and that *they* have decided to wait. And he should be made to understand, finally, that there is no substitute for a Cadillac—and that, in accepting quicker delivery elsewhere, he will be compromising his desire for a truly fine automobile.

During the time between the placing of the order and the actual delivery of the car, he should be contacted regularly—and informed of any changes in the expected delivery date. Left alone throughout this period, he may feel ignored—and become easy prey to the salesman who can promise immediate delivery on another automobile. In your dealings with the Cadillac prospect, be sure that you are thoroughly acquainted with the information and selling points included in this data book. It has been specifically designed to assist you in these tasks and includes everything you need to know about the Golden Anniversary Cadillac. Have it close at hand at all times, in case the prospect should wish to refer to it or should bring up some point on which you are not too definite.

Remember, even though the demand for Cadillac cars is great, your efforts in bringing in new owners as well as maintaining your present list of Cadillac owners are of inestimable value. For your efforts today will determine, to a large degree, the success of future years.



IN ITS 50TH YEAR AS STANDARD OF THE WORLD!

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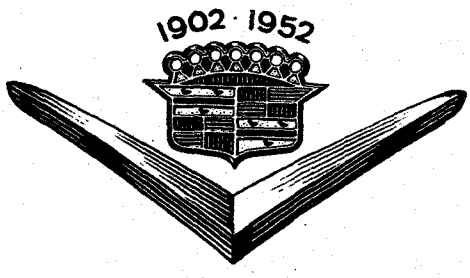


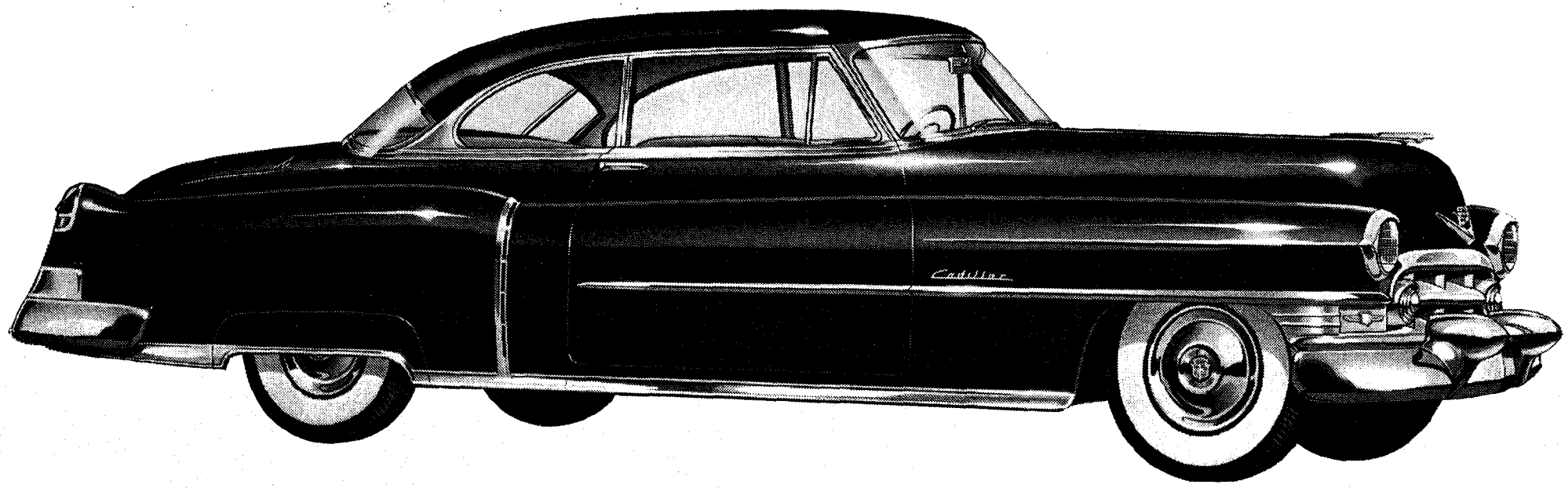
1952 EXTERIORS

1952 CADILLAC SERIES 62

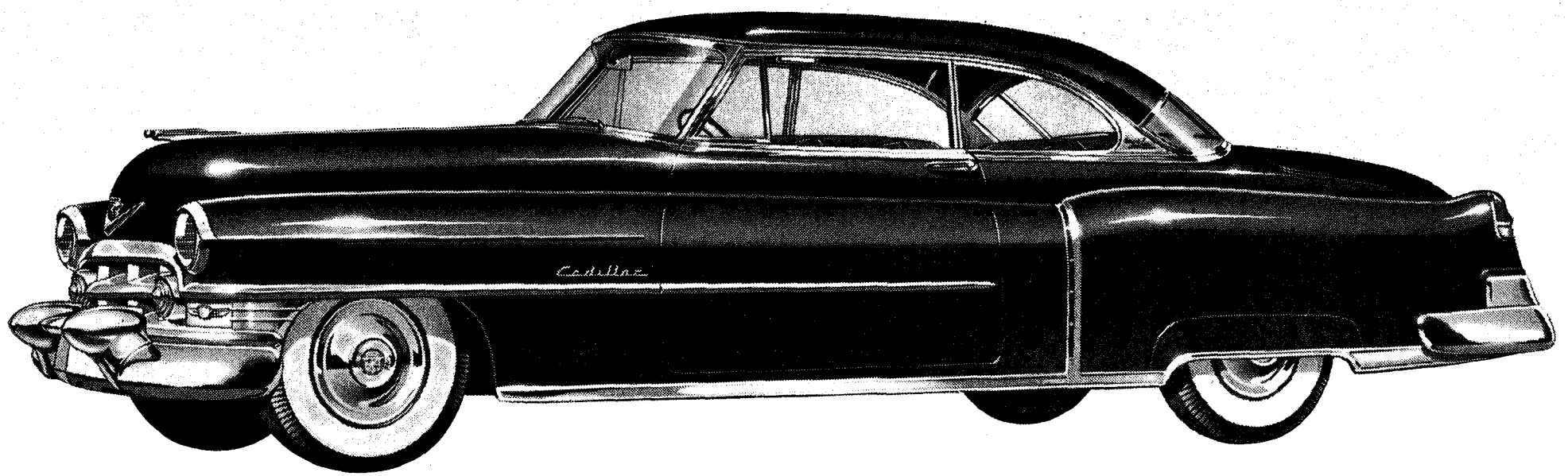
Wonderful to the eye and colorfully accented, the Cadillac Series 62 offers a variety of coupe and sedan models, including two of the most strikingly beautiful cars in the entire Cadillac series—the 62 Convertible Coupe and the Coupe de Ville. In addition this series presents the lovely Cadillac 62 Coupe and the smoothly streamlined Cadillac 62 Sedan. All the interiors of this series have been brightened and enriched. Exteriors, too, have been brightened—Series 62 cars are available in a choice of 12 beautiful new solid colors, and 5 new two-tone color combinations. The Coupe de Ville is available in one additional solid color, and one extra two-tone combination. The Convertible is available in one added color. Many other fashionable design features characterize the graceful flowing lines, wonderful riding comfort and beauty of motion unequalled in any other motor car.

1952 CADILLAC SERIES 62 CONVERTIBLE COUPE

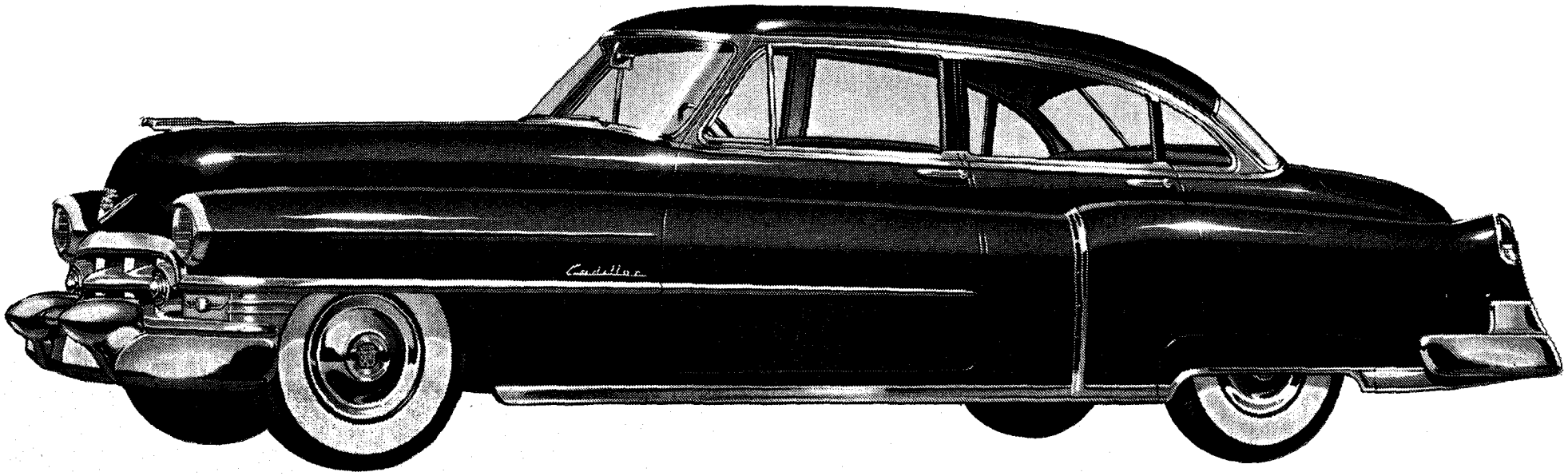
1952 CADILLAC SERIES 62 COUPE

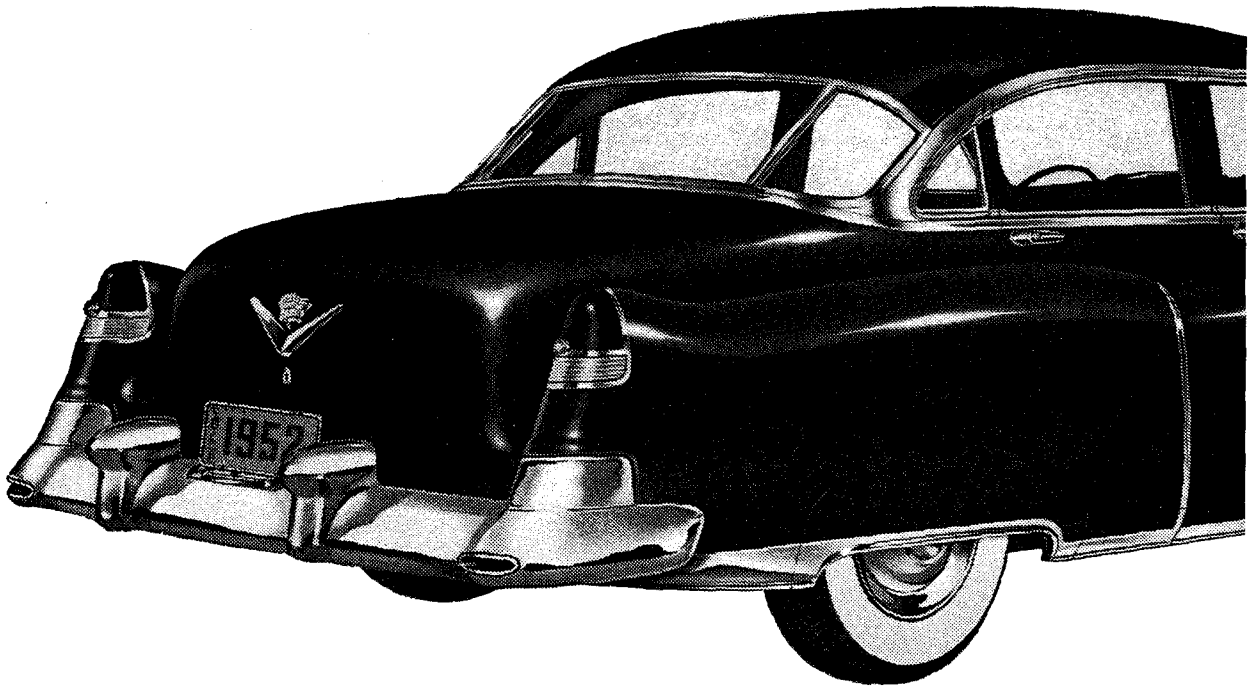


1952 CADILLAC SERIES 62 COUPE de VILLE



1952 CADILLAC SERIES 62 SEDAN



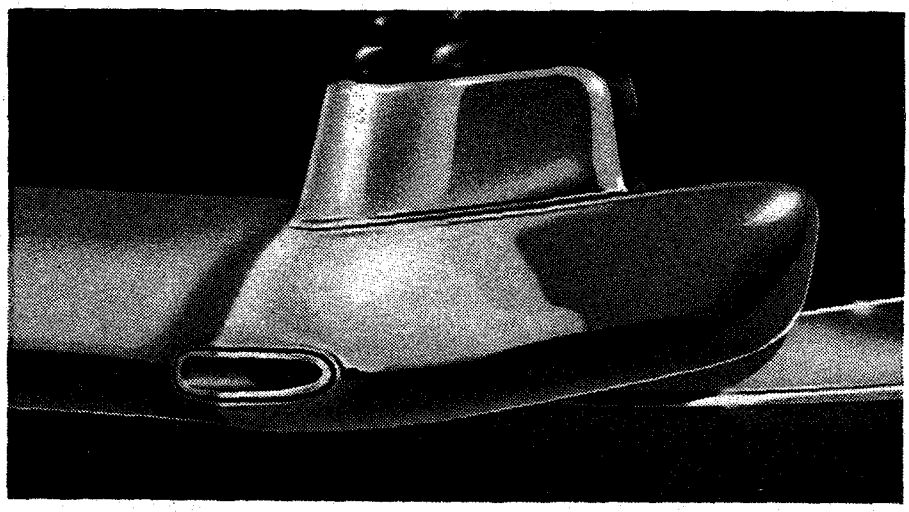


NEW 62 SEDAN REAR DECK CONTOUR

For the ultimate result in sleekness of line and long, low silhouette, the rear deck contour of the Cadillac 62 Sedan and the rear deck contour of the Series 75 cars has been raised. This new slipstream styling distinguishes these cars in appearance of grace and provides roomy luggage compartments of more spacious proportions.

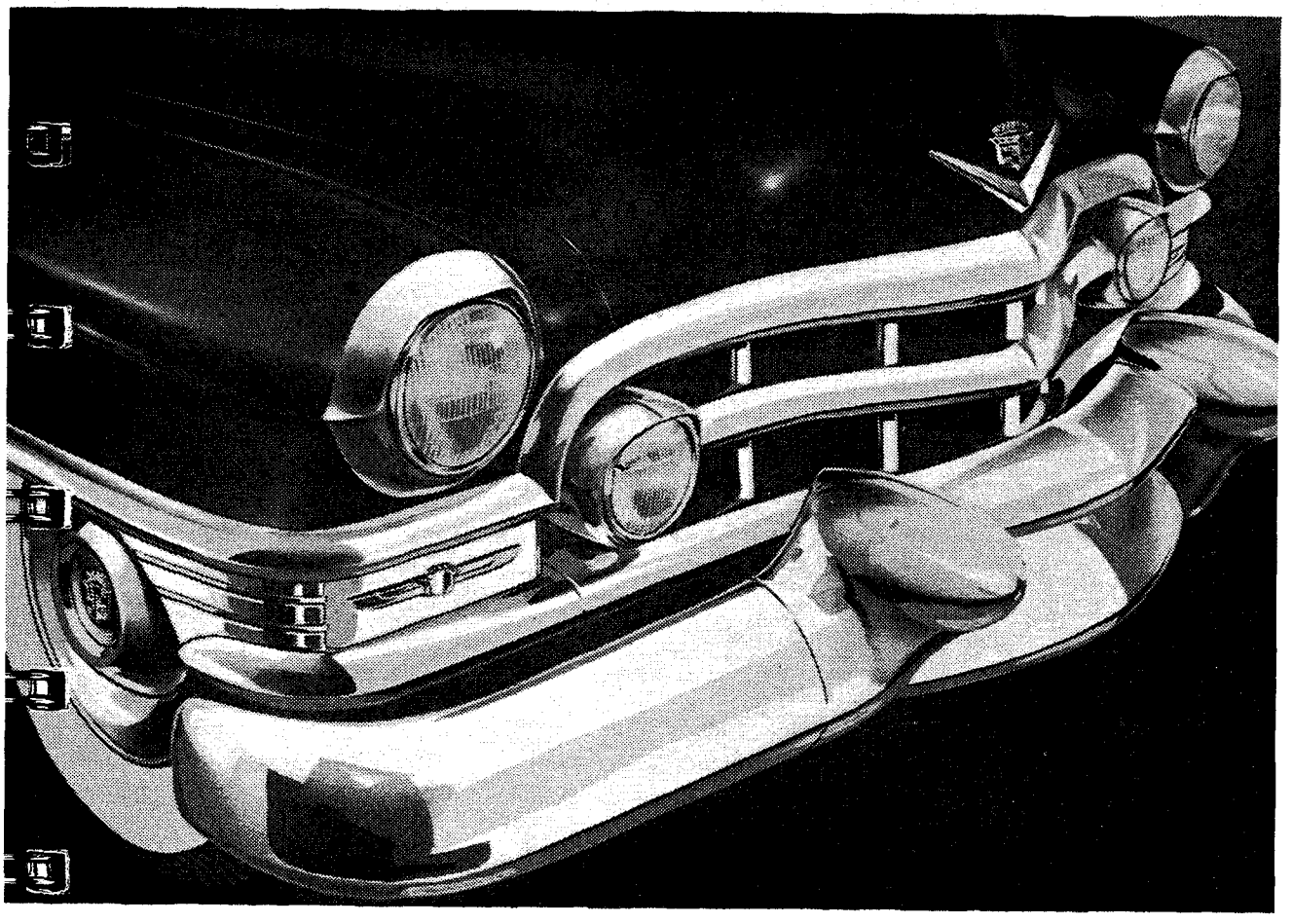
NEW DUAL EXHAUST THROUGH BUMPER

The wrap-around protection of the Cadillac rear bumper has taken on a glamorous new continental custom styling where "split" exhaust systems terminate in beautifully designed dual exhaust ports through gleaming chrome bumper bars. This new customized dual-exhaust-through-bumper is attractive in appearance and functional in design. The value of this new feature has been proven in terms of better engine performance because it reduces back-pressure. It is standard on all 1952 Cadillac cars.

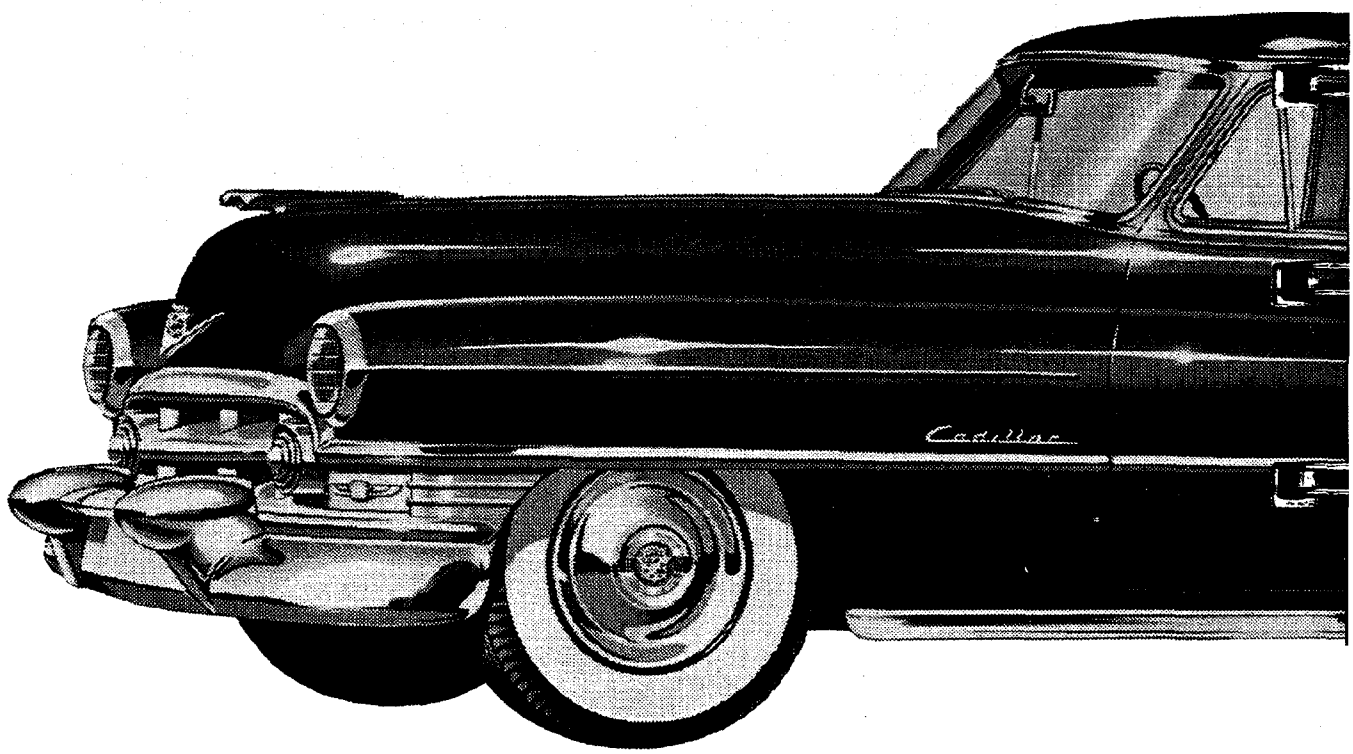


NEW 1952 FRONT-END ENSEMBLE

In all 1952 Cadillac cars, improvements have been made in the front-end ensemble. The lower grille extensions have been redesigned to add a massive yet graceful note. Beautiful "Cadet Visor" headlamp bezels in sparkling chrome are again part of the over-all effect that accentuates the flowing lines to blend pleasingly with the over-all design. The horizontal grille bars focus attention on the beautiful, wider Cadillac V and crest. Fog lights, optional at additional cost, are integral with the center grille member and also carry the new beautifully styled Cadillac "Cadet Visor" bezels in sparkling chrome

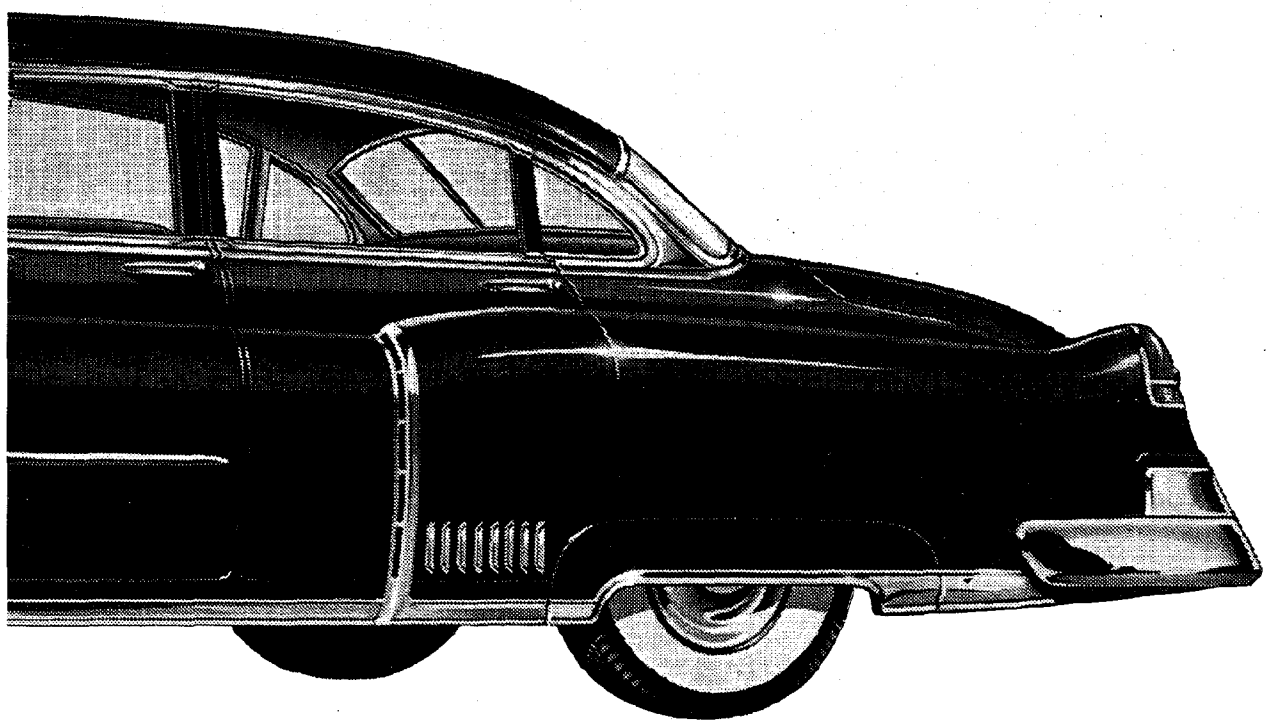


CADILLAC FLEETWOOD



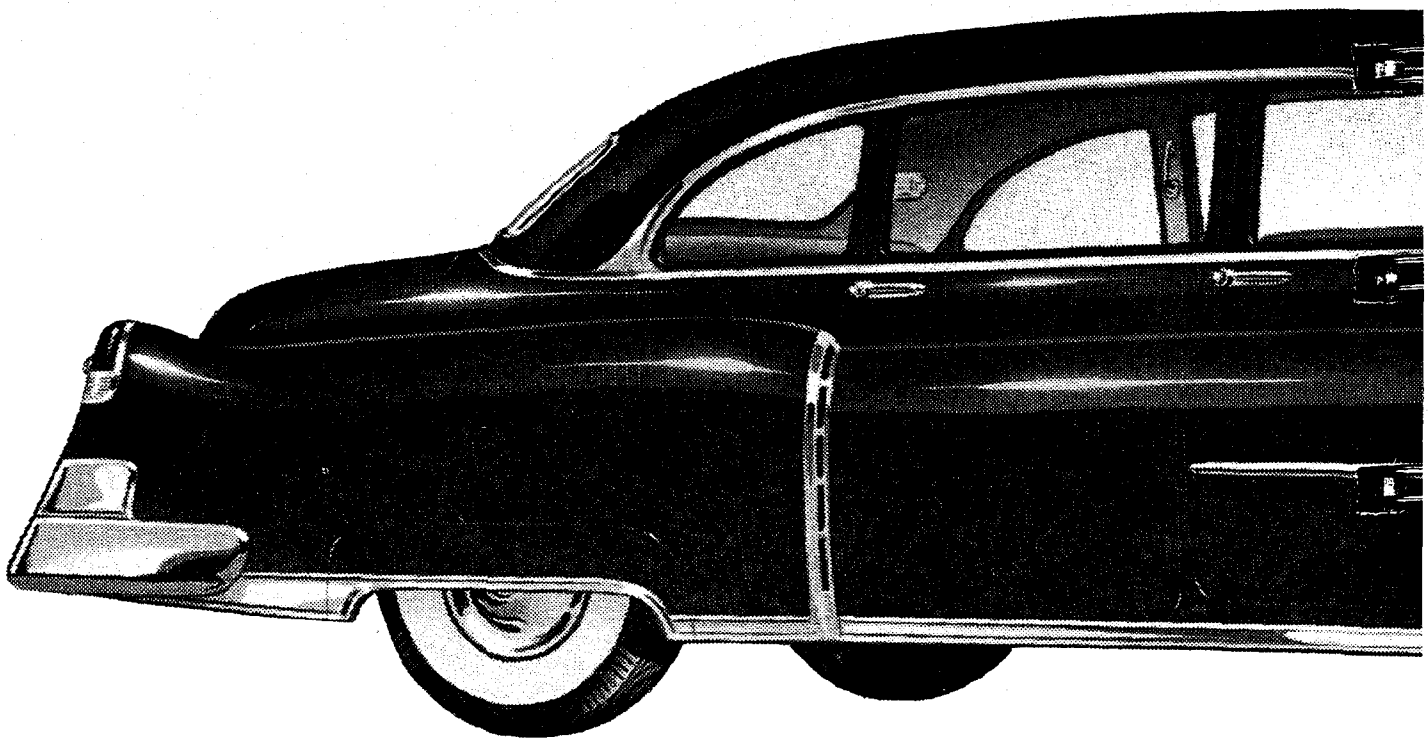
Here, beyond all doubt, is the most magnificently luxurious owner-driven automobile on the highways—a long and low-silhouetted beauty designed for those whose choice is unrestricted. This lovely Cadillac 60 Special knows no rival for the affections of the motoring public. It offers such outstanding and exclusive features, brilliant style and dazzling performance that it has helped play a major role in building Cadillac's reputation as the "Standard of the World." Every feature of design, construction and performance places the emphasis on luxury.

SERIES 60 SPECIAL



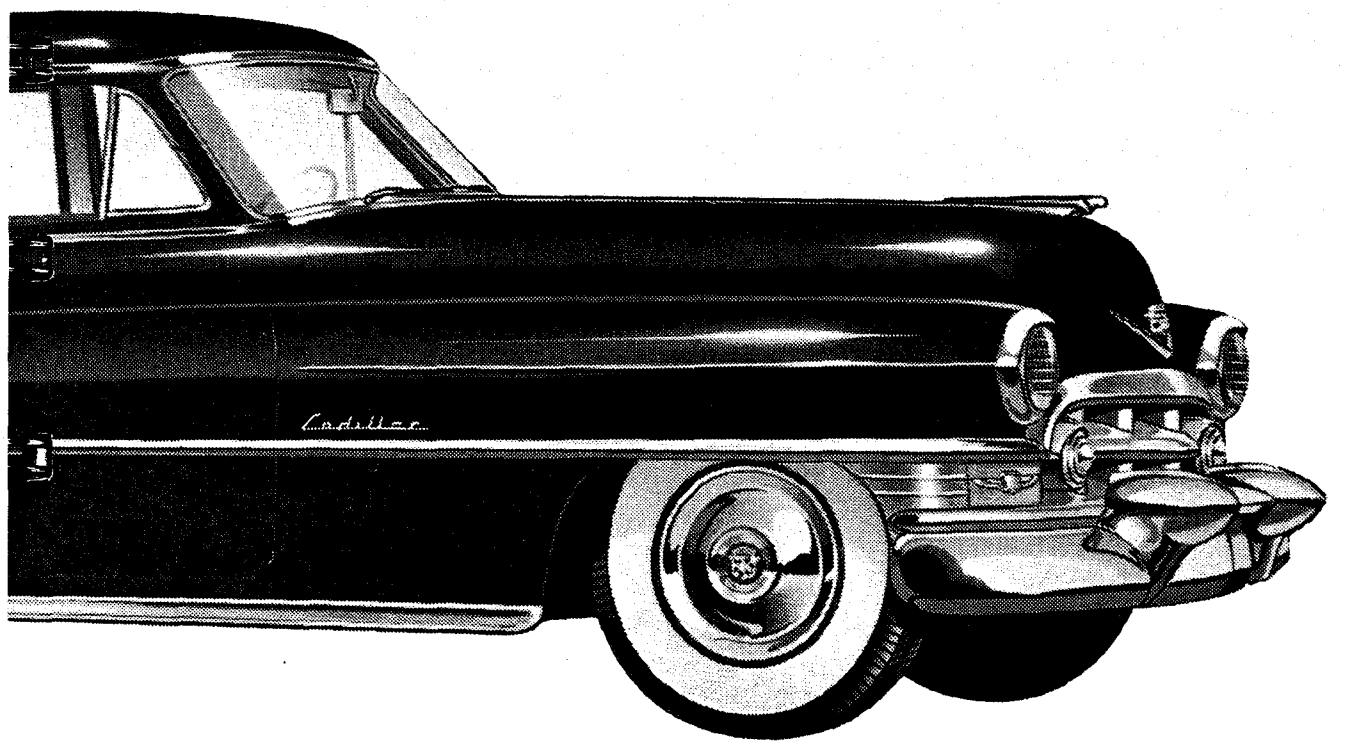
For 1952, the accent is also on color. This grand sedan is available in 17 color choices—12 solid colors and 5 two-tone combinations. The Cadillac 60 Special is also distinguished by its graceful flowing lines, its extra length and fleet appearance. Symbolic of the distinctive marking of the 60 Special, is the new broad decklid V and gleaming "Fleetwood" script. Here, too, is value and quality beyond all other cars—so distinctively different, so refined and elegant—that it has won enthusiastic acclaim throughout the world as a motor car unequaled.

CADILLAC FLEETWOOD



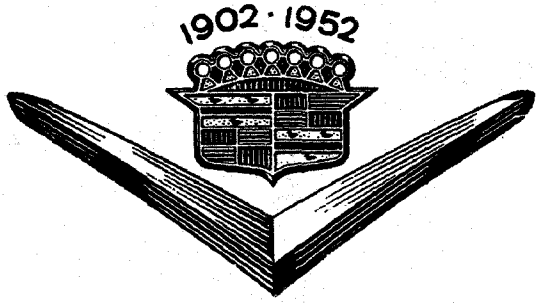
The Cadillac Series 75 is the plus ultimate in the automotive fashion world. Long and low—extravagant in grace—its exterior appearance presents to perfection an exquisite flawless beauty of line. Never before have luxurious interior appointments presented such enchantment of sophisticated tailoring—every luxury fabric inside harmonizes with the gleaming dark elegance of exterior design. Never before has such smooth performance, quiet comfort and wonderful convenience been available in

SERIES 75

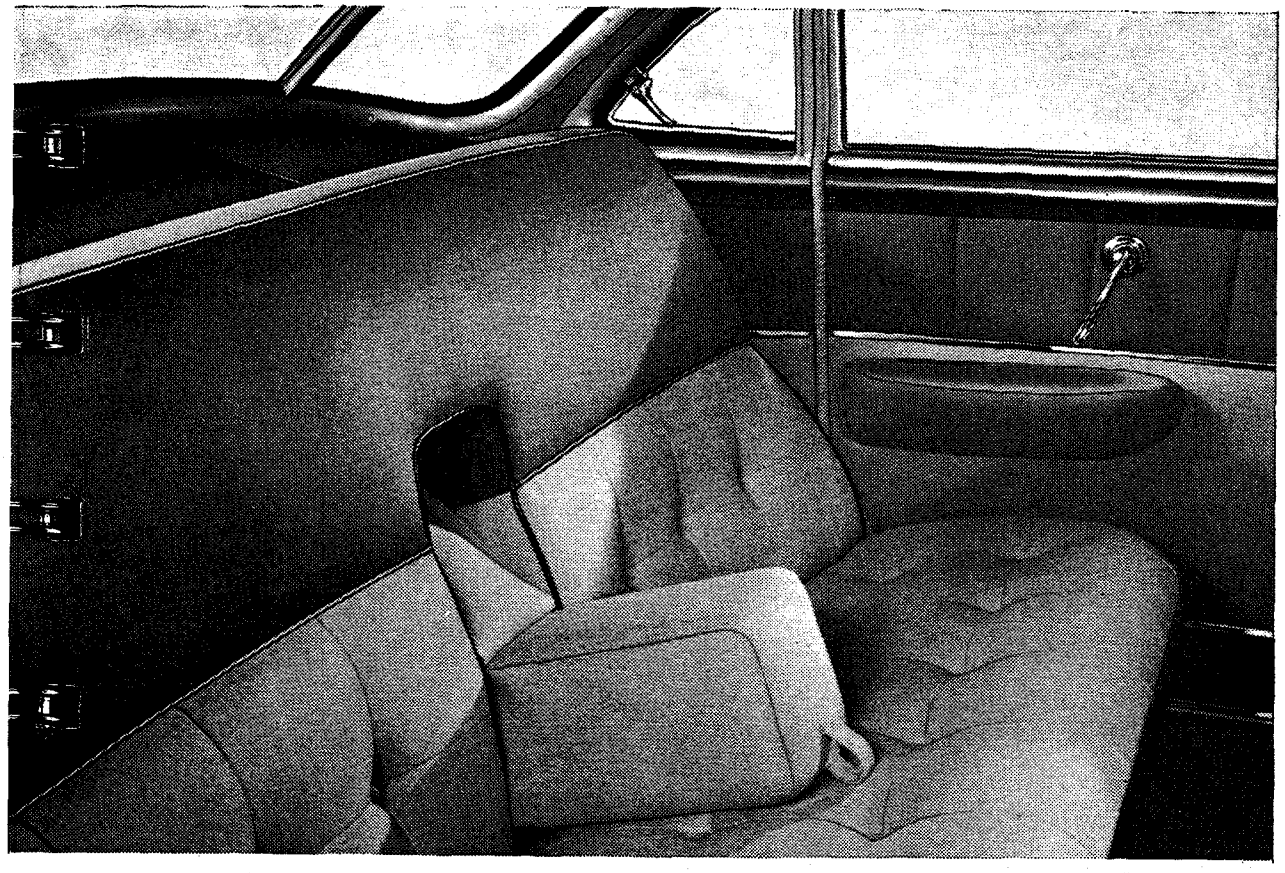


cars of this exclusive type and character. Built on a chassis wheelbase of 146" to provide the maximum interior room, Series 75 cars are powered by the Cadillac 190-horsepower engine. Available either as an 8-passenger limousine with a stationary dividing partition, or as a luxurious 8-passenger sedan, this motor car 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 now being manufactured.

IN ITS 50TH YEAR AS STANDARD OF THE WORLD!

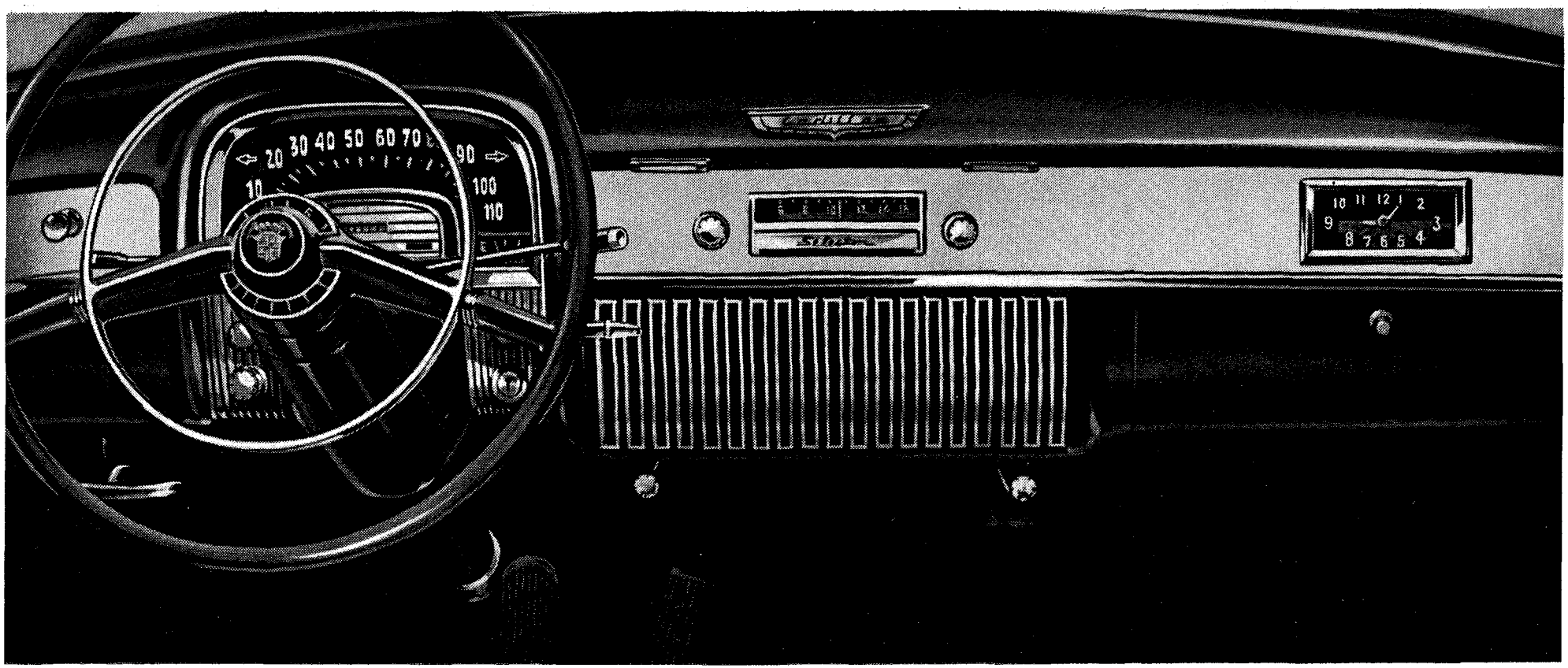


1952 INTERIORS



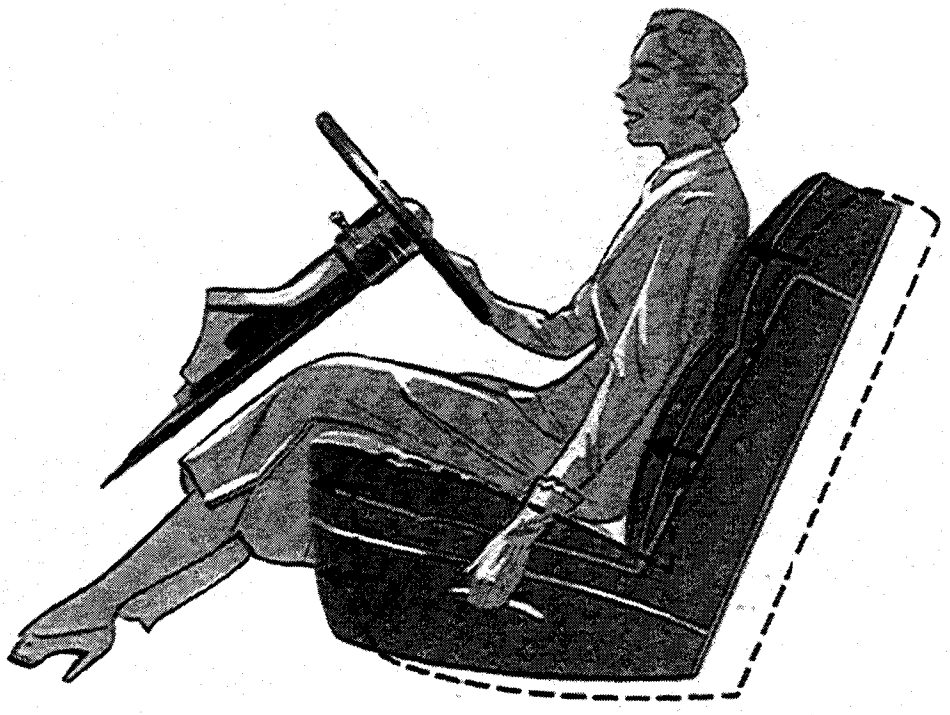
A NEW CONCEPT IN LUXURY

The 1952 Cadillac cars present an utterly new concept in luxurious interiors. At every hand . . . on every side . . . are features that add a sparkling difference in beauty and convenience. Rich colors, fabrics of superb textures and jewel-like appointments are blended to create settings of unusual charm. Here in the 1952 Cadillac cars, is offered a new "Standard of the World" in automotive fashions—presented to perfection in flawless workmanship and an unequalled, extravagant beauty of line.



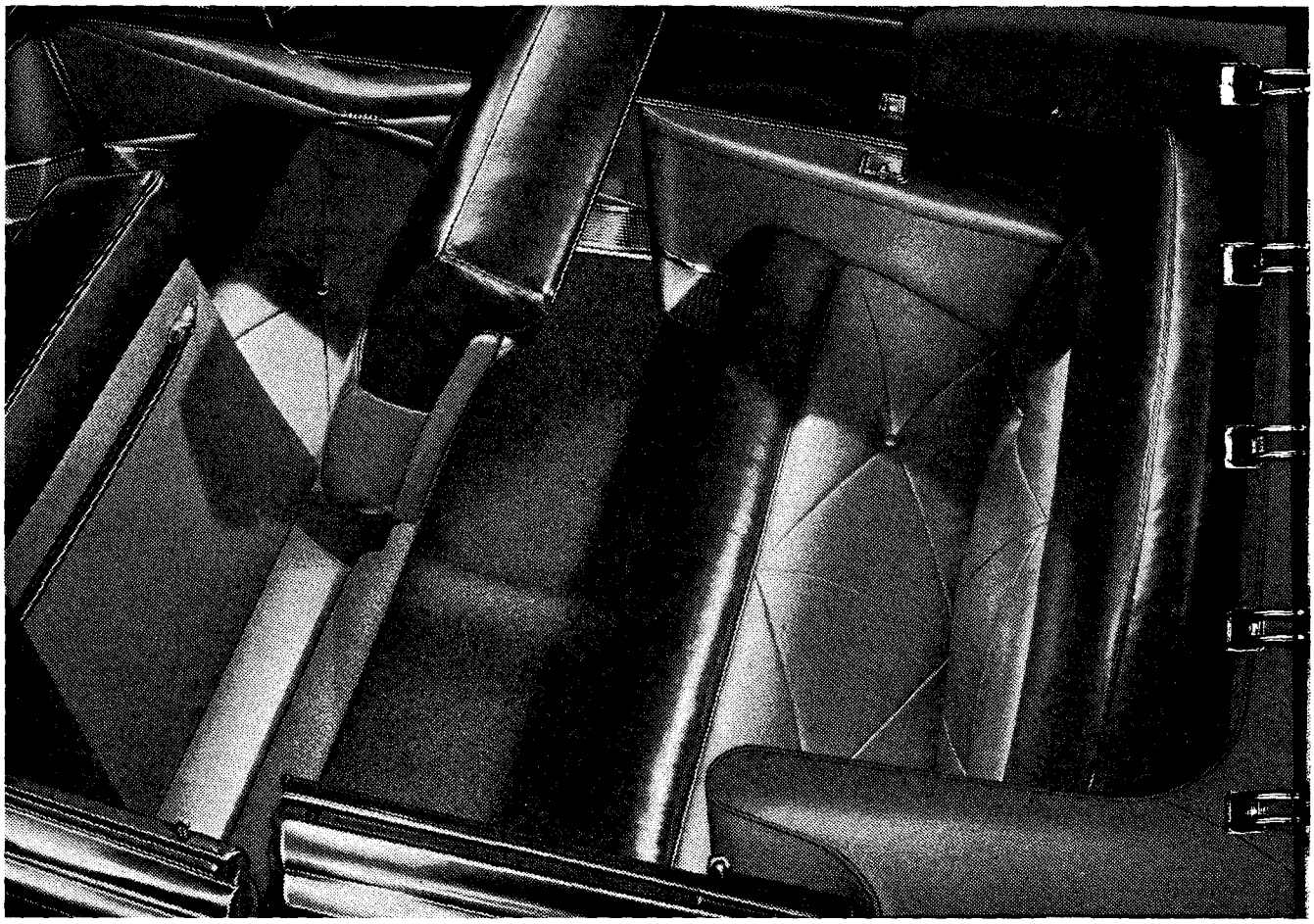
SETTING FOR GRACIOUS DRIVING

There is a sturdy tradition behind the studied simplicity of the Cadillac front compartment. This setting for gracious driving comes into its distinctive best in 1952. The instrument panel, distinguished by a new gold and brushed silver crest, is finished in subtle, sophisticated colors. Highlight of the panel is the convenient group of instruments. Instruments and other appointments are richly chromed. Other features are the extra large steering wheel with sparkling colored plastic rim, the easy-to-reach radio controls, smart clock and deep glove box. Finishing touches of the front compartment are the heavy wool pile carpet and the massive steering column-jacket which pick up the basic interior colors once more.



COMFORT FOR EVERY PASSENGER

Cadillac seats are designed for maximum comfort for every passenger—based on an engineering knowledge of anatomical variations among the riding public. About 80% of all men and 85% of all women are between 62 and 72 inches tall. Cadillac interiors have been designed with comfort in mind, and the seats have been prepared for body posterior contours from reliable data for short and tall figures and aligned for the variations in leg length and head height to be accommodated. As a part of this exacting program, front seats can be moved forward or backward 4 inches to accommodate persons of various heights . . . *the front seat rises as it moves forward.*

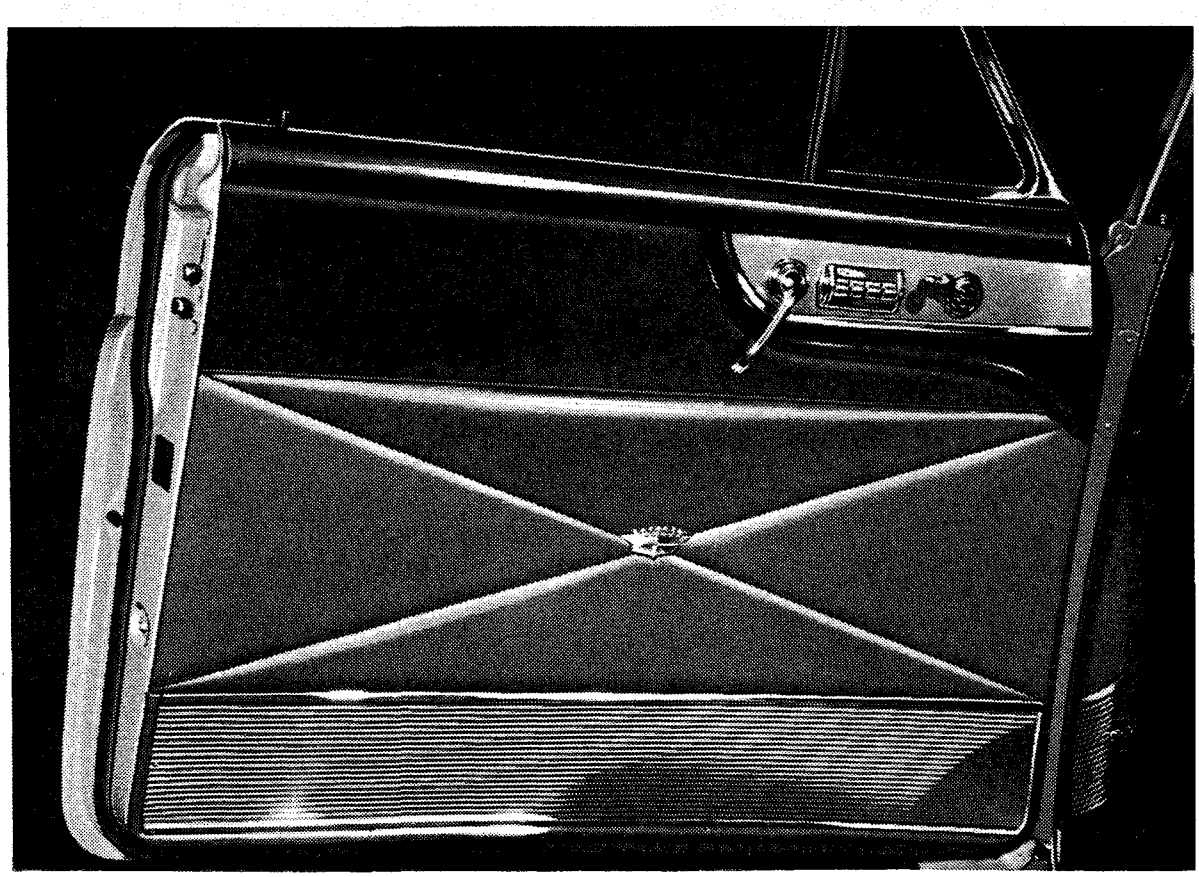


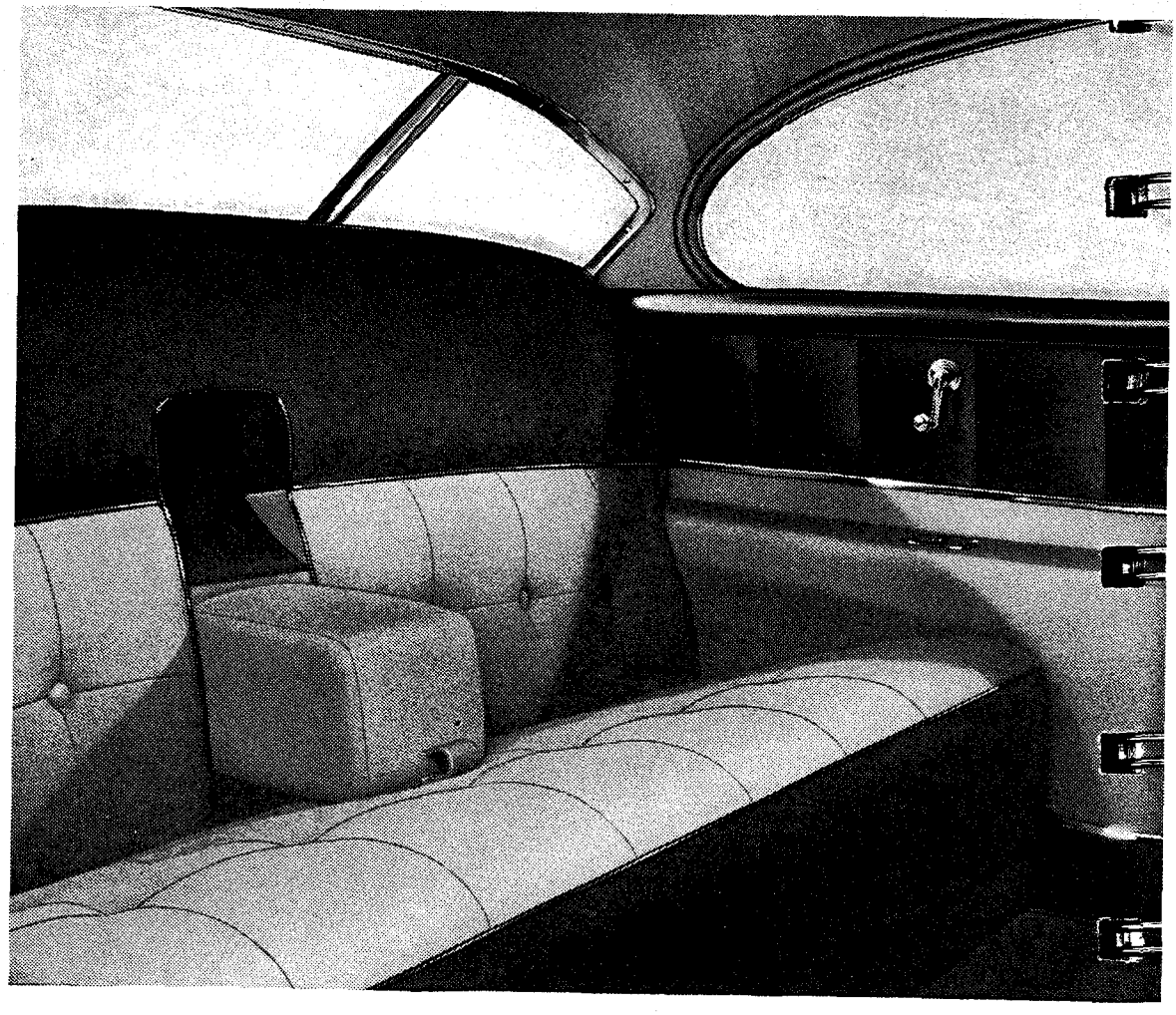
SERIES 62 CONVERTIBLE COUPE

PAGEANT OF INTERIOR FASHIONS

The Cadillac 62 Convertible is radiantly tailored all around in genuine leather which protects it with sheer enchantment against harsh winds and sun. Five beautiful choices of two-tone and solid color leathers are available in 1952. Of the five different trim selections, three are two-tone combinations of light metallic and darkly brilliant leathers of the same color, two are tailored in shimmering leather of solid hue. Cadillac interprets one interior trim in the flattery of brown combined with light tan leather combination, a second in dark and light metallic blue, and a third in softly lighted metallic green leather coupled with leather of a rich dark green shade. Choice number four includes a fashion-future interior of solid red leather throughout. For a suave midnight effect the Convertible interior may also be trimmed all around in fine leathers of solid black. Top material is available in four matching colors—black, tan, blue and green.

The two-tone or solid leather tailoring in the Convertible Coupe is dramatically carried even to the front seat back. In two-tone trim selections, the dark-tone leather bolster back contrasts with a recessed center panel of light leather. The robe cord is covered in dark leather. Seat backs and cushion inserts are trimmed in the leather of fine metallic light-tones with diagonal tufting. Wide back bolsters and lower seat fronts are fashioned in rich dark leathers. The doors are also paneled in diagonally-tufted leather of two shades. Where solid red leather or solid black leather is selected, seats and door panels are tufted in a single color. The Cadillac crest in chrome is mounted in the center of each interior door panel. Door and cowl kick pads are in beautiful patterned chrome metal.





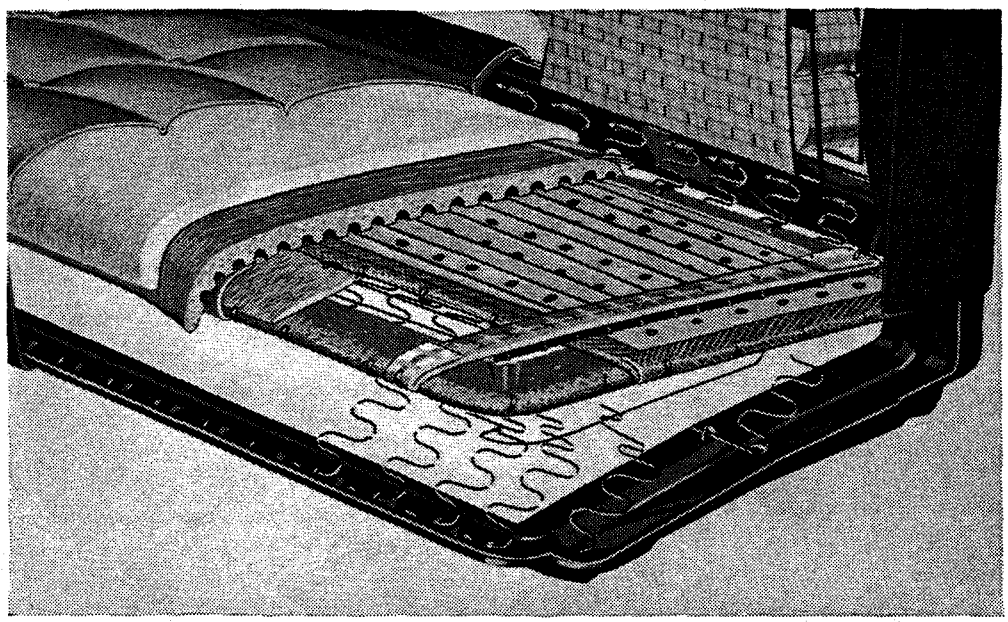
SERIES 62 COUPE

PAGEANT OF INTERIOR FASHIONS

The cushions and seat back inserts in the Series 62 Coupe are distinguished by deep tufting, styled in light tone fabrics of pattern broadcloth or cord. Wide seat backs and cushion bolsters are tailored in harmonizing dark broadcloth. Four color schemes are available to choose from. Dark green is combined with beautiful light-tone green. Brown is coupled with tan. Dark blue and a lighter blue form another fashionable combination. Delicate

gray tailored with gray of a much darker hue offers flattering beauty. Extreme lower seat-facings are protected by simulated leather. Door panels are trimmed in six-inch pipes of dark broadcloth and sidewall cloth of light tone. Hydraulic controls for windows and front seat are available as an option. The same striking motif is carried into the rear compartment of the Series 62 Coupe with the traditional skill of Cadillac craftsmen. Another luxury and convenience feature is the soft, lounge-type center arm rest that folds into the rear seat back. It adds to the comfort of the rear seat passengers. The front doors and rear compartment sides are equipped with arm rests positioned for ease and comfort. The wool pile carpeting of fashionable hue, combined with other sound-deadening material, minimizes road noise.

Cadillac rear seats are restful because of the large number of individually wrapped and tied coil springs. They are topped by thick fabric padding, deep foam rubber and heavy upholstery cloth. Front seats in all Cadillac cars, except Series 75, are built up as illustrated below with the new type zig-zag springs topped by thick padding.

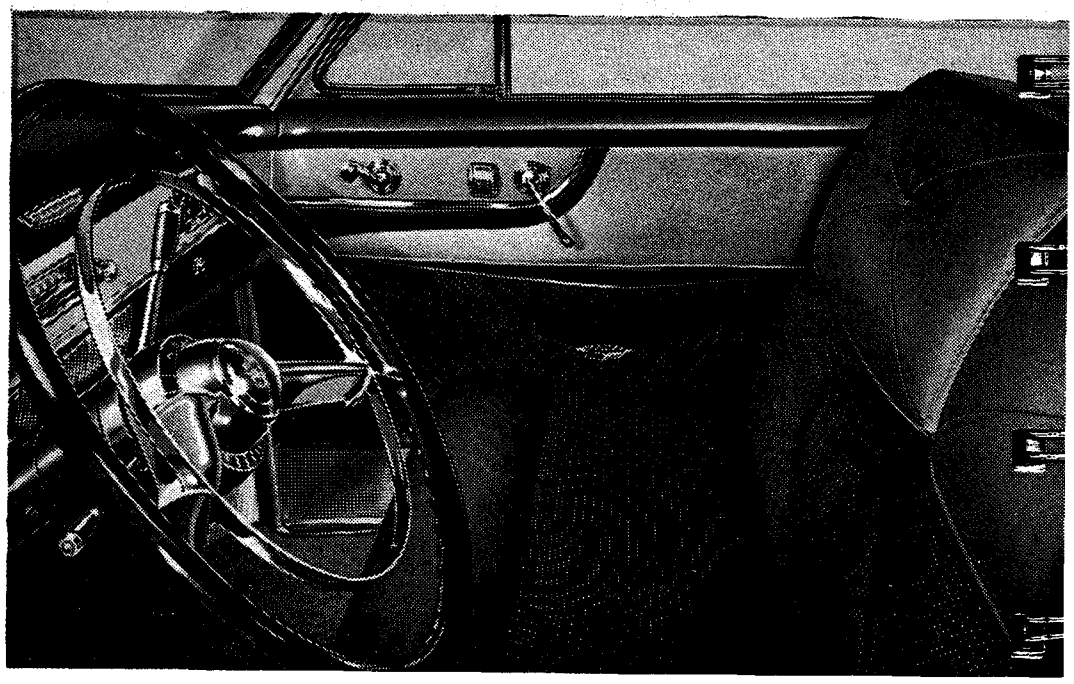


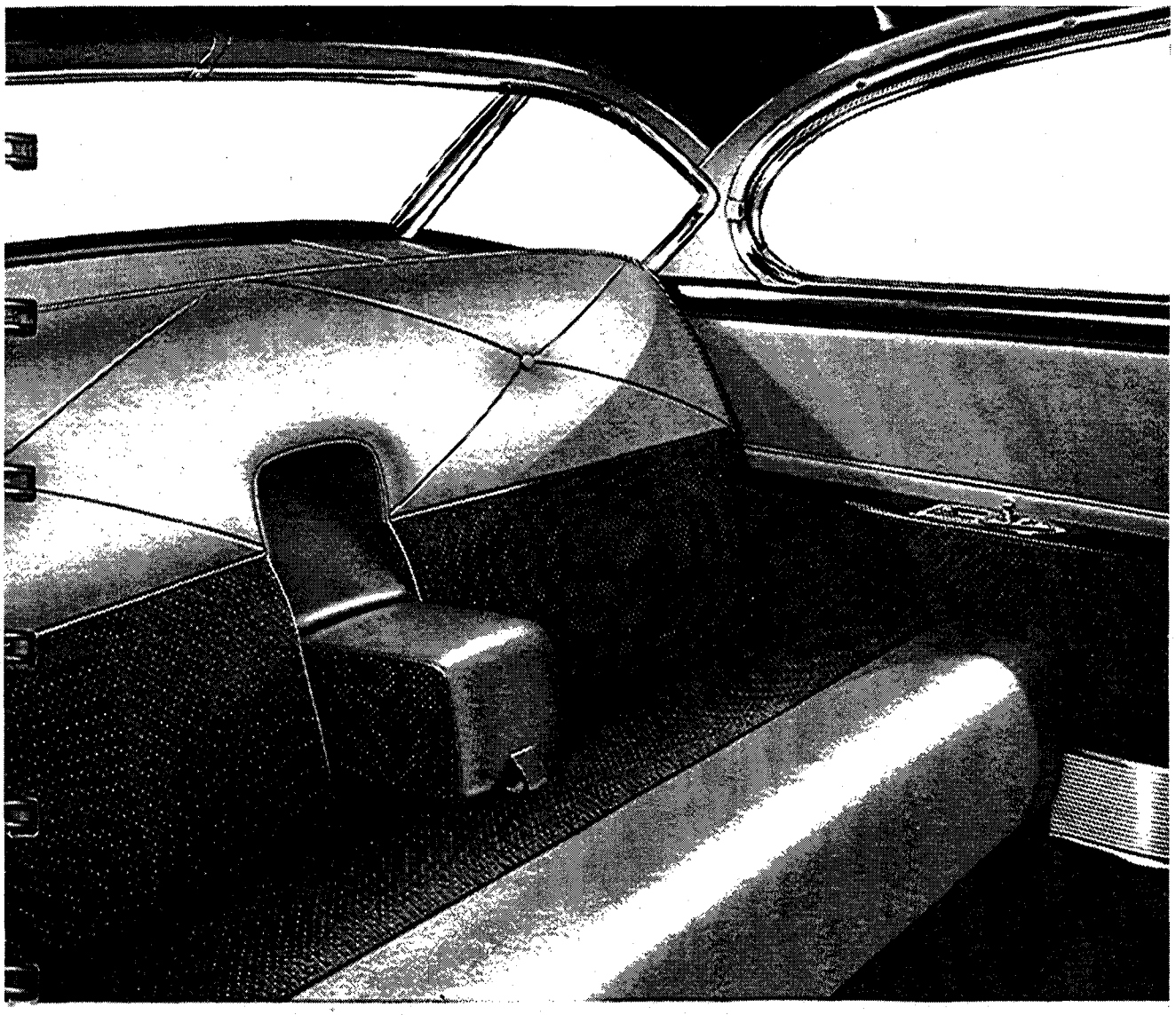
COUPE DE VILLE

PAGEANT OF INTERIOR FASHIONS

Here cited for outstanding beauty, the Coupe de Ville interior glories in distinguished styling and the fine hand of Cadillac tailoring. Highly metallic leather of light matching tone graces the diagonally tufted upper seat back. Leather bolsters and door panels are regally contrasted with a choice of classic dark cord body cloth. Four exclusive color combinations are available to choose from. A shadow-blue fabric combines with light blue metallic leather for a real beauty bonus. Dark gray cord body cloth is available with light tone leather. A provocatively lovely green cloth with a lighter green leather of exciting hue is another choice. An exquisite brown nylon fabric with a fashionable tan leather is also available. Each of these is the inspired answer to 1952 Coupe de Ville interior styling. The rear compartment of the Cadillac 62 Coupe de Ville is trimmed in smooth and exotic harmony with the rest of the car. A large center arm rest and side arm rests add to beauty, comfort and convenience.

Perfect styling and the custom-tailored look are further enhanced in this model by chrome roof bows, chrome garnish moldings and bright hardware. Hydraulic window controls are a convenient feature. Dark tone



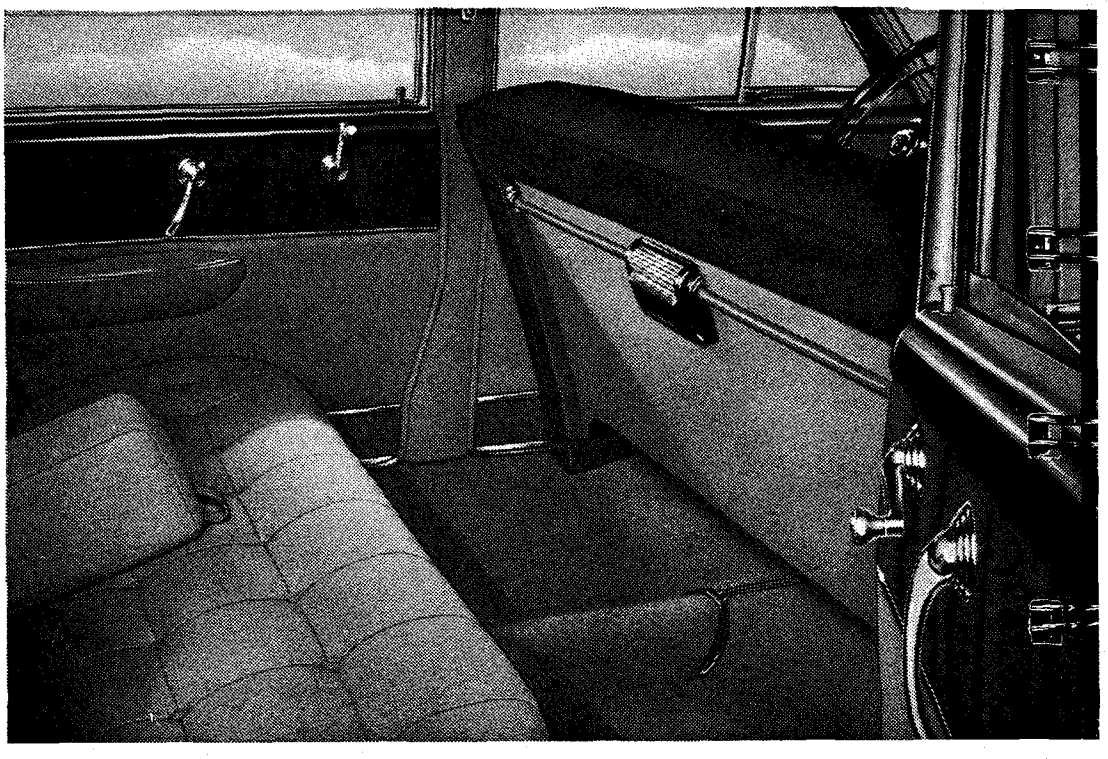


carpets harmonize with the trim. Door and kick pads are in patterned chrome metal. A chrome Cadillac crest is centrally mounted in each diagonally tufted door panel. Distinctive leather of light tone, combined with dark cord, is carried clear around the front seat. The robe cords are also of light leather brightened by chrome escutcheons to add further grace to this great car.

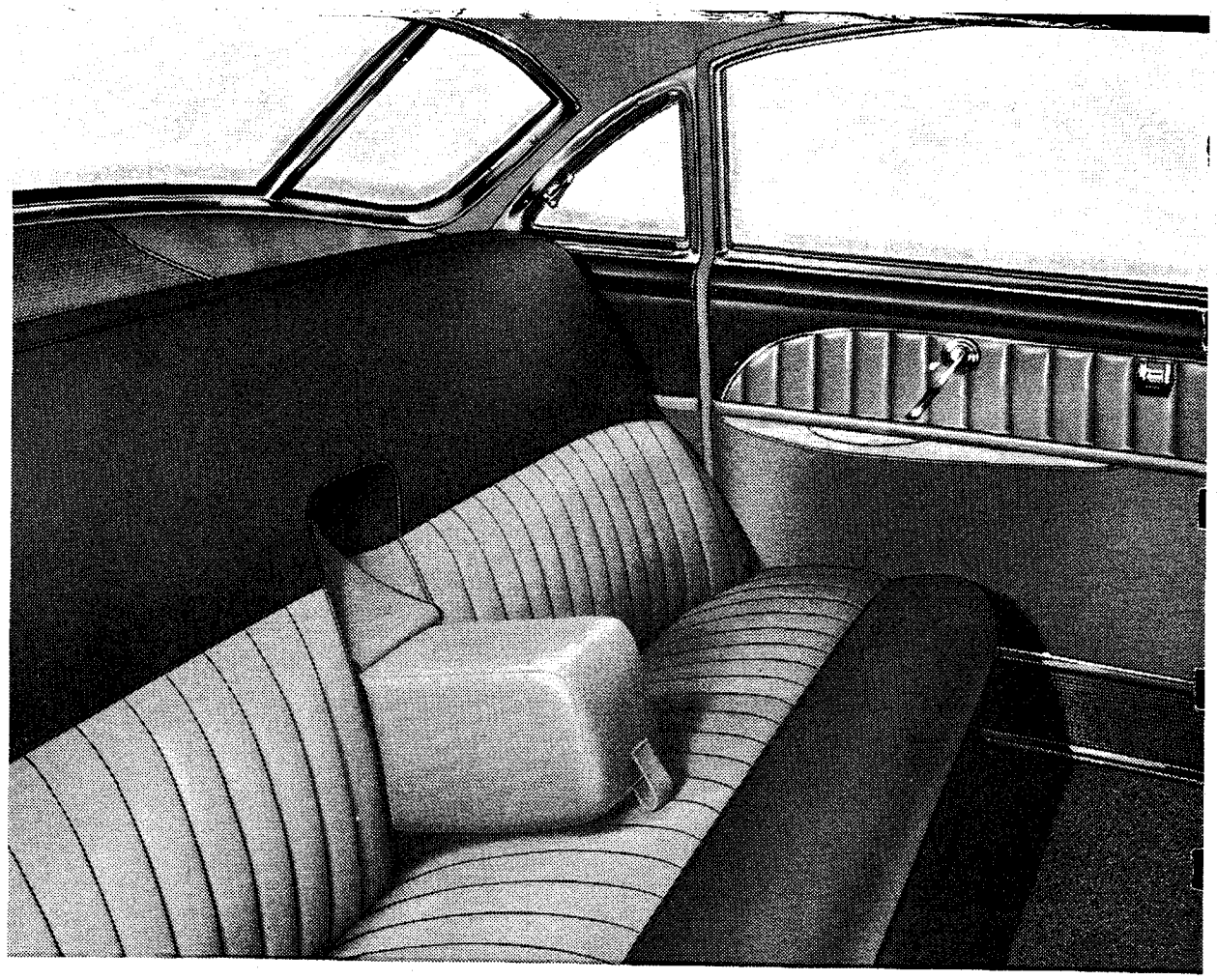
SERIES 62 SEDAN

PAGEANT OF INTERIOR FASHIONS

The interior of the 62 Sedan is softly mannered and deftly tailored. Upholstery material is in two-tone combinations of dark broadcloth with either cord or patterned cloth of light color. Seat back inserts and cushions are deeply tufted for exquisite design and the traditional Cadillac custom-made look. Doors are trimmed in dark broadcloth in six-inch pipes above door panel trim cloth of light color. Four height-of-the-season color combinations are available. They are dark gray tailored with light gray for an incredibly beautiful combination—rich brown broadcloth blended with tan cord or patterned cloth—darkly brilliant green that accents a green of delicate shade—or lovely pale blue combined with a crisp blue of darker hue. A center arm rest and large door arm rests enhance the comfort and convenience of this fine car. Floors are covered with wool pile carpets which harmonize with the upholstery. The go-everywhere charm of the Cadillac 62 Sedan continues throughout the front compartment. Heavy vinyl welts accent dark and light-colored upholstery cloth for a tailored appearance.



The interior of the 62 Sedan is both functional and attractive. Every item is harmoniously related to the whole—to create an atmosphere of luxury. Lower side panels of the front seat are of scuff resistant simulated leather. The robe cords and chrome roll-cover ash receiver accent the fact that fabrics, trim, carpets and appointments all blend with the general styling of these wonderful cars.



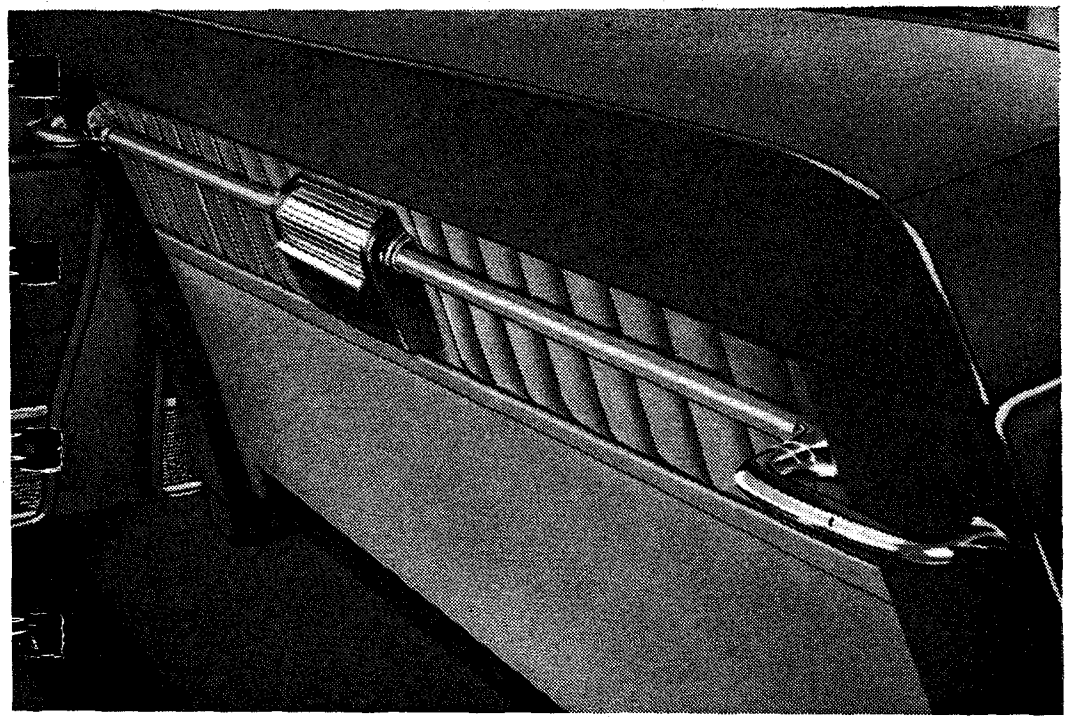
CADILLAC-FLEETWOOD 60 SPECIAL

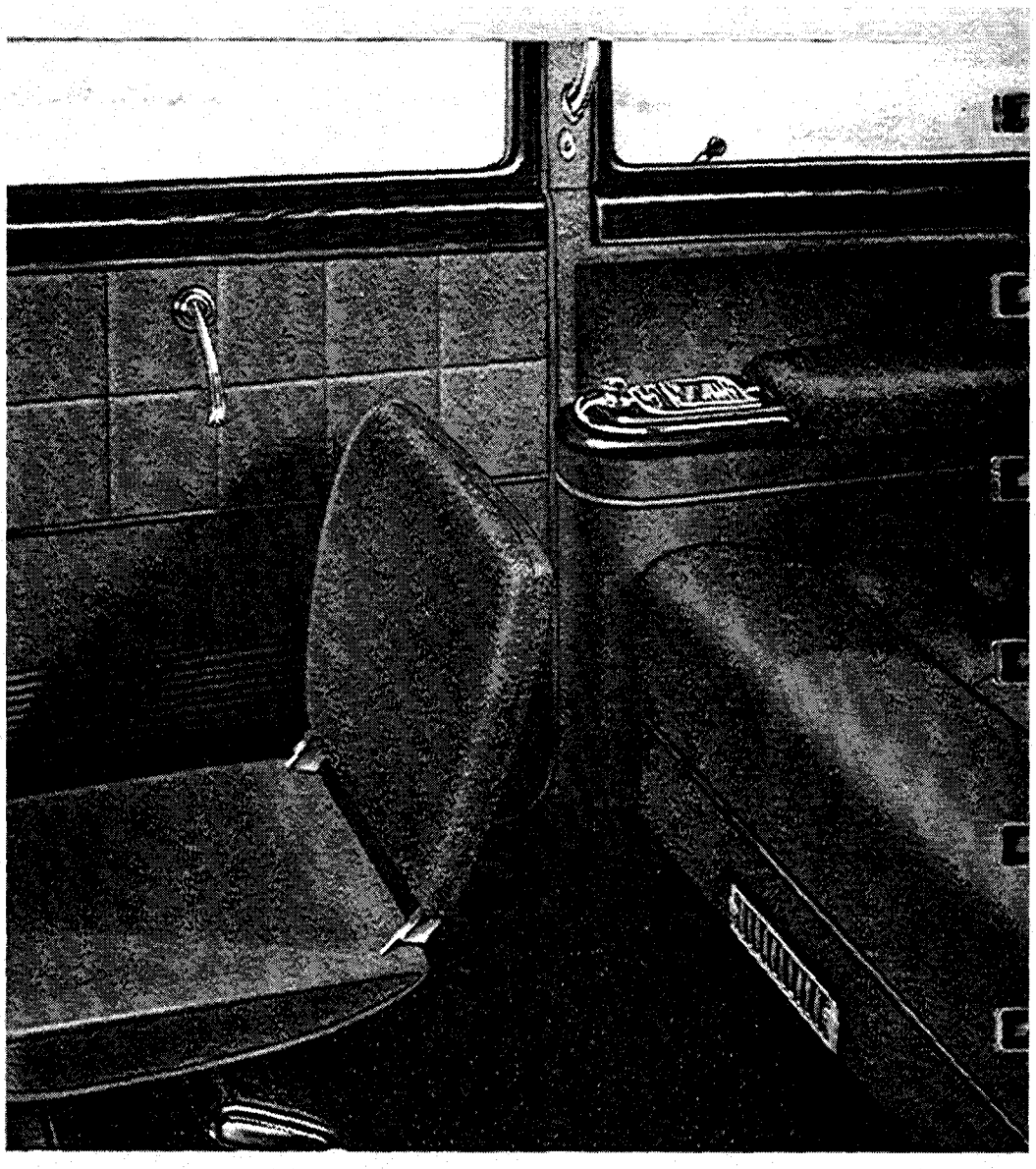
PAGEANT OF INTERIOR FASHIONS

There is only one Cadillac-Fleetwood 60 Special—a car designed for those whose choice is unrestricted. Distinguished appearance and the elusive magic of Cadillac interior styling, combine in a finished masterpiece for discriminating clientele. Seats and seat back inserts are tastefully trimmed in light cord or an alternate choice of light tone plain broadcloth. Both are fashioned in 2″ pipes with tailored welts of contrasting color. Richly padded and cushioned bolsters are styled in luxurious dark-tone broadcloth. Four beautiful two-tone color combinations are available to choose from. They are a shadowy dark green upholstery contrasted with a pastel green combination, a tawny brown coupled with golden tan interior, a trim of dark gray tailored with light gray for an incredibly beautiful effect, and a crisp dark blue blended with a blue of lighter matching shade. Light-tone

matching leather is tailored into heavily padded door pipes to contrast with door sidewall broadcloth of similar color. All trim combinations in the Cadillac-Fleetwood 60 Special are wonderful in conception and exquisite in workmanship for regal beauty and comfort.

Lasting echoes of magnificent Cadillac styling are reflected by the tailored appearance of the front seat back. Dark leather robe cords, roll ash receiver of chrome, and endlessly useful chrome assist-handles accent the careful detail inherent in Cadillac cars. Examples of the light tone and darkly brilliant motif are the 2″ light-tone leather seat back pipes harmonizing with light-tone broadcloth. Lower seat bottoms and seat sides are faced in dark leather for lasting beauty. The exquisite styling of the Cadillac-Fleetwood 60 Special also carries into the front compartment. Jewel-like front hardware is grouped in an attractive panel insert. Window moldings are of sparkling chrome. Arm rests are integral with the door panels. This is a new feature for '52. The metal door and cowl kick pads are attractively styled. Hydraulic window controls are another convenience feature.

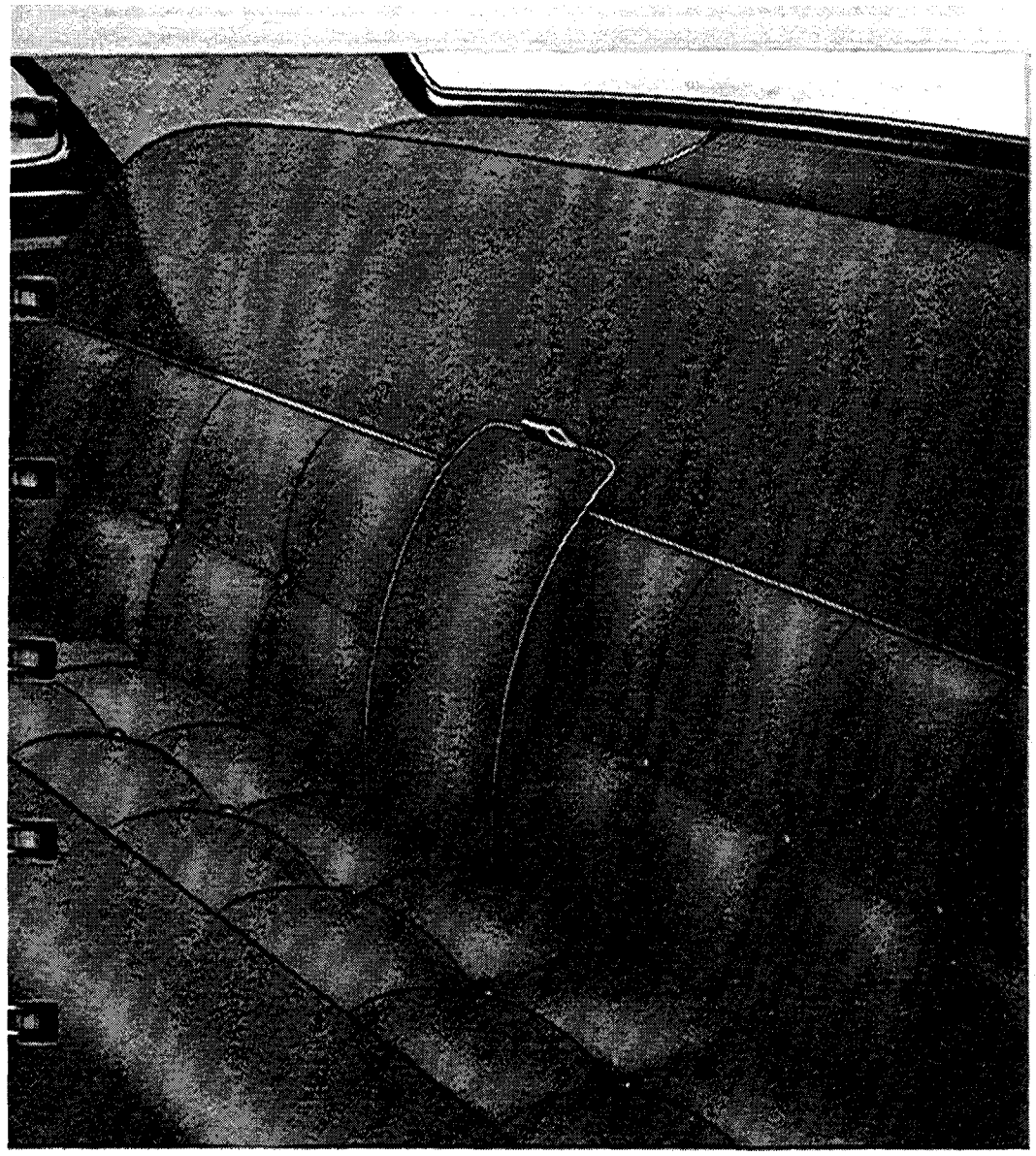




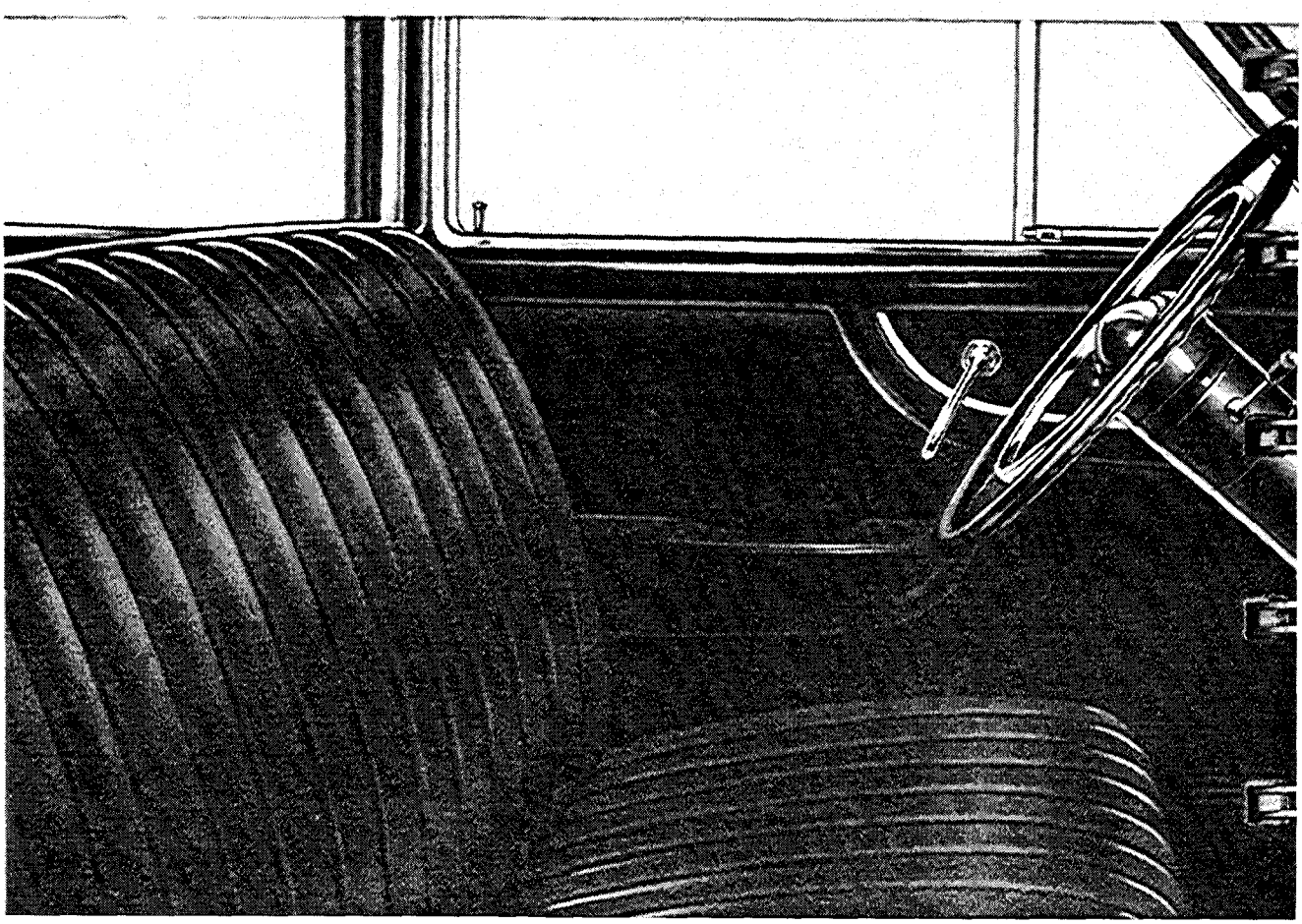
CADILLAC-FLEETWOOD SERIES 75

PAGEANT OF INTERIOR FASHIONS

Unmistakably Cadillac, the interior styling of the Series 75 lends a warm vibrant accent interpreted by master-tailors for an exacting clientele whose requirements can be satisfied by no other motor car. The rear compartment interiors are unusually commodious and trimmed in luxurious fabrics. The rear seat cushion and seat back are in a fashion-future tufted motif, accentuated by wide plain bolsters and harmonizing leather welts. A choice of



either bedford cord or broadcloth is optional in pleasing shades of light tan or light gray. Garnish moldings are in Australian Lacewood grain pattern with bright chrome hardware and decorative trim. Door panels and floor carpets are in harmony. Equipment and appointments include cushioned side arm rests with package compartments, ash receivers and lighters, a newly designed center arm rest, robe cord, assist grips, foot rests, an electric clock in the front seat back, hydraulic window lifts, front seat adjustment controls and two new under-rear-seat heaters. An additional Cadillac heater is under the front seat.

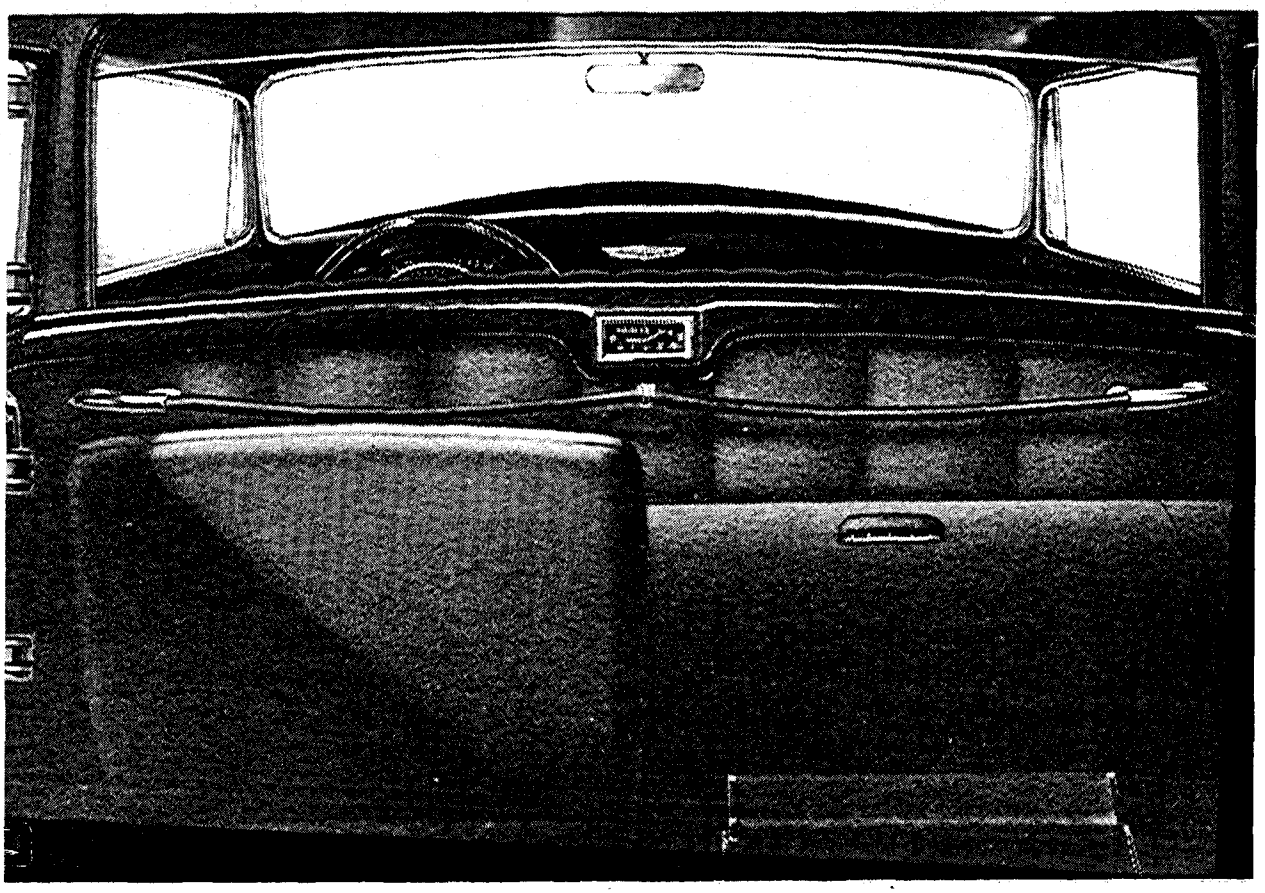


LIMOUSINE FRONT COMPARTMENT

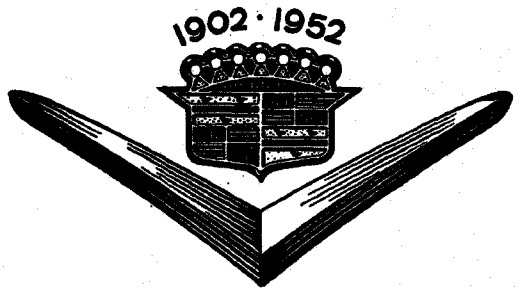
The front compartment of the Series 75 limousine is trimmed in black leather. Seat cushions are pleated in flowing lines while the door panels are plain black leather with black trim molding. The window molding, hardware and division glass frame are all bright chrome. The headlining is in black imitation 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 limousine division adds greatly to Cadillac motoring convenience.

LIMOUSINE DIVISION

Custom details of the limousine division, shown above, reflect Cadillac craftsmanship. The division is upholstered in broadcloth and the seat back molding with inserted electric clock is finished in Australian Lacewood grain pattern. The rear compartment of the Imperial and the 8-passenger sedan are trimmed alike. Two auxiliary seats fit flush with the seat back panel and the pulls are covered with cloth to match the trim. A cloth covered robe cord fits into the assist handles which are mounted on the seat back. The lower portion of the division glass may be lowered and raised hydraulically from the rear seat. The upper curved section of glass is stationary. The limousine front seat is stationary and luxuriously trimmed in soft black leather with 2" pipes on seat cushion and seat back.



IN ITS 50TH YEAR AS STANDARD OF THE WORLD!



1952 BODY FEATURES

FRAMEWORK FOR LUXURY

THE 1952 CADILLAC BODY

The Cadillac body for 1952 is designed and built, not only for style and beauty, but for safety, durability, quietness and riding comfort. It is little wonder that the Cadillac body contributes so much to the owner's motoring enjoyment and peace of mind, for it is the result of matured designing, planned far in advance and steadily refined. An experienced styling team works in close cooperation on the Cadillac body to be sure that new styles are natural advances from previous models—and Cadillac owners are protected, both in pride of ownership and in real dollar value, because previous models of Cadillac are not quickly outmoded. All Cadillac bodies are built by Fisher, a General Motors Division, in the exclusive Cadillac Fleetwood plant, under strict and exclusive Cadillac quality control methods. Cadillac bodies also bear the imprint of Cadillac engineers and stylists who work with General Motors and Fisher Body designers. This team has created for Cadillac a beauty and a design that sets the "Standard of the World" in luxury cars.

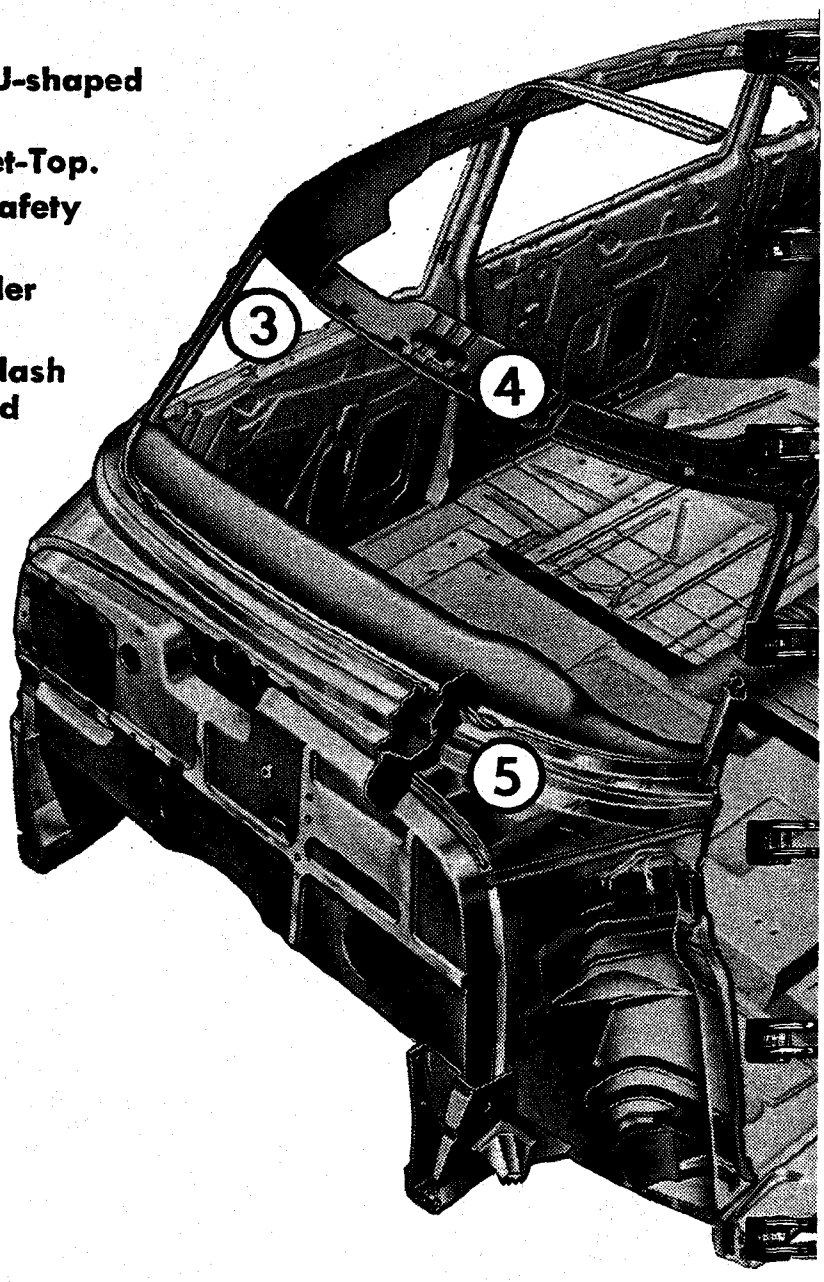
1 **Double-ribbed U-shaped roof bow.**

2 **Solid steel Turret-Top.**

3 **Genuine *plate* Safety Glass.**

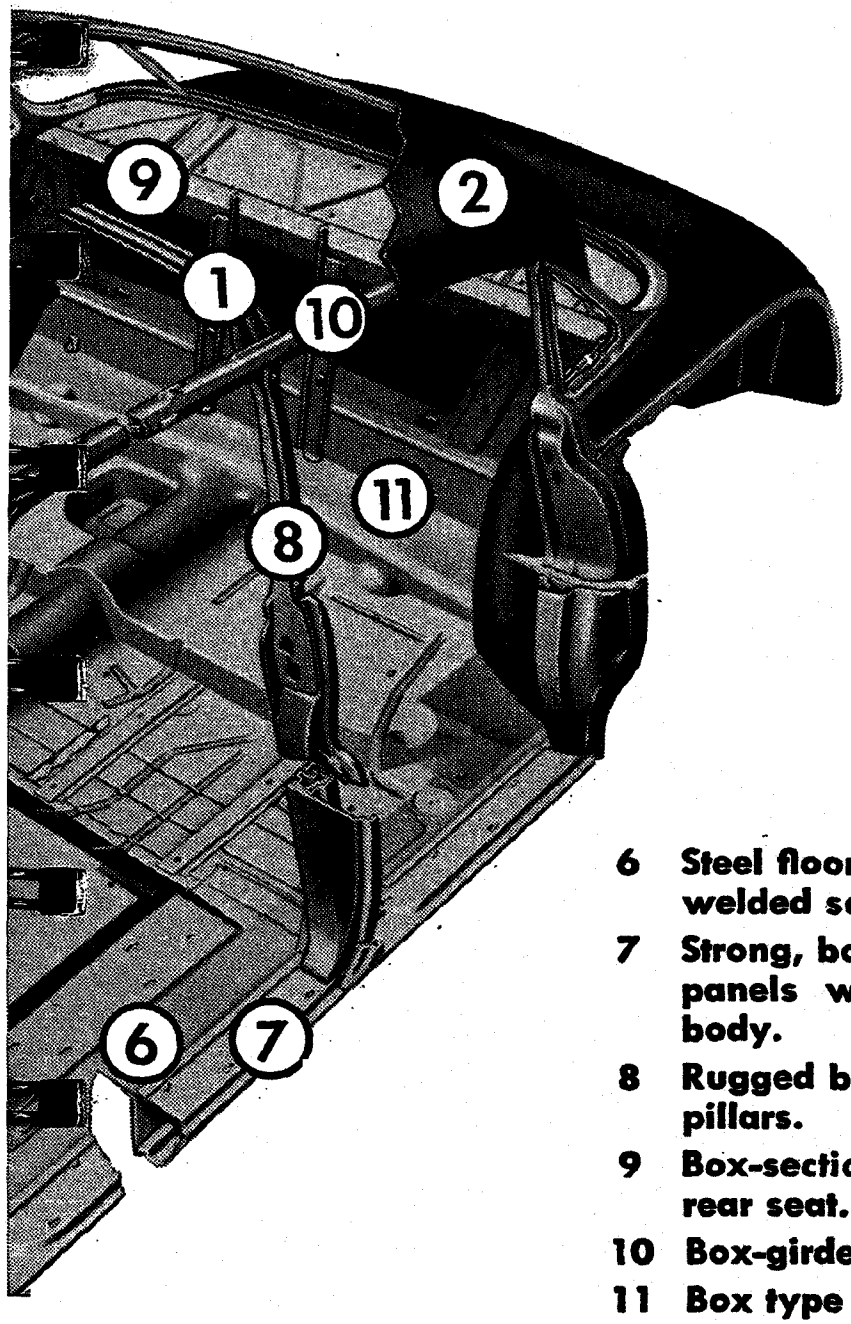
4 **Box-girder header assembly.**

5 **Steel cowl and dash ruggedly braced with box-girder member.**



CADILLAC BODY STRENGTH—
A SAFEGUARD FOR PROTECTION!

Greater protection for Cadillac owners and their families is reflected in every detail of construction in the 1952 Cadillac body. The Unisteel Turret Top and other features add up to greater ruggedness to guard drivers



6 Steel floor, ribbed, braced and welded solidly to body.

7 Strong, box-girder rocker panels welded integral with body.

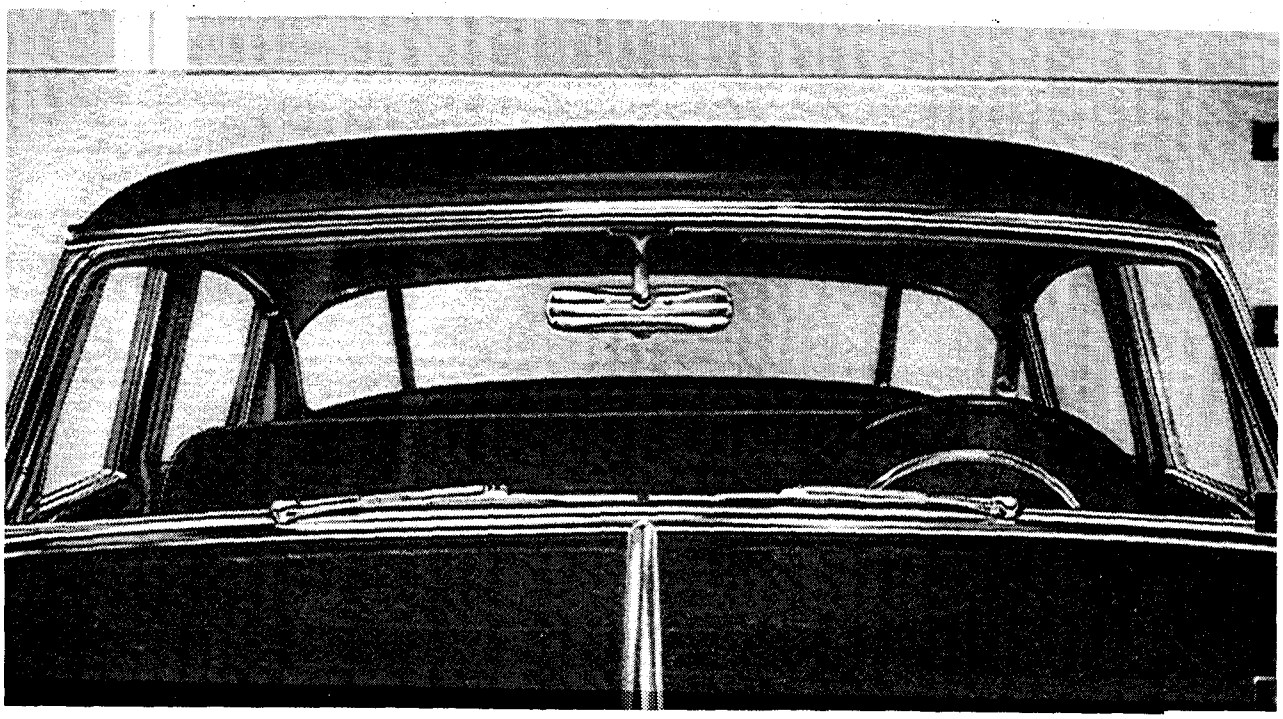
8 Rugged box-section steel pillars.

9 Box-section braces at back of rear seat.

10 Box-girder roof rails.

11 Box type rear end bracing.

and passengers. The body is built up from a "rock-solid" foundation. A rigid steel floor, reinforced by sturdy ribbed sections, is welded to box-girder steel members. Body pillars and steel uprights are also of box-girder construction. The Turret-Top is reinforced by double-ribbed steel bows and arc-welded into this assembly. This is a framework of tested strength . . . built for greater protection.

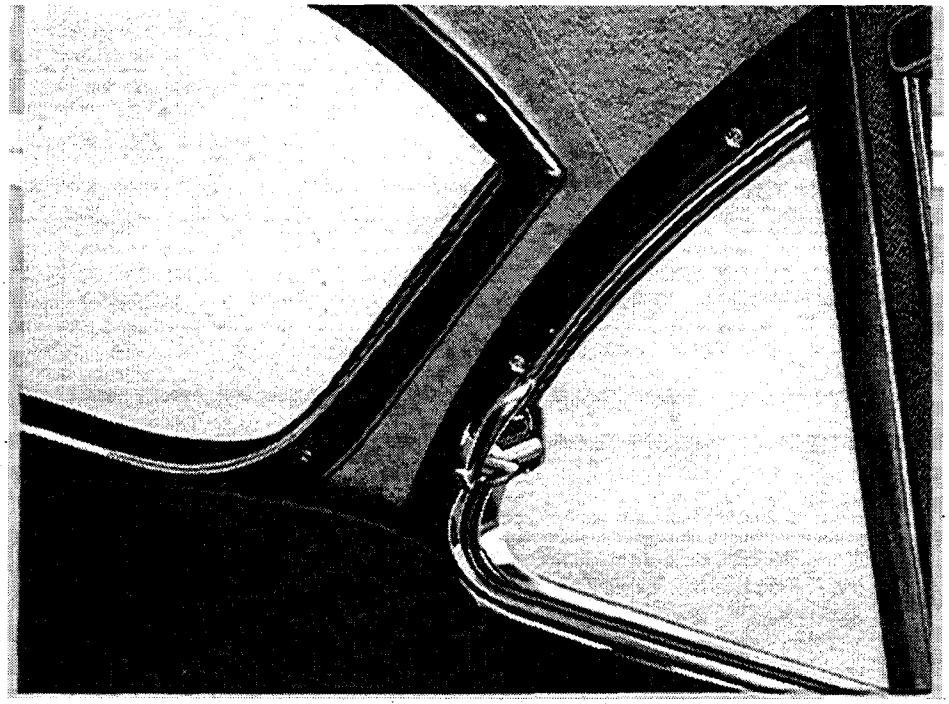


WIDER, UNOBSTRUCTED VISION

The wide, one-piece Cadillac windshield and windows provide full, unhampered vision and reduce reflections for easier driving. The deep curve of the windshield provides vision from side to side—where vision really counts.

Wide, clear window areas are similarly provided all around the car—and are placed to provide the maximum safety and convenience for both driver and passenger. The rear side window areas are generous, and do much to solve the problem of "blind spots" in motor car driving.

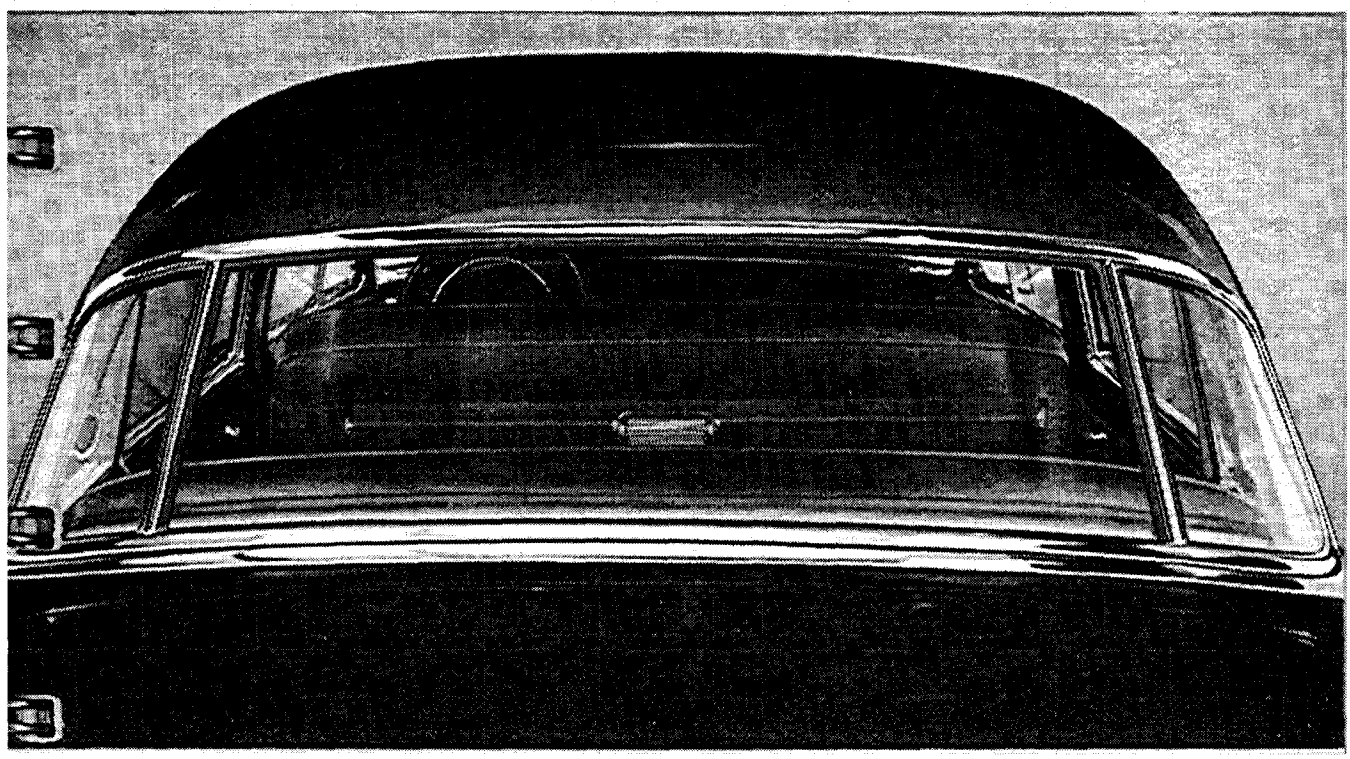
Tinted "E-Z-Eye" glass is available for all window areas as an option at extra cost in all 1952 Cadillacs. Its tinted blue plastic, set between layers of Polished Plate glass, assures a minimum of eye strain under all driving conditions, and virtually eliminates annoying road glare. It also shuts out a high percentage of the sun's radiant heat waves, thus assuring lower interior temperatures in hot weather. Night driving, too, is greatly improved with "E-Z-Eye" glass—for it greatly reduces the glare of approaching headlights. The "E-Z-Eye" windshield is graduated from top down in its density, thus giving Cadillac passengers unusual protection from the sun.

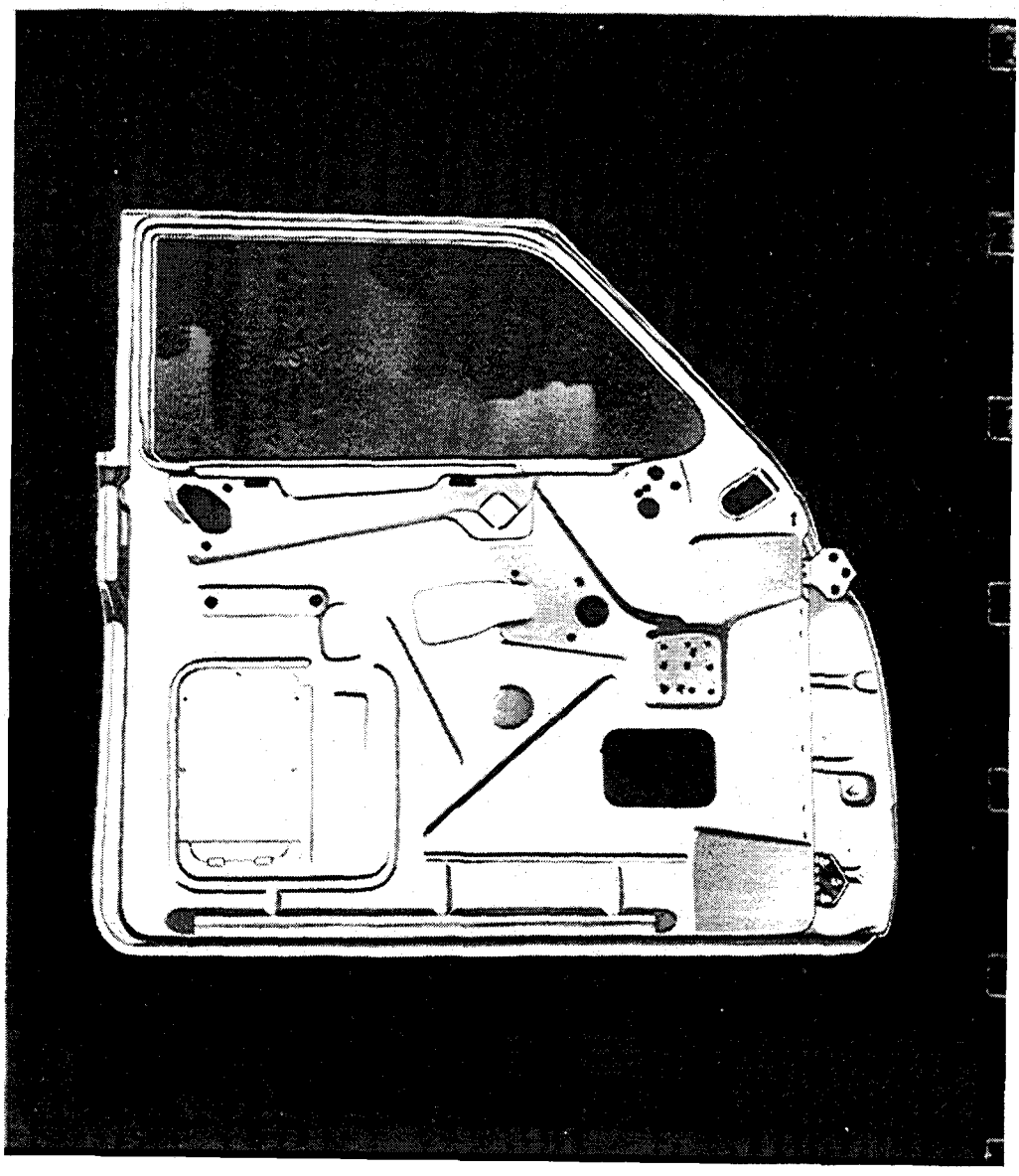


LARGE REAR VENTI-PANES

Seen here from the interior, the large rear venti-panes afford excellent vision. Each individually controlled rear ventilation window provides air circulation without allowing disturbing drafts to enter the car.

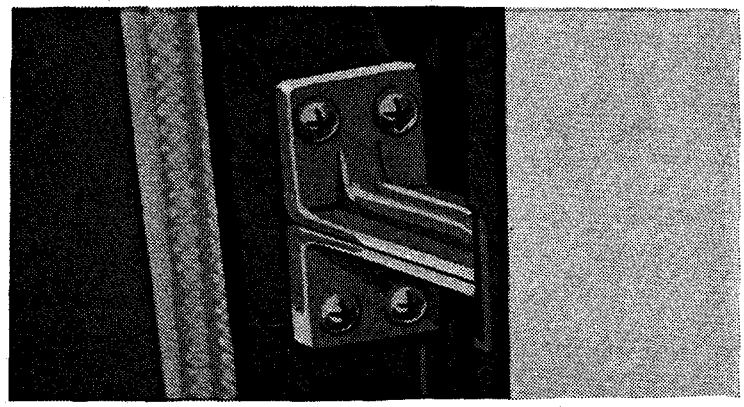
The extra-large Cadillac rear window is curved to the contours of the body to provide better rear-view visibility.



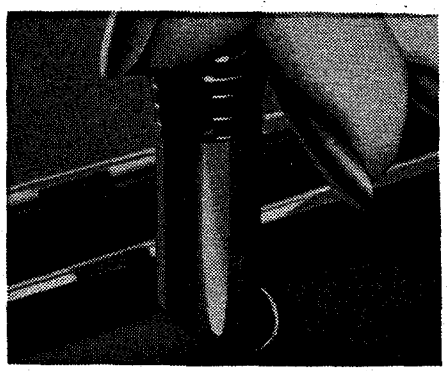


DURABLE DOOR CONSTRUCTION

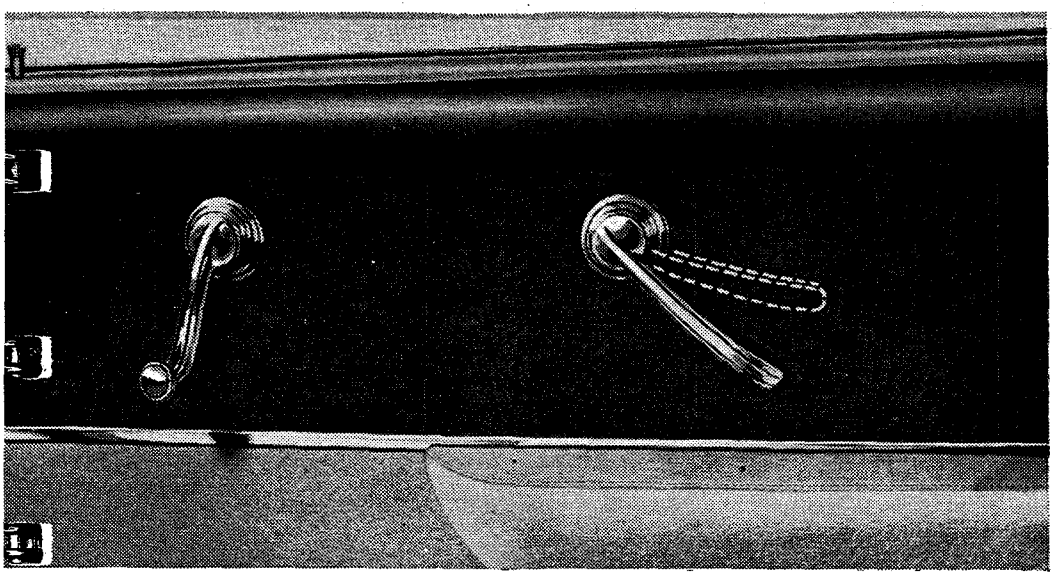
Cadillac doors are formed from two heavy steel panels, welded into a self-reinforcing, box-like assembly. These rigid doors are precision hung with tough steel hinges. Every detail in the 1952 Cadillac cars has been carefully designed for comfort, convenience, *protection* and beauty.

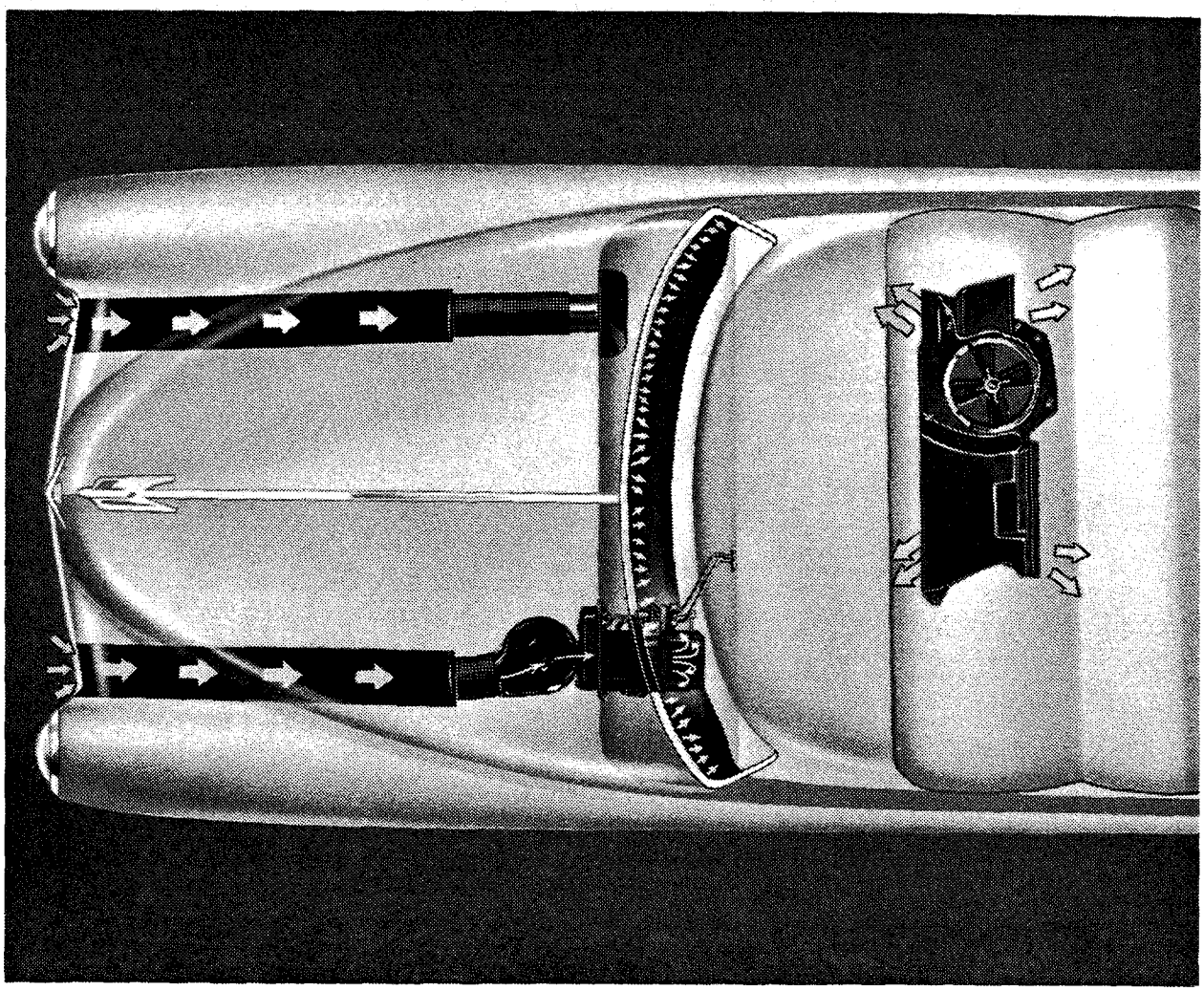


Cadillac's advanced-type door check-links are designed for double service to hold doors positively in open position . . . and to help counterbalance the doors for easier opening.



Sedan rear doors are fitted with door locks adjusted to disengage from the inside door handle. This safety feature safeguards children. When the doors are shut and the inside locking-knobs are pressed down (see photos), they cannot be opened from the inside.





CADILLAC VENTILATING SYSTEM

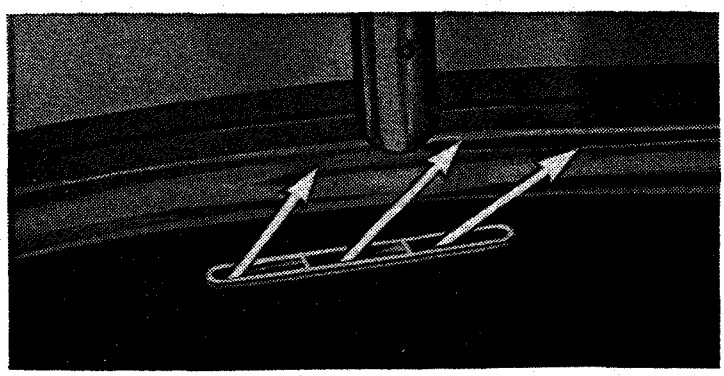
The Cadillac All-Weather Ventilating System incorporates a three-fold heating, ventilating and defrosting system. The components consist of a re-circulating hot water heater located under the front seat, and a large heater-defroster unit mounted under the car hood. Series 75 cars have two additional under-rear-seat heaters.

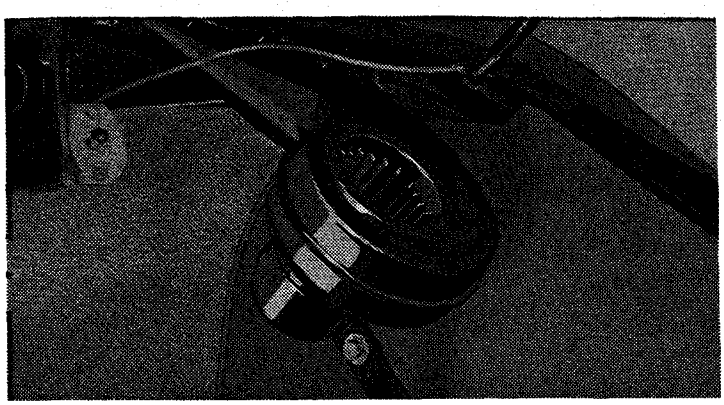
The floor and lower portions of the car are heated by the underseat unit. The upper portion is kept warm by the heater-defroster unit. The entire system is designed to provide driving comfort in all kinds of weather. For example, it provides cool, fresh air in summer and heated fresh air for winter driving. Cool or warm, the fresh air is gently pressure-circulated throughout the car interior.

The Cadillac All-Weather System is supplied with fresh 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.

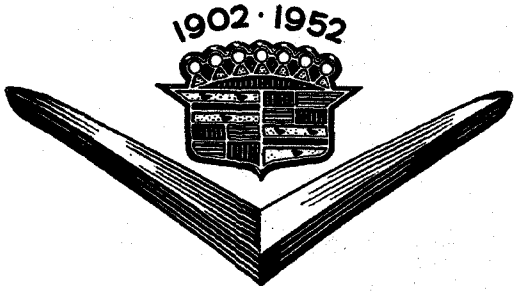
A complete outline of instructions for operating the Cadillac heating system is contained in the *Cadillac Owner's Manual* to be found in the glove compartment of every new Cadillac car. A tag also bears instructions.

The Cadillac Deluxe heating system defrosts vital rear window areas with an effective back window defroster.





IN ITS 50TH YEAR AS STANDARD OF THE WORLD!



1952 CHASSIS FEATURES

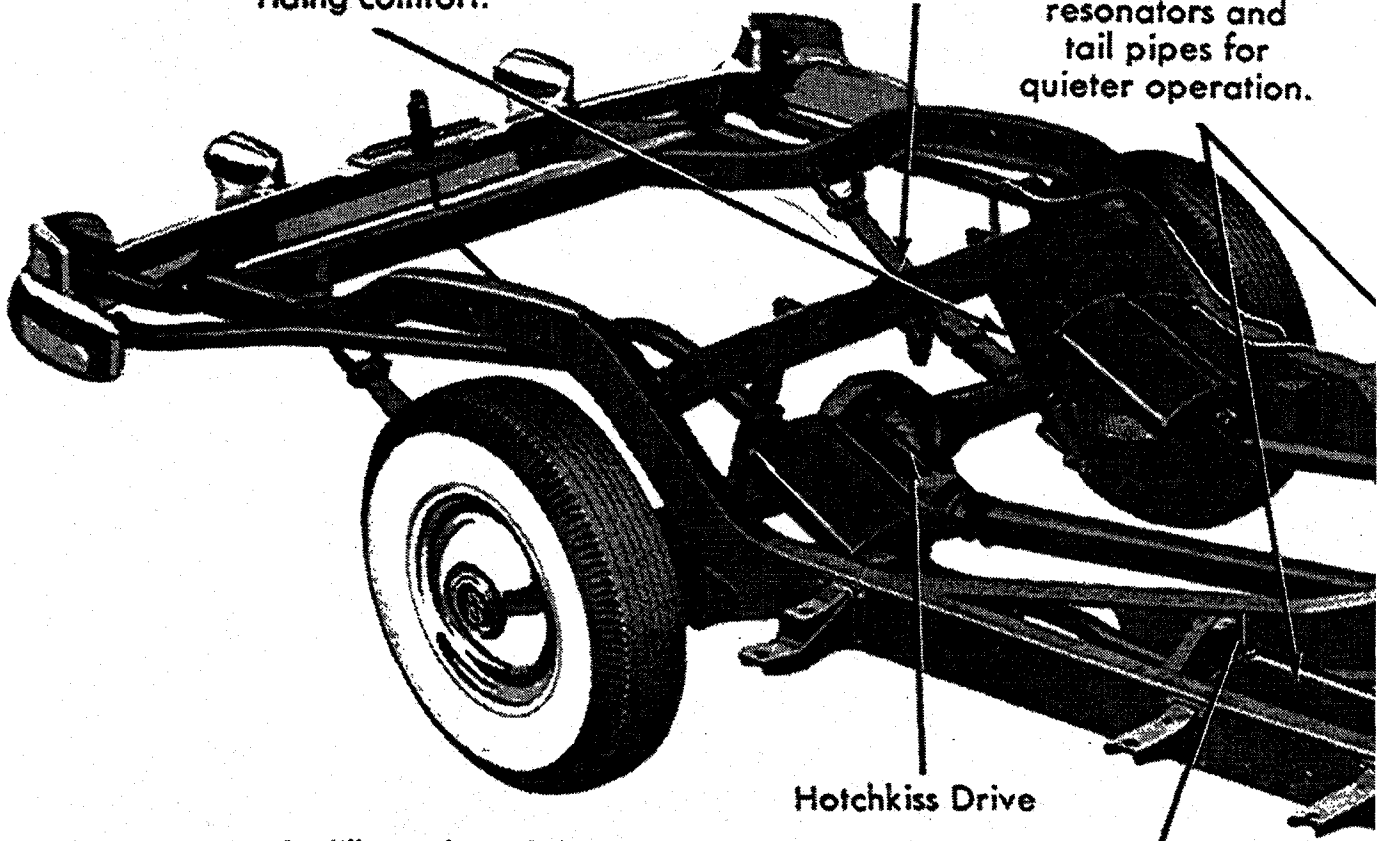
KEYNOTE OF THE 1952 CHASSIS . . . SAFETY AND OWNER SATISFACTION

The many advantages and features of the 1952 Cadillac chassis may be summarized in terms of safety and lasting satisfaction. Now more than ever, the Cadillac chassis is engineered for greater riding pleasure, safety, comfort, roadability, and new, improved handling ease.

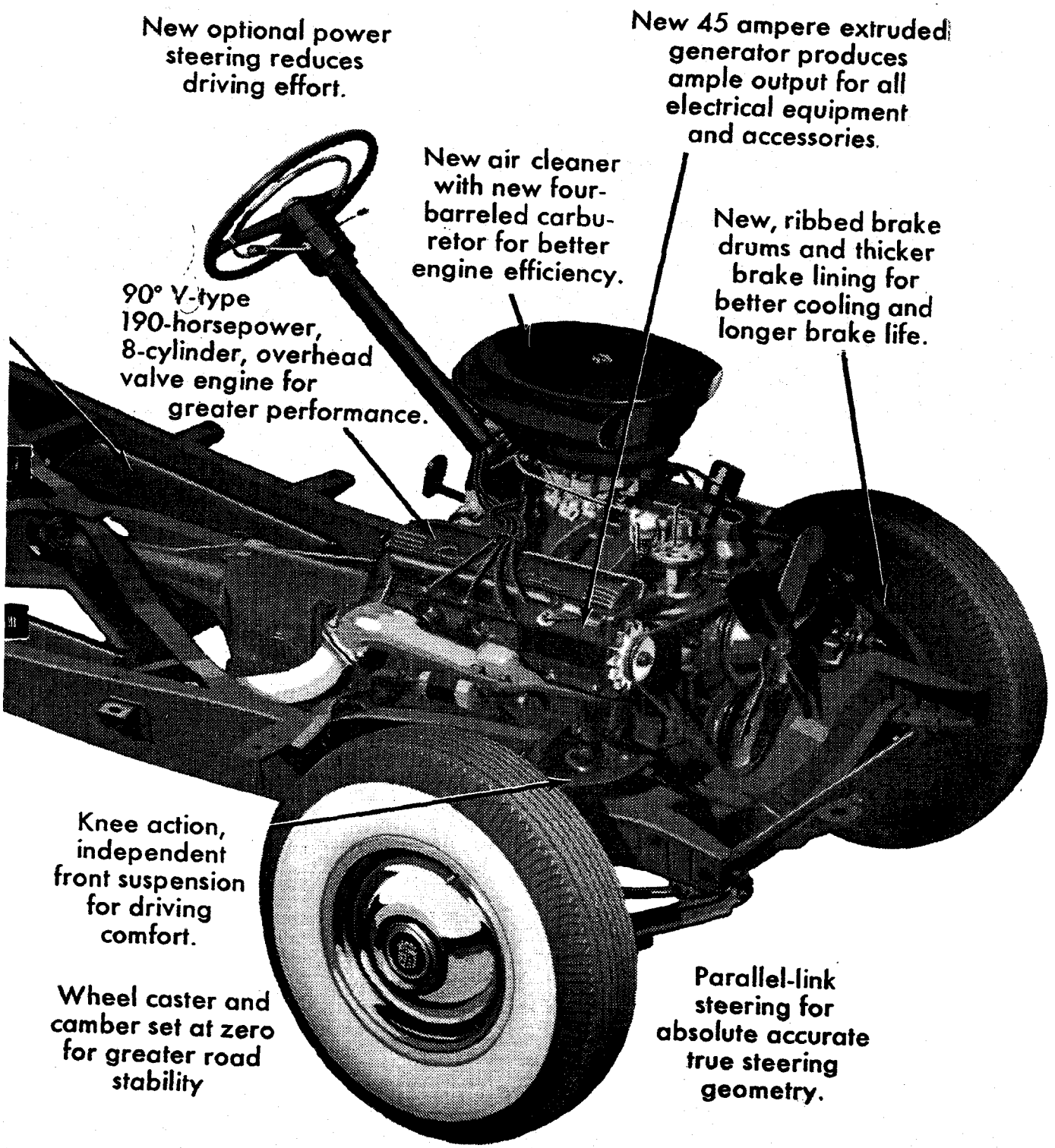
All components of this sturdy Cadillac chassis have been especially designed and engineered for great strength and perfect coordination. Skilled Cadillac craftsmen have produced and assembled these components with the highest possible loyal regard for quality workmanship.

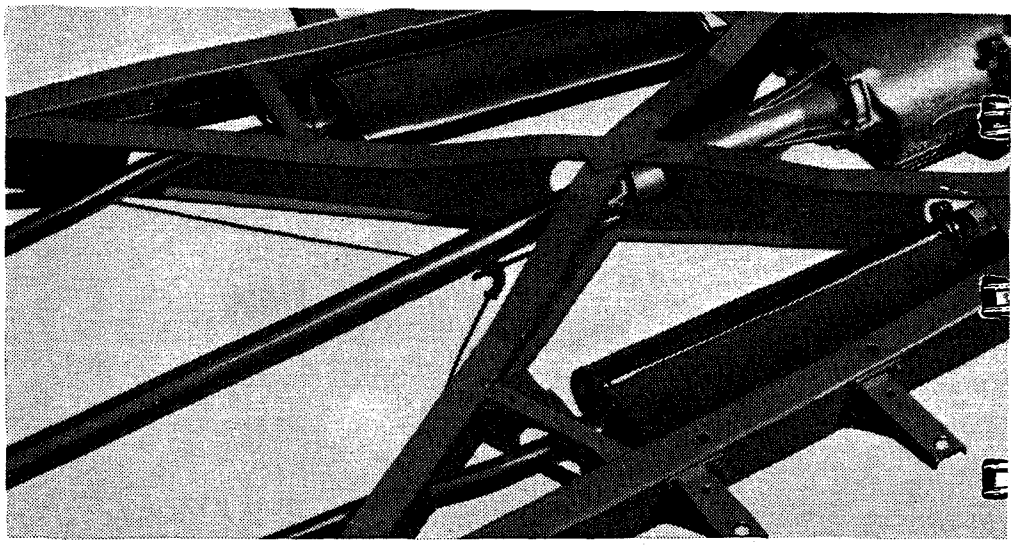
Without a doubt, the superb Cadillac chassis is one important reason why Cadillac has become so widely known as the "Standard of the World" in motor car values.

FOR RIDING PLEASURE—SAFETY—COMFORT



ROADABILITY AND NEW HANDLING EASE





I-BEAM, X-TYPE FRAME

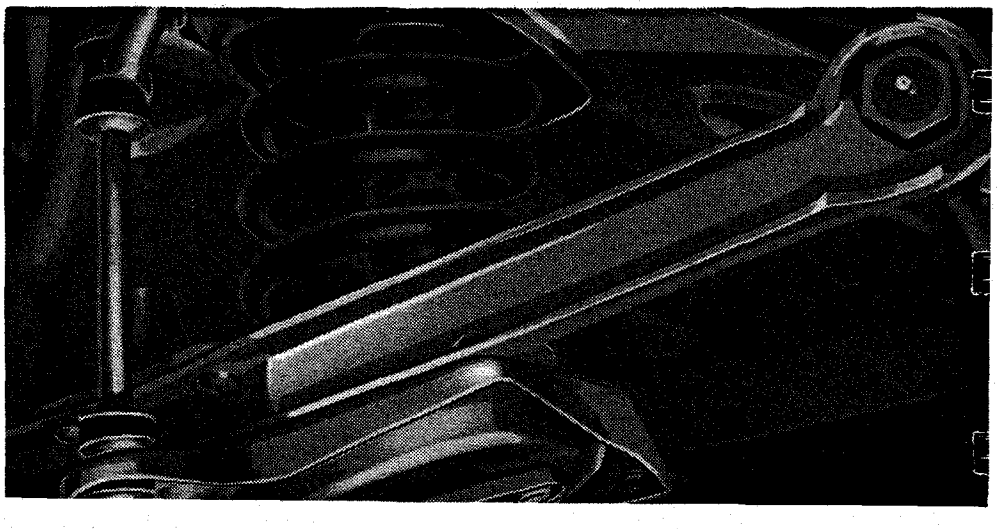
The rugged Cadillac frame supports and holds in their proper position virtually all other major parts of the car. It is built up from extra-strong side rails, joined together with a rugged I-beam, X-member, to provide a stronger backbone for the power, transmission and suspension units.

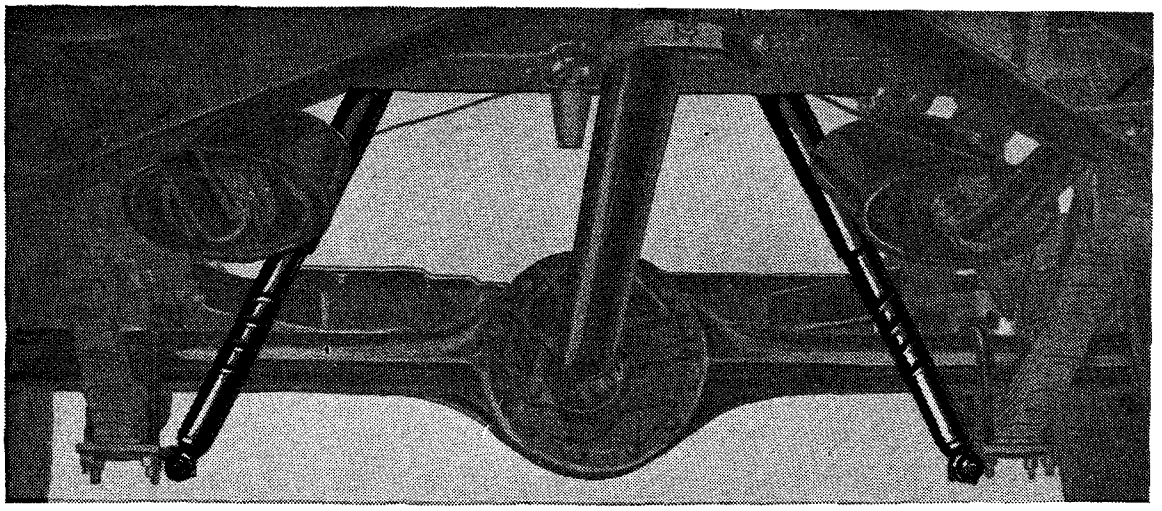
The center section of the "double-drop" Cadillac frame makes possible the beautiful Cadillac low body silhouette, low center of gravity, excellent stability, easier handling.

FRONT SPRING SUSPENSION

Cadillac individual front wheel spring suspension is relieved of all braking and driving duties and functions to "level out" bumps in the road *without* transmitting road shocks to the steering system or the car body.

A direct-acting, high-volume, variable control shock absorber is mounted within each coil spring. Each shock absorber has a small metering orifice for smooth city streets, a pressure blow-off spring for rough roads, and a restriction for cross country or unusually rough roads.



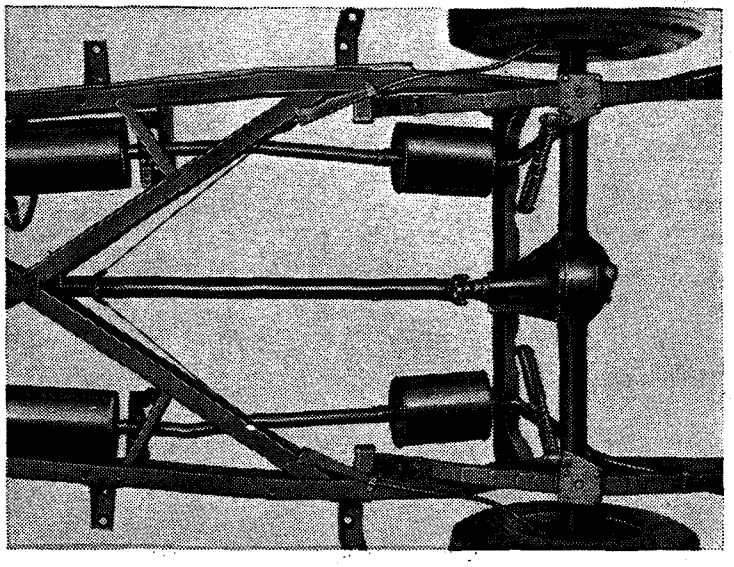


REAR "SEA LEG" SHOCK ABSORBERS

For a combination that further adds to riding comfort—Cadillac's angle-mounted, rear shock absorbers control side-to-side movement at the rear of the car and cushion road shocks. Engineered to control spring action, the result is boulevard riding comfort over the roughest roads.

HOTCHKISS DRIVE

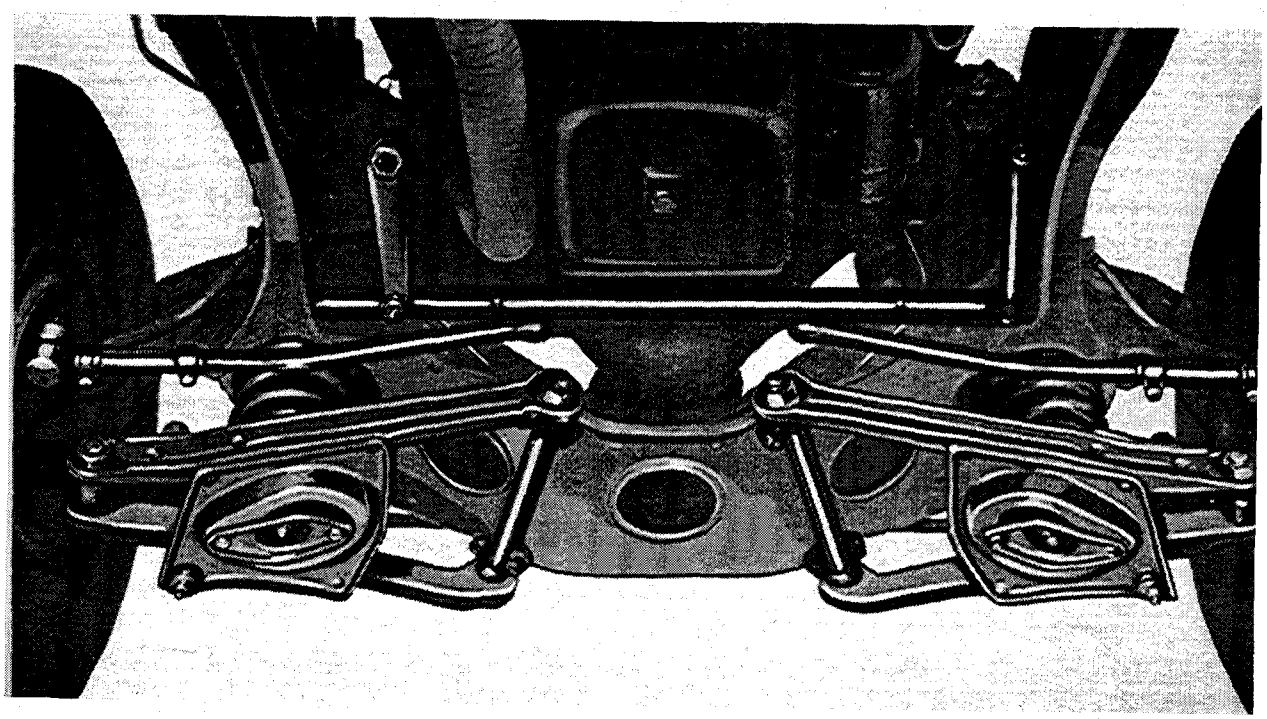
Hotchkiss Drive, a Cadillac chassis feature, provides an easier ride, protects the mechanism, and isolates road shocks from the car body. Passenger comfort is increased by Hotchkiss Drive because the driving force is transmitted and cushioned through the splay-mounted rear springs, which are equipped with "spread shackles" to reduce lateral movement. Less tire noise is transmitted to the sturdy body with this Cadillac chassis feature.



PARALLEL LINK STEERING

Cadillac Parallel Link steering provides steering stability at all speeds. It is the most accurately designed steering system in the industry. A short turning radius and absolutely accurate steering geometry are among its features. And Cadillac steering is not affected by road variations.

Due to Parallel Link steering, the Cadillac system maintains absolutely accurate steering geometry. Steering wheel shock and "fight" are minimized. Front wheels return to straight ahead position when car is in motion and turning pressure on steering wheel is released.



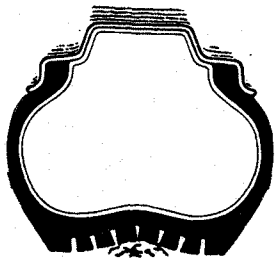
EXTRA-WIDE EXTRA-SAFE WHEELS . . . AND LOW PRESSURE TIRES

Cadillac "slotted-disc" wheels with extra-wide and extra-safe rims are especially designed to take full advantage of extra low-pressure tires. Cadillac's extra low-pressure tires, which hold more air at lower pressure than ordinary low-pressure tires, provide more "tire-to-pavement" contacting area for better starting and stopping traction. There is less wear, greater safety, less heating and *more* cushioning effect, thus giving a much smoother ride.

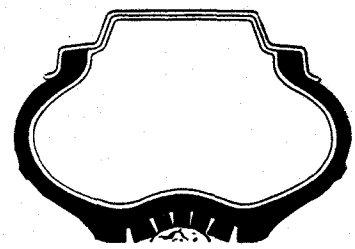
ADVANTAGES

Softer, smoother, quieter ride. Better traction and road stability. Less driving fatigue. Easy steering. Cooler-running. Less impact damage because low pressure absorbs road shock. Fewer repair bills, rattles, squeaks. Quiet operation at all speeds. Increased tire mileage.

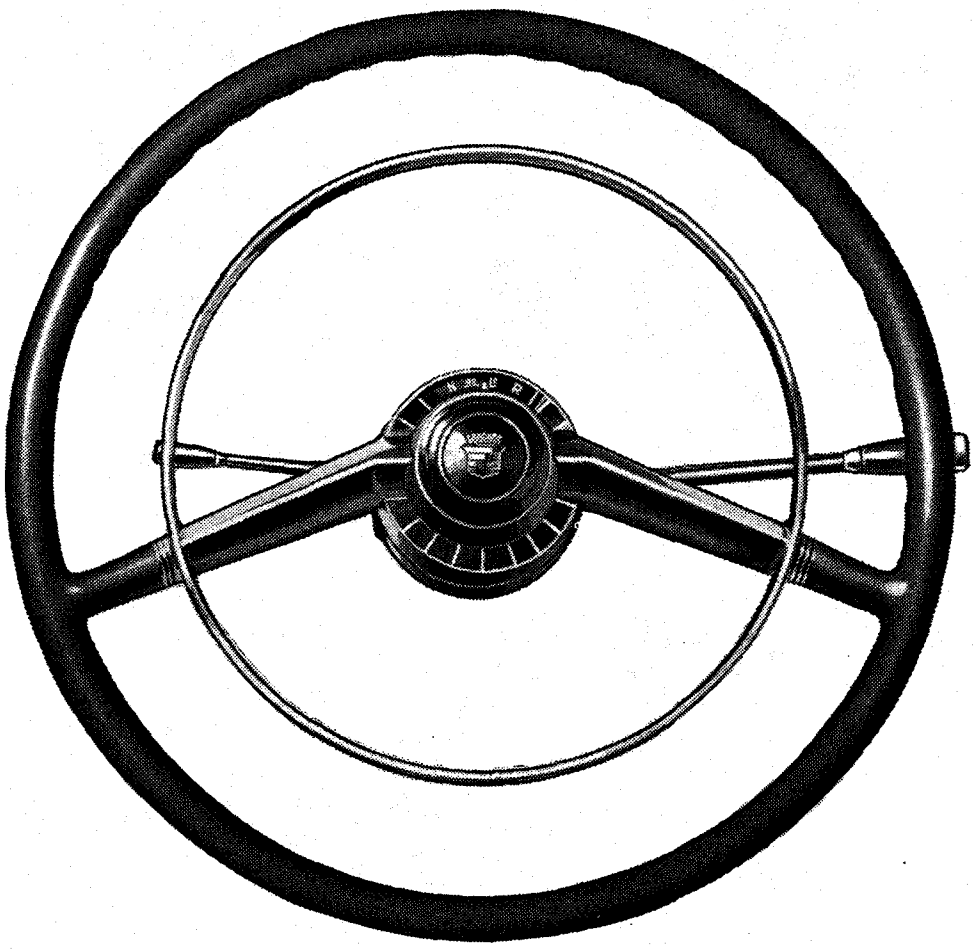
GREATER FLEXIBILITY GIVES SOFTER RIDING ACTION



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



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



NEW CADILLAC POWER STEERING

Cadillac's power steering, a grand new 1952 alliance of the proven Cadillac steering system and a hydraulic booster system, is the latest, safest and most modern engineering innovation in sheer effortless driving.

This wonderful new traveling companion accomplishes all of the former hard work of steering and brings to the automotive industry a pleasant adventure in smooth freedom-from-effort for driving and parking. Ladies among Cadillac drivers will discover that power steering makes even the longest and heaviest Cadillac easy to turn . . . easy to park . . . and easy to maneuver in heavy traffic. Better still, power steering permits the Cadillac driver to retain the true "feel" of steering, and it does not change

the owner's driving habits. All emphasis in the design of this safe, new unit has been targeted on comfort, true economy of driving motion and *effortless parking.* The maximum effort required to turn or park a Cadillac with power steering now amounts to only a few pounds of pressure by the driver on the rim of the steering wheel.

An attractive feature of Cadillac's new power steering is the fact that it does not assist in steering until a steering effort of greater than 3 pounds is required of the driver. Thus, in all normal driving, steering is accomplished in a low-effort range of from zero to 8 pounds on the wheel.

Another advantage of the new system is that it retains the proven Cadillac steering ratio of 25.47 to 1, which is the same as that used on 1952 manual steering gears. *Thus, the new 1952 Cadillac power steering may be manually operated at all times with or without the engine running.*

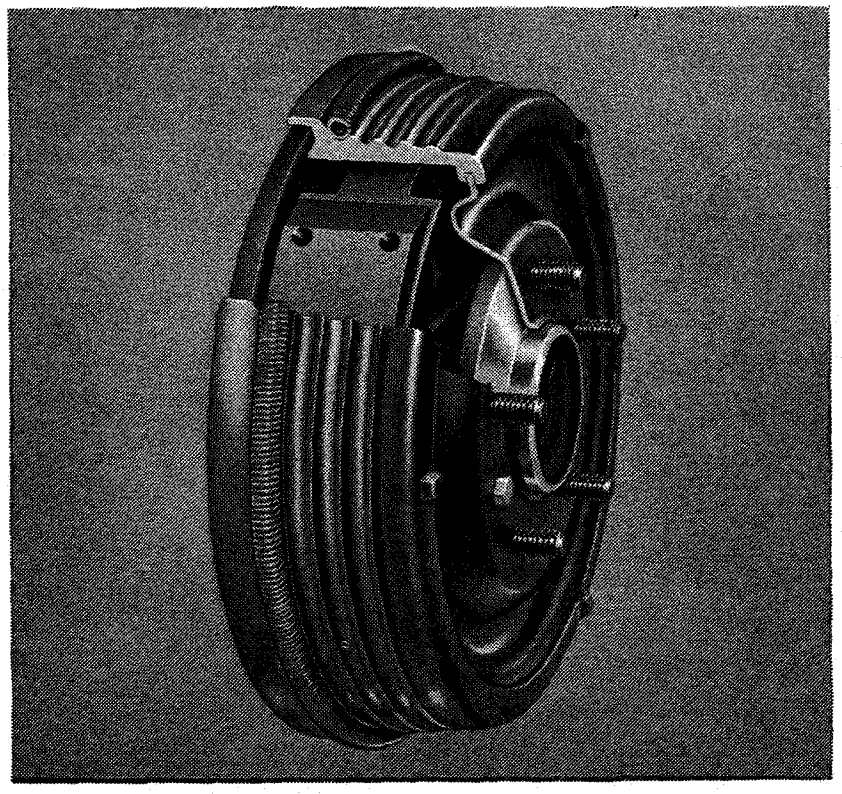
Unique in the Cadillac power steering system is the great reduction of steering effort from 50 pounds down to a few pounds—*plus the realization that the driver is still steering the car.* This can be illustrated by driving on a curve. As long as the driver holds the wheel, the car follows the path he has directed. Cadillac power steering does not steer beyond the path set by the driver. For example, if the driver removes his hands from the steering wheel—his power steered Cadillac car will right itself and follow a straight path as it does with manual steering.

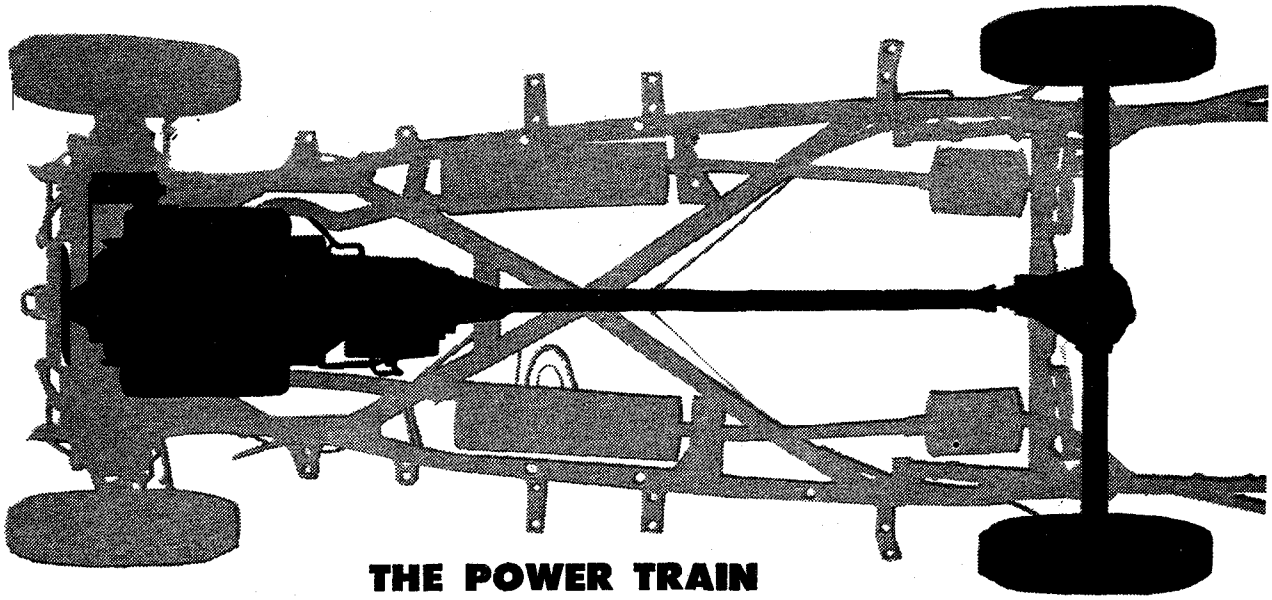
The new system is so designed that there is no hydraulic assistance under very light steering conditions, such as the slight maneuvering required to steer on a straight road. Another safety factor inherent in Cadillac's power steering unit is that the hydraulic system, in addition to acting as a booster, also resists kickback or "road shock" and provides the driver with positive control of the car. Power steering is available as an option at extra cost on all Cadillac cars equipped with Hydra-Matic.

NEW 1952 BRAKE DRUMS AND THICKER BRAKE LININGS

All 1952 Cadillac cars are equipped with brakes of improved brake-drum design for better cooling and longer brake life. The new brake drums are ribbed to dissipate heat and cool rapidly, thus minimizing distortion and loss of braking power. The new drum back has a stiffer contour which keeps the drum in even contact with the shoes. Brake life has been doubled by the addition of new thicker, longer-lasting brake linings on all models. New also for 1952, are larger 12″ diameter front brake drums on Series 60 Special and Series 62 Cadillac cars.

The outer circumference of Cadillac brake drums are ribbed for better cooling. They are effectively sealed against water, mud or dust for longer brake life. A stiffer drum back helps to reduce drum deflection.





THE POWER TRAIN

Component parts of the power train include the new Hydra-Matic transmission. A second and alternate component is the famous Cadillac Synchro-Mesh transmission standard on Series 75 cars as well as Cadillac commercial cars.

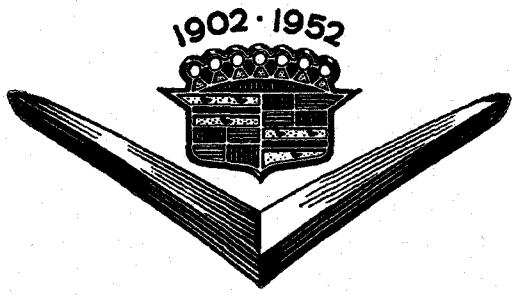
Other important components of the Cadillac power train are the precision-built, tubular propeller shaft, and full needle-bearing universal joints. These are designed to give much longer life and smooth, vibrationless operation.

Also part of the power train is Cadillac's semi-floating rear axles, with Hypoid gears. These gears are cut so that the driving pinion meshes with the ring gear, well below the center line of the differential. This accounts for the lower drive-shaft, lower floors and almost unnoticeable tunnel in the floor of the car. A new ribbed carrier for the hypoid gears is a 1952 feature. It provides a more rigid mounting and improved oiling. It reduces rear axle noise.

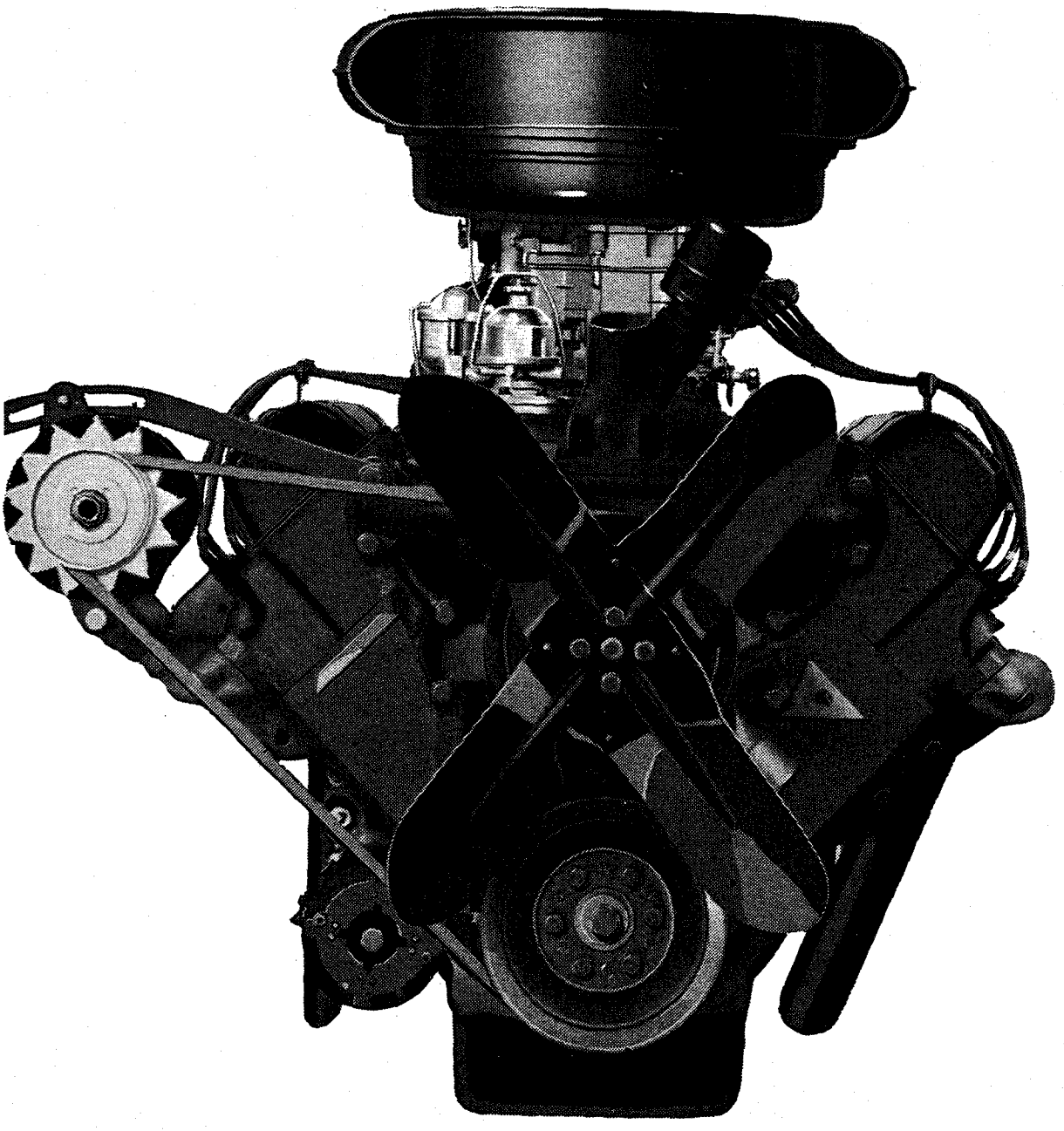
ALTERNATE REAR AXLE RATIO AVAILABLE

Cadillac Series 62 and Series 60 Special cars are built at the factory with a rear axle ratio of 3.36:1 which provides excellent "get away" and wonderful performance. However many Cadillac owners may prefer an alternate rear axle ratio of 3.07:1 and, upon request *only*, cars will be built with this alternate ratio. The 3.07:1 alternate rear axle ratio offers economy of as much as $\frac{5}{8}$ of a mile more per gallon in city driving, as much as from 1 to 2 miles more per gallon for country driving—depending upon the driver. At higher cruising, the 3.07:1 rear axle also offers lower and quieter engine speeds.

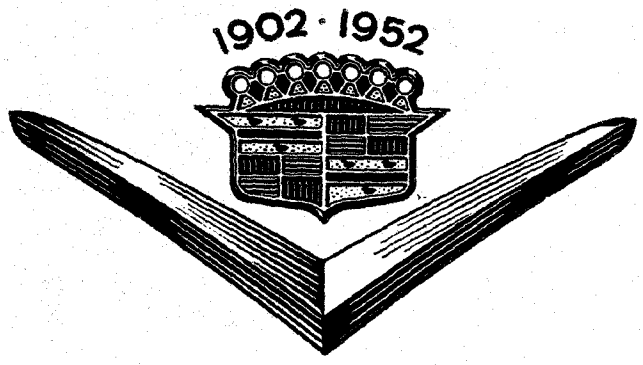
IN ITS 50TH YEAR AS STANDARD OF THE WORLD!



THE GREAT 1952 ENGINE



The spotlight of Cadillac engineering progress moves rapidly forward, and following in its path is the shadow of obsolescence, creeping over and obscuring yesterday's best. A head-on view of the powerful 1952 Cadillac engine reveals its low silhouette. As brilliant as the past performance of Cadillac engines has been, the 1952 engine surpasses its history-making V-type predecessors.



A FAMOUS CADILLAC ENGINE MADE EVEN BETTER FOR 1952

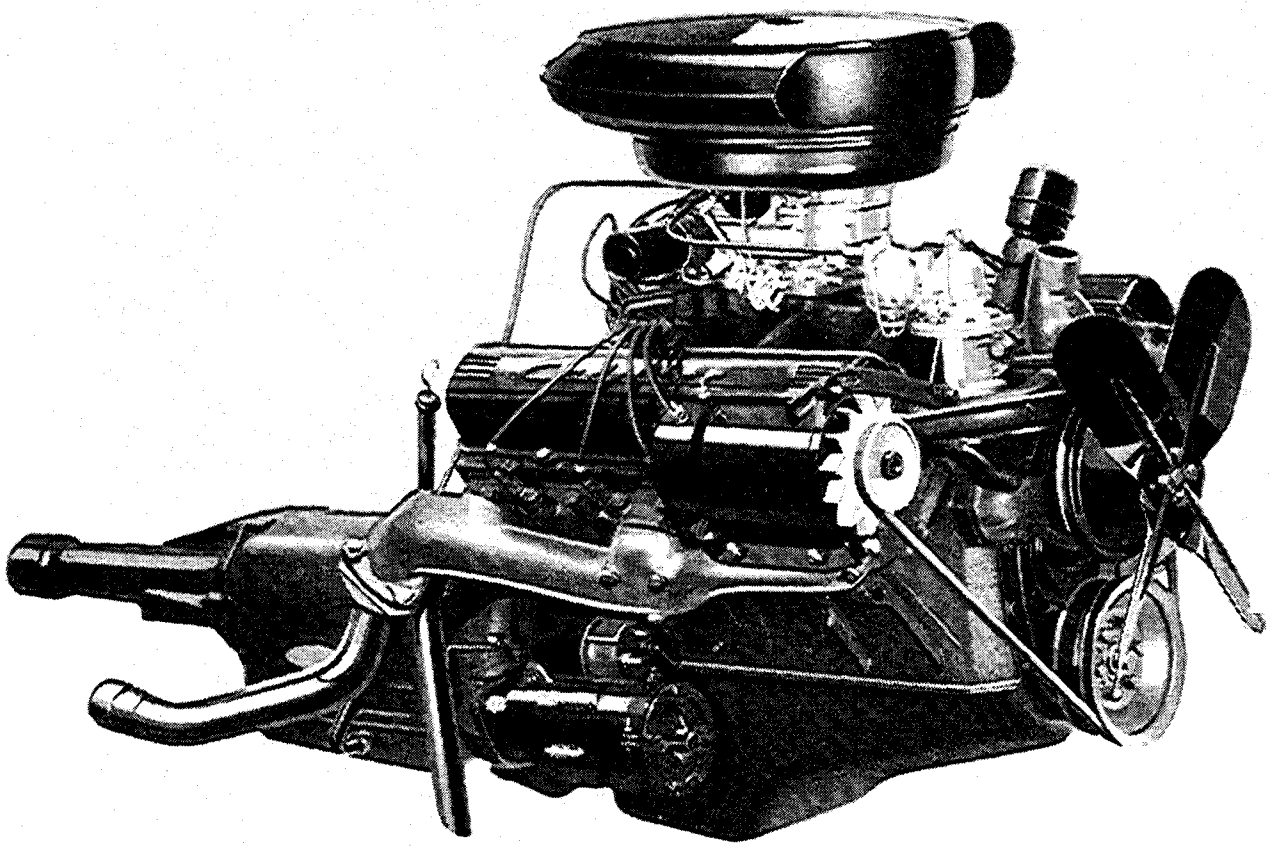
It is a well-known fact that it is Cadillac that writes the history of V-type engines in America. In 1914, America's first V-type automotive engine was introduced by Cadillac. In the following 37 years a whole series of Cadillac superlative motor car power plants were built—every one of which maintained the basic virtues of the V-type design. This year, Cadillac is proud to present the greatest of all of its V-type engines. This new, 190-horsepower, high-compression overhead-valve engine continues to set new standards for the entire automotive world.

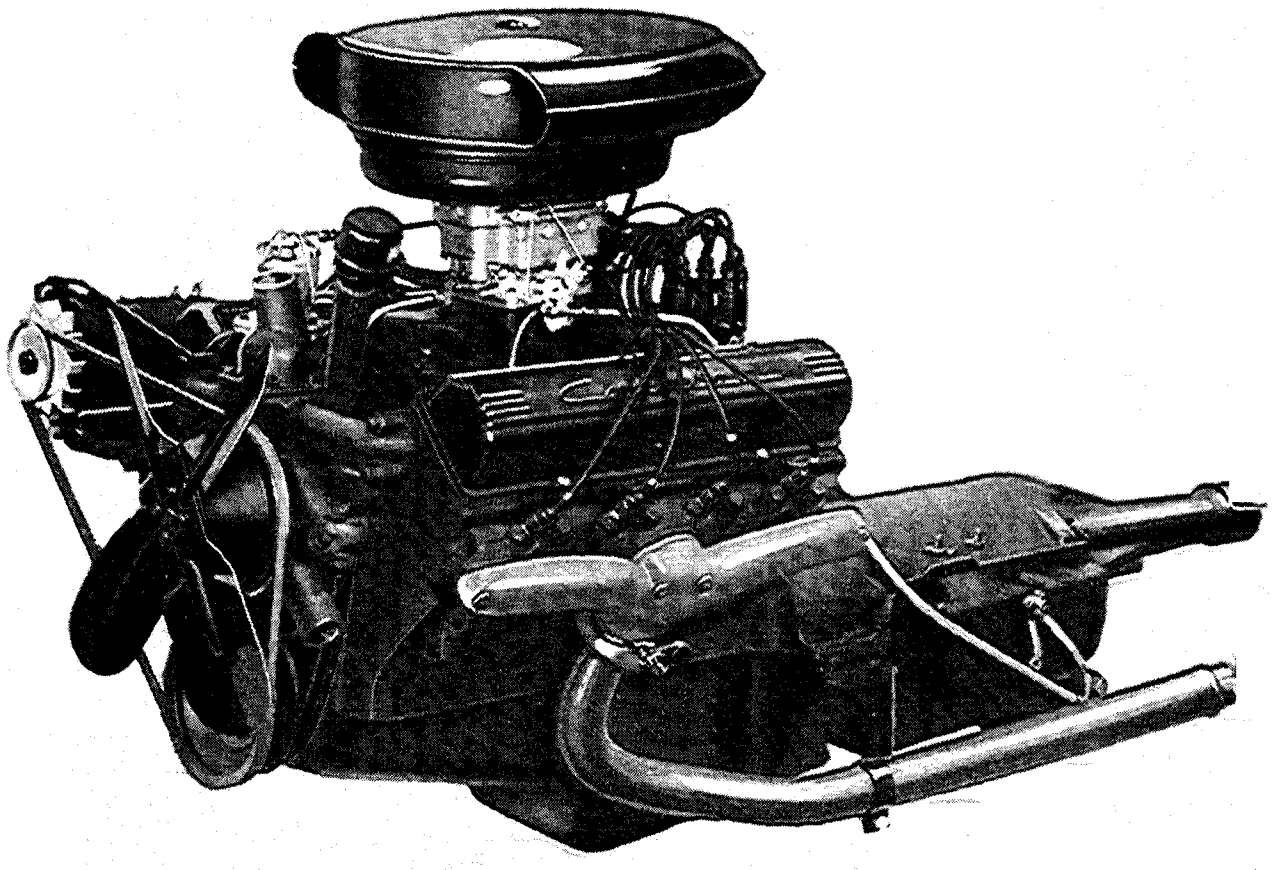
With the 1949 model, Cadillac startled the automobile industry with an engine which could be built smaller and more compact, to weigh less per horsepower delivered,

and cost less per horsepower obtained. The new idea to the industry at that time was the introduction of a short-stroke, large-bore engine for minimum frictional losses and maximum efficiency. Each year, Cadillac engineers have improved this 1949 version . . . until today, in 1952, the product of tireless Cadillac research and effort is *the highest development yet achieved in automotive power!*

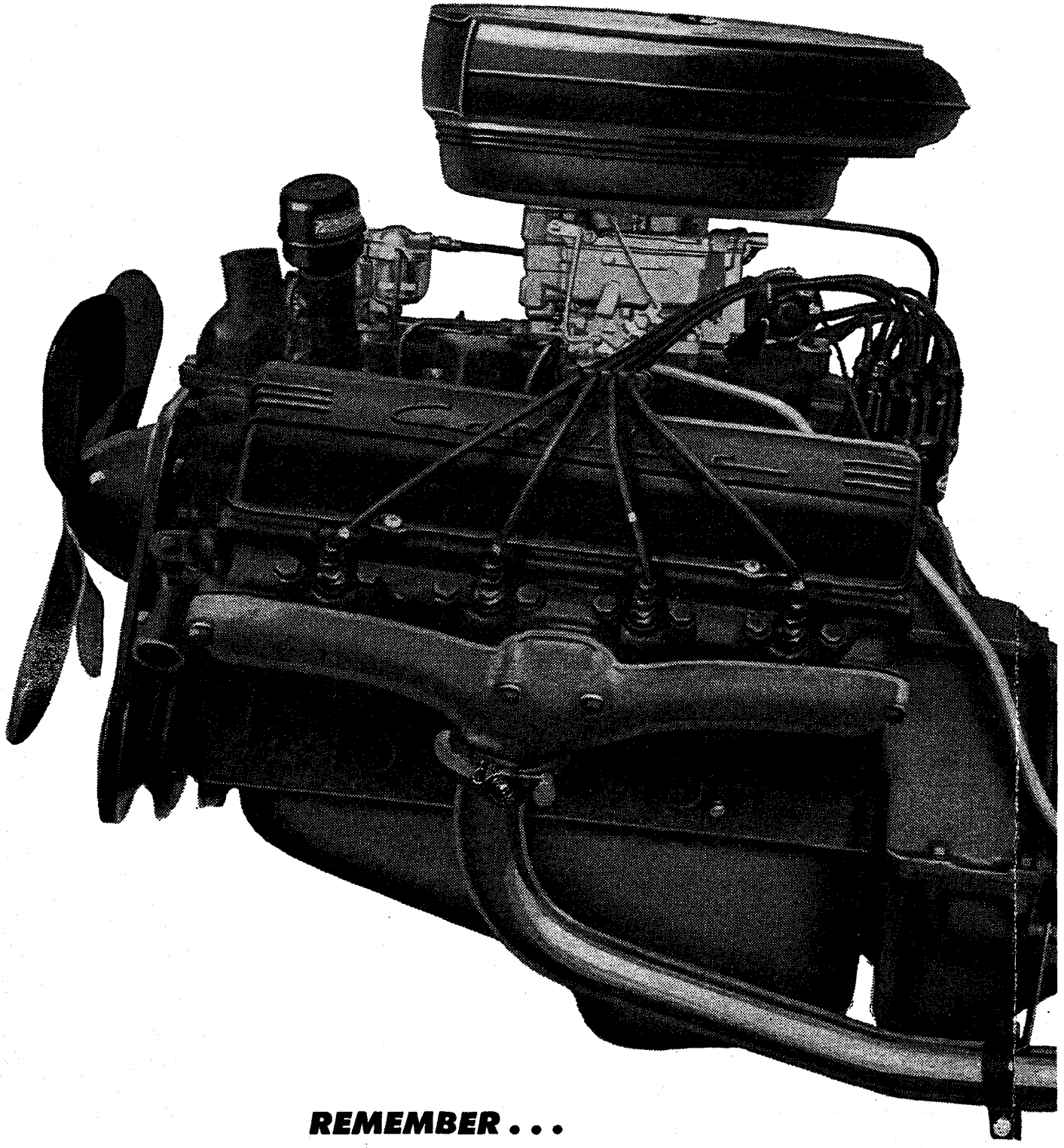
This year Cadillac presents its improved creative masterpiece with even greater pride—a more powerful, far finer version of the traditional Cadillac V-type engine, already acknowledged the finest automotive engine in the world. The 1952 Cadillac power plant, like all V-type engines ever built in this country, owes much to the famous Cadillac engines which have borne the Cadillac name during the past 37 years. Through all the intervening years, Cadillac alone has concentrated exclusively on building America's finest automobile—*and all have been powered by V-type engines.* Today more and more auto manufacturers are turning to the obvious advantages of V-type power plants. As they do, it becomes apparent that no one in all the automotive world can approach the problem with the knowledge, background and millions of miles of experience which are Cadillac's heritage.

IN ITS 50TH YEAR AS STANDARD OF THE WORLD!



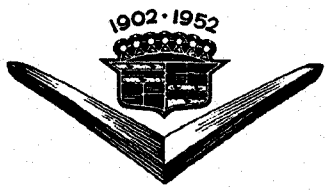


THE NEWEST STANDARD OF THE WORLD IN



REMEMBER . . .

CADILLAC WRITES THE HISTORY OF V-TYPE



FEATURES
OF THE 1952 ENGINE

BETTER PERFORMANCE

* * *

SMOOTHER, QUIETER OPERATION

* * *

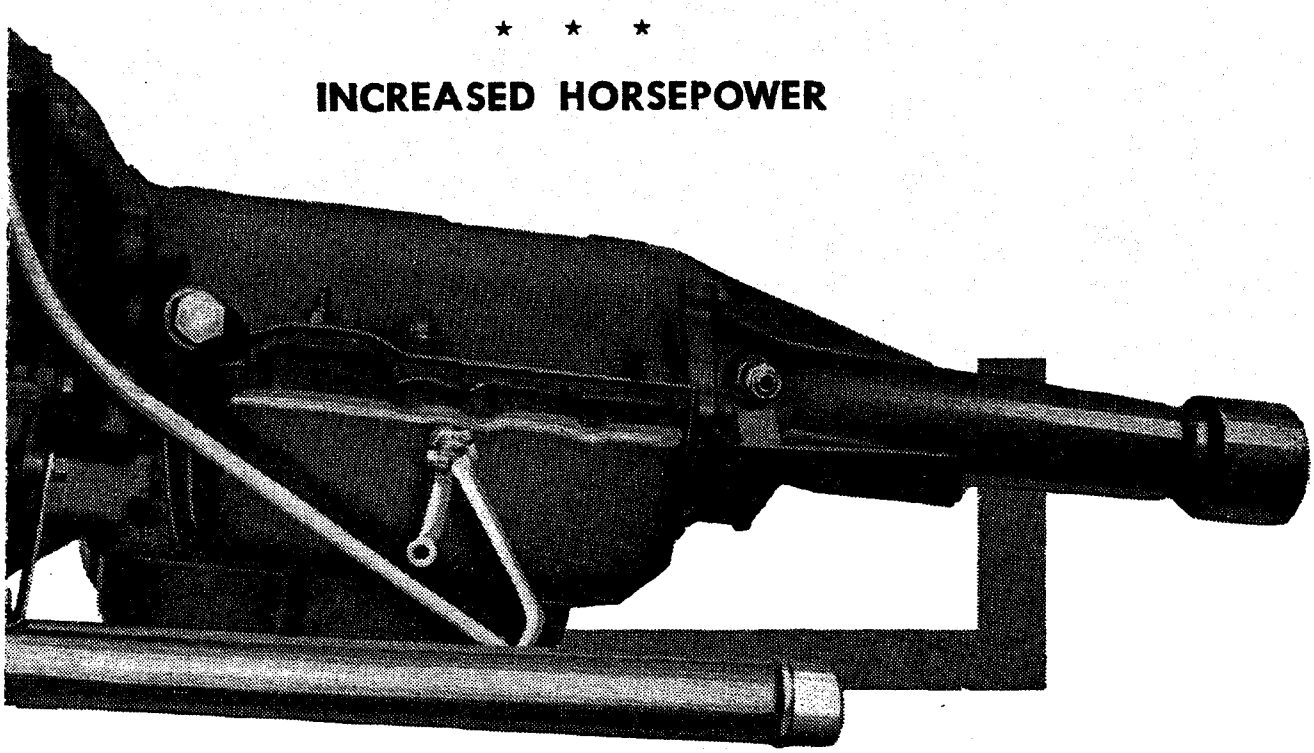
LOW WEIGHT

* * *

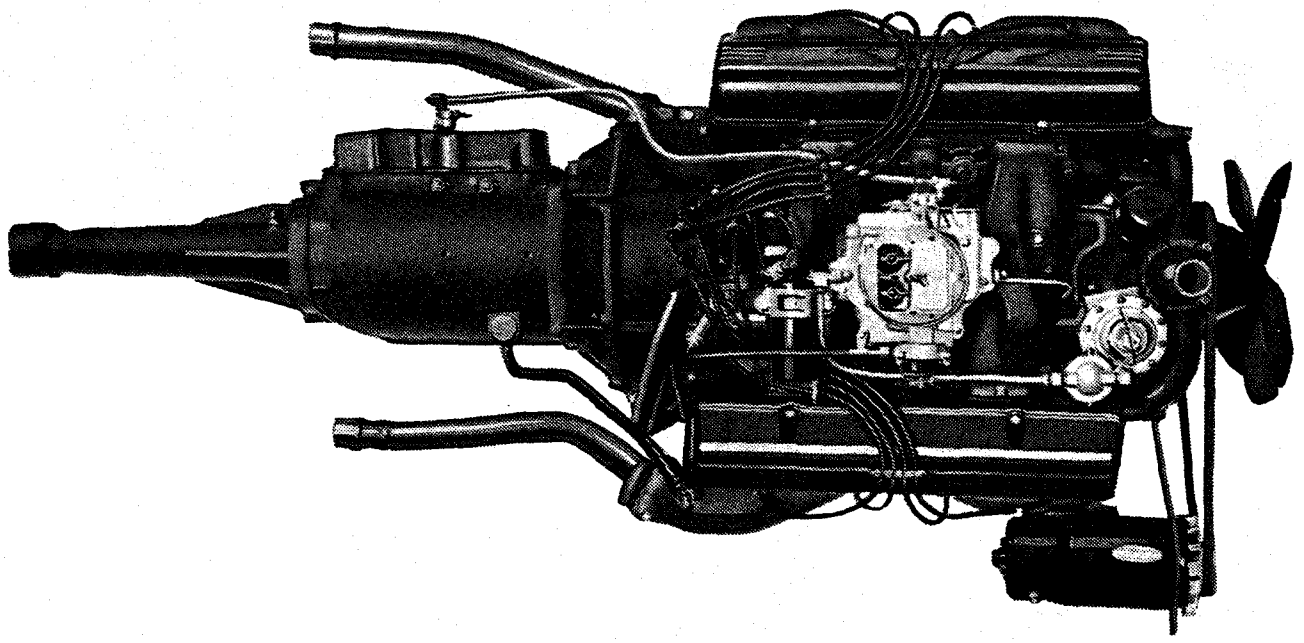
GREATER ECONOMY

* * *

INCREASED HORSEPOWER




THE NEW 190-HORSEPOWER ENGINE



LOOKING AT THE CADILLAC ENGINE FROM ABOVE

MILES AND YEARS OF TESTING

It is an undeniable fact that no motor car engine ever built has back of it a history of development, testing and achievement, that is comparable to that of this new 190-horsepower Cadillac power plant. Its basic design, in addition to laboratory tests, has been proved over a period of 37 years in the hands of the world's most exacting motorists. In the course of testing, the 1952 Cadillac engine, like all of the models that have preceded it, has been exposed to every conceivable strain and hazard—sustained high speeds on the road; pulling tests up grades as steep as 27%; mud roads designed to draw everything out of an engine; water baths that search out any weak spots. Those who know best—test drivers and experimental engine specialists—say without reservation that the new 190-horsepower Cadillac engine is more powerful, more durable, more efficient than any stock car engine ever built—including the great previous Cadillac engines.

THE CADILLAC V-TYPE OVERHEAD-VALVE ENGINE

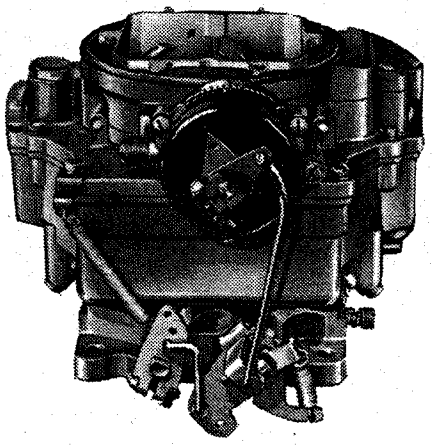
The many advanced features of the 1952 Cadillac engine literally establish it as the new "Standard of the World" in motor car engines. This great V-type overhead valve engine of smaller over-all size, larger cylinder bore and a shorter piston stroke was first introduced in 1949.

The advanced features of this Cadillac engine are many. Among these is an overhead-valve combustion chamber design which assures controlled burning of the compressed fuel-air mixture to create a uniform power-thrust for maximum performance and combustion smoothness.

Each year since 1949, Cadillac engineers have made a series of improvements in this grand power plant, and the Cadillac engine has had a lower heat loss and greater cooling efficiency than most engines. This factor is inherent in the basic 1949 design to the effect that 12% less cylinder wear area is exposed to flame than in previous Cadillac engines. This means longer engine life.

There are five main crankshaft bearings in the Cadillac 190-horsepower engine. They are 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 factors contributing to smooth, quiet operation include a valve mechanism with high ridigity factors, hydraulic valve lifters and a minimum of air cleaner and exhaust system noises for greater passenger convenience.

The Cadillac engine for 1952 is a culmination resulting from years of research both in laboratory and on the road. It will take only a few minutes of your time—with your foot on the accelerator—to prove that Cadillac has again given the world a new standard for automotive engines.



NEW CADILLAC
FOUR-BARREL CARBURETOR

For added mileage, better performance and the safety and convenience of smooth and rapid acceleration—Cadillac presents a new, four-barrel carburetor of advanced design. This new unit, in combination with Cadillac's new unrestricted engine intake and dual exhaust manifolding, is partly responsible for the high output of the Cadillac 190-horsepower engine for 1952.

Important to Cadillac owners is the extremely high efficiency of the four-barrel downdraft carburetor. It almost doubles the intake capacity of the old style dual-throated carburetor found on many cars. This new carburetor helps provide instant response and rapid acceleration of the car at the driver's every need or whim. Although rarely needed, the same power reserve and rapid acceleration response of the car is now available at higher speeds. In operation, this four-barrel "carburetor of tomorrow"—made available today for Cadillac owners—works in *two* sets of dual-barrel carburetors mounted on the engine in tandem. The forward dual-barrel unit is the basic operating or "primary" carburetor. The aft dual-barrel unit is the "booster" or "secondary" carburetor, and comes into play as needed. At low speeds, the engine works from the primary carburetor. In driving emergencies on the highway, or when sparkling acceleration is required

in city driving, the secondary carburetor comes into action by additional pressure on the accelerator pedal. The result is smooth, powerful and satisfying acceleration. No noticeable "bump" is felt by the driver at the entrance of the secondary carburetor into engine use.

Better, smoother performance in the top half of speedometer ranges requires a larger quantity of fuel-air mixture rather than a richer mixture. One of the major advantages of the new Cadillac four-barrel downdraft carburetor is that the "secondary" carburetor permits the engine cylinders to be packed more effectively due to the higher pressure in the intake manifold at the beginning of the compression stroke before the intake valve is closed.

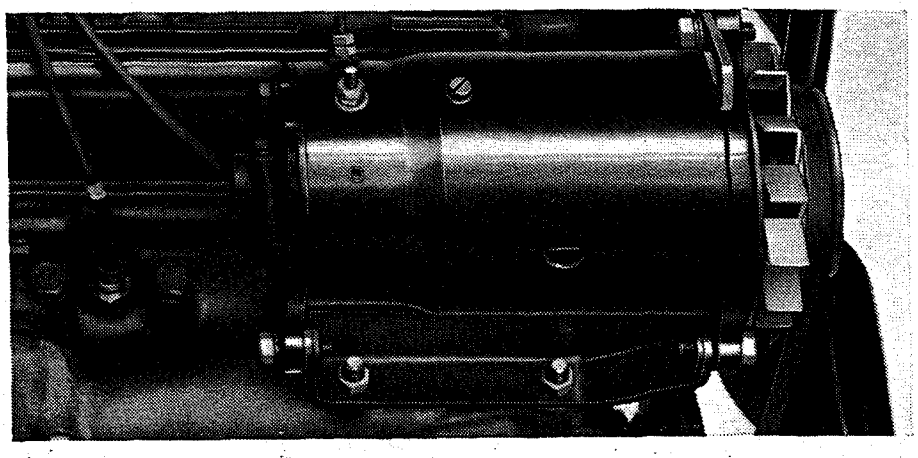
At low car speeds the engine does not get into four barrel operation. The bulk of driving and road load is handled by the "primary" carburetor. The brand new motoring thrill of instant acceleration from Cadillac four-barrel carburetion comes into play as it is needed.

Cadillac engineers have also made improvements in the carburetor automatic choke control for quick starts in cold weather. The new four-barrel carburetor uses hot exhaust gases taken from the engine exhaust manifold to pre-heat quickly the fuel-air mixture in the carburetor idle-tubes and intake manifold when the engine is being operated in cold weather. This warming of the idle system helps prevent the formation of ice in the carburetor on cool humid days and eliminates annoying engine stalling.

The fuel-air mixture when warmed ignites faster and burns more completely to provide smooth performance in starting and driving a cold engine. As the engine warms and the need for pre-heating is reduced, the hot gases are then returned directly to the engine exhaust system.

ADVANTAGES

• Quick starts in cold weather. • Freedom from stalling. • Greater fuel economy. • More power and speed. • More rigid construction. • Smooth and ultra-fast acceleration.

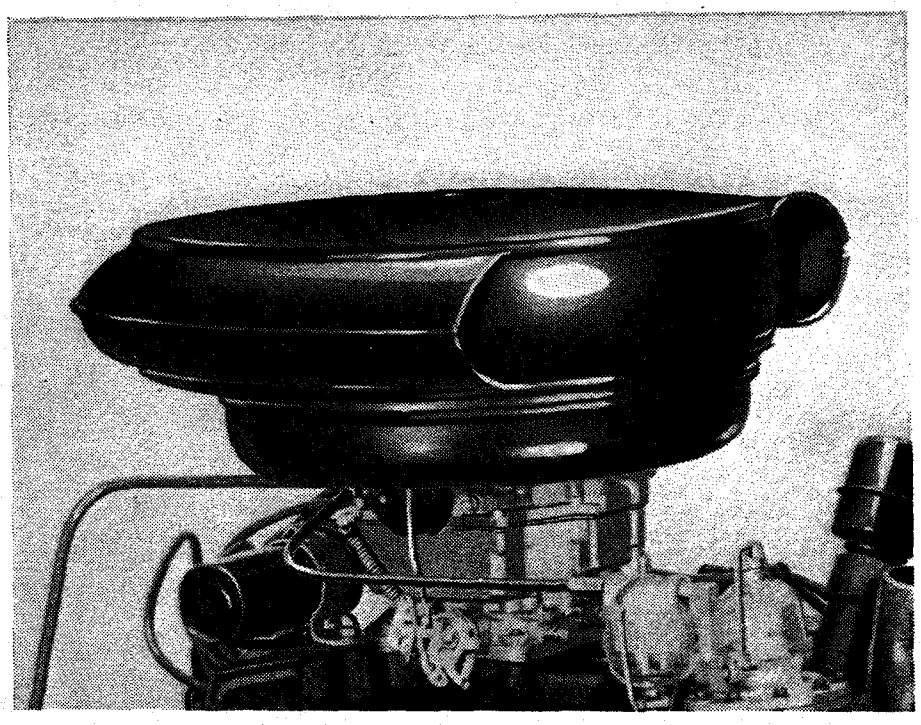


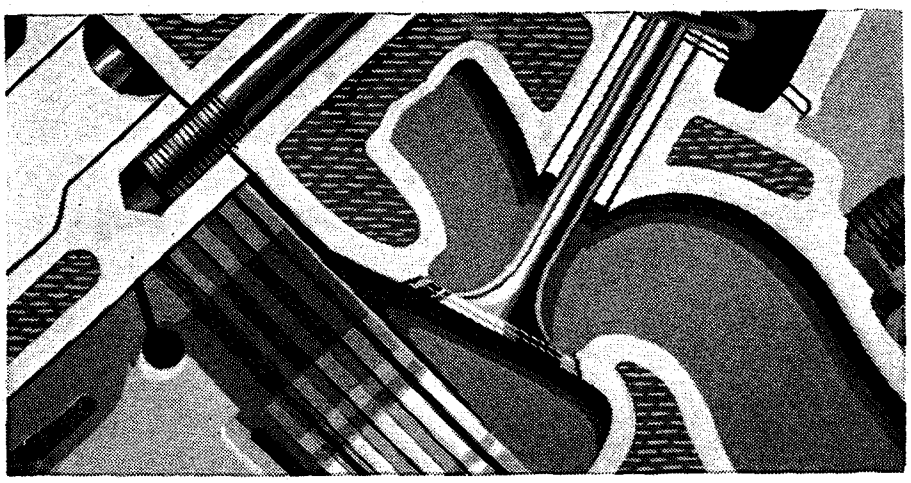
NEW 45-AMPERE EXTRUDED-FRAME GENERATOR

Cadillac owners will have ample current for all electrical equipment from the new Cadillac generator output of 45 amperes. This new generator is of the latest extruded-frame type and is of more rugged construction for 1952.

NEW HIGH-CAPACITY CARBURETOR AIR CLEANER

For 1952, the high-capacity carburetor air cleaner has been re-designed to direct a greater flow of air into the carburetor for better engine breathing. As in past years, the air cleaner is the heavy duty oil-bath type to provide efficient air filtering. This year the air cleaner is mounted with a center stud to improve sealing at the carburetor.



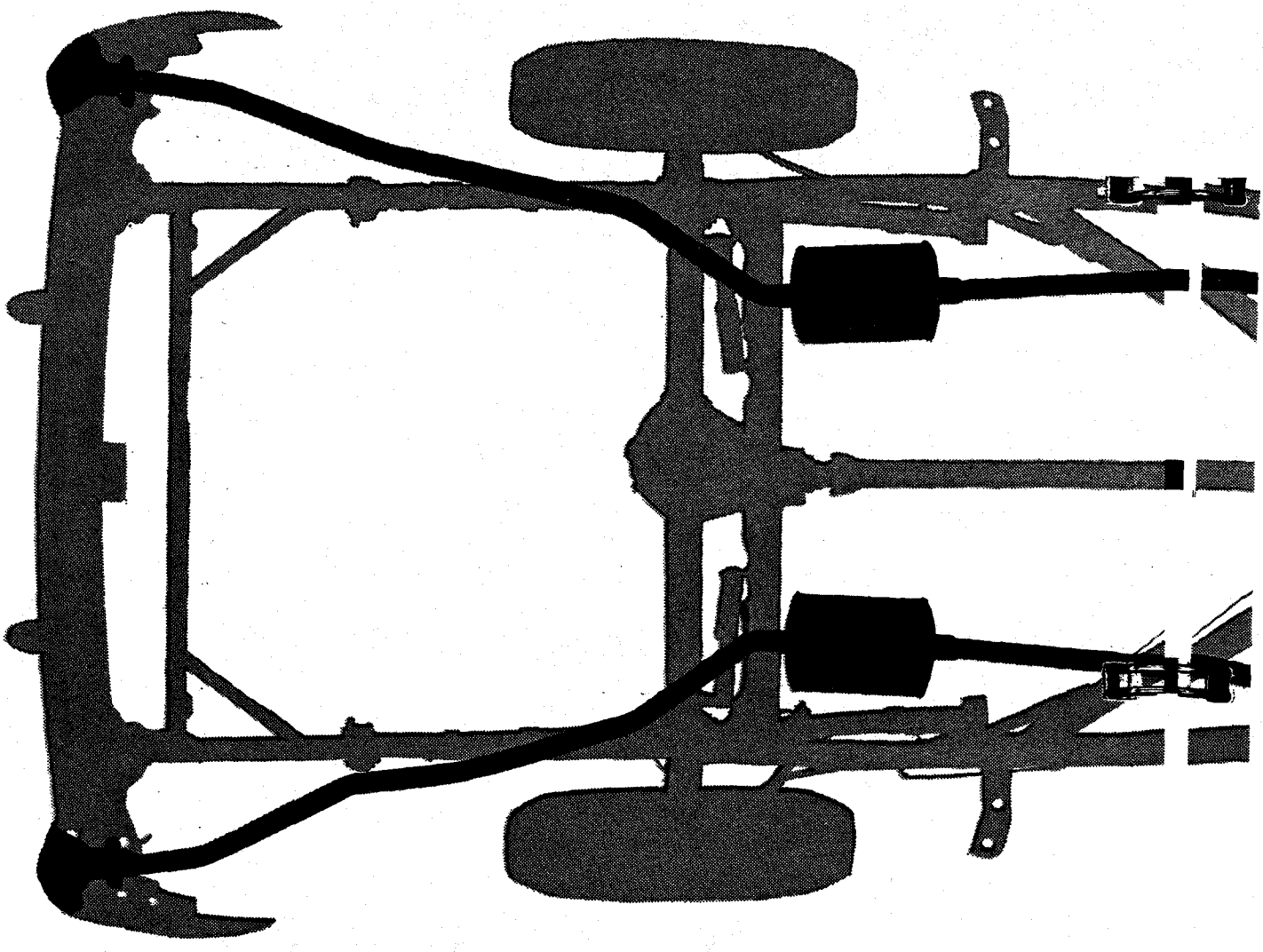


NEW LARGER EXHAUST VALVES

To permit free breathing and better exhaust, larger exhaust valves of special alloy steel permit hot gases to escape rapidly from the cylinders. Valves in the Cadillac engine are spaced so that cooling water is circulated completely around valve ports. This improves efficiency.

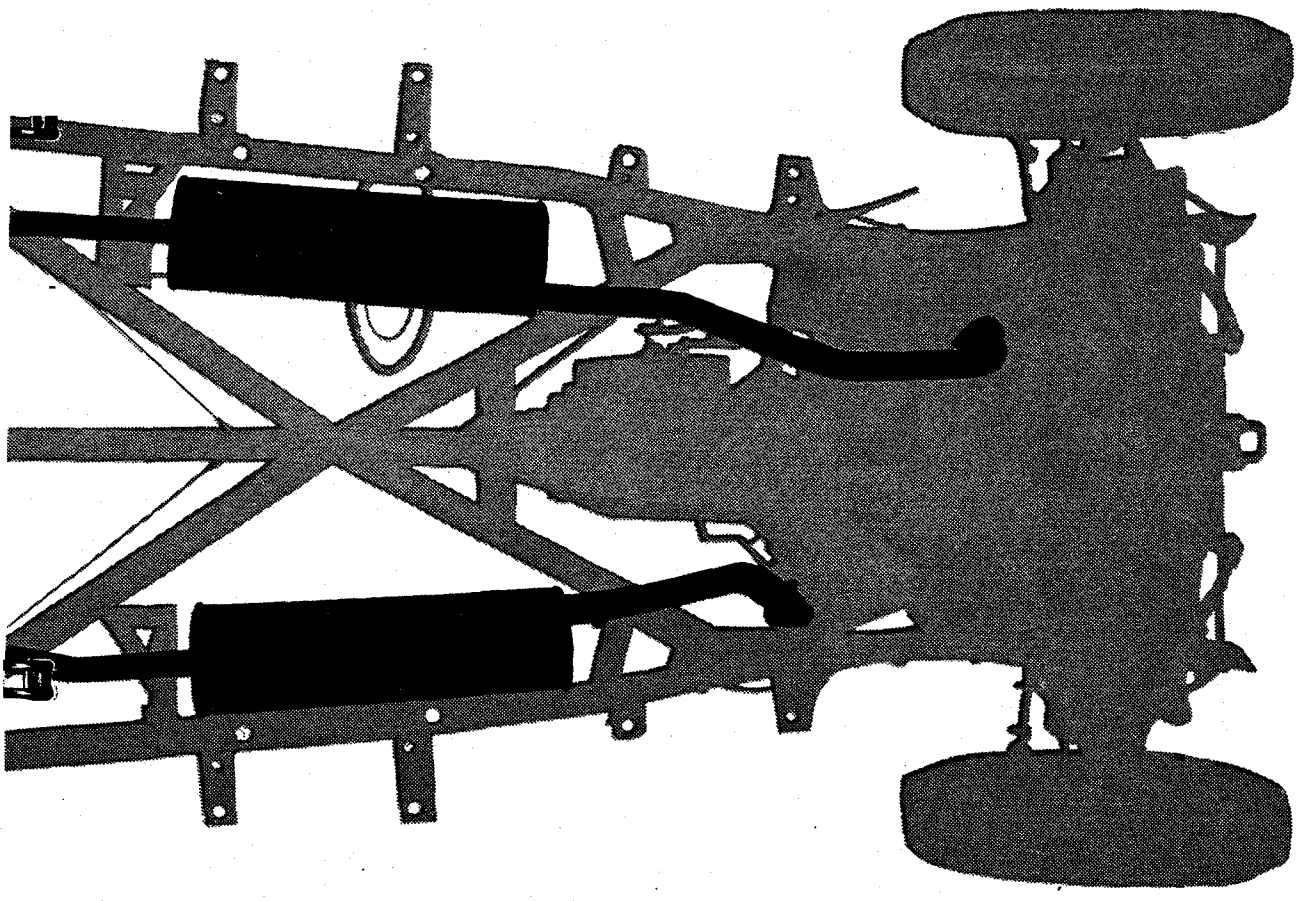
NEW WIDER "FREE-FLOW" EXHAUST PORTS

In the 1952 Cadillac engine, the valve ports are wider and smoother with very low restrictions to permit free passage of gases with minimum heat transfer into the ports. Cadillac's exhaust valve-and-port arrangement contributes to the rapid passage of gas mixtures directly into and out of the cylinders, also improving efficiency.

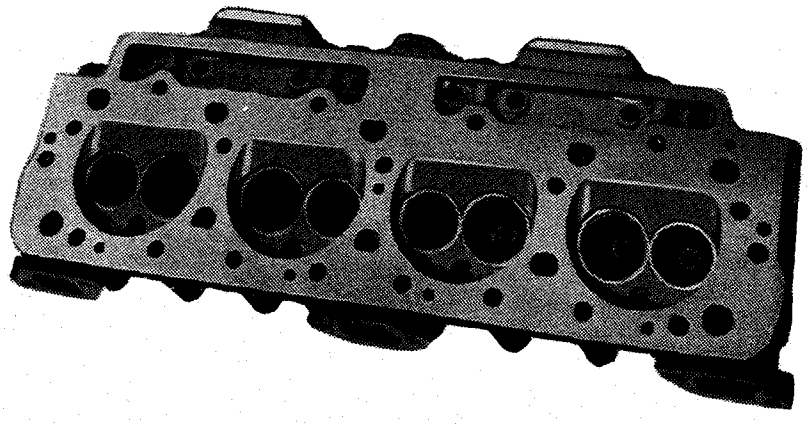


NEW DUAL-EXHAUST SYSTEM

Each bank of four cylinders in the 1952 Cadillac engine, exhausts directly into separate manifolds—one on each side of the engine. The exhaust gases are carried away rapidly through larger, improved manifold passages.



Cadillac for 1952 offers twin-exhaust manifolding, twin mufflers, twin resonators, and twin tailpipes. This new system results in less back-pressure on the engine and contributes greatly to increased performance of the car.

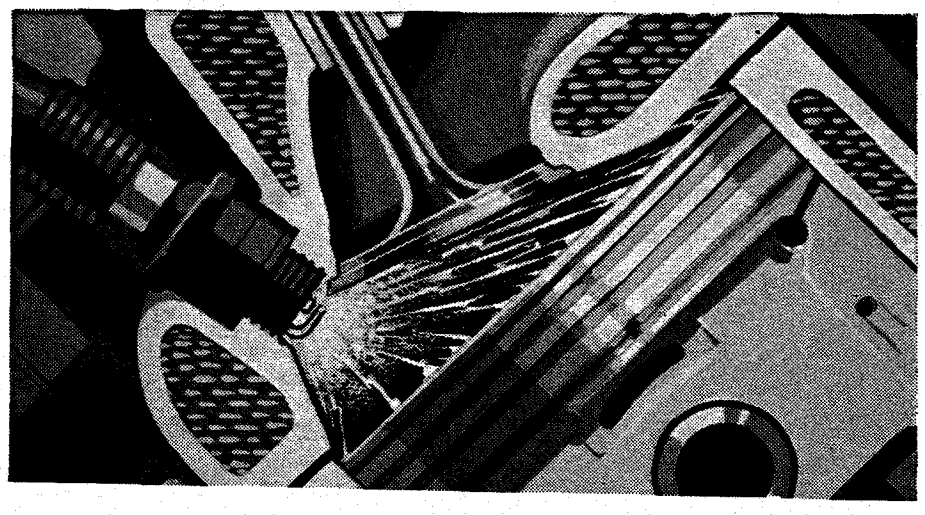


SCIENTIFICALLY DESIGNED CYLINDER HEAD AND COMBUSTION CHAMBERS

The Cadillac engine is basically designed for compression ratios as high as 12 to 1. Such ratios are not practical today because of the limitations imposed by the type of premium gasolines generally available. The engine is designed to operate efficiently on fuels available everywhere and much of the efficiency of this engine may be credited to the high-compression design of the combustion chamber in the cylinder head. The compact shape of this chamber increases turbulence, shortens the flame travel and helps cool the last portion of the burning mixture to dampen "knock" and give smoother engine performance.

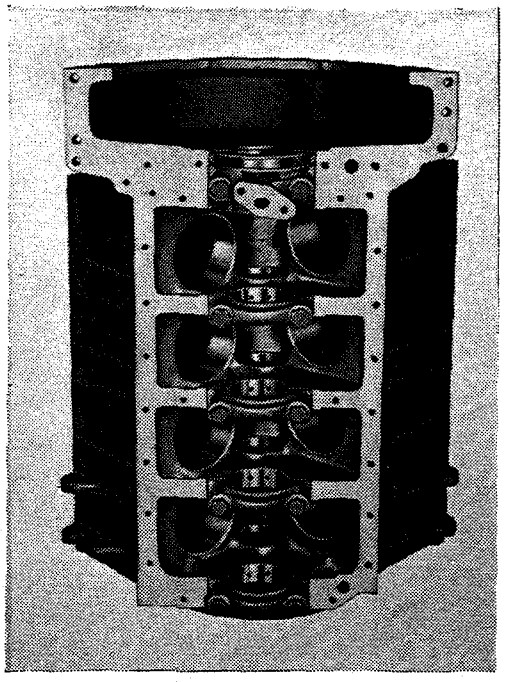
COMBUSTION SMOOTHNESS

The illustration indicates the compact shape of the combustion chamber. The flame front progresses evenly across the combustion chamber. This means uniform pressure on the piston head and a smooth delivery of power. Detonation is limited by the "quenching effect" of the small clearance area between the piston and the combustion chamber at a point opposite the spark plug. Complete burning of the fuel-air mixture is thus accomplished.



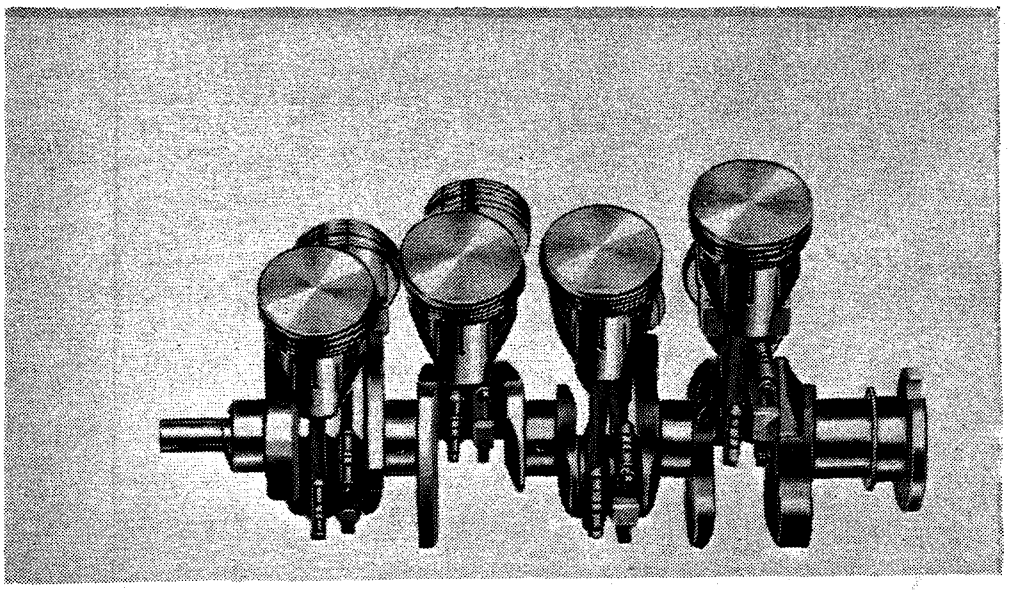
RUGGED CYLINDER-BLOCK CONSTRUCTION

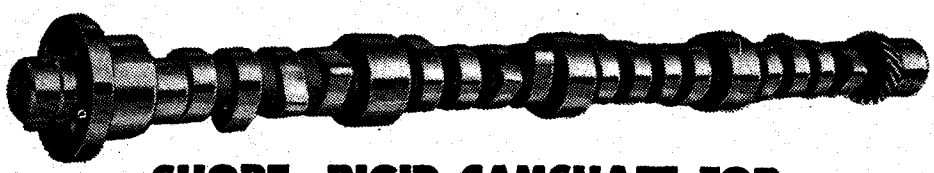
The rigid, box-like construction of the powerful 1952 Cadillac cylinder block distributes power stresses evenly throughout the special high-strength, grey-iron alloy casting. Five sturdy main bearing bulkheads, and heavy ribbing between these webs, relieve the metal of all internal stresses ordinarily encountered in high-compression automobile engines.



WELL-DESIGNED PISTON-CRANKSHAFT ASSEMBLY

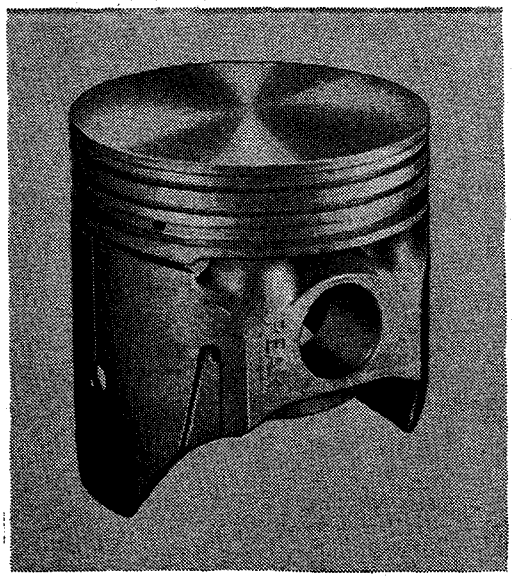
Vital to good engine performance is a well-designed piston and crankshaft assembly. The use of small, light, scientifically designed engine parts is one effective method of reducing friction and weight in the Cadillac engine. The shorter engine design, introduced by Cadillac in 1949, increases the number of bearing supports from three to five and reduces the size and weight of crankshaft and camshaft. The 5 main-bearing crankshaft has great rigidity and great torsional resistance, which also increases engine smoothness and quietness in operation.





SHORT, RIGID CAMSHAFT FOR SMOOTH, QUIET PERFORMANCE

All Cadillac camshafts are machined from high alloy castings. The cam and bearing surfaces are specially treated to give them permanent friction-resisting qualities. Five bearing supports provide the short rugged Cadillac camshaft an even more rigid mounting, thereby maintaining precision split-second timing of the valves.

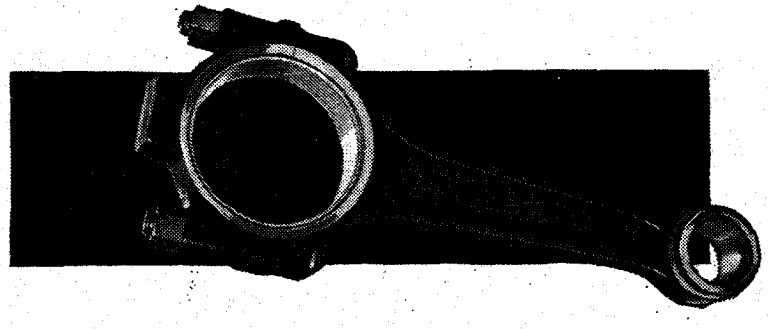


SLIPPER-TYPE PISTONS REDUCE FRICTION

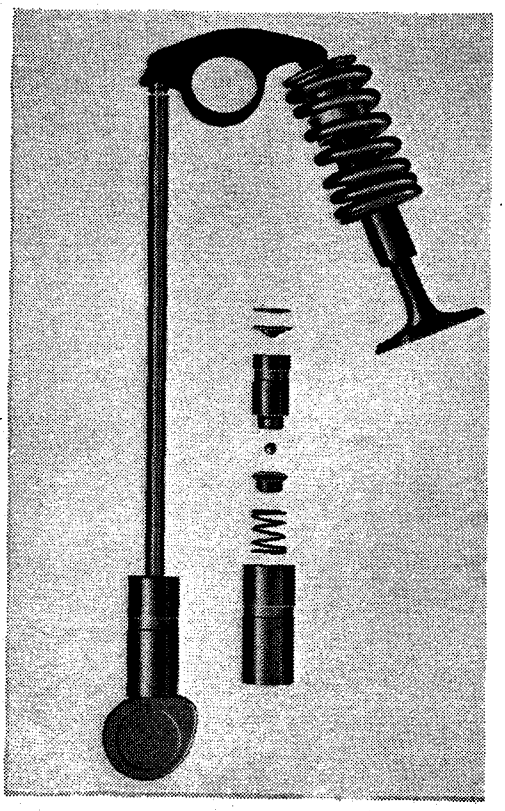
Cadillac pistons feature the slipper-type skirt in which part of the skirt is cut away to reduce both weight and friction in the engine. This design allows the use of a short connecting rod of great strength. Cadillac pistons nest into the crankshaft counterweights. The light weight of these aluminum alloy pistons reduces inertia when the engine is operating at high speeds and permits faster acceleration. A special heavy-duty Cadillac oil ring increases oil mileage.

RUGGED I-BEAM CONNECTING RODS

Cadillac connecting rods are short, strong and rigid. All thrust surfaces are ground and highly polished to reduce friction to the minimum. For extra strength they are formed in I-Beam section for longer, trouble-free life.



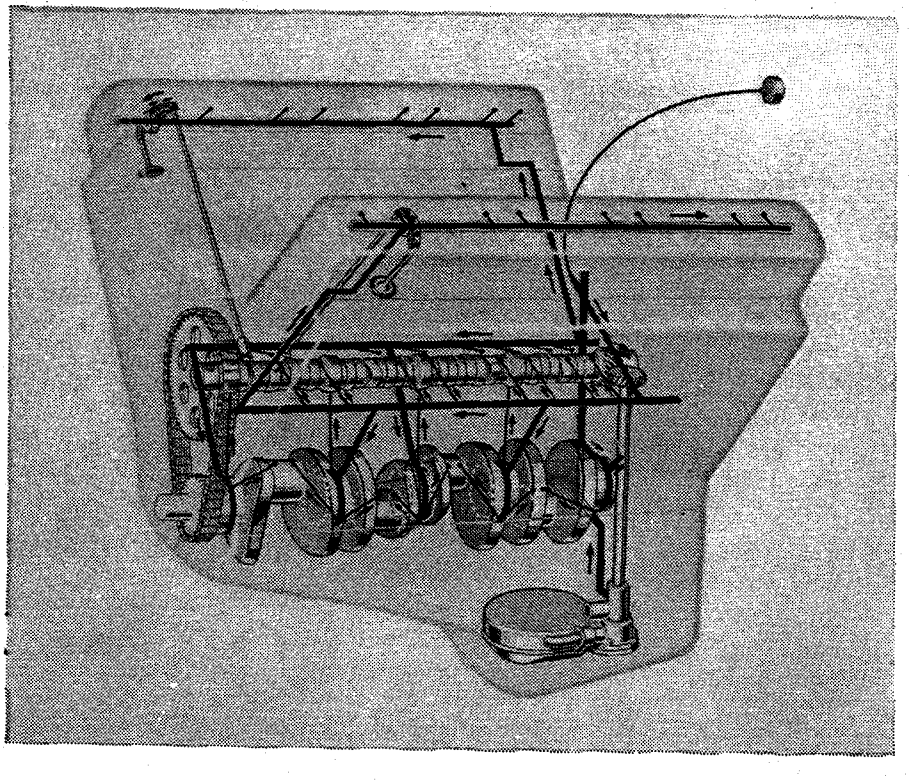
LIGHTWEIGHT OVERHEAD VALVE MECHANISM

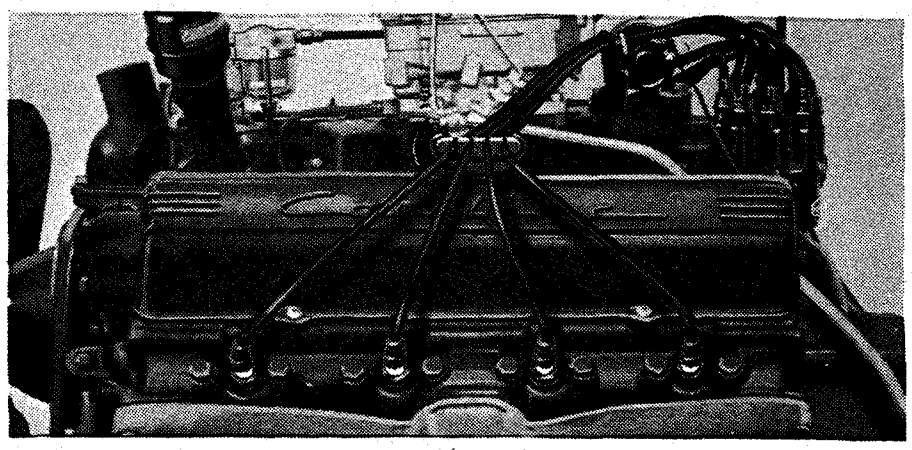


In the 1952 Cadillac engine, lightweight, rigid overhead valve mechanism actuated by hydraulic valve lifters insures accurate timing and quiet operation. Hydraulic valve silencers assure that there is no clearance space between the tappet and the valve mechanism parts. Valve reconditioning, necessitated in most instances by incorrect valve-tappet clearance, is reduced by Cadillac to a minimum, resulting in longer valve life.

FULL-PRESSURE ENGINE LUBRICATION

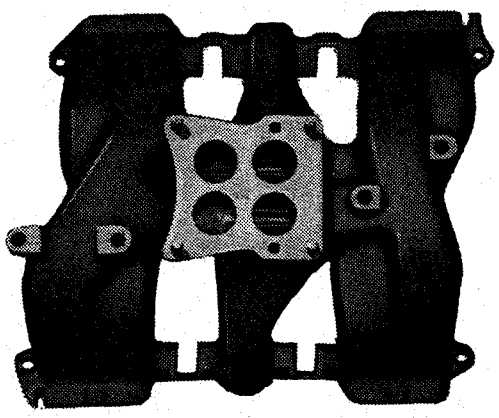
The life of the 190-horsepower Cadillac engine is prolonged by the effectiveness of its full-pressure engine lubrication system which pumps oil, under pressure, from the crankcase directly to the overhead valve assembly, and to the bearings of the crankshaft, camshaft, connecting rods and rocker shafts. A positive jet of oil is delivered by the system to the cylinder walls and to the piston pin bearings.





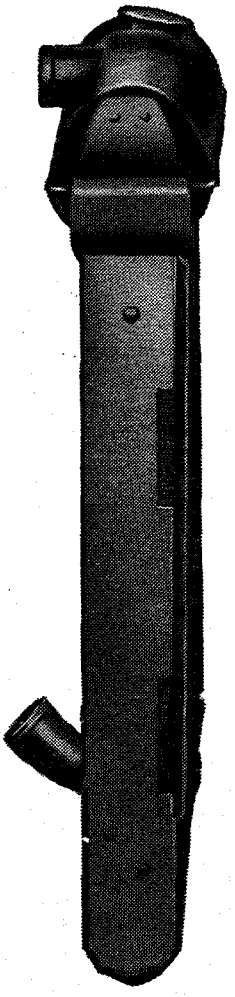
NEW IGNITION WIRING

The ignition system of the 190-horsepower engine is protected against moisture and water splash by the addition of new neoprene spark-plug boots, which are integral with the high-tension wires. Improved ignition wiring brackets and new terminals for both the distributor and spark-plug ends of ignition wiring have been added on all cars.



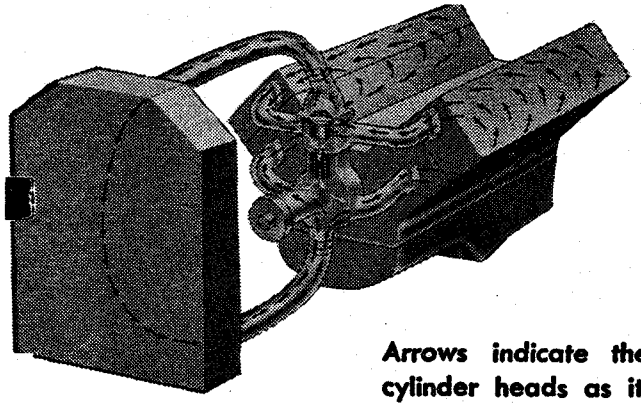
NEW "FREE-FLOW" INTAKE MANIFOLD

The breathing efficiency of the 1952 Cadillac engine has also been greatly improved by the development of a new intake manifold of balanced design. The 1952 manifold has larger and smoother passages than ever before and it is designed to deliver exactly uniform charges of fuel-air mixture to the cylinders for even greater efficiency.



COOLING SYSTEM OF ADVANCED DESIGN

The Cadillac engine is cooler in operation because its compact bank of cylinders makes it necessary for cooling water to travel only a short distance to reach the farthest cylinder. Also, the cylinder wall and combustion chamber area, in contact with cooling water, is small. This means an over-all lessening of heat transfer to the cooling water—thus more heat energy developed is available for power. Proper temperatures for all operating conditions are an inherent part of Cadillac cooling system design. The system warms up quickly and evenly because each cylinder wall is completely surrounded by the coolant. An integral casting, comprising water-pump housing and inlet and outlet water manifolds, eliminates all hose connections except one running to the lower and one to the upper radiator tanks.

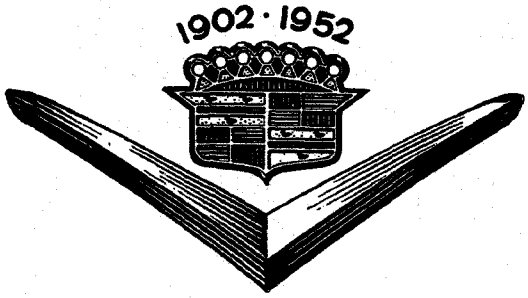


Because of low friction and low heat losses in the Cadillac engine, a small, light radiator is used.

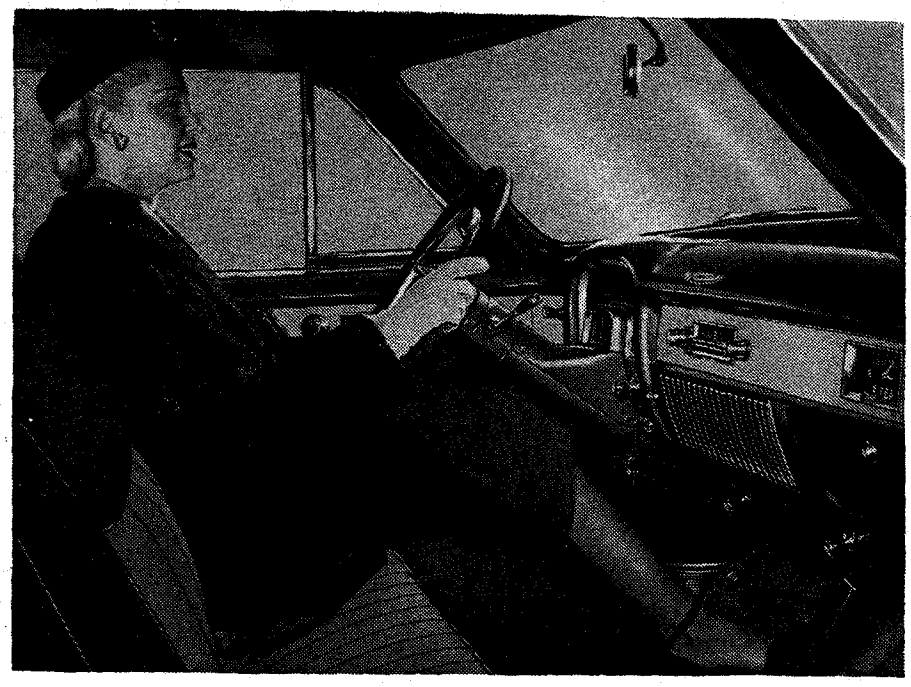
Each cylinder in the engine is completely surrounded over its entire length by cooling water.

Arrows indicate the path of water through the cylinder heads as it cools valve seats and guides.

IN ITS 50TH YEAR AS STANDARD OF THE WORLD!



NEW HYDRA-MATIC



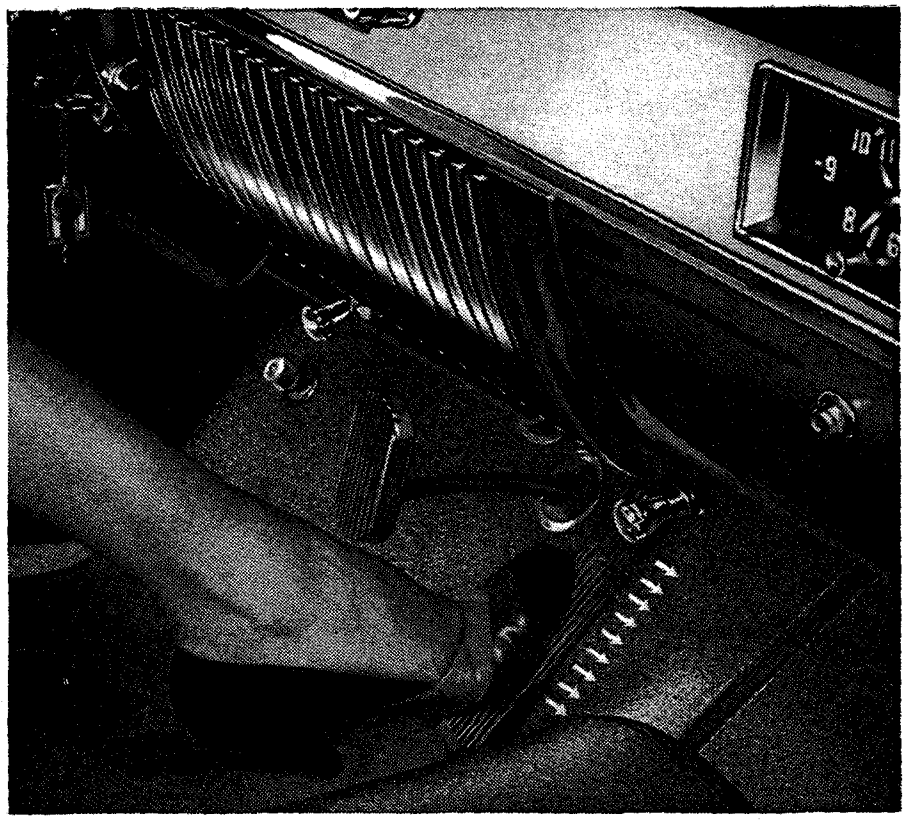
THE NEWEST KIND OF EFFORTLESS DRIVING

Cadillac introduces with its Golden Anniversary models a new Hydra-Matic Drive. This new unit retains all of the advantages of the Hydra-Matic transmission developed over the past decade, plus new flexibility, better performance, and a higher degree of economy than before.

Simply stated, this new transmission has two driving ranges instead of one—a range for the open road and a range for congested city traffic and mountainous driving.

The quadrant selector dial, located just above the horn button, provides for five positions of the lever—"Neutral," two "Drive" positions, "Low" and "Reverse."

Starting from "Neutral," the first driving position is the one to be manually selected for all normal driving requirements. It provides four forward gear ratios. These are automatically selected for maximum efficiency according



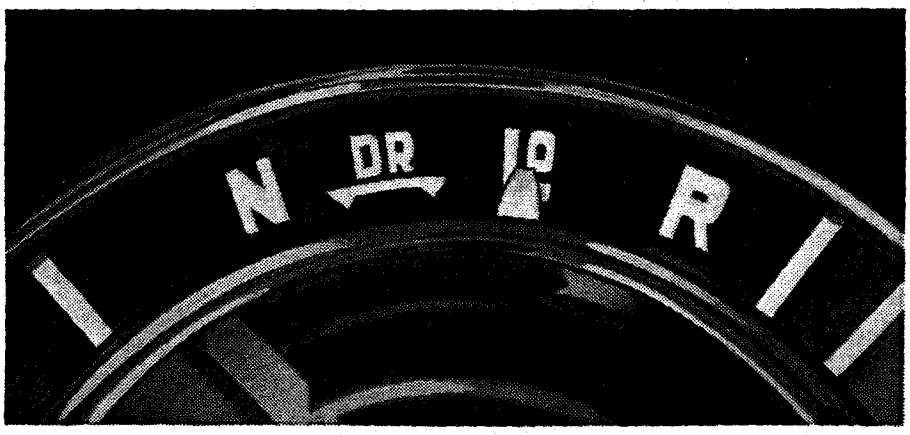
to the pressure exerted on the accelerator pedal and the speed of the car. Fourth gear, which is the normal running position after the car has gained momentum, has a ratio of 1 to 1. This results in exceptionally low engine speed compared to car speed, giving increased economy, smoother, quieter operation, lower oil consumption, and less wear on engine parts. This lower engine speed can make driving much more pleasing at higher car speeds.

The second driving position locks out the fourth gear up to 75 miles per hour. This results in better acceleration in traffic and faster "step-down" acceleration when the accelerator is put to the floor board, because advantage is taken of a low gear ratio. It is the range best suited for ascending and descending steep grades where traffic signs call for shifting into lower gears, because the transmission

will not "hunt" between third and fourth going up a hill, and more engine braking is provided going down hill.

The control lever may be moved at will between these two positions when traveling at any car speed below 70 miles per hour. Thus, by providing the most efficient transmission ratio for any requirement, coupled with today's highly advanced engine, Cadillac for 1952 offers brilliant performance with greater flexibility in traffic than ever before. Another over-all improvement in driving pleasure is obtained in the new Hydra-Matic transmission because, by operating at lower oil temperature and viscosity, there is decidedly less variation in "shift feel."

The step-down shift from 4th to 3rd gear can be made by depressing the accelerator pedal completely for passing or for extra bursts of speed at car speeds of less than 65



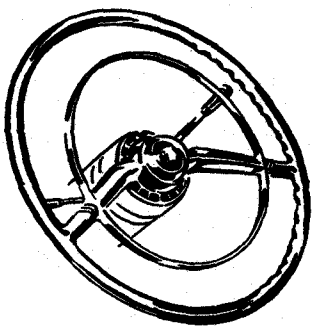
miles per hour. The step-down shift from 3rd to 2nd gear can be made at any car speed below 25 miles per hour. In former Hydra-Matic drives, the step-down from 3rd gear to 2nd gear was limited to below 12 miles per hour. In the new Hydra-Matic greatly improved emergency acceleration is provided in the 12 to 25 mph speed range.

Engine braking characteristics of the new transmission have been greatly improved over former automatic transmission designs. By placing the selector at the second

driving range, the transmission is held in third gear, thus giving adequate braking for moderate down grades at speeds below 70 miles per hour.

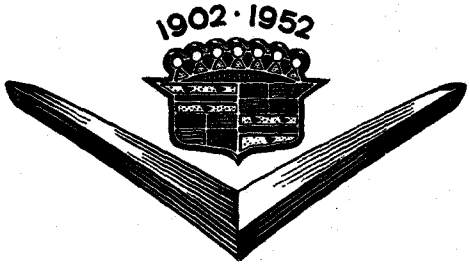
For extremely steep grades, the selector may be set at "LO," to hold the transmission in second gear position for maximum braking at speeds below 40 miles per hour.

Thus, with the complete combination of today's high performance engine, and new Hydra-Matic, the following improved results are obtained:



- **GREATER DRIVER AND PASSENGER COMFORT.**
- **INCREASED PERFORMANCE.**
- **QUIETER, SMOOTHER OPERATION.**
- **OVER-RUN BRAKING NEVER BEFORE AVAILABLE IN AUTOMATIC TRANSMISSIONS.**
- **A COOLER OPERATING UNIT.**
- **FEWER SERVICE PROBLEMS.**
- **COMPLETE CONTROL OF THE SHIFTING IF DESIRED.**

IN ITS 50TH YEAR AS STANDARD OF THE WORLD!



1952 ACCESSORIES

CADILLAC ACCESSORIES GROUPS

GROUP G1

Windshield Washer		Fog Lights
Wheel Discs		License Frames
Oil Filter	Vanity Mirror	Outside Mirror

GROUP G2

Windshield Washer	Fog Lights
Wheel Discs	License Frames
Oil Filter	Vanity Mirror

GROUP G3

Windshield Washer	Fog Lights
Wheel Discs	Outside Mirror
Oil Filter	Vanity Mirror

GROUP G4

Windshield Washer	License Frames
Wheel Discs	Outside Mirror
Oil Filter	Vanity Mirror

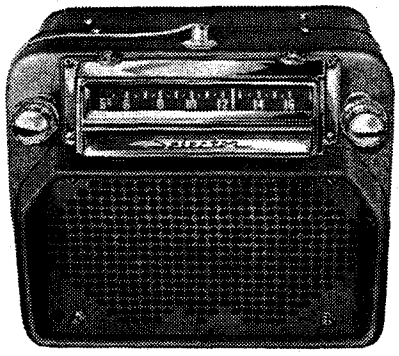
GROUP G5

Windshield Washer	Oil Filter
Wheel Discs	Fog Lights

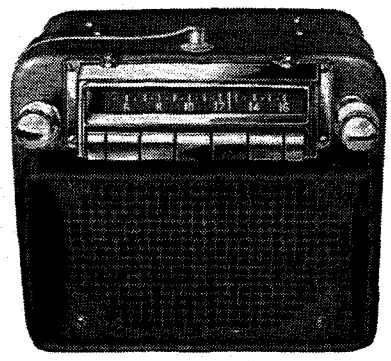
GROUP G6

Windshield Washer	Oil Filter	Wheel Discs

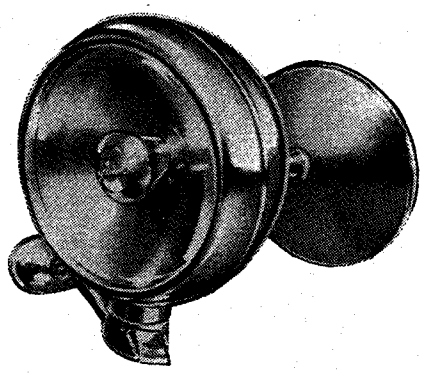
SIGNAL SEEKING RADIO WITH REAR SPEAKER—The signal seeking radio with rear speaker and automatic station selector is available. Foot tuning control can be added. It is one of the most modern car radios available.

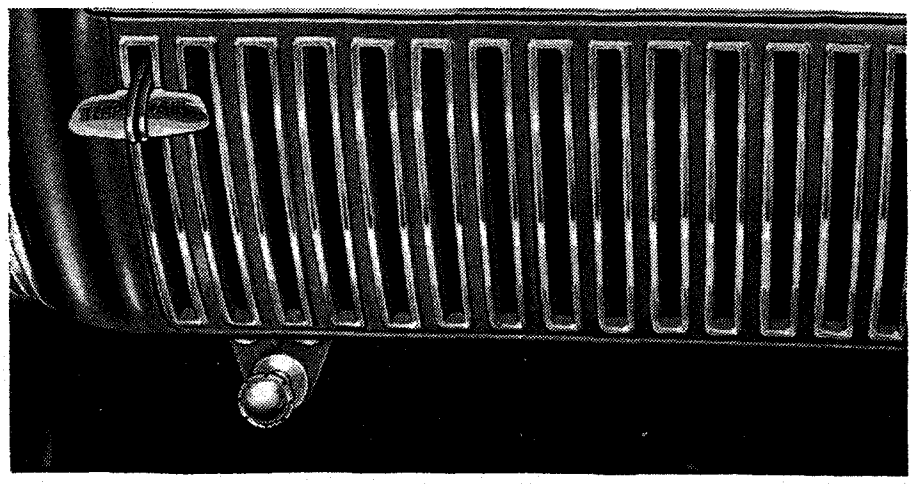


THE AUTOMATIC PUSH BUTTON RADIO—With elliptical speaker, offers fine reception under all conditions. Station selector buttons are easily set on the "push-pull" lock-up tuner which is the smoothest and most accurate mechanical tuner ever developed for any car radio.



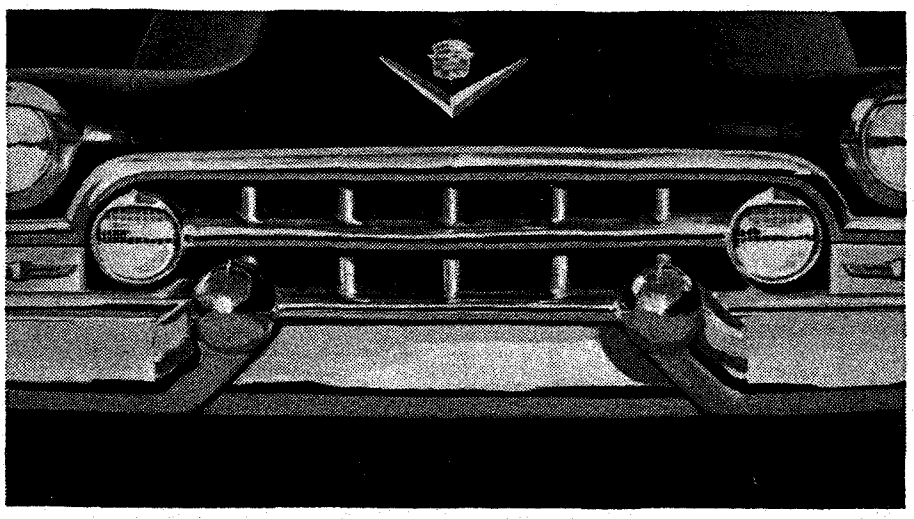
SPOTLIGHTS—Right-hand or left-hand mounted spotlights are designed with a built-in rear view mirror—enabling the driver to adjust the mirror from inside the car. Both left and right spotlights add distinctive beauty to the 1952 Cadillac car.

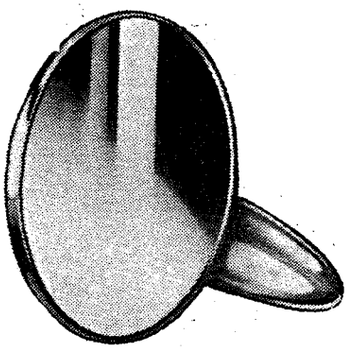


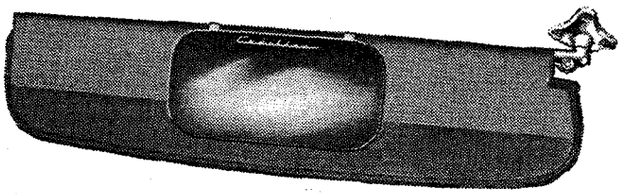


AUTOMATIC HEATING SYSTEM—The Cadillac Automatic Heating System consists of one underseat heater, a defroster with an outside air inlet on the left side of the front compartment. In addition the Deluxe Model for Series 60 Special, and Series 62 cars (except Convertible), includes a rear window blower for defogging the rear window. The Deluxe Model for Series 75 cars has three underseat heaters and also includes a rear window blower for defogging this vital rear-window area.

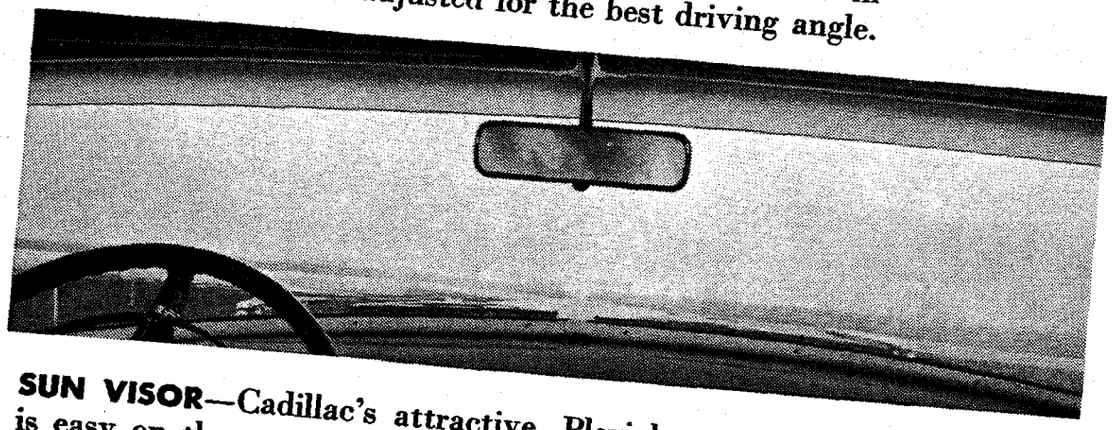
FOG LAMPS—The new 1952 Cadillac fog lamps improve visibility under adverse weather conditions. These fog lamps also incorporate the turn-signal lights. The location of the front compartment control switch for the fog lamps depends upon whether Signal Seeking or Automatic Push Button radio is used.



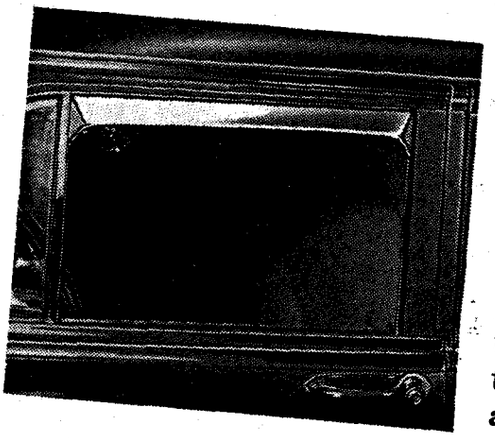




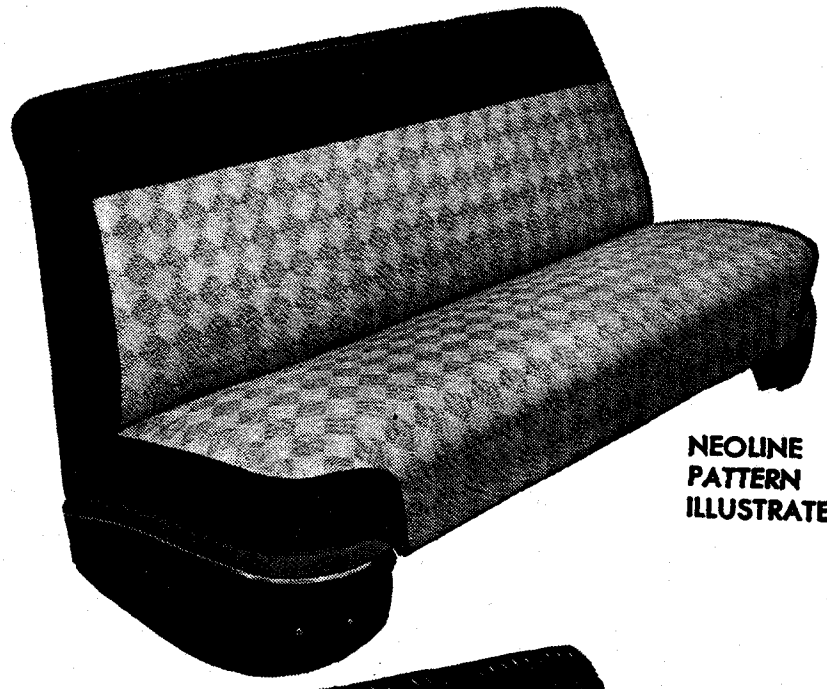
MIRRORS—Among the beautiful Cadillac accessories are listed two pairs of endlessly useful mirrors. The first set, the visor vanity mirrors, are convenient 4″ x 8″ mirrors distinctively decorated with the Cadillac name in script. They clamp on the back of either sun visor. The second set of mirrors, for better rear view, are the outside mirrors. They are plate glass, 4½ inches in diameter and can be adjusted for the best driving angle.



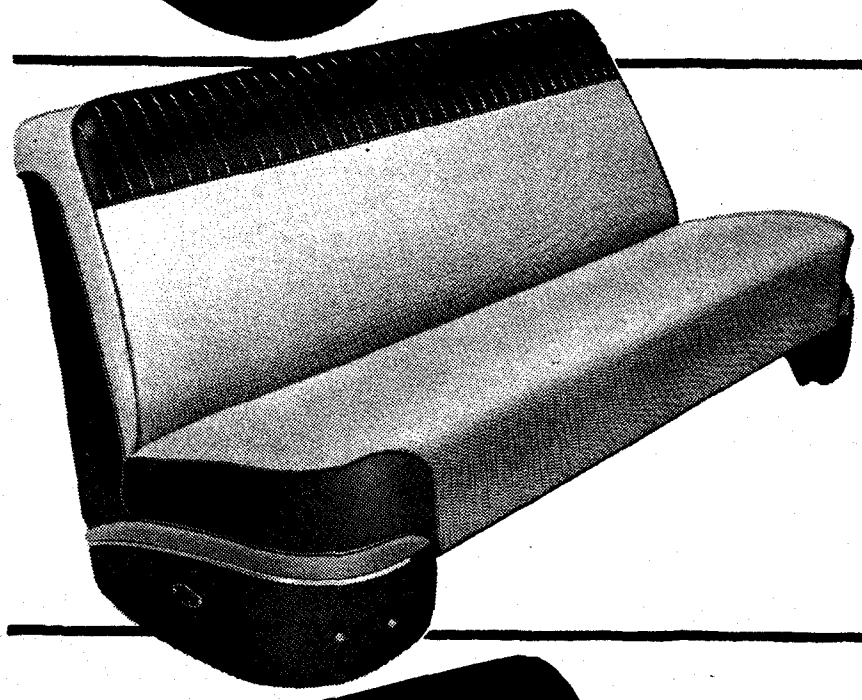
SUN VISOR—Cadillac's attractive, Plexiglas sun visor is easy on the eyes the year around. It is installed on the inside top portion of the windshield in the matter of only a few minutes. In all seasons of the year, it filters out strong sun rays . . . cuts sky and snow glare and offers better daytime driving visibility.



VENTSHADES—These beautiful, stainless steel window shields not only dress up the car but cut down sun glare, reduce draft when the windows are open, and when it's raining, permit opening the windows two or three inches without letting in rain. Handsomely styled to harmonize with the car's appearance, they fit smoothly.



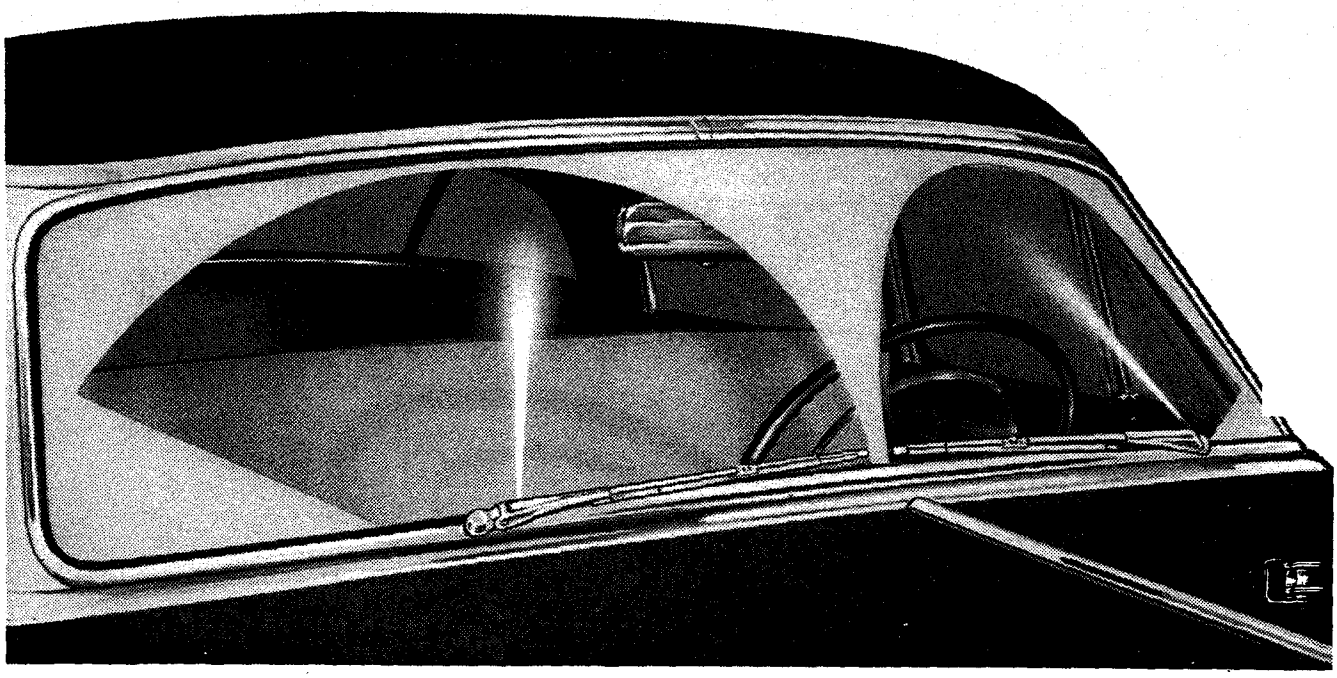
NEOLINE
PATTERN
ILLUSTRATED



PARATWILL SEAT COVERS—Cadillac seat covers for 1952 have been restyled. The Rayon-Cotton Paratwill line is available in three patterns. The first, a two-tone stripe pattern is available in green, blue or maroon with bolster in solid matching color. Solid colors of green, blue or maroon with self-woven stripes are also available. The new Neoline Paratwill pattern comes in two-tone colors of blue, maroon or green with bolster of solid color.

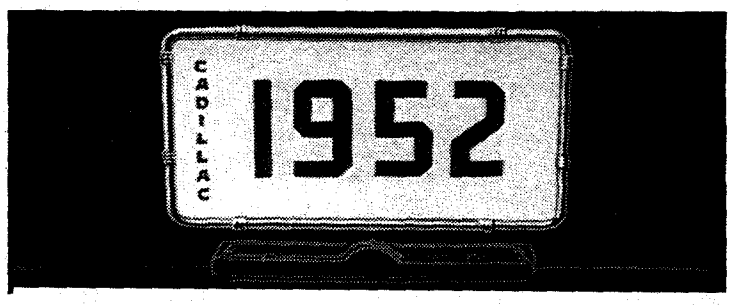
PLASTIC COVERS—Are available in two distinct patterns and a range of three color combinations. An over-all diamond-cross pattern is available in either blue, green or maroon with a solid colored bolster of Paratwill. A houndstooth pattern is also available in a choice of green, blue or maroon. This pattern has a black simulated leather bolster with channel design.

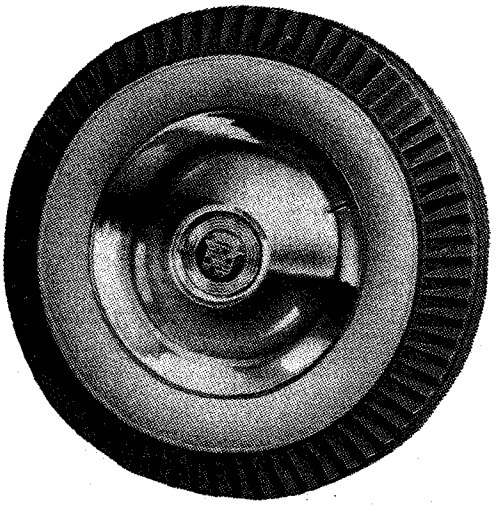
TARTAN PLAID SEAT COVERS—Are fabricated from 100% durable double-twist rayon. A green and gray plaid with green Paratwill bolster is an attractive choice. Other color combinations available include blue and gray plaid with blue Paratwill bolster and a maroon and gray plaid combination with maroon Paratwill bolster.



WINDSHIELD WASHER—The Cadillac windshield washer is not only a convenience but also a safety accessory. It sprays two jets of clean water or solvent on the windshield so that mud, slush or insects may be removed by the windshield wipers. The tank is filled with Cadillac Solvent and water in winter or summer. Finger-tip pressure on button in the center of the windshield wiper control starts a pump which gives immediate action.

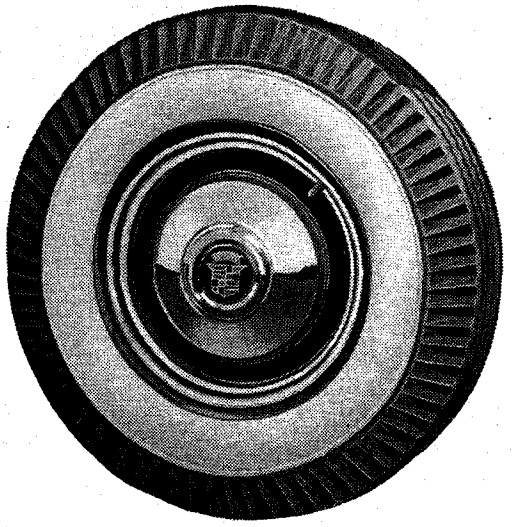
LICENSE PLATE FRAMES—These Cadillac license plate frames enhance the appearance of the license plates, cover their sharp edges and protect them from weathering. Chrome-flashed, these attractive frames sell in pairs.





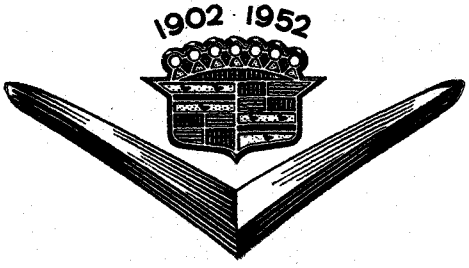
CADILLAC WHEEL DISCS—The easily installed Cadillac wheel discs have been designed to add even more beauty to the car. They increase eye appeal by making each wheel a "mirror bright" circle of chrome-flashed stainless steel. A set consists of four discs 15 inches in diameter. The Cadillac Crest at the center further enhances their beauty.

CADILLAC WHEEL TRIM RINGS Enable the owner to build up the eye appeal of the wheels. Whether the car is in motion or standing still, the trim rings add to the over-all impression of Cadillac smartness. The trim rings are fabricated from durable and heavy stainless steel.



CADILLAC BLUE CORAL—During the past 20 years, the Cadillac Blue Coral Treatment goes far beyond ordinary wash and polish or waxing. It cleans away dirt, grime and traffic film. It restores the original beauty of the finish and then seals it with a lustrous, glass-hard enduring protective coating. It may be applied in the Service Department or is available for individual application.

IN ITS 50TH YEAR AS STANDARD OF THE WORLD!



1952 SPECIFICATIONS

1952 CADILLAC GENERAL SPECIFICATIONS

	Series 62 Sedan	Series 62 Convertible Coupe	Series 62 Coupe	Series 62 Coupe de Ville	Series 60 Fleetwood Special	Series 75 8-Passenger Sedan	Series 75 Imperial Sedan
Wheelbase	126"	126"	126"	126"	130"	146¾"	146¾"
Over-all Length	215½"	220½"	220½"	220½"	224½"	236¼"	236¼"
Over-all Width	80⅛"	80⅛"	80⅛"	80⅛"	80⅝"	80⅛"	80⅛"
Over-all Height	62 1/16"	61⅛"	60 5/16"	60 5/16"	62 1/16"	64 1/16"	64 1/16"
Steering Ratio—Over-all	25.47	25.47	25.47	25.47	25.47	25.47	25.47
Turning Radius	22½'	22½'	22½'	22½'	23'	25½'	25½'
Tread—Front	59"	59"	59"	59"	59"	59"	59"
Tread—Rear	63"	63"	63"	63"	63"	63"	63"
Tires—Size	8:00 x 15	8:00 x 15	8:00 x 15	8:00 x 15	8:00 x 15	8:20 x 15	8:20 x 15
Tires—Ply Rating	4-ply	4-ply	4-ply	4-ply	4-ply	6-ply	6-ply
Engine	190-horsepower Cadillac V-8	190-horsepower Cadillac V-8	190-horsepower Cadillac V-8	190-horsepower Cadillac V-8	190-horsepower Cadillac V-8	190-horsepower Cadillac V-8	190-horsepower Cadillac V-8

Compression Ratio....	7.5:1	7.5:1	7.5:1	7.5:1	7.5:1	7.5:1	7.5:1
Piston Displacement...	331 cu. in.	331 cu. in.	331 cu. in.	331 cu. in.	331 cu. in.	331 cu. in.	331 cu. in.
Valve Arrangement...	Overhead	Overhead	Overhead	Overhead	Overhead	Overhead	Overhead
Carburetor.....	4-Barrel	4-Barrel	4-Barrel	4-Barrel	4-Barrel	4-Barrel	4-Barrel
Exhaust System.....	Dual	Dual	Dual	Dual	Dual	Dual	Dual
Transmission.....	New Hydra-Matic	New Hydra-Matic	New Hydra-Matic	New-Hydra-Matic	New Hydra-Matic	*Synchro-Mesh	*Synchro-Mesh
Steering Gear.....	Ball Nut with optional power steering	Ball Nut with optional power steering	Ball Nut with optional power steering	Ball Nut with optional power steering	Ball Nut with optional power steering	Ball Nut with optional power steering	Ball Nut with optional power steering
Frame.....	I-Beam, X-Member	I-Beam, X-Member	I-Beam, X-Member	I-Beam, X-Member	I-Beam, X-Member	I-Beam, X-Member	I-Beam, X-Member
Springs.....	Coil front, semi-elliptic-leaf rear	Coil front, semi-elliptic-leaf rear	Coil front, semi-elliptic-leaf rear	Coil front, semi-elliptic-leaf rear	Coil front, semi-elliptic-leaf rear	Coil front, semi-elliptic-leaf rear	Coil front, semi-elliptic-leaf rear
Drive.....	Hotchkiss	Hotchkiss	Hotchkiss	Hotchkiss	Hotchkiss	Hotchkiss	Hotchkiss
Axle Ratio with Hydra-Matic.....	3.36:1	3.36:1	3.36:1	3.36:1	3.36:1	3.77:1*	3.77:1*
Axle Ratio—Series 75. (Std. Manual Trans.)	.....	.....	.....	.....	.....	3.77:1	3.77:1
Alternate Axle Ratio Series 60 Special and 62s.....	3.07:1	3.07:1	3.07:1	3.07:1	3.07:1	.....	.....

*New Hydra-Matic transmission is optional on Series 75 cars.

INTERIOR BODY DIMENSIONS

All 1952 Cadillac Models

	Front Seat Hip Room	Front Seat Shoulder Room	Front Seat Leg Room	Rear Seat Hip Room	Rear Seat Shoulder Room	Rear Seat Leg Room
Series 62 Convertible Coupe	62 13/16"	56 1/8"	43 15/16"	51"	47 1/2"	38 5/8"
Series 62 Sedan	63 9/16"	58 1/8"	43 15/16"	64 1/4"	56 1/2"	42 1/8"
Series 62 Coupe	62 13/16"	56 1/8"	43 15/16"	54 9/16"	56 1/4"	38 5/8"
Series 62 Coupe de Ville	62 13/16"	56 1/8"	43 15/16"	54 9/16"	56 1/4"	38 5/8"
Series 60 Fleetwood Special	63 3/4"	58 1/8"	43 15/16"	64 1/2"	56 1/2"	42 1/8"
Series 75 8-Passenger Sedan	64"	58 1/8"	44 1/8"	56 7/8"	56 1/8"	
Series 75 Imperial Sedan	64"	58 1/8"	43 15/16"	56 7/8"	56 1/8"	

	Front Head-room	Rear Head-room	Front Seat Height to Floor	Rear Seat Height to Floor	Steering Wheel Clear-ance to Seat
Series 62 Convertible Coupe	34 15/16"	34 5/8"	14 7/16"	12 1/2"	5 1/16"
Series 62 Sedan	35 13/16"	35 9/16"	14 7/16"	12 13/16"	5 1/16"
Series 62 Coupe	34 3/16"	34 5/16"	14 7/16"	12 1/2"	5 1/16"
Series 62 Coupe de Ville	34 3/16"	34 5/16"	14 7/16"	12 1/2"	5 1/16"
Series 60 Fleetwood Special	35 13/16"	35 9/16"	14 7/16"	12 13/16"	5 1/16"
Series 75 8-Passenger Sedan	37"	35"	13 11/16"	12 13/16"	5 7/8"
Series 75 Imperial Sedan	36 7/8"	35"	13 11/16"	12 13/16"	5 7/8"

EXTERIOR BODY DIMENSIONS

All 1952 Cadillac Models

	Wheelbase	Over-all Length	Over-all Height	Minimum Road Clearance
Series 62 Convertible Coupe	126"	220½"	61⅛"	7¼"
Series 62 Sedan	126"	215½"	62 11/16"	7¼"
Series 62 Coupe	126"	220½"	60 15/16"	7¼"
Series 62 Coupe de Ville	126"	220½"	60 15/16"	7¼"
Series 60 Fleetwood Special	130"	224½"	62 11/16"	7¼"
Series 75 8-Passenger Sedan	146¾"	236¼"	64 1/16"	6¾"
Series 75 Imperial Sedan	146¾"	236¼"	64 1/16"	6¾"

DETAILED SPECIFICATIONS

ENGINE

Number of cylinders	8
Cylinder arrangement	90° bank-type
Valve arrangement	Overhead
Bore and stroke	3 13/16" x 3 5/8"
Block and cylinder head material	Cast iron
Piston displacement	331 cu. in.
Taxable horsepower	46.5
Max. brake horsepower	190 @ 4000 r.p.m.
Max. engine torque—lbs.-ft.	322 @ 2400 r.p.m.
Compression ratio	7.5:1
Engine mounts	Vulcanized rubber
Number of points of suspension	3

PISTONS AND RINGS

Make	Alcoa—Bohn—Stearling
Material	Aluminum alloy
Type	T-slot, cam ground
Weight	18.752 oz.
Clearance	.0015"
Number of oil rings per piston	1
Number of comp. rings per piston	2

RODS AND PINS

Wristpin length	3.093"
Wristpin material	Steel alloy
Type	Locked in rod
Connecting rod length	6.625"
Material—connecting rod	Forged steel alloy
Weight—connecting rod	23.95 oz.
Crankpin journal diameter	2 1/4"
Lower bearing material	Steel back Durex
Connecting rod bearing clearance	.001"-.0035"
Connecting rod bearing end play	.008"-.014" (total two rods)

DETAILED SPECIFICATIONS
Continued

CRANKSHAFT

Material	Forged alloy steel
Weight	61.5 pounds
Main bearing thrust	Rear main
Crankshaft end play	.001" to .005"
Main bearing type	Slip-on
Main bearing removable	Yes
Main bearing material	Steel back Durex
Main bearing clearance—rear	.0015" to .0025"
Main bearing journal	
Diameter x Length:	
Number 1	2.5" x 1"
Number 2	2.5" x 1.0625"
Number 3	2.5" x 1.0625"
Number 4	2.5" x 1.0625"
Number 5	2.5" x 1.875"

CAMSHAFT

Drive	Chain
Camshaft sprocket material	Cast iron
Timing chain—make	Link Belt
Timing chain—no. of links	46
Timing chain—width	.6875"
Timing chain—pitch	.500"

VALVES

Valve arrangement	Overhead
Intake opens	14° B.T.C. without ramp
Intake closes	58° A.B.C. without ramp
Exhaust opens	48° B.B.C. without ramp
Exhaust closes	24° A.T.C. without ramp

DETAILED SPECIFICATIONS
Continued

INTAKE

Material	Alloy steel
Over-all length	4.539" to 4.559"
Diameter of head	1.750"
Angle of seat	44°
Lift	.327"

EXHAUST

Material	Alloy steel
Over-all length	4.529" to 4.559"
Diameter of head	1.562"
Angle of seat	44°
Lift	.327"
Hydraulic valve lifters	Yes
Valve inserts	None
Valve seats cooled by	Direct water circulation

LUBRICATION

Type	Full pressure
Oil Under Pressure to:	
Main bearings	Yes
Connecting rods	Yes
Wristpins	Splash
Camshaft bearings	Yes
Tappets	Yes
Oil pump type	Gear
Normal oil pressure	30 to 35 lbs. @ 30 m.p.h.
Capacity of oil reservoir	Dry, 5 Qts.; Refill, 5 Qts.
Type of oil level gauge	Dip stick
Make of pressure gauge	AC

DETAILED SPECIFICATIONS
Continued

FUEL

Gasoline tank capacity	20 gallons
Type of fuel feed	Camshaft pump
Carburetor—make	Rochester & Carter
Carburetor—type	Four barrel down draft
Manifold heat control	Automatic
Type of air cleaner	Oil bath
Dual tail pipe diameters	2.094" to 2.099"

COOLING

Water pump type	Centrifugal—dual outlet
Pressure relief valve	Yes
Choke for re-circulation	Yes
Radiator core	Tube and fin
Full-length cylinder water jacket	Yes
Water all around cylinders	Yes
Fan belt length	57"
Fan belt width	3/8"
Fan—No. of blades, Series 62 & 60	4
Fan—No. of blades, Series 75	5

GENERATOR

Make	Delco-Remy
Voltage at cut-out closing	5.9 to 6.8 (adjust to 6.4)
Amperes to open cut-out	0 to 4
Generator maximum charging rate	45 to 51 amp. (adjust to 47)
Minimum charging speed	28 m.p.h. and up
Generator ventilation	Forced air

STARTING MOTOR

Make	Delco-Remy
Flywheel teeth, integral or ring	Steel ring

DETAILED SPECIFICATIONS
Continued

IGNITION

Spark advance	Centrifugal and vacuum
Ignition Unit:	
Make	Delco-Remy
Manual advance	None
Maximum centrifugal advance	Crankshaft (31° to 35°)
Vacuum advance	Crankshaft (19° to 22°)
Distributor breaker gap	.010″ to .015″
Initial spark advance	5° B.T.C.
Firing order	1–8–4–3–6–5–7–2
Ignition Coil:	
Make	Delco-Remy
Amperage Draw of Coil:	
With engine stopped	4.5 to 5.5
With engine idling	2 to 3
Spark Plugs:	
Make	AC
Model	48
Thread	14 mm.
Gap	.035″

BATTERY

Make	Delco K4W
Number of plates	17
Capacity (amp. hrs.)	115
Battery Bench Charging Rate:	
Start	10
Finish	8
Terminal grounded	Negative
Location of battery	Under hood on tray attached to right-hand dash to frame brace front of dash

DETAILED SPECIFICATIONS
Continued

LAMPS AND HORN

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	Vibrator, seashell electric

CLUTCH (75 Series only)

Make	Long semi-centrifugal
Drive type	Direct to flywheel
Vibration neutralizer	Spring friction type
Number of driving discs	1
Number of driven discs	1
Clutch facing	Woven asbestos
Clutch facing inside diameter	7"
Clutch facing outside diameter	11"
Clutch facing thickness	.137"
Clutch facing number required	2

SYNCHRO-MESH TRANSMISSION (Standard on 75 Series)

Number of forward speeds	3
Type of shift	Manual
Gear ratio, high	1:1
Gear ratio, second	1.53:1
Gear ratio, low	2.39:1
Gear ratio, reverse	2.39:1
Type of gears	Helical, constant mesh in 1st, 2nd and reverse
Oil capacity	3¾ pints
Grade recommended, summer	S.A.E. 90
Grade recommended, winter	S.A.E. 90 Extreme cold 80

DETAILED SPECIFICATIONS
Continued

HYDRA-MATIC DRIVE

Type	High Efficiency fluid coupling and fully automatic transmission
Gearing	Planetary
No. of forward speeds	4
No. of forward speeds in "City" dr. range	3
No. of forward speeds in "Country" dr. range	4
No. of forward speeds in Lo range	2
Transmission ratio, first	3.8195:1
Transmission ratio, second	2.6341:1
Transmission ratio, third	1.45:1
Transmission ratio, fourth	1:1
Transmission ratio, reverse	4.3045:1
Oil capacity	10.5 qts.
Type of fluid	Hydra-Matic fluid

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

DETAILED SPECIFICATIONS
Continued

FRONT END SUSPENSION—Continued

Front wheel outer bearing, make and type	N. D. ball
Front spring, type	Helical coil
Front spring, material	Spring steel
Shock absorber, type	Hydraulic direct-acting type
Front stabilizer	Torsion rod

PROPELLER SHAFT

	Series 62-60	Series 75
Number used	1	2
Type	Exposed	Exposed

UNIVERSAL JOINTS

Make	Mechanics and Saginaw	
Number used	2	3
Type	Cross and Trunnion	
Bearing	Needle	
Universal joints, lubricated	Permanently	
Drive and torque taken through	Rear springs	

REAR AXLE

	Series 62-60	Series 75
Rear axle, make	Own	
Rear axle, type	Semi-floating	
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.	3.36:1	3.77:1
Pinion adjustment (Except 75)	None	
Pinion bearing adjustment	None (Preloaded)	

DETAILED SPECIFICATIONS
Continued

REAR AXLE—Continued	Series 62-60
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

TIRES AND WHEELS		
Tires:		
Make	U.S. Royal—Firestone and Goodrich	
Size	8.00 x 15	8.20 x 15
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"

SPRINGS (Rear)	Series 62-60	Series 75
Rear springs:		
Type	Semi-elliptic	
Material	Spring steel	
Length	54½"	56½"
Width	2"	
No. of leaves	8	10
Spring leaves lubricated with	Wax impregnated liners	
Spring bushings, type	Rubber	
Stabilizers	Rear—None	

DETAILED SPECIFICATIONS
Continued

SHOCK ABSORBERS (Rear)

Type	Direct Acting

STEERING

Steering gear:		
Type	Recirculating ball	
Make	Saginaw	
Over-all steering ratio	25.47-1	
Car turning radius (outside) bumper to bumper sweep	(62) 22.5′ (60) 23′	(75) 25.5′

BRAKES

	Series 62-60	Series 75
Front brake drum diameter	12″	12″
Front brake drum, internal or external	Internal	Internal
Front brake lining, length per wheel:		
Forward shoe	12.92	12.92
Reverse shoe	12.92	12.92
Total	25.84	25.84
Front brake lining width	2½″	2½″
Front brake lining thickness	¼″	¼″
Front brake clearance	.007-.010″	.007-.010″
Rear brake drum diam.	11″	12″
Rear brake drum, internal or external	Internal	Internal
Rear brake lining, length per wheel:		
Forward shoe	10.55	Same as front
Reverse shoe	11.90	Same as front
Total	22.45	Same as front
Rear brake lining width	2½″	2½″
Rear brake lining thickness	¼″	¼″
Rear brake clearance	.007-.010″	
Hand brake location	Left side of dash	
Hand brake lever operates on	Rear service brakes	

DETAILED SPECIFICATIONS
Continued

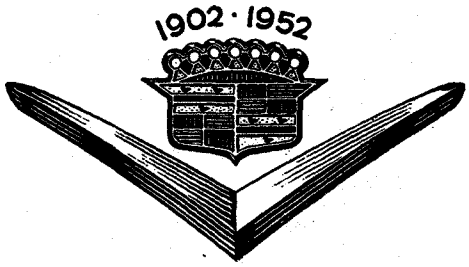
MISCELLANEOUS SPECIFICATIONS

Car lifting device, jack	Bumper type
Engine lubrication, type	Pressure
Chassis lubrication, type	High pressure
Axle lubrication, type	Splash

LUBRICANTS

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	19 qts. (20 with heater)
Gasoline	20 gals.

IN ITS 50TH YEAR AS STANDARD OF THE WORLD!



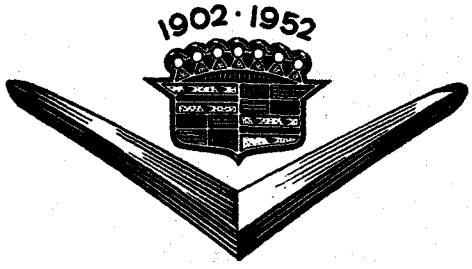
CADILLAC SERVICE

CADILLAC CARE FOR CADILLAC CARS

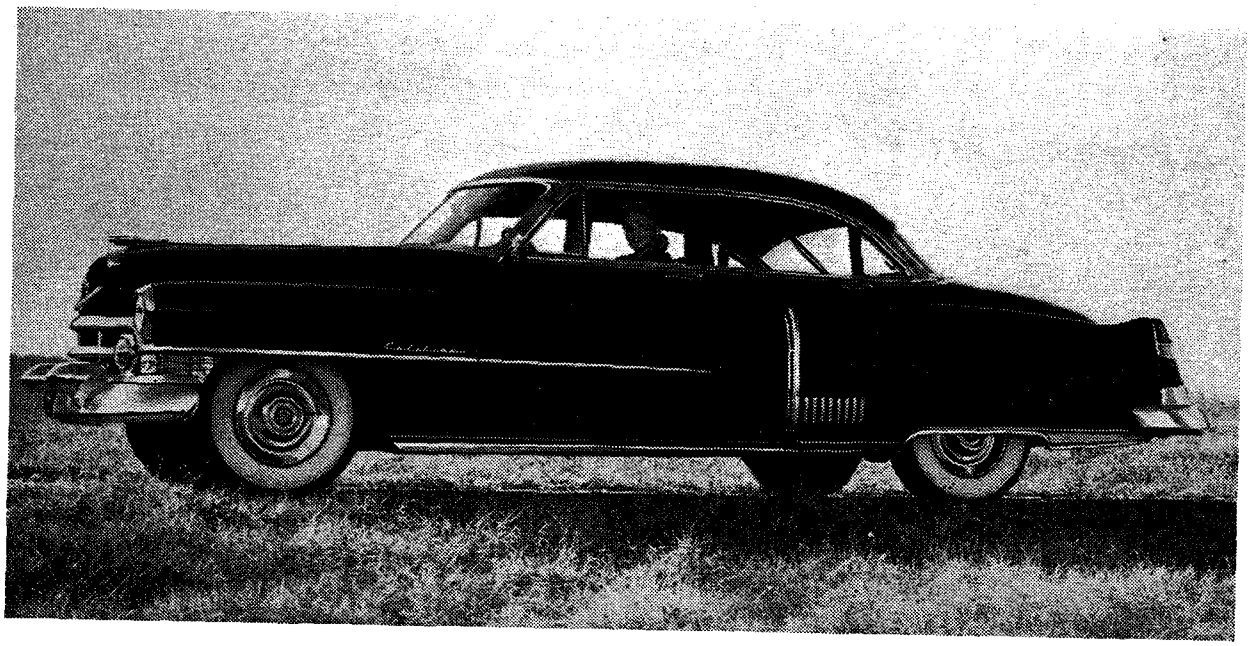
The Cadillac Service Policy

The thorough and exacting attention to detail with which Cadillac cars are built, extends to Cadillac service which is planned to build lasting satisfaction. Every authorized Cadillac dealer has a personal interest in keeping each Cadillac car at its best. Recognizing its obligation to Cadillac owners, Cadillac has developed a rigidly enforced service policy which assures the owner certain benefits, regardless of the age of his car. This Cadillac service policy provides for prompt, efficient service everywhere throughout the country. Moreover, Cadillac dealers are proud to adhere to this policy of competent, friendly service and proud to provide genuine Cadillac service performed by skilled, trained servicemen. For the convenience of Cadillac owners, a listing of the geographical points where genuine Cadillac service is available has been included in the 1952 *Cadillac Owner's Manual* to be found in the glove compartment of every Cadillac car.

IN ITS 50TH YEAR AS STANDARD OF THE WORLD!



CADILLAC MILESTONES



Because 1952 brings to a close our first half-century of automotive leadership, it is important that we should all be familiar with the many achievements that make it such a brilliant chapter in motor car history. For Cadillac's leadership during these 50 years lives not only in the minds and memories of men, but in the records and archives of the industry. These "milestones" point clearly to Cadillac's tremendous contribution to the motoring world—and to the fact that Cadillac leadership will endure in the future, as it has in the past.

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, re-organized 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.

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 Synchro-Mesh Transmission.
		V-8 "341-A"	3,250	140″	**First** to install Security Plate Glass as standard equipment.
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″	
(Production halted February, 1942)		V-8 "42-63"	1,882*	126″	
		V-8 "42-60S"	2,435*	133″	
		V-8 "42-67"	2,896*	139″	
		V-8 "42-75"	3,306*	136″	
1943	—	—	—	—	Cadillac-built light tanks and motor carriages contributed immeasurably to the struggle for victory and peace. Precision aircraft engine parts made by Cadillac helped power America's leading combat planes. Army-Navy "E" award to Cadillac for excellence in production of war equipment.
1944	—	—	—	—	Cadillac produced the M-24, one of the world's fastest and most maneuverable combat vehicles of its kind. This famous light tank, which served on all battle-fronts, was powered by Cadillac V-type engines and Cadillac Hydra-Matic Transmissions.

1945		—	—	—	Continued production of the world-famous 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 November 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″	
1951	110,340	V-8 "51-62"	3,315*	126″	Cadillac moves into defense production of tanks in Cleveland without interruption of automobile production.
		V-8 "51-60"	3,892*	130″	
		V-8 "51-75"	4,887*	147″	

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

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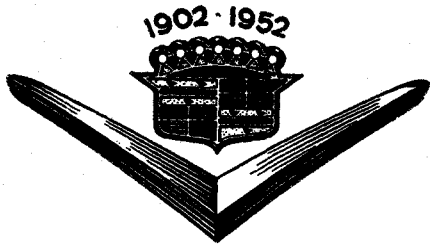

The Cadillac Motor Car Division of General Motors Corporation reserves the right to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models, and also to discontinue models.

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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.

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White side wall tires at extra cost, when available.

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The 1952 Cadillac Data Book was compiled as of November, 1951 and was printed in U.S.A. The above reservations apply to all pages unless otherwise noted.

PRINTED IN U.S.A. DEC., 1951

1952

EQUIPMENT GROUPS	SERIES	CLASS.	CODE	INCLUDES E. O. H. LIST	DIST. NET	DEALER NET	E.O.H.
Heater-Deluxe,Radio-S.S.,Aux. Speaker,Antenna, Power Steering	*60-62		A	441.31	322.11	346.03	29.50
Heater-Deluxe,Radio-S.S.,Aux. Speaker, Antenna	*60-62		B	242.88	176.09	193.85	16.07
Heater-Deluxe,Radio-P.B.,Aux. Speaker, Antenna	*60-62		C	226.13	163.80	179.87	15.01
Heater-Deluxe,Radio-S.S.,Aux. Speaker, Antenna,Power Steering	75		A	522.65	383.57	413.81	35.25
Heater-Deluxe,Radio-S.S.,Aux. Speaker, Antenna	75		B	324.22	237.55	261.63	21.82
Heater-Deluxe,Radio-P.B.,Aux. Speaker, Antenna	75		C	307.47	225.26	247.65	20.76
ACCESSORY GROUPS							
W/S Washer,Discs,O.Filter,Fog Lights, L.Frames,Mirror L.H.R.V.,Vanity Mirror	*All		G1	100.38	69.21	78.27	6.37
W/S Washer,Discs,O.Filter,Fog Lights, L.Frames,Vanity Mirror	All		G2	94.14	65.08	73.64	5.98
W/S Washer,Discs,O.Filter,Fog Lights, Mirror L.H. R.V.,Vanity Mirror	*All		G3	96.10	66.38	75.00	6.20
W/S Washer,Discs,O.Filter,L.Frames, Mirror L.H. R.V.,Vanity Mirror	*All		G4	63.47	43.15	48.87	3.92
W/S Washer,Discs, O.Filter, Fog Lights	All		G5	88.01	61.12	69.07	5.75
W/S Washer, Discs, O. Filter	All		G6	51.10	35.06	39.67	3.30
OPTIONS & ACCESSORIES							
Wheel Discs (4)	All	OPT.	D	28.40	20.16	22.83	1.90
E-Z Eye Glass	All	OPT.	E	45.52	34.95	37.07	3.23
Fog Lights (Pair)	All	OPT.	F	36.91	26.06	29.40	2.45
Heater-Deluxe with Defogging Blower	*60-62	ACC.	H	113.66	83.61	91.96	7.81
Heater-Deluxe with Defogging Blower	75	ACC.	H	195.00	145.07	159.74	13.56
Heater-Std.	60-62	ACC.	H8	107.99	79.32	87.39	7.42
Radio-S.S.,Remote Control, Aux. Speaker, Antenna	75	ACC.	J	214.45	154.34	170.42	14.05
Air Conditioning Unit			K	-	-	-	-
License Frames (Pair)	All	ACC.	L	4.28	2.83	3.27	.17
Mirror - L. H. Outside R. V.	**All	ACC.	M	6.24	4.13	4.63	.39
Oil Filter	All	ACC.	N	11.34	6.88	7.99	.65
Windshield Washer	All	ACC.	P	11.36	8.02	8.85	.75
Radio-P.B.,Aux.Speaker, Antenna	*All	ACC.	Q	112.47	80.19	87.91	7.20
Radio-P.B. & Antenna	All	ACC.	Q8	101.15	72.21	79.05	6.46
Radio-S.S.,Aux. Speaker, Antenna	*All	ACC.	R	129.22	92.48	101.89	8.26
Radio-S.S., & Antenna	All	ACC.	R9	117.89	84.49	93.01	7.53
Power Steering	All	OPT.	S	198.43	146.02	152.18	13.43
Hydramatic Transmission	75	OPT.	T	198.36	158.28	164.96	14.56
Automatic Beam Control	All	ACC.	U	53.36	38.14	41.74	3.56
Vanity Mirror	All	ACC.	V	1.85	1.13	1.30	.06
White S.W. Tires over Black S.W. (5)	60-62	OPT.	W	33.76	25.30	25.30	1.28
White S.W. Tires over Black S.W. (5)	75	OPT.	W	45.99	34.08	34.08	1.77
Automatic Window & Seat Regulators	***6219-6237	OPT.	X	138.64	116.38	121.94	10.78
Anti-Freeze (per quart)	All	-	Y	.28	.23	.23	---
Trim Rings (5)	All	ACC.	Z	10.69	7.52	8.58	.82

*Except 6267 ** Std. on 6267 ***Std. on 6237D, 6267, 6019, Series 75

COLOR COMBINATIONS (Continued)
SERIES 52-60S, 62, 75
EXTERIOR COLORS

xComb. Code No.	BODY AND SHEET METAL Color Name	Matching Colors (Dupont)	Original Color No.	Mfgr.	WHEELS Color Name	Matching Color No.
1	Black	246-2048	253-2313 20498-A	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	Iverness Green	1331-H	286-57024G	Dupont	Iverness Green (Standard) Vincennes Red (Optional)	0182-10593 B-94-3618R
4	Aleutian Green	1332	P.S.0327	R & M	Aleutian Green (Standard) Vincennes Red (Optional)	182-10610 B-94-3618R
5	Nassau Blue	1339-H	P.S.0248	R & M	Nassau Blue (Standard) Vincennes Red (Optional)	0182-10594 B-94-3618R
6	Phoenix Beige	1334	P.S.0825	R & M	Phoenix Beige (Standard) Vincennes Red (Optional)	0182-10595 B-94-3618R
7	Olympic Blue	1335	23223	R & M	Olympic Blue (Standard) Vincennes Red (Optional)	094-71797 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	Burgundy Maroon	1338-M	P.S. 663	R & M	Burgundy Maroon (Standard) Vincennes Red (Optional)	0182-10596 B-94-3618R
10	Mist Gray	1134	021169	R & M	Mist Gray (Optional) Vincennes Red (Standard)	094-55738 B-94-3618R
12	Hillcrest Green	1333	P.S.0326	R & M	Hillcrest Green (Standard) Vincennes Red (Optional)	0182-G1597 B-94-3618R
13	Polar Green	1336	023480	R & M	Polar Green (Standard) Vincennes Red (Optional)	094-71799 B-94-3618R
14	Opal Gray	1407	P.S.0161	R & M	Opal Gray (Optional) Vincennes Red (Standard)	094-57193 B-94-3618R
15	Savoy Gray (upper) Mist Gray (lower)	932 1134	P.S.0131 021169	R & M R & M	Vincennes Red (Standard) Mist Gray (Optional)	B-94-3618R 094-55738
16	Hillcrest Green (upper) Iverness Green (lower)	1333 1331-H	P.S.0326 286-57024G	R & M Dupont	Iverness Green (Standard) Vincennes Red (Optional)	0182-10597 B-94-3618R
17	Aleutian Green (upper) Polar Green (lower)	1332 1336	P.S.0327 023480	R & M R & M	Polar Green (Standard) Vincennes Red (Optional)	094-71799 B-94-3618R
18	Iverness Green (upper) Hillcrest Green (lower)	1331-H 1333	286-57024G P.S.0326	Dupont R & M	Hillcrest Green (Standard) Vincennes Red (Optional)	0182-01597 B-94-3618R
19	Savoy Gray Opal Gray	932 1407	P.S.0131 P.S.0161	R & M R & M	Vincennes Red (Standard) Opal Gray (Optional)	B-94-3618R 094-57193
20	Nassau Blue (upper) Olympic Blue (lower)	1339-H 1335	P.S.0248 23223	R & M R & M	Olympic Blue (Standard) Vincennes Red (Optional)	094-10594 B-94-3618R
22	Sarasota Green	1337	023479	R & M	Sarasota Green (Standard) Vincennes Red (Optional)	094-71798 B-94-3618R
23	Iverness Green (upper) Sarasota Green (lower)	1331-H 1337	286-75024G 023479	Dupont R & M	Sarasota Green (Standard) Vincennes Red (Optional)	094-71798 B-94-3618R

Note (x) Color Code Combination will be found stamped on Body Plate on Dash.

INTERIOR COLORS - SEE CHART ON FOLLOWING PAGE

COLOR COMBINATIONS (Continued)
SERIES 52-60S, 62, 75
INTERIOR COLORS

Interior moldings, panels and painted parts are finished in colors to harmonize with the interior trim material color shades. To assist in determining trim color requirements, if the trim color is not known, reference can be made to the trim code chart shown below.

REFERENCE CHART FOR DETERMINING PAINT COLORS ON INTERIOR PARTS FROM THE PAINT CHARTS BY TRIM CODE NO. (CODE NO. IS STAMPED ON METAL PLATE ATTACHED TO DASH, UNDER ENGINE HOOD).

Styles 52-6219,19X,37,37X

TRIM CODE NO.	TRIM COLOR
40	Gray
41	Gray
42	Blue
43	Blue
44	Tan
45	Tan
46	Green
47	Green
48	Gray-Export Cars
49	Tan-Export Cars

Style 52-6267X

50	Tan
51	Green
52	Blue
53	Red
54	Black

Style 52-6019X

TRIM CODE NO.	TRIM COLOR
60	Gray
61	Gray
62	Blue
63	Blue
64	Tan
65	Tan
66	Green
67	Green
68	Gray-Export Cars
69	Tan-Export Cars

Style 52-6237DX

TRIM CODE NO.	TRIM COLOR
70	Gray
72	Blue
74	Tan
76	Green

Styles 52-7523X,33X

80	Gray
81	Gray
84	Tan
85	Tan

INTERIOR COLOR CHART

INSTRUMENT PANEL, INSTRUMENT PANEL DOOR, DOOR AND QUARTER BELT PANELS, ASH TRAY RETAINER

SERIES 1952 Except 52-75

TRIM COLOR	FACE COLOR	MATCHING COLOR DUPONT	INSERT COLOR For Instrument Panel and Front Door Belt Panel	MATCHING COLOR DUPONT
Tan	Seville Brown R & M P.S. 0824D (Lacquer)	1341-H	Canyon Beige R & M P.S. 0826 (Lacquer)	1290
Gray	Granite Gray R & M P.S. 0152 (Lacquer)	1268-H	Petrel Gray R & M P.S. 0157 (Lacquer)	1270
Blue	Duchess Blue R & M P.S. 0244 (Lacquer)	1267	Persian Blue R & M P.S. 0245 (Lacquer)	1269
Green	Balmoral Green R & M G.S. 350 (Lacquer)	1340-H	Highland Green R & M P.S. 0325 (Lacquer)	1281
Black	Black R & M 02498A (Lacquer)	246-2048-M	Petrel Gray R & M P.S. 0157 (Lacquer)	1270
Red	Romany Red R & M P.S. 25534 (Lacquer)	1342-R	Canyon Beige R & M P.S. 0826 (Lacquer)	1290

STYLES 52-7523X,33X

Tan or Gray	Style 52-7523X,33X	Australian Lacewood Transfer	
Black Leather Front Compartment	Style 52-7533X	Black R & M 02498A (Lacquer)	246-2048-M

STYLE 52-6237DX

INNER TOP BOWS AND MOLDINGS

Use instrument panel insert color

COLOR COMBINATIONS (Continued)
SERIES 52-60S, 62, 75
INTERIOR COLORS (Continued)

WINDSHIELD GARNISH MOLDING, WINDOW GARNISH MOLDING, FRONT DOOR DIVISION MOLDING

TRIM COLOR	STYLES 52-6019X,6237DX,67X MOLDING COLOR	MATCHING COLOR DUPONT
Tan	Seville Brown R & M P.S. 0824D (Lacquer)	1341-H
Gray	Granite Gray R & M P.S. 0152 (Lacquer)	1268-H
Blue	Duchess Blue R & M P.S. 0244 (Lacquer)	1267
Green	Balmoral Green R & M G.S. 350 (Lacquer)	1340-H
Black	Black R & M 02498A (Lacquer)	246-2048
Red	Romany Red R & M P.S. 25534 (Lacquer)	1342-R

TRIM COLOR	STYLES 52-6219,19X,37,37X MOLDING COLOR	MATCHING COLOR DUPONT
Tan	Canyon Beige R & M P.S. 0826 (Lacquer)	1290
Gray	Petrel Gray R & M P.S. 0157 (Lacquer)	1270
Blue	Persian Blue R & M P.S. 0245 (Lacquer)	1269
Green	Highland Green R & M P.S. 0325 (Lacquer)	1281

TRIM COLOR	STYLES 52-7523X,33X MOLDING COLOR	MATCHING COLOR DUPONT
Style 52-7523X		
Tan and Gray	Straight Grain Dark Walnut Transfer	
Style 52-7533X		
Black Leather Front Compartment	Black R & M 02498A (Lacquer)	246-2048-M

STEERING COLUMN JACKET, COVERS, HORN RING HUB AND SPOKES AND TRANSMISSION SHIFTER CARRIER, HYDRAMATIC DIAL RETAINER, SIGNAL SWITCH HOUSING, CLUSTER HOUSING

TRIM COLOR	SERIES 52-60S,62 ENAMEL COLOR	MATCHING LACQUER R&M	MATCHING LACQUER DUPONT
Tan	Seville Brown R & M 10863 (Enamel)	R&M P.S. 0824D	1341-H
Gray	Granite Gray R & M 10155 (Enamel)	R&M P.S. 0152	1268-H
Blue	Duchess Blue R & M 10252 (Enamel)	R&M P.S. 0244	1267
Green	Balmoral Green R & M 10353 (Enamel)	R&M G.S. 350	1340-H
Black	Black Dupont B-94-210900 (Enamel)	R&M 02498A	246-2048
Red	Romany Red R & M 10525 (Enamel)	R&M P.S. 25534	1342-R
	STYLE 52-7523X,8680S		
Tan or Gray	Seville Brown R & M 10863 (Enamel)	R&M P.S. 0824D	1341-H
	STYLE 52-7533X		
Black Leather Front Compartment	Black Dupont B94-210900 (Enamel)	R&M 02498A	246-2048

UPHOLSTERY CHART NO. 9
Series 52-60S,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
40	Light Gray Bedford Cord.	325T152. 4186000	Light Gray Plain Broadcloth . . .	327T152. . 4186085	Light Gray	
	Dark Gray Plain Broadcloth. . . .	326T152. 4186081	Dark Gray Plain Broadcloth. . . .	328T152. . 4186089	Cloth.	329T152. . 4186093
	Series 52-6219,19X,37,37X					
41	Light Gray Figured Cloth	243T151. 4183574	Light Gray Plain Broadcloth . . .	327T152. . 4186085	Light Gray	
	Dark Gray Plain Broadcloth. . . .	326T152. 4186081	Dark Gray Plain Broadcloth. . . .	328T152. . 4186089	Cloth.	329T152. . 4186093
	Series 52-6219,19X,37,37X					
42	Light Blue Bedford Cord.	330T152. 4186453	Light Blue Plain Broadcloth. . . .	333T152. . 4186086	Light Blue	
	Dark Blue Plain Broadcloth. . . .	332T152. 4186082	Dark Blue Plain Broadcloth. . . .	334T152. . 4186090	Cloth.	335T152. . 4186094
	Series 52-6219,19X,37,37X					
43	Light Blue Figured Cloth.	331T152. 4186454	Light Blue Plain Broadcloth. . . .	333T152. . 4186086	Light Blue	
	Dark Blue Plain Broadcloth. . . .	332T152. 4186082	Dark Blue Plain Broadcloth. . . .	334T152. . 4186090	Cloth.	335T152. . 4186094
	Series 52-6219,19X,37,37X					
44	Light Tan Bedford Cord	336T152. 4186078	Light Tan Plain Broadcloth	338T152. . 4186087	Light Tan	
	Dark Tan Plain Broadcloth	337T152. 4186083	Dark Tan Plain Broadcloth	339T152. . 4186091	Cloth.	340T152. . 4186095
	Series 52-6219,19X,37,37X					
45	Light Tan Figured Cloth	251T151. 4183550	Light Tan Plain Broadcloth	338T152. . 4186087	Light Tan	
	Dark Tan Plain Broadcloth	337T152. 4186083	Dark Tan Plain Broadcloth	339T152. . 4186091	Cloth.	340T152. . 4186095
	Series 52-6219,19X,37,37X					
46	Light Green Bedford Cord.	341T152. 4186079	Light Green Plain Broadcloth. . .	344T152. . 4186088	Light Green	
	Dark Green Plain Broadcloth. . .	343T152. 4186084	Dark Green Plain Broadcloth. . .	345T152. . 4186092	Cloth.	346T152. . 4186096
	Series 52-6219,19X,37,37X					
47	Light Green Figured Cloth	342T152. 4186080	Light Green Plain Broadcloth. . .	344T152. . 4186088	Light Green	
	Dark Green Plain Broadcloth. . .	343T152. 4186084	Dark Green Plain Broadcloth. . .	345T152. . 4186092	Cloth.	346T152. . 4186096
	Series 52-6219,19X,37,37X					
48	Light Gray Leather	90T1352. 4186139	Light Gray Plain Broadcloth . . .	327T152. . 4186085	Light Gray	
	Dark Gray Leather.	105T1352. . . . 4186257	Dark Gray Plain Broadcloth. . . .	328T152. . 4186089	Cloth.	329T152. . 4186093
	Series 52-6219,19X (Export)					
49	Light Tan Leather	92T1352. 4186151	Light Tan Plain Broadcloth	338T152. . 4186087	Light Tan	
	Dark Brown Leather.	84T1352. 4186259	Dark Tan Plain Broadcloth	339T152. . 4186091	Cloth.	340T152. . 4186095
	Series 52-6219,19X (Export)					
50	Light Tan Metallic Leather	83T1352. 4186278	Light Tan Metallic Leather	83T1352. . 4186278		
	Dark Brown Leather.	84T1352. 4186259	Dark Brown Leather.	84T1352. . 4186259		
	Series 52-6267X					
51	Light Green Metallic Leather. . .	85T1352. 4186277	Light Green Metallic Leather. . .	85T1352. . 4186277		
	Dark Green Leather.	86T1352. 4186260	Dark Green Leather.	86T1352. . 4186260		
	Series 52-6267X					
52	Light Blue Metallic Leather. . . .	87T1352. 4186276	Light Blue Metallic Leather. . . .	87T1352. . 4186276		
	Dark Blue Leather.	88T1352. 4186258	Dark Blue Leather.	88T1352. . 4186258		
	Series 52-6267X					
53	Red Leather	103T1352. . . . 4186274	Red Leather	103T1352. 4186274		
	Series 52-6267X					
54	Black Leather.	51T1350. 4176177	Black Leather.	51T1350. . 4176177		
	Series 52-6267X					

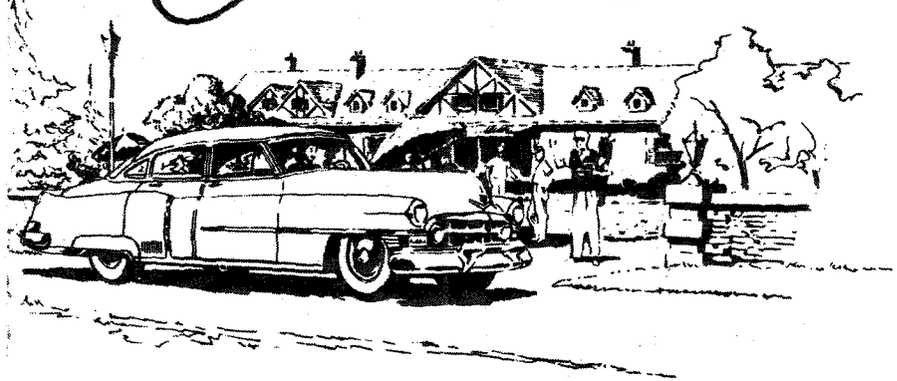
UPHOLSTERY CHART NO. 9 (Cont'd)

Series 52-60S,62,75

60	Light Gray Bedford Cord	269T151	4183513	Light Gray Plain Broadcloth	272T151	4183518	Light Gray Cloth	273T151	4183521
	Dark Gray Plain Broadcloth	347T152	4186137	Dark Gray Plain Broadcloth	348T152	4186138			
	Series 52-60S								
61	Light Gray Plain Broadcloth	268T151	4183514	Light Gray Plain Broadcloth	272T151	4183518	Light Gray Cloth	273T151	4183521
	Dark Gray Plain Broadcloth	347T152	4186137	Dark Gray Plain Broadcloth	348T152	4186138			
	Series 52-60S								
62	Light Blue Bedford Cord	349T152	4186141	Light Blue Plain Broadcloth	352T152	4186144	Light Blue Cloth	354T152	4186146
	Dark Blue Plain Broadcloth	351T152	4186143	Dark Blue Plain Broadcloth	353T152	4186145			
	Series 52-60S								
63	Light Blue Plain Broadcloth	350T152	4186142	Light Blue Plain Broadcloth	352T152	4186144	Light Blue Cloth	354T152	4186146
	Dark Blue Plain Broadcloth	351T152	4186143	Dark Blue Plain Broadcloth	353T152	4186145			
	Series 52-60S								
64	Light Tan Bedford Cord	279T151	4183530	Light Tan Plain Broadcloth	282T151	4183534	Light Tan Cloth	283T151	4183538
	Dark Tan Plain Broadcloth	355T152	4186149	Dark Tan Plain Broadcloth	356T152	4186150			
	Series 52-60S								
65	Light Tan Plain Broadcloth	278T151	4183531	Light Tan Plain Broadcloth	282T151	4183534	Light Tan Cloth	283T151	4183538
	Dark Tan Plain Broadcloth	355T152	4186149	Dark Tan Plain Broadcloth	356T152	4186150			
	Series 52-60S								
66	Light Green Bedford Cord	357T152	4186153	Light Green Plain Broadcloth	360T152	4186156	Light Green Cloth	362T152	4186158
	Dark Green Plain Broadcloth	359T152	4186155	Dark Green Plain Broadcloth	361T152	4186157			
	Series 52-60S								
67	Light Green Plain Broadcloth	358T152	4186154	Light Green Plain Broadcloth	360T152	4186156	Light Green Cloth	362T152	4186158
	Dark Green Plain Broadcloth	359T152	4186155	Dark Green Plain Broadcloth	361T152	4186157			
	Series 52-60S								
68	Light Gray Leather	90T1352	4186139	Light Gray Plain Broadcloth	272T151	4183518	Light Gray Cloth	273T151	4183521
	Dark Gray Leather	105T1352	4186257	Dark Gray Plain Broadcloth	348T152	4186138			
	Series 52-60S (Export)								
69	Light Tan Leather	92T1352	4186151	Light Tan Plain Broadcloth	282T151	4183534	Light Tan Cloth	283T151	4183538
	Dark Brown Leather	84T1352	4186259	Dark Tan Plain Broadcloth	356T152	4186150			
	Series 52-60S (Export)								
70	Dark Gray Swiss Dot Bedford	369T152	4189892	Dark Gray Swiss Dot Bedford	369T152	4189892	Light Gray Imi. Leather	594T1252	4190347
	Light Gray Metallic Leather	107T1352	4189893	Light Gray Metallic Leather	107T1352	4189893			
	Series 52-6237DX								
72	Dark Blue Swiss Dot Bedford	363T152	4186283	Dark Blue Swiss Dot Bedford	363T152	4186283	Dark Blue Imi. Leather	571T1252	4189895
	Light Blue Metallic Leather	87T1352	4186276	Light Blue Metallic Leather	87T1352	4186276			
	Series 52-6237DX								
74	Dark Brown Swiss Dot Bedford	364T152	4186284	Dark Brown Swiss Dot Bedford	364T152	4186284	Dark Brown Imi. Leather	577T1252	4189896
	Light Tan Metallic Leather	83T1352	4186278	Light Tan Metallic Leather	83T1352	4186278			
	Series 52-6237DX								
76	Dark Green Swiss Dot Bedford	365T152	4186282	Dark Green Swiss Dot Bedford	365T152	4186282	Dark Green Imi. Leather	574T1252	4189894
	Light Green Metallic Leather	85T1352	4186277	Light Green Metallic Leather	85T1352	4186277			
	Series 52-6237DX								
80	Light Gray Bedford Cord	269T151	4183513	Light Gray Plain Broadcloth	268T151	4183514	Light Gray Cloth	273T151	4183521
	Series 52-75								
81	Light Gray Plain Broadcloth	268T151	4183514	Light Gray Plain Broadcloth	268T151	4183514	Light Gray Cloth	273T151	4183521
	Series 52-75								
84	Light Tan Bedford Cord	279T151	4183530	Light Tan Plain Broadcloth	278T151	4183531	Light Tan Cloth	283T151	4183538
	Series 52-75								
85	Light Tan Plain Broadcloth	278T151	4183531	Light Tan Plain Broadcloth	278T151	4183531	Light Tan Cloth	283T151	4183538
	Series 52-75								

POINTERS ON GETTING THE GREATEST SATISFACTION FROM YOUR GOLDEN ANNIVERSARY

Cadillac



Into your new Cadillac have been built the finest, the most satisfying, and the most advanced features of automatic operation ever assembled into an automobile. You will sense this the moment you take the wheel of your new Cadillac.

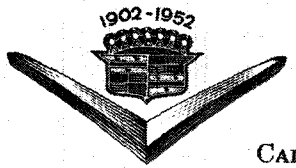
You will find that the new 190-horsepower engine meets every demand in a way you have never before experienced. You will find, too, a new thrill in the improved, Cadillac Hydra-Matic transmission that "takes over" once your car is in motion; in the ease of steering that enables you to thread

effortlessly through traffic. These features, plus Cadillac's basic design and quality, contribute measurably to complete peace of mind when driving, plus a new and satisfying sense of security.

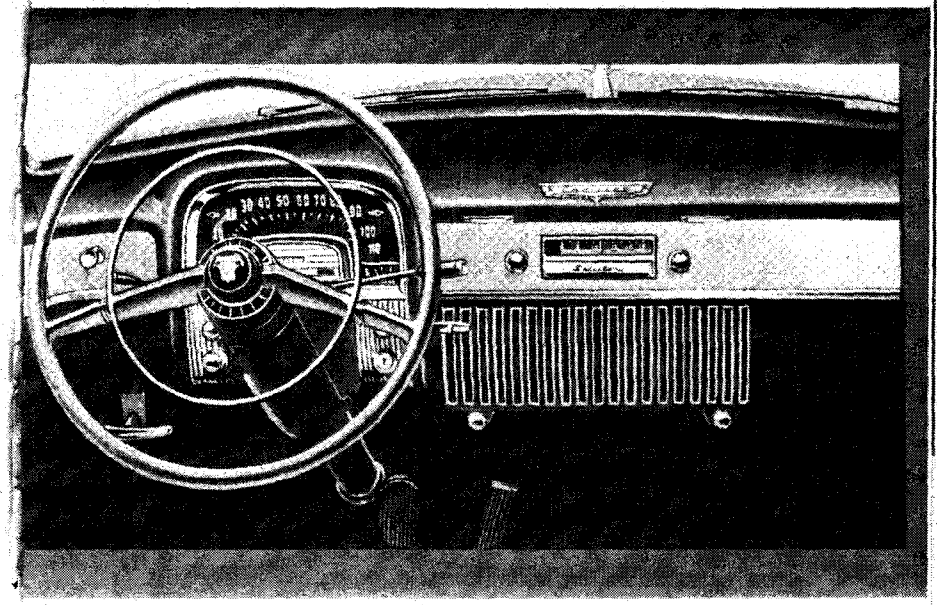
And, by becoming fully acquainted with all features of your new car, this new satisfaction can be yours indefinitely with a little periodic care and attention.

The purpose of this booklet, then, is to familiarize you with your Golden Anniversary Cadillac and to point out the simple care and attention that will be required to maintain its superior performance and beauty over the years. We recommend that you read the following pages carefully; then keep this booklet in the glove compartment of your car for future reference.

Only in this way can you get the greatest satisfaction and economy from your investment.



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



CONVENIENT CONTROLS

As you slip behind the wheel of your new Cadillac you will immediately discover how conveniently all instruments and controls are located for visibility and simplicity of operation.

IGNITION SWITCH

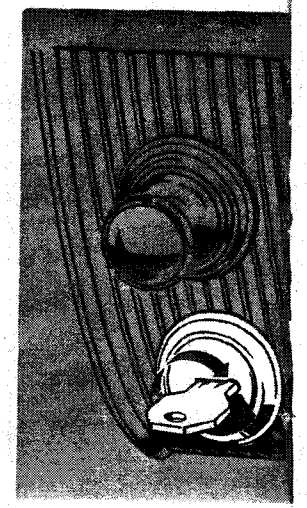
IGNITION SWITCH

The ignition switch is on the instrument panel to the right of the steering column and lights up when either parking or headlamps are turned on. The key may be turned to any one of the four positions but only in the straight-up "Off" position can it be inserted or withdrawn. First position "Right" completes the ignition circuit and activates all instruments and accessories. "Full Right" position starts the motor. "Left" makes possible operation of radio

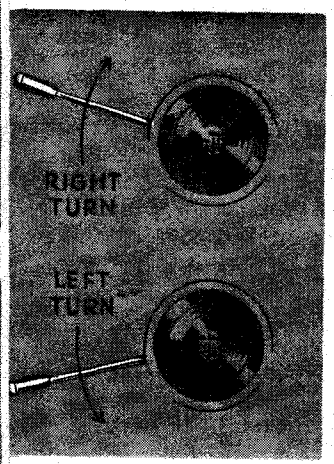
and heater only. For your own protection and to cooperate with authorities, always remove key when car is left unattended.

STARTING THE ENGINE

Before attempting to start the 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. This pre-sets the fast idle. Now turn ignition key as far "Right" as it will go. This operates the starter. DO NOT hold 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 starting a hot engine it is advisable to hold the accelerator pedal halfway down. Do not pump the accelerator pedal as this tends to flood the engine. A flooded engine will usually respond quickly if you hold the accelerator pedal all the way down and turn key to starter position.



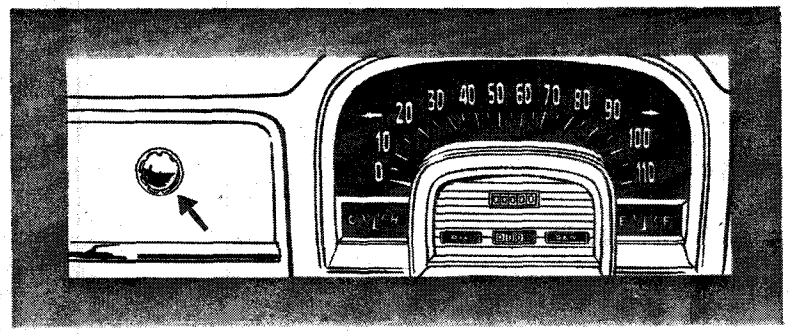
STARTER SWITCH



TURN SIGNAL LEVER

TURN SIGNAL LEVER

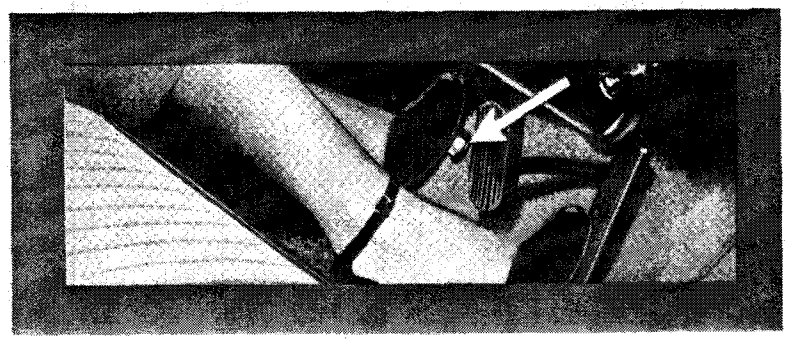
A turn signal lever is located opposite the transmission selector lever on the steering column. Form the habit of moving this turn signal lever "up" before turning right and "down" before turning left. This activates flashing signals on the right or left, both front and rear of the car, to inform both oncoming and following drivers of your intentions. Corresponding signal flashers are also placed on the right and left side of the speedometer. If you need to stop on, or close to, the highway, always pull the lever down so that the left hand "flashing" lights will warn others. The "flashing" lights will operate only with the ignition switch on.



HEADLAMP CONTROLS

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. Headlamps operate as the knob is pulled all the way out. The instrument panel lights are on when the knob is in either position. They can be turned down in intensity or "off" by rotating the knob to the right. If your car is equipped with Cadillac fog lights, they are turned on by pulling the headlamp control knob to the "halfway" position and then turning on the separate fog light control switch.



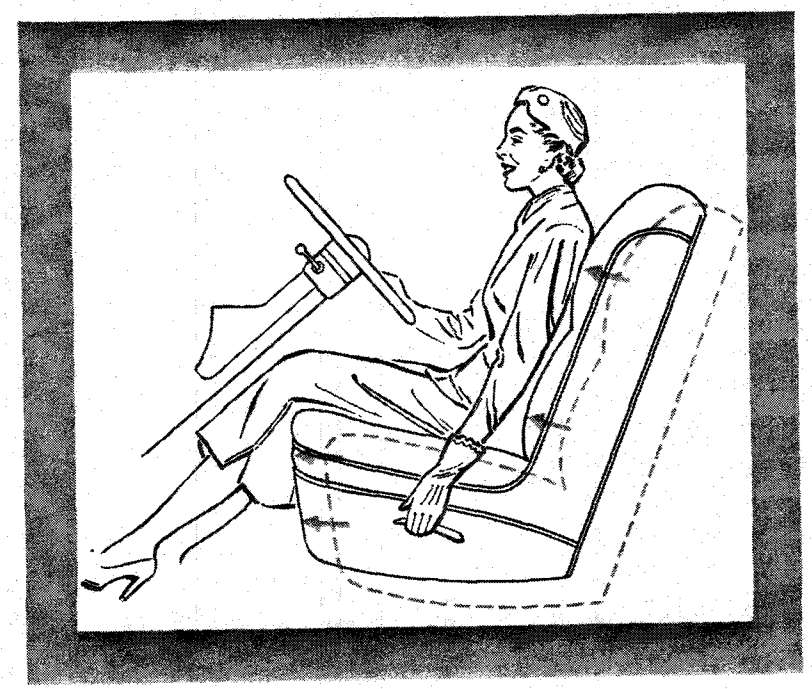
BEAM SELECTOR SWITCH

BEAM SELECTOR SWITCH

Your Cadillac is equipped with every necessary lighting facility to insure good vision and safety for night driving. "Sealed Beam" driving lights provide a country beam which illuminates well ahead of the car, and a traffic beam for city use or when passing another car. The beam selector switch is on the floor to the left of the brake pedal and it may be easily operated by the left foot.

BEAM INDICATOR

A signal light immediately above your speedometer glows red when the country driving lights are "on." For mutual safety, never leave the country beam on when approaching an oncoming car. This courtesy can reduce night driving accidents.



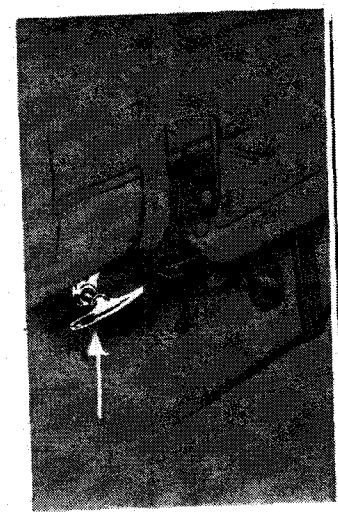
DRIVER'S SEAT ADJUSTMENT

DRIVER'S SEAT ADJUSTMENT

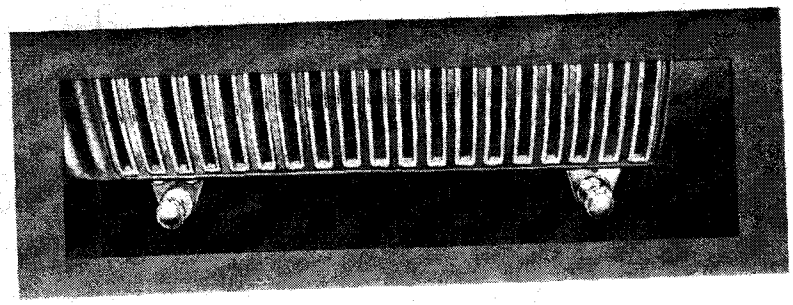
A simple, easy-acting driver's seat adjustment has been provided. For greatest driving comfort, merely lift the handy seat-side lever and slide the seat forward or back to meet your personal requirements for a relaxed driving posture. Releasing lever locks the seat in position. For front seat adjustment on Hydro-Electric equipped cars see page 36. As the front seat moves forward, it rises enough to afford drivers of short stature a good view of the road.

PROPER USE OF THE HAND BRAKE

To prevent a parked car from rolling on slight grades, it is well to form the habit of setting the hand brake which is conveniently located to the left of the steering column. To apply this brake, merely pull the handle straight back. It locks automatically. A "tell-tale" light lights up when the hand brake and the ignition are on. To release the brake, rotate the handle left and it will return to normal position. When the handle pulls out more than several inches, it should be adjusted by your Cadillac dealer. When parking on hills, in addition to applying the hand brake, always place the Hydra-Matic selector lever in "Reverse," which automatically locks the transmission. Toe the front wheels of your Cadillac in toward curb.



HAND BRAKE



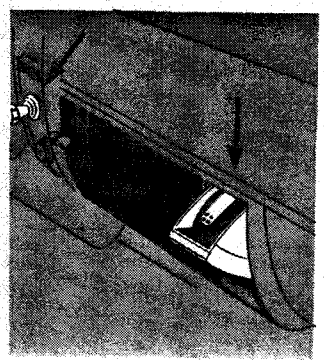
CONTROLLED VENTILATION

One of the most important factors in truly comfortable motoring is proper ventilation. This has been provided for under all conditions in the Cadillac All-Weather Ventilation System.

Ventilation passages running from behind each side of the radiator grille lead to the driving compartment admitting outside air at the floor level. The air flow is controlled by valves operated by push-pull type knobs, located to the left and right of the radio grille just below the instrument panel—thus making it possible to quickly provide the desired degree of ventilation. Keep right knob closed in winter.

Small doors at right and left passage outlets under the instrument panel near the floor direct the air. These can easily be positioned by foot to direct the air along the floor when the doors are pointed downward or to sweep it across the front seat cushion when raised.

To shut out offensive odors or exhaust gases containing carbon monoxide, often present in congested traffic and when parked behind vehicles having motors running, it is advisable to close both air intake valves by means of the push-pull knobs.



ASH TRAY AND LIGHTER

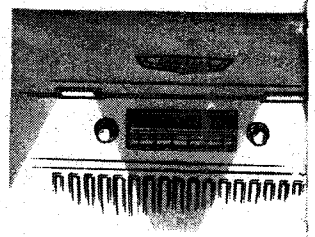
ASH TRAY AND LIGHTER

A cigar lighter is located above the ignition lock. Pushing it in heats the element. When properly heated for use, it will click out. The cigar lighter receptacle is illuminated for easy replacement of lighter when headlamps or parking lamps are "on."

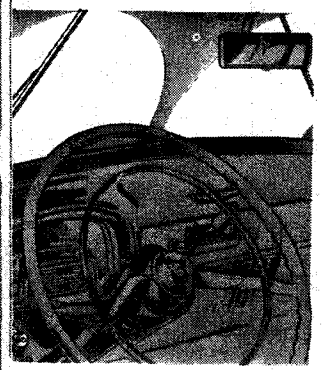
The ash tray is built into the right side of the radio grille and tilts out when pressed at the bottom. It may be removed for cleaning.

MAP LIGHTS

For your convenience, map lights are located along the top edge of the instrument panel on each side of the radio-dial panel. With front doors closed, they may be operated manually by means of the switch at the left map light. They automatically serve as courtesy lights when either front door is open.



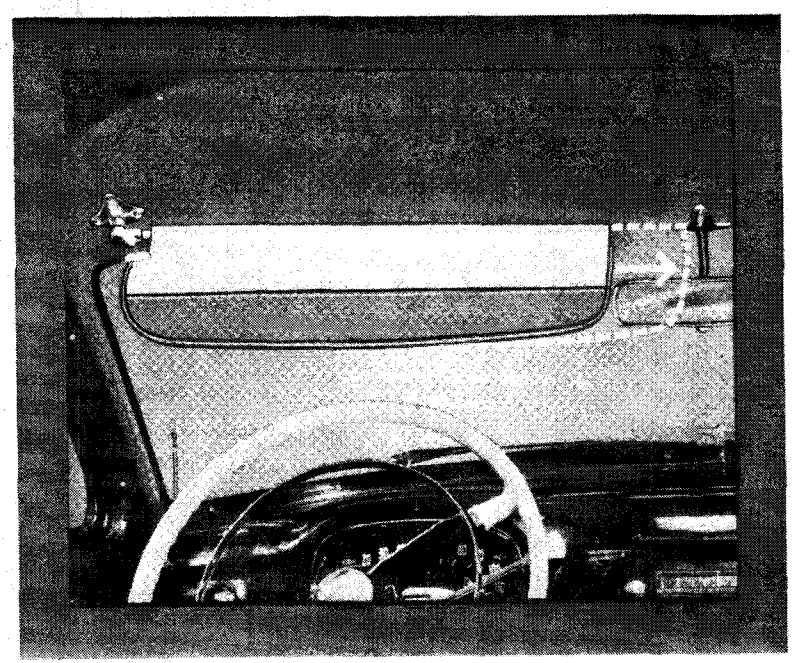
MAP LIGHTS



WINDSHIELD WIPERS

WINDSHIELD WIPERS

Windshield wipers are controlled by the lower knob just left of the steering column. To operate turn knob clockwise. An excellent means of cleaning the windshield while driving can be provided by installing a Cadillac Windshield Washer. This protects against the dangers of a windshield smeared with road spray or mud from passing cars. Simply pressing the button in the center of the control knob causes water to be sprayed on both sides of the windshield to assist the wipers in cleaning off mud or grime.



SUN SHADES

INTERIOR SUN SHADE

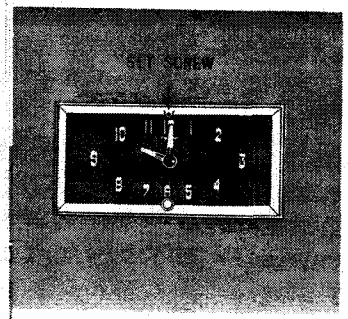
Interior Sun Shades are provided for added comfort and safety. They may be pulled down to the proper level to reduce glare or to shut out direct rays of the sun. They also may be swung to shield against sun rays entering through side windows. In addition to the vertical movement of the shades, they may be pulled out horizontally on the rods for a total distance of three inches.

LOCATION OF FUSES

For convenience, several fuses are grouped together in one location. This fuse panel is located behind the instrument panel on the cowl insulating board, slightly to the left of the car centerline.

Circuits with fuses on this panel include Automatic and Standard Heaters (30 amp. fuse); Radio (14 amp. fuse); Back-up Lights (14 amp. fuse); and Directional Signal System (9 amp. fuse). The spotlight is fused separately with the fuse located on top of the defroster opening cover on the engine side of the cowl.

Three fuse clips are provided on the fuse panel. One extra of each of the three types of fuses (30, 14 and 9 amp.) may be kept here.



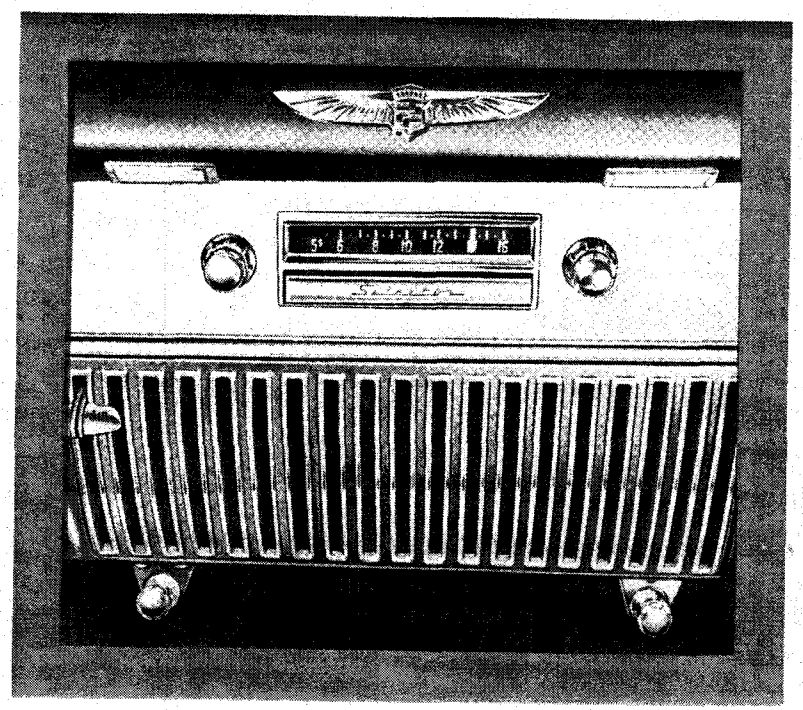
ELECTRIC CLOCK

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.

Even a fine automobile clock such as this is considered a good timepiece when daily gain or loss does not exceed one minute. 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 out, turn hands to correct time, and allow knob to spring back.

The clock may be easily 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 about thirty seconds per day.



SIGNAL-SEEKING DUAL-SPEAKER RADIO

SIGNAL-SEEKING DUAL-SPEAKER RADIO

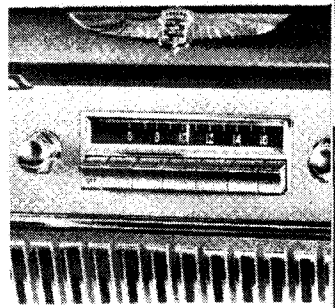
This radio is so designed as to permit hair-line tuning with a mere touch of the "Selector" bar underneath the dial. On the FIRST clockwise setting of the "Sensitivity" control only the stronger and more powerful stations come in. On the SECOND setting, stations of slightly lower power come in, in addition to the stronger stations . . . and so on to the FIFTH and final setting. This radio is equipped with dual speakers (except in 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 knob and ring at the left of the dial operate separately. The knob controls "On" and "Off" and "Volume." The ring controls "Sensitivity" (the strength of the weakest station that the set will stop on).

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 bass 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.

This antenna knob also controls the relative volume of the two speakers. As you turn the antenna knob counter-clockwise, the volume of the front speaker gradually decreases 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



AUTOMATIC PUSH BUTTON RADI

On Cadillac cars equipped with push-button radios, the controls are grouped above the radio grille in the center of the instrument panel. There are 5 station-selector push-buttons, an "On-Off" push-button, a tone control push-button, 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, press the desired station selector button or turn the manual control knob at the right.

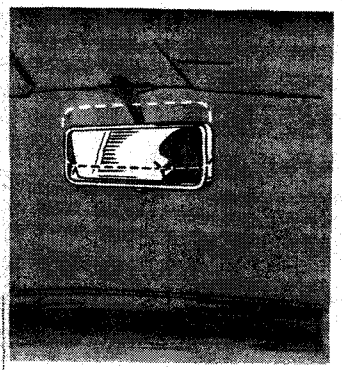
For tone selection, press the button marked "TONE." Three different tones may be selected. Volume is controlled by turning the knob located to the left of the push buttons. This knob, when pushed in, also raises the antenna and, when pulled out, lowers the antenna. In a weak signal area, raise the upper section of the antenna by hand.

To set 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 replace the station selector button and push it all the way in. The Automatic Push-Button Radio is equipped with new dual speakers.

HOOD LOCK

The hood lock is operated by pulling a lever which is 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 position.

HOOD LOCK



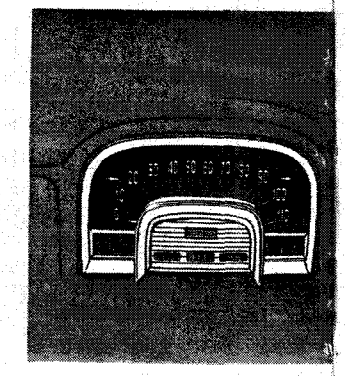
REAR VIEW MIRROR

REAR VIEW MIRROR

To shift the Cadillac Glare-Proof Rear View Mirror from clear daylight visibility to night non-glare visibility, simply adjust the small ear on the bottom of the mirror. The mirror can be adjusted on a new mounting to accommodate the driver's height and seat position for greater driving convenience.

SPEEDOMETER

Your speed, your accumulated mileage and your trip mileage are shown on the speedometer. To reset the trip mileage to zero, push in on the reset knob, under the instrument panel to the right of the steering column and below the ignition-lock, and turn it clockwise to desired setting.

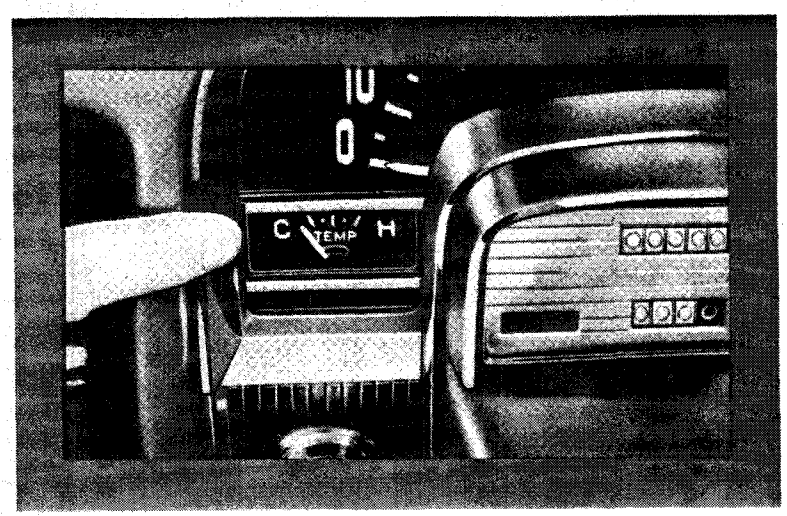


SPEEDOMETER

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 located and corrected.

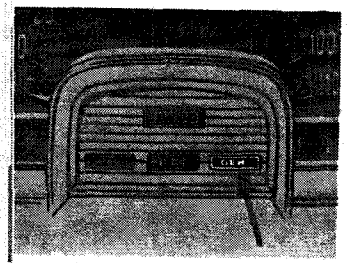
OIL PRESSURE WARNING



TEMPERATURE INDICATOR

THE TEMPERATURE INDICATOR

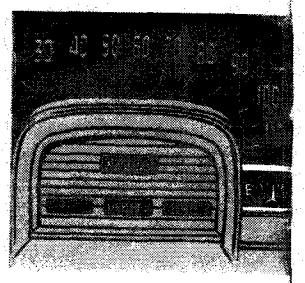
The temperature indicator, located in the instrument cluster, shows the approximate temperature of the coolant in the engine. If the pointer should register above the center range during long continuous driving in warm weather, do not be alarmed, as the pressure-controlled overflow will normally prevent fluid losses up to about 245° F. Should the indicator show "HOT" on short runs, however, or if the engine boils as indicated by a buzzing sound from the radiator cap, have your Authorized Cadillac Dealer investigate immediately to correct the overheating.



GENERATOR INDICATOR LIGHT

GENERATOR INDICATOR LIGHT

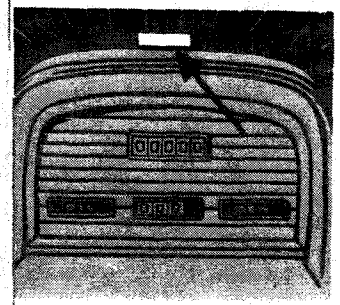
A generator "tell-tale" indicator light in the speedometer face glows red when the generator is not charging. If operation is normal, it will not be on at speeds above idle. If it glows at speeds above idle, have your Authorized Cadillac Dealer correct it.



GASOLINE GAUGE

THE GASOLINE GAUGE

The gasoline gauge, also located in the instrument cluster, operates when the ignition key is turned to the right hand position.



HAND BRAKE WARNING LIGHT

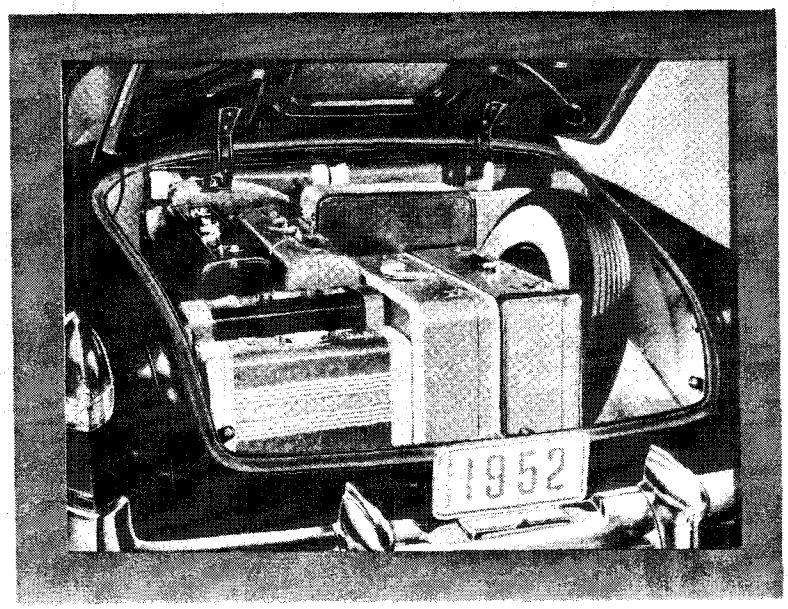
HAND BRAKE WARNING LIGHT

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

DOOR LOCKS

CONVENIENT DOOR LOCKS

Each door on your Cadillac can be locked from the inside by pushing down the lock button on the sill. 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. 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. To open a door, it is then necessary to lift the lock button before operating 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 handle inoperative to outside opening.



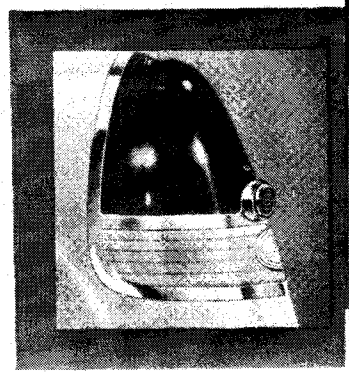
LUGGAGE COMPARTMENT

LUGGAGE COMPARTMENT

The luggage compartment lid on your 1952 Cadillac has a counterbalanced 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 the 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. An automatic interior light operates for your convenience when the trunk is raised.

DUAL BACK-UP LIGHTS

Dual back-up lights, which are located directly below the right and left tail lamp lenses, are a part of the tail lamp assembly. These lights operate automatically whenever the transmission selector lever is placed in reverse while the ignition switch is "ON." To add to driving ease, you will find these lights make backing out of driveways or into parking spaces easier.



DUAL BACK-UP LIGHTS

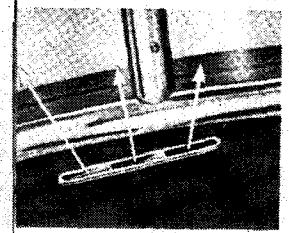
Cadillac Automatic Heating System

Your Cadillac Automatic Heating System incorporates a three-fold heating, ventilating and defrosting system. The components consist of a re-circulating hot water heater, located under the front seat, and a large heater-defroster unit mounted under the car hood.

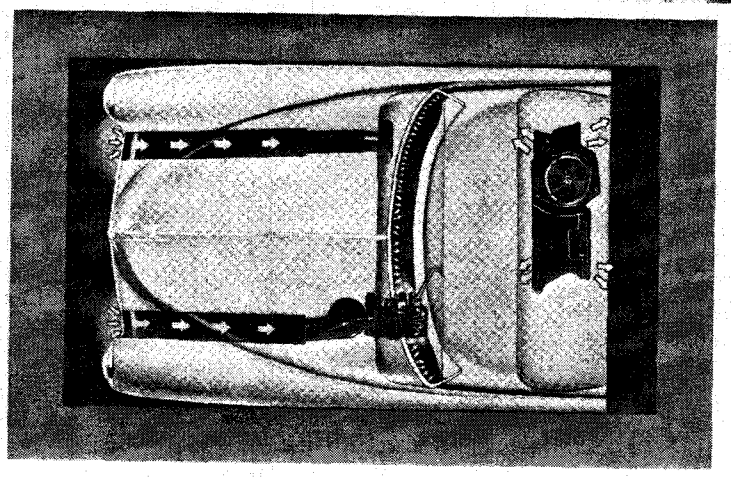
The floor and lower portion of your car are heated by the underseat unit. The upper portion of your car is kept warm by the heater-defroster unit. The entire system is designed to provide driving comfort in all kinds of weather. For example, it provides cool, fresh air in summer and heated fresh air for winter driving. Cool or warm, the fresh air is gently pressure-circulated throughout the car. Series 75 cars have two added under-rear-seat heaters.

DEFROSTING

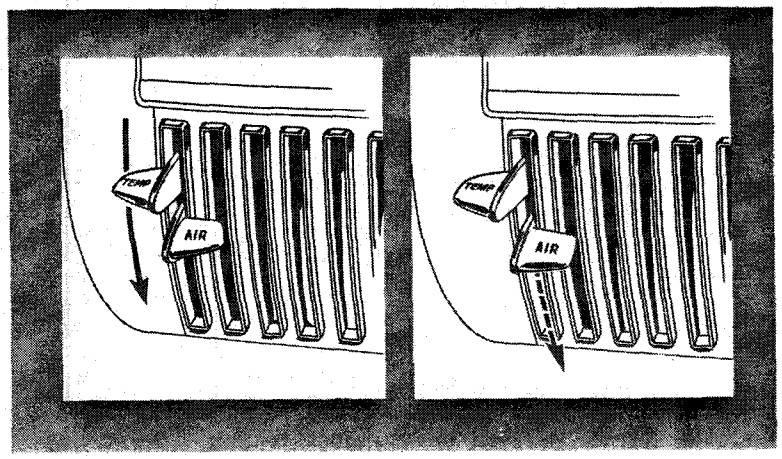
The large heater-defroster unit clears steam and frost from the windshield to provide better winter-driving vision.



The rear window blower (with deluxe system only) keeps vital *rear window* areas clear of frost and fog for safe through-rear-window vision under adverse weather conditions.



This Cadillac Automatic Heating System is used in all Cadillac models. Two under-rear-seat heaters are standard in Series 75 cars.

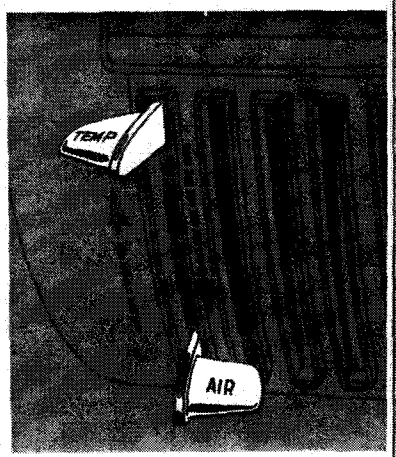


OPERATING THE HEATING SYSTEM

Your Cadillac Automatic Heating System is controlled by the two levers at the left side of the grille. The lever marked "TEMP" controls the car temperature; *push it downward to make the car warmer.* The lever marked "AIR" controls the amount of ventilating and defrosting air; push it downward to increase the volume of air entering the car through the heater-defroster.

TO REMOVE FOG AND ICE

If fog collects, push the "AIR" control down further. For maximum defogging, push the lever down as far as it will go with light pressure. To remove ice, push the knob down with greater pressure to its lowest position. If the car then becomes too warm, lift the "TEMP" control to the top of its travel.



WINTER VENTILATION

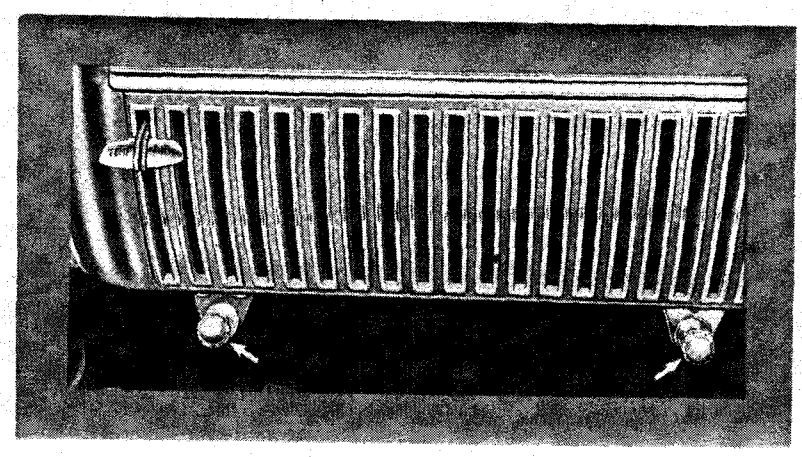
"AIR" LEVER

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 in volume from outside 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 and push in both ventilator knobs. This will close the ventilators from the outside against dangerous fumes.

SUMMER VENTILATION

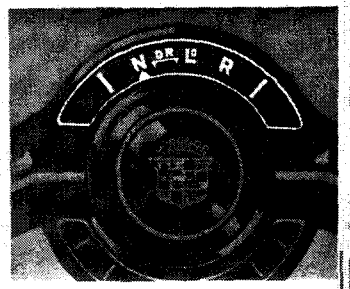
Pull out both ventilator knobs beneath the instrument panel. Adjust the ventilator deflector to give the desired air distribution. If more ventilating air is desired, push down the "AIR" lever to the position of maximum defogging as described before. If fog collects on the windshield, push down the "AIR" lever as described before. Push in the ventilator knob, it will discharge air over the windshield.


VENTILATOR KNOBS

Operation with Hydra-Matic Drive

TO START ENGINE

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 as this merely aggravates the condition.



"N" NEUTRAL

HOW TO USE THE TWO DRIVING "DR" RANGES

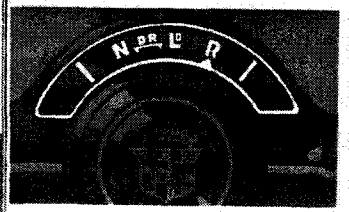
You will note that the "Dr" range has two positions. The left hand arrow position of the selector lever will provide *four* forward speeds, the right arrow position will provide *three* forward speeds.

For Normal Driving, the left hand arrow position should be used as the use of fourth speed will reduce engine speed and increase economy.

For Congested Traffic or Mountainous Driving, the right hand "Dr" arrow position should be used. In this position, only first, second and third speeds are obtained, improving acceleration in heavy traffic. The right hand arrow position also reduces automatic shifting in traffic and on hills and will increase the engine braking effort when descending grades.

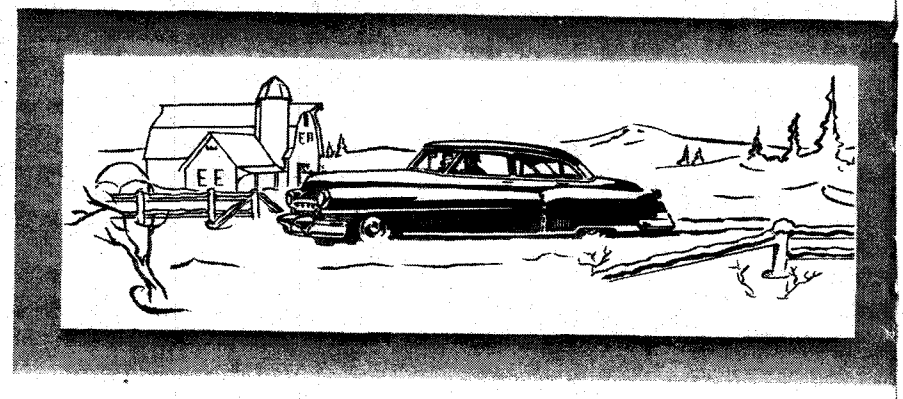
When Passing, an extra burst of speed may be secured by merely pressing the accelerator down as far as it will go. This procedure automatically down-shifts the transmission to the correct speed for more power and faster, smoother acceleration.

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



"R" REVERSE

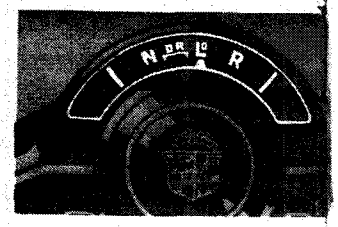
To Back Up with your car stopped, move the selector lever to the Reverse "R" position. This can be done from Neutral "N", either "Dr" position, or "Lo" without pause. Lift the selector lever slightly as it passes the "Dr" and "Lo" positions. Press accelerator to move car in Reverse. The selector lever should not be placed in "R" while moving ahead on dry pavement.



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

LOW "LO" RANGE POSITION

"Lo" range is provided for operation in deep sand, mud, or snow. It should also be used in ascending or descending very steep grades or where traffic signs call for the use of first or second gear. It is good practice to use "Lo" for starting car on ice.



"LO" LOW

A change from either of the "Dr" positions to "Lo" can be made at moderate speeds when the car is on dry pavement. *It is not recommended to shift to "Lo" in this manner when pavement is slippery, or when in loose gravel, because it might induce a skid.*

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.

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 either "Dr" position (not to "Lo").

For Transmission Not Functioning Properly—The propeller shaft must be disconnected at the rear universal joint and removed, 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. Towing at high speeds may damage the transmission.

Cadillac Warranties Protect You . . . Read Them Carefully!

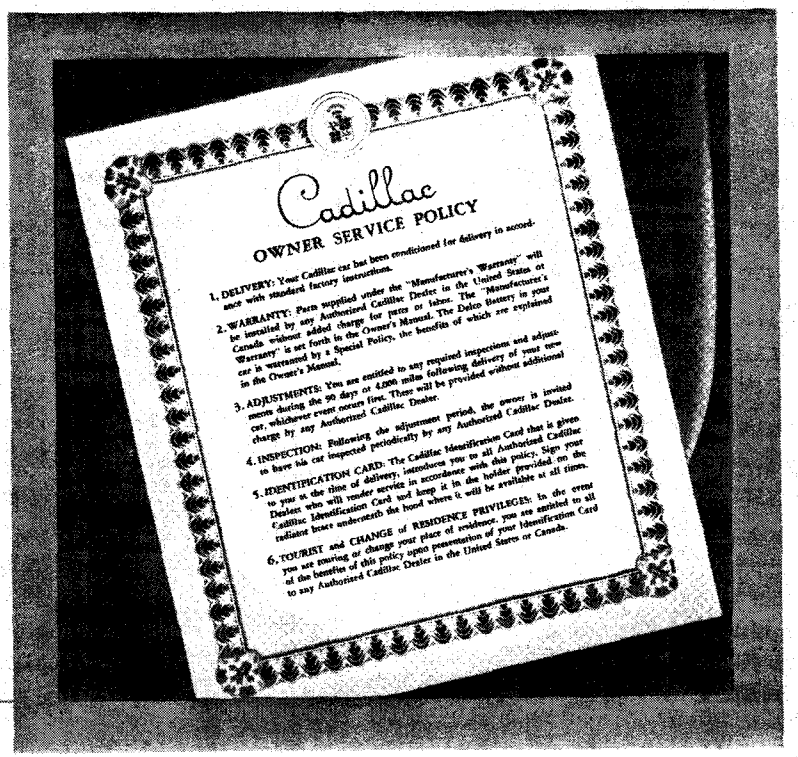
It is expressly agreed that there are no warranties, expressed or implied, made by either the Dealer or the Manufacturer on the Cadillac motor vehicles, chassis or parts furnished hereunder, except the Manufacturer's Warranty against defective materials or workmanship as follows:

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."



Depend on Authorized Cadillac Service

Any Authorized Cadillac Dealer has a close personal interest in keeping your Cadillac at its best. You can best insure the continuation of your Cadillac's high standard of performance by depending always upon Authorized Cadillac Service and upon Cadillac Authorized Parts which are built to the same high standards of precision and quality as the original parts in your car.

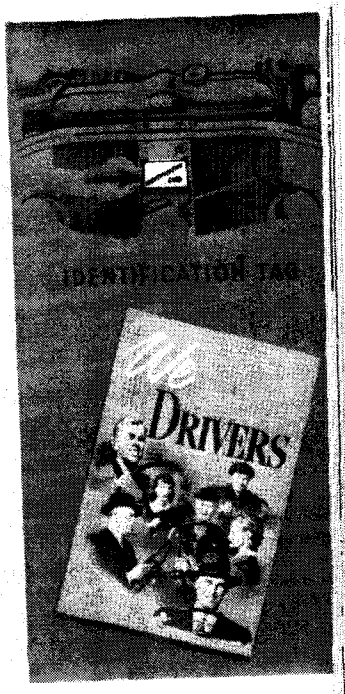
YOUR OWNER'S SERVICE POLICY

Read your Owner's Service Policy carefully. It lists numerous privileges to which you are entitled as a Cadillac owner. These privileges include free inspection and adjustments during the first 90 days or 4,000 miles of ownership and replacement without charge of any parts adjudged by the Manufacturer to be defective under its warranty. Your Owner's Service Policy is a valuable asset.

YOUR IDENTIFICATION CARD

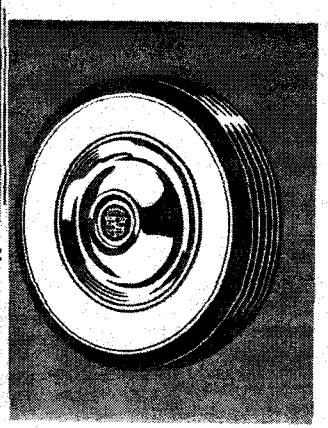
You received an Identification Card when delivery of your car was made. This card entitles you to the same consideration at any Authorized Cadillac Dealer in the United States or Canada that you would receive at the service department of the Dealer where your car was purchased.

Sign your Cadillac Identification Card and keep it at all times in the holder on the radiator air deflector under the hood. See the list of U. S. cities in the rear of this book, in which Authorized Cadillac Service is available throughout the U. S.



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 to the factory service department.



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."

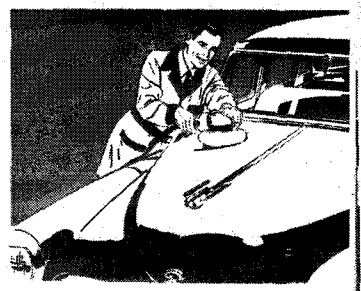
BATTERY WARRANTY

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 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 occurs first, 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 matter.

Cadillac Blue Coral Beauty Treatment Protects and Beautifies Your Car



The original beauty of your Cadillac car can be retained for many years by having your Cadillac dealer apply the only 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.

Since 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 washings are recommended as a further protection.

IMPORTANT FACTS ON CARE OF NEW TYPE CHROME ON YOUR CAR

Material restrictions that are caused by the national defense program have required a change in the plating process of some of the bright work on your Cadillac.

Do not scour or polish these plated parts— Wash only with water

A protective coating of a special clear finish has been baked on plated parts and no supplementary coatings should be used. MAINTENANCE INSTRUCTIONS MUST BE FOLLOWED to prevent damage to the protective coating. Abrasives and strong cleaning agents are harmful to this finish, therefore, conventional methods of chrome cleaning and polishing MUST BE AVOIDED.

Repairs to SCRATCHES OR ABRASIONS that occur on parts having the protective coating must be performed within a reasonably short time to prevent deterioration of the finish. It is recommended that repairs be made only by those who are familiar with proper repair procedures and who use approved refinishing materials.

Your Dealer has complete instructions regarding this procedure and is well qualified to handle any repairs that may be necessary.

Engine Break-in Instructions

Your new Cadillac does not require a formal break-in period. You should drive it at varying speeds in a normal manner, just as you expect to drive your car when it is a year old.

Precision manufacturing methods have prepared your Cadillac for all normal driving, and it has already been tested under simulated road conditions at the factory.

There are no maximum speed limitations which must be observed. For the first 100 miles or longer, however, you should avoid driving for extended periods at any one constant speed, either slow or fast, and you should avoid full-throttle "jack rabbit" starts and severe application of the brakes in stopping.

Before The Mercury Drops to Freezing . . . Have Your Car Protected with Anti-Freeze

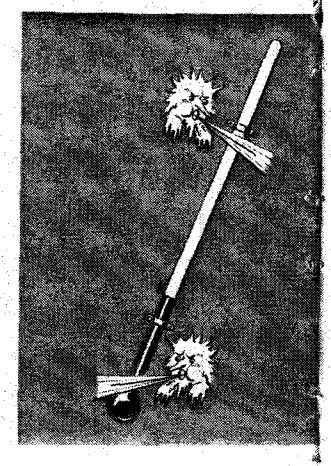
Cadillac factory engineers recommend using either a permanent glycol-type or an alcohol base anti-freeze, such as denatured alcohol, methanol, or propanol.

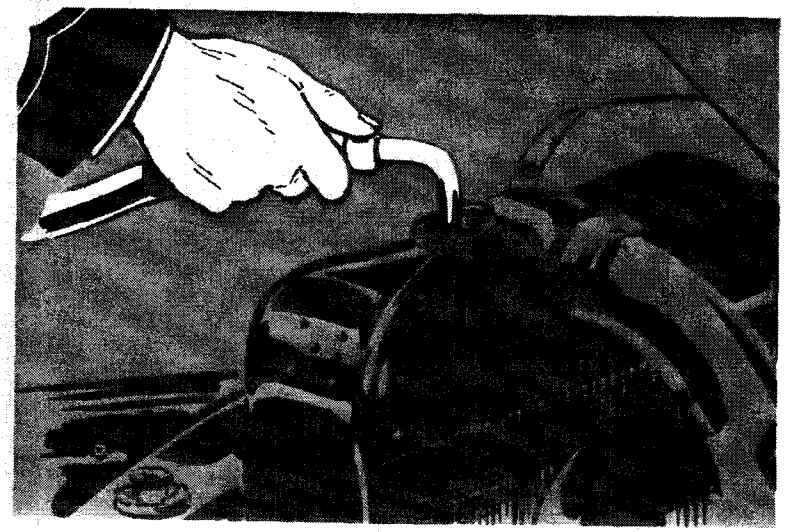
Kerosene or other oils, or solutions containing calcium chloride, magnesium chloride, sodium silicate, or other inorganic salts, are not satisfactory for use in your Cadillac car cooling system.

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—with special checks made on hose connections, cylinder heads, 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 to prevent winter damage.





Engine Efficiency and Protection Depend on Proper Cooling

The cooling system of your Cadillac engine has been designed to maintain predetermined temperatures for efficient operation, and to protect it from over-heating. On cars equipped with heaters, the normal capacity of the system is 20 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 for the best efficiency.

CADILLAC COOLING SYSTEM INHIBITOR

Your Cadillac, when delivered to you, contains 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. Regardless of the season, a fresh charge of Inhibitor should be added whenever the system is drained and refilled, even when an anti-freeze containing Inhibitor is being used. Cadillac Cooling System Inhibitor is recommended because of its effective action, and because it can be safely used with any standard anti-freeze. It can be obtained from your Dealer.

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 when 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.

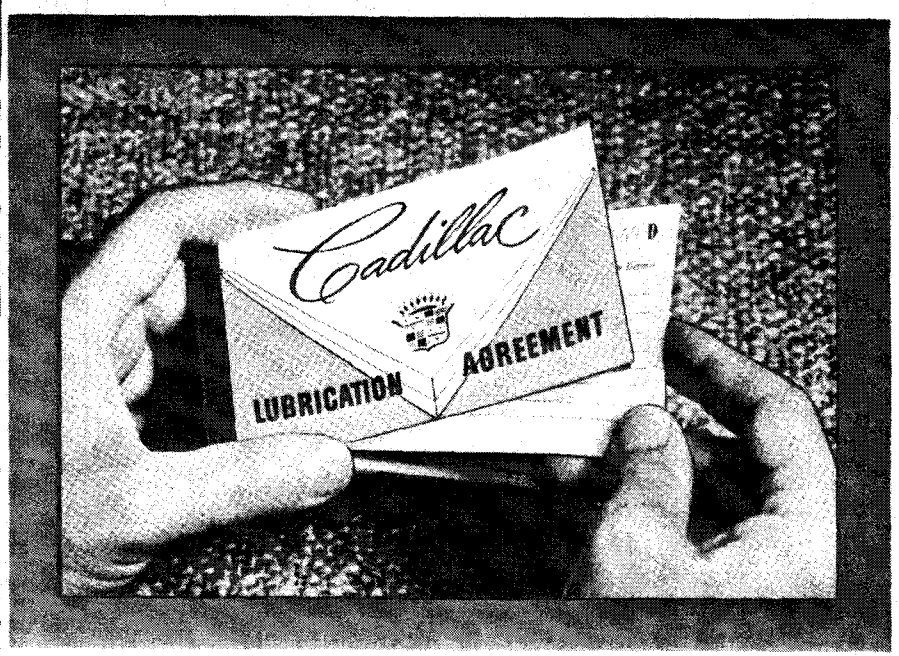
For maximum protection of your Cadillac engine under all driving conditions, it is recommended that Heavy-Duty oils be used.

THE FIRST 500 MILES

For the first 500 miles, use the heavy-duty 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 the 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 above 90° F., SAE 30 oil may be used.



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

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

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.*

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. After the initial change at 500 miles and a second oil change at 2,000 miles, engine oil should be drained and replaced every 2,000 miles. More frequent changes are required with unusual stop and go operation, dusty road travel or during prolonged cold or wet climatic conditions.

Be Sure That You Always Get The Proper, Authorized Fluid For Hydra-Matic Drive

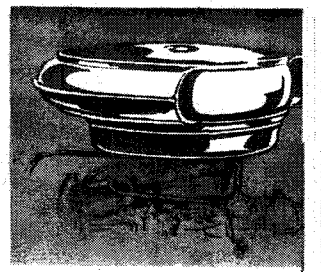
Cadillac Hydra-Matic Drive operation depends upon the use of a fluid of very exacting specifications, compounded especially for Automatic Transmissions. This fluid can be obtained from Authorized Cadillac Dealers and reputable service stations who carry fluid which has been qualified by General Motors Corporation for use in Cadillac Hydra-Matic Transmissions. Approved Hydra-Matic Fluid is identified for the protection of the car owner by the qualification number "AQ-ATF."

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—and, if necessary, they will add fluid.

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., otherwise SAE 20 engine oil. Proper care of the air cleaner prevents much outside dirt and grime from entering your Cadillac engine.



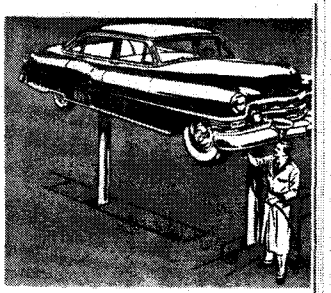
AIR CLEANER

OIL FILTER

If an oil filter has been installed on your car as an accessory, it is recommended that the oil filter ELEMENT be replaced every 6,000 miles. Your Dealer carries new elements in stock.

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, 2860 Clark Street, Detroit 32, Michigan.



CHASSIS LUBRICATION

REAR AXLE AND SYNCHRO-MESH TRANSMISSION

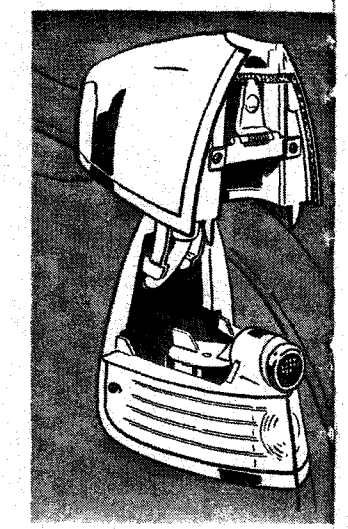
The lubricant level in the rear axle and Synchro-Mesh transmission of your car should be inspected every 2,000 miles and lubricant added as required. The lubricant should be drained and refilled ONLY upon disassembly of these units for repair. Information concerning lubrication of the Hydra-Matic Drive will be found on page 30 of this issue of the Owner's Manual.

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

OTHER POINTS

The steering gear, front wheel bearings, and grease gun connections each require a specific type of lubricant. Only operators familiar with these requirements and having the right materials should be permitted to lubricate your Cadillac.

USE GASOLINE WITH HIGH OCTANE RATING



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 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 results in a lowering* of air pressure and may affect performance.

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. Open by pushing in the reflector button at the base of the lamp. When closed, the cover is held firmly in position.

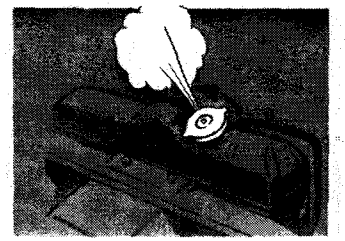
ENGINE OIL LEVEL INDICATOR

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 clean 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 least every 2,000 miles, with the engine *cold*. Care should be taken 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 and allow pressure to escape. Then turn again to the left to remove. Be sure the cap fits tightly when reinstalled.

Give Proper Attention to Wheels and Tires

Regular attention will extend the life of your tires and help you avoid emergency repairs. Have your tires, including the spare, checked twice a month.

RECOMMENDED TIRE PRESSURES (COLD)

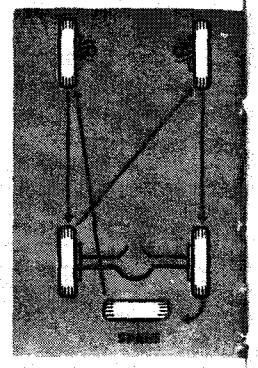
Series	Tire Size	Ply Rating	Front	Rear
52-62	8.00 x 15	4	24 lbs.	24 lbs.
52-60S	8.00 x 15	4	24 lbs.	24 lbs.
52-75	8.20 x 15	6	28 lbs.	28 lbs.
52-86	(Commercial Chassis)			
	8.90 x 15	6	24 lbs.	30 lbs.

CLEANING WHITE SIDEWALL TIRES

To clean white sidewall tires, use soap, warm water and a stiff brush. For 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. Proper care adds life.

INTERCHANGING TIRES

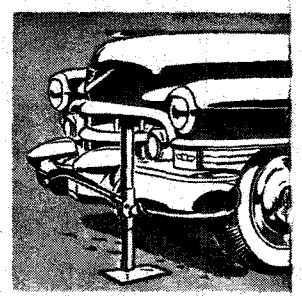
To equalize the wear on your tires and thus prolong tire life, interchange the wheels and tires on your car, in the manner indicated in the illustration, at *least* every 4,000 miles. Wheels and tires should be criss-crossed and alternated with spare to assure even wear and maximum mileage.

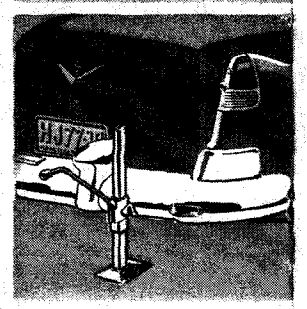


CHANGING WHEELS

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 diagonally opposite the flat tire, with the wedge block provided.
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 until the wheel clears the ground.
3. If rear wheel is to be changed, remove wheel shield as instructed in next note.
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.

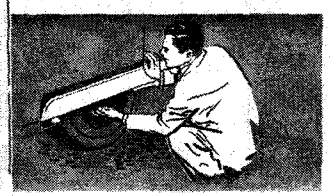




REMOVING CADILLAC REAR WHEEL SHIELDS

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 locking rod up to its original position. Tighten with the wheel wrench.



REAR WHEEL SHIELDS

STOWAGE OF CAR JACK

The jack stowage bracket is between the spare wheel and the right wall. The jack should be mounted on this bracket as shown on the instruction label attached to the rear compartment cover. The base of the jack should be stowed in the pocket on the trunk wall, and the wedge inserted between the jack and the wall. The tire wrench should be placed in the tire well to the left of the tire with both ends in the well where they cannot injure luggage or rattle against other equipment stowed in the trunk.

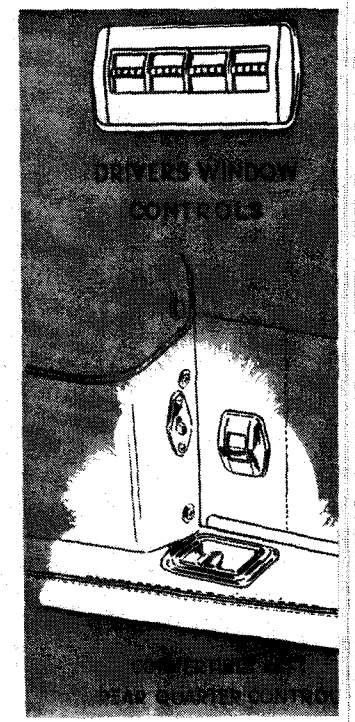
Cadillac Hydro-Lectric Operation of Windows, Front Seat, Convertible Tops

The Cadillac Hydro-Lectric system operates the windows and the front seat adjustment in the Series 60S Sedan, 62 Coupe De Ville and the 62 Convertible Coupe; the windows and the division glass in the Series 75 Imperial Sedan; and the Convertible Coupe folding top. Hydro-Lectric equipment is optional on other models.

HYDRO-LECTRIC WINDOW REGULATION

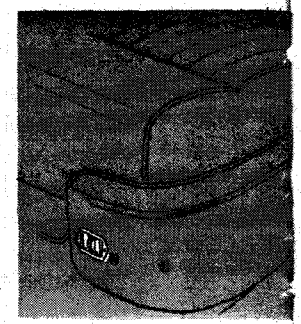
The button controls for raising and lowering the windows are located on each door just below the garnish moulding. There are four control switches on the left front door to operate all four windows on the Series 60S Sedan and the 62 Sedan Hydro-Lectric equipped cars. The Series 75 Imperial has four buttons 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. On the Series 75 Imperial, controls for the rear doors and division glass are located in a convenient position 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 De Ville, this control is in the left-hand arm rest.



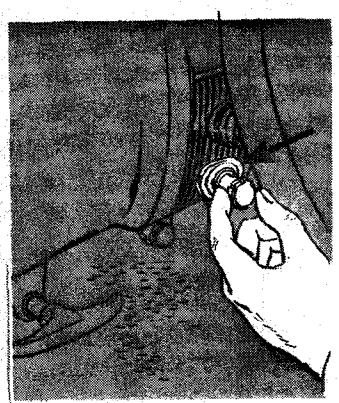
HYDRO-LECTRIC SEAT ADJUSTMENT

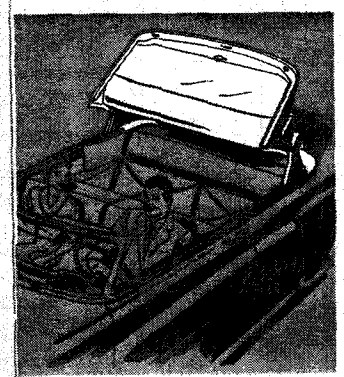
The forward and backward adjustment of the front seat is also powered by the Hydro-Lectric mechanism. The control button is mounted on the front of the seat valance near the driver's left leg. The seat raises as it moves forward to provide comfort and visibility for persons of short stature.



DRIVER'S SEAT ADJUSTMEN

HYDRO-LECTRIC CONVERTIBLE TOP OPERATION





CONVERTIBLE TOP CONTROL

To open the top on the Convertible Coupe, stop the car; turn down sun visors and release the top center locking handle; push the front of the top upward so that it clears 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 opened. 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 close 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 closed, then turn the handle from the locked position. Draw top down over windshield header dowels, and turn top center locking handle to LOCKED position.

Never raise or lower the top while the car is in motion.

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 allow the top to dry in folded position after it has been dampened or water soaked.

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 be turned to a locked position; then install top boot.

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

CARE OF CONVERTIBLE BACK WINDOW

Due to the texture of the plastic rear windows in the convertible top, these precautions must be exercised in their 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.
2. To clean 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 finish on the rear body panel.
3. Caution should be used in removing frost, snow or ice during winter months. DO NOT USE A SCRAPER.

INTERFERENCE WITH TOP OPERATION

Interference with the mechanical operation of the top, seat, or windows—such as holding or retarding their operation in any way—should be avoided. If top sticks, relieve the point of interference to prevent damage to the top.

Operation of New Cadillac Power Steering

If your Cadillac is equipped with the new 1952 Cadillac Power Steering system—the former work of steering is being done for you without need to operate any controls. Ladies in particular will discover that this system makes even the longest car—easy to turn . . . easy to park . . . and easy to maneuver in the heaviest traffic.

Unlike other power steering systems, the Cadillac Power Steering system permits you to retain the true "feel" of steering. All emphasis in the design of this new Power Steering has been targeted on your driving comfort—to furnish you with a system that requires a minimum of driving effort—and with a unit that makes parking almost effortless.

One of the great advantages of your steering system is that it retains the proven Cadillac steering ratio used on 1952 manual steering gears. ***Moreover, your Power Steering may be manually operated with the engine in the "off" position. In the event your system is disconnected for any reason—steering may be accomplished manually in the normal manner.***

Under all conditions of driving, you remain in control. When driving around a curve the car follows the path that you direct with your hands on the wheel. Cadillac Power Steering does not steer beyond the path that you set. For example, if you remove your hands from the wheel for a brief moment, your Cadillac will again follow a straight path just as it does with manual steering.

Your Power Steering system is so designed that it gives you no hydraulic steering assistance under very light steering conditions; such as the slight maneuvering required to steer on a straight road. Another safety factor, inherent in your Power Steering unit, is that the hydraulic system—in addition to acting as a booster—resists kickback and "road shock" and provides you with positive directional steering control.

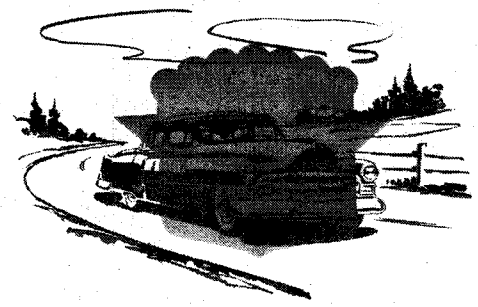
License Data

The engine number, which is also the serial number, is stamped on the car in two places: At the 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. The engine number should be used in license and insurance applications and in general car reference.

Series	Wheelbase	Beginning Engine Numbers
1952-62	126 in.	526200000
1952-60S	130 in.	526000000
1952-75	146¾ in.	527500000
1952-86 (Commercial Chassis)	157 in.	528600000

Type of Engine.....90°, V-8, overhead-valve
Bore and stroke.....3 13/16 inches x 3 5/8 inches
Piston Displacement.....331 cu. inches
Taxable Horsepower.....46.5

WEIGHT: Consult the dealer who sold you the car, or the Motor Vehicle Commissioner of your State. Weight information on all Cadillac body styles is 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
Kodiak

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
Crescent City
El Centro
Escondido
Eureka
Fairfield
Fresno
Gilroy
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 Springs
Craig
Delta
Denver
Durango
Glenwood Springs
Grand Junction
Greeley
Julesburg
LaJunta
Lamar
Leadville
Loveland
Montrose
Pueblo
Rifle
Rocky Ford
Salida
Sterling
Trinidad
Walsenburg
Wray

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Bristol
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Hartford
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Middletown
Milford
Mystic
New Britain
New Haven
New Milford
Norwalk
Norwich
Putnam
Ridgefield
Rockville
Sheltond
Stamford
Stratford
Torrington
Waterbury
Westport
Willimantic

DELAWARE
Milford
Wilmington

DISTRICT OF COLUMBIA
Washington

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Fort Lauderdale
Fort Myers
Fort Pierce
Gainesville
Graceville
Jacksonville
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Lakeland
Lake Wales
Leesburg
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Panama City
Pensacola
St. Augustine
St. Petersburg
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Sarasota
Tallahassee
Tampa
Vero Beach
West Palm Beach

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Elberton
Fitzgerald
Gainesville
Griffin
LaGrange
Macon
Marietta
Monroe
Newnan
Rome
Savannah
Statesboro
Swainsboro
Thomaston
Thomasville
Thomson
Tifton
Toccoa
Valdosta
Vidalia
Waycross
Waynesboro

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Grangeville
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Kellogg
Ketchum
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Nampa
Pocatello
Rupert
St. Anthony
Salmon
Sandpoint
Twin Falls
Weiser

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Canton
Carbondale
Carlinville
Carmi
Centralia
Champaign
Chester
Chicago
Chicago Heights
Collinsville
Danville
Decatur
DeKalb
Dixon
Dundee
E. St. Louis
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Elmhurst
Evanston
Fairfield
Flora
Freeport
Galesburg
Geneseo
Harrisburg
Highland Park
Jacksonville
Jerseyville
Joliet
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Kewanee
LaSalle
Lincoln
Litchfield
Marion
Mattoon
McComb
McHenry
Metropolis
Moline
Monmouth
Monticello
Morris
Mt. Carmel
Mt. Vernon
Oak Park
Olney
Ottawa
Paris
Park Ridge
Paxton
Pekin
Peoria
Pontiac
Princeton
Quincy
Robinson
Rochelle
Rockford
Rock Island
Rushville
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Shelbyville
Springfield
Sterling
Streator
Sullivan
Taylorville
Trenton
Tuscola
Vandalia
Watseka
Waukegan

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Hammond
Hartford City
Huntington
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Jasper
Kendallville
Knox
Kokomo
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Michigan City
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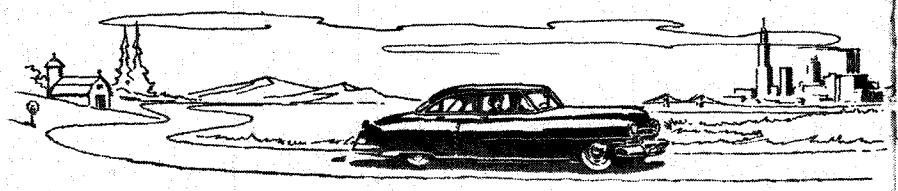
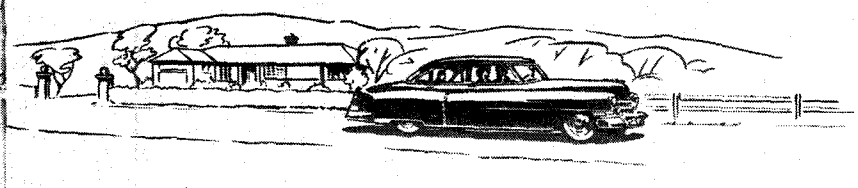
Monticello
Muncie





INDIANA (Cont'd)
New Albany
New Castle
Peru
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Portland
Richmond
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Salem
Seymour
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South Bend
Sullivan
Terre Haute
Valparaiso
Vincennes
Wabash
Warsaw

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Cherokee
Clarinda
Clinton
Council Bluff
Creston
Davenport
Decorah
Denison
DesMoines
DeWitt
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Emmetsburg
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Hampton
Harlan
Ida Grove
Iowa City
Iowa Falls
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Knoxville
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Maquoketa
Marshalltown
Mason City
Mt. Pleasant
Muscatine
Newton
Oelwein
Onawa
Orange City
Osceola
Oskaloosa
Ottumwa
Perry
Red Oak
Rock Rapids
Sheldon
Shenandoah
Sibley
Sioux City
Spencer
Storm Lake
Tama
Washington
Waterloo
Webster City
Winterset

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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
Scott
Topeka
Wamego
Wichita

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Maysville
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Murray
Owensboro
Paducah
Pikesville
Pineville
Prestonburg
Princeton
Somerset
Stearns
Whitesburg
Williamsburg

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Plaquemine
Shreveport
Vivian

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Waterville

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Cumberland
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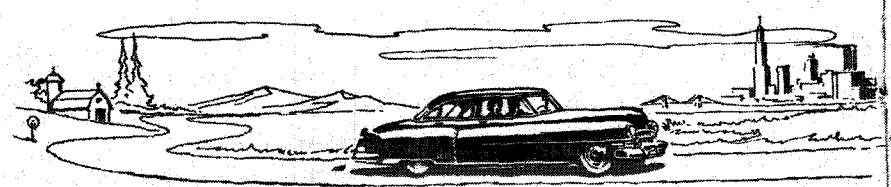
Pocomoke City
Salisbury
Westminster

MASSACHUSETTS
Andover
Attleboro



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Boston
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Brookline
Cambridge
Chicopee
Clinton
Concord
Dalton
Dorchester
Dudley
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Gloucester
Great Barrington
Greenfield
Haverhill
Hyannis
Hyde Park
Lowell
Lynn
Malden
Marlboro
Medford
Milford
New Bedford
Newburyport
Newton
Newton Center
North Adams
Northampton
Norwood
Pittsfield
Plymouth
Quincy
Salem
Somerville
Springfield
Taunton
Waltham
Watertown
Wellesley
Winchester
Worcester

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Alma
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Benton Harbor
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Cadillac
Calumet
Caro
Centerline
Charlevoix
Cheboygan
Dearborn
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Escanaba
Flint
Gladwin
Grand Rapids
Grayling
Greenville
Hastings
Hillsdale
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
Chisholm
Detroit Lakes
Duluth
Fairmont
Faribault
Fergus Falls
Grand Rapids
Hastings
Hibbing
International Falls
Jackson
Lake City
Litchfield
Luverne
Mankato
Marshall
Minneapolis
Montevideo
Morris
New Ulm
Ortonville
Owatonna
Park Rapids
Pine City
Pipestone
Preston
Red Wing
Redwood Falls
Rochester
Springfield
St. Cloud
St. James
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
Indianola
Jackson
Laurel
Louisville
McComb
Meridian
Natchez
Philadelphia
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
Neosho
Nevada
Poplar Bluff
Rolla
St. Charles
St. Joseph
St. Louis

MISSOURI (Cont'd)
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
Kalispel
Lewiston
Libby
Livingston
Malta
Miles City
Missoula
Plentywood
Sidney

NEBRASKA
Alliance
Aburn
Bueatrice
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
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Colebrook
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Conway
Dover
Holderness
Keene
Laconia
Manchester
Nashua
Portsmouth
Rochester

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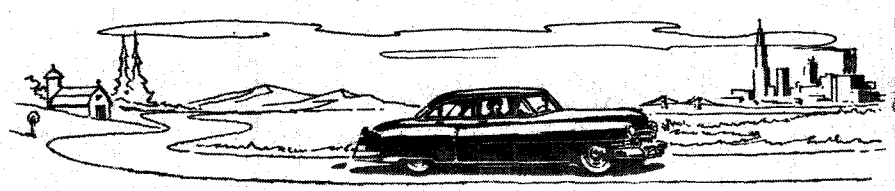
Atlantic City
Bound Brook
Bridgeton
Burlington
Camden
Dover
Elizabeth
Englewood
Flemington
Freehold
Hackensack
Hackettstown
Hammonton
Hillsdale
Long Branch
Lyndhurst
Montclair
Morristown
Newark
New Brunswick
Newton
Ocean City
Passaic
Paterson
Perth Amboy
Pitman
Plainfield
Princeton
Rahway
Red Bank
Ridgewood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

NEW MEXICO
Albuquerque
Artesia
Carlsbad
Clovis
Farmington
Gallup
Hobbs
Las Cruces
Las Vegas
Raton
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. Tarrytown
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



NEW YORK (Cont'd)
Suffern
Syracuse
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
Kinston
Laurinburg
Lexington
Lumberton
Monroe
Mount Airy
New Bern
North Wilkesboro
Pinehurst
Raleigh
Reidsville
Rocky Mount
Salisbury
Sanford
Shelby
Williamston
Wilmington
Wilson
Winston Salem

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

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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 Sandusky
Van Wert
Warren
Washington Court House
Wauseon
Wellington
Wilmington
Wooster
Xenia
Youngstown
Zanesville

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Altus
Alva
Anadarko
Ardmore
Bartlesville
Blackwell
Bristow
Chickasha
Clinton
Cushing
Duncan
Durant
Elk City
El Reno
Enid
Fairview
Frederick
Guthrie
Guymon
Hobart
Holdenville
Lawton
McAfester
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

PENNSYLVANIA (Cont'd)

Bloomsburg
Brackenridge
Bradford
Bristol
Butler
Cannonsburg
Carbondale
Carlisle
Chambersburg
Charleroi
Chester
Clarion
Clearfield
Coatesville
Connellsville
Coudersport
Cresson
Donora
Dormont
Doylestown
DuBois
Easton
Elizabethtown
Ephrata
Erie
Franklin
Germantown
Gettysburg
Greensburg
Greenville
Hagerstown
Hanover
Harrisburg
Hazelton
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
Towanda
Tunkhannock
Uniontown
Upper Darby
Vandergrift
Warren
Washington
Waynesboro
Waynesburg
Wellsboro
West Chester
Wilkes-Barre
Williamsport
York

RHODE ISLAND

Newport
Providence
Warren
Westerly
Woonsocket

SOUTH CAROLINA

Aiken
Anderson
Beaufort
Camden
Charleston
Cheraw
Columbia
Conway
Easley
Florence
Georgetown
Greenville
Greenwood
Greer
Hampton
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

TEXAS (Cont'd)

Jacksonville
Jasper
Kermit
Kerrville
Kilgore
Kingsville
Lamesa
LaPorte
Laredo
Liberty
Littlefield
Longview
Lubbock
Lufkin
Marlin
Marshall
McAllen
McCamey
McKinney
Mexia
Midland
Mineral Wells
Mt. Pleasant
Nacogdoches
Odessa
Orange
Ozona
Palestine
Pampa
Paris
Pecos
Perryton
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
Front Royal
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

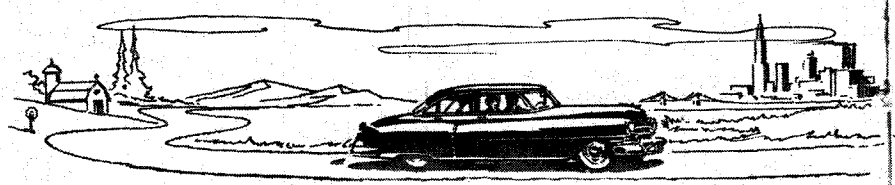
Beckley
Bluefield
Charleston
Clarksburg
Elkins
Fairmont
Huntington
Logan
Martinsburg
Morgantown
New Martinsville
Northfork
Oak Hill
Parkersburg
Wheeling
White Sulphur Springs
Williamson

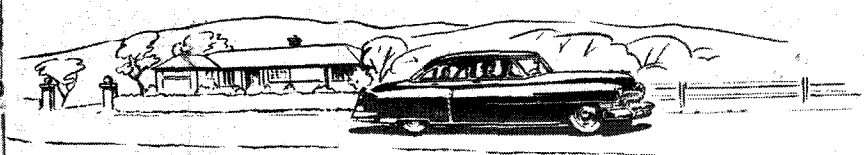
WISCONSIN

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 de Chien
Racine
Reedsburg
Rhinelander
Rice Lake
Richland Center
River Falls
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

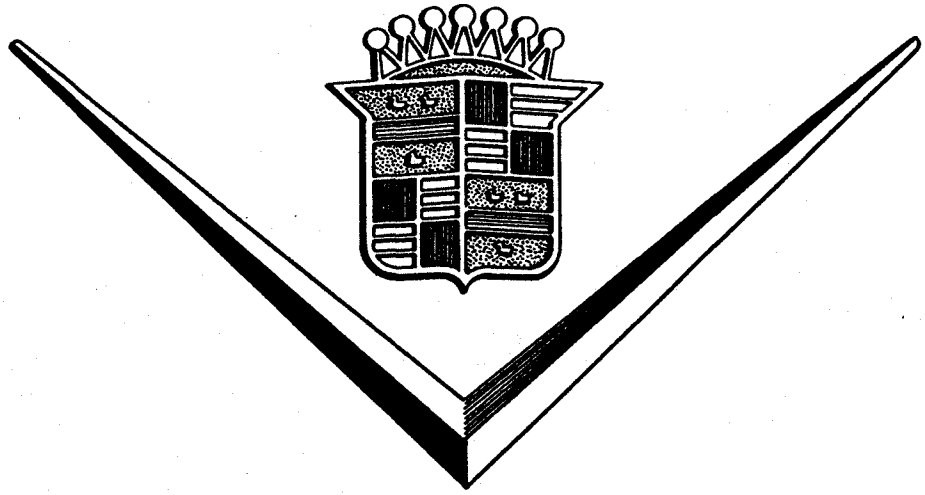




YOUR EASY REFERENCE INDEX

Cadillac

1952 SERIES PARTS LIST



THIS PARTS LIST IS EFFECTIVE JANUARY 14, 1952

ISSUED BY:

PARTS AND PRICES ARE SUBJECT TO CHANGE OR REMOVAL WITHOUT NOTICE

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CONTENTS

GENERAL INFORMATION

This Parts List contains the service replacement parts which are new for the 1952 Series Cars, also a few selected parts that are common for both 1951 and 1952 models which were included in the listing in some 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.

ENGINE NUMBER CHART

SERIES	ENGINE NO.
1952-60S	526000000 to _____
1952-62	526000000 to _____
1952-75	527500000 to _____
1952-86	528600000 to _____

TIRE SIZE CHART

SERIES	TIRE SIZES
1952-60S	8.00 x 15
1952-62	8.00 x 15
1952-75	8.20 x 15
1952-86	8.90 x 15

ENGINE UNIT NUMBER CHART

TYPE OF TRANSMISSION	ENGINE UNIT NO.	SERIES
Hydramatic	9-R-1 and up	52-60S,62,75
Standard	2-R-1 and up	52-75,86
Hydramatic	7-R-1 and up	52-86

BODY STYLES

STYLE NO.	SERIES	BODY TYPE	WHEEL BASE	OVERALL LENGTH
52-6019X	52-60S	5 Pass. Sedan (Fleetwood) (4 Door) w/automatic Window Lifts (Hydraulic)	130"	224-1/2"
52-6219	52-62	5 Pass. Sedan (4 Door)	126"	215-1/2"
52-6219X	52-62	5 Pass. Sedan (4 Door) w/automatic Window Lifts (Hydraulic)	126"	215-1/2"
52-6237	52-62	5 Pass. Coupe (2 Door)	126"	220-1/2"
52-6237X	52-62	5 Pass. Coupe (2 Door) w/automatic Window Lifts	126"	220-1/2"
52-6237DX	52-62	5 Pass. Coupe (DeLuxe) (2 Door) w/automatic Window Lifts (Coupe De Ville)	126"	220-1/2"
52-6267X	52-62	5 Pass. Convertible Coupe (2 Door) w/automatic Window Lifts (Hydraulic)	126"	220-1/2"
52-7523X	52-75	7 Pass. Sedan (Fleetwood) (4 Door) w/automatic Window Lifts (Hydraulic)	146-3/4"	236-1/4"
52-7533X	52-75	7 Pass. Imperial Sedan (Fleetwood) (4 Door) w/automatic Window Lifts (Hydraulic)	146-3/4"	236-1/4"
52-8680S	52-86	Commerical Chassis	157"	

CHART OF CAPACITIES

SERIES	52-60S	52-62	52-75	52-86
Engine Crankcase	5 qts.	5 qts.	5 qts.	5 qts.
*Cooling System	18 qts.	18 qts.	18 qts.	18 qts.
Gasoline Tank	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.
Dry	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.
Dry	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.
Hydro-Lectric Complete System	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.	
Power Steering, Complete System	2 qts.	2 qts.	2 qts.	2 qts.

*Add 1 quart on cars equipped with heaters

COLOR COMBINATIONS
SERIES 52 - 60S. 62. 75
EXTERIOR COLORS

	BODY AND SHEET METAL				WHEELS	
xComb. Code No.	Color Name	Matching Colors (Dupont)	Original Color No.	Mfgr.	Color Name	Matching Color No.
1	Black	246-2048	20498-A	R & M	Black (Standard) Vincennes Red (Optional)	B-94-210900 B-94-3618R
2	Empress Blue	202-55776	P.S.0232	R & M	Empress Blue (Standard) Vincennes Red (Optional)	B-182-10466 B-94-3618R
3	Inverness Green	260-59024-H	286-57024G	Dupont	Inverness Green (Standard) Vincennes Red (Optional)	0182-10593 B-94-3618R
4	Aleutian Green	202-57061	P.S.0327	R & M	Aleutian Green (Standard) Vincennes Red (Optional)	182-10610 B-94-3618R
5	Nassau Blue	202-57093-H	P.S.0248	R & M	Nassau Blue (Standard) Vincennes Red (Optional)	0182-10594 B-94-3618R
6	Phoenix Beige	292-57088	P.S.0825	R & M	Phoenix Biege (Standard) Vincennes Red (Optional)	0182-10595 B-94-3618R
7	Olympic Blue	246-57089	23223	R & M	Olympic Blue (Standard) Vincennes Red (Optional)	094-71797 B-94-3618R
8	Savoy Gray	202-81592	P.S. 0131	R & M	Vincennes Red (Standard) Savoy Gray (Optional)	B-94-3618R B-182-10392
9	Burgundy Maroon	202-57092-M	P.S. 663	R & M	Burgundy Maroon (Standard) Vincennes Red (Optional)	0182-10596 B-94-3618R
10	Mist Gray	246-55738	021169	R & M	Mist Gray (Optional) Vincennes Red (Standard)	094-55738 B-94-3618R
12	Hillcrest Green	202-57087	P.S. 0326	R & M	Hillcrest Green (Standard) Vincennes Red (Optional)	0182-G1597 B-94-3618R
13	Polar Green	246-57090	023480	R & M	Polar Green (Standard) Vincennes Red (Optional)	094-71799 B-94-3618R
15	Savoy Gray (upper) Mist Gray (lower)	202-81592 246-55738	P.S. 0131 021169	R & M R & M	Vincennes Red (Standard) Mist Gray (Optional)	B-94-3618R 094-55738
16	Hillcrest Green (upper) Inverness Green(lower)	202-57087 260-57024-H	P.S. 0326 286-57024G	R & M Dupont	Inverness Green (Standard) Vincennes Red (Optional)	0182-10597 B94-3618R
17	Aleutian Green (upper) Polar Green (lower)	202-57061 246-57090	P.S. 0327 023480	R & M R & M	Polar Green (Standard) Vincennes Red (Optional)	094-71799 B-94-3618R
18	Inverness Green(upper) Hillcrest Green(lower)	260-57024-H 202-57087	286-57024G P.S. 0326	Dupont R & M	Hillcrest Green (Standard) Vincennes Red (Optional)	0182-01597 B-94-3618R
20	Nassau Blue (upper) Olympic Blue (lower)	202-57093-H 246-57089	P.S. 0248 23223	R & M R & M	Olympic Blue (Standard) Vincennes Red (Optional)	094-10594 B-94-3618R
22	Sarasota Green	246-57091	023479	R & M	Sarasota Green (Standard) Vincennes Red (Optional)	094-71798 B-94-3618R
23	Inverness Green(upper) Sarasota Green (lower)	260-57024-H 246-57091	286-75024G 023479	Dupont R & M	Sarasota Green (Standard) Vincennes Red (Optional)	094-71798 B-94-3618R

Note (x) Color Code Combination will be found stamped on Body Plate on Dash.

COLOR COMBINATIONS - INTERIOR
SERIES 52 - 60S, 62, 75

Color Charts For Interior Painted Moldings, Panels and Related Parts

Interior moldings, panels and painted parts are finished in colors to harmonize with the interior trim material color shades. To assist in determining trim color requirements, if the trim color is not known, reference can be made to the trim code chart shown below. For convenience and assistance in procurement, the original color name and numbers are shown with matching Dupont reference. On parts using high temperature drying enamels, a reference is made to nearest match of air-drying lacquers.

To insure maximum matching effectiveness, the lacquers must be thoroughly mixed and stirred.

For easy reference and to cover the most commonly called for areas and parts, the reference is Keyed to six (6) major group charts, that cover the front end items namely, Instrument Panel, Windshield Garnish Molding, Steering Column Jacket, Covers, Horn Ring Hub and Spokes, Shifter Carrier, Speedometer Mileage Housing, etc.

For accurate guidance in determining the color of parts for refinishing, reference can be made to the Group reference chart to determing paint chart number for lacquer requirements. This group chart is arranged in numerical order to agree with the standard grouping system of the parts list.

REFERENCE CHART FOR DETERMINING PAINT COLORS ON INTERIOR PARTS FROM THE PAINT CHARTS BY TRIM CODE NO. (CODE NO. IS STAMPED ON METAL PLATE ATTACHED TO DASH, UNDER ENGINE HOOD).

Styles 52-6219,19X,37,37X

TRIM CODE NO.	TRIM COLOR
40	Gray
41	Gray
42	Blue
43	Blue
44	Tan
45	Tan
46	Green
47	Green
48	Gray-Export Cars
49	Tan-Export Cars

Style 6267X

50	Tan
51	Green
52	Blue
53	Red
54	Black

Style 52-6019X

TRIM CODE NO.	TRIM COLOR
60	Gray
61	Gray
62	Blue
63	Blue
64	Tan
65	Tan
66	Green
67	Green
68	Gray-Export Cars
69	Tan-Export Cars

Style 52-6237DX

70	Gray
72	Blue
74	Tan
76	Green

Styles 52-7523X,33X

80	Gray
81	Gray
84	Tan
85	Tan

COLOR COMBINATIONS - INTERIOR (Cont'd)

REFERENCE CHART FOR INTERIOR PAINTED PARTS. ARRANGED BY GROUP NO. WITH REFERENCES TO PAINT CHART APPLICATION

GROUP NO.	DESCRIPTION	STYLES OR SERIES	PAINT CHART	
7.3880	Horn ring, hub and spokes.	1952	VI	
14.2115	Switch, directional signal	1952	VI	
18.0080	Steering Column Jacket	1952	VI	
18.0175	Cover for Steering Column	1952	VI	
20.2000	Carrier for Shifter Lever	1952	VI	
20.2150	Shaft for Transmission Shifter Lever	1952	VI	
31.1100	Glass Run Channel, Front Door. Front Upright.	52-6219,19X	IV	
		52-7523X	V	
31.3800 31.3810	Door Garnish Moldings.	52-6219,19X	IV	
		52-7523X,33X	V	
31.3950	Belt Finish Panel - Front Door	1952 except 52-75	I	
		52-75	II	
31.3960	Belt Finish Panel - Rear Door	52-6019X	III	
		52-6219,19X	III	
		52-7523X,33X	II	
33.0020	Instrument Panel	1952 except 52-75	I	
		52-7523X,33X	II	
33.1060	Door, Instrument Panel	1952 except 52-75	I	(Use Face Colors)
		52-7523X,33X	II	(Use Face Colors)
33.2540	Retainer, Ash Tray	52-6019X,6219,19X	I	(Use Face Colors)
35.5470	Finish Molding, Side Roof Rail, Inner Upper.	52-6237DX	I	(Use Insert Colors)
35.5480	Finish Panel, Rear Quarter, Inner	52-6237DX	I	(Use Insert Colors)
37.0930	Rear Quarter Window Garnish Molding	52-6219,19X	IV	
37.1050	Belt Finish Panel Rear Quarter	52-6019X	III	
		52-6219,19X,37,37X	III	
		52-7523X,33X	II	
37.1500	Garnish Molding, Back Window. Inner	52-6019X	III	
		52-6219,19X	IV	
37.1505	Finish Molding, Over Back Window. Inner.	52-6237DX	I	(Use Insert Colors)
38.2850	Windshield Garnish Molding	52-6019X,6237DX,67X	III	
		52-6219,19X,37,37X	IV	
		52-7523X,33X	V	
38.3050	Molding, Windshield Header. Upper	52-6237DX	I	(Use Insert Colors)

COLOR COMBINATIONS - INTERIOR (Cont'd)

INTERIOR COLOR CHARTS

GROUP 33.0020 INSTRUMENT PANEL AND GROUP 33.1060 INSTRUMENT PANEL DOOR

CHART I

SERIES 1952 Except 52-75

TRIM COLOR	FACE COLOR	MATCHING COLOR DUPONT	INSERT COLOR	MATCHING COLOR DUPONT
Tan	Seville Brown R & M P.S. 0824D (Lacquer)	260-55938-H	Canyon Beige R & M P.S. 0826 (Lacquer)	202-57012
Gray	Granite Gray R & M P.S. 0152 (Lacquer)	260-55941-H	Petrel Gray R & M P.S. 0157 (Lacquer)	202-55944
Blue	Duchess Blue R & M P.S. 0244 (Lacquer)	202-55939	Persian Blue R & M P.S. 0245 (Lacquer)	202-55943
Green	Balmoral Green R & M G.S. 350 (Lacquer)	260-55937-H	Highland Green R & M P.S. 0325 (Lacquer)	202-55942
Black	Black R & M 02498A (Lacquer)	246-2048	Petrel Gray R & M P.S. 0157 (Lacquer)	202-55944
Red	Romany Red R & M P.S. 25534 (Lacquer)	246-57113-R	Canyon Beige R & M P.S. 0826 (Lacquer)	202-57012

CHART II

STYLES 52-7523X,33X

Tan or Gray	Style 52-7523X,33X	Australian Lacewood Transfer (Dinoc)	
Black Leather	Style 52-7533X	Black R & M 02498A (Lacquer)	(Dupont 246-2048)

GROUP 38.2850 WINDSHIELD GARNISH MOLDING

CHART III

STYLES 52-6019X,6237DX,67X

TRIM COLOR	MOLDING COLOR	MATCHING COLOR DUPONT
Tan	Seville Brown R & M P.S. 0824D (Lacquer)	260-55938-H
Gray	Granite Gray R & M P.S. 0152 (Lacquer)	260-55941-H
Blue	Duchess Blue R & M P.S. 0244 (Lacquer)	202-55939
Green	Balmoral Green R & M G.S. 350 (Lacquer)	260-55937-H
Black	Black R & M 02498A (Lacquer)	246-2048
Red	Romany Red R & M P.S. 25534 (Lacquer)	246-57113-R

CHART IV

STYLES 52-6219,19X,37,37X

TRIM COLOR	MOLDING COLOR	MATCHING COLOR DUPONT
Tan	Canyon Beige R & M P.S. 0826 (Lacquer)	202-57012
Gray	Petrel Gray R & M P.S. 0157 (Lacquer)	202-55944
Blue	Persian Blue R & M P.S. 0245 (Lacquer)	202-55943
Green	Highland Green R & M P.S. 0325 (Lacquer)	202-55942

COLOR COMBINATIONS - INTERIOR (Cont'd)

INTERIOR COLOR CHARTS (Cont'd)

GROUP 38.2850 WINDSHIELD GARNISH MOLDING (Cont'd)

CHART V

STYLES 52-7523X,33X

TRIM COLOR	MOLDING COLOR	MATCHING COLOR DUPONT
Style 52-7523X		
Tan and Gray	Straight Grain Dark Walnut Transfer (Dinoc)	
Style 52-7533X		
Black Leather Front Compartment	Black R & M 02498A (Lacquer) 246-2048	246-2048

STEERING COLUMN JACKET, COVERS, HORN RING HUB AND SPOKES AND TRANSMISSION SHIFTER CARRIER, HYDRAMATIC DIAL RETAINER, SIGNAL SWITCH HOUSING, CLUSTER HOUSING

CHART VI

SERIES 52-60S,62

TRIM COLOR	ENAMEL COLOR	MATCHING LACQUER R&M	MATCHING LACQUER DUPONT
Tan	Seville Brown R & M 10863 (Enamel)	R&M P.S. 0824D	260-55938-H
Gray	Granite Gray R & M 10155 (Enamel)	R&M P.S. 0152	260-55941-H
Blue	Duchess Blue R & M 10252 (Enamel)	R&M P.S. 0244	202-55939
Green	Balmoral Green R & M 10353 (Enamel)	R&M G.S. 350	260-55937-H
Black	Black Dupont B-94201900 (Enamel)	R&M 02498A	246-2048
Red	Romany Red R & M 10525 (Enamel)	R&M P.S. 25534	246-57113-R
Style 52-7523X,8680S			
Tan or Gray	Seville Brown R & M 10863 (Enamel)	R&M P.S. 0824D	260-55938-H
Style 52-7533X			
Black Leather Front Compartment	Black Dupont B94-210900 (Enamel)	R&M 02498A	246-2048

AUTOMOBILE MANUFACTURERS ASSOCIATION
CONSOLIDATED SPECIFICATION QUESTIONNAIRE

MAKE OF CAR: CADILLAC

COMPANY: CADILLAC MOTOR CAR DIVISION
GENERAL MOTORS CORPORATION
2860 CLARK AVENUE
DETROIT 32, MICHIGAN

MODEL YEAR: 1952 **DATE** 1-22-52

MODEL NAME	SYMBOL
SEDAN	6219
COUPE	6237
COUPE DEVILLE	6237D
COUPE CONV.	6267
SEDAN	6019
SEDAN	7523
SEDAN IMPERIAL	7533

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NOTES: 1. The specifications set forth herein are those in effect at the date of compilation and are subject to change without notice.
2. All specifications are standard for the models under which they are listed unless otherwise indicated.
3. All dimensions are nominal engineering dimensions unless otherwise indicated.
4. Unless otherwise indicated, specifications apply to 5 or 6 passenger, 4-door sedan or equivalent.

GENERAL SPECIFICATIONS

Model		6219	6237	6237D	6267	6019	75
Wheelbase		126				130	146.75
Tread	Front	59					
	Rear	63					
Maximum Overall Dimensions	Length (L-103)	215.5	220.5			224.5	236.25
	Width (W-103)	80.1				80.6	80.1
	Height (H-101)	62.6875	60.9375		61.125	62.6875	64.0625
Steering ratio—overall		25.47					
Turning diameter (curb to curb)		45				46	51
Shipping weight*		NA					
Transmission— (Specify standard, optional, not avail.)	Conventional						STD.
	Overdrive	NONE					
	Automatic	STD.					OPT.
Axle ratio	Conventional						3.77
	Overdrive						
	Automatic	3.36 OR 3.07					3.77*
Tire size		8.00 x 15 - 4 PLY					8.20x15-6PI
Engine	Type	90° - V					
	No. of cylinders	8					
	Valve arrangement	OVERHEAD					
	Bore and stroke	3.8125 x 3.625					
	Piston displacement, cu. in.	331					
	Standard compression ratio	7.5:1					
	Maximum bhp at engine rpm	190 @ 4000					
	Maximum torque at rpm	322 @ 2400					

*Standard car weight, not including gas and water.

*USED WITH STD. OR AUTOMATIC TRAI

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MAKE OF CAR CADILLAC **MODEL YEAR** 1952

MODEL	ALL

ENGINE—GENERAL

Type	V, In-line, other		V
	Angle of V		90°
No. of cylinders			8
Valve arrangement			OVERHEAD
Bore and stroke			3.8125 - 3.625
Piston displacement, cu. in.			331
Numbering system (front to rear)	L. Bank		1-3-5-7
	R. Bank		2-4-6-8
Firing order			1-8-4-3-6-5-7-2
* **Compression ratio**	Standard Head		7.5:1
	Optional Head		
Cylinders	Head Material	Standard	CAST IRON
		Optional	N.A.
	Sleeve—Wet, dry, other, none		NONE
Number of mounting points		Front	TWO
		Rear	ONE
Taxable horsepower	(Dia.² x No. Cyl.) / 2.5		46.5
Advertised max. brake horsepower at engine RPM*	Standard head		190 @ 4000
	Optional head		N.A.
	With fuel (Octane and method)	Standard Head	91 RESEARCH
		Optional Head	N.A.
Max. torque (lb. ft. @ RPM)	Standard head		322 @ 2400
	Optional head		N.A.
Recommended idle speed (neutral)			430

ENGINE—PISTONS

Material			ALUMINUM ALLOY
Description and finish			T SLOT - CAM GROUND - STANNATE COATED
Weight (piston only) oz.			18.752
Clearance	Top land		.0305 - .0355
	Skirt	Top	.0015
		Bottom	0
Ring groove depth	No. 1 ring		.187
	No. 2 ring		"
	No. 3 ring		"
	No. 4 ring		

***Corrected as defined by SAE Engine Test Code, with the following standard power consuming accessories:**

* EXPORT 6.70:1

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MODEL	ALL

ENGINE—RINGS

Type (top to bottom)	**No. 1 oil or comp.**	COMP.
	No. 2 oil or comp.	"
	No. 3 oil or comp.	OIL
	No. 4 oil or comp.	--
No. rings above piston pin		3
Compression	**Material**	CAST IRON
	Coating	LUBRITE
	Width	.0781
	Gap	.010 - .020
	Maximum wall thickness	.184
Oil	**Material**	CAST IRON
	Coating	LUBRITE
	Width	.1875
	Gap	.010 - .020
	Maximum wall thickness	.150
Location of expanders		OIL RING

ENGINE—PISTON PINS

Material			1045 STEEL
Length			3.093
Diameter			1.00"
Type	**Locked in rod, in piston, floating, etc.**		LOCKED IN ROD
	Bushing	**In rod or piston**	NONE
		Material	"
Clearance	**In piston**		.00005 - .0001
	In rod		0
Direction offset in piston			1/16 TOWARD MAX. THRUST SIDE

ENGINE—CONNECTING RODS

Material		1041 STEEL
Weight (oz.)		23.95
Length (center to center)		6.625
Bearing	**Material**	MORAINE DUREX
	Type (cast-in or removable)	REMOVABLE
	Effective length	.8909 - .9009
	Clearance	.001 - .0035
	End play	.008 - .014 (TOTAL TWO RODS)

ENGINE—CRANKSHAFT

Material	1145 STEEL
Weight (lb.)	61.5

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MODEL			ALL

ENGINE—CRANKSHAFT (cont.)

Vibration damper type			RUBBER ABSORPTION
End thrust taken by bearing (No.)			REAR MAIN
Crankshaft end play			.001 - .005
Main bearing	**Material**		MORAINE DUREX
	Type (cast-in or removable)		REMOVABLE
	Clearance		.0008 - .0025
	Journal dia. and bearing effective length	**No. 1**	2.5 x 1
		No. 2	2.5 x 1.0625
		No. 3	" "
		No. 4	" "
		No. 5	" x 1.875
		No. 6	—
		No. 7	—
	Direction offset from cyl. bore		NONE - SEE PISTON
Connecting rod crankpin journal diameter			2.25

ENGINE—CAMSHAFT

Material			120M CAST IRON
Bearings	**Material**		STEEL BACKED BABBITT
	Number		5
Type of drive	**Gear or chain**		CHAIN
	Crankshaft gear or sprocket material		1118 OR 1115 STEEL
	Camshaft gear or sprocket material		1115 STEEL
	Timing chain	**Make**	LINK BELT
		No. of links	46
		Width	.6875
		Pitch	.500

ENGINE—VALVE SYSTEM

Hydraulic lifters (yes, no)		YES
Special provision for valve rotation (intake, exhaust)		NO
Rocker ratio		1.5 - 1
Operating tappet clearance (indicate hot or cold)	**Intake**	AUTOMATIC
	Exhaust	"
Tappet clearance for timing	**Intake**	--
	Exhaust	--
Timing marks on fly-wheel, damper, other		VIBRATION DAMPNER

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MODEL ALL

ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	WITHOUT RAMP 14
		Closes (°ABC)	58
	Exhaust	Opens (°BBC)	48
		Closes (°ATC)	24
Intake	Material		3140 STEEL
	Overall length		4.539 - 4.559
	Actual overall head dia.		1.750
	Angle of seat		44°
	Seat insert material		NONE
	Stem diameter		.34375
	Stem to guide clearance		.001 - .0025
	Lift		.327
	Outer spring press. and length	Valve closed (lb. @ in.)	60 - 1.696"
		Valve open (lb. @ in.)	135 - 1.366"
	Inner spring press. and length	Valve closed (lb. @ in.)	NONE
		Valve open (lb. @ in.)	--
Exhaust	Material		81940 (EATON) -- HEAD - N82120 STEM - 8729 (RICH)
	Overall length		4.529 - 4.544 -- 4.539 - 4.559
	Actual overall head dia.		1.562
	Angle of seat		44°
	Seat insert material		NONE
	Stem diameter		.341
	Stem to guide clearance		.0015 - .0025
	Lift		.327
	Outer spring press. and length	Valve closed (lb. @ in.)	60 - 1696"
		Valve open (lb. @ in.)	135 - 1.366
	Inner spring press. and length	Valve closed (lb. @ in.)	NONE
		Valve open (lb. @ in.)	--

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	PRESSURE
	Connecting rods	"
	Piston pins	SPLASH
	Camshaft bearings	PRESSURE
	Tappets	"
	Timing gear or chain	NOZZLE
	Cylinder walls	"

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MODEL	ALL

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	GEAR
Normal oil pressure (lb. @ mph)	30-35 @ 30 MPH
Oil pressure gage type (electric or mechanical)	TELL TALE
Type oil intake (floating, stationary)	FLOATING
Oil filter type (full flow, partial flow)	PARTIAL FLOW
Capacity of crankcase, less filter—refill (qt.)	5
Oil grade recommended (SAE viscosity and temperature range)	+32° F 20W OR SAE 20 +10° F 20W -10° F 10W MINIMUM ANTICIPATED TEMPERATURE BELOW -10° F -- 5W
Oil type recommended	HEAVY DUTY - PREMIUM

ENGINE—FUEL SYSTEM

Recommended fuel	**Standard head**		PREMIUM	
	Optional head		--	
Fuel tank, capacity (gal.)			20	
Fuel pump	**Type (elec. or mech.)**		MECH.	
	Location		TOP RIGHT FRONT	
	Pressure range		4 -- 5.25	
	Vacuum booster (std., optl., none)		STD.	
Carburetor	**Make**		CARTER	ROCHESTER PRODUCTS
	Model number		W.C.F.B. 896S	4-GC
	Number used		1	1
	Type	**Downdraft, side inlet, other**	DOWN DRAFT - TOP INLET	
		Single or dual	4 BARREL	
	Intake manifold heat control (manual, auto., none)		AUTOMATIC	
	Automatic choke type (integral, other)		INTEGRAL	
	Air cleaner type	**Standard**	AC OIL BATH	
		Optional		

ENGINE—EXHAUST SYSTEM

Muffler type (reverse flow, straight through)	REVERSE FLOW
Exhaust pipe diameter	2.094 - 2.099
Tail pipe diameter	1.75

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MODEL	60 - 62	75

ENGINE—COOLING SYSTEM

Type (pressure system, atmospheric, other)			PRESSURE	
Radiator cap relief valve press.			12-15 LBS.	
Circulation thermostat	Type (choke, bypass)		CHOKE	
	Starts to open at		163° - 168°	
Water pump	Type (centrifugal, other)		CENTRIFUGAL - DUAL OUTLET	
	Number of pumps		1	
	Drive (V-belt, other)		V- BELT	
	Bearing type		DOUBLE ROW BALL BEARING	
By-pass recirculation type (internal, external)			INTERNAL	
Radiator core type (cellular, tube and fin)			TUBE & FIN	
Cooling system capacity	With heater (qt.)		20	
	Without heater (qt.)		19	
Water jackets full length of cylinder (yes, no)			YES	
Water all around cylinder (yes, no)			YES	
diator re	Lower	Number and type (molded, straight)	1 - MOULDED	
		Inside diameter and length	1 3/4 x 8 7/16	
	Upper	Number and type (molded, straight)	1 - MOULDED	
		Inside diameter and length	1 3/4 x 8 7/16	
	By-pass	Number and type (molded, straight)	--	
		Inside diameter and length	--	
Drive belts *	Fan	Number used	1	
		Angle of V	40°	
		Outside length	57"	
		Width	.380	
	Generator	Angle of V	--	
		Outside length	--	
		Width	--	
Fan	Number of blades and spacing		-4 - 76°	5 (2 AT) 92° 38' (") 65°
	Diameter		18	18 1/2 (1 AT) 45°
	Ratio—fan to crankshaft revolutions		.95 - 1	
	Bearing type		NONE	

POWER STEERING - ADDITIONAL BELT -- BELT 57"

* FAN PUMP & GEN. BELT

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MAKE OF CAR CADILLAC **MODEL YEAR** 1952

MODEL ALL

ELECTRICAL—SUPPLY SYSTEM

Battery	Make		DELCO REMY
	Model		K4W
	SAE designation		2H
	Location		UNDER HOOD ON TRAY ATTACHED TO R.H. DASH TO FRAME BRACE FRONT OF DASH.
	Terminal grounded		NEGATIVE
Generator	Make		DELCO REMY
	Model		1102781
	Type		6 VOLT SHUNT WOUND
	Ratio—Gen. to Cr/s rev.		2.17 - 1
Regulator	Make		DELCO REMY
	Model		1118725
	Type		CURRENT & VOLTAGE CONTROL
	Cutout relay	Closing voltage @ generator rpm	5.9 - 6.8 ADJ. 6.4
		Reverse current to open	.0 - 4
	Regulated	Voltage	7.0 - 7.5 ADJ. 7.4
		Current	45 - 51 ADJ. 47
	Min. Gen. rpm required		3500
	Voltage test conditions	Temperature	HOT - RUN GEN. 15 MIN. AT FULL ELECTRIC LOAD BEFORE TESTING.
		Load	8-10 AMPS VARIABLE RESISTANCE METHOD
		Other	3/4 OHM FIXED RESISTANCE METHOD

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		DELCO REMY
	Model		1107969
	Rotation (drive end view)		CLOCKWISE
	Engine cranking speed		
	Test conditions		
	Lock test	Amps	600 AMPS MAX.
		Volts	3.0 VOLTS MAX.
		Torque (lb. ft.)	14 FT. LBS. MIN.
	No load test	Amps	80 AMPS
		Volts	5.67
		RPM (min.)	5500
Motor control	Switch (solenoid, manual)		SOLENOID
	Starting procedure		COLD START - DEPRESS ACCELERATOR ALL THE WAY AND REMOVE FOOT - TURN IGNITION KEY TO FULL RIGHT POSITION TO START. WARM START - DEPRESS ACCELERATOR PEDAL HALFWAY - HOLD UNTIL ENGINE STARTS.

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MODEL ALL

ELECTRICAL—STARTING SYSTEM (cont.)

Motor drive	Engagement type		SOLENOID ENGAGEMENT
	Pinion meshes (front, rear)		FRONT
	Number of teeth	Pinion	9
		Flywheel	145
	Flywheel tooth face width		.500

ELECTRICAL—IGNITION SYSTEM

Coil	Make		DELCO REMY
	Model		1115380
	Amps	Engine stopped	4.5 - 5.5
		Engine idling	2 - 3
Distributor	Make		DELCO REMY
	Model		1110829
	Spark advance data (at distributor shaft)	Centr. advance start (rpm)	340 - 460
		Centr. advance max. deg. @ rpm	15.° - 17.° @ 1850
		Vacuum advance start (in. Hg.)	7" - 9" Hg
		Vac. adv. (max. deg. @ in. Hg.)	9.5° - 11° @ 16 1/2" Hg
	Breaker gap (in.)		.010 - .015
	Cam angle (deg.)		31° ± 1 1/2°
	Breaker arm tension (oz.)		19 - 23 oz
Timing	C/S deg. @ rpm		5°
	Mark location		CRANKSHAFT BALANCER
	Cylinder numbering system (see page 2)		L. - 1-3-5-7 R. 2-4-6-8
	Firing order (see page 2)		1-8-4-3-6-5-7-2
Spark plug	Make and model		A.C. 48 -- 5569428
	Thread (mm)		14
	Tightening torque (lb. ft.)		20-25
	Gap		.035
Cable	Conductor type		7MM
	Insulation type		NEOPRENE JACKET
	Spark plug protector		NEOPRENE BOOT

ELECTRICAL—SUPPRESSION

Description DIST. ROTOR GEN. CONDENSER COIL CONDENSER REG. CONDENSER	10,000 OHM RESISTOR .3 MFD CONDENSER ON GENERATOR (ARM TERM.) .3 MFD CONDENSER ON COIL (FEED TERM.) .5 MFD CONDENSER ON BATTERY TERM. OF REG.

2 ENGINE GROUND STRAPS - FROM BACK OF EACH HEAD TO DASH.

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MODEL ALL

ELECTRICAL—INSTRUMENTS AND SWITCHES

Speedometer	**Make**	A.C.
	Trip odometer (yes, no)	YES
Charge indicator—type		TELL TALE LIGHT
Temperature indicator—type		ELECTRIC
Oil pressure indicator—type		TELL TALE LIGHT
Fuel indicator—type		ELECTRIC
Ignition switch	**Identify positions in order and circuits controlled**	CENTER - OFF CLOCKWISE 1ST POSITION - ALL CIRCUITS ON 2ND " - IGN. & STARTER CIRCUITS ON COUNTER CLOCKWISE 1ST POSITION - ALL ACCESSORIES
	Provision for illumination	YES
	Location	ON CONTROL PLATE RIGHT OF STEERING COLUMN
	Theft protection type	NO
Main lighting switch	**Identify positions and lights controlled**	PULL OUT - 1ST POSITION - PARKING OR FOG, INSTRUMENT, TAIL. 2ND " - FULL OUT -- INSTRUMENT, HEAD & TAIL LIGHTS. RHEOSTAT - CLOCKWISE TO INCREASE INTENSITY OF INSTRUMENT LIGHTS.
Other light switches	**Locations and lamps controlled**	FRONT DOOR SWITCH - MAP & COURTESY LIGHTS ON PANEL. REAR " " - DOME LEFT CENTER PILLAR - " MANUAL MAP LIGHT SWITCH - LEFT MAP LIGHT ON PANEL. REAR DOOR PILLARS - 75 SERIES - DOME & COURTESY. REAR LEFT QUARTER PANEL - CONV. - BOW DOME LIGHT.
Other switches	**Locations and devices controlled**	SIDE DOME - SWITCH - COUPE DEVILLE - LEFT QUARTER ARM REST. GLOVE BOX LIGHT SWITCH - UPPER LEFT HAND CORNER OF DOOR. BRAKE LT. SW. - LOCATED ON BRAKE LEVER - LT. IN INST. PANEL. TURN SIGNAL - SWITCH - IN STEERING COLUMN. HEATER SWITCHES - INST. PANEL - DASH & U.S. HEATER. RADIO - SWITCH - INTEGRAL PART OF VOLUME CONTROL IN RADIO.
Windshield wiper	**Make**	TRICO
	Type	VACUUM
	Vacuum booster provision	YES
	Washer provision	YES
Horn	**Type**	VIBRATOR
	Number used	TWO
	Amp draw (each)	LOW 21 - HIGH 19

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MODEL ALL

ELECTRICAL—LAMP BULBS

Give quantity used and trade number, e.g., Headlamp 2-4030.
Indicate accessories which are not standard equipment by an asterisk following the numbers.

Headlamp		2	SEALED BEAM UNIT
Headlamp beam indicator		1	51
Parking light & SIGNAL		2	1154 21-3 C.P. * FOG, PARKING & SIGNAL 2 - 1022 2 - 55
Tail light		"	" 21-3 C.P.
Stop light			
Direction indicator	Front		SEE UNDER PARKING LIGHT
	Rear		" " TAIL LAMPS
	Tell-Tale	2	51
License plate light		1	63
Instrument light		2	55
Ignition lock light & CIGAR LIGHTER		1	51
Map light & COURTESY		2	64
Dome light		1	88 -- 75 IMP. - CHAFFEURS COMPT. 1 - 82
Clock light		2	55
Radio dial light		1	55 *
Glove compartment light		1	55
Courtesy light		2	82 75 SERIES
Trunk compartment light		1	81
Other OIL TELL TALE		1	55 -- HYD. SHIFT IND. 1 - 51
GEN. TELL TALE		1	55 -- BACK UP LIGHT 2 - 1133L
HAND BRAKE TELL TALE		1	55 -- *SPOTLITE 1 - 1323
BOW DOME LAMP		1	82 CONV. ONLY
CORNER LAMP		2	82 75 SERIES

ELECTRICAL—FUSE & CIRCUIT BREAKER DATA

Use trade number of fuse, e.g., SFE-10. Indicate circuit breaker by ampere capacity suffixed by letters "C.B", e.g., 30 C.B. Where fuse or circuit breaker protects multiple circuits indicate first use by a letter and repeat the same letter for all units protected by the same fuse or circuit breaker, e.g., Parking light: SFE-10 (a), Direction indicator: same as (a).

Headlamp	35 CB (A)
Headlamp beam indicator	"
Parking light	"
Tail light	"
Stop light	SFE - 14A
Direction indicator	SFE - 9 A
License plate light	35 CB (A)
Instrument light	"
Ignition light	"
Map light	SFE - 14A
Dome light	35 CB (A)
Clock	SFE - 14A
Clock light	35 CB (A)
Radio	SFE - 14A
Glove compartment light	SFE - 14A
Courtesy light	" "
Trunk compartment light	35 CB (A)
Other	
HEATER	SFE - 30A
BODY FEED	35 CB (A)
FOG LITES	"

HYDRAULIC WINDOW CONTROLS CB - 30A

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MODEL	60 - 62	75

* DRIVE UNITS—CLUTCH (PEDAL OPERATED)

Make			LONG MFG. CO.
Type (dry or wet plate)			DRY
In combination with fluid coupling (yes, no)			NO
Semi-centrifugal (yes, no)			YES
Type pressure plate springs			COIL
Total plate pressure (lb.)			VARIABLE
No. of clutch driven discs			ONE
Clutch facing	**Material**		WOVEN ASBESTOS
	Inside diameter		7"
	Outside diameter		11"
	Total eff. area (sq. in.)		113
	Thickness		.137
	Number required		TWO
	Engagement cushioning method		FORMED DISC
	Release bearing	**Type**	THRUST
		Method of lubrication	GREASE WHEN REQUIRED
	Torsional damping	**Method (springs, other)**	SPRING & FRICTION DAMPING
		Frict. mat.	RAYBESTOS MANHATTAN SPIRAL WOUND

DRIVE UNITS—TRANSMISSIONS

Conventional (std. or opt.)	NA	STD.
Conventional with overdrive (std. or opt.)	NA	
Automatic (std. or opt.)	STD.	OPT.

DRIVE UNITS—CONVENTIONAL TRANSMISSION

Number of forward speeds		3
Transmission ratios	**In first**	2.39:1
	In second	1.53:1
	In third	DIRECT
	In fourth	
	In reverse	2.39:1
Constant mesh gears in 2nd (yes, no)		YES
Spur gear used in (indicate speeds)		NONE
Helical gears used in (indicate speeds)		1-2 REV.
Synchronous meshing in 2nd and 3rd gears (yes, no)		YES

75 SERIES ONLY

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MODEL			ALL

DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)

Lubricant	Capacity (pt.)		3 3/4
	Type recommended		HYPOID LUB.
	SAE viscosity number	Summer	90
		Winter	90
		Extreme cold	80

DRIVE UNITS—CONVENTIONAL TRANSMISSION WITH OVERDRIVE

For transmission data see conventional transmission section

Overdrive	Type (planetary or other)			
	If planetary, No. of pinions			
	Manual lockout (yes, no)			
	Downshift accelerator control (yes, no)			
	Minimum cut-in speed			
	Gear ratio			
	Lubricant	Capacity (O.D. only)		
		Separate filter (yes, no)		
		Type recommended		
		SAE viscosity number	Summer	
			Winter	
			Ext. cold	

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	HYDRAMATIC - DUAL RANGE
Type (fluid coupling with gears, torque convertor with gears, other)	FLUID COUPLING WITH GEAR.
Manual selector positions, left to right (show symbols and define, e.g., N- Neutral)	N - NEUTRAL DR- FIRST POSITION (1-2-3-4 SHIFT) SECOND " (1-2-3 SHIFT) LO- LOW RANGE R - REVERSE
List gear ratios in each drive position (range)	LOW - 3.819 SECOND - 2.634 THIRD - 1.450 FOURTH - DIRECT REVERSE - 4.304
Shifting within drive position range by accelerator control and speed limiting governor (yes, no)	YES
By governor—forced shift (yes, no)	YES
Downshift of gears in high range possible up to (mph)	4-3 TO 70 MPH -- 3-2 TO 25 MPH

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MODEL			62 - 60	75

DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)

Torque convertor	Number of elements		
	Max. ratio at stall at engine rpm		
	Mechanical lockup	Provided (yes, no)	
		Speed range	
		Releases at (speed range, mph)	
	Type of cooling (forced air, oil cooler and type, other)		
	Anti-creep device (yes, no)		
Lubricant	Capacity—refill (pt.)		
	Type recommended		CADILLAC HYDRAMATIC OR AUTO. TRANS. FLUID AQ-ATF ARMOUR QUALIFIED BRAND
	Grade	Summer	"
		Winter	"
		Extreme cold	"

DRIVE UNITS—PROPELLER SHAFT

			1	2
Number used				
Type (exposed, torque tube)			EXPOSED	
Outer diameter x length* x wall thickness	Conventional trans.		2.5 x 44.078 x .065 - SERIES 62	FRONT SHAFT 2.5 x 2.25 x 26.25 x .065 REAR SHAFT 2.5 x 2.25 x 44.938 x .065
	[illegible]		2.5 x 51.172 x .065 SERIES 60	--
	Automatic trans.		SAME	SAME
Intermediate bearing	Type (plain, anti-friction)		--	ANTI-FRICTION
	Lubri. (fitting, prepack)		--	PRE-PACKED
Universal joints	Make		MECHANICS & SAGINAW	
	Number used		2	3
	Type (ball and trunnion, cross, other)		CROSS & TRUNNION	
	Bearing	Type (plain, anti-friction)	NEEDLE	
		Lubric. (fitting, prepack)	PRE-PACKED	
Drive taken through (torque tube or arms, spring)			SPRINGS	
Torque taken through (torque tube or arms, springs)			SPRINGS	

*Centerline to centerline of joints or centerline of rear attachment point.

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MODEL			60 - 62	75
DRIVE UNITS—REAR AXLE				
Type (semi-floating, other)			SEMI-FLOATING	
Gear type (hypoid, other)			HYPOID	
Gear ratio and No. of teeth	**Conventional trans.**			3.77
	Overdrive trans.		--	--
	Automatic trans.		3.36 OR 3.07	3.77
Pinion adjustment (shim, other)			NONE	
Pinion bearing adj. (shim, other)			COLLAPSABLE SPACER	
Lubricant	**Capacity (pt.)**		5	
	Type recommended		G.M. 4655M HYPOID LUB.	
	SAE viscosity number	**Summer**	90	
		Winter	90	
		Extreme cold	80	
DRIVE UNITS—WHEELS				
Type (disc, other)			SLOTTED STEEL DISC	
Rim (size and flange type)			15 x 6L	
Attachment	**Type (bolt or stud)**		STUD	
	Circle diameter		5"	
	Number and size		5 - 1/2 - 20	
DRIVE UNITS—TIRES				
Size and ply rating	**Standard**		8.00 x 15 4 PLY	8.20 x 15 6 PLY
	Optional		--	--
Rev/mile at 30 mph			**	**
Inflation press. (cold)	**Front**		24	28
	Rear		24	28
BRAKES—SERVICE				
Type			HYDRAULIC DUO SERVO	
Booster type			NONE	
Effective area (sq. in.)			241.5	258.5
Percent brake effectiveness—rear			44.2	
Drum	**Diameter**	**Front**	12"	12"
		Rear	11"	12"
	Type and material		COMPOSITE RIBBED CAST IRON	

		8.20 x 15	8.00 x 15
**	FIRESTONE	703.9	
	U.S. ROYAL	708.1	
	GOODRICH	706.4	

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MAKE OF CAR CADILLAC **MODEL YEAR** 1952

MODEL				60 - 62	75
BRAKES—SERVICE (cont.)					
Brake lining	Bonded or riveted			RIVETED	
	Primary	Material		MOLDED	
		Size (length x width x thickness)	Front wheel	12.92 x 2.5 x .25	12.92 x 2.5 x .25
			Rear wheel	10.55 x 2.5 x .25	12.92 x 2.5 x .25
		Segments per shoe		1	
	Secondary	Material		MOLDED	
		Size (length width x thickness)	Front wheel	12.92 x 2.5 x .25	12.92 x 2.5 x .25
			Rear wheel	11.90 x 2.5 x .25	" " "
		Segments per shoe		1	
Wheel cylinder bore	Front			1 1/8"	
	Rear			1"	
Master cylinder bore				1"	
Available pedal travel				5 21/32"	
Line pressure at 100 lb. pedal load				575	
Shoe clearance adjustment				.007 - .010	
BRAKES—PARKING					
Type of control				T-HANDLE	
Location of control				LEFT OF STEERING COLUMN	
Operates on				REAR SERVICE BRAKES	
If separate from service brakes	Type (internal or external)			NONE	
	Drum diameter			--	
	Lining size (length x width x thickness)			--	
FRAME					
Type and description				BOX GIRDER - I-BEAM X-MEMBER	
FRONT SUSPENSION					
Type and description				INDEPENDENT COIL SUSPENSION	

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MODEL	60	62	75

FRONT SUSPENSION (cont.)

Spring	**Type**	COIL		
	Material	9260 STEEL		
	Size (length x width x No. leaves or coil I.D.)	(1) 16.38 x 4 -	(2) 16.62 x 4	16.88 x 4
	Spring rate (lb. per in.)	335		375
	Rate at wheel (lb. per in.)			
	Normal load (lb. @ rated length)	2060 @ 10 1/16	2030 @ 10 1/16	2375 @ 10 5/16
Shock absorbers	**Manufacturer**	DELCO PRODUCTS		
	Type (direct or lever)	HYDRAULIC DIRECT ACTING		
	Piston diameter	1	1	1 3/8
Stabilizer	**Type (link, linkless, frameless)**	LINK		
	Material	STEEL		

STEERING

Type used (Standard or optional)		**Mechanical**	RECIRCULATING BALL - STD.		
		Power	OPT.		
Wheel diameter			18"		
Turning diameter	**Wall to wall** *		46	45	51
	Curb to curb				
Outside wheel angle with inside wheel at 20°			LEFT TURN 25° 25'		24° 7'
			RIGHT TURN 24° 42'		23° 6'
Mechanical	**Gear**	**Type**	WORM AND BALL		
		Make	SAGINAW		
		Ratios Gear	21.3		
		Ratios Overall	25.47		
	No. wheel turns (l. to r.) (l. to r.)		4.5		
Power	**Type**		HYDRAULIC POWER		
	Make		SAGINAW		
	Trade name		CADILLAC POWER STEERING		
	Gear	**Type**	BEVEL GEAR & RACK		
		Ratios Gear	SEE MECHANICAL		
		Ratios Overall	" "		
	Pump driven by		CRANKSHAFT		
	Overall torque ratio				
	Number wheel turns (l. to r.)		SEE MECHANICAL		
Linkage	**Type**		PARALLEL DRAG LINK		
	Location (front or rear of wheels)		REAR		
	Drag link (trans. or long)		TRANVERSE		
	Tie rods (one or two)		TWO		

(1) 62:9, 6237, 37D
(2) 60 9, 6267

* OUTSIDE BUMPER SWEEP

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MAKE OF CAR CADILLAC **MODEL YEAR** 1952

MODEL			60	62	75
STEERING (cont.)					
Kingpin	Inclination at camber (deg.)			5° 51' @ CAMBER	
	Diameter			1"	
	Bearings (type)	Upper		BRONZE	
		Lower		"	
		Thrust		BALL	
Wheel alignment (range and preferred)	Caster (deg.)			- 1/2° - + 1/2°	
	Camber (deg.)			- 3/8° - + 3/8°	
	Toe-in (outside tread-inches)			1/32" - 3/32"	
Steering knuckle type				REVERSE ELLIOT	
Wheel spindle	Diameter	Inner bearing		2.9630	
		Outer bearing		2.25	
	Thread size			3/4 - 20 NS-3	
	Bearing type			BALL	
REAR SUSPENSION					
Type				LEAF	
Drive and torq. taken through (see page 14)				REAR SPRINGS	
Spring	Type			SEMI-ELLIPTIC	
	Material			9260 STEEL	
	Size (length x width x No. leaves or coil I.D.)		54.5 x 2		56.5 x 2
	Spring rate (lb. per in.)		105 (2)	115 (1)	135
	Rate at wheel (lb. per in.)				
	Normal load (lb. at rated length) HEIGHT		1110 @ -.84 AND CONV.	1090 @ -.84 AND COUPE	1270 @ .64
	Mounting insulation type			RUBBER	
	If leaf	No. of leaves	8		10
		Covers (yes, no)		NONE	
		Lubricated (yes, no)		NO	
		Inserts Type and size		FULL LENGTH	
		Inserts Material		WAX LINERS	
		Shackle (comp. or tens.)		COMPRESSION LINK	
Shock absorbers	Manufacturer			DELCO	
	Type (direct or lever)			HYDRAULIC DIRECT ACTING	
	Piston diameter		1"		1 3/8"
Stabilizer	Type (link, linkless, frameless)			NONE	
	Material			"	
Track bar type				"	

(2) 6219, 6237, 37 D
(1) 6019, 6267

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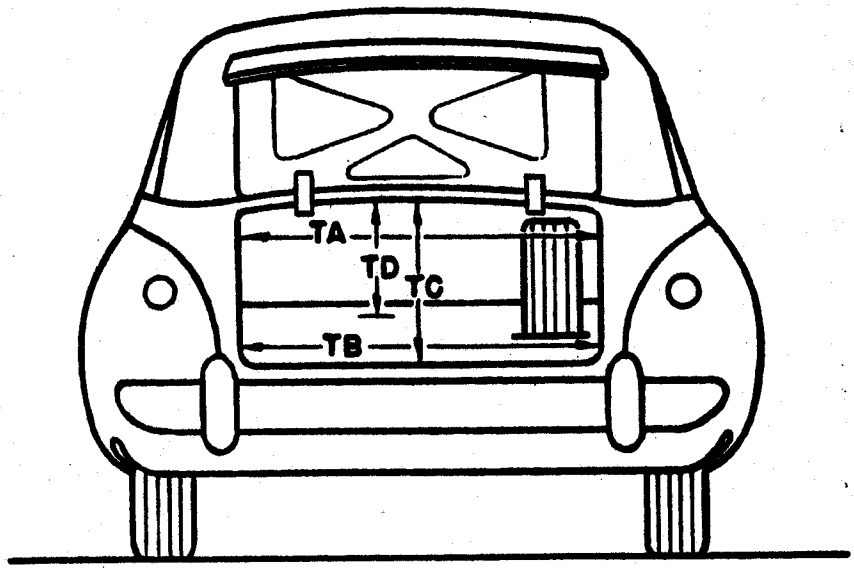
BODY—GENERAL DEFINITIONS

NOTE: Included in the dimension definitions listed on this and the following pages are those which have been proposed for adoption by the SAE. These are indicated by a number following the type of dimension, e.g., L 3. Additional dimensions have been added by the AMA Specifications Body Sub-Committee for inclusion in the Questionnaire. These are shown by an additional letter, e.g., HA. The dimensions are developed from the following basic points:

1. Front and rear seat "A" points are taken 5" forward of vertical tangent to seat back 15" from center of body.
2. Front seat is in the rear position.
3. Loaded position—5 passengers, front 300 lb., rear 450 lb., includes spare wheel, tire and tools, and full complement of gas, oil, water, etc. and tires to recommended pressure, etc.
4. C. L. (centerline).
5. D. L. O. (daylight opening, exposed glass dimension).
6. Ramp breakover angle (page 20)—is the supplement of the included ramp angle over which a car can pass without hanging up.

MODEL	6237 6237D	6219	6267	6019	75

BODY—TRUNK OPENING DIMENSIONS



TA—Width across the top	NA
TB—Width across the bottom	NA
TC—Diagonal dimension at CL from top of opening to bottom	* NA
TD—Vertical height of opening (floor to top, inside edge of opening)	NA
Position of spare tire stowage	VERTICAL
Method of holding lid open	COUNTER BALANCED SPRING

* CUBICAL SPACE TAKEN WITH STANDARD LUGGAGE

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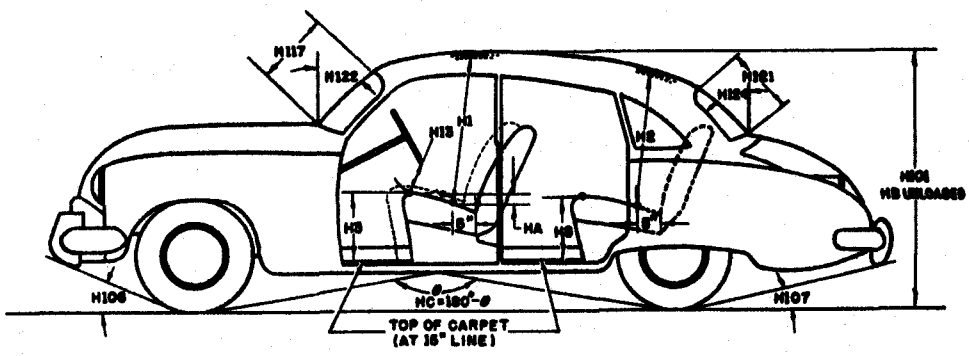
MODEL	6237 - 37D	6219	6267	6019	7523

BODY—HEIGHT DIMENSIONS



Interior	**H1.** Front headroom—from "A" pt. to headlining at 8° back of vertical on 15" line. (For "A" pt. see note 1, page 19)	34 3/16 (37) (37D)	35 13/16	34 15/16	35 13/16	37
Interior	**H2.** Rear headroom—from "A" pt. to headlining at 8° back of vertical on 15" line.	34 5/16	35 9/16	34 5/8	35 9/16	35
Interior	**H3.** Front seat height to floor carpet on 15" line (front edge of cushion).	14 7/16	14.4	14 7/16	14.4	13.7
Interior	**H8.** Rear seat height to floor carpet on 15" line (front edge of cushion).	12.5	12.8	12.5	12.8	12.8
Interior	**H13.** Steering wheel clearance to seat cushion taken on arc.	5 1/16	5.1	5 1/16	5.1	5.9
Interior	**HA.** Front seat vertical rise at "A" pt. (inches.)	.3				
	H101. Overall height.	60.9	62.7	61.1	62.7	64.01
	H8. Overall height—unloaded.					
	H106. Angle of approach—from the tire rolling radius to lowest point on front bumper or guard.	20	20	20	20	21
	H107. Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard.	12.5	14°	12.5	12.5	15
	HC. Ramp breakover angle.*	13° 24'			13° 02'	12° 28'
Exterior	**H117.** Windshield DLO-slant height.	17.2				
Exterior	**H121.** Backlight DLO*—Max., slant height.	13.6	14.01	11.6	14.01	12.1
Exterior	**H122.** Windshield slope angle to vertical line on car axis.	48.5°	48.5°	48.5°	48.5°	48.5°
Exterior	**H124.** Backlight slope angle to vertical line on car axis.	52°	48°	50°	48°	45°
**	**HD.** Min. road clearance (location and dimension).	7.25	7.25	7.25	7.25	* 6.75
	HE. Min. road clearance at rear axle.	8.2	8.2	8.2	8.2	8.4

*See Notes, page 19.

** DRAIN PLUG - ENGINE

* BENEATH REAR SHOCKS

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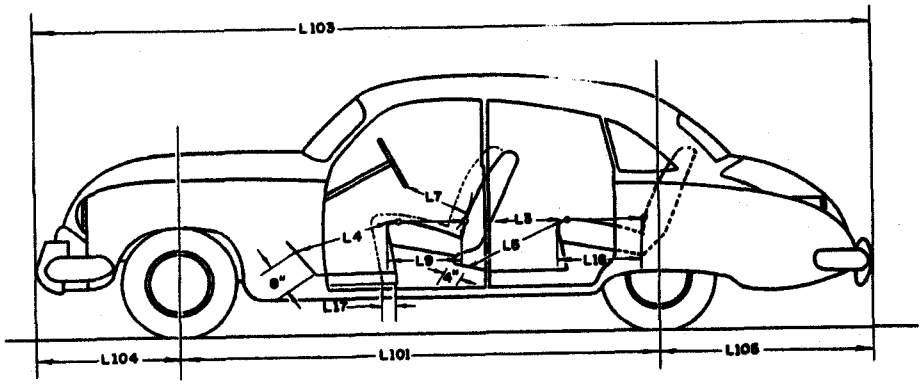
BODY—LENGTH DIMENSIONS



Interior	**L3.** Rear compartment back of front seat back to rear seat back.	29.3	35.9	29.3	35.9	52.3
	L4. Leg room—front—diagonal—ball of foot to top of seat to front seat back—15" line.	43.9	43 15/16	43.9	43 15/16	44.1 **
	L5. Leg room—rear—diagonal—from ball of foot to top of rear seat cushion and to seat back.	38.6	42 1/8	38.6	42 1/8	- -
	L7. Steering wheel clearance to seat back taken on arc.	14.25	14.3	14.25	14.3	14.5
	L9. Front seat depth (front edge to vert. tan. to seat back on 15" line).	19 1/8	19 1/8	19 1/8	19 1/8	18.6
	L16. Depth of rear seat (front edge to seat back).	19 1/16	19 3/8	19 1/16	19 3/8	19.8
	L17. Total adjustment of front seat at floor.	4	4	4	4	4 *
Exterior	**L101.** Wheel base.	126	126	126	130	146.8
	L103. Overall length (bumper to bumper inc. guards).	220.5	215.5	220.5	224.5	236.3
	L104. Overhang—front including bumper guards.	36.4	36.4	36.4	36.4	36.4
	L105. Overhang—rear including bumper guards.	58.1	53.1	58.1	58.1	53.1

* 7523 IMP. STATIONARY SEAT

** 43 15/16 IMP.

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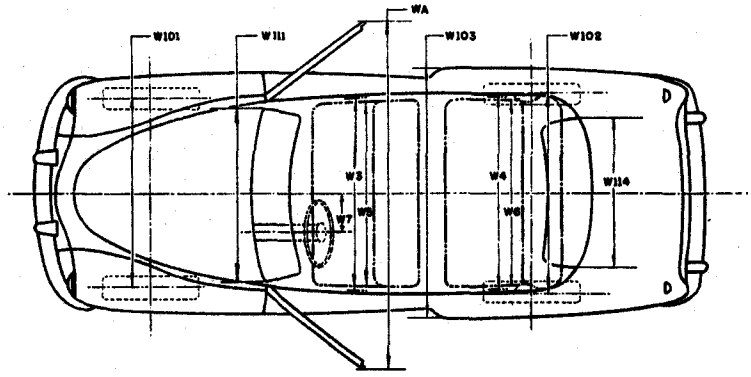
MODEL	6237 6237D	6219	6267	6019	75

BODY—WIDTH DIMENSIONS



Interior	**W3.** Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	56.1	58.1	56.1	58.1	58 1/8
	W4. Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	56.3	56.5	47.5	56.5	56.1
	W5. Front hip room, at top of seat 5" forward of vert. tan. to seat back.	62 13/16	63 9/16	62 13/16	63.8	64
	W6. Rear hip room, at top of seat 5" forward of vert. tan. to seat back.	54.6	64.25	51	64.5	56.9
	W7. Steering wheel center to center of body.	15.5	15.5	15.5	15.5	15.5
Exterior	**W101.** Front tread at ground.	59	59	59	59	59
	W102. Rear tread at ground.	63	63	63	63	63
	W103. Max. overall width of car including bumpers or mouldings.	80.1	80.1	80.1	80.6	80.1
	WA. Max. overall width of car with doors open.	142.2	135.02	142.2	135.02	135.02
	W111. Windshield DLO, max. width.	54.1				
	W114. Back window DLO, max. width.	56.1	53.4	38	53.9	38

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MAKE OF CAR CADILLAC **MODEL YEAR** 1952

MODEL	6237 6237D	6219	6267	6019	75

BODY—TYPES

Body types and number of passengers. (Please use the letter code shown below followed by the number of passengers, e.g. A-6.)	B-5	H-5	L-5	H-5	H-8 T-8

Body type code

A—Coupe—2 door flatback
B—Coupe—2 door notchback
C—Sedan—2 door flatback
D—Sedan—2 door notchback
E—Sedan—4 door flatback (4 windows)
F—Sedan—4 door flatback (6 windows)
G—Sedan—4 door notchback (4 windows)
H—Sedan—4 door notchback (6 windows)
J—Hardtop—2 door
K—Hardtop—4 door
L—Convertible—2 door
M—Convertible—4 door
N—Station wagon—2 door
P—Station wagon—4 door
Q—Combined passenger and utility—2 door
R—Combined passenger and utility—4 door
S—Sedan delivery
T—Limousine

BODY—MISCELLANEOUS INFORMATION

Doors hinged (front, rear)	Front	FRONT			
	Rear	"			
Type of finish (lacquer, enamel)		LACQUER			
Hood opening (front, side; semi-full, full, half)		FRONT			
Hood counterbalanced (yes, no)		YES			
Hood release control (internal, external)		EXTERNAL			
Windshield (one piece, two piece; curved, flat)		ONE			
Rear window type (one piece, two piece, three piece; curved, flat)		THREE PIECE CURVED	ONE FLAT	THREE PIECE CURVED	ONE PIECE CURVED

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