


# Data Book

Combining features of the Cadillac Optional Specifications Manual, Salesman's Color and Trim Book and Cadillac Data Book into a single sales manual, under one cover, provides a concise and more convenient source of all of the information the Cadillac salesman requires to properly present the 1967 Cadillac to his customers. Once you have fully acquainted yourself with the contents of each section, as outlined on the facing page, you will find any information you desire, whether on product or optional equipment features, prices, special orders and procedures . . . quickly and readily available. The sales opportunities presented to you by the magnificent 1967 Cadillac, including the World's Finest Personal Car—the new Fleetwood Eldorado—are limitless.
Your new Cadillac Data Book is designed to help make 1967 the most productive of years, for you and for Cadillac.

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## *Cadillac 1967 Body Styles*

| STYLE NO. | CODE | NAME | WHEELBASE | OVERALL LENGTH | WEIGHT |
|---|---|---|---|---|---|
| ***Calais*** | | | | | |
| 68247 | G | Calais Coupe | 129.5″ | 224″ | |
| 68249 | N | Calais Hardtop Sedan | 129.5″ | 224″ | |
| 68269 | K | Calais Sedan | 129.5″ | 224″ | |
| ***DeVille*** | | | | | |
| 68367 | F | De Ville Convertible | 129.5″ | 224″ | |
| 68347 | J | Coupe de Ville | 129.5″ | 224″ | |
| 68349 | B | Hardtop Sedan de Ville | 129.5″ | 224″ | |
| 68369 | L | Sedan de Ville | 129.5″ | 224″ | |
| ***Fleetwood*** | | | | | |
| 69347 | H | Fleetwood Eldorado | 120″ | 221″ | |
| 68069 | M | Fleetwood Sixty Special Sedan | 133″ | 227.5″ | |
| 68169 | P | Fleetwood Brougham | 133″ | 227.5″ | |
| 69723 | R | Fleetwood Seventy-Five Sedan | 149.8″ | 244.5″ | |
| 69733 | S | Fleetwood Seventy-Five Limousine | 149.8″ | 244.5″ | |
| COMMERCIAL | | | | | |
| 69890 | Z | Commercial Chassis | 156″ | 249.5″ | |

## *Cadillac 1967 Exterior Recommendations*

| COLOR | BROUGHAM PADDED ROOFS | ELDORADO PADDED ROOFS | DE VILLE PADDED ROOFS | CONVERTIBLE TOPS |
|---|---|---|---|---|
| **10** Sable Black | 2 1 | 2 1 | 2 1 | 2 1 6 |
| **12** Grecian White | 2 1 3 | 2 1 3 | 2 3 1 | 1 2 3 |
| **16** Regal Silver | 2 | 2 1 | 2 1 | 2 1 |
| **18** Summit Gray | 2 | 2 | 2 | 2 1 |
| **20** Venetian Blue | 1 3 2 | 1 2 3 | 1 2 3 | 1 3 2 |
| **24** Marina Blue | 2 3 1 | 2 1 3 | 2 3 1 | 1 3 2 |
| **26** Admiralty Blue | 2 3 1 | 2 1 3 | 2 1 3 | 1 3 2 6 |
| **28** Capri Aqua | 2 1 | 2 1 | 2 1 | 1 2 |
| **30** Pinecrest Green | 2 1 6 | 2 1 6 | 2 1 6 | 1 2 6 |
| **36** Sherwood Green | 2 6 | 2 6 1 | 2 6 | 2 6 1 |
| **40** Persian Ivory | 2 1 5 | 2 1 5 | 2 1 5 | 2 1 5 |
| **42** Sudan Beige | 5 6 2 | 5 2 6 | 5 2 6 | 5 6 2 1 |
| **43** Baroque Gold | 2 1 | 2 1 | 2 1 | 2 1 |
| **44** Doeskin | 5 2 6 1 | 5 6 2 1 | 5 6 2 1 | 5 6 2 1 |
| **48** Flamenco Red | 2 1 | 1 2 | 1 2 | 1 2 |
| **49** Regent Maroon | 2 6 1 | 2 6 1 | 2 1 6 | 2 1 6 |
| **Firemist Colors at Extra Charge** | | | | |
| **90** Atlantis Blue | 2 3 1 | 2 1 3 | 2 1 3 | 1 3 2 |
| **92** Crystal | 2 1 | 2 1 | 2 1 | 2 1 |
| **96** Tropic Green | 2 1 | 2 1 | 2 1 | 1 2 |
| **97** Olympic Bronze | 5 2 6 1 | 5 2 6 1 | 5 2 6 1 | 5 6 2 1 |
| **98** Ember | 2 1 6 | 2 1 6 | 2 1 6 | 1 2 6 |

**Padded Roofs and Convertible Tops**

| | |
|---|---|
| **1** | White |
| **2** | Black |
| **3** | Medium Blue |
| **5** | Dark Brown |
| **6** | Sandalwood |

## *Cadillac 1967 Color-Trim Recommendations*

### Cloth with Vinyl/Leather

| COLOR | CALAIS SERIES<br>Coupe **G**<br>Hardtop **N**<br>Sedan **K** | DE VILLE SERIES<br>Coupe **J**<br>Hardtop **B**<br>Sedan **L** | FLEETWOOD SERIES<br>Sixty Special **M**<br>Brougham **P** | <br>Eldorado **H** |
|---|---|---|---|---|
| **10** Sable Black | 211 220 240<br>228 244 251 282 | 311 326 320<br>340 328 344<br>349 | 010 or 011 016<br>025 or 026 040<br>043 or 044 049 | 410 411 426<br>440 429 444<br>431 |
| **12** Grecian White | 211 220 228<br>240 251 282 | 311 320 326<br>349 328 340 | 010 or 011 021<br>025 or 026 049<br>028 or 029 040 | 410 411 426<br>429 431 440 |
| **16** Regal Silver | 211 220 251 | 311 320 326<br>349 | 010 or 011 016<br>021 025 or 026<br>049 | 410 411 426 |
| **18** Summit Gray | 211 220 251 | 311 326 349 | 016 010 or 011<br>025 or 026 049 | 410 411 426 |
| **20** Venetian Blue | 220 211 251 | 320 326 311 | 021 025 or 026 | 426 410 411 |
| **24** Marina Blue | 220 211 251 | 320 326 311 | 021 025 or 026<br>010 or 011 | 426 410 411 |
| **26** Admiralty Blue | 220 211 251 | 326 320 311 | 025 or 026 021<br>010 or 011 | 426 410 411 |
| **28** Capri Aqua | 228 211 251 | 328 311 | 028 or 029<br>010 or 011 | 429 410 411 |
| **30** Pinecrest Green | 230 211 251 | 330 311 | 030 010 or 011 | 431 410 411 |
| **36** Sherwood Green | 230 211 240<br>244 251 282 | 330 311 340<br>344 | 030 010 or 011<br>040 043 or 044 | 431 410 411<br>440 444 |
| **40** Persian Ivory | 211 240 251 282 | 311 340 | 010 or 011 040 | 410 411 440<br>431 |
| **42** Sudan Beige | 244 211 282 251 | 344 311 349 | 043 or 044<br>010 or 011 049 | 444 410 411 |
| **43** Baroque Gold | 240 211 251 | 340 311 | 040 010 or 011 | 440 410 411 |
| **44** Doeskin | 244 211 282 251 | 344 311 | 043 or 044<br>010 or 011 | 444 410 411 |
| **48** Flamenco Red | 211 251 282 | 311 344 | 010 or 011<br>043 or 044 | 410 411<br>444 |
| **49** Regent Maroon | 211 244 251 282 | 349 311 344 | 049 010 or 011<br>043 or 044 | 410 411 444 |

### Firemist Colors at Extra Charge

| | | | | |
|---|---|---|---|---|
| **90** Atlantis Blue | 220 211 251 | 326 320 311 | 021 025 or 026<br>010 or 011 | 426 410 411 |
| **92** Crystal | 230 211 251 282 | 330 311 | 030 010 or 011 | 431 410 411 |
| **96** Tropic Green | 230 211 240<br>244 251 282 | 330 311 340<br>344 | 030 010 or 011<br>040 043 or 044 | 431 410 411<br>440 444 |
| **97** Olympic Bronze | 244 211 282 251 | 344 311 | 043 or 044<br>010 or 011 | 444 410 411 |
| **98** Ember | 211 244 251 282 | 311 344 | 010 or 011<br>043 or 044 | 410 411 444 |

## *Cadillac 1967 Color-Trim Recommendations*

### Leather

| COLOR | DE VILLE SERIES | | FLEETWOOD SERIES | |
|---|---|---|---|---|
| | Convertible **F** | Coupe **J**<br>Hardtop **B**<br>Sedan **L** | Sixty Special **M**<br>Brougham **P** | Eldorado **H** |
| **10**<br>Sable Black | 351 388 352 385<br>382 389 380 | 351 388 352 385<br>382 | 051 088 052 085<br>082 089 | 451 488 452<br>482 485 489 |
| **12**<br>Grecian White | 388 351 352 360<br>389 368 371 | 351 388 352 360 | 051 088 052 060<br>071 089 | 488 451 452<br>466 469 471<br>489 |
| **16**<br>Regal Silver | 351 388 389 | 351 388 | 051 088 089 | 451 488 489 |
| **18**<br>Summit Gray | 351 388 352 389 | 351 388 352 | 051 088 089 052 | 451 488 489<br>452 |
| **20**<br>Venetian Blue | 360 353 351 | 360 353 351 | 060 052 051 | 466 452 451 |
| **24**<br>Marina Blue | 360 353 351 | 360 351 353 | 060 051 052 | 466 452 451 |
| **26**<br>Admiralty Blue | 360 353 351 388 | 360 351 353 | 060 051 052 | 466 452 451 |
| **28**<br>Capri Aqua | 368 355 351 | 351 355 | 051 052 | 469 451 452 |
| **30**<br>Pinecrest Green | 371 351 382 352 | 351 382 352 | 071 051 082 052 | 471 451 482<br>452 |
| **36**<br>Sherwood Green | 371 351 382 385<br>352 | 351 382 385 352 | 071 051 082 085<br>052 | 471 451 482<br>485 452 |
| **40**<br>Persian Ivory | 351 380 371 352 | 351 352 | 051 071 052 | 451 471 452 |
| **42**<br>Sudan Beige | 382 385 351 389 | 382 385 351 | 082 085 051 089 | 482 485 451<br>489 |
| **43**<br>Baroque Gold | 380 351 385 352 | 351 385 352 | 051 085 052 | 451 485 452 |
| **44**<br>Doeskin | 385 382 351 352 | 385 382 351 352 | 085 082 051 052 | 485 482 451<br>452 |
| **48**<br>Flamenco Red | 354 388 351 | 354 351 388 352 | 088 051 052 | 488 451 452 |
| **49**<br>Regent Maroon | 389 351 352 382 | 351 382 352 | 089 051 082 052 | 489 451 452<br>482 |

### Firemist Colors at Extra Charge

| | | | | |
|---|---|---|---|---|
| **90**<br>Atlantis Blue | 360 353 351 | 360 353 351 | 060 052 051 | 466 452 451 |
| **92**<br>Crystal | 371 351 352 | 351 352 | 071 051 052 | 471 451 452 |
| **96**<br>Tropic Green | 371 352 351 382<br>385 | 351 352 382 385 | 071 051 052 082<br>085 | 471 452 451<br>482 485 |
| **97**<br>Olympic Bronze | 385 382 351 | 385 382 351 | 085 082 051 | 485 482 451 |
| **98**<br>Ember | 351 352 385 382 | 351 385 352 382 | 051 052 085 082 | 451 452 485<br>482 |

## *Color-Trim Recommendations*

(See charts on pages A-3 and A-4)

Cadillac interior colors are selected and toned to harmonize with their counterpart exterior colors. Therefore, the first upholstery recommendations on the color and trim charts are designed to result in fully color-coordinated interior and exterior combinations with every assurance of complete color harmony.

The upholstery selection involves the complete interior decor of the car and, if not harmonized with the exterior color, becomes uncomplimentary to the automobile.

Most customers respect and adhere to the Cadillac color and upholstery recommendations as they are based upon professional standards of esthetic principles and experience. They are a part of Cadillac quality standards.

**Other Combinations**

Although the recommended combinations are the most harmonious and will appeal to the majority, almost any combination of colors may be regarded as compatible by some customers and they may order such choices.

Acceptable options in this fringe area, however, are unlisted since they would not only complicate the tables but make them less effective in the selection of preferred combinations.

When a customer selects a combination not among those recommended, even though apprised of the risk of potential disappointment, the order should be marked "color trim sure." This will confirm the accuracy of the colors as ordered and prevent production of an undesirable color scheme not wanted by the customer or dealer.

## *Exterior Colors*

**Exclusive Shades**

For 1967 Cadillac offers a total of 21 exterior colors of which 19 are exclusive to Cadillac.

This includes five Firemist colors, optional at extra charge on all body styles.

**"Fire-Frost" Colors**

The high lustre beauty and radiance of "Fire-Frost" colors are available on special order (See Special Order and Price sections). Light reflections from many faceted bright metallic flakes produce the unusual depth and brilliance of "Fire-Frost." The additional cost, about three times that of regular paint, will be understood by the select group of buyers to whom the distinction and exclusiveness of these outstanding colors will appeal.

**Two-Tone Not Available**

Since 1967 body styling does not provide a designed separation point for colors between upper and lower panels, two-tone paint treatment is not available. A two-tone appearance is obtainable in selection of the Padded Roof color on certain body styles.

**Color Samples**

The samples of exterior colors in Cadillac's color selection book are faithful reproductions of master metal panels. In making these samples, acetate, which is more costly than paper, is used to add depth and lustre to simulate the color as applied to the car's metal surface. Most accurate viewing of the color is achieved by looking straight down at the sample. Viewed at an angle, there is an increased amount of acetate through which the eye sees the color resulting in a slight change of values. This explanation is presented to help avoid any misunderstanding by a customer, who selects his car color from the sample book, that the larger expanse of color as seen on his delivered car is not exactly the same color as the small sample.

**Special Colors** (See Special Order Section)

Any past model or non-standard shade can be supplied on a special order basis. To order, Type OO in COLOR space which denotes that color is not a current option and indicate color name and reference in special feature section of the order form, e.g., 1964 Lime; 1959 Seminole Red.

Allow 4 to 5 weeks for shipment since a qualified chemist must defer his regular duties to formulate, obtain and blend the paint to the requirements of such special order colors.

# *Cadillac 1967 Upholstery Options*

## LEATHER

| Leather—Extra Charge Except Convertibles | DE VILLE SERIES | | | FLEETWOOD SERIES | | |
|---|---|---|---|---|---|---|
| | Convertible F | Coupe J Hardtop B | Sedan L | 60 Special M Brougham P | Eldorado H | |
| Black | 351-351B | 351-351B | 351 | 051 | 451-451B | Black |
| White—Black Carpet | 352-352B | 352 | 352 | 052 | 452 | White—Black Carpet |
| White—Blue Carpet | 353 | 353 | 353 | | | |
| White—Red Carpet | 354 | 354 | 354 | | | |
| White—Aqua Carpet | 355 | 355 | 355 | | | |
| Med. Blue | 360 | 360 | 360 | 060 | 466 | Dk. Blue |
| Med. Aqua | 368 | | | | 469 | Dk. Aqua |
| Dk. Green | 371 | | | 071 | 471 | Dk. Green |
| Covert | 380 | | | | | |
| Sandalwood | 382-382B | 382 | 382 | 082 | 482-482B | Sandalwood |
| Antique Saddle | 385 | 385 | 385 | 085 | 485 | Antique Saddle |
| Med. Red | 388-388B | 388-388B | 388 | 088 | 488 | Med. Red |
| Maroon | 389 | | | 089 | 489 | Maroon |

### CALAIS SERIES — Coupe G, Hardtop N, Sedan K

| | INSERTS DUET CLOTH | BOLSTERS VINYL |
|---|---|---|
| 211 | Black | Black |
| 220 | Dk. Blue | Med. Blue |
| 228 | Dk. Aqua | Med. Aqua |
| 230 | Dk. Green | Med. Green |
| 240 | Dk. Covert | Med. Covert |
| 244 | Dk. Beige | Med. Beige |

**All Vinyl—Extra Charge**

| | | | |
|---|---|---|---|
| 251 | Black | 282 | Sandalwood |

### DE VILLE SERIES — Coupe J, Hardtop B, Sedan L

| | INSERTS CLOTH | | BOLSTERS LEATHER |
|---|---|---|---|
| 311 | Black | Duchess | Black |
| 320 | Med. Blue | Duchess | Med. Blue |
| 326 | Dk. Blue | Darien | Dk. Blue |
| 328 | Med. Aqua | Darien | Med. Aqua |
| 330 | Med. Green | Duchess | Med. Green |
| 340 | Covert | Darien | Covert |
| 344 | Med. Beige | Duchess | Med. Beige |
| 349 | Maroon | Darien | Maroon |

### CONVERTIBLE TOPS AND PADDED ROOFS — Styles F-J-B-L-H-P-R-S

| | |
|---|---|
| 1 | White |
| 2 | Black |
| 3 | Med. Blue |
| 5 | Dk. Brown |
| 6 | Sandalwood |

On Limousine style S, front compartment will be standard Black leather. Gray, Dark Blue or Beige leather is optional and may be ordered by adding code G for Gray, M for Dark Blue or F for Beige. e.g., 716G, 719G would have Gray leather front; 721M and 726M Dark Blue; and 743F Beige. Leather is non-perforated.

### FLEETWOOD SERIES — Eldorado H

| | INSERTS CLOTH | | BOLSTERS VINYL |
|---|---|---|---|
| 410 | Black/White | Dalmatian | Black |
| 411 | Black | Darien | Black |
| 426 | Dk. Blue | Darien | Dk. Blue |
| 429 | Dk. Aqua | Darien | Dk. Aqua |
| 431 | Dk. Green | Darien | Dk. Green |
| 440 | Covert | Darien | Covert |
| 444 | Med. Beige | Darien | Med. Beige |

### Sixty Special M — Brougham P

| | INSERTS CLOTH | | BOLSTERS LEATHER |
|---|---|---|---|
| 010 | Black | Damascus | Black |
| 011 | Black | Diplomat | Black |
| 025 | Dk. Blue | Diplomat | Dk. Blue |
| 026 | Dk. Blue | Damascus | Dk. Blue |
| 028 | Med. Aqua | Damascus | Med. Aqua |
| 029 | Dk. Aqua | Diplomat | Dk. Aqua |
| 040 | Covert | Damascus | Covert |
| 044 | Med. Beige | Diplomat | Med. Beige |
| 049 | Maroon | Diplomat | Maroon |

**ALL DEVONSHIRE CLOTH — Embroidered Back Rests**

| | | | |
|---|---|---|---|
| 016 | Lt. Gray | 030 | Med. Green |
| 021 | Med. Blue | 043 | Med. Beige |

### "75" Sedan R — "75" Limousine S

**Devonshire Cloth Has Embroidered Design**
*Damascus Cloth Has Leather Bolster*

| | | |
|---|---|---|
| 716 | Lt. Gray | Devonshire |
| 719 | Med. Gray | Decordo |
| 721 | Med. Blue | Devonshire |
| 726 | Dk. Blue | Damascus |
| 743 | Med. Beige | Devonshire |

**Options**
The equipment options listed on the following page are available for factory installation on new cars at an extra charge. (Filler Plate and 3.21 Gear Ratio are at no charge.)

**New Groups 8 and 9**
In addition to the basic 1, 2, 3 and 4 combinations, two new equipment groups have been created—numbers 8 and 9.

Both contain the same five popular items, but group 9 also includes a Headlamp Control—code U.

**Separate Code for Recliner**
A passenger seat Recliner, which includes a pair of Head Rests, is an extra-charge option on the standard Eldorado bench seat as well as *all* bucket seats.

When Bucket Seats are ordered on any car and a Recliner is wanted, both codes B and R must be specified on the order.

This differs from last year when R included Bucket Seats and is due to the availability of a Recliner on Eldorado bench seats.

**License Frames**
License Frames are *not* a part of any group. Order separately by their new code letters.

L — One License Frame

O — Two License Frames

**Group Restrictions**
One of the options in groups 1, 2 and 3 is Power Windows which are standard in all cars except the Calais series. Nevertheless, these groups may be ordered in all other cars except the following:

Group 1. Stereo Radio is not available for the "75"; therefore, group 1 should not be ordered in "75" cars.

Group 4. A Rear Control AM Radio is included in this group, which is only available for the "75"; therefore, it cannot be ordered in any other series.

**Why Groups?**
Using groups simplifies the ordering of optional equipment. It may also serve as a selling tool by offering the whole group as a desirable comfort and convenience package, instead of a more time consuming effort if sold on an individual item basis.

**If All Equipment Not Ordered**
When full equipment is not ordered, it is suggested that the customer be appraised of the options that were *not* specified.

This reversal of ordinary habit will have a more positive effect by calling attention to desired items that may have been overlooked. It will prevent the possibility of inadvertently failing to bring to the customer's attention an option he may later wish he had ordered.

**Why Groups Change?**
The suggestion to maintain the same groups from year to year is sometimes advocated. It would have the advantage of familiarity. However, the introduction of new features and changes in popularity of some options make revisions necessary.

**Special Horn**
A special Cadillac four-note horn combination producing a harmoniously blended distinctive sound is available at extra charge, on all cars.

Standard equipment consists of three seashell type horns which combine F, A and high C notes.

When the Special Horn option is ordered, a fourth low D note seashell horn is added, resulting in a more vibrant, deep-toned, authoritative signal.

**Disc Brakes**
Front Disc Brakes (Code F) are an extra-charge option on the Eldorado only. They are not available on any of the other body styles.

**Air Injection Reactor System**
On cars to be registered in the State of California, this Closed Positive Crankcase Ventilator-Air Injection Reactor System is a mandatory option required by California law. Code V should, therefore, be specified on all new Cadillac car orders destined for original California registration.

## *Cadillac 1967 Factory Installed Options*

| | BASIC GROUPS | *Group 1* | *Group 2* | *Group 3* | *Group 4* ("75" Only) |
|---|---|---|---|---|---|
| 1 | RADIO, AM-FM STEREO (Not on "75") | 1 | | | |
| 2 | RADIO, AM-FM | | 2 | | |
| 3 | RADIO, AM | | | 3 | |
| 4 | RADIO, AM REAR CONTROL ("75" Only) | | | | 4 |
| W | TIRES, WHITE WALL | W | W | W | W |
| X | WINDOWS, POWER | X | X | X | STD |
| E | GLASS, SOFT RAY | E | E | E | E |
| Y | SEAT ADJUSTERS<br>6-Way Front or 4-Way Driver's Bucket | Y | Y | Y | Y<br>(Except Style S) |
| D | DOOR EDGE GUARDS | D | D | D | D |
| K | AUTOMATIC CLIMATE CONTROL | K | K | K | STD |

### EQUIPMENT GROUPS

*Group 8*

| | |
|---|---|
| Q | STEERING WHEEL, TILT & TELESCOPE |
| M | DOOR LOCKS, POWER |
| J | TWILIGHT SENTINEL |
| S | TRUNK LOCK, REMOTE CONTROL |
| C | CRUISE CONTROL |

*Group 9*

| | |
|---|---|
| U | HEADLAMP CONTROL, GUIDE-MATIC |
| Q | STEERING WHEEL, TILT & TELESCOPE |
| M | DOOR LOCKS, POWER |
| J | TWILIGHT SENTINEL |
| S | TRUNK LOCK, REMOTE CONTROL |
| C | CRUISE CONTROL |

Heater-Defroster is standard equipment and included in the basic price of the car. However, a delete option—Code H—is available at reduced cost on all except Fleetwood "75" cars. The Heater-Defroster is an integral component of Automatic Climate Control and cannot be deleted when the car is equipped with this feature.

### ORDER INDIVIDUALLY

| | |
|---|---|
| B | BUCKET SEATS |
| R | RECLINER & HEAD RESTS<br>(Available on all bucket seats also Eldorado Bench seat) |
| H | HEAD RESTS (Available on all seats) |
| A | SEAT WARMER |
| Z | SHOULDER STRAPS |
| J | SEAT BELTS, REAR CENTER |
| L | LICENSE FRAME—ONE |
| O | LICENSE FRAMES—TWO |
| F | FILLER PLATE |
| G | CONTROLLED DIFFERENTIAL<br>(Not on Eldorado) |
| B | DE-FOGGER, REAR WINDOW<br>(Not on Convertible or "75") |
| N | VENT WINDOWS, POWER<br>(Rear quarters on Eldorado) |
| L | LEVEL CONTROL, AUTOMATIC |
| P | SPECIAL HORN |
| F | DISC BRAKES—FRONT (Eldorado Only) |
| V | CLOSED POSITIVE CRANKCASE VENTILATOR-AIR INJECTION REACTOR SYSTEM<br>(Available only on cars destined for initial registration in the State of California) |
| R | 3.21 OPTIONAL GEAR RATIO (Available on cars without Automatic Climate Control) |

## *1967 Cadillac Standard and Optional Equipment*

S—Standard O—Optional N—Not Available A—Available on Special Order

| | CALAIS | | | | DE VILLE | | | | FLEETWOOD | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Coupe | Hardtop Sedan | Sedan | Convertible | Coupe | Hardtop Sedan | Sedan | Eldorado | 60 Special | Brougham | 9-Pass. Sedan | Limousine |
| Air Cleaner, dry-pack | S | S | S | S | S | S | S | S | S | S | S | S |
| Armrests, sides, front and rear | S | S | S | S | S | S | S | S | S | S | S | S |
| Armrest, center, front | S | S | S | S | S | S | S | S | S | S | S | N |
| Armrest, center, rear | N | N | N | N | S | S | S | N | S | S | S | S |
| Assist Handles (two) | N | S | S | N | N | S | S | N | S | S | S | S |
| Assist Straps (two) | N | N | N | N | N | N | N | N | N | N | S | S |
| Automatic Climate Control | O | O | O | O | O | O | O | O | O | O | S | S |
| Automatic Level Control | O | O | O | O | O | O | O | S | S | S | S | S |
| Bench Seats, leather | N | N | N | S | O | O | O | O | O | O | A | A |
| Bucket Seats, front | N | N | N | O | O | O | A | O | A | A | N | N |
| Cigarette Lighter, front | S | S | S | S | S | S | S | S | S | S | S | S |
| Cigarette Lighters, rear (2) (Eldorado) (1) | N | S | S | S | S | S | S | S | S | S | S | S |
| Clock, electric, front | S | S | S | S | S | S | S | S | S | S | S | S |
| Controlled Differential | O | O | O | O | O | O | O | N | O | O | O | O |
| Cruise Control | O | O | O | O | O | O | O | O | O | O | O | O |
| De-fogger, rear window | O | O | O | N | O | O | O | O | O | O | N | N |
| Door Edge Guards | O | O | O | O | O | O | O | O | O | O | O | O |
| Door Locks, power | O | O | O | O | O | O | O | O | O | O | O | O |
| Folding Seat Back Latch (coupe and bucket) | S | N | N | S | S | N | N | S | N | N | N | N |
| Front Seat Adjustment, power, 2-way | N | N | N | S | S | S | S | S | S | S | S | S |
| Front Seat Adjustment, power, 6-way | O | O | O | O | O | O | O | O | O | O | O | N |
| Hazard Warning Flasher | S | S | S | S | S | S | S | S | S | S | S | S |
| Headlamp Control (Guide-Matic) | O | O | O | O | O | O | O | O | O | O | O | O |
| Head Rests, front seats | O | O | O | O | O | O | O | O | O | O | O | O |
| License Frames | O | O | O | O | O | O | O | O | O | O | O | O |
| Light, front ash receiver | S | S | S | S | S | S | S | S | S | S | S | S |
| Light, glove compartment | S | S | S | S | S | S | S | S | S | S | S | S |
| Light, luggage compartment | S | S | S | S | S | S | S | S | S | S | S | S |
| Light, map | S | S | S | S | S | S | S | S | S | S | S | S |
| Lights, backup (dual) | S | S | S | S | S | S | S | S | S | S | S | S |
| Lights, cornering | S | S | S | S | S | S | S | S | S | S | S | S |
| Lights, courtesy | S | S | S | S | S | S | S | S | S | S | S | S |
| Lights, directional signal | S | S | S | S | S | S | S | S | S | S | S | S |
| Lights, directional indicator | S | S | S | S | S | S | S | S | S | S | S | S |
| Lights, reading | S | S | S | N | S | S | S | S | S | S | S | S |
| Oil Filter, Full-Flow | S | S | S | S | S | S | S | S | S | S | S | S |
| Outside Mirror, left side, remote-control | S | S | S | S | S | S | S | S | S | S | S | S |
| Power Brakes (dual system) | S | S | S | S | S | S | S | S | S | S | S | S |
| Power Brakes (dual system), disc front | N | N | N | N | N | N | N | O | N | N | N | N |
| Power Steering (variable ratio except 75's) | S | S | S | S | S | S | S | S | S | S | S | S |
| Radio, AM | O | O | O | O | O | O | O | O | O | O | O | O |
| Radio, AM-FM | O | O | O | O | O | O | O | O | O | O | O | O |
| Radio, AM-FM Stereo | O | O | O | O | O | O | O | O | O | O | N | N |
| Radio, AM, rear controls | N | N | N | N | N | N | N | N | N | N | O | O |
| Recliner, passenger bucket seat | N | N | N | O | O | O | A | O | A | A | N | N |
| Recliner, passenger bench seat | N | N | N | N | N | N | N | O | N | N | N | N |
| Red Lens, reflector, door panels | S | S | S | N | N | N | N | N | N | N | S | S |

*continued*

| | CALAIS | | | | DE VILLE | | | | FLEETWOOD | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Coupe | Hardtop Sedan | Sedan | Convertible | Coupe | Hardtop Sedan | Sedan | Eldorado | 60 Special | Brougham | 9-Pass. Sedan | Limousine |
| Red Lens, illuminated, door panels | N | N | N | S | S | S | S | S | S | S | N | N |
| Seat Belts, front and rear | S | S | S | S | S | S | S | S | S | S | S | S |
| Seat Belts, rear center | O | O | O | O | O | O | O | O | O | O | O | O |
| Seat Warmer, front (rear only on 75's) | O | O | O | O | O | O | O | O | O | O | O | O |
| Shoulder Straps, front (2) | O | O | O | O | O | O | O | O | O | O | O | O |
| Soft Ray Glass | O | O | O | O | O | O | O | O | O | O | O | O |
| Tilt and Telescope Steering Wheel | O | O | O | O | O | O | O | O | O | O | O | O |
| Trunk Lock, remote-control | O | O | O | O | O | O | O | O | O | O | O | O |
| Turbo Hydra-Matic Transmission | S | S | S | S | S | S | S | S | S | S | S | S |
| Twilight Sentinel (automatic headlamp timer) | O | O | O | O | O | O | O | O | O | O | O | O |
| Vent Windows, power, front | O | O | O | O | O | O | O | N | S | S | O | O |
| Vent Windows, power, rear | N | N | N | N | N | N | N | O | S | S | N | N |
| Visor Vanity Mirror, shatterproof | S | S | S | S | S | S | S | S | S | S | S | S |
| Visors, dual sun, padded | S | S | S | S | S | S | S | S | S | S | S | S |
| Wheel Discs (set of four) | S | S | S | S | S | S | S | S | S | S | S | S |
| Whitewall Tires, 9.00 x 15 (5), 8.20 x 15 on 75's | O | O | O | O | O | O | O | O | O | O | O | O |
| Windows, power | O | O | O | S | S | S | S | S | S | S | S | S |
| Windshield Washer and Coordinator | S | S | S | S | S | S | S | S | S | S | S | S |

## *Fleetwood Body Styles (Special Features)*

| | Eldorado | 60 Special | Brougham | 9-Pass. Sedan | Limousine |
|---|---|---|---|---|---|
| Additional Room in Rear Compartment | | X | X | X | X |
| Ash Receivers (2) on back of Division | | | | X | X |
| Auxiliary Seats (2) | | | | X | X |
| Body Styling, exclusive | X | X | X | X | X |
| FLEETWOOD nameplate on fender and trunk lid | | X | X | | |
| Coil Seat Springs | | X | X | X | X |
| Courtesy Lights, rear door armrests | | X | X | X | X |
| Decorative grille, base of rear deck | X | X | X | X | X |
| Division Glass | | | | | X |
| Foot Rests, rear | | | X | X | X |
| Multi-purpose Trays on Front Seat Back | | | X | | |
| Padded Roof with perimeter molding | | | X | | |
| Reading Lamps, adjustable | | | X | | |
| Reading Lamps, overhead on A/C outlets | | | | X | X |
| Reading Spotlight, front compartment header | | | | | X |
| Rear-View Mirror, 3-way, Soft Ray Glass | | X | X | | |
| Spare Tire Cover | | X | X | | |
| Stainless Steel Rocker Panel Molding | X | X | X | | |
| Trunk Compartment, completely fabric lined | | X | X | | |
| Vent Windows, power, rear | | X | X | | |
| Wheelbase, exclusive length | X | X | X | X | X |
| Wreath and Crest insignia on Hood, Deck Lid and Rear Quarter Panels | X | X | X | X | X |
| Wreath and Crest insignia on Steering Wheel | X | X | X | X | X |

*Packaged Accessories*
*Available for Dealer Installation*

| CODE | |
|---|---|
| | Antenna, Electric |
| L | Automatic Level Control, except styles H-M-P-R-S |
| | Basket, Litter |
| K | Automatic Climate Control (Air Conditioner) except R-S |
| | Compass, Auto |
| | Cover, Spare Tire |
| C | Cruise Control |
| | Cushion Cover, Front or Rear (Each) except Bucket Seats and styles R-S |
| B | De-Fogger, Rear Window except styles F-R-S |
| D | Door Edge Guards, 2 Doors |
| D | Door Edge Guards, 4 Doors |
| | Foot Selector Control, AM Radio |
| U | Headlamp Control, Guide-Matic |
| P | Horn, Special "D" Note |
| L | License Frame (one) |
| O | License Frames (two) |

| CODE | |
|---|---|
| | Mat, Floor—Front One-Piece Full |
| | Mats, Floor—Front RH and LH (Pair) |
| | Mat, Floor—Rear One-Piece Full except R-S |
| | Mats, Floor—Rear RH and LH (Pair) except R-S |
| | Mat, Luggage Compartment |
| 2 | Radio, AM-FM |
| 3 | Radio, AM |
| 4 | Radio, Rear Control (AM) styles R-S |
| | Seat Belts, Front Center except Bucket Seats |
| J | Seat Belts, Rear Center |
| Z | Shoulder Straps, Front (2) |
| | Speaker, Radio—Rear Auxiliary except style F |
| S | Trunk Lock, Remote Control<br>Cars with Vacuum Door Locks<br>Cars without Vacuum Door Locks |
| | Tissue Dispenser |
| J | Twilight Sentinel (Automatic Headlamp Timer) |

## *Code and Acrylic Numbers for 1967 Cadillac Colors*

| | | Manufacturer's Identification* | | | |
|---|---|---|---|---|---|
| **Code** | **Name** | **Du Pont** | **Forbes** | **Rinshed-Mason** | **% Used in 1966** |
| **10** | Sable Black | 942-96459 | **850-360** | L 61 K 011 | 8.0 |
| **12** | Grecian White | 868-93774 | 850-178 | **L 61 W 004** | 17.5 |
| **16** | Regal Silver | 867-97593 | **855-425** | L 62 A 028 | 5.8 |
| **18** | Summit Gray | 867-97685 | 855-443 | **L 62 A 032** | 3.0 |
| **20** | Venetian Blue | 868-98371 | 850-550 | **L 61 B 004** | 4.6 |
| **24** | Marina Blue | 867-98144 | 855-479 | **L 62 B 017** | 9.0 |
| **26** | Admiralty Blue | 943-97220 | 855-391 | **L 62 B 009** | 3.0 |
| **28** | Capri Aqua | 867-98146 | 855-481 | **L 62 B 018** | 6.8 |
| **30** | Pinecrest Green | 867-98147 | 855-482 | **L 62 G 007** | 5.1 |
| **36** | Sherwood Green | 867-97224 | 855-394 | **L 62 G 018** | 3.6 |
| **40** | Persian Ivory | 868-98148 | 850-483 | **L 61 Y 007** | 5.1 |
| **42** | Sudan Beige | 868-96809 | **850-362** | L 61 N 004 | 6.4 |
| **43** | Baroque Gold | **867-98457** | 855-551 | L 62 N 015 | 14.9 |
| **44** | Doeskin | **867-98150** | 855-484 | L 62 N 005 | 2.4 |
| **48** | Flamenco Red | 942-97540 | **850-395** | L 61 R 020 | 2.4 |
| **49** | Regent Maroon | **943-98151** | 855-485 | L 62 M 003 | 2.4 |
| **Firemist Colors** | | | | | |
| **90** | Atlantis Blue | 867-98372 | | **L 62 B 020** | 22.3 |
| **92** | Crystal | 867-98743 | | **L 62 G 026** | 16.7 |
| **96** | Tropic Green | 867-97895 | | **L 62 G 049** | 14.2 |
| **97** | Olympic Bronze | 867-98152 | | **L 62 N 011** | 30.7 |
| **98** | Ember | **867-97898** | | L 62 R 018 | 16.1 |

*Bold face indicates source of original factory finish.




# Optional Equipment Features


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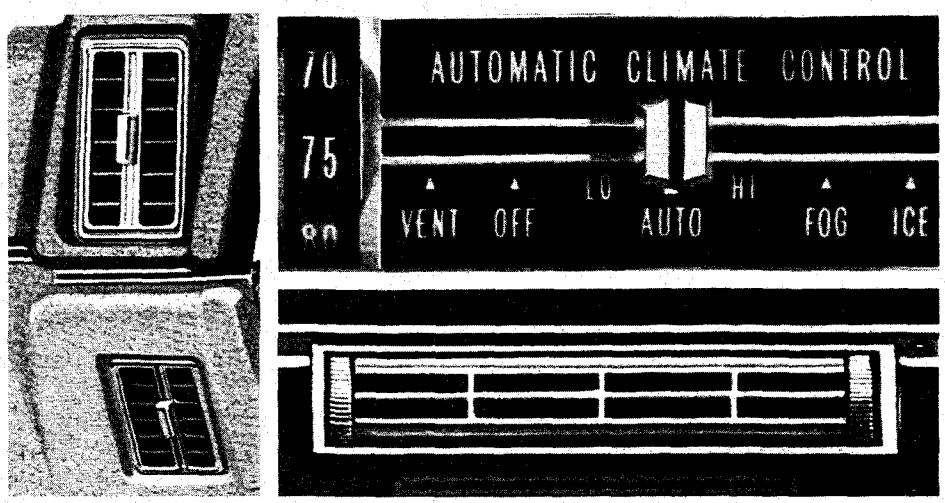
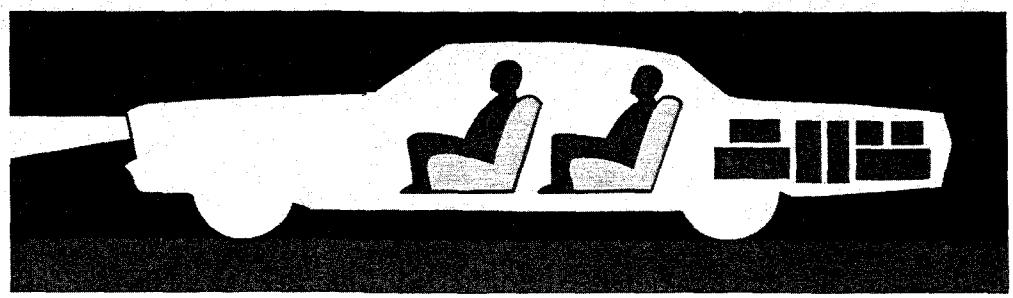
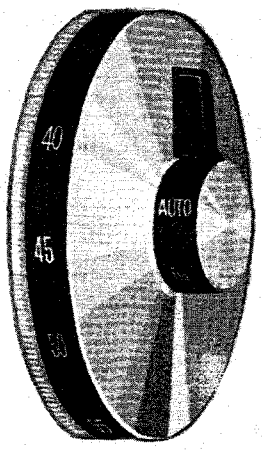



**Automatic Climate Control** (Air Conditioner-Heating System)
A single setting of the thermostat dial brings and maintains the interior temperature of the car to the degree selected by the driver. Without further adjustment, heated or cooled air is supplied automatically to maintain the selected temperature, year around, whether the car is driven in desert heat or the cold of mountain altitudes. When outside air is above approximately 35°, incoming air is first cooled to control humidity, then reheated thus assuring maximum comfort and minimizing window fogging.

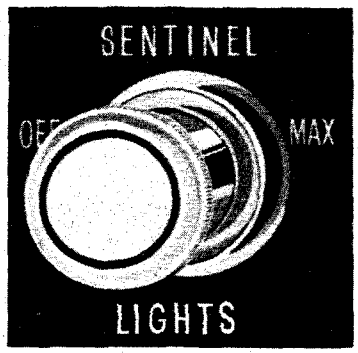
Control lever provides the following positions: OFF, VENT, for ventilation with outside air not under temperature control, AUTO, Lo for normal automatic operation, Hi for fast cool down when car has been standing in the sun, FOG for defogging and ICE for deicing the windshield. Five air outlets are adjustable for direction of air or may be turned off individually. For dual system Automatic Climate Control, standard on Fleetwood Seventy-Five body styles, see page G-14.

**Automatic Level Control**
Even with up to five hundred pounds of luggage compartment loading, a full complement of passengers or when trailer traveling, the Automatic Level Control keeps the car level with the roadway. Pressurized air is directed into or exhausted from the rear shock absorbers as required to level the car. The result is best appearance, handling ease and headlamp beam direction, regardless of load. Automatic Level Control is standard on all Fleetwood series cars.

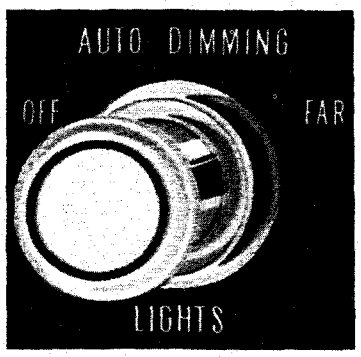





**Cruise Control**
The benefits of automatically maintained cruising speeds and a warning against exceeding any pre-selected speed are provided by the Cadillac Cruise Control. Set in AUTO position, it maintains the speed selected on the dial without foot pressure on the accelerator. A touch of the brake disengages Cruise Control until car is re-accelerated to speed setting. It is also disengaged by moving control switch to OFF or turning ignition off. At any dial setting, a gentle resistance by the accelerator pedal warns the driver whenever he is about to exceed his dial-selected speed. Green light reminds driver when Cruise Control is on AUTO (automatic).

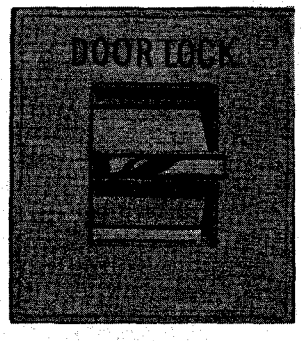



**Twilight Sentinel**
Set the Twilight Sentinel control lever, integral with headlamp switch, to automatic and, whenever the ignition is ON, the headlamps and taillamps of the car will automatically turn on when lighting is required as at dusk or whenever daylight is otherwise reduced. Lights are automatically turned off when sufficient daylight returns. Twilight Sentinel also permits leaving car lamps, including either cornering lamp (as selected by directional signal lever), lighted for up to a minute and a half after the ignition is turned OFF, thus providing a pathway of light away from the car, then automatically turning lamps off. Control lever may be set on manual when driver prefers for normal headlamp pull switch operation.




**Guide-Matic** (headlamp control)
An appreciated nighttime driving aid, Guide-Matic automatically dims the headlamps of the car when another car approaches from the opposite direction or when the Cadillac driver draws closer to the taillights of a car ahead. An overriding foot switch permits signalling drivers who neglect to dim their car's bright lights in return. Guide-Matic is adjustable for sensitivity or may be turned OFF with control integral with headlamp switch.



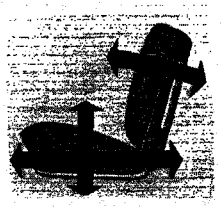


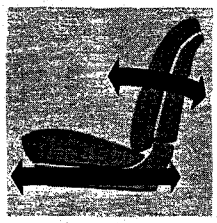

**Power Window Regulators**
Driver may raise or lower windows from a four-switch panel on the driver's door while single switches are provided for passenger operation of individual windows. Forward on the panel is an additional control switch providing three positions: NORMAL—for operation as above, whenever ignition or accessories circuit is on; LOCK—restricting window operation to driver's switches only; EMERG (emergency)—permitting window operation when ignition or accessories circuits are off. Switch returns to NORMAL when released from EMERG. On the Fleetwood Limousine, chauffeur's armrest has switches for front windows (and to close rear windows only) while rear quarter trim panel has switches for passenger operation of rear windows and division glass. Lock-out switch is not provided.

**Power Vent Window Regulators**
Available on models equipped with power windows. Two switches (four with front and rear ventipanes) are provided for driver. Single door panel switches for passenger use. Standard front and rear on Fleetwood Sixty Special and Brougham. Rear option only available for Eldorado.

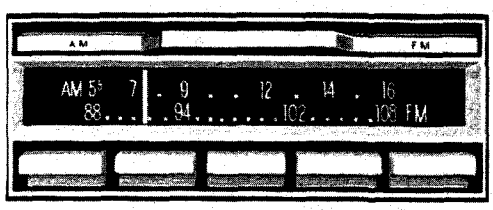
**Power Door Locks**
A master switch on each door panel (front doors on sedans) permits locking all doors by pushing down on the switch. Pushing up on switch unlocks all doors. Individual doors may be unlocked by pulling up the door lock button. All inside door handles freewheel when doors are locked thus preventing accidental opening. On Fleetwood Limousine, master control switch is on right rear door panel and left front door. Front door switch will lock all doors but unlock front only. Rear door switch locks or unlocks all doors.

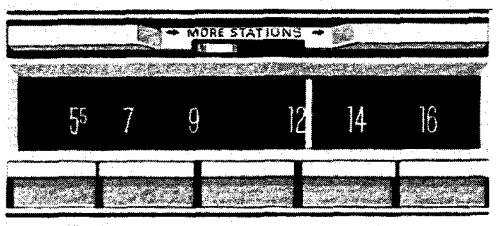
**Power Seat Adjustment** (six-way)
Controls on driver's side of front seat permit horizontal, vertical and angle adjustment of seat for maximum comfort. Vertical and angle provisions only need be ordered on models with horizontal power adjustment standard. Fleetwood Seventy-Five Sedan and Limousine have horizontal power adjustment standard with six-way adjustment optional on sedan only.

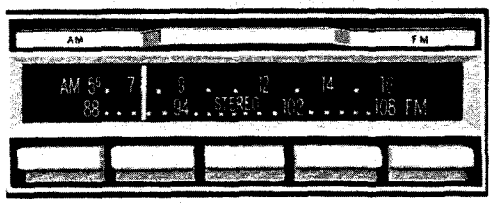


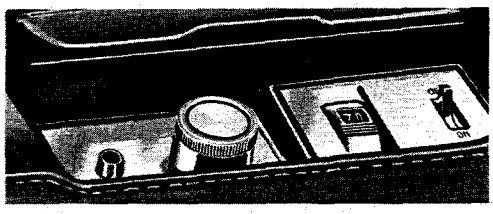


**Power Seat Adjustment** (four-way, bucket seats only)
Permits horizontal and angle adjustment of driver's seat only on bucket seat equipped models. Horizontal adjustment only is standard with bucket seats.



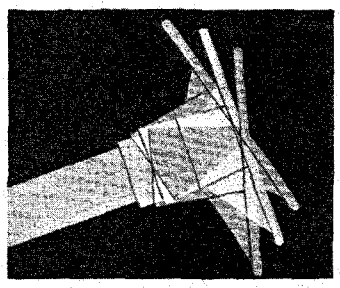



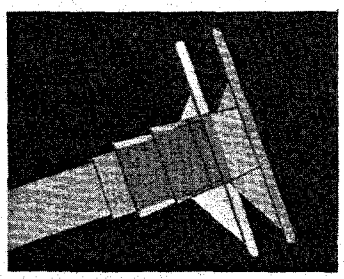
**Cadillac AM Radio** (Signal Seeking)
In addition to pushbutton selection of five favorite stations, a More Stations selector bar permits tuning in each successive station across the dial. Selector bar may be set for only strongest stations or, moving bar to right, weaker and more distant stations as well. Adjustments are provided for base or treble tones, for balancing sound as desired between front and rear speakers and for raising and lowering antenna. Cadillac radios are transistorized for instant operation and have printed circuits for maximum dependability.

**Cadillac AM-FM Radio**
FM radio offers the added enjoyment of the more sophisticated FM programs. FM radio rejects outside electrical interference. When a station is slightly mistuned, manually, the Cadillac FM radio with its Automatic Frequency Control tends to lock directly on to the station wanted without interference from adjacent stations. Best reception with FM is up to twenty miles from the transmitting station. Beyond this distance another FM station or AM may be selected. Tilt bar switch over the radio dial has designations for AM or FM and lighted initials on dial tell which position bar is in.

**Cadillac AM-FM Stereo Radio**
The added enjoyment of stereo sound with its full richness and dramatic presence is available with the Cadillac AM-FM Stereo Radio. Four speakers, one located at each end of the instrument panel and the rear package shelf, are linked in a criss-cross system. The left front and right rear speakers serving one channel of the dual-channel amplifier; the right front and left rear speakers serving the other. Thus the driver and passengers, front or rear, enjoy equally the concert hall realism of stereo. A control ring permits balancing sound level between front and rear speakers as desired. The word STEREO appears in amber color when stereo programming is being received. Available on all but Seventy-Five models.

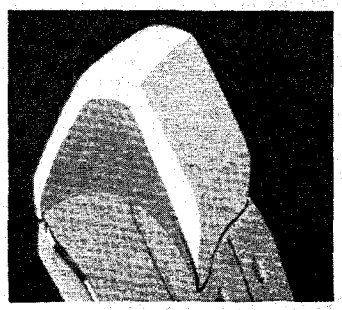
**Rear Compartment Radio Controls**
The Cadillac Radio available for the Fleetwood Seventy-Five Sedan and Limousine is provided with rear compartment controls located on the right-hand rear armrest for operation by rear compartment passengers. This radio has AM reception only.





**Tilt and Telescope Steering Wheel**
The benefits of the Tilt and Telescope Steering Wheel are many. It permits adjustment of the steering wheel to fit the exact requirements of any driver, permits changing positions on long trips, thus relieving tension and minimizing fatigue, and aids entry and exit since lifting the tilt lever automatically tilts the wheel to its uppermost position.

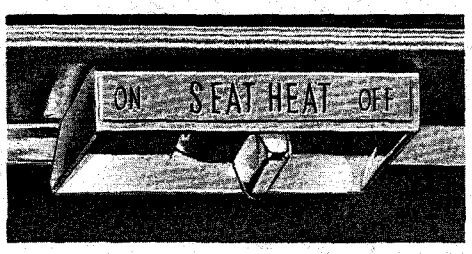
Telescoping the wheel over a three inch range of adjustment is achieved by moving the small lever atop the steering column to the right. After adjustment, moving lever to left locks wheel in position. Tilt adjustment is accomplished by lifting short lever at left of steering column, tilting wheel to desired position and releasing lever.



**Reclining Bucket Seat**
(Passenger side only)
Permits adjusting the seat back angle to various reclining positions up to 30° for maximum rest and relaxation. Head Rests are included with this option. Reclining Strato-bench seat (passenger side only) is also available for Eldorado.

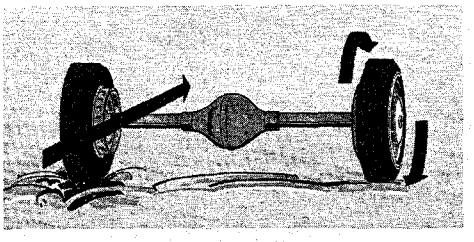


**Head Rests**
Available for all bench and bucket front seats, removable head rests are adjustable for height, provide added support and comfort.

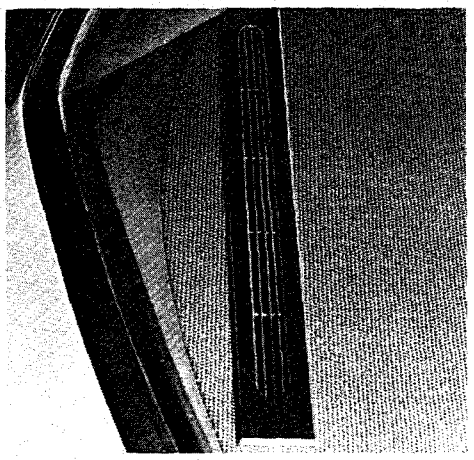



**Seat Warmers**
For added cold weather comfort Seat Warmers are available for the front seat cushion and seat back (rear seat and seat back only on Seventy-Five body styles). Heating elements located beneath the seat surface may be turned on or off by a switch on the instrument panel. Switch turns off automatically when car heater provides adequate interior warmth.

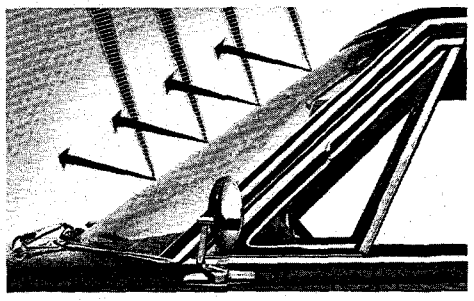
**Controlled Differential**
By always directing driving force to the rear wheel having the better traction, Cadillac's Controlled Differential assures maximum mobility on such skid-inducing surfaces as ice, snow, sand, mud, gravel and wet or oily pavement. This feature also reduces swerving on high crowned roads, provides greater resistance to skidding, adds stability on washboard roads, and contributes to tire life. (Available for all body styles except Fleetwood Eldorado.)



**Rear Window De-Fogger**
Designed to keep the rear window free of fog or mist, the Cadillac Rear Window De-Fogger directs fan blown air from a rectangular, centrally located grille on the rear package shelf across the rear window glass. It operates at either of two speed settings selected on an instrument panel switch. Not available for convertible or Seventy-Five body styles.



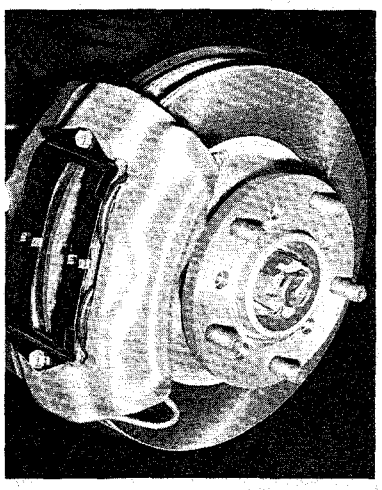
**Soft Ray Glass**
Cadillac Soft Ray Glass shields the interior of the car from the heat and glare of the sun for greater comfort and better visibility. A natural complement to air conditioned cars, Soft Ray Glass installation includes tinted glass on all windows with additional shading on the upper portion of the windshield.

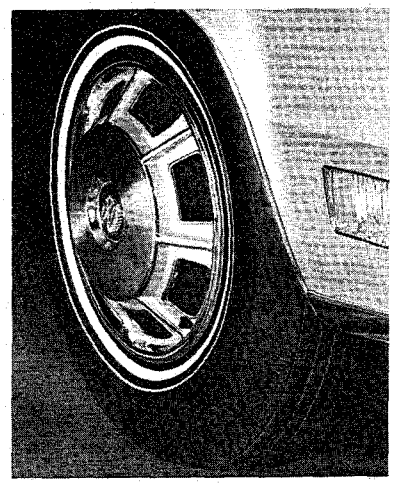






**Remote-Control Trunk Lock**
The touch of a button located on the left side within the glove compartment permits the driver to automatically release and slightly raises the deck lid providing access for service station or shopping attendants. When deck lid is brought down to a nearly closed position, the power trunk lock takes over and closes and latches it securely. Red warning light on instrument cluster indicates when deck lid is unlocked.

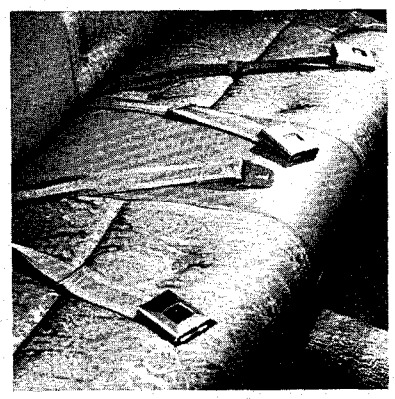




**Disc Brakes** (front, Eldorado only)
In keeping with the advanced styling and engineering of the Fleetwood Eldorado, owners are offered the option of front wheel disc brakes as an added engineering distinction for this body style only.

**Whitewall Tires**
Newly styled with two narrow white rings, optional whitewall tires are available in 2-ply, size 9.00 x 15 except, on the Seventy-Five, an 8.20 x 15, 4-ply tire is provided. Special high speed nylon tires are available at extra charge in 9.00 x 15 size.





**Shoulder Straps**
Considered an added security precaution for certain types of sudden stops, the Cadillac Shoulder Straps are available for the outboard front seat occupants. Straps are designed to the same high quality standards as Cadillac seat belts and also have pushbutton buckles.

**Center Seat Belts**
In addition to the two pair of seat belts, front and rear, provided as standard by Cadillac, rear center seat belts are available (front for dealer installation only) to provide added security when more than four passengers are carried. Not available with bucket front seats.

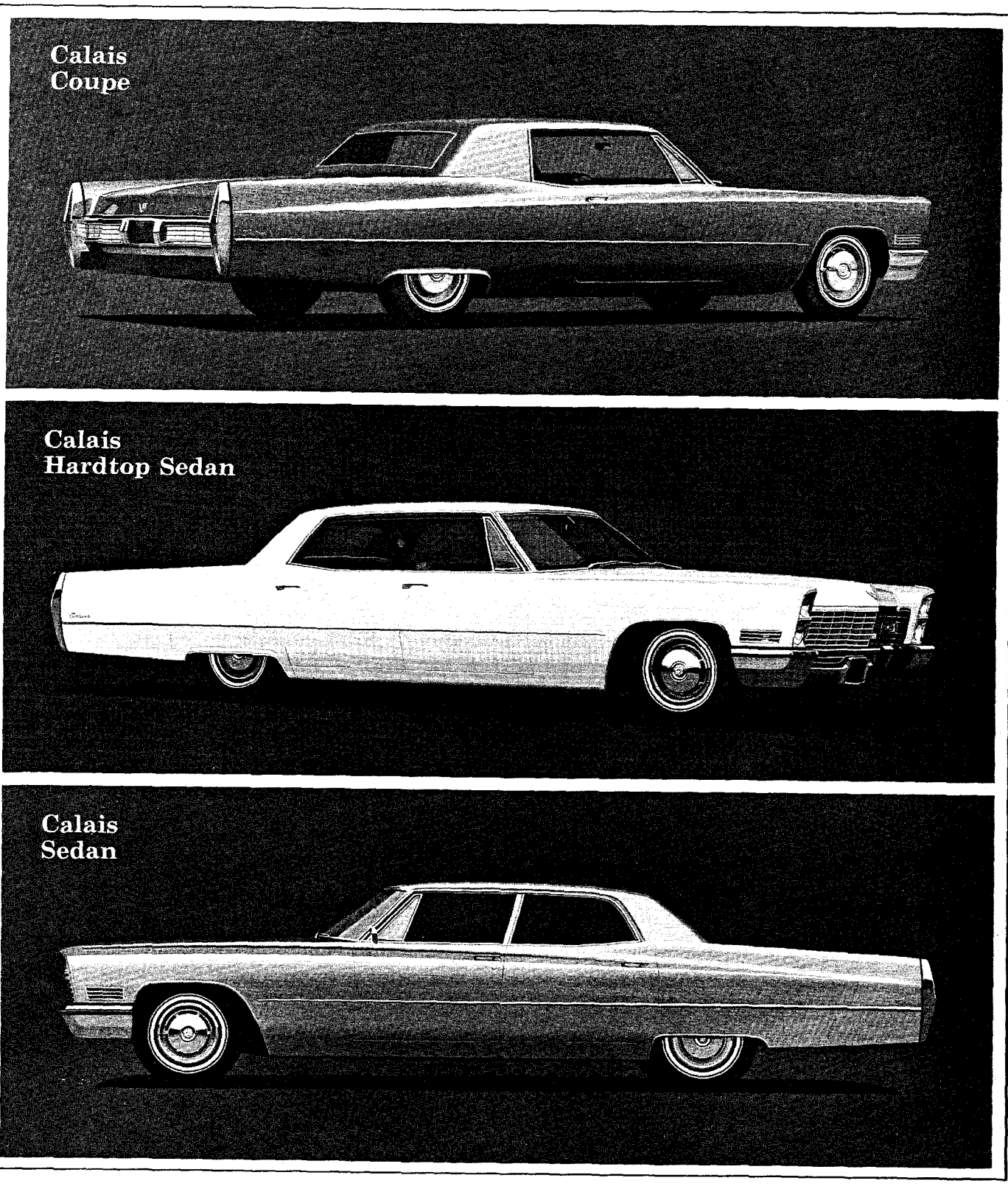
# 1967 Cadillac

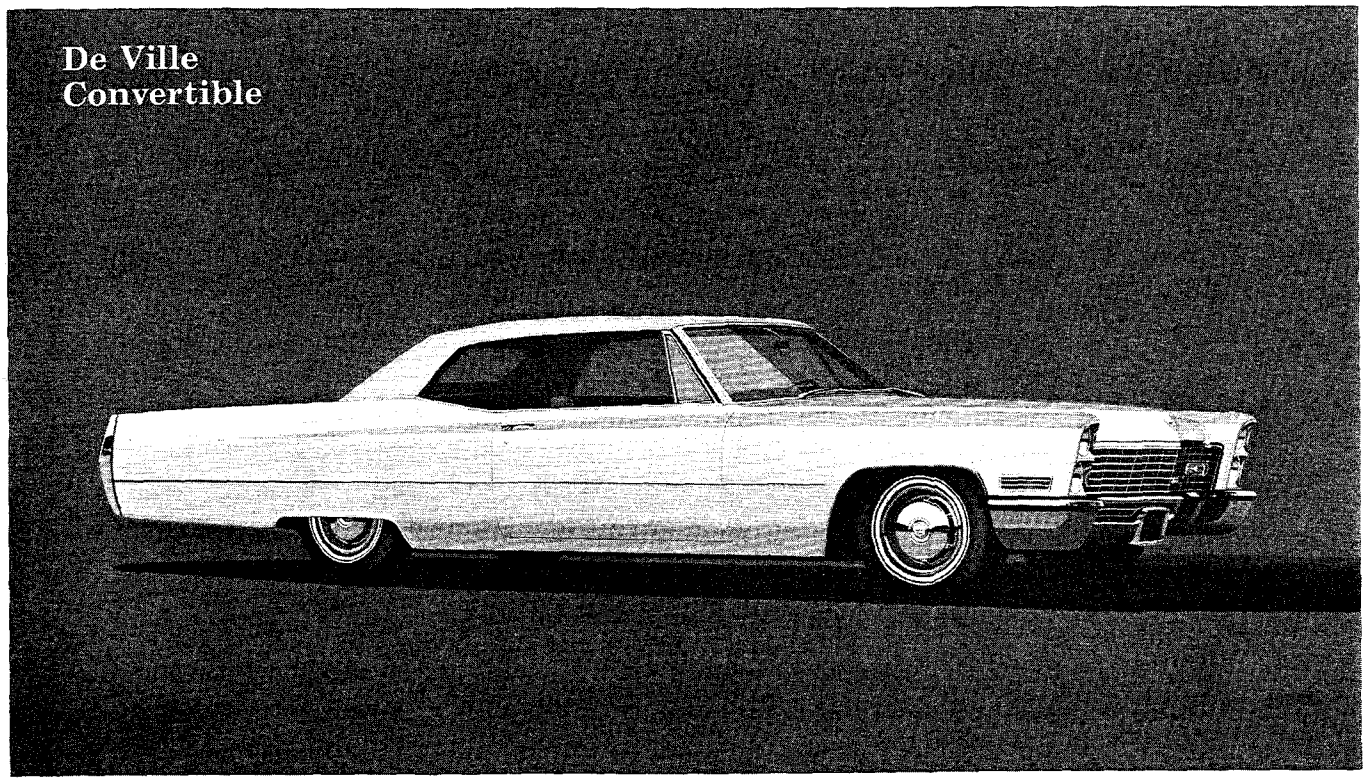
# Body Styles and Interiors

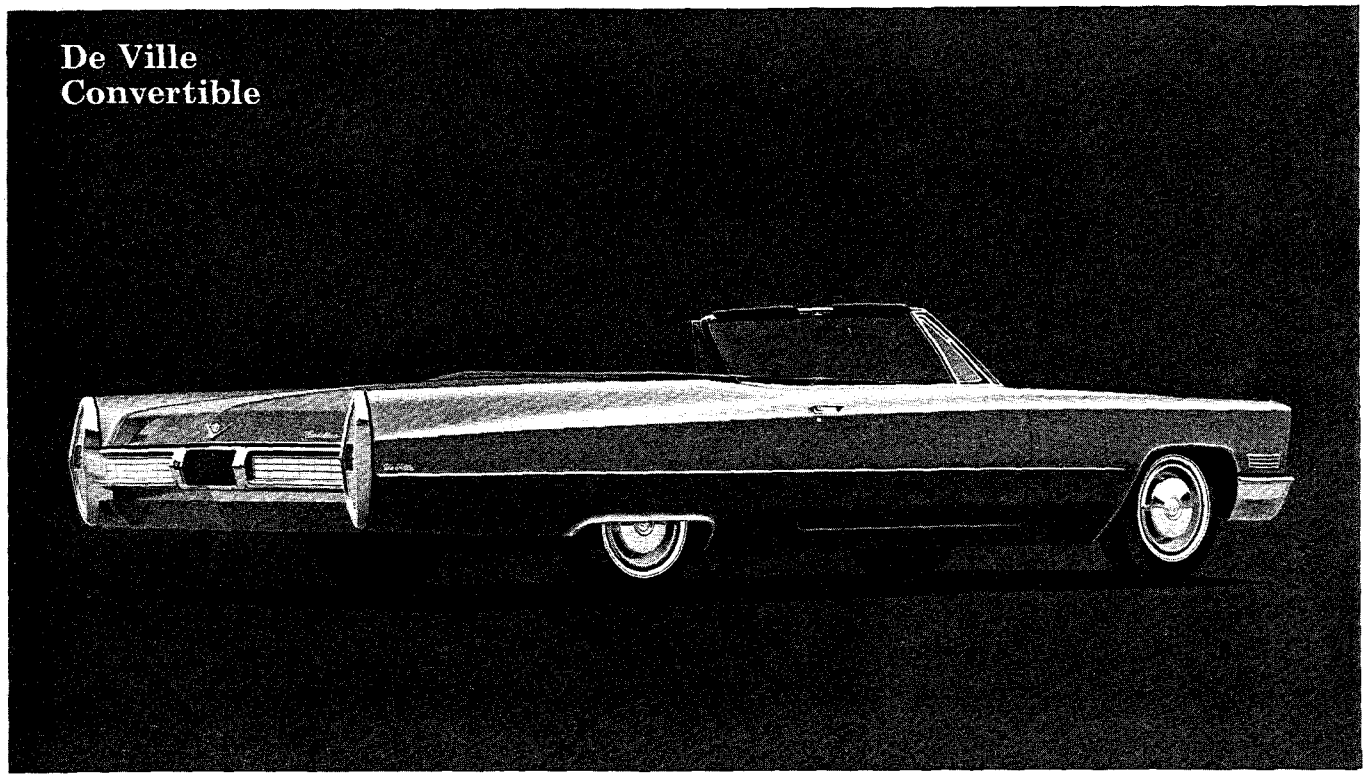
Here are exterior and interior illustrations of each Cadillac body style, including the world's finest personal car, the new Fleetwood Eldorado.

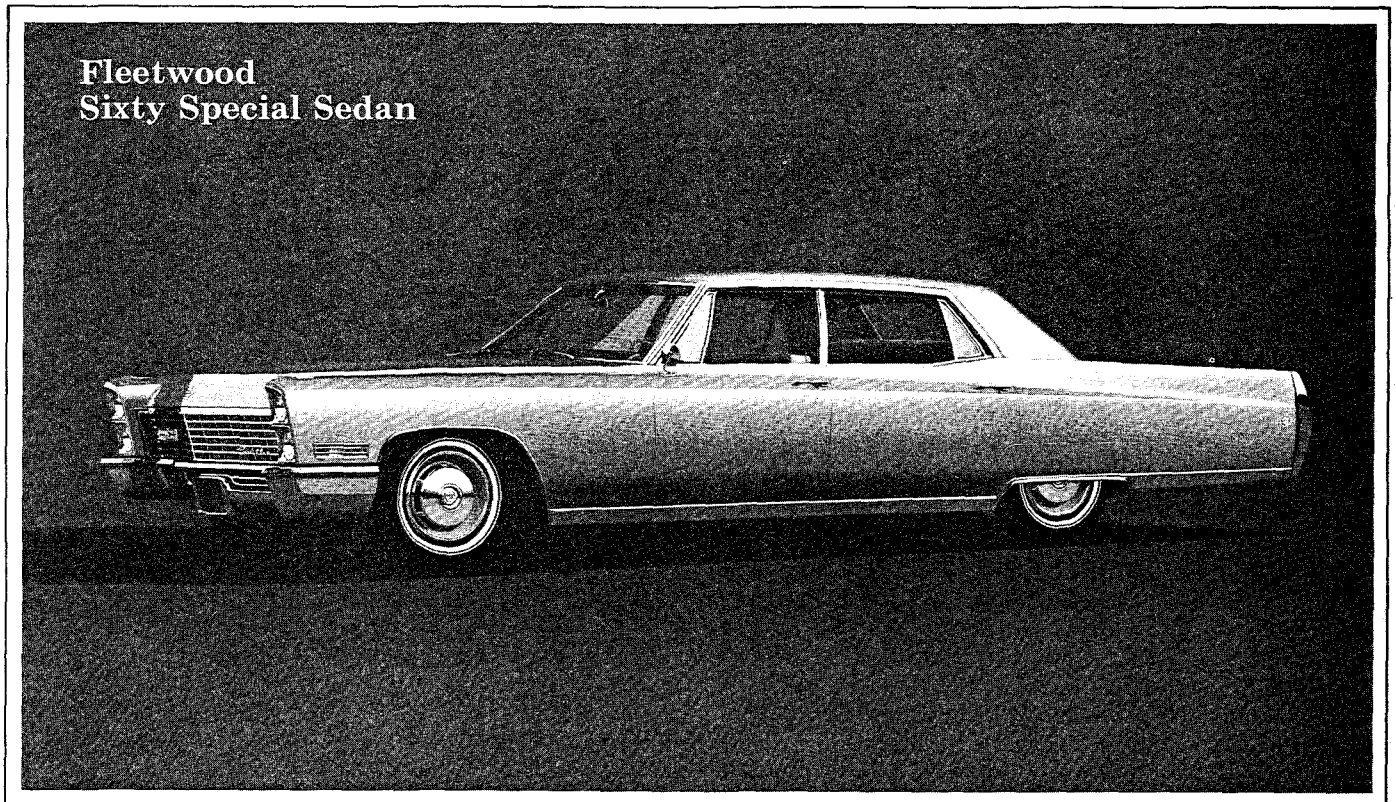
Beneath each interior illustration is a brief explanation of the seat styling available plus other information pertinent to that particular body style. The facing page lists the upholstery choices available and color decor for the entire interior. Fold-out pages provide interior drawings showing details of cloth, leather and vinyl usage as well as seat styling.

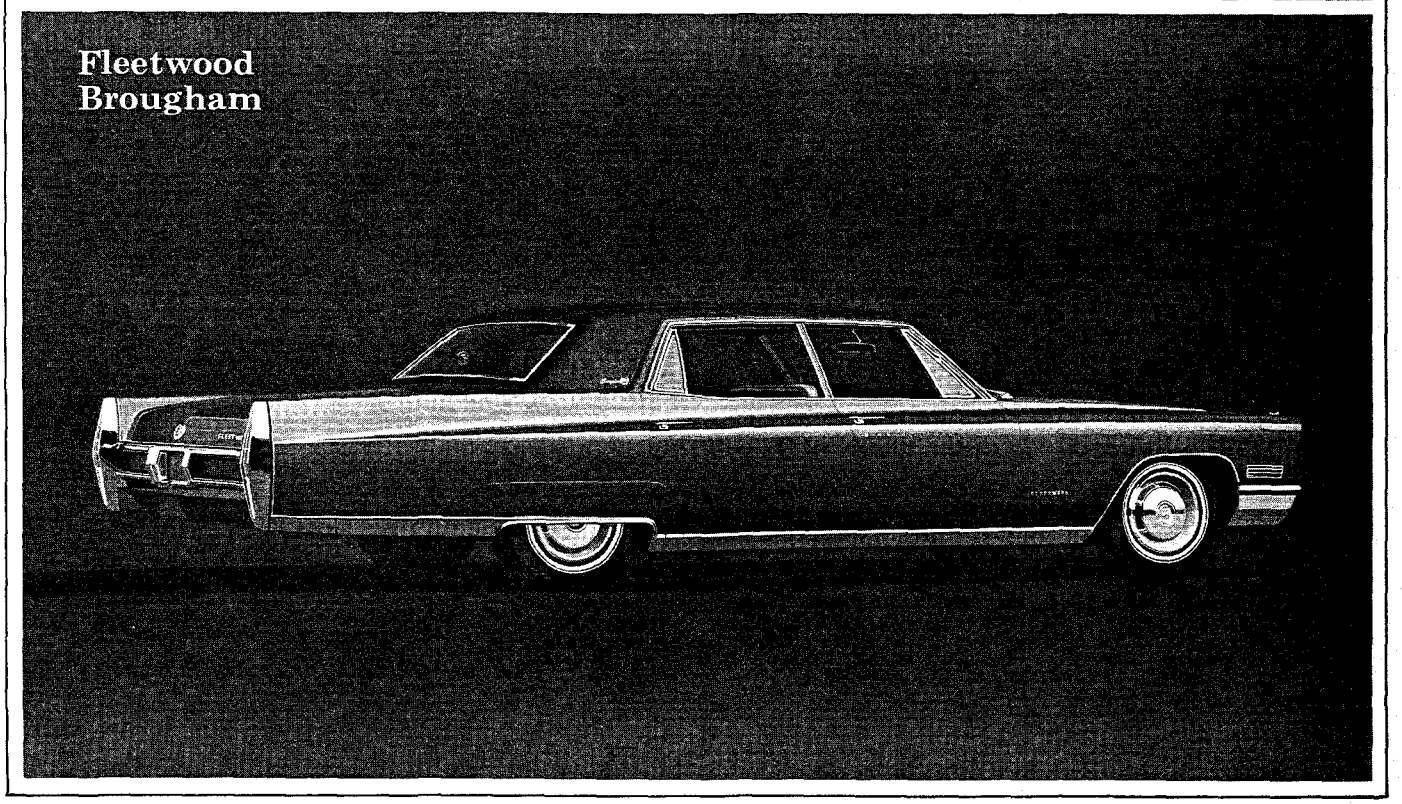

| | PAGE NUMBER Exterior | Interior |
|---|---|---|
| CALAIS COUPE | C-2 | C-9 |
| CALAIS HARDTOP SEDAN | C-2 | C-11 |
| CALAIS SEDAN | C-2 | C-13 |
| DE VILLE CONVERTIBLE | C-3 | C-15 |
| COUPE DE VILLE | C-4 | C-17 |
| HARDTOP SEDAN DE VILLE | C-4 | C-19 |
| SEDAN DE VILLE | C-4 | C-21 |
| FLEETWOOD ELDORADO | C-5 | C-23 |
| FLEETWOOD SIXTY SPECIAL SEDAN | C-6 | C-25 |
| FLEETWOOD BROUGHAM | C-6 | C-27 |
| FLEETWOOD SEVENTY-FIVE SEDAN | C-7 | C-29 |
| FLEETWOOD SEVENTY-FIVE LIMOUSINE | C-7 | C-31 |
| FLEETWOOD SEVENTY-FIVE WITH LANDAU ROOF | C-7, C-33 | |

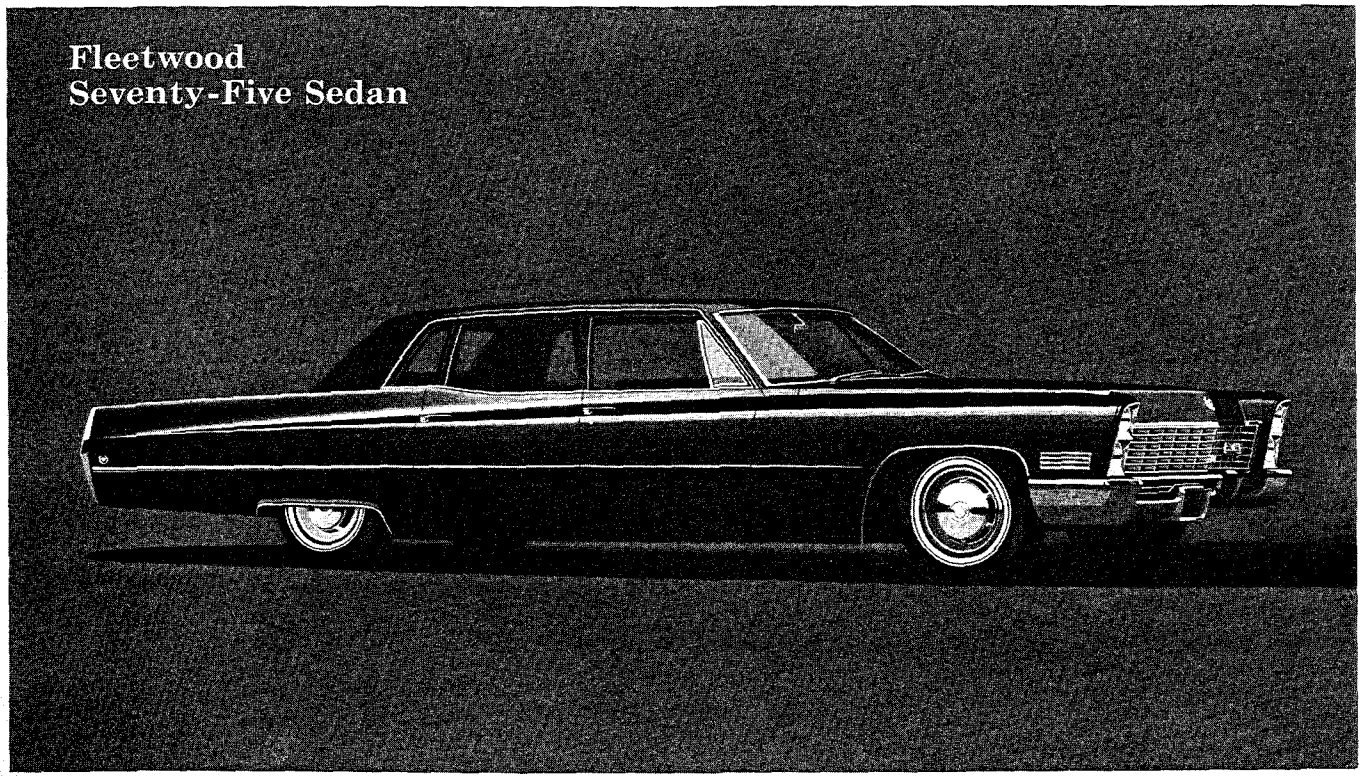

Calais
Coupe
Calais
Hardtop Sedan
Calais
Sedan


De Ville
Convertible

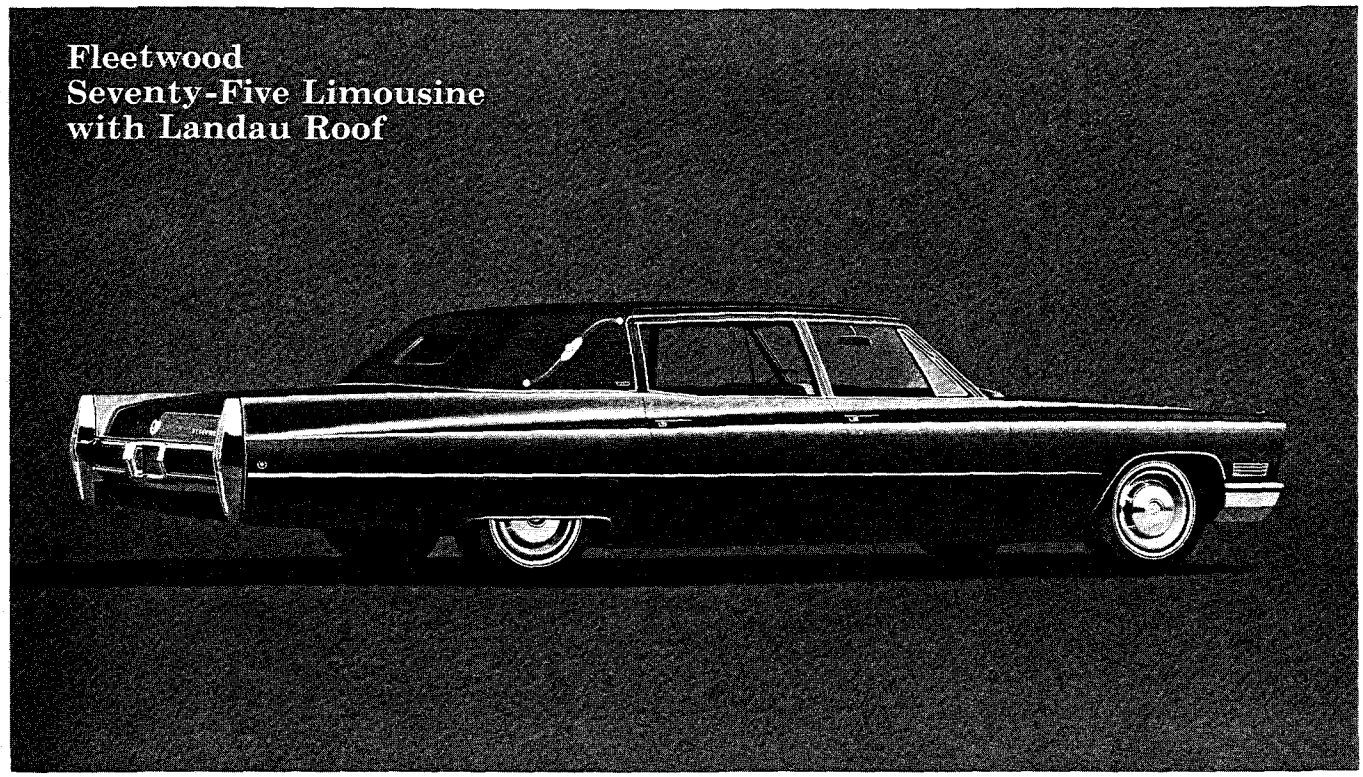

De Ville
Convertible


Fleetwood
Sixty Special Sedan


Fleetwood
Brougham



Fleetwood
Seventy-Five Sedan



Fleetwood
Seventy-Five Limousine
with Landau Roof

**Chart Study Recommended**
To gain a more comprehensive understanding of the interior options, it is suggested that as each subject here is read, a reference be made to the applicable chart on the right-hand pages of this section.

**Expanded Vinyl in Calais Cars**
In addition to a Duet cloth option in six colors, two all-vinyl interiors—Black and Sandalwood—are offered in the three Calais body styles.

Expanded Vinyl is an extra-thick vinyl-coated fabric upholstery material of superior quality, luxuriant to the touch, with an appealing Mill grain surface texture.

The soft resilient feel of Expanded Vinyl is attained by sandwiching a sponge-like cellular structure between the backing fabric and plastic top coating.

**De Ville Convertible Leather Interiors**
Thirteen bench seat perforated leather options are offered at no extra charge in the Convertible. Four combinations are available with Bucket Seats. There is a charge for the Bucket Seats, but the leather is without extra charge on this body style only.

**Leather Interiors in De Ville Closed Cars**
In De Ville closed cars, nine bench seat perforated leather combinations are offered at an extra charge. In the Coupe and Hardtop Sedan styles, Black and Red leathers are available with Bucket Seats at an extra charge.

**Leather in Brougham & Sixty Special is Non-Perforated**
Eight color options of non-perforated leather are offered in the Brougham and Sixty Special Sedans at an extra charge. The trim style is pillow and button.

**Eldorado Leather Upholstery Available at Extra Charge**
Nine perforated leather upholstery selections are offered *at an extra charge.* Two of these—Black and Sandalwood—are available with Bucket Seats. There is also an extra charge for the Bucket Seats.

**Bucket Seats**
Eight leather upholstery code numbers suffixed with B are available with Bucket Seats as a production option at extra charge.

**Large Upholstery Book Has Complete Duet Pattern**
All six Calais Duet cloth colors have alternating light and dark tone stripes of approximately 1″ and 2″ widths.

In the limited size of the Data Book samples, some pieces of material may only show one of the colors. Therefore, to view the entire pattern, it may be necessary to refer to the large upholstery book. Also, the Calais trim style of wide pleats with a deep sew line reduces the actual visible width of the small stripe by half.

**Covert and Maroon Cloths in De Ville**
Two cloth patterns—Duchess and Darien—in eight color options are offered in three De Ville closed cars.

Covert and Maroon are two new colors which are available in the Darien cloth pattern.

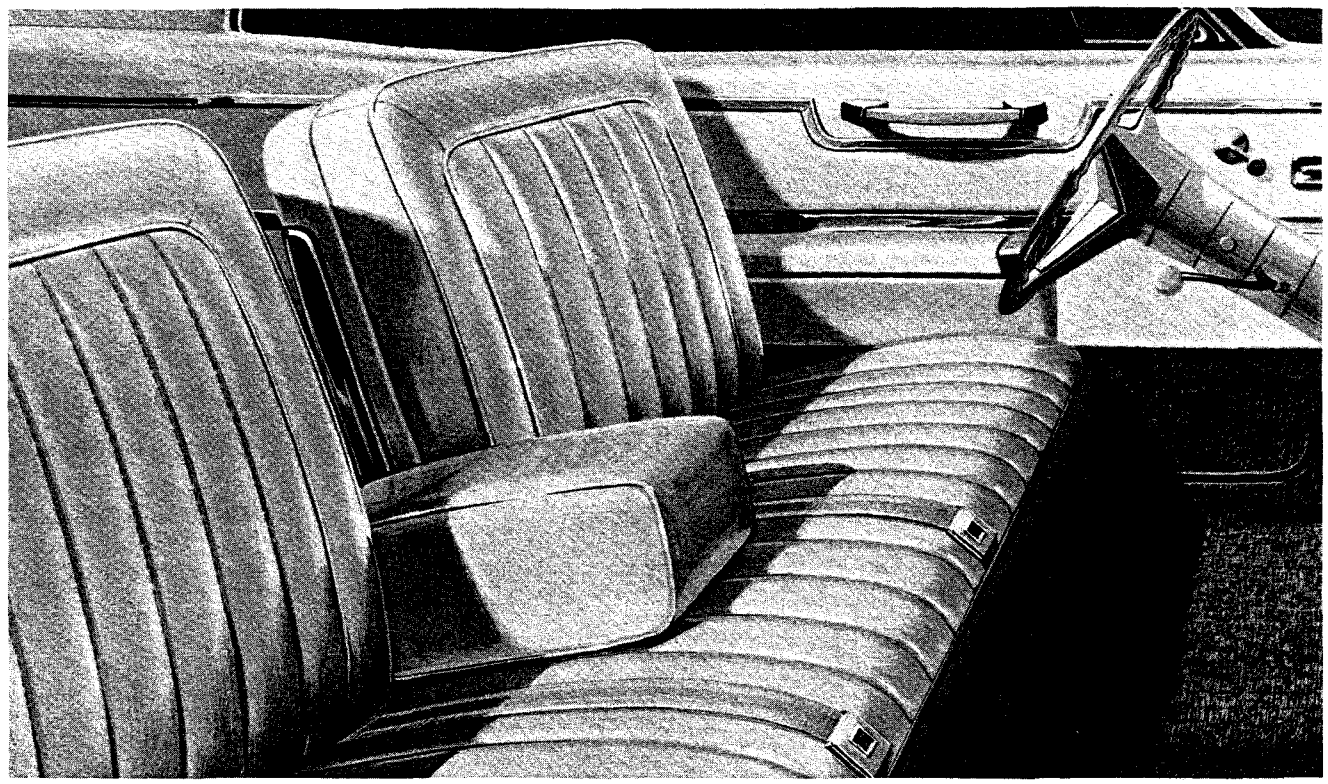
**Eldorado Cloth Options**
Two patterns in seven color combinations of cloth and vinyl are optional in the Eldorado.

One of the cloths is a dramatic black and white Dalmatian houndstooth pattern which is used on the seat inserts and is surrounded by black vinyl.

**Fleetwood Brougham & Sixty Special Interiors Include Two Trim Styles**
Cloth upholstery is available in two trim styles. (See pages C-25 through C-29 for illustrations.)

The cloth upholstery options in the Brougham and Sixty Special. include three patterns—Diplomat, Damascus, Devonshire—in ten colors.

To provide a choice of cloth patterns in the two most popular Fleetwood interior colors—Black and Dk. Blue—two cloth selections in each of these colors are offered.



## CALAIS COUPE

### Upholstery Styling

Calais fabric selections listed on the facing page are tailored in 2.625-inch piping with bolsters of supple expanded vinyl at seat cushion sides and at the sides and top of seat back inserts.

New all vinyl upholstery, optional at extra cost, is also styled in 2.625-inch piping except for the plain bolster areas mentioned above. Six additional vinyl colors are available on special order. See Special Order and Price sections.

### Seat Styling

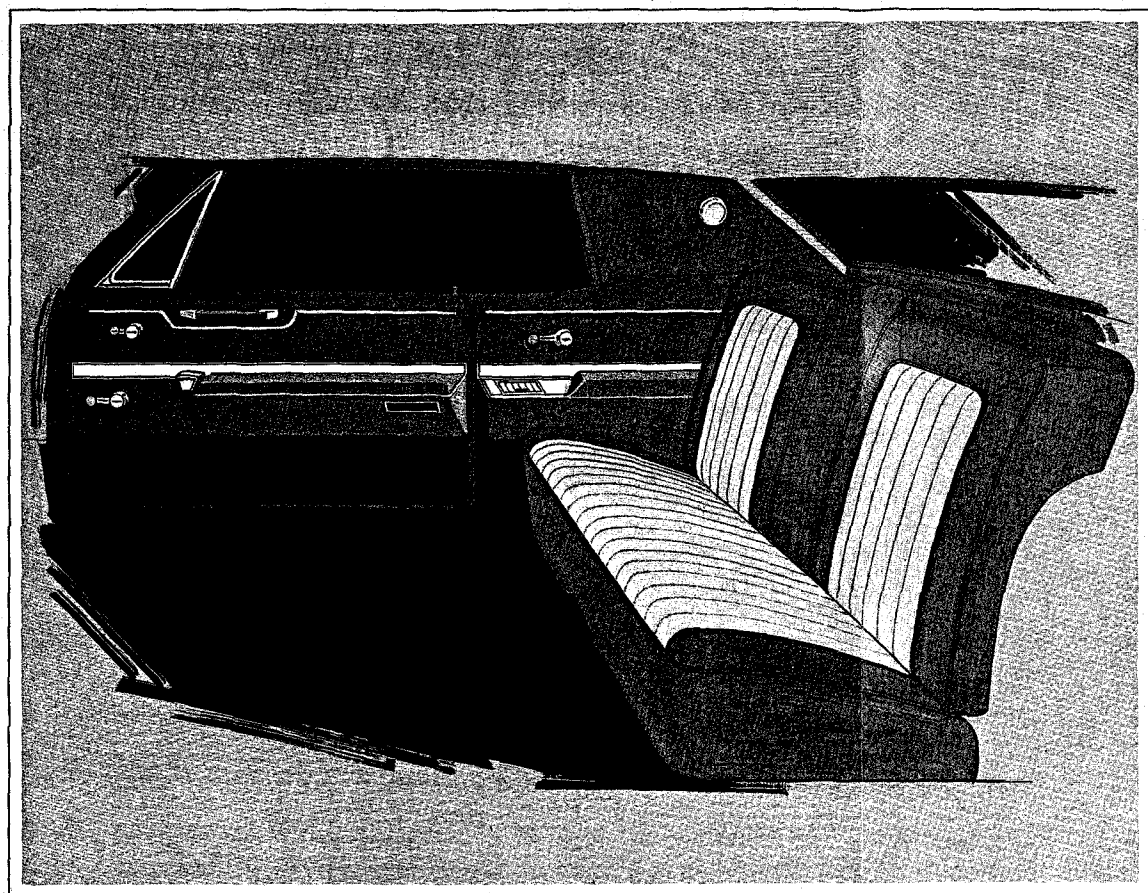
Coupe (Notch-back) front seat with folding seat backs divided by a center armrest. Seat backs latch securely in place until released individually by pushbuttons located (one) at outboard side of each front seat backrest.

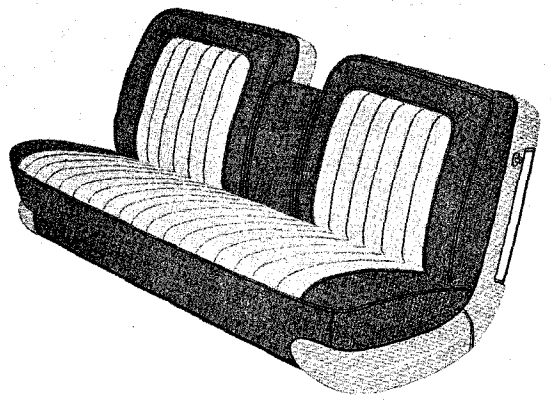
### Equipment, Standard and Optional

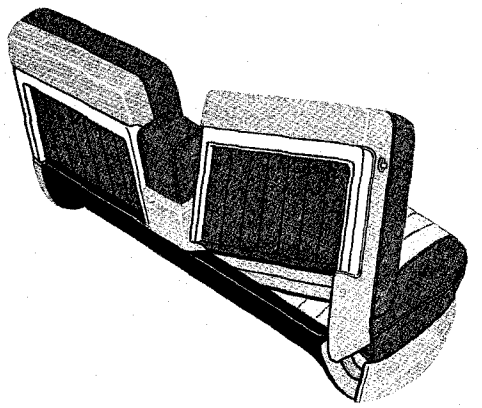
Refer to Equipment Chart on Pages A-9 and -10.

| INTERIOR DIMENSIONS | | |
|---|---|---|
| | Front | Rear |
| Head room | 37.9" | 37.4" |
| Shoulder room | 60.0" | 60.7" |
| Hip room | 63.6" | 55.2" |
| Leg room | 41.0" | 38.1" |
| Seat height | 12.4" | 14.5" |

| INTERIOR LAMPS | | |
|---|---|---|
| | SWITCHES | |
| LAMPS | Door Jambs | Other |
| Courtesy-Inst. panel ends and rear quarter | X | Headlamp |
| Map, on inst. cluster | | Integral |
| Glove Box and Trunk | | Automatic |







## Calais Coupe

CLOTH

VINYL

## CALAIS COUPE

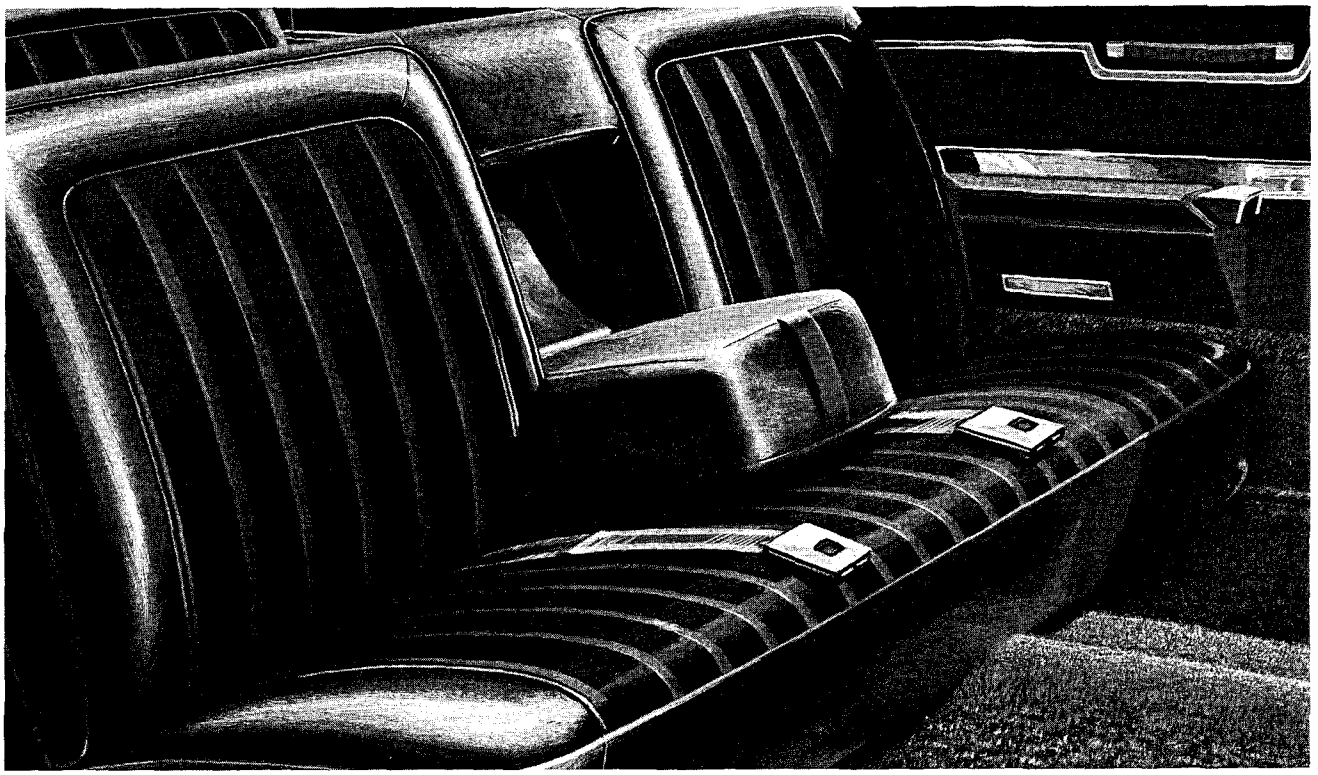
| CODES | SEATS | | | DOORS | | INSTRUMENT PANELS | | CARPETS |
|---|---|---|---|---|---|---|---|---|
| | INSERTS<br><br>Nylon-Viscose Cloth | BOLSTERS<br><br>Expanded Vinyl • Cushion Facings • Headlining—Boucle Pattern Coated Fabric | FORMED FRONT SEAT BACK PANELS<br><br>Front Seat Wings • Laces • Head Rests | INSERTS<br><br>Expanded Vinyl • Seat Belt Webbing • Moulded Vinyl Parts* | ARMREST<br><br>Top: Padded Vinyl • Side: Vinyl Covered • Door Pull | TOP<br><br>Radio Speaker Grilles • Climate Control Sensor Grilles • Rear Shelf • De-Fogger Grille | LOWER<br><br>Steering Wheel • Control Lever Caps • Steering Column & Cover • Ash Tray & Glove Box Doors • Garnish Mouldings | Trenton & Travana Quality • Cowl Quarter Grille • Retractor Housing • Anchor Cover Retainer Button |
| 211 | Black Duet | Black | | Black | | Black | Black | Black |
| 220 | Dk. Blue Duet | Med. Blue | | Med. Blue | | Dk. Blue | Med. Blue | Med. Blue |
| 228 | Dk. Aqua Duet | Med. Aqua | | Med. Aqua | | Dk. Aqua | Med. Aqua | Med. Aqua |
| 230 | Dk. Green Duet | Med. Green | | Med. Green[1] | | Dk. Green | Med. Green | Med. Green |
| 240 | Dk. Covert Duet | Med. Covert | | Med. Covert[2] | | Dk. Covert | Med. Covert | Med. Covert |
| 244 | Dk. Beige Duet | Med. Beige | | Med. Beige | | Dk. Beige | Med. Beige | Med. Beige |

### Expanded Vinyl at Extra Charge

| | Expanded Vinyl | | | | | |
|---|---|---|---|---|---|---|
| 251 | Black | Black | Black | Black | Black | Black |
| 282 | Sandalwood | Sandalwood | Sandalwood[3] | Dk. Beige | Sandalwood | Med. Beige |

*Moulded Soft Vinyl Parts Include: Rearview Mirror Support Cover; Coat Hooks; I.C.V. Regulator Knobs; Window Regulator Handle Knobs.

1. Dark Green Moulded Vinyl Parts
2. Med. Fawn Moulded Vinyl Parts
3. Parchment Moulded Vinyl Parts



## CALAIS HARDTOP SEDAN

### Upholstery Styling

Fabric selections listed on the facing page are tailored in 2.625-inch piping with vinyl bolsters at sides of the seat cushion and at sides and top of the seat back inserts.

Vinyl upholstery, optional at extra cost, also has 2.625-inch piping except for plain bolster areas. Six additional vinyl colors are available on special order. See Special Order and Price sections.

### Seat Styling

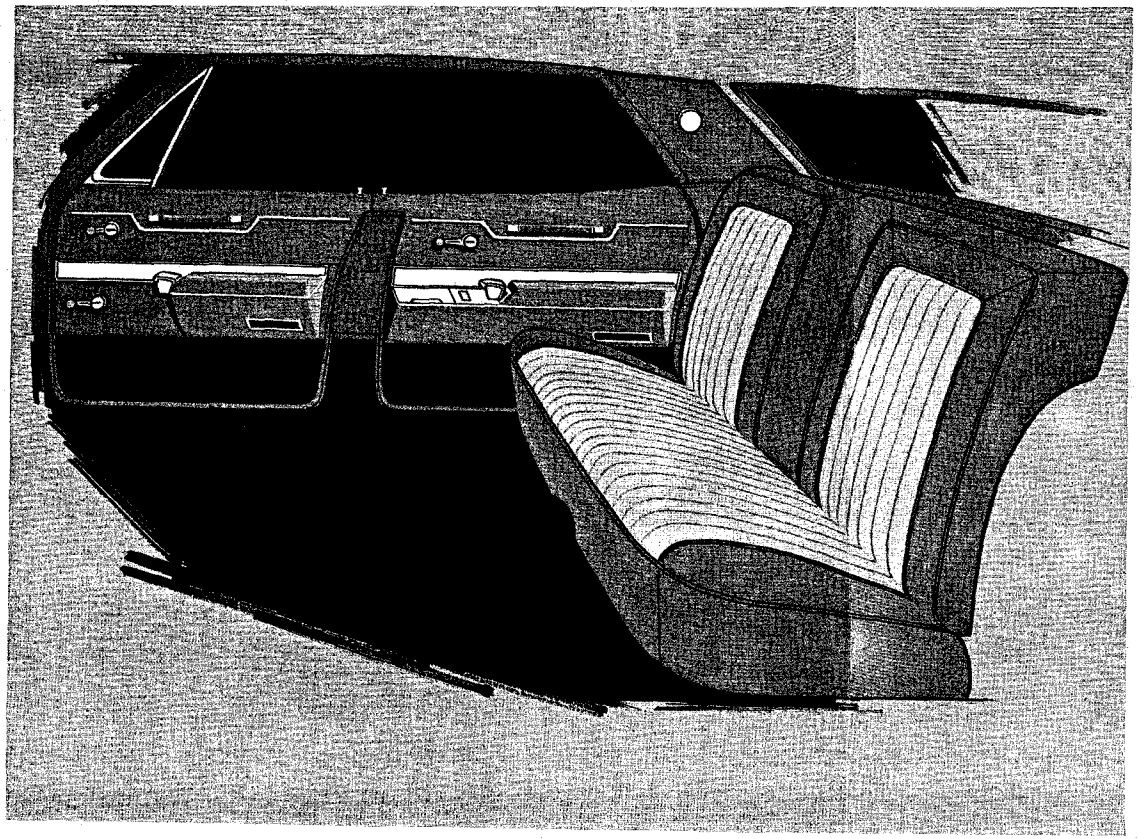
Bench seat with conventional, straight-across, stationary seat back and folding front seat center armrest.

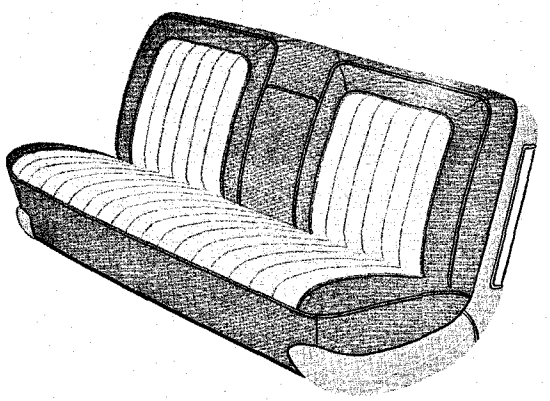
### Equipment, Standard and Optional

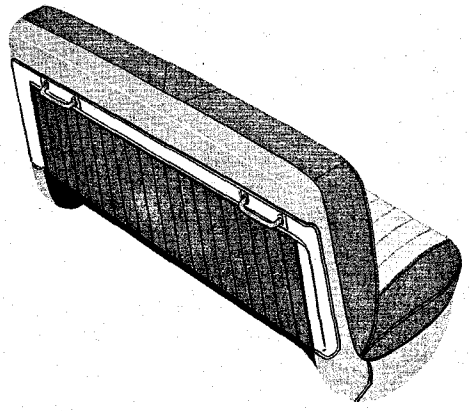
Refer to Equipment Chart on Pages A-9 and -10.

| INTERIOR DIMENSIONS | | |
|---|---|---|
| | Front | Rear |
| Head room | 37.9" | 37.2" |
| Shoulder room | 60.9" | 60.4" |
| Hip room | 63.6" | 62.7" |
| Leg room | 41.0" | 39.7" |
| Seat height | 12.4" | 14.5" |

| INTERIOR LAMPS | | |
|---|---|---|
| | SWITCHES | |
| LAMPS | Door Jambs | Other |
| Courtesy-Inst. panel ends and rear quarter | X | Headlamp |
| Map, on inst. cluster | | Integral |
| Glove Box and Trunk | | Automatic |







## Calais Hardtop Sedan

CLOTH

VINYL

## CALAIS HARDTOP SEDAN

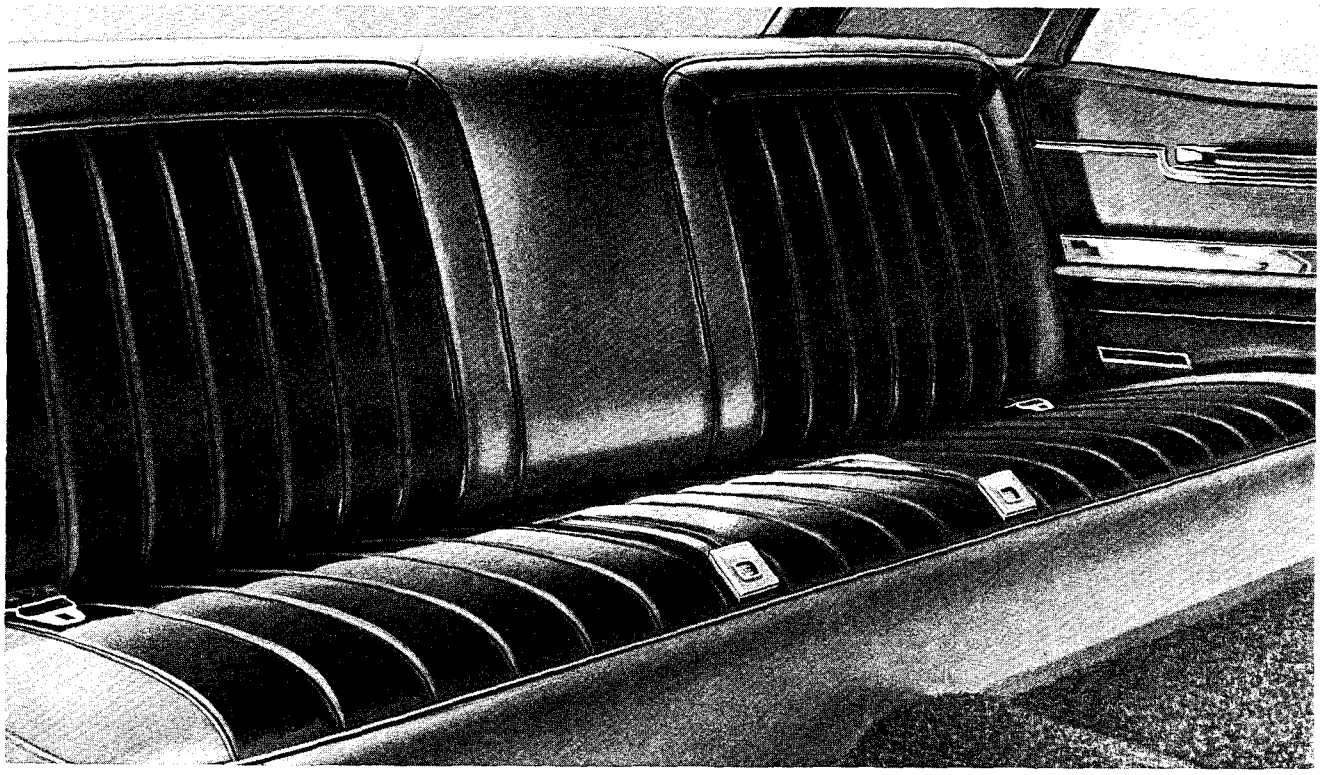
| CODES | SEATS | | | DOORS | | INSTRUMENT PANELS | | CARPETS |
|---|---|---|---|---|---|---|---|---|
| | INSERTS | BOLSTERS | FORMED FRONT SEAT BACK PANEL | INSERTS | ARMREST | TOP | LOWER | |
| | Nylon-Viscose Cloth | Expanded Vinyl • Cushion Facings • Headlining—Boucle Pattern Coated Fabric | Front Seat Wings • Laces • Head Rests | Expanded Vinyl • Seat Belt Webbing • Moulded Vinyl Parts* | Top: Padded Vinyl • Side: Vinyl Covered • Door Pull | Radio Speaker Grilles • Climate Control Sensor Grilles • Rear Shelf • De-Fogger Grille | Steering Wheel • Control Lever Caps • Steering Column & Cover • Ash Tray & Glove Box Doors • Garnish Mouldings | Trenton & Travana Quality • Cowl Quarter Grille • Retractor Housing • Anchor Cover Retainer Button |
| 211 | Black Duet | Black | | Black | | Black | Black | Black |
| 220 | Dk. Blue Duet | Med. Blue | | Med. Blue | | Dk. Blue | Med. Blue | Med. Blue |
| 228 | Dk. Aqua Duet | Med. Aqua | | Med. Aqua | | Dk. Aqua | Med. Aqua | Med. Aqua |
| 230 | Dk. Green Duet | Med. Green | | Med. Green[1] | | Dk. Green | Med. Green | Med. Green |
| 240 | Dk. Covert Duet | Med. Covert | | Med. Covert[2] | | Dk. Covert | Med. Covert | Med. Covert |
| 244 | Dk. Beige Duet | Med. Beige | | Med. Beige | | Dk. Beige | Med. Beige | Med. Beige |

### Expanded Vinyl at Extra Charge

| | Expanded Vinyl | | | | | |
|---|---|---|---|---|---|---|
| 251 | Black | Black | Black | Black | Black | Black |
| 282 | Sandalwood | Sandalwood | Sandalwood[3] | Dk. Beige | Sandalwood | Med. Beige |

*Moulded Soft Vinyl Parts include: Rearview Mirror Support Cover; Coat Hooks; I.C.V. Regulator Knobs; Window Regulator Handle Knobs.

1. Dark Green Moulded Vinyl Parts
2. Med. Fawn Moulded Vinyl Parts
3. Parchment Moulded Vinyl Parts



CALAIS SEDAN

### Upholstery Styling

Fabric upholstery listed on the facing page is tailored in 2.625-inch pipes with expanded vinyl bolsters at sides of seat cushion and at sides and top of seat back inserts.

Vinyl upholstery, now available as an extra-cost option, is also fashioned in 2.625-inch piping except for plain bolster areas. Six additional vinyl colors are available on special order. See Special Order and Price sections.

### Seat Styling

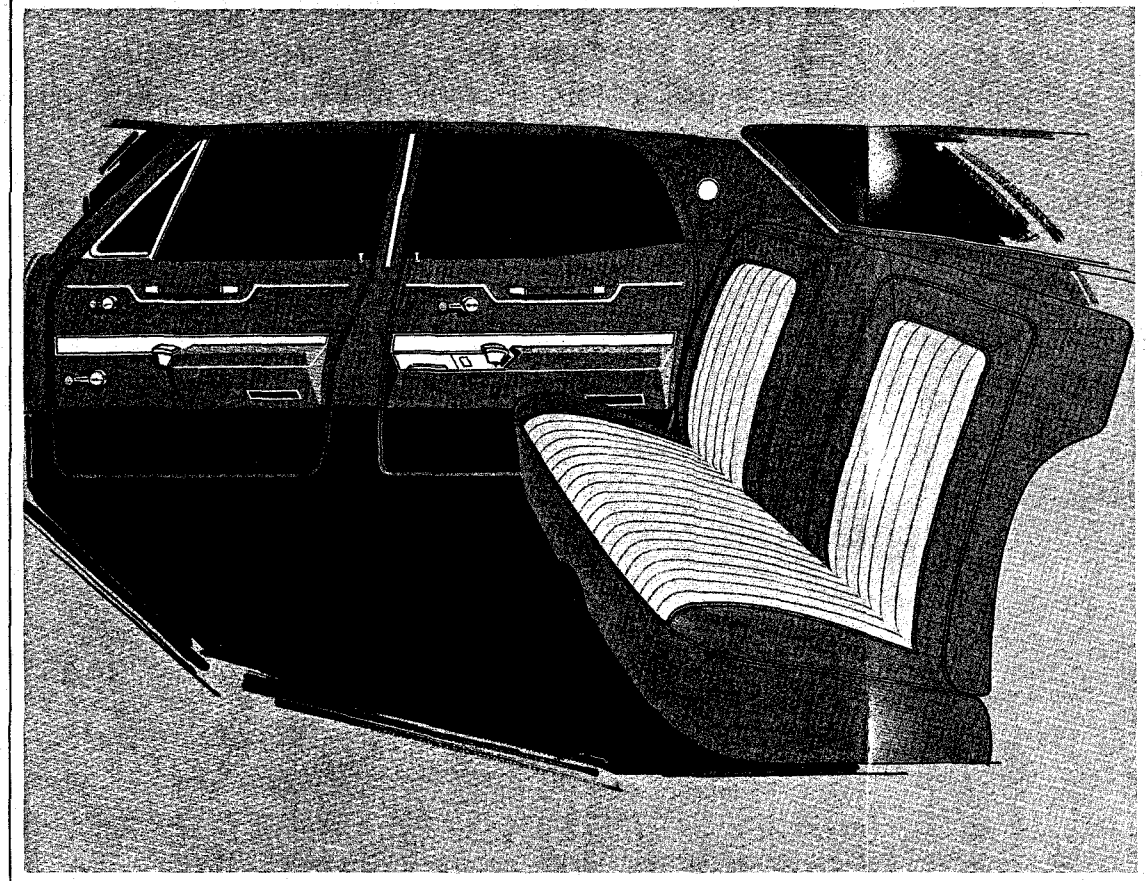
Bench seat with conventional, straight-across, stationary seat back and folding front seat center armrest.

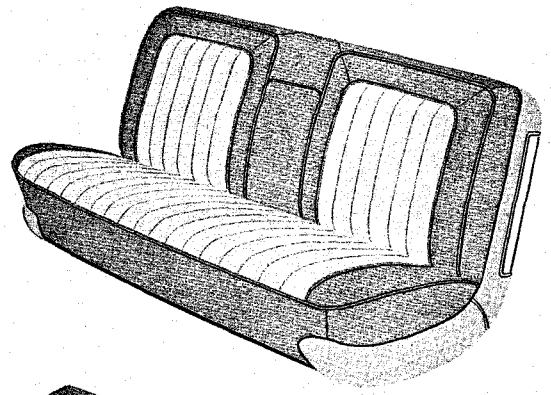
### *Equipment, Standard and Optional*

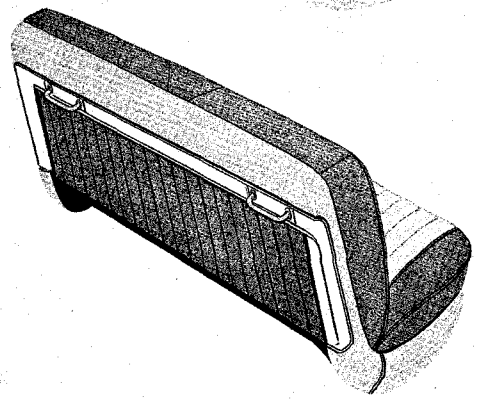
Refer to Equipment Chart on Pages A-9 and -10.

| INTERIOR DIMENSIONS | | |
|---|---|---|
| | Front | Rear |
| Head room | 39.1" | 38.2" |
| Shoulder room | 60.9" | 60.4" |
| Hip room | 63.6" | 62.5" |
| Leg room | 41.0" | 41.9" |
| Seat height | 12.4" | 14.9" |

| INTERIOR LAMPS | | |
|---|---|---|
| | SWITCHES | |
| LAMPS | Door Jambs | Other |
| Courtesy-Inst. panel ends and rear quarter | X | Headlamp |
| Map, on inst. cluster | | Integral |
| Glove Box and Trunk | | Automatic |







## Calais Sedan

CLOTH

VINYL

## CALAIS SEDAN

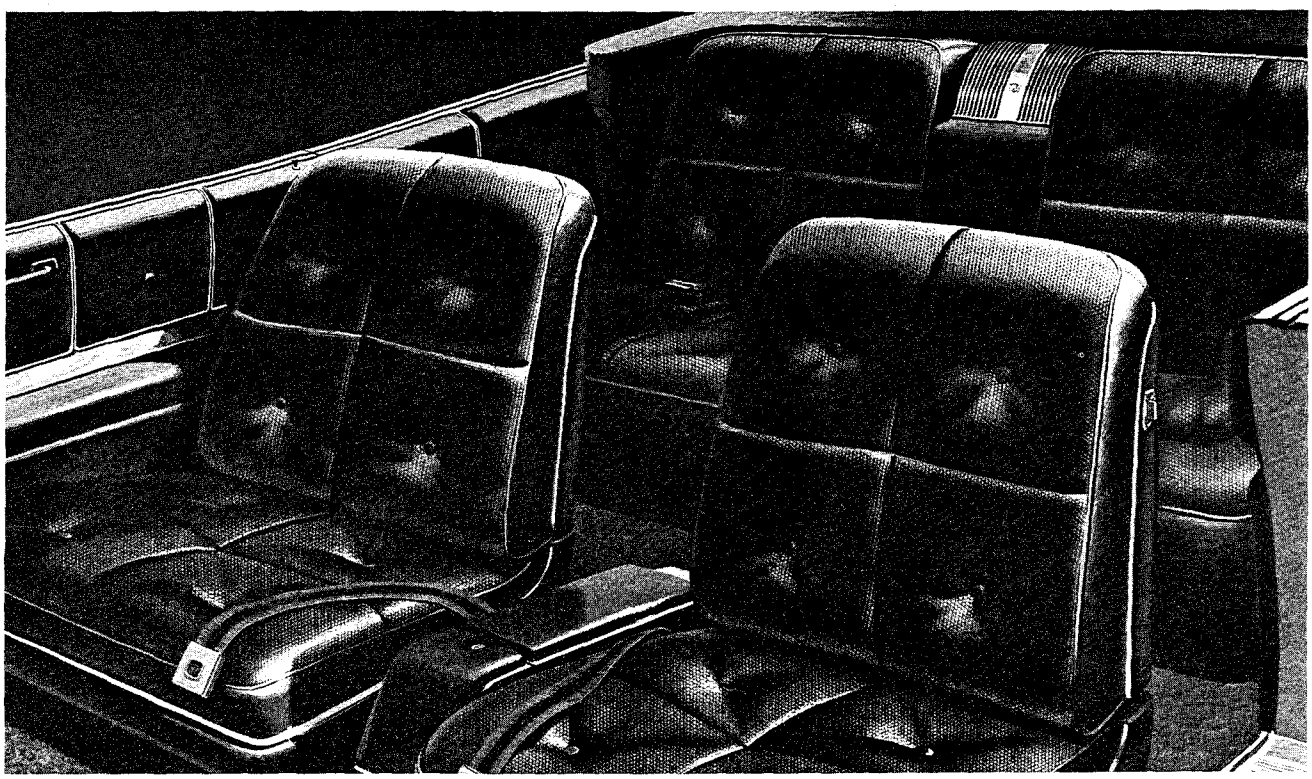
| CODES | SEATS | | | DOORS | | INSTRUMENT PANELS | | CARPETS |
|---|---|---|---|---|---|---|---|---|
| | INSERTS | BOLSTERS | FORMED FRONT SEAT BACK PANEL | INSERTS | ARMREST | TOP | LOWER | |
| | Nylon-Viscose Cloth | Expanded Vinyl • Cushion Facings • Headlining—Boucle Pattern Coated Fabric | Front Seat Wings • Laces • Head Rests | Expanded Vinyl • Seat Belt Webbing • Moulded Vinyl Parts* | Top: Padded Vinyl • Side: Vinyl Covered • Door Pull | Radio Speaker Grilles • Climate Control Sensor Grilles • Rear Shelf • De-Fogger Grille | Steering Wheel • Control Lever Caps • Steering Column & Cover • Ash Tray & Glove Box Doors • Garnish Mouldings | Trenton & Travana Quality • Cowl Quarter Grille • Retractor Housing • Anchor Cover Retainer Button |
| 211 | Black Duet | Black | | Black | | Black | Black | Black |
| 220 | Dk. Blue Duet | Med. Blue | | Med. Blue | | Dk. Blue | Med. Blue | Med. Blue |
| 228 | Dk. Aqua Duet | Med. Aqua | | Med. Aqua | | Dk. Aqua | Med. Aqua | Med. Aqua |
| 230 | Dk. Green Duet | Med. Green | | Med. Green[1] | | Dk. Green | Med. Green | Med. Green |
| 240 | Dk. Covert Duet | Med. Covert | | Med. Covert[2] | | Dk. Covert | Med. Covert | Med. Covert |
| 244 | Dk. Beige Duet | Med. Beige | | Med. Beige | | Dk. Beige | Med. Beige | Med. Beige |

### Expanded Vinyl at Extra Charge

| | Expanded Vinyl | | | | | |
|---|---|---|---|---|---|---|
| 251 | Black | Black | Black | Black | Black | Black |
| 282 | Sandalwood | Sandalwood | Sandalwood[3] | Dk. Beige | Sandalwood | Med. Beige |

**Moulded Soft Vinyl Parts Include:* Rearview Mirror Support Cover; Coat Hooks; I.C.V. Regulator Knobs; Window Regulator Handle Knobs.

1. Dark Green Moulded Vinyl Parts
2. Med. Fawn Moulded Vinyl Parts
3. Parchment Moulded Vinyl Parts



## DE VILLE CONVERTIBLE

### Upholstery Styling
Smartly tailored of luxurious leathers in four section pinch seam, biscuit styling with a recessed button centered in each section.

### Seat Styling
Available in Coupe (Notch-back) seat styling with front seat center armrest or, optional at extra cost, Bucket Seats with dividing console and without center armrest. In either style, front seat backs latch securely in place until released individually by pushbuttons located (one) at outboard side of each front seat backrest.

Recliner passenger bucket seat which permits passenger to tilt the seat back to various reclining positions may be ordered. This option, which automatically includes headrests on both bucket seats, is denoted by adding Code R to Code B (for bucket).

### Additional Leather Colors and Two-Tone Colors
Should an owner inquire about a color not listed on the facing page, or want two-tone leather, refer to the Special Order and Price sections for availability and price.

### Top Materials
The convertible top is available in the colors indicated below. Liner colors cannot be changed since the top material is a fusion of four layers of vinyl, fabric, rubber and drill cloth liner bonded into a single sheet at the fabricating mill.

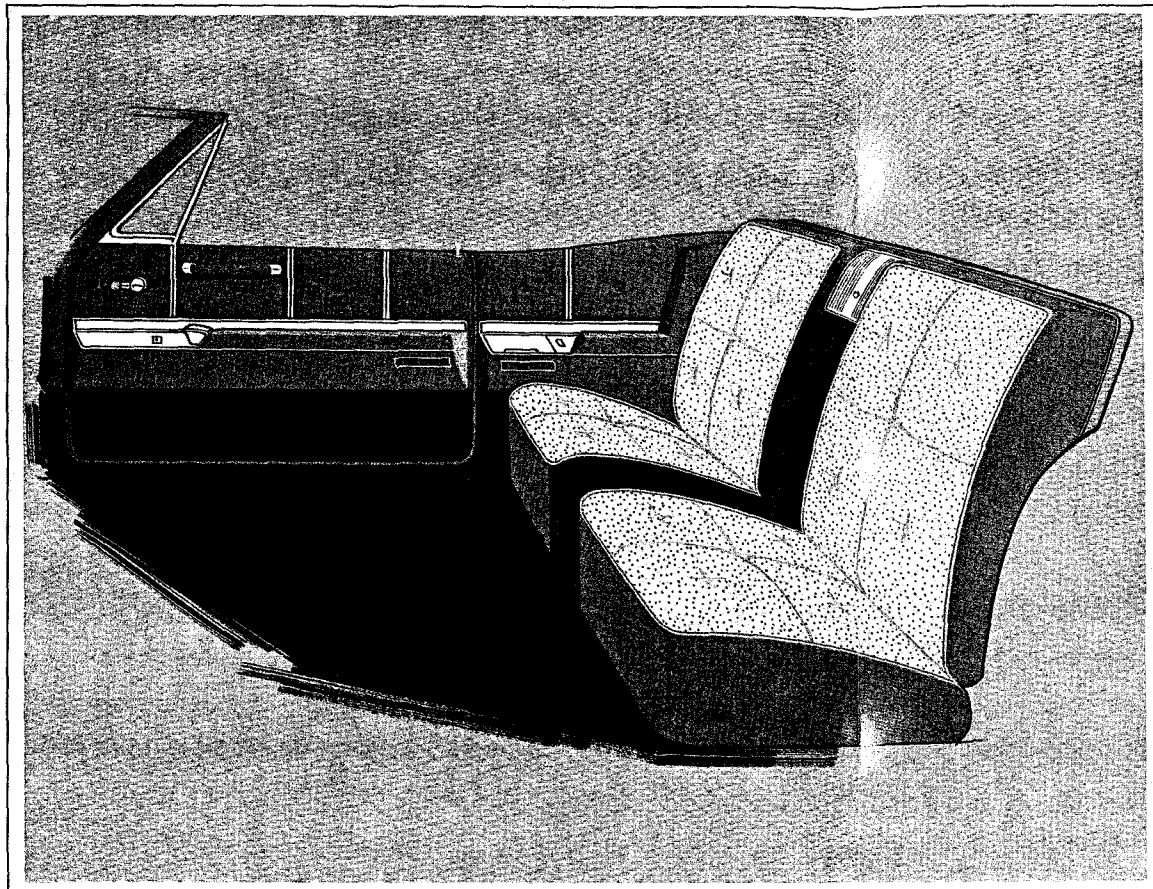
### Top Colors
Code: 1. White 2. Black 3. Medium Blue 5. Dark Brown 6. Sandalwood

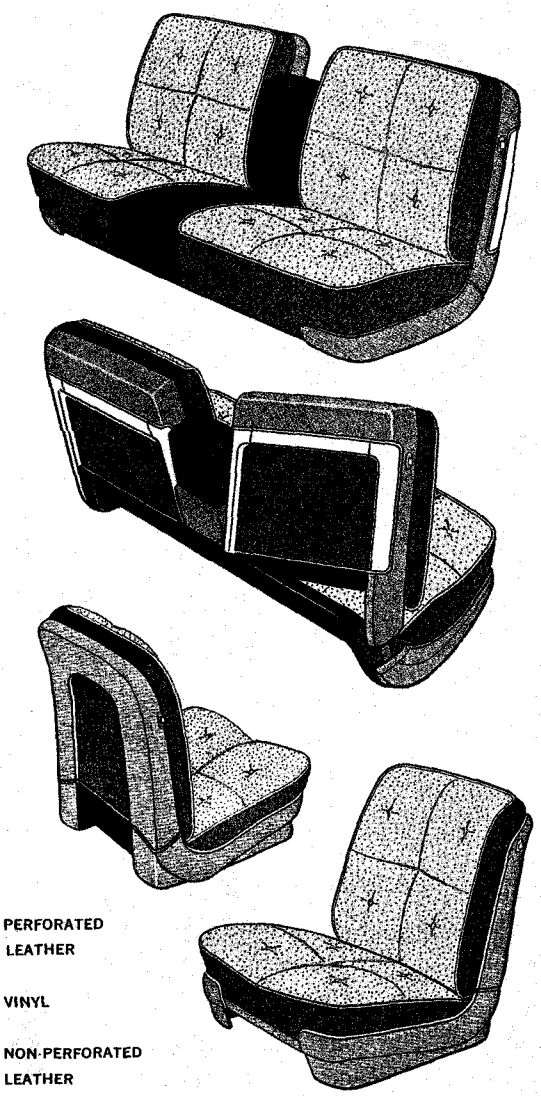
### Top Boot
The top boot, a two-way-stretch, coated fabric, is provided in colors keyed to the upholstery, NOT TO THE TOP MATERIAL.

### Equipment, Standard and Optional
Refer to Equipment Chart on Pages A-9 and -10.

| INTERIOR DIMENSIONS | | |
|---|---|---|
| | Front | Rear |
| Head room | 38.4" | 37.9" |
| Shoulder room | 60.9" | 53.4" |
| Hip room | 63.5" | 55.2" |
| Leg room | 40.5" | 37.4" |
| Seat height | 12.4" | 14.5" |

| INTERIOR LAMPS | | |
|---|---|---|
| | SWITCHES | |
| LAMPS | Door Jambs | Other |
| Courtesy-Inst. Panel Ends | X | Headlamp |
| Courtesy rear quarter (and rear of console with bucket seats) | X | L.H. Rear Quarter Trim Panel |
| Door, red warning | X | |
| Map, on inst. cluster | | Integral |
| Glove Box, inner console and Trunk | | Automatic |





PERFORATED LEATHER

VINYL

NON-PERFORATED LEATHER

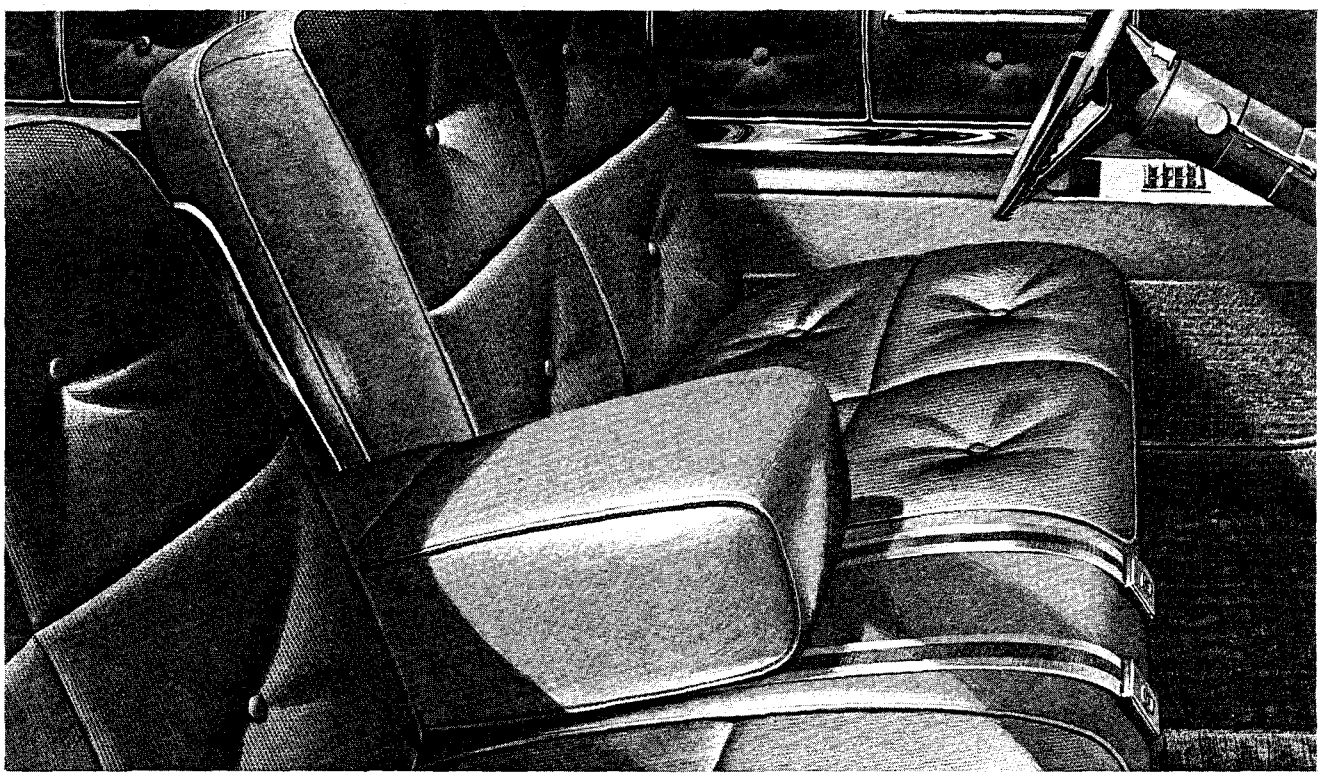
## De Ville Convertible

## DE VILLE CONVERTIBLE

| CODES | SEATS | | | DOORS | | INSTRUMENT PANELS | | CARPETS |
|---|---|---|---|---|---|---|---|---|
| | LEATHER | | FORMED FRONT SEAT BACK PANELS | INSERTS | ARMREST | TOP | LOWER | |
| | INSERTS | BOLSTERS | | | | | | |
| | Kashmir Perforated Grain | Center Section—Non-perforated Leather • Cushion Facings—Expanded Vinyl • Top Boot | Front Seat Wings • Laces • Console Case • Head Rests | Expanded Vinyl • Seat Belt Webbing • Moulded Vinyl Parts* | Top: Padded Vinyl • Side: Vinyl Covered • Door Pull | Radio Speaker Grilles • Climate Control Sensor Grilles | Steering Wheel • Control Lever Caps • Steering Column & Cover • Ash Tray & Glove Box Doors | Tropicana & Tamara Quality • Cowl Quarter Grille • Retractor Housing • Anchor Cover Retainer Button |
| 351<br>351B | Black | | Black | Black | | Black | Black | Black |
| 352<br>352B | White | | White | White[1] | | Black | Black | Black |
| 353 | White | | White | White[1] | | Dk. Blue | Med. Blue | Med. Blue |
| 354 | White | | White | White[2] | | Dk. Red | Red | Dk. Red |
| 355 | White | | White | White[1] | | Dk. Aqua | Med. Aqua | Med. Aqua |
| 360 | Med. Blue | | Med. Blue | Med. Blue | | Dk. Blue | Med. Blue | Med. Blue |
| 368 | Med. Aqua | | Med. Aqua | Med. Aqua | | Dk. Aqua | Med. Aqua | Med. Aqua |
| 371 | Dk. Green | | Dk. Green | Dk. Green | | Dk. Green | Dk. Green | Dk. Green |
| 380 | Covert | | Covert | Covert[3] | | Dk. Covert | Covert | Covert |
| 382<br>382B | Sandalwood | | Sandalwood | Sandalwood[4] | | Dk. Beige | Sandalwood | Med. Beige |
| 385 | Antique Saddle | | Ant. Saddle | Antique Saddle | | Dk. Beige | Ant. Saddle | Med. Saddle |
| 388<br>388B | Red | | Red | Red | | Dk. Red | Red | Dk. Red |
| 389 | Maroon | | Maroon | Maroon | | Maroon | Maroon | Maroon |

*Moulded Soft Vinyl Parts include: Rearview Mirror Support Cover; I.C.V. Regulator Knobs.

1. Seat Belts Same as Carpet
2. Red Seat Belts
3. Med. Fawn Moulded Vinyl Parts
4. Parchment Moulded Vinyl Parts



## COUPE DE VILLE

### Upholstery Styling

Fabric or, optional at extra cost, leather selections listed on the facing page are fashioned in four-section pinch seam, biscuit styling with a recessed button centered in each section.

### Seat Styling

Coupe (Notch-back) front seat with folding seat backs divided by a center armrest. Rear seat center armrest is also provided. Front seat backs latch in place until released individually by pushbuttons located (one) at outboard side of each front seat backrest. Bucket seats, an extra-cost option, are also available with a console between the seats and no center armrest in front. Recliner, available for passenger bucket seat, permits passenger to tilt seat back to various reclining positions. Head rests are included for both bucket seats with this extra-cost option. Recliner may be ordered by adding Code R to Code B when ordering bucket seats.

### Additional Leather Choices

When an owner desires a leather color not listed on the facing page, refer to the Special Order and Price sections for availability and price.

### Padded Vinyl Roof

Available at extra cost, the Padded Vinyl Roof adds individual distinction, can provide two-tone exterior appearance and further isolates sound from the car interior.

### Padded Roof Colors

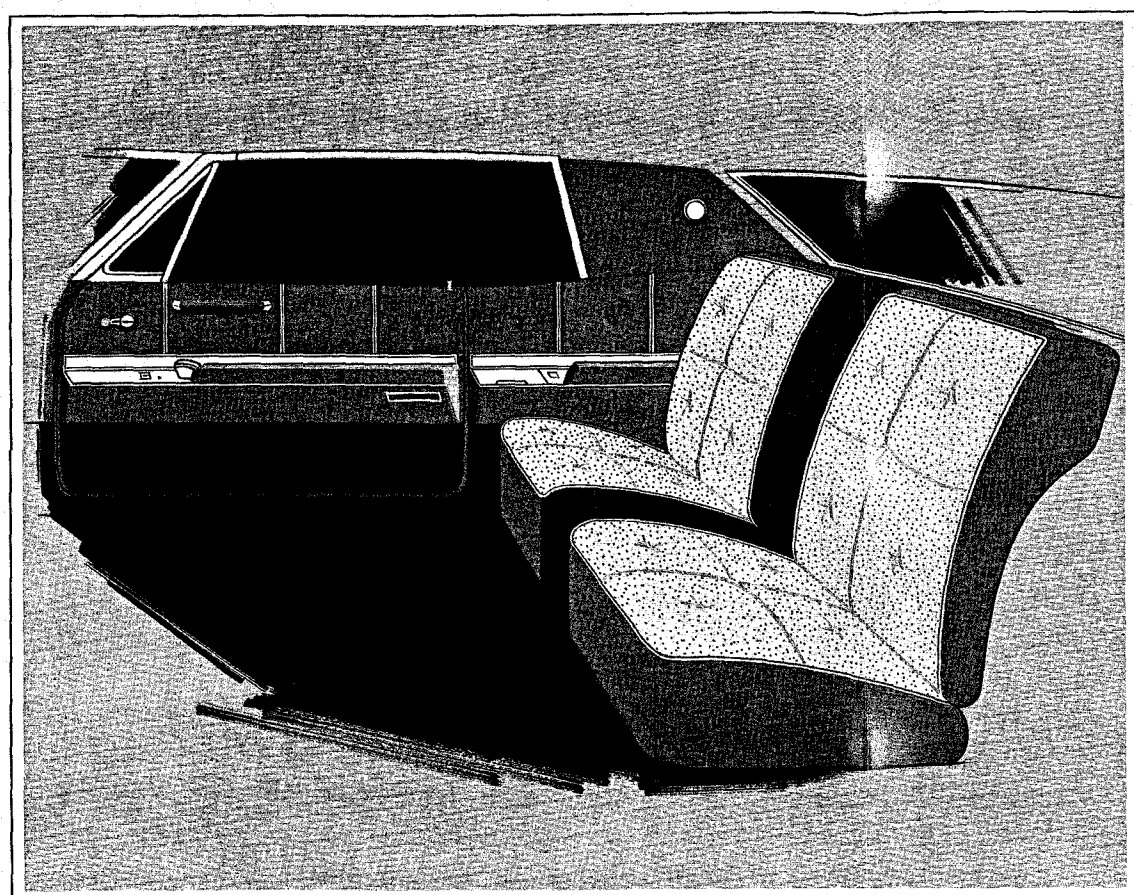
Code: 1. White 2. Black 3. Medium Blue 5. Dark Brown 6. Sandalwood

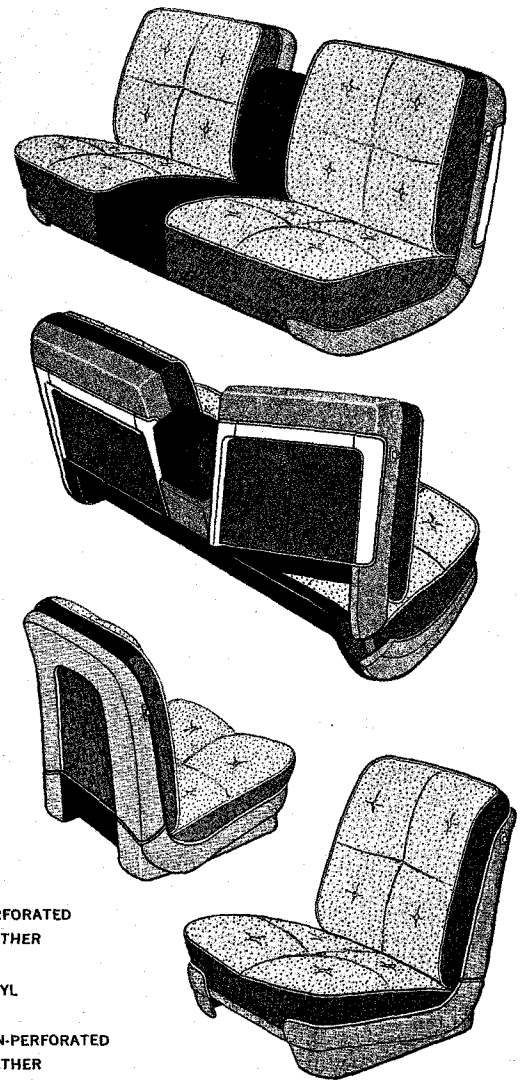
### Equipment, Standard and Optional

Refer to Equipment Chart on Pages A-9 and -10.

| INTERIOR DIMENSIONS | | |
|---|---|---|
| | Front | Rear |
| Head room | 38.2" | 37.3" |
| Shoulder room | 60.9" | 60.6" |
| Hip room | 63.6" | 55.0" |
| Leg room | 41.0" | 38.1" |
| Seat height | 12.4" | 14.5" |

| INTERIOR LAMPS | | |
|---|---|---|
| | SWITCHES | |
| LAMPS | Door Jambs | Other |
| Courtesy-Inst. Panel Ends | X | Headlamp |
| Courtesy rear quarter (and rear of console with bucket seats) | X | L.H. Rear Quarter Trim Panel |
| Door, red warning | X | |
| Map, on inst. cluster | | Integral |
| Glove Box, inner console and Trunk | | Automatic |





PERFORATED LEATHER

VINYL

NON-PERFORATED LEATHER

Coupe de Ville

## COUPE DE VILLE

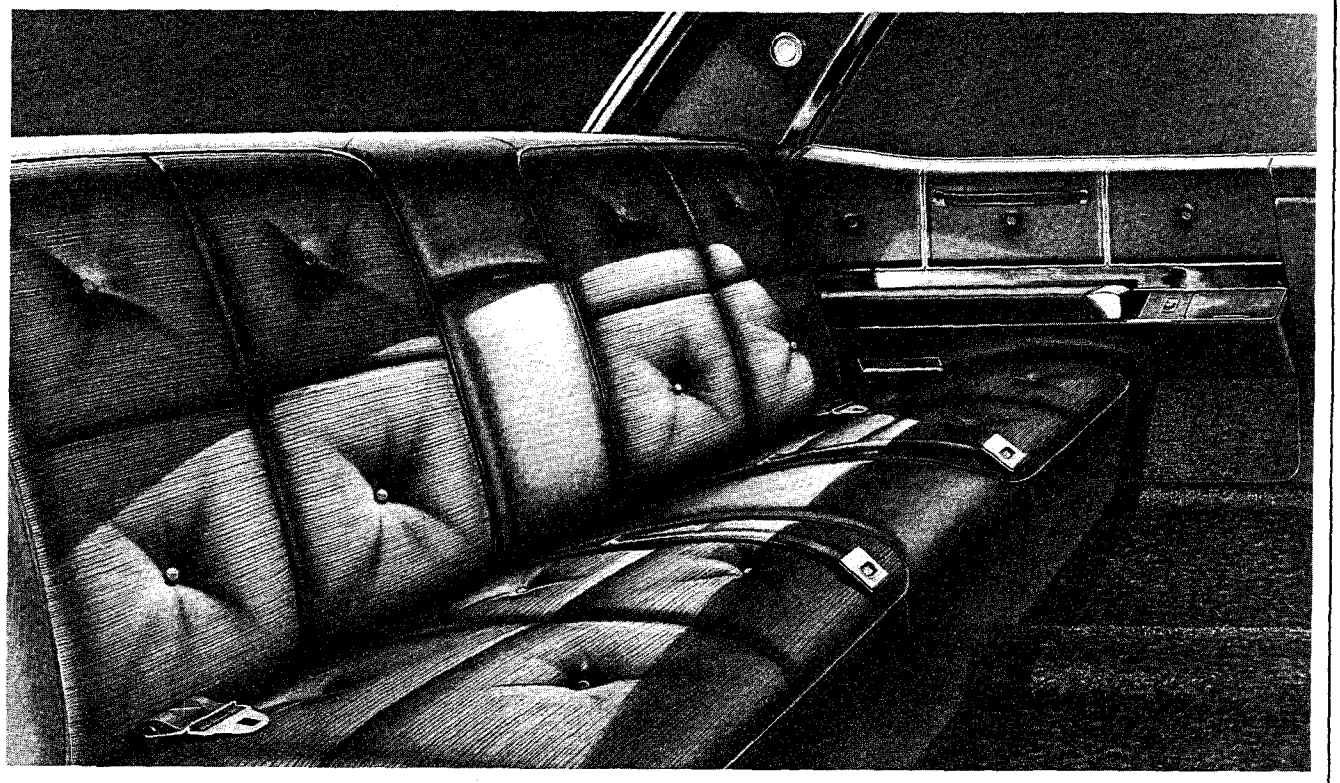
| CODES | SEATS | | | DOORS | | INSTRUMENT PANELS | | CARPETS |
|---|---|---|---|---|---|---|---|---|
| | INSERTS | BOLSTERS | FORMED FRONT SEAT BACK PANELS | INSERTS | ARMREST | TOP | LOWER | |
| | Nylon-Viscose Cloth | Center Section—Non-perforated Leather • Headlining—Corded Coated Fabric | Front Seat Wings • Laces • Console Case • Cushion Facings—Expanded Vinyl • Head Rests | Expanded Vinyl • Seat Belt Webbing • Moulded Vinyl Parts* | Top: Padded Vinyl • Side: Vinyl Covered • Door Pull | Radio Speaker Grilles • Climate Control Sensor Grilles • Rear Shelf • De-Fogger Grille | Steering Wheel • Control Lever Caps • Steering Column & Cover • Ash Tray & Glove Box Doors | Tropicana & Tamara Quality • Cowl Quarter Grille • Retractor Housing • Anchor Cover Retainer Button |
| 311 | Black Duchess | Black | | Black | | Black | Black | Black |
| 320 | Med. Blue Duchess | Med. Blue | | Med. Blue | | Dk. Blue | Med. Blue | Med. Blue |
| 326 | Dk. Blue Darien | Dk. Blue | | Dk. Blue | | Dk. Blue | Dk. Blue | Dk. Blue |
| 328 | Med. Aqua Darien | Med. Aqua | | Med. Aqua | | Dk. Aqua | Med. Aqua | Med. Aqua |
| 330 | Med. Green Duchess | Med. Green | | Med. Green[1] | | Dk. Green | Med. Green | Med. Green |
| 340 | Covert Darien | Covert | | Covert[2] | | Dk. Covert | Covert | Covert |
| 344 | Med. Beige Duchess | Med. Beige | | Med. Beige | | Dk. Beige | Med. Beige | Med. Beige |
| 349 | Maroon Darien | Maroon | | Maroon | | Maroon | Maroon | Maroon |

| | INSERTS | CENTER SECTION | | | | | |
|---|---|---|---|---|---|---|---|
| | Kashmir Perforated Leather | Non-perforated Leather | | | | | |
| 351<br>351B | Black | | Black | Black | Black | Black | Black |
| 352 | White | | White | White[3] | Black | Black | Black |
| 353 | White | | White | White[3] | Dk. Blue | Med. Blue | Med. Blue |
| 354 | White | | White | White[4] | Dk. Red | Red | Dk. Red |
| 355 | White | | White | White[3] | Dk. Aqua | Med. Aqua | Med. Aqua |
| 360 | Med. Blue | | Med. Blue | Med. Blue | Dk. Blue | Med. Blue | Med. Blue |
| 382 | Sandalwood | | Sandalwood | Sandalwood[5] | Dk. Beige | Sandalwood | Med. Beige |
| 385 | Antique Saddle | | Ant. Saddle | Antique Saddle | Dk. Beige | Ant. Saddle | Med. Saddle |
| 388<br>388B | Red | | Red | Red | Dk. Red | Red | Dk. Red |

Leather Options at Extra Charge

*Moulded Soft Vinyl Parts Include: Rearview Mirror Support Cover; Coat Hooks; I.C.V. Regulator Knobs.

1. Dark Green Moulded Vinyl Parts
2. Med. Fawn Moulded Vinyl Parts
3. Seat Belt Color Same as Carpets
4. Red Seat Belts
5. Parchment Moulded Vinyl Parts



## HARDTOP SEDAN DE VILLE

### Upholstery Styling

Fabric and leather upholstery or, optional at extra cost, leather selections are tailored in four-section pinch seam, biscuit styling with a recessed button centered in each section.

### Seat Styling

With combined fabric and leather upholstery, seats are the conventional, bench type with straight-across, stationary seat backs and a folding center armrest front and rear. With leather upholstery selections, coupe (Notch-back) seat styling is provided, but with stationary front seat backs.

Bucket seats, optional at extra cost with two leather upholstery selections, have a console between the front seats, no front seat center armrest and stationary seat backs. They may be ordered also with a reclining passenger seat, optional at extra cost, which includes head rests for both bucket seats. Add Code R to B when ordering the recliner bucket seat feature.

Assist handles on the rear of the front seat back are provided *only* with the conventional, straight-across, bench type seat.

### Additional Leather Choices

When a leather not listed on the facing page is requested by the customer, refer to the Special Order and Price sections for availability and price.

### Padded Vinyl Roof

Available at extra cost, the Padded Vinyl Roof adds individual distinction, can provide two-tone exterior appearance and further isolates sound from the car interior.

### Padded Roof Colors

Code: 1. White 2. Black 3. Medium Blue 5. Dark Brown 6. Sandalwood

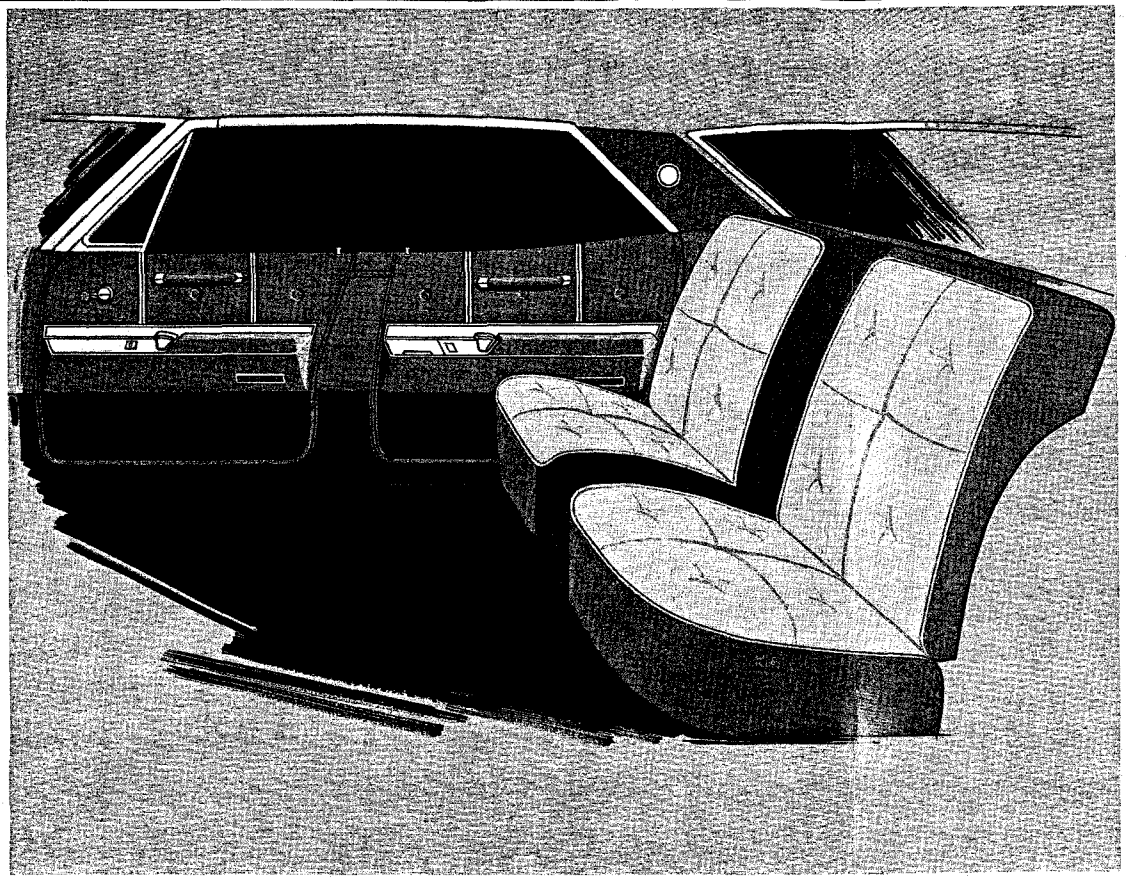
### Equipment, Standard and Optional

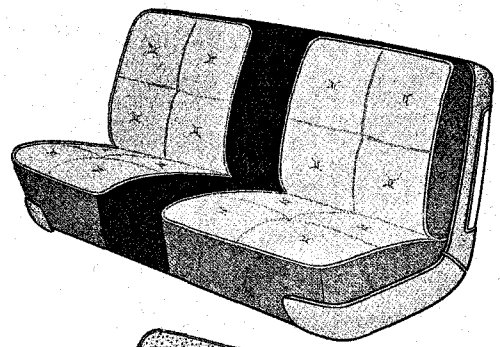
Refer to Equipment Chart on Pages A-9 and -10.

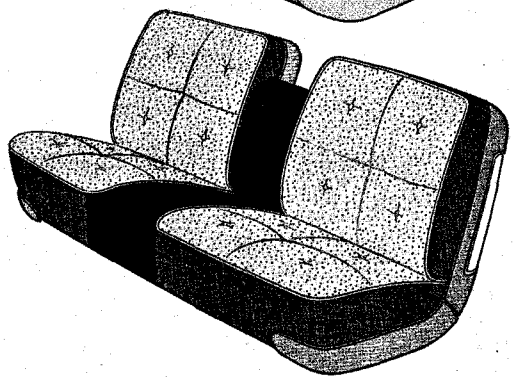
| INTERIOR DIMENSIONS | | |
|---|---|---|
| | Front | Rear |
| Head room | 37.8" | 37.2" |
| Shoulder room | 60.8" | 60.0" |
| Hip room | 63.6" | 62.7" |
| Leg room | 41.0" | 39.7" |
| Seat height | 12.4" | 14.5" |

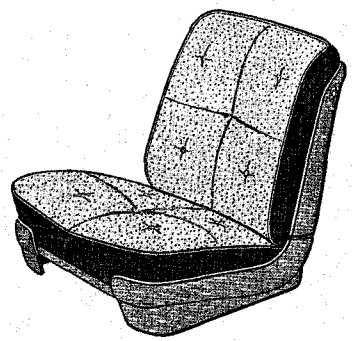
| INTERIOR LAMPS | | |
|---|---|---|
| | SWITCHES | |
| LAMPS | Door Jambs | Other |
| *Courtesy-Inst. panel ends, rear quarter (and rear of console with bucket seats) | X | Headlamp |
| Door, red warning | X | |
| Map, on inst. panel | | Integral |
| Glove Box, inner console and Trunk | | Automatic |

*With bench seat styling (cloth and leather combinations) rear courtesy lamps operate from rear door jambs and manual switch on rear of front seat back. Headlamp switch and front door jambs operate Inst. panel courtesy lamps only.









CLOTH

PERFORATED LEATHER

VINYL

NON-PERFORATED LEATHER

## Hardtop Sedan de Ville

## HARDTOP SEDAN DE VILLE

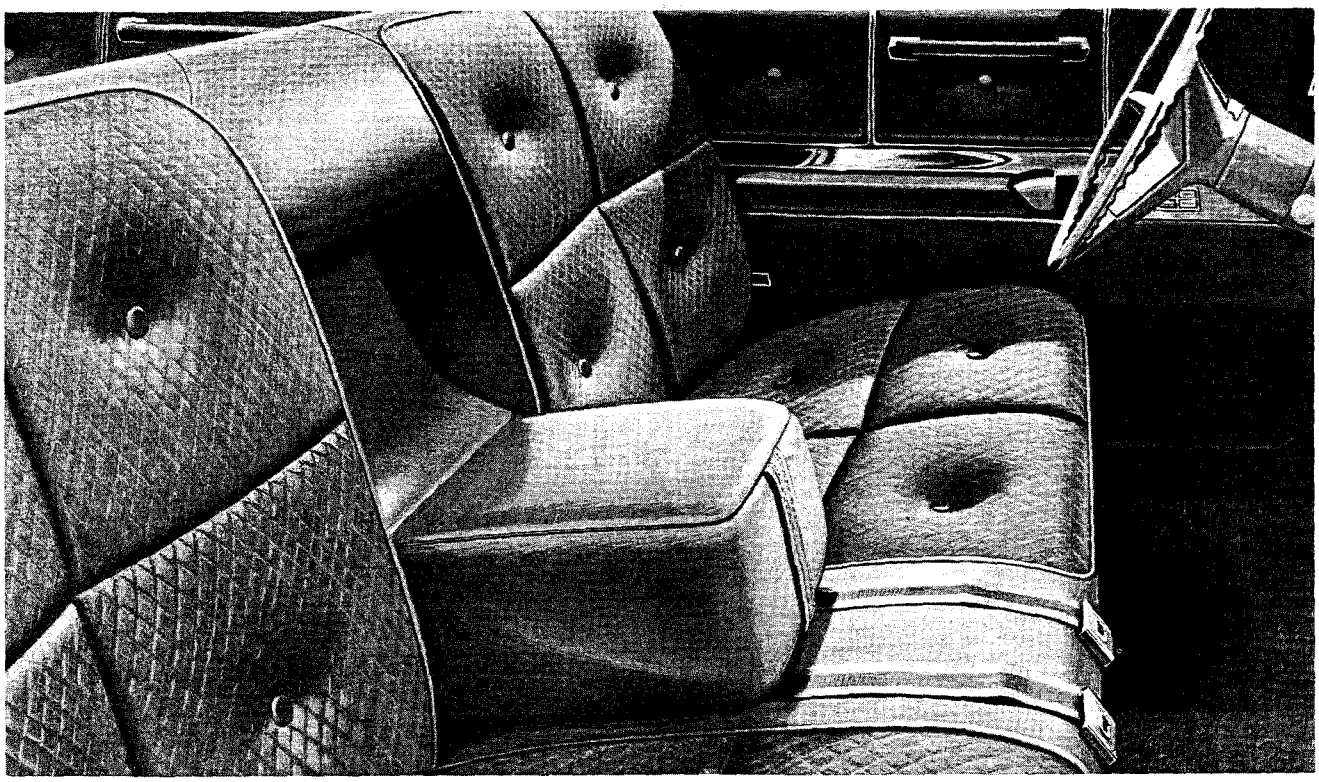
| CODES | SEATS | | | DOORS | | INSTRUMENT PANELS | | CARPETS |
|---|---|---|---|---|---|---|---|---|
| | INSERTS<br>Nylon-Viscose Cloth | BOLSTERS<br>Center Section—Non-perforated Leather • Headlining—Corded Coated Fabric | FORMED FRONT SEAT BACK PANEL<br>Front Seat Wings • Laces • Console Case • Cushion Facings—Expanded Vinyl • Head Rests | INSERTS<br>Expanded Vinyl • Seat Belt Webbing • Moulded Vinyl Parts* | ARMREST<br>Top: Padded Vinyl • Side: Vinyl Covered • Door Pull | TOP<br>Radio Speaker Grilles • Climate Control Sensor Grilles • Rear Shelf • De-Fogger Grille | LOWER<br>Steering Wheel • Control Lever Caps • Steering Column & Cover • Ash Tray & Glove Box Doors | Tropicana & Tamara Quality • Cowl Quarter Grille • Retractor Housing • Anchor Cover Retainer Button |
| 311 | Black Duchess | Black | | Black | | Black | Black | Black |
| 320 | Med. Blue Duchess | Med. Blue | | Med. Blue | | Dk. Blue | Med. Blue | Med. Blue |
| 326 | Dk. Blue Darien | Dk. Blue | | Dk. Blue | | Dk. Blue | Dk. Blue | Dk. Blue |
| 328 | Med. Aqua Darien | Med. Aqua | | Med. Aqua | | Dk. Aqua | Med. Aqua | Med. Aqua |
| 330 | Med. Green Duchess | Med. Green | | Med. Green[1] | | Dk. Green | Med. Green | Med. Green |
| 340 | Covert Darien | Covert | | Covert[2] | | Dk. Covert | Covert | Covert |
| 344 | Med. Beige Duchess | Med. Beige | | Med. Beige | | Dk. Beige | Med. Beige | Med. Beige |
| 349 | Maroon Darien | Maroon | | Maroon | | Maroon | Maroon | Maroon |

Leather Options at Extra Charge

| | INSERTS<br>Kashmir Perforated Leather | CENTER SECTION<br>Non-perforated Leather | | | | | |
|---|---|---|---|---|---|---|---|
| 351<br>351B | Black | | Black | Black | Black | Black | Black |
| 352 | White | | White | White[3] | Black | Black | Black |
| 353 | White | | White | White[3] | Dk. Blue | Med. Blue | Med. Blue |
| 354 | White | | White | White[4] | Dk. Red | Red | Dk. Red |
| 355 | White | | White | White[3] | Dk. Aqua | Med. Aqua | Med. Aqua |
| 360 | Med. Blue | | Med. Blue | Med. Blue | Dk. Blue | Med. Blue | Med. Blue |
| 382 | Sandalwood | | Sandalwood | Sandalwood[5] | Dk. Beige | Sandalwood | Med. Beige |
| 385 | Antique Saddle | | Ant. Saddle | Antique Saddle | Dk. Beige | Ant. Saddle | Med. Saddle |
| 388<br>388B | Red | | Red | Red | Dk. Red | Red | Dk. Red |

*Moulded Soft Vinyl Parts include: Rearview Mirror Support Cover; Coat Hooks; I.C.V. Regulator Knobs.

1. Dark Green Moulded Vinyl Parts
2. Med. Fawn Moulded Vinyl Parts
3. Seat Belt Color Same as Carpets
4. Red Seat Belts
5. Parchment Moulded Vinyl Parts



## SEDAN DE VILLE

### Upholstery Styling

Fabric and leather upholstery or, optional at extra cost, leather selections are tailored in four-section pinch seam, biscuit styling with a recessed button centered in each section.

### Seat Styling

With combined fabric and leather upholstery, seats are the conventional, bench type with straight-across, stationary seat backs and a folding center armrest front and rear. With leather upholstery selections, coupe (Notch-back) seat styling is provided but with stationary front seat backs.

Assist handles on the rear of the front seat back are provided *only* with the conventional, straight-across, bench type seat.

### Additional Leather Choices

When a leather not listed on the facing page is requested by the customer, refer to the Special Order and Price sections for availability and price.

### Padded Vinyl Roof

Available at extra cost, the Padded Vinyl Roof adds individual distinction, can provide two-tone exterior appearance and further isolates sound from the car interior.

### Padded Roof Colors

Code: 1. White 2. Black 3. Medium Blue 5. Dark Brown 6. Sandalwood

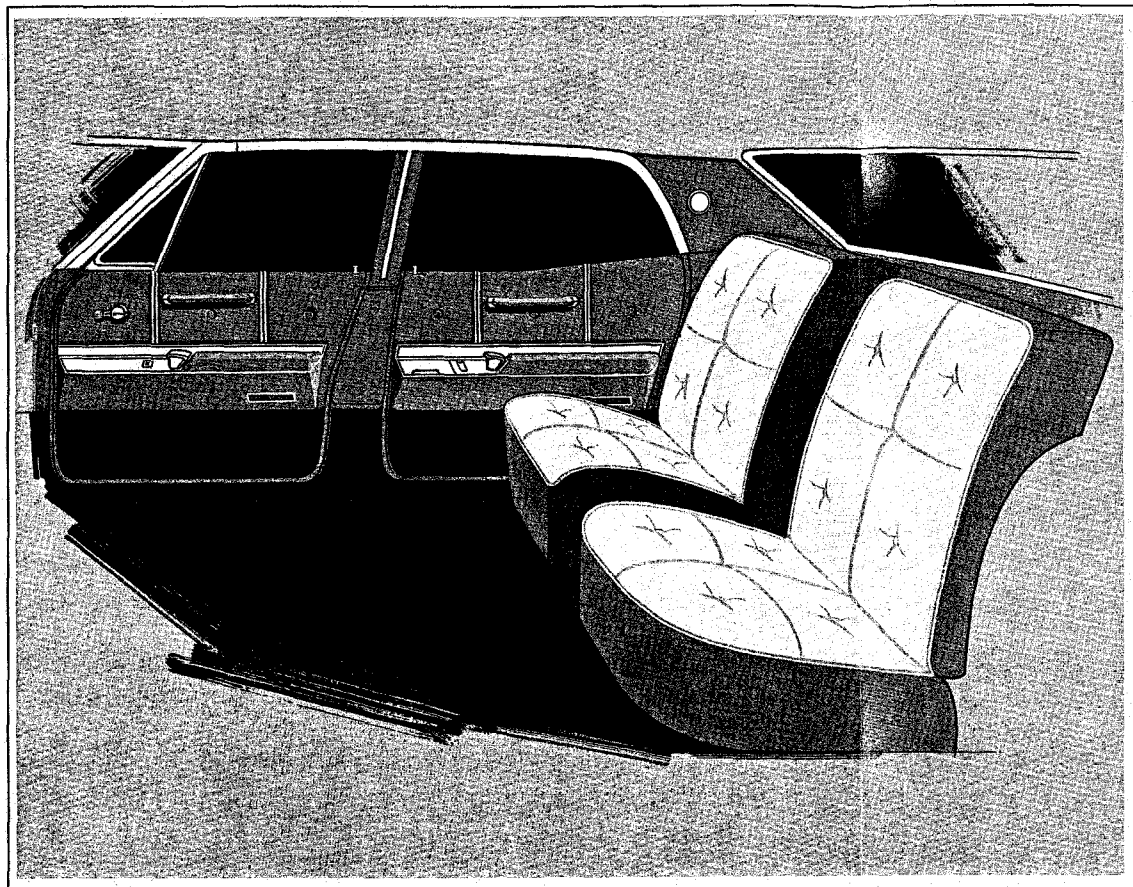
### Equipment, Standard and Optional

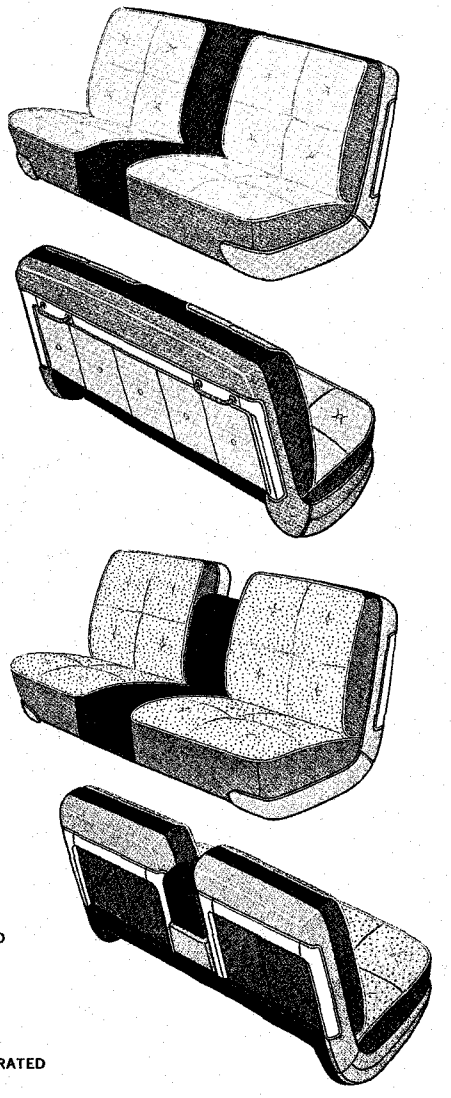
Refer to Equipment Chart on Pages A-9 and -10.

| INTERIOR DIMENSIONS | | |
|---|---|---|
| | Front | Rear |
| Head room | 39.0" | 38.2" |
| Shoulder room | 60.8" | 60.0" |
| Hip room | 63.6" | 62.5" |
| Leg room | 41.0" | 41.9" |
| Seat height | 12.4" | 14.6" |

| INTERIOR LAMPS | | |
|---|---|---|
| | SWITCHES | |
| LAMPS | Door Jambs | Other |
| *Courtesy-Inst. panel ends and rear quarter | X | Headlamp |
| Door, red warning | X | |
| Map, on inst. panel | | Integral |
| Glove Box and Trunk | | Automatic |

*With bench seat styling (cloth and leather combinations) rear courtesy lamps operate from rear door jambs and manual switch on rear of front seat back. Headlamp switch and front door jambs operate Inst. panel courtesy lamps only.





CLOTH

PERFORATED LEATHER

VINYL

NON-PERFORATED LEATHER

Sedan de Ville

## SEDAN DE VILLE

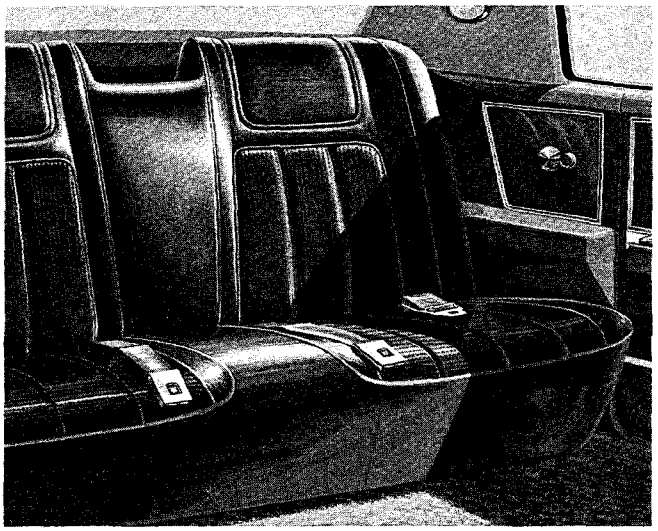
| CODES | SEATS | | | DOORS | | INSTRUMENT PANELS | | CARPETS |
|---|---|---|---|---|---|---|---|---|
| | INSERTS<br>Nylon-Viscose Cloth | BOLSTERS<br>Center Section—Non-perforated Leather<br>•<br>Headlining—Corded Coated Fabric | FORMED FRONT SEAT BACK PANELS<br>Front Seat Wings<br>•<br>Laces<br>•<br>Console Case<br>•<br>Cushion Facings—Expanded Vinyl<br>•<br>Head Rests | INSERTS<br>Expanded Vinyl<br>•<br>Seat Belt Webbing<br>•<br>Moulded Vinyl Parts* | ARMREST<br>Top: Padded Vinyl<br>•<br>Side: Vinyl Covered<br>•<br>Door Pull | TOP<br>Radio Speaker Grilles<br>•<br>Climate Control Sensor Grilles<br>•<br>Rear Shelf<br>•<br>De-Fogger Grille | LOWER<br>Steering Wheel<br>•<br>Control Lever Caps<br>•<br>Steering Column & Cover<br>•<br>Ash Tray & Glove Box Doors | Tropicana & Tamara Quality<br>•<br>Cowl Quarter Grille<br>•<br>Retractor Housing<br>•<br>Anchor Cover Retainer Button |
| 311 | Black Duchess | Black | | Black | | Black | Black | Black |
| 320 | Med. Blue Duchess | Med. Blue | | Med. Blue | | Dk. Blue | Med. Blue | Med. Blue |
| 326 | Dk. Blue Darien | Dk. Blue | | Dk. Blue | | Dk. Blue | Dk. Blue | Dk. Blue |
| 328 | Med. Aqua Darien | Med. Aqua | | Med. Aqua | | Dk. Aqua | Med. Aqua | Med. Aqua |
| 330 | Med. Green Duchess | Med. Green | | Med. Green[1] | | Dk. Green | Med. Green | Med. Green |
| 340 | Covert Darien | Covert | | Covert[2] | | Dk. Covert | Covert | Covert |
| 344 | Med. Beige Duchess | Med. Beige | | Med. Beige | | Dk. Beige | Med. Beige | Med. Beige |
| 349 | Maroon Darien | Maroon | | Maroon | | Maroon | Maroon | Maroon |

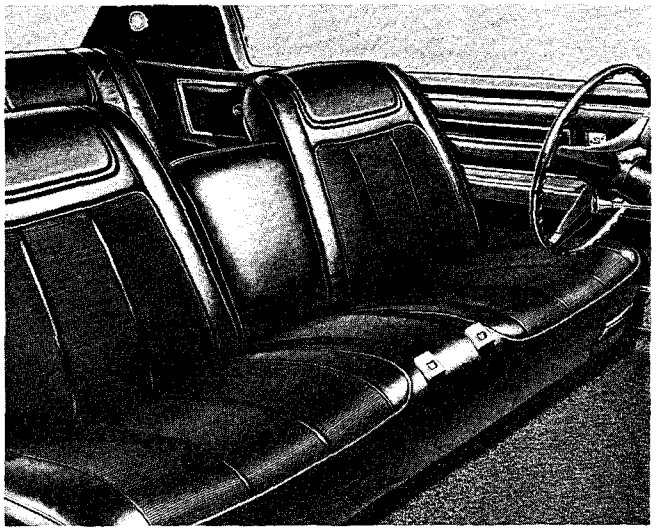
Leather Options at Extra Charge

| | INSERTS<br>Kashmir Perforated Leather | CENTER SECTION<br>Non-perforated Leather | | | | | |
|---|---|---|---|---|---|---|---|
| 351 | Black | | Black | Black | Black | Black | Black |
| 352 | White | | White | White[3] | Black | Black | Black |
| 353 | White | | White | White[3] | Dk. Blue | Med. Blue | Med. Blue |
| 354 | White | | White | White[4] | Dk. Red | Red | Dk. Red |
| 355 | White | | White | White[3] | Dk. Aqua | Med. Aqua | Med. Aqua |
| 360 | Med. Blue | | Med. Blue | Med. Blue | Dk. Blue | Med. Blue | Med. Blue |
| 382 | Sandalwood | | Sandalwood | Sandalwood[5] | Dk. Beige | Sandalwood | Med. Beige |
| 385 | Antique Saddle | | Ant. Saddle | Antique Saddle | Dk. Beige | Ant. Saddle | Med. Saddle |
| 388 | Red | | Red | Red | Dk. Red | Red | Dk. Red |

**Moulded Soft Vinyl Parts include:* Rearview Mirror Support Cover; Coat Hooks; I.C.V. Regulator Knobs.

1. Dark Green Moulded Vinyl Parts
2. Med. Fawn Moulded Vinyl Parts
3. Seat Belt Color Same as Carpets
4. Red Seat Belts
5. Parchment Moulded Vinyl Parts





## FLEETWOOD ELDORADO

### Upholstery Styling

Fleetwood Eldorado upholstery in leather, or cloth with coated fabric bolsters, has distinctively tailored three-panel seat and seat back inserts extending from the forward edge of the seat cushion up to the smartly stitch-paneled seat back bolster.

### Seat Styling

Available in Strato-bench styling with wide center armrest, front, and folding front seat backs which latch in place until released individually by push-buttons located (one) at outboard side of each front seat backrest.

Strato-bucket seats, available at extra cost, have a console between the two front seats and no front seat center armrest. Recliner, available at extra cost for passenger bucket seat, permits tilting the seat back to various reclining positions. Head rests are included for both bucket seats with this option. Recliner may be ordered by adding Code R to Code B when ordering bucket seats. Recliner also available for Strato-bench passenger seat on Eldorado only.

### Additional Leather Choices

In addition to the leather selections on the opposite page, certain colors are available on special order at extra cost (see Special Order and Price sections).

### Padded Vinyl Roof

Available at extra cost, the Padded Vinyl Roof adds individual distinction, can provide two-tone exterior appearance and further isolates sound from the car interior.

### Padded Roof Colors

Code: 1. White 2. Black 3. Medium Blue 5. Dark Brown 6. Sandalwood

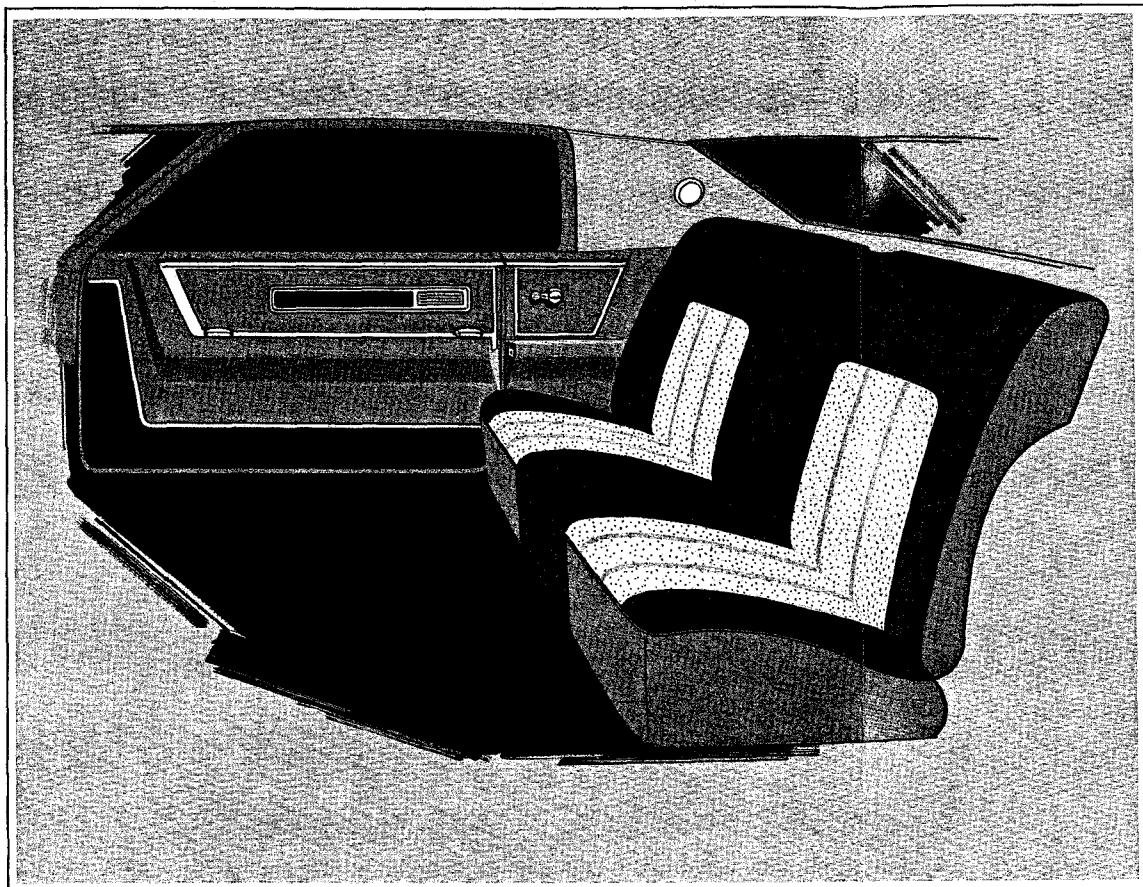
### Equipment, Standard and Optional

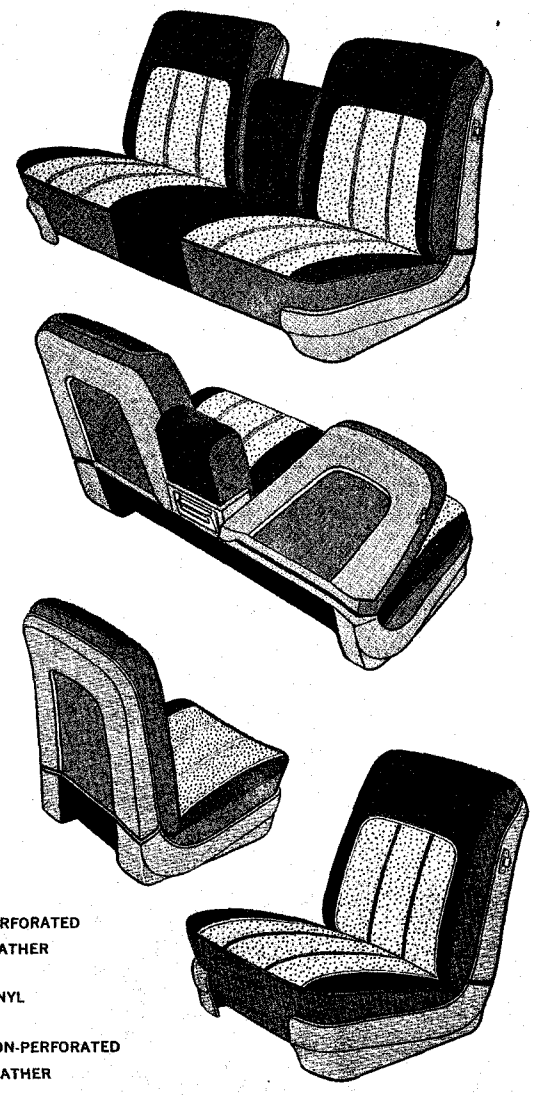
Refer to Equipment Chart on Pages A-9 and -10.

NOTE: Rear ash receiver and lighter are centered on rear of front seat back on Strato-bench seats. On Strato-bucket seats, lighter is on rear of console, ash receivers on rear of door armrests.

| INTERIOR DIMENSIONS | | |
|---|---|---|
| | Front | Rear |
| Head room | 37.7" | 37.6" |
| Shoulder room | 59.6" | 55.7" |
| Hip room | 62.2" | 54.2" |
| Leg room | 40.9" | 36.2" |
| Seat height | 10.8" | 12.0" |

| INTERIOR LAMPS | | |
|---|---|---|
| | SWITCHES | |
| LAMPS | Door Jambs | Other |
| Courtesy-Inst. panel ends | X | Headlamp |
| Courtesy-rear quarter (and rear of console with bucket seats) | X | L.H. Rear quarter trim panel |
| Door, red warning | X | |
| Map, on inst. cluster | | Integral |
| Glove Box, inner console and Trunk | | Automatic |





PERFORATED LEATHER

VINYL

NON-PERFORATED LEATHER

## Fleetwood Eldorado

## FLEETWOOD ELDORADO

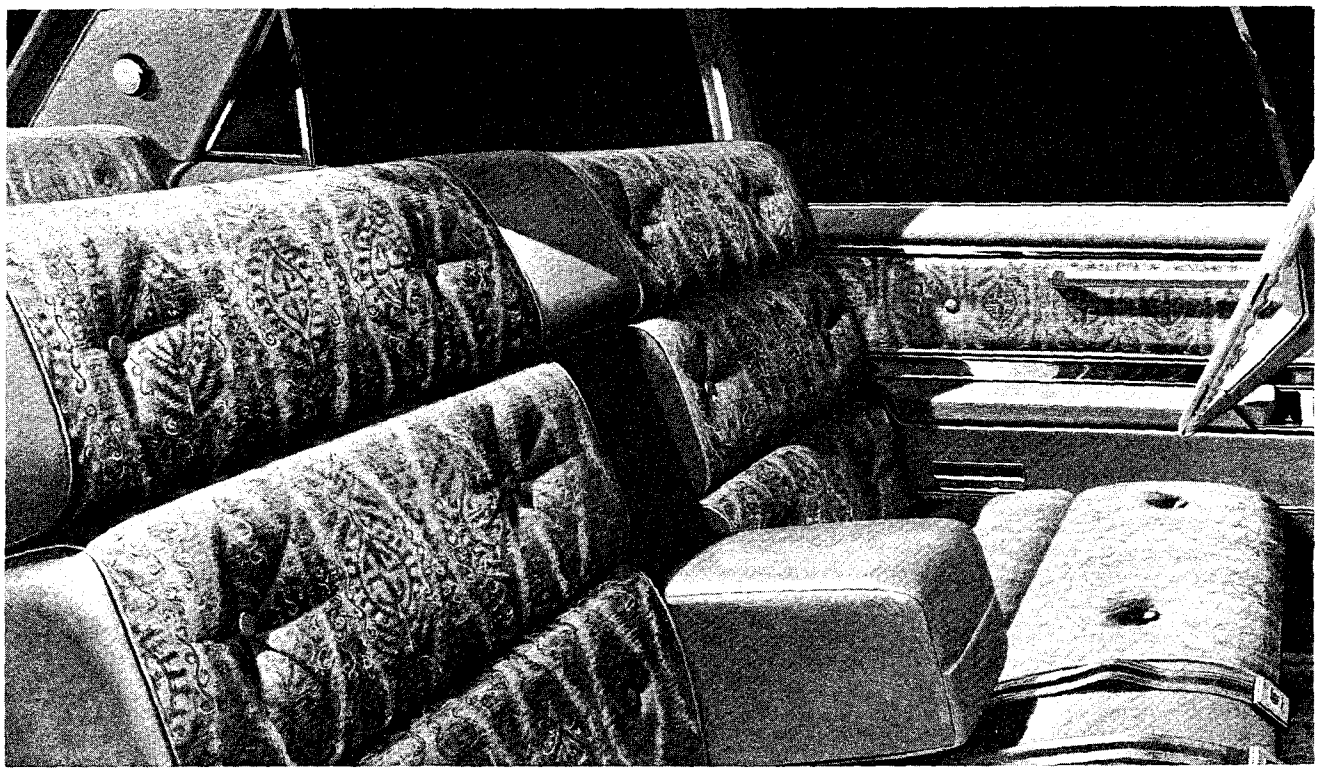
| CODES | SEATS | | | DOORS | | INSTRUMENT PANELS | | CARPETS |
|---|---|---|---|---|---|---|---|---|
| | INSERTS<br>Nylon-Viscose Cloth | BOLSTERS<br>Expanded Vinyl • Cushion Facings • Headlining—Perforated Taffeta Vinyl | FORMED FRONT SEAT BACK PANELS<br>Front Seat Wings • Laces • Console Case • Head Rests | INSERTS<br>Vacuum Formed Vinyl • Seat Belt Webbing • Moulded Vinyl Parts* | ARMREST<br>Vacuum Formed Vinyl | TOP<br>Radio Speaker Grilles • Climate Control Sensor Grilles • Rear Shelf • De-Fogger Grille | LOWER<br>Steering Wheel • Control Lever Caps • Steering Column & Cover • Ash Tray & Glove Box Doors • Garnish Mouldings | Tropicana & Tamara Quality • Cowl Quarter Grille • Retractor Housing • Anchor Cover Retainer Button |
| 410 | Black & White Dalmatian | Black | | Black | | Black | Black | Black |
| 411 | Black Darien | Black | | Black | | Black | Black | Black |
| 426 | Dk. Blue Darien | Dk. Blue | | Dk. Blue | | Dk. Blue | Dk. Blue | Dk. Blue |
| 429 | Dk. Aqua Darien | Dk. Aqua | | Dk. Aqua | | Dk. Aqua | Dk. Aqua | Dk. Aqua |
| 431 | Dk. Green Darien | Dk. Green | | Dk. Green | | Dk. Green | Dk. Green | Dk. Green |
| 440 | Covert Darien | Covert | | Covert[1] | | Dk. Covert | Covert | Covert |
| 444 | Med. Beige Darien | Med. Beige | | Med. Beige | | Dk. Beige | Med. Beige | Med. Beige |

Leather Options at Extra Charge

| | INSERTS<br>Kashmir Perforated Leather | CENTER SECTION<br>Non-perforated Leather | | | | | |
|---|---|---|---|---|---|---|---|
| 451<br>451B | Black | | Black | Black | Black | Black | Black |
| 452 | White | | White | White[2] | Black | Black | Black |
| 466 | Dk. Blue | | Dk. Blue | Dk. Blue | Dk. Blue | Dk. Blue | Dk. Blue |
| 469 | Dk. Aqua | | Dk. Aqua | Dk. Aqua | Dk. Aqua | Dk. Aqua | Dk. Aqua |
| 471 | Dk. Green | | Dk. Green | Dk. Green | Dk. Green | Dk. Green | Dk. Green |
| 482<br>482B | Sandalwood | | Sandalwood | Sandalwood[3] | Dk. Beige | Sandalwood | Med. Beige |
| 485 | Antique Saddle | | Ant. Saddle | Antique Saddle | Dk. Beige | Ant. Saddle | Med. Saddle |
| 488 | Red | | Red | Red | Dk. Red | Red | Dk. Red |
| 489 | Maroon | | Maroon | Maroon | Maroon | Maroon | Maroon |

**Moulded Soft Vinyl Parts include:* Rearview Mirror Support Cover; Coat Hooks; I.C.V. Regulator Knobs.

1. Med. Fawn Moulded Vinyl Parts
2. Black Seat Belts
3. Parchment Moulded Vinyl Parts



## FLEETWOOD SIXTY SPECIAL SEDAN

### Upholstery Styling

Shown above is the horizontal pillow and button style tailoring used with the fabric and leather or leather selections on the facing page. With fabric selections (Devonshire cloth) upholstery is tailored in wide piping with the vertical panels of the upper seat back elegantly embroidered and the lower seat back comfort-contoured with two rows of deeply recessed buttons (see Page C-29).

### Seat Styling

Bench type with straight-across, stationary back rests and a folding center armrest, front and rear.

### Additional Leather Choices

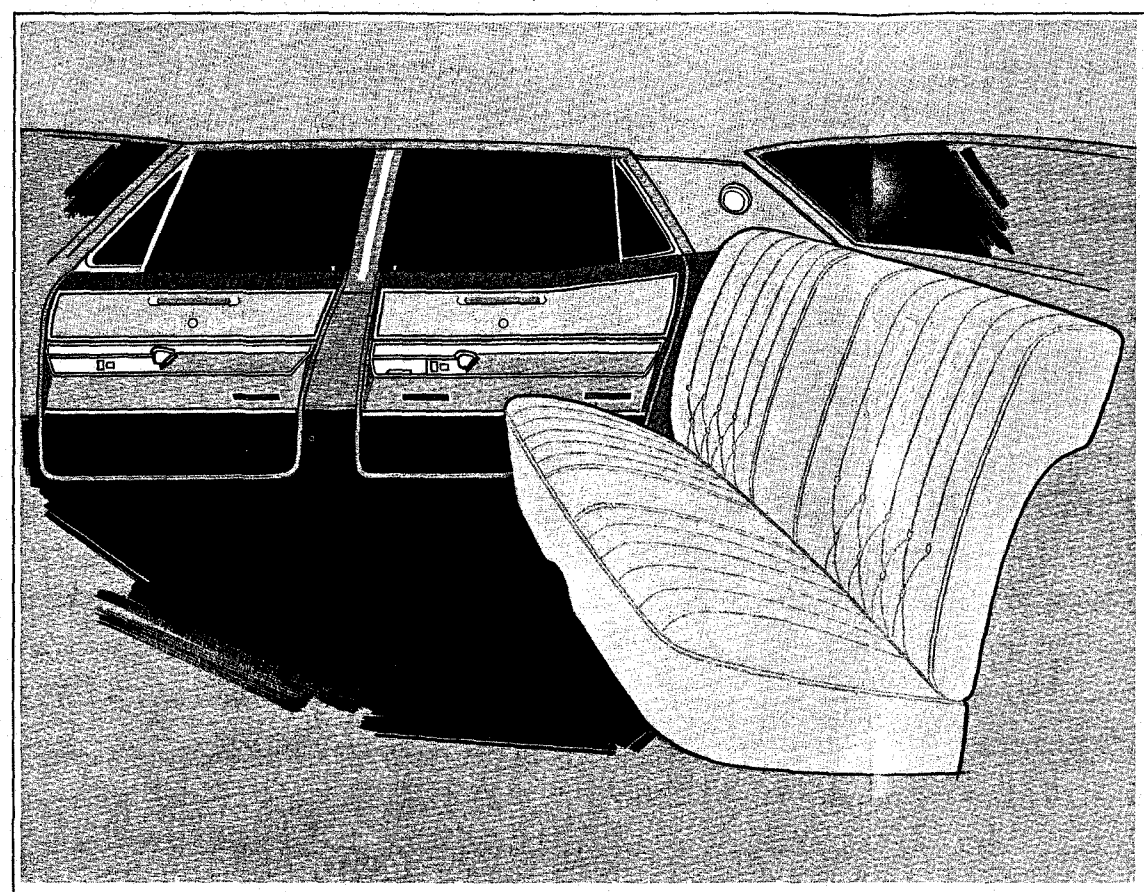
In addition to the leather selections on the opposite page, certain colors are available on special order at extra cost. Refer to the Special Order and Price sections for availability and price.

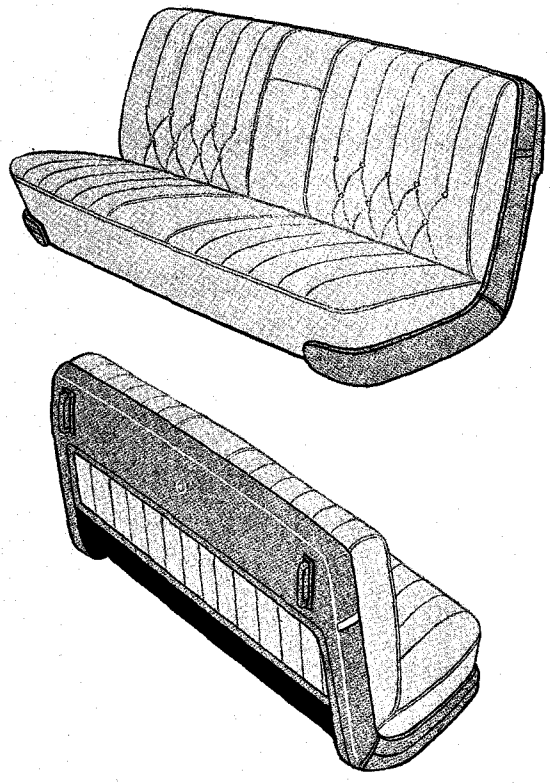
### Equipment, Standard and Optional

Refer to Equipment Chart on Pages A-9 and -10.

| INTERIOR DIMENSIONS | | |
|---|---|---|
| | Front | Rear |
| Head room | 39.1" | 38.0" |
| Shoulder room | 61.3" | 59.7" |
| Hip room | 63.6" | 62.4" |
| Leg room | 41.0" | 45.4" |
| Seat height | 12.0" | 14.2" |

| INTERIOR LAMPS | | |
|---|---|---|
| | SWITCHES | |
| LAMPS | Door Jambs | Other |
| Courtesy-inst. panel ends | X | Headlamp |
| Courtesy-rear quarter* and rear door | X | *Manual on rear of front seat back |
| Doors, red warning | X | |
| Map, on inst. panel | | Integral |
| Glove Box and Trunk | | Automatic |





## Fleetwood Sixty Special Sedan

CLOTH

VINYL

## FLEETWOOD SIXTY SPECIAL—FLEETWOOD BROUGHAM. Cloth with Leather Selections.

| CODES | SEATS | | | DOORS | | INSTRUMENT PANELS | | CARPETS |
|---|---|---|---|---|---|---|---|---|
| | INSERTS | BOLSTERS | FORMED FRONT SEAT BACK PANEL | INSERTS | ARMREST | TOP | LOWER | |
| | Nylon-Viscose Cloth | Center Section Non-perforated Leather • Cushion Facings Expanded Vinyl | Front Seat Wings • Laces • Headlining* • Head Rests • Assist Handles | Nylon-Viscose Cloth Same as Seat Inserts • Upper Doors Expanded Vinyl • Seat Belt Webbing • Moulded Vinyl Parts* | Top: Padded Vinyl • Side: Vinyl Covered • Door Pull | Radio Speaker Grilles • Climate Control Sensor Grilles • Rear Shelf • De-Fogger Grille | Steering Wheel • Control Lever Caps • Steering Column & Cover • Ash Trays & Glove Box Doors • Garnish Mouldings | Tropicana & Tamara Quality • Cowl Quarter Grille • Retractor Housing • Anchor Cover Retainer Button |
| 010 | Black Damascus | Black | | Black | | Black | Black | Black |
| 011 | Black Diplomat | Black | | Black | | Black | Black | Black |
| 025 | Dk. Blue Diplomat | Dk. Blue | | Dk. Blue | | Dk. Blue | Dk. Blue | Dk. Blue |
| 026 | Dk. Blue Damascus | Dk. Blue | | Dk. Blue | | Dk. Blue | Dk. Blue | Dk. Blue |
| 028 | Med. Aqua Damascus | Med. Aqua | | Med. Aqua | | Dk. Aqua | Med. Aqua | Med. Aqua |
| 029 | Dk. Aqua Diplomat | Dk. Aqua | | Dk. Aqua | | Dk. Aqua | Dk. Aqua | Dk. Aqua |
| 040 | Covert Damascus | Covert | | Covert[1] | | Dk. Covert | Covert | Covert |
| 044 | Med. Beige Diplomat | Med. Beige | | Med. Beige | | Dk. Beige | Med. Beige | Med. Beige |
| 049 | Maroon Diplomat | Maroon | | Maroon | | Maroon | Maroon | Maroon |

**Moulded Soft Vinyl Parts include:* Rearview Mirror Support Cover; Coat Hooks.

**Headlining:* Early Production—Taffeta Vinyl; Later Cars—Ascot Cloth.

1. Med. Fawn Moulded Vinyl Parts.

## FLEETWOOD SIXTY SPECIAL—FLEETWOOD BROUGHAM. All Cloth Selections with Embroidered Back Rests.

| CODES | SEATS | | | DOORS | | INSTRUMENT PANELS | | CARPETS |
|---|---|---|---|---|---|---|---|---|
| | INSERTS | BOLSTERS | FORMED FRONT SEAT BACK PANEL | INSERTS | ARMREST | TOP | LOWER | |
| | Nylon-Viscose Devonshire Cloth | Nylon-Viscose Devonshire Cloth • Also—Cushion Facings | Front Seat Wings • Laces • Headlining* • Head Rests • Assist Handles | Nylon-Viscose Devonshire Cloth Same as Seat Inserts • Upper Doors Expanded Vinyl • Seat Belt Webbing • Moulded Vinyl Parts* | Top: Padded Vinyl • Side: Vinyl Covered • Door Pull | Radio Speaker Grilles • Climate Control Sensor Grilles • Rear Shelf • De-Fogger Grille | Steering Wheel • Control Lever Caps • Steering Column & Cover • Ash Trays & Glove Box Doors • Garnish Mouldings | Tropicana & Tamara Quality • Cowl Quarter Grille • Retractor Housing • Anchor Cover Retainer Button |
| 016 | Lt. Gray | | Lt. Gray | Lt. Gray | | Dk. Gray | Lt. Gray | Med. Gray |
| 021 | Med. Blue | | Med. Blue | Med. Blue | | Dk. Blue | Med. Blue | Med. Blue |
| 030 | Med. Green | | Med. Green | Med. Green[1] | | Dk. Green | Med. Green | Med. Green |
| 043 | Med. Beige | | Med. Beige | Med. Beige | | Dk. Beige | Med. Beige | Med. Beige |

**Moulded Soft Vinyl Parts Include:* Rearview Mirror Support Cover; Coat Hooks.

**Headlining:* Early Production—Taffeta Vinyl; Later Cars—Ascot Cloth.

1. Dk. Green Moulded Vinyl Parts.

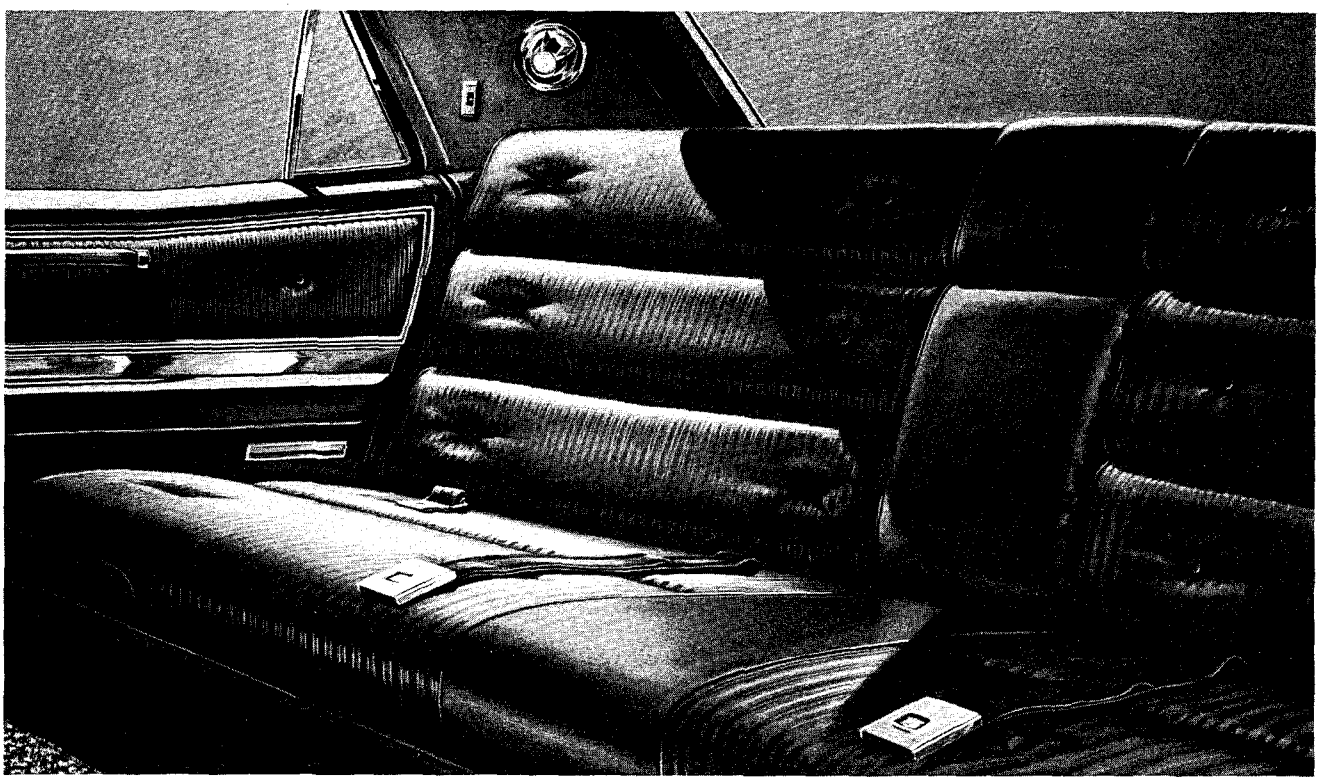
## FLEETWOOD SIXTY SPECIAL—FLEETWOOD BROUGHAM. Leather Options at Extra Charge.

| CODES | SEATS | | | DOORS | | INSTRUMENT PANELS | | CARPETS |
|---|---|---|---|---|---|---|---|---|
| | LEATHER | | FORMED FRONT SEAT BACK PANEL | | | | | |
| | INSERTS | BOLSTERS | | INSERTS | ARMREST | TOP | LOWER | |
| | Non-perforated Leather | Center Section Non-perforated Leather • Cushion Facings Expanded Vinyl | Front Seat Wings • Laces • Headlining* • Head Rests • Assist Handles | Non-perforated Leather • Upper Doors—Expanded Vinyl • Seat Belt Webbing • Moulded Vinyl Parts* | Top: Padded Vinyl • Side: Vinyl Covered • Door Pull | Radio Speaker Grilles • Climate Control Sensor Grilles • Rear Shelf • De-Fogger Grille | Steering Wheel • Control Lever Caps • Steering Column & Cover • Ash Tray & Glove Box Doors • Garnish Mouldings | Tropicana & Tamara Quality • Cowl Quarter Grille • Retractor Housing • Anchor Cover Retainer Button |
| 051 | Black | | Black | Black | | Black | Black | Black |
| 052 | White | | White | White[1] | | Black | Black[3] | Black |
| 060 | Med. Blue | | Med. Blue | Med. Blue | | Dk. Blue | Med. Blue | Med. Blue |
| 071 | Dk. Green | | Dk. Green | Dk. Green | | Dk. Green | Dk. Green | Dk. Green |
| 082 | Sandalwood | | Sandalwood | Sandalwood[2] | | Dk. Beige | Sandalwood | Med. Beige |
| 085 | Antique Saddle | | Antique Saddle | Antique Saddle | | Dk. Beige | Antique Saddle | Med. Saddle |
| 088 | Red | | Red | Red | | Dk. Red | Red | Dk. Red |
| 089 | Maroon | | Maroon | Maroon | | Maroon | Maroon | Maroon |

**Moulded Soft Vinyl Parts include:* Rearview Mirror Support Cover; Coat Hooks.

**Headlining:* Early Production—Corded Vinyl; Later Cars —Taffeta Vinyl.

1. Black Seat Belts.
2. Parchment Moulded Vinyl Parts.
3. Garnish Moldings White.



## FLEETWOOD BROUGHAM

### Upholstery Styling

Fabric and leather, as shown above, or leather are fashioned in horizontal pillow and button styling. Fabric selections (Devonshire cloth) are tailored in wide piping with finely embroidered vertical panels on the upper seat backs and a comfort-contoured lower seat back formed by two rows of recessed buttons (see Page C-29).

### Seat Styling

Bench type seats with straight-across, stationary backrests and a folding center armrest, front and rear.

### Additional Leather Choices

In addition to the leather selections on the opposite page, certain colors are available on special order at extra cost. Refer to the Special Order and Price sections for availability and price.

### Padded Vinyl Roof

Provided as standard on the Brougham, the Padded Vinyl Roof with Brougham name on upper quarter panels adds individual distinction, can provide two-tone exterior appearance and further isolates sound from the car interior.

### Padded Roof Colors

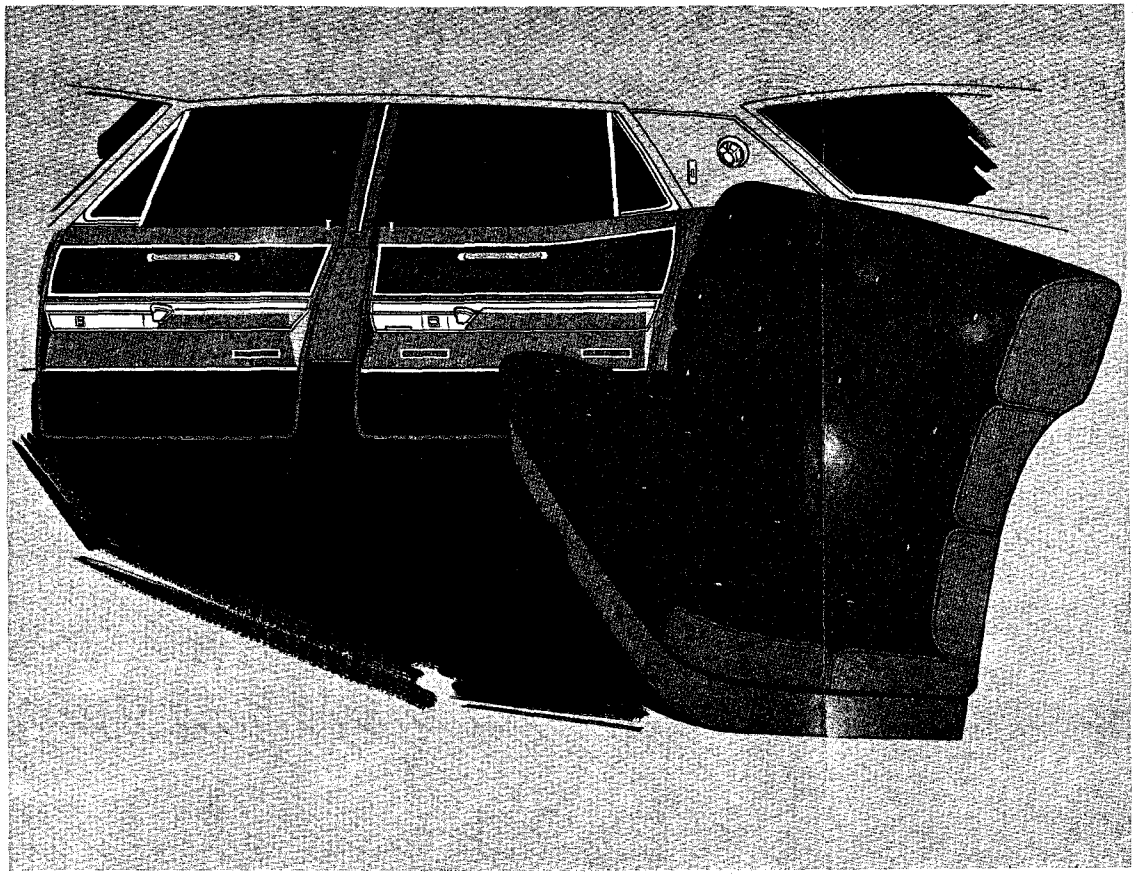
Code: 1. White 2. Black 3. Medium Blue 5. Dark Brown 6. Sandalwood

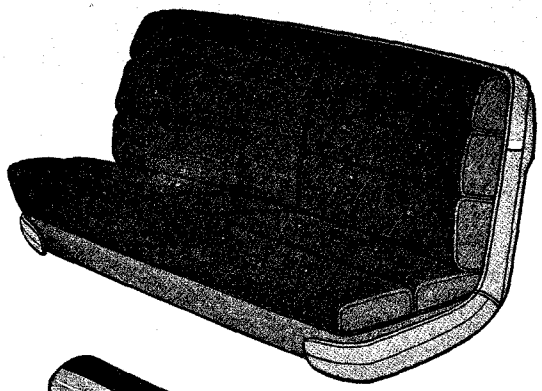
### Equipment, Standard and Optional

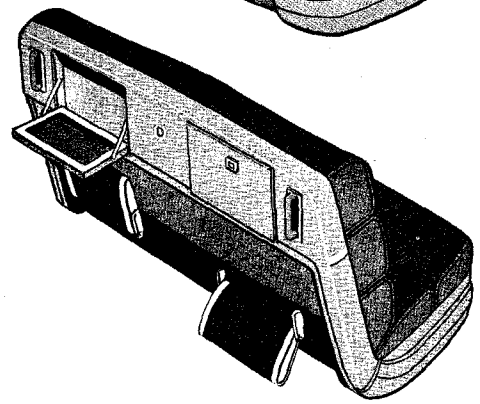
Refer to Equipment Chart on Pages A-9 and -10.

| INTERIOR DIMENSIONS | | |
|---|---|---|
| | Front | Rear |
| Head room | 39.1" | 38.0" |
| Shoulder room | 61.3" | 59.7" |
| Hip room | 63.6" | 62.4" |
| Leg room | 40.0" | 45.4" |
| Seat height | 12.0" | 14.2" |

| INTERIOR LAMPS | | |
|---|---|---|
| | SWITCHES | |
| LAMPS | Door Jambs | Other |
| Courtesy-Inst. panel ends | X | Headlamp |
| Courtesy-rear quarter* and rear door | X | |
| Doors, red warning | X | |
| Map, on inst. panel | | Integral |
| Glove Box and Trunk | | Automatic |
| Reading Spots, swivel | X | Rear quarter trim panels |
| Seat Back Trays | | Automatic |







## Fleetwood Brougham

VINYL

NON-PERFORATED LEATHER

## FLEETWOOD SIXTY SPECIAL—FLEETWOOD BROUGHAM. Cloth with Leather Selections.

| CODES | SEATS | | | DOORS | | INSTRUMENT PANELS | | CARPETS |
|---|---|---|---|---|---|---|---|---|
| | INSERTS | BOLSTERS | FORMED FRONT SEAT BACK PANEL | INSERTS | ARMREST | TOP | LOWER | |
| | Nylon-Viscose Cloth | Center Section Non-perforated Leather • Cushion Facings Expanded Vinyl | Front Seat Wings • Laces • Headlining* • Head Rests • Assist Handles | Nylon-Viscose Cloth Same as Seat Inserts • Upper Doors Expanded Vinyl • Seat Belt Webbing • Moulded Vinyl Parts* | Top: Padded Vinyl • Side: Vinyl Covered • Door Pull | Radio Speaker Grilles • Climate Control Sensor Grilles • Rear Shelf • De-Fogger Grille | Steering Wheel • Control Lever Caps • Steering Column & Cover • Ash Trays & Glove Box Doors • Garnish Mouldings | Tropicana & Tamara Quality • Cowl Quarter Grille • Retractor Housing • Anchor Cover Retainer Button |
| 010 | Black Damascus | Black | | Black | | Black | Black | Black |
| 011 | Black Diplomat | Black | | Black | | Black | Black | Black |
| 025 | Dk. Blue Diplomat | Dk. Blue | | Dk. Blue | | Dk. Blue | Dk. Blue | Dk. Blue |
| 026 | Dk. Blue Damascus | Dk. Blue | | Dk. Blue | | Dk. Blue | Dk. Blue | Dk. Blue |
| 028 | Med. Aqua Damascus | Med. Aqua | | Med. Aqua | | Dk. Aqua | Med. Aqua | Med Aqua |
| 029 | Dk. Aqua Diplomat | Dk. Aqua | | Dk. Aqua | | Dk. Aqua | Dk. Aqua | Dk. Aqua |
| 040 | Covert Damascus | Covert | | Covert[1] | | Dk. Covert | Covert | Covert |
| 044 | Med. Beige Diplomat | Med. Beige | | Med. Beige | | Dk. Beige | Med. Beige | Med. Beige |
| 049 | Maroon Diplomat | Maroon | | Maroon | | Maroon | Maroon | Maroon |

**Moulded Soft Vinyl Parts include:* Rearview Mirror Support Cover; Coat Hooks.

**Headlining:* Early Production—Taffeta Vinyl; Later Cars—Ascot Cloth.

1. Med. Fawn Moulded Vinyl Parts.

**FLEETWOOD SIXTY SPECIAL—FLEETWOOD BROUGHAM. All Cloth Selections with Embroidered Back Rests.**

| CODES | SEATS | | | DOORS | | INSTRUMENT PANELS | | CARPETS |
|---|---|---|---|---|---|---|---|---|
| | INSERTS | BOLSTERS | FORMED FRONT SEAT BACK PANEL | INSERTS | ARMREST | TOP | LOWER | |
| | Nylon-Viscose Devonshire Cloth | Nylon-Viscose Devonshire Cloth • Also—Cushion Facings | Front Seat Wings • Laces • Headlining* • Head Rests • Assist Handles | Nylon-Viscose Devonshire Cloth Same as Seat Inserts • Upper Doors Expanded Vinyl • Seat Belt Webbing • Moulded Vinyl Parts* | Top: Padded Vinyl • Side: Vinyl Covered • Door Pull | Radio Speaker Grilles • Climate Control Sensor Grilles • Rear Shelf • De-Fogger Grille | Steering Wheel • Control Lever Caps • Steering Column & Cover • Ash Trays & Glove Box Doors • Garnish Mouldings | Tropicana & Tamara Quality • Cowl Quarter Grille • Retractor Housing • Anchor Cover Retainer Button |
| 016 | Lt. Gray | | Lt. Gray | Lt. Gray | | Dk. Gray | Lt. Gray | Med. Gray |
| 021 | Med. Blue | | Med. Blue | Med. Blue | | Dk. Blue | Med. Blue | Med. Blue |
| 030 | Med. Green | | Med. Green | Med. Green[1] | | Dk. Green | Med. Green | Med. Green |
| 043 | Med. Beige | | Med. Beige | Med. Beige | | Dk. Beige | Med. Beige | Med. Beige |

**Moulded Soft Vinyl Parts include:* Rearview Mirror Support Cover; Coat Hooks.

**Headlining:* Early Production—Taffeta Vinyl; Later Cars—Ascot Cloth.

1. Dk. Green Moulded Vinyl Parts.

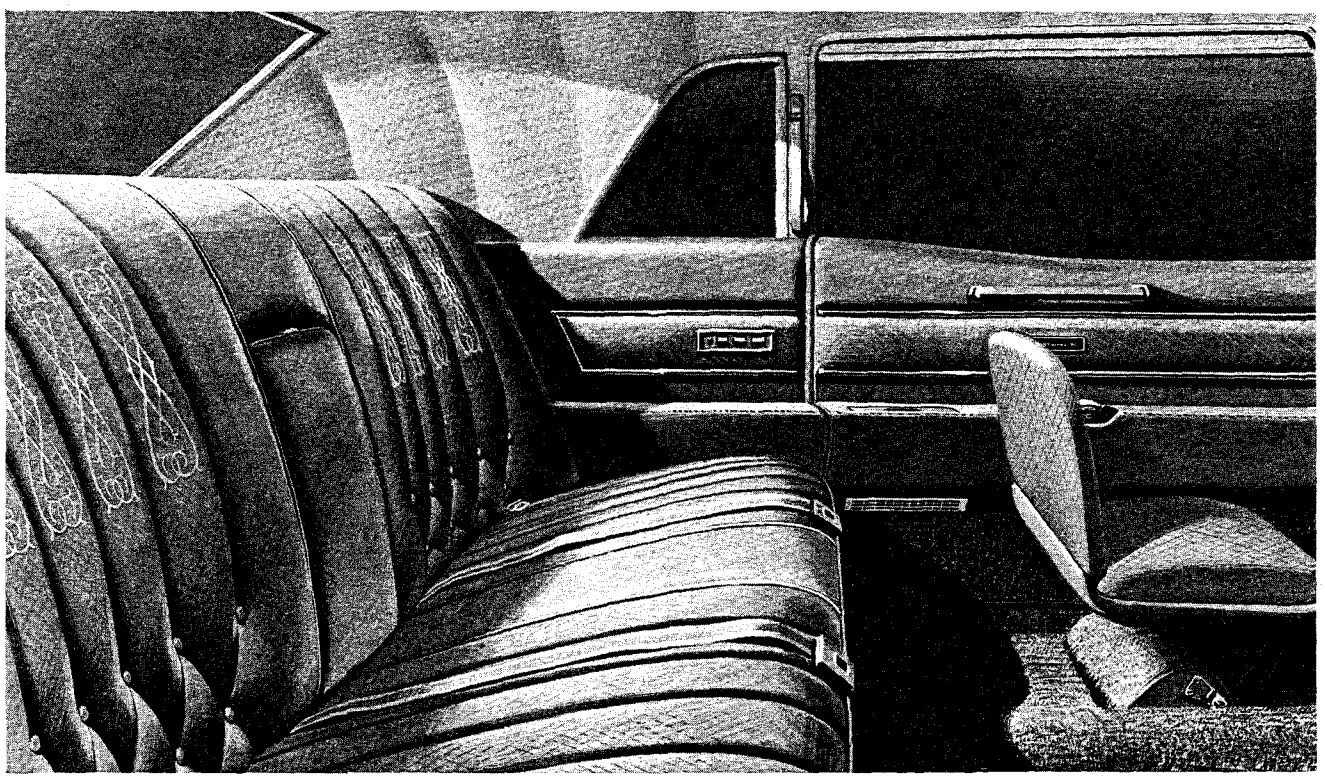
## FLEETWOOD SIXTY SPECIAL—FLEETWOOD BROUGHAM. Leather Options at Extra Charge.

| CODES | SEATS | | | DOORS | | INSTRUMENT PANELS | | CARPETS |
|---|---|---|---|---|---|---|---|---|
| | LEATHER | | FORMED FRONT SEAT BACK PANEL | INSERTS | ARMREST | TOP | LOWER | |
| | INSERTS | BOLSTERS | | | | | | |
| | Non-perforated Leather | Center Section Non-perforated Leather • Cushion Facings Expanded Vinyl | Front Seat Wings • Laces • Headlining* • Head Rests • Assist Handles | Non-perforated Leather • Upper Doors: Expanded Vinyl • Seat Belt Webbing • Moulded Vinyl Parts* | Top: Padded Vinyl • Side: Vinyl Covered • Door Pull | Radio Speaker Grilles • Climate Control Sensor Grilles • Rear Shelf • De-Fogger Grille | Steering Wheel • Control Lever Caps • Steering Column & Cover • Ash Tray & Glove Box Doors • Garnish Mouldings | Tropicana & Tamara Quality • Cowl Quarter Grille • Retractor Housing • Anchor Cover Retainer Button |
| 051 | Black | | Black | Black | | Black | Black | Black |
| 052 | White | | White | White[1] | | Black | Black[3] | Black |
| 060 | Med. Blue | | Med. Blue | Med. Blue | | Dk. Blue | Med. Blue | Med. Blue |
| 071 | Dk. Green | | Dk. Green | Dk. Green | | Dk. Green | Dk. Green | Dk. Green |
| 082 | Sandalwood | | Sandalwood | Sandalwood[2] | | Dk. Beige | Sandalwood | Med. Beige |
| 085 | Antique Saddle | | Antique Saddle | Antique Saddle | | Dk. Beige | Antique Saddle | Med. Saddle |
| 088 | Red | | Red | Red | | Dk. Red | Red | Dk. Red |
| 089 | Maroon | | Maroon | Maroon | | Maroon | Maroon | Maroon |

**Moulded Soft Vinyl Parts include:* Rearview Mirror Support Cover; Coat Hooks.

**Headlining:* Early Production—Corded Vinyl; Later Cars —Taffetta Vinyl.

1. Black Seat Belts.
2. Parchment Moulded Vinyl Parts.
3. Garnish Moldings White.



## FLEETWOOD SEVENTY-FIVE SEDAN

### Upholstery Styling

Devonshire cloth selections as shown above, are fashioned in wide piping with the upper area of the seat backs elegantly embroidered and the lower seat back area comfort-contoured with two rows of deeply recessed buttons. Fabric and leather combinations and Decordo cloth are tailored in horizontal pillow and button style as shown on previous Page C-27. Front compartment of the Limousine has leather upholstery in 2-inch piped styling (see Page C-31).

### Seat Styling

Bench type with straight-across, stationary seat backs and folding center armrests front and rear on 9-passenger sedan.

Limousine (see next page), has bench seat styling but without front seat center armrest and has a power-operated division glass between the front and rear compartments.

### Auxiliary Seats

Two auxiliary seats are provided in the rear compartment. They fold into a recess in the rear of the front seat back when not in use.

### Padded Vinyl Roof

Available at extra cost, the Padded Vinyl Roof adds individual distinction, can provide two-tone exterior appearance and further isolates sound from the car interior.

### Padded Roof Colors

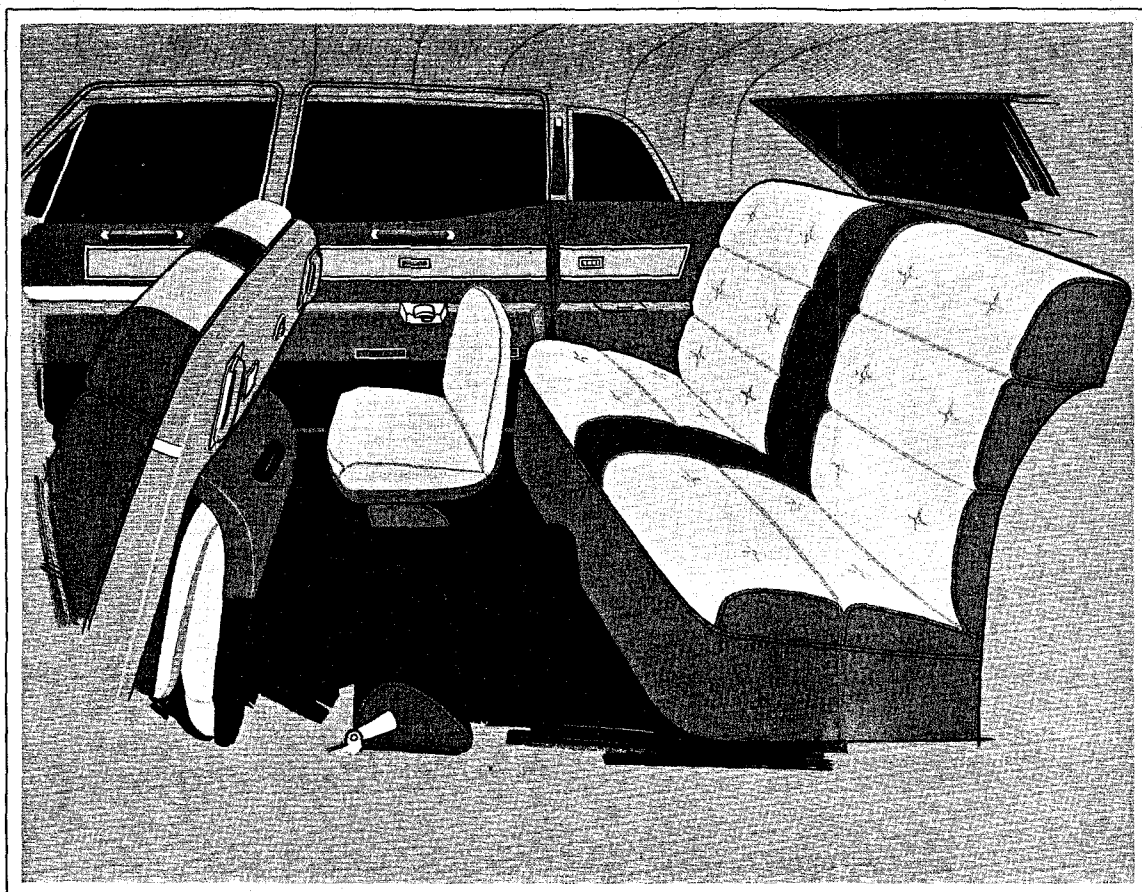
Code: 1. White 2. Black 3. Medium Blue 5. Dark Brown 6. Sandalwood

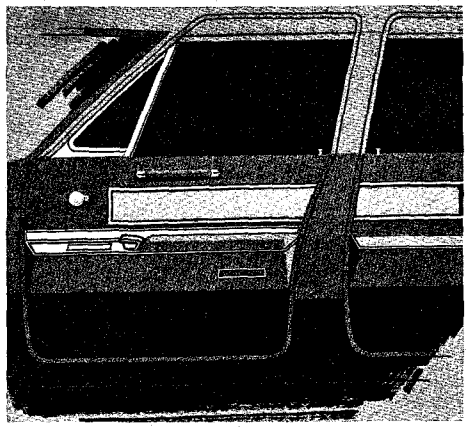
### Equipment, Standard and Optional

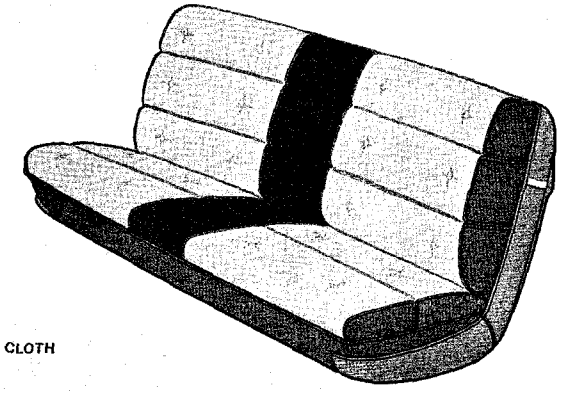
Refer to Equipment Chart on Pages A-9 and -10. See Landau Roof illustration on Page C-7 and Page C-33.

| INTERIOR DIMENSIONS | | |
|---|---|---|
| | Front | Rear |
| Head room | 40.5″ | 38.4″ |
| Shoulder room | 61.9″ | 59.4″ |
| Hip room | 63.6″ | 57.7″ |
| Leg room | 40.4″ | — |
| Seat height | 11.5″ | 12.8″ |

| INTERIOR LAMPS | | |
|---|---|---|
| | SWITCHES | |
| LAMPS | Door Jambs | Other |
| Courtesy-Inst. panel ends | X | Headlamp |
| Courtesy rear door | X | |
| Reading Spot, on A/C roof grilles | X | Rear quarter trim panels |
| Doors, red warning | X | |
| Map, on inst. panel | | Integral |







## Fleetwood Seventy-Five Sedan

CLOTH

VINYL

NON-PERFORATED LEATHER

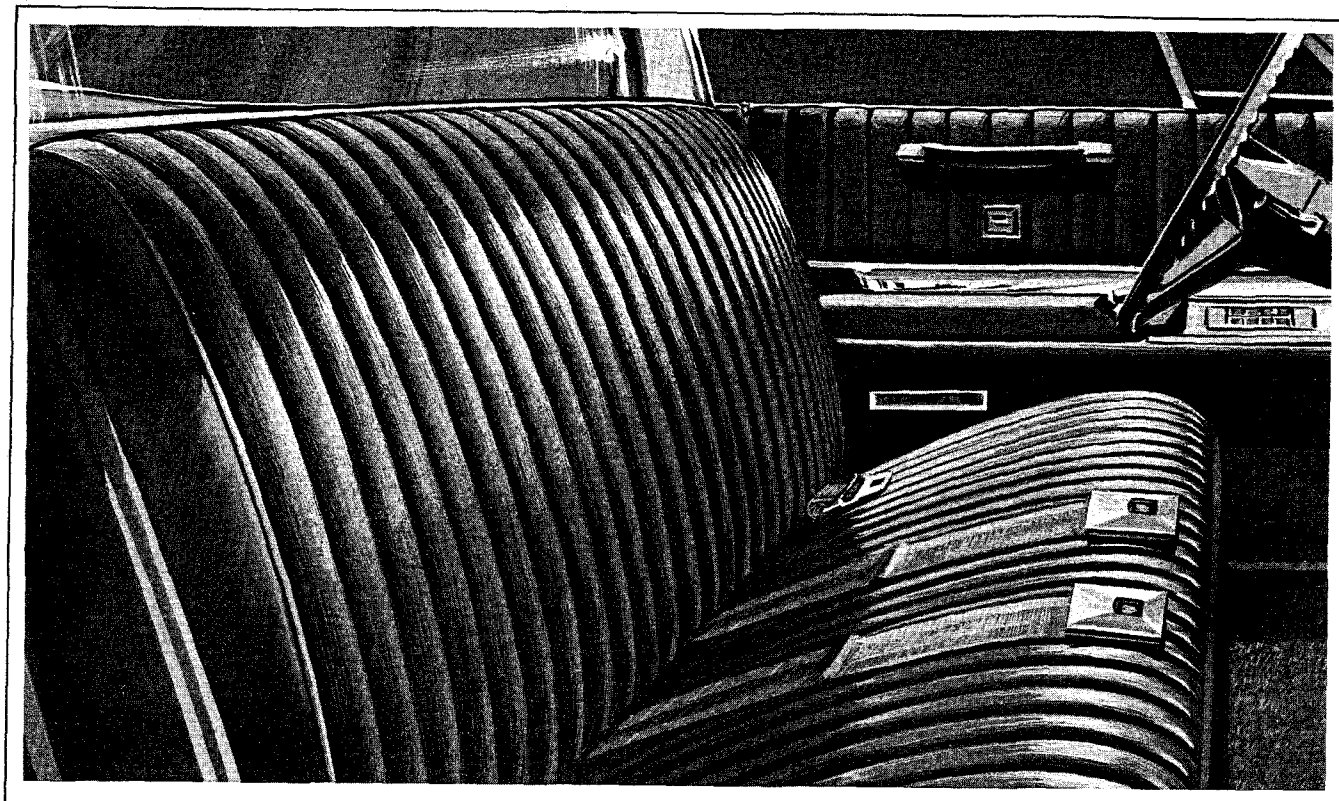
## FLEETWOOD SEVENTY-FIVE SEDAN

| CODES | SEATS | | | DOORS | | INSTRUMENT PANELS | | CARPETS |
|---|---|---|---|---|---|---|---|---|
| | INSERTS | CENTER SECTION | FORMED FRONT SEAT BACK PANEL | INSERTS | ARMREST | TOP | LOWER | |
| C O D E S | Nylon-Viscose Cloth | Nylon-Viscose Cloth or Non-perforated Leather • Cushion Facings—Expanded Vinyl or Cloth • Seaming Laces | Rear Side Arm Rests—Top & Side: Expanded Vinyl • Headlining* • Head Rests • Assist Handles • A/C Outlets in Headlining | Nylon-Viscose Cloth—Same as Seat Inserts • Seat Belt Webbing • Moulded Vinyl Parts* • Windlace • Door Header Lace | Front—Coated Fabric | Radio Speaker Grilles • Climate Control Sensor Grilles • Rear Shelf | Steering Wheel • Control Lever Caps • Steering Column & Cover • Ash Tray & Glove Box Doors • Garnish Mouldings | Tropicana & Tamara Quality • Retractor Housing • Anchor Cover Retainer Button • Foot Rests • Carpet Binding |
| 716 | Lt. Gray Devonshire | Lt. Gray Devonshire | Lt. Gray | Lt. Gray | | Dk. Gray | Lt. Gray | Med. Gray |
| 719 | Med. Gray Decordo | Med. Gray Decordo | Med. Gray[1] | Med. Gray[2] | | Dk. Gray | Med. Gray | Med. Gray |
| 721 | Med. Blue Devonshire | Med. Blue Devonshire | Med. Blue | Med. Blue | | Dk. Blue | Med. Blue | Med. Blue |
| 726 | Dk. Blue Damascus | Dk. Blue Leather | Dk. Blue | Dk. Blue | | Dk. Blue | Dk. Blue | Dk. Blue |
| 743 | Med. Beige Devonshire | Med. Beige Devonshire | Med. Beige | Med. Beige | | Dk. Beige | Med. Beige | Med. Beige |

**Moulded Soft Vinyl Parts include:* Rearview Mirror Support Cover; I.C.V. Regulator Knobs.

**Headlining:* Code 719 Early Production Lt. Gray Corded Vinyl; Later Cars Taffeta Vinyl.
All Others—Early Production Taffeta Vinyl; Later Cars—Ascot Cloth.

1. Lt. Gray Headlining
2. Lt. Gray Seat Belts & Moulded Vinyl Parts



## FLEETWOOD SEVENTY-FIVE LIMOUSINE

### Upholstery Styling

Chauffeur compartment is fashioned in 2-inch piping of leather selections listed on opposite page. The rear compartment with fabric and leather or Decordo cloth is styled in horizontal pillow and button style. Devonshire fabric selections are tailored in wide piping with upper seat backs finely embroidered and the lower seat back area contoured for maximum comfort with two rows of deeply recessed buttons.

### Seat Styling

Bench type with straight-across, stationary seat backs with a folding center armrest in the rear compartment.

### Division Glass

Dividing the front and rear compartments is a division glass, power operated, which may be raised or lowered by controls on the right rear quarter trim panel.

### Auxiliary Seats

Two auxiliary seats in the rear compartment may be folded forward into recesses in the rear of the front seat back.

### Padded Vinyl Roof

Available at extra cost, the Padded Vinyl Roof adds individual distinction, can provide two-tone exterior appearance and further isolates sound from the car interior.

### Padded Roof Colors

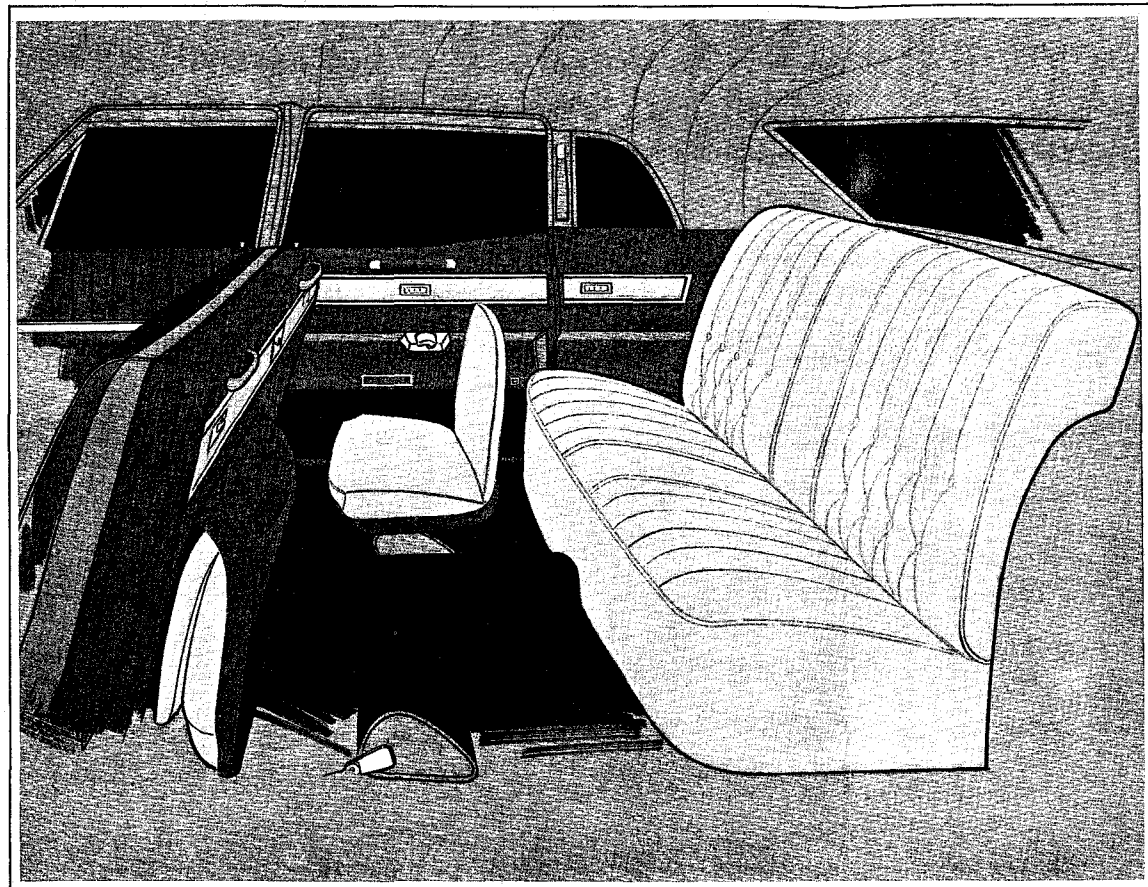
Code: 1. White 2. Black 3. Medium Blue 5. Dark Brown 6. Sandalwood

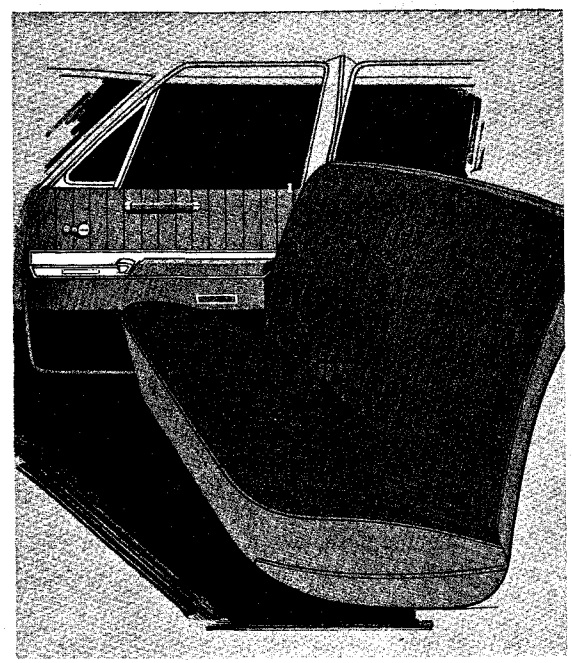
### Equipment, Standard and Optional

See Landau Roof illustration on Page C-7 and information on next page. Refer to complete Equipment Chart on Pages A-9 and -10.

| INTERIOR DIMENSIONS | | |
|---|---|---|
| | Front | Rear |
| Head room | 40.5" | 38.4" |
| Shoulder room | 61.9" | 59.4" |
| Hip room | 63.6" | 57.7" |
| Leg room | 40.4" | — |
| Seat height | 11.8" | 12.8" |

| INTERIOR LAMPS | | |
|---|---|---|
| | SWITCHES | |
| LAMPS | Door Jambs | Other |
| Courtesy-Inst. panel ends | X | Headlamp |
| Courtesy-rear door | X (Rear) | |
| Reading Spot, on A/C roof grilles | X (Rear) | Rear quarter trim panels |
| Door, Front, red warning | X | |
| Map, on inst. panel | | Integral |
| Map, Spot, on header | | Integral |





## Fleetwood Seventy-Five Limousine

CLOTH

VINYL

NON-PERFORATED LEATHER

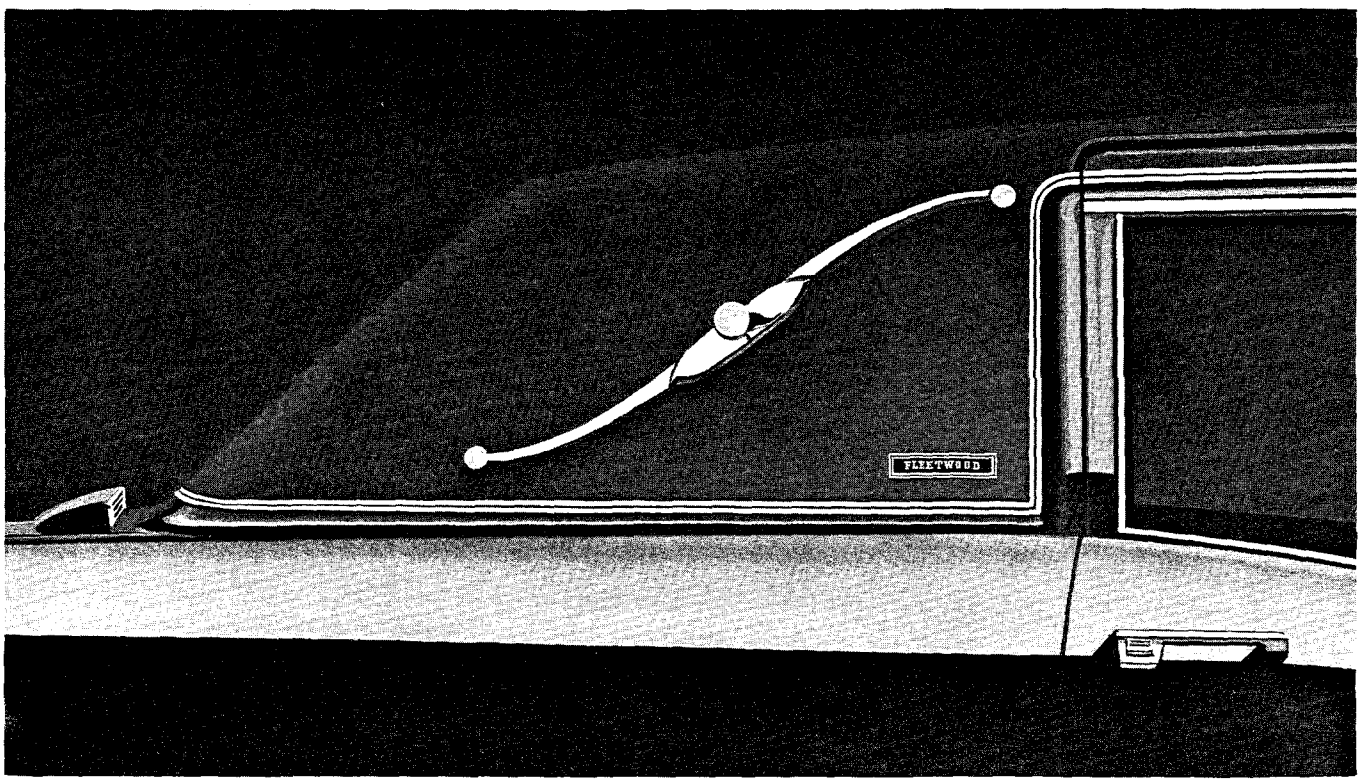
## FLEETWOOD SEVENTY-FIVE LIMOUSINE

| | SEATS | | | DOORS | | INSTRUMENT PANELS | | CARPETS |
|---|---|---|---|---|---|---|---|---|
| CODES | FRONT<br><br>Non-perforated Leather—2" Pleats • Cushion Facing—Expanded Vinyl • Wings & Side Panels—Coated Fabric • Head Rests | REAR<br><br>Nylon-Viscose Cloth Inserts • Nylon-Viscose Cloth or Leather Center Section • Cushion Facings Expanded Vinyl or Cloth | FORMED FRONT SEAT BACK PANEL<br><br>Nylon-Viscose Cloth Inserts Same as Rear Seat Inserts • Rear Quarter Side Arm Rest • Headlining* • Garnish Mouldings | FRONT<br><br>Upper Doors—Expanded Vinyl • Arm Rests—Top & Side Coated Fabric • Seat Belt Webbing • Moulded Vinyl Parts* | REAR<br><br>Upper Doors—Expanded Vinyl • Nylon-Viscose Cloth Inserts Same as Rear Seat Inserts • Arm Rests Top & Side—Expanded Vinyl | TOP<br><br>Radio Speaker Grilles • Climate Control Sensor Grilles | LOWER<br><br>Steering Wheel • Control Lever Caps • Steering Column & Cover • Ash Tray & Glove Box Doors | Tropicana & Tamara Quality • Retractor Housing |
| 716 | Black | Lt. Gray Devonshire | Lt. Gray | Black | Lt. Gray | Black | Black | Med. Gray[4] |
| 719 | Black | Med. Gray Decordo | Med. Gray[3] | Black | Med. Gray | Black | Black | Med. Gray[4] |
| 721 | Black | Med. Blue Devonshire | Med. Blue | Black | Med. Blue | Black | Black | Med. Blue[4] |
| 726 | Black | Dk. Blue[2] Damascus | Dk. Blue | Black | Dk. Blue | Black | Black | Dk. Blue[4] |
| 743 | Black | Med. Beige Devonshire | Med. Beige | Black | Med. Beige | Black | Black | Med. Beige[4] |
| 716G | Lt. Gray | Lt. Gray Devonshire | Lt. Gray | Lt. Gray | Lt. Gray | Dk. Gray | Lt. Gray | Med. Gray |
| 719G | Lt. Gray | Med. Gray Decordo | Med. Gray[3] | Lt. Gray | Med. Gray | Dk. Gray | Lt. Gray | Med. Gray |
| 721M | Dk. Blue | Med. Blue Devonshire | Med. Blue | Dk. Blue[1] | Med. Blue | Dk. Blue | Dk. Blue | Dk. Blue—Frt. Med. Blue—Rr. |
| 726M | Dk. Blue | Dk. Blue[2] Damascus | Dk. Blue | Dk. Blue | Dk. Blue | Dk. Blue | Dk. Blue | Dk. Blue |
| 743F | Med. Beige | Med. Beige Devonshire | Med. Beige | Med. Beige | Med. Beige | Dk. Beige | Med. Beige | Med. Beige |

**Moulded Soft Vinyl Parts include:* Rearview Mirror Support Cover; I.C.V. Regulator Knobs.

**Headlining:* Codes 719 & 719G—Early Production Lt. Gray Corded Vinyl; Later Cars Taffeta Vinyl.
All Others—Early Production Taffeta Vinyl; Later Cars—Ascot Cloth.

1. Med. Blue Moulded Vinyl Parts
2. Dark Blue Leather Center Section
3. Lt. Gray Headlining
4. Black Carpet in Front Compartment




## LANDAU ROOF OPTION
## FLEETWOOD SEVENTY-FIVE SEDAN AND LIMOUSINE

### Landau Roof

The distinctive Fleetwood styling attains an ultimate elegance when a Landau Roof is added to either of the Seventy-Five body styles.

### New Landau Bows

An attractive slim Landau Bow fully chrome finished has been newly designed for the padded, vinyl-covered Landau Roof for 1967. The arms are in bright metal and a circular brushed finish is on the center pivot section and the two end studs.

### New Rear Window

A departure from convention is the reduction of the rear window size which adds to rear compartment privacy. This window has a new rectangular or trapezoid shape instead of rounded four corners.

### Options

The following options are also available:

1. Omit the Landau Bows.
2. Shape the small rear window with rounded corners.
3. Retain the regular rear window size.

### Exterior Ornamentation

A Fleetwood plaque on the upper rear quarters of the vinyl covered, padded roof and the wreath and crest on the lower rear quarter panels are included with the Landau option.

### Padded Roof Only

A padded roof with standard rear and quarter windows is also available.




# Special Orders


| SUBJECT | PAGE |
|---|---|
| ADVANCE PROCUREMENT REQUESTS | D-11 |
| INTERIOR NOMENCLATURE AND TERMINOLOGY | D-13 & 14 |
| LIMOUSINE-TYPE DIVISION GLASS IN BROUGHAM | D-10 |
| SPECIAL CARPETS | D-8 |
| SPECIAL CLOTHS | |
| All Cloth Upholstery | D-6 |
| Bucket Seats in Cloth | D-9 |
| Cloth Front Compartment in Limousine | D-9 |
| Decordo Cloth in Brougham and Sixty Special | D-8 |
| Eldorado Cloth in DeVilles | D-6 |
| For Eldorado (from other body styles) | D-6 |
| Non-standard Upholstery in Seventy-Fives | D-11 |
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| SPECIAL COLORS (EXTERIOR) | |
| "Fire-Frost" Colors | D-12 |
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| SPECIAL LEATHER | |
| Available Colors | D-3 |
| Bucket Seats | D-9 |
| Bucket Seats, in Brougham and Sixty Special | D-9 |
| Front Compartment on Brougham and Sixty Special | D-10 |
| General Information | D-2 |
| In the Brougham and Sixty Special | D-5 |
| In the DeVilles | D-4 |
| In the Eldorado | D-5 |
| Maximum Leather | D-5 |
| Non-perforated Leather | D-4 |
| Seats Only in White Leather | D-7 |
| Two-tone Combinations | D-7 |
| With Cloth Seat Inserts on Eldorado | D-5 |
| SPECIAL TOP BOOTS (CONVERTIBLE) | D-4 |
| SPECIAL VINYL COLORS (CALAIS SERIES) | D-6 |

## *Special Leather*

### 15 Leather Options
Leather upholstery is available as a production option or on special order for all body styles except the Calais series on which it is not available.

Please refer to chart on the next page for a list of the fifteen standard and special leather colors.

### Price Schedule for Special Orders
On the leather chart the shaded spaces represent colors that may be special ordered. Manufacturer's Suggested Retail Prices, which will be furnished later, may be filled in these spaces.

### Standard Leather
The colors that are marked STD indicate they are a regular production option and the M.S.R. Price will be nominal.

### Perforated Leather
A Kashmir pattern perforated leather is used in the insert sections of the seats in De Ville and Eldorado cars. The center or bolster areas will be in plain Mill grain leather.

### Non-Perforated Leather
On a special order any leather may be specified to be non-perforated in a De Ville or Eldorado body style.

### Leather in Sixty Special and Brougham
The leather is non-perforated on the entire seat in the Fleetwood Sixty Special or Brougham. Although perforated leather is not recommended on these two styles, it can be supplied on a special order.

### Maximum Leather
In upholstery classified as leather, some components such as cushion skirt, sides of back, front seat back panel, etc., are vinyl. Leather may be substituted in these areas by marking MAXIMUM LEATHER on the order. An M.S.R. Price Schedule which is higher than the special leather prices applies to such "Maximum Leather" orders.

### Code Numbers
The first digit of upholstery code numbers designates the car series.

0 Sixty Special and Brougham
2 Calais
3 De Ville
4 Eldorado

The last two numbers represent the color. For example, 351 is Black leather in a De Ville, 051, in a Sixty Special or Brougham.

To conserve space, chart on the next page lists only De Ville or Eldorado leather upholstery code numbers.

### Trim Styles in De Ville and Eldorado
Leather upholstery style is the same as the cloth combination in De Ville and Eldorado cars.

### Sixty Special and Brougham
The Fleetwood Sixty Special and Brougham have two trim styles. (See pages C-25, -27, -29.) When leather is ordered, pillow and button style will be used as shown on page C-27.

### Trim Styles Are Not Interchangeable
The styles of upholstery are not interchangeable between series.

When an upholstery material of one series is ordered for another series, the trim style will remain that of the body style into which it is being installed and not that from which it is taken. e.g., Fleetwood upholstery material ordered in a style 68349 will be in the De Ville four biscuit and button method and not in the pillow and button styling of the Sixty Special.

### Where to Find Non-Standard Leather Samples
Leather code numbers 356, 370 and 384 are not in the regular leather section of the upholstery book. They may be found with the cloth samples.

## *Leather*

| COLORS | CODES* | DE VILLE | | FLEETWOOD | |
|---|---|---|---|---|---|
| | | Convertible F | Coupe J<br>Hardtop B<br>Sedan L | Eldorado H | 60 Special M<br>Brougham P |
| Black | 351 | N/C | STD | STD | STD |
| White—Black Carpet | 352 | N/C | STD | STD | STD |
| White—Blue Carpet | 353 | N/C | STD | | |
| White—Red Carpet | 354 | N/C | STD | | |
| White—Aqua Carpet | 355 | N/C | STD | | |
| Lt. Gray | 356 | | | N/A | |
| Med. Blue | 360 | N/C | STD | N/A | STD |
| Dk. Blue | 466 | | | STD | |
| Med. Aqua | 368 | N/C | | N/A | |
| Dk. Aqua | 469 | | | STD | |
| Med. Green | 370 | | | N/A | |
| Dk. Green | 371 | N/C | | STD | STD |
| Covert | 380 | N/C | | | |
| Sandalwood | 382 | N/C | STD | STD | STD |
| Med. Beige | 384 | | | | |
| Antique Saddle | 385 | N/C | STD | STD | STD |
| Red | 388 | N/C | STD | STD | STD |
| Maroon | 389 | N/C | | STD | STD |

## *Legend*

| | | | |
|---|---|---|---|
| N/C | No Charge | STD | Standard Option—Extra Charge |
| N/A | Not Available | | Special Order—Extra Charge |

**TRIM CODES: De Ville start with 3, Eldorado 4, Sixty Special and Brougham 0.*

## *Special Leather in De Ville*

**Coupe Seats with Leather on Sedans**
Coupe type front seats are used in both De Ville four-door styles B and L when upholstered in leather.

This Coupe type seat does not include assist handles on the back side and Coupe seat back latches are omitted since the backrests are anchored and do not tilt forward in four-door types as they do in two-door styles.

**Note 000C in Trim Space**
The 000C code in the TRIM space indicates that although the car is a four-door Sedan, the front seat will be a "Coupe Type" which has individual backrests.

**Omit "C" on Coupe Orders**
On Coupe orders omit the letter C from the 000 in the TRIM space. This is because a Coupe seat is standard in all two-door cars.

**Sedan Seat Backrest Optional**
On special leather upholstery orders, a Sedan bench type seat with a "straight-across" backrest may be specified on blank space in Special Features section of the wholesale order form if assist handles on the back side are desired.

**Extra Copy Needed**
A copy of all special orders is needed at the Central Office.

Dealers should, therefore, send two copies of non-standard orders to their Zone Office who will in turn forward the extra copy to Central Office.

The extra copy will be used by the Custom Order Department to procure and manufacture the special features.

## *When Ordering Dark Green Leather (Code 371) Note:*

**Carpets and Headlining Will Be Medium Green on De Ville Sedan Body Styles**
Medium tone green color is used for the ceiling and floor covering with Dark Green leather in De Ville four-door body styles B and L.

**On Coupe and with Bucket Seats, Carpets Will Be Dark Green**
The Coupe de Ville and any Bucket Seat car (Coupe or Sedan) will have Dk. Green carpets and Med. Green headlining when Dk. Green leather is ordered.

**Non-Perforated Leather Available**
On De Ville special upholstery orders, non-perforated leather is optional.

To order, indicate N in box captioned NON-PERFORATED LEATHER. Otherwise, the leather will be perforated.

## *Special Non-perforated Leather*

Standard leather grain in De Ville and Eldorado is perforated. In the Brougham and Sixty Special it is non-perforated.

For customers who prefer non-perforated leather in a De Ville or Eldorado, mark on the order form the regular leather code number in TRIM space under SPECIAL FEATURES.

Then type N in square next to caption NON-PERFORATED LEATHER.

**Mill Grain**
A Mill Grain embossing is applied to non-perforated leather, resulting in a natural hair cell texture.

Mill Grain finish is standard in the center sections of all De Ville and Eldorado leather seats, and in both insert and center sections of the Brougham and Sixty Special.

When non-perforated leather is ordered in a De Ville or Eldorado, the Mill grain finish will be used on the entire seat cushion and backrest.

## *Convertible Top Boots*

Top boot colors match the seats and not the color of the top material.

However, on special orders the top boot color is optional and may be ordered to customer's preference. This choice could harmonize with the exterior body color if it is similar to one of the available coated fabric materials.

All colors are made of two-way stretch materials except Lt. Gray, Dk. Blue, Dk. Aqua, Med. Green and Med. Beige.

## *Maximum Leather*

Regular leather upholstery implies the use of vinyl for certain interior components.

For those who prefer the use of leather wherever possible, maximum leather may be specified.

When maximum leather is ordered, it will be applied in place of vinyl on the seat cushion skirt, sides of back rests, sides of center armrests, front seat back insert and on De Ville Sedans (styles B and L) the section above rear center armrest and top face of rear seat backrest.

The extra charge for maximum leather is higher than the schedule of M.S.R. Prices for regular special leather.

Maximum leather may be ordered on De Ville, Eldorado, Brougham or Sixty Special cars.

## *Leather with Cloth Seat Inserts on Eldorado*

With cloth upholstered Eldorado seat inserts, the adjoining sections are vinyl. Instead of vinyl, this surrounding area may be ordered in leather by specifying a leather code number in the bolster space of the order form.

## *Special Leather in Eldorado*

**Seats Only Available in Special Color**
The seats in an Eldorado may be ordered in any color leather or cloth from the other series Cadillac cars (except Calais cloth cannot be used).

However, the other interior parts must be restricted to the eleven standard Eldorado interior colors.

**Two-Tone Combination**
This means that if a seat upholstery color is selected that is not one of the eleven Eldorado colors, the doors, instrument panels, steering wheel, carpets, headlining and flat seat laces must be in a standard Eldorado color which will result in a two-tone combination.

For example, if Medium Blue is ordered for the seats, such areas as referred to above would be in Dark Blue.

**Decorative Laces**
On Eldorado seats—either bench or bucket, cloth or leather—there are four ribbon-like, flat, vinyl belts or laces about $\frac{3}{8}$" wide. These are decorative and available in the eleven standard Eldorado interior colors. They are referred to as "flat seat laces."

## *Special Leather in the Brougham and Sixty Special*

**Leather is Non-Perforated**
Non-perforated Mill grain leather is used on the entire seat—inserts and center section—in Brougham and Sixty Special body styles.

This applies to both regular production or special order options and no special markings to this effect are necessary on the order.

**Perforated Leather May Be Ordered**
Leather upholstery in the Brougham and Sixty Special is fashioned in a pillow and button style with form-fitting concave backrests.

The overall appearance of non-perforated leather is regarded as more appropriate for this trim style. However, perforated leather may be ordered by indicating "Perforated Leather" in the blank lower right section of the order form.

**Coupe Seat Not Available**
The front seat will be a regular Sedan bench type with undivided straight-across backrest.

A Coupe type seat is not available in the Brougham and Sixty Special.

## *Special Color Vinyl Upholstery*

**For Calais Series**
The six special vinyl colors listed below are available in Calais series cars on special order.

These are in addition to Black and Sandalwood, which are offered as regular vinyl interior options at extra charge.

| Colors | Codes |
|---|---|
| White | 252 |
| Med. Blue | 260 |
| Med. Aqua | 268 |
| Med. Green | 270 |
| Med. Covert | 280 |
| Med. Beige | 284 |

**White Vinyl**
In a White vinyl interior, the following parts will be Black:

Instrument Panels—Top & Lower
Steering Wheel and Control Knobs
Carpets
Door Pulls
Window Crank Knobs
Seat Belts

**Color Substitution Possible**
However, instead of Black, these parts can be ordered in any of the other six Calais interior colors.

If Black components are not wanted, specify the following in desired color: 1) Top Instrument Panel 2) Lower Instrument Panel 3) Steering Wheel 4) Carpets 5) Seat Belts.

The white headlining will be De Ville corded material and the garnish moldings will be bright metal.

**Other Vinyl Colors**
The basic expanded vinyl is available in other colors such as Red, Dk. Blue, Maroon, etc.

However, with such non-standard colors the door pulls and the crank knobs on manual window regulator cars would have to be in one of the seven standard Calais interior colors.

The carpets would be cut pile Tropicana quality as used in De Ville cars. The garnish moldings would be bright metal.

## *Eldorado Cloth in De Ville*

**Fleetwood Patterns Available in De Ville**
Fleetwood upholstery fabrics with their exclusive, unique patterns may be substituted in De Ville closed cars.

For example, the use of Eldorado Dalmatian cloth in the seat inserts.

**Trim Style Will Remain De Ville**
The trim will remain De Ville style, which is four biscuit and button on each side of the seat, separated by a leather center section.

## *All Cloth Upholstery*

**To Omit Leather or Vinyl Body Contact**
Leather and vinyl may be eliminated from the seat cushions and back rests by ordering an "All Cloth" interior.

When all cloth is specified in De Ville and Fleetwood, the center leather-vinyl strip will be cloth. In a Calais, the vinyl end sections will be cloth. The cushion skirts ordinarily in vinyl will be cloth.

The doors will have a standard combination of vinyl and/or cloth.

**Patterns May Mis-Match**
If a cloth with a large design such as Damascus is involved, a discrepancy of patterns may result between the inserts and center or end sections. The latter replacing leather or vinyl are cut separately and when joined, the patterns may not match exactly.

All cloth upholstery is at extra charge.

## *Seats Only in White Leather*
## *Balance of Interior in Darker Colors*

**Contrasting Colors on Seats and Doors**
A special order treatment favored by some is a combination of White seats with the remaining or surrounding areas in Black or some other dark shade.

This means that the doors and rear quarters, top and lower instrument panels, steering wheel and carpets will be in a medium or dark monotone.

The headlining may be ordered in White; however, this can also be ordered in the dark shade if so desired.

**Laces in Dark Color**
An additional custom touch may be had by ordering the seaming laces in a dark shade.

Laces are the welts used to join two pieces of material. In a contrasting color, a piped effect on the seats is produced.

Other suggested SEATS ONLY combinations are White with Blue, Aqua, Red or Maroon; Red and Black.

## *Two-Tone Combination*

**Select All Components**
For a two-tone interior combination, each of the 11 interior components should be specified on the order form.

This allows the purchaser a choice of light or dark tone on certain parts of the interior. For example, in a Black and White combination the door side arm rests may be ordered in White or Black. A similar option is available on other parts.

**Seats Only**
If the side arm rests are ordered in Black, the two-tone effect would be on the seats only.

**On Fleetwood Sixty Special and Brougham**
There are two trim styles in the Brougham and Sixty Special, but a two-tone combination is only available in the pillow and button style.

**Light Tone Components**
Customer preference specified on the order may prevent misunderstanding. Orders that are not specified in detail will be produced with a light tone on bolsters, front seat back panel, cushion skirt, seat wings, side arm rests and headlining.

**Two-Tone Suggestions**
Warm colors such as Maroon, Beige or Saddle may be combined with a lighter tone, providing an accent and relief from the overall monotone effect of a standard interior.

## *Contrasting Seaming Laces*

**Piped Effect**
Contrasting seaming laces, which create a piped appearance, may be ordered.

Laces to match the carpet color produce attractive combinations with White or Sandalwood upholstery. With Black upholstery, added interior interest is created if White, Red or other contrasting laces are specified.

**Why Laces and Buttons?**
In seat upholstery, seaming laces and, in some styles, buttons are both decorative and functional.

Primary purpose of the laces is to join materials. They also serve to locate and properly position the upholstery fabric, contributing to a retention of the original seat shape.

Similar reasons apply to the use of buttons. In addition to being decorative by producing a tufted effect, they tie down and help preserve the original trim design.

## *Special Carpets*

**Determine Components to be Changed**
Depending upon the exterior color, greater harmony may be created if, in addition to the carpet, the instrument panels and steering wheel colors are also changed. Following are examples:

**Avoid Hood and Top of Instrument Panel Color Contrast**
A White leather upholstery when combined with such exterior colors as Green or Maroon results in a sharp contrast of hood and the Black top of instrument panel color.

This may be avoided by ordering the top of instrument panel in Green or Maroon.

When this is done the lower instrument panel and steering wheel should also be specified in color to match the exterior. Otherwise, they would remain Black, resulting in a three-tone interior.

**Option of Two-Tone Instrument Panels**
In a combination such as: 1) Flamenco Red exterior 2) Black interior and 3) Red carpets, a single or two-tone combination of instrument panels is optional.

The top of instrument panel should be Red but the lower panel and steering wheel may remain in Black matching the seats and creating a two-tone effect; or both panels may be specified in Red, making a single tone combination. The above would also apply to Sandalwood upholstery.

**Floor Covering Plush Cut Pile or Loop Pile**
Tropicana Quality is a 100% nylon cut pile carpeting and is used for the floor covering of all cars except the Calais series.

Trenton Quality, 80% rayon, 20% nylon loop pile is used for the floor covering in Calais series cars only.

**Other Areas**
In addition to floor covering, carpeting is applied on such other parts of the interior as: lower doors, cowl quarters, lower front seat back and on two-door cars, the lower rear quarters.

Tamara Quality—a nylon cut pile—carpeting is used on "other areas" of all cars except the Calais series.

Travana Quality—a rayon-nylon loop pile—carpeting is used in "other areas" of Calais series cars.

**Codes**
Code numbers in the 200 series (those starting with 2) will be in Trenton loop pile quality. All others will be in Tropicana cut pile.

## *Medium Gray Cord Upholstery—Code 719 Decordo Cloth*
On Brougham or Sixty Special

**Trim Style**
When a Brougham or Sixty Special is ordered in Decordo cloth upholstery, it will be in pillow and button style similar to leather or Damascus cloth, except the center section of the seat will also be in cloth instead of leather.

**Light Gray Except on Seats**
Medium Gray Decordo cloth is used on the entire seat for both inserts and bolsters.

When ordered in other than a "75" body style, the remainder of the interior components will be light Gray.

Such parts include the front seat back panel, assist grips, door pulls, door armrests, headlining, lower instrument panel, steering wheel, plastic parts, garnish moldings, front seat wings, windhose and seat belts.

These components cannot be changed, as they are prefabricated and available only in the light tone.

In summary, with code 719 Gray Decordo cloth a two-tone effect is created between the medium Gray upholstery color on the seats only and the other interior components which are in light Gray.

## *Cloth Front Compartment in "75" Limousine*

**Substitute Cloth for Leather Front**
Instead of leather, the Limousine front compartment may be upholstered in the same cloth material as the rear by specifying "Cloth Front and Rear" on the order form.

**Trim Style**
The trim style will be the same as when upholstered in leather—2″ pleats.

## *Bucket Seats*

**000B Denotes Bucket Seats**
To special order Bucket Seats specify letter B in the Bucket Seat column on the order form, in addition to the 000 in the regular TRIM space.

This is important, as it is the only indication on the order that the front seats are to be Bucket type.

If order is not correctly marked, the car will have a standard bench type seat.

**Special Leather Bucket Seats**
To order Bucket Seats in non-standard leather, follow the procedure for ordering special leather on standard bench type seats *except be sure to add letter B in Bucket Seat column and 000 in the* TRIM *space.*

**Bucket Seats (Cloth Upholstered)**
Bucket Seats may be ordered upholstered in cloth.

The trim style will be the four biscuit De Ville type similar to standard bench seats.

This means the entire top surface or cover of the cushions and back rests will be in cloth. The skirt of the cushion and sides of the back rests will be in matching vinyl.

The rear bench seat will be a standard cloth type which includes a leather center section.

**Head Rests**
Head Rests are included when a Recliner is ordered. Code H, therefore, should not be specified with code R.

However, if the passenger seat recliner is not wanted but head rests are, be sure to specify H.

## *Bucket Seats in Brougham*

**De Ville Type Seats**
Bucket Seats were not designed for the Brougham or Sixty Special.

However, on a special order De Ville Bucket Seats can be adapted with the following provisions:

**Front Trim Style**
The Bucket Seat trim styling will be the four biscuit De Ville type.

**Rear Seat Trim Style**
The rear seat trim style will depend upon the upholstery selection.

If Damascus, Diplomat or leather is ordered, the rear seat will be in pillow and button style.

With Devonshire cloth, the rear seat will be pleated and include embroidery.

**Trays and Foot Rests Omitted in Brougham**
When Bucket Seats are installed in a Brougham, the utility trays and foot rests are omitted.

The rear quarter reading lamps are retained.

**Rear Quarter Lights Switch**
When Bucket Seats are substituted in a Sixty Special, the rear quarter lights will operate from the instrument panel headlamp switch instead of front seat back panel switch which necessarily must be omitted.

## *Wool Broadcloth*

**Special Option in Any Body Style**
A choice of Beige or Gray wool broadcloth is available in all body styles.

**Trim Style**
When ordered in a Fleetwood Brougham, Sixty Special or Seventy-Five, the upholstery style will be pleated similar to the Devonshire cloth method. (See page C-29 for illustration.) However, the embroidery will be omitted on both back rests and door panels.

If wanted, embroidery can be applied upon request.

**Optional Trim Style**
In the Fleetwood body styles mentioned above, a pillow and button trim style—as used with Damascus cloth—can be furnished upon request.

The center section of the seats will, however, be cloth instead of leather.

**Limousine Front Compartment**
The front compartment in the Limousine (style S) will be in standard black leather unless otherwise requested. The front compartment options are Gray, Beige or Dk. Blue leather or cloth as used in the rear.

**All Cloths Not Interchangeable**
In addition to the special wool broadcloth, any Fleetwood or De Ville cloth may be ordered in Calais, De Ville or Fleetwood cars except that Diplomat cloth should not be ordered in an all cloth method, such as the Fleetwood pleated style with embroidery, since Diplomat cloth has stripes which would result in a cross pattern effect.

Also, the Calais Duet cloth is not recommended for use in De Ville or Fleetwood because of a visible basting thread on each of its narrow stripes that would be exposed and could fray if upholstered in a style other than the Calais pleated method.

## *Leather Front Compartment*

**Available in Brougham or Sixty Special**
A front compartment upholstered in leather with the rear compartment in cloth is available at extra charge.

**Trim Styles**
Both front and rear compartments will be in horizontal pillow and button style.

If a contrast in appearance between the front and rear compartments should be wanted, the rear may be ordered in "all cloth" style.

This method will have vertical pleats and, if the material is plain such as Devonshire, it will also be embroidered. However, this is optional.

**Front and Rear in Different Colors**
If the front compartment leather is ordered in a different color from the rear, the color distribution will be as follows:

**FRONT COLOR:**
Front Seat • Front Carpet • Front Doors • Front Seat Wings • Top and Lower Instrument Panels • Steering Wheel

**REAR COLOR:**
Rear Seat • Front Seat Back Panel and Assist Grips • Front Seat Back Inserts • Lower Front Seat Carpet Area • Rear Carpet • Center Pillar • Rear Doors and Quarters • Windhose • Headlining • Rear Shelf • Garnish Moldings

**Limousine Type Glass Partition is Available**
A glass division between the front and rear compartments may be ordered in the Brougham.

A Padded Roof and small rear window will be included. Utility trays and foot rests are omitted. The front seat is not adjustable and will be leather (pleated style) similar to the "75" Limousine.

To order, specify "Glass Division."

## *Special Interior Colors in Fleetwood "75" Cars*

**Five Standard Interior Colors**
There are five optional rear compartment colors in the Fleetwood "75" body styles: Lt. Gray, Med. Gray, Med. Blue, Dk. Blue, Med. Beige.

Upholstery materials from the other four lines of cars can also be furnished. However, if a non-standard color such as Black, Red, etc., is selected, all of the other interior components must be made on a special individual order in small quantities for only a single car.

**Examples of Special Parts Needed**
Parts that must be specially color matched range from thread to carpets. For example, there are two rubber, adjustable air conditioning outlets in the ceiling which are molded in color to match the headlining. The machine for producing these parts is set up to make them in the five standard colors. *If ordered in Black or any other non-standard color,* the regular production cycle of the machine must be stopped, cleaned and set up to produce two Black rubber parts.

**Understanding of Time and Cost Factors**
This explanation of the intricacies in fabricating non-standard interior colors is presented in order to provide the customer with a better understanding of the time and cost factors involved in what may seem to be a simple request, inasmuch as the basic upholstery fabric is available.

Special orders are not too frequent, but their complexity can sometimes be time-consuming. Having ready answers reduces the interval needed to complete the specifications, thereby releasing each person's time for the pursuit of selling and handling standard option cars.

**Advance Procurement**
As soon as any information of a pending special order is available—especially the type described above—please alert your zone office so that the Central Office may be notified to start procurement of the necessary special materials.

**Extra Charge**
Prices for special upholstery will be furnished upon request.

## *Advance Procurement*

**When to Order**
Special cars or their non-standard features should be ordered immediately upon finalization of the basic specifications.

Send such orders in duplicate to the zone office ahead of the regular mailing period.

**A Preliminary Notice Will Expedite Delivery**
If the car order must be deferred due to unavailable allotments, etc., send a "preliminary notification" listing the special upholstery and/or exterior color specifications. This may be in any form, such as a letter or a copy of the order.

The minimum information required on this type of advance notice is:

1. A description of the special interior features and/or special exterior color.
2. If the order is to be for a special interior, will any of the following equipment be specified?
   - K —Automatic Climate Control
   - R —Recliner
   - H —Head Rests
   - A —Seat Warmer
   - Z —Shoulder Straps
   - 1 —Stereo Radio
   - M—Power Door Locks
   - B —De-Fogger
   - N —Power Vent Windows
3. If a special exterior is involved, advise if a padded roof will be specified.
4. State when the regular order may be forthcoming—30, 60 or 90 days.
5. Advance procurement requests should be forwarded to the "Custom Order Department" at the Central Office via your zone office. They may be identified by: a) customer's name b) order number or any other means that will permit the association of preliminary requests with the eventual order.

## *"Fire-Frost" Colors*

A high lustre "Fire-Frost" finish of remarkable beauty and radiance is available on special order. Light reflections from many facets of bright mirror-like metallic flakes produce the extraordinary depth and brilliance of "Fire-Frost."

The additional cost—about three times that of regular special paint—will be understood by the select group of buyers to whom the distinctive exclusiveness of this exterior color will appeal.

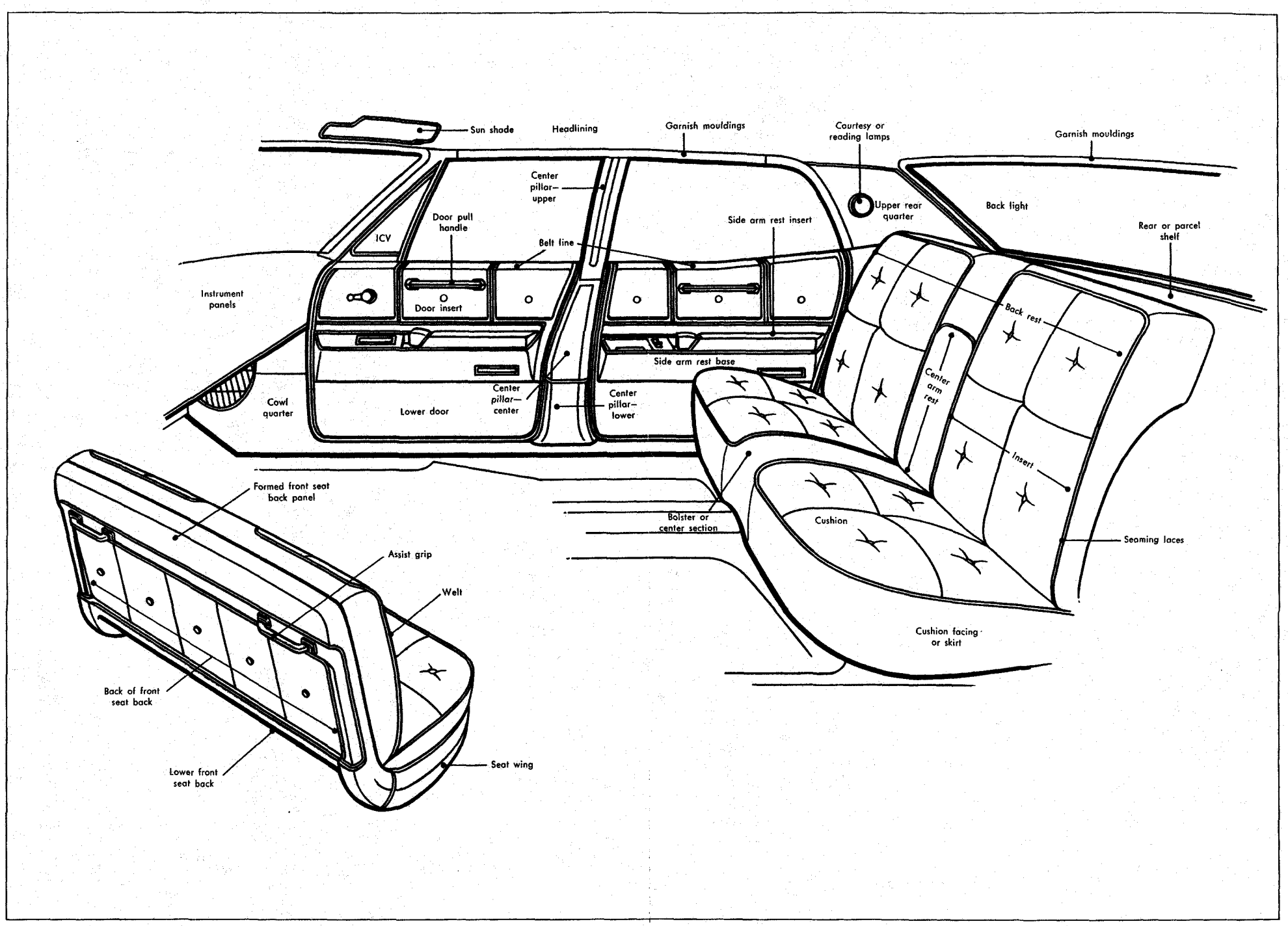
Any translucent color such as Silver, Gray, Aqua, Gold, Red, etc., may be ordered. Opaque colors such as White, Black, Yellow, Light Beige cannot be furnished as they will not reflect the metallic ingredient.

However, in the case of Black a good subsistute is an attractive charcoal color which, although classified as dark gray, is actually jet in appearance with an iridescent effect.

## *Past Model Cadillac Exterior Colors*

(Available at extra charge)

| 1966 | | 1965 | | 1964 | | 1963 | | 1962 | |
|---|---|---|---|---|---|---|---|---|---|
| 10 | Sable Black | 10 | Sable Black | 10 | Ebony | 10 | Ebony | 10 | Ebony |
| 12 | Strathmore White | 12 | Aspen White | 12 | Aspen White | 12 | Aspen White | 12 | Olympic White |
| 16 | Starlight Silver | 16 | Starlight Silver | 14 | Nevada Silver | 14 | Nevada Silver | 14 | Nevada Silver |
| 18 | Summit Gray | 18 | Ascot Gray | 16 | Cardiff Gray | 16 | Cardiff Gray | 16 | Aleutian Gray |
| 20 | Mist Blue | 20 | Hampton Blue | 22 | Beacon Blue | 22 | Benton Blue | 22 | Newport Blue |
| 24 | Marlin Blue | 24 | Tahoe Blue | 24 | Spruce Blue | 24 | Basque Blue | 24 | Avalon Blue |
| 26 | Nocturne Blue | 26 | Ensign Blue | 26 | Somerset Blue | 26 | Somerset Blue | 26 | York Blue |
| 28 | Caribbean Aqua | 28 | Alpine Turquoise | 29 | Turino Turquoise | 29 | Turino Turquoise | 29 | Turquoise |
| 30 | Cascade Green | 30 | Cascade Green | 32 | Seacrest Green | 32 | Basildon Green | 32 | Sage |
| 36 | Inverness Green | 36 | Inverness Green | 34 | Lime | 36 | Brewster Green | 36 | Granada Green |
| 40 | Cape Ivory | 40 | Cape Ivory | 36 | Nile Green | 44 | Bahama Sand | 44 | Sandalwood |
| 42 | Sandalwood | 42 | Sandalwood | 44 | Bahama Sand | 46 | Fawn | 45 | Maize |
| 44 | Antique Gold | 44 | Sierra Gold | 46 | Sierra Gold | 47 | Palomino | 46 | Driftwood Beige |
| 46 | Autumn Rust | 46 | Samoan Bronze | 47 | Palomino | 48 | Briar Rose | 48 | Laurel |
| 48 | Flamenco Red | 48 | Matador Red | 50 | Matador Red | 50 | Matador Red | 50 | Pompeian Red |
| 49 | Claret Maroon | 49 | Claret Maroon | 52 | Royal Maroon | 52 | Royal Maroon | 52 | Burgundy |
| 90 | Cobalt Firemist | 90 | Peacock Firemist | 92 | Firemist Blue | 92 | Frost Silver | 94 | Neptune Blue |
| 92 | Crystal Firemist | 92 | Sheffield Firemist | 94 | Firemist Aquamarine | 94 | Frost Aquamarine | 96 | Pinehurst Green |
| 96 | Tropic Green Firemist | 96 | Jade Firemist | 96 | Firemist Green | 96 | Frost Green | 97 | Victorian Gold |
| 97 | Florentine Gold Firemist | 97 | Saddle Firemist | 97 | Firemist Saddle | 97 | Frost Gold | 98 | Bronze |
| 98 | Ember Firemist | 98 | Crimson Firemist | 98 | Firemist Red | 98 | Frost Red | 99 | Heather |


Sun shade
Headlining
Garnish mouldings
Courtesy or reading lamps
Garnish mouldings
Center pillar—upper
Upper rear quarter
Back light
Door pull handle
ICV
Belt line
Side arm rest insert
Rear or parcel shelf
Instrument panels
Door insert
Back rest
Side arm rest base
Center arm rest
Cowl quarter
Lower door
Center pillar—center
Center pillar—lower
Insert
Formed front seat back panel
Bolster or center section
Cushion
Seaming laces
Assist grip
Welt
Cushion facing or skirt
Back of front seat back
Lower front seat back
Seat wing

## *Glossary of Interior Styling Terminology*

**Back of Front Seat Back**
The back of front seat that is visible to the rear seat passengers. Also called division. Also called frame.

**Back rest**
The upright cushion against which passengers rest.

**Backlight**
Rear window.

**Belt Line**
The uppermost part of doors and rear quarters, extending from windshield base to rear shelf.

**Bench Type Seat**
A regular seat with straight-across bench type cushion and backrest as contrasted with bucket seats.

**Bezel**
A sloping rim around an object such as headlamp lens, brake pedal, etc.

**Biscuits**
Style of upholstering when material is formed into square or oblong sections by seams or pressed indentations.

**Body Cloth**
The basic trim material used on seat inserts—usually the heaviest weight.

**Bolsters**
The front, side or center part of a seat cushion, separated from the back or center by a welt, lace or seam. The top, side or center part of a backrest sometimes extending along the sides in a U or H shape.

**Buttons**
Used to produce a tufted or biscuit effect in the upholstery design; to retain trim covers and as an appearance item.

**Coated Fabric**
A synthetic material with a leather-like appearance, also called expanded vinyl and elascofab. (Elastic-coated-fabric)

**Center Pillar**
A rear door hinge support structure between front and rear doors terminating at belt line on hardtop sedans.

**Combination**
When referred to interior upholstery, it is the complete interior that includes a combination of colors and materials such as cloth, leather, vinyl, etc.

**Coupe Type Seat**
Individual back rests, creating a notched appearance. On 4-door styles the backrests are anchored and do not fold as they do in 2-door models.

**Cowl Quarters**
The section forward of the front door on inside of front compartment.

**Cushion**
The lower seat cushion or section upon which passengers sit.

**Cushion Face**
Vertical surface forming front and sides of seat cushion.

**Cut and Sew**
Cutting material to pattern; sewing and molding to form a set of "trim stock."

**Dielectric**
A heat and pressure process to unite, form and make designs on fabrics.

**Division**
The back part of front seat. Separation between front and rear compartments.

**Door Pull**
A grip handle on upper door panel.

**Door Pad**
The upholstered part of a door or section below window.

**Dust Boot**
Convertible top cover when lowered. Also called top boot.

**Embossed**
A dielectrically formed design on coated fabric.

**Expanded Vinyl**
An extra thick vinyl coated fabric. The soft resilient feel is attained by sandwiching a sponge-like cellular structure between the backing fabric and plastic top-coating.

**Front Seat Back Panel**
A machine-formed vinyl panel that covers top and sides of front seat back.

**Garnish Molding**
The frame next to the glass on the inside of windshield, door, rear window and along side of headlining.

**Inserts**
When used with reference to upholstery, it is the center section back of bolster on the cushion and below the bolster or in the center of the back rest.

**Leather Upholstery**
This term means that a combination of genuine leather and coated fabric is used throughout.

**Lower Instrument Panel**
The instrument panel, glove compartment door and ash receiver doors.

**Luxury Coil Springs**
A coil seat spring, wrapped in sheeting or muslin, wider in diameter than marshall type.

**Marshall Type Springs**
Narrow diameter, individually wrapped in burlap, coil seat springs.

**Molded Plastic**
A formed plastic, such as front seat back panel.

**Natural Grain**
Leather with a natural hair cell without any additional design.

**Notched Back**
A separation at top between individual back rests. Usually in a Coupe type seat.

**Nylon Cloths**
Nylon warp fibers with Viscose filler. Any reference to a Nylon cloth means that the material is a Nylon-Viscose blend.

**OO**
When used on new car order, it refers to a special exterior color.

**OOO**
Refers to special upholstery, on new car order.

**Pipes or Pleats**
Style of upholstering when material is folded or separated by seams, visible or invisible.

**Rear Quarters**
When applied to interior it may refer to rear upper area below headlining; on 2-door cars, the section back of doors. For exterior reference it may mean rear section above belt line; lower section back of door extending to rear end of car.

**Rear Shelf**
The area between rear seat back and rear window. Package shelf.

**Risers**
A section raised above its surrounding area.

**Seaming Laces**
Also called welts. A fabric covered cord or piping used to join by sewing two sections of material. This also has the benefit of locating and properly positioning the upholstery material to form and preserve the required shape.

**Sedan Type Seat**
A straight-across type seat without individual back rest separation. Has assist handles on back side.

**Seat**
Combination of back rest and seat cushion which comprises entire seat assembly.

**Seat Cover**
The top of cushion or face of back rest which has body contact.

**Seat Side Panels**
A section along side of front seat back rest.

**Seat Wings**
Lower front seat side panel.

**Set of Trim Stock**
The various components that comprise a complete interior upholstery.

**Skirt**
See Cushion face.

**Strato Backrest**
Thin, tapered backrest.

**Top Boot**
Convertible top cover when lowered.

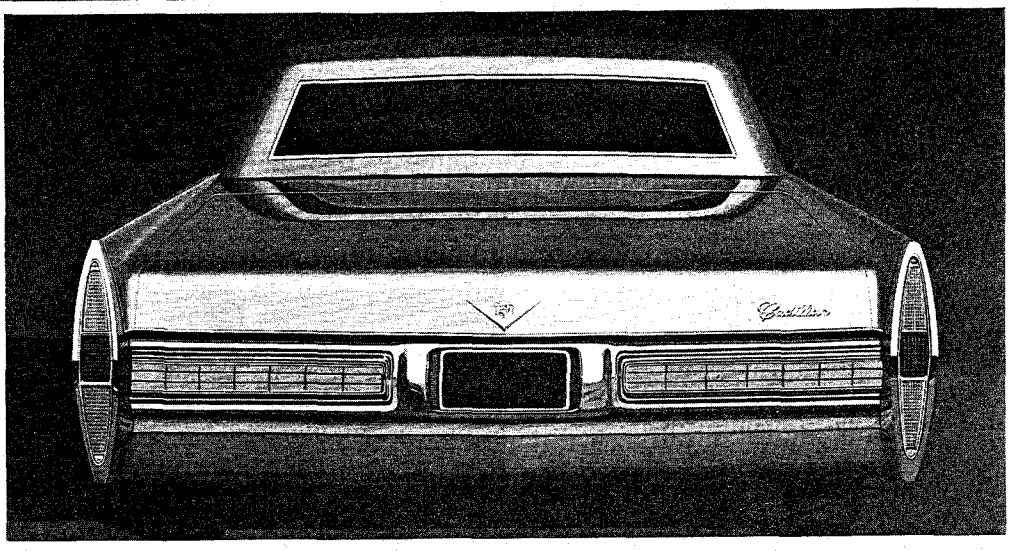
**Top of Instrument Panel**
The padded vinyl top or instrument panel cover in back of windshield.

**Trim**
The interior upholstery combination.

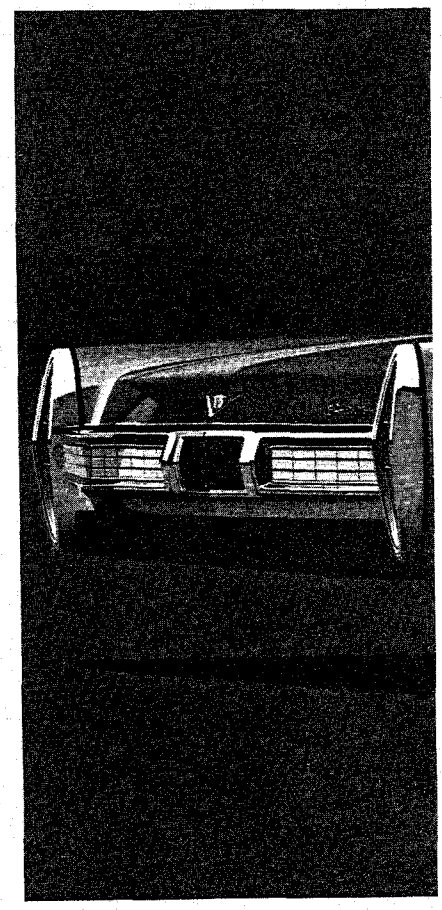
**Trim Style**
The design into which the upholstery fabrics are shaped, such as pipe, biscuits, plain, etc.

**Vacuum Formed**
Vinyl or plastic molded by vacuum instead of pressure.

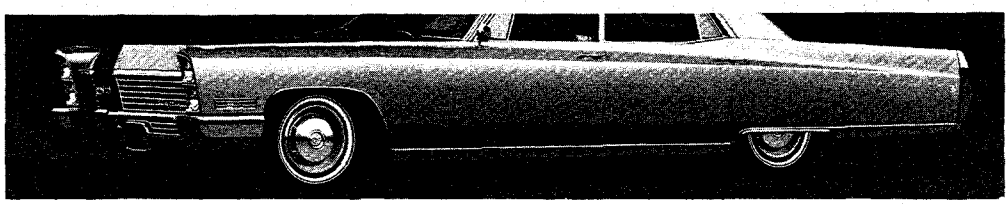
**Windlace**
The fabric or leather covered windhose applied around doors as an air seal.

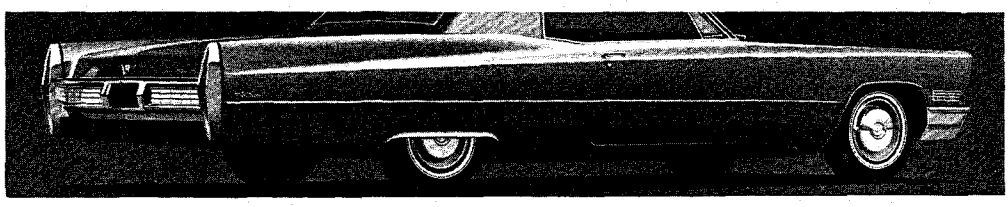


Viewed from the rear, the 1967 Cadillac presents a simplicity of form and detail marked by strong horizontal lines. New taillight housings, tapering rearward from top and bottom, serve also as vertical extensions of the rear bumper. New deck sill has a new heavier license plate housing concealing the gasoline filler tube and new grille design with a grid pattern on Calais and De Ville series, vertical lines on Fleetwood.

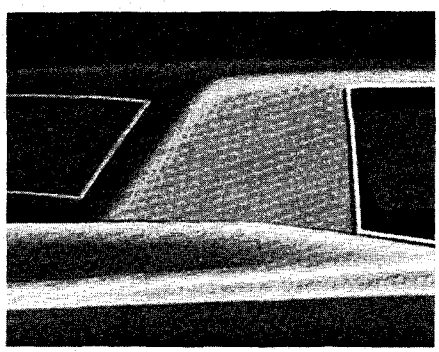


Clean integral styling of taillight housings with rear quarter panels emphasizes the solidity and strength which mark the new Cadillac. Impressively wide deck lid has a single center contour line, angles sharply downward to meet the deck sill in a flush, unbroken line. Again, unity of design is apparent in the similar rearward angles of license plate housing and taillights.

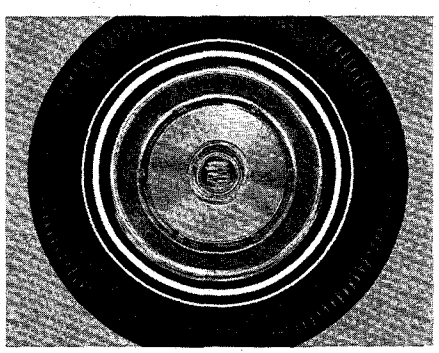




Contributing to the impressively longer look of the 1967 Cadillac is the gracefully sweeping side contour extending from the front fender top to just above midpoint of the taillight housing and the forward extension of the rear quarter panel profile. Calais and De Ville series and the Fleetwood Seventy-Five have a single fine chrome molding extending the length of the body, starting at the front wheel opening. Just above the rear of the molding the Calais and De Ville have their series designations in chrome script, the Fleetwood Seventy-Five has the wreath and crest. Fleetwood Sixty Special and Brougham have a bright and brushed-chrome rocker sill molding, wreath and crest on the lower and upper rear quarter panel, respectively, and "Fleetwood" on front fenders.

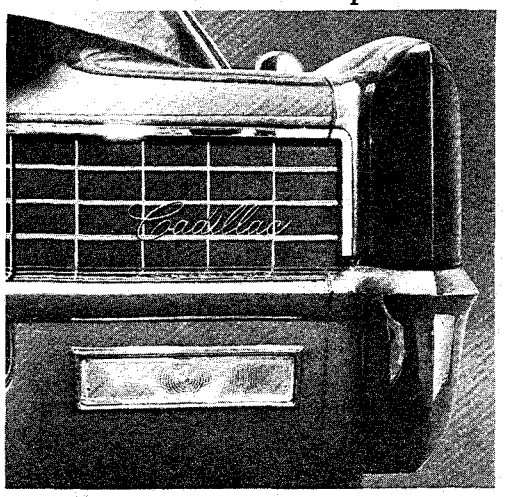


The Coupe de Ville, shown here, and Calais Coupe are further distinguished for 1967 with an exclusive new roof and upper rear quarter or sail panel. It provides an appearance of custom coachwork, affords greater privacy and, especially with the Padded Roof option on the De Ville, offers a rare distinction, even for the world's most popular luxury coupes. Hardtop sedans in these series also have the exclusive roofline without as wide a sail panel.



Wheel discs retain the elegant beauty of bright and brushed-chrome concentric rings. Raised hub bearing the Cadillac crest has a ribbed perimeter which provides reflective highlights when the car is in motion. New dual-ringed whitewalls provide a perfect complement to wheel disc design.

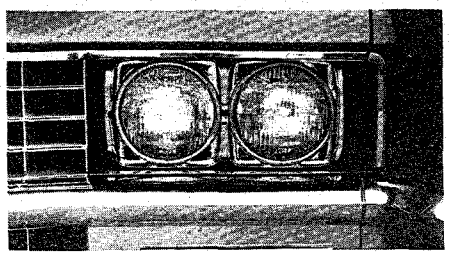
## *Fleetwood Eldorado Special Features*

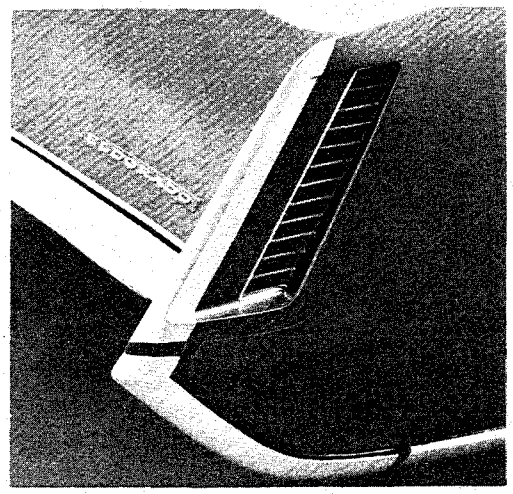



The dramatically new and exclusive Eldorado styling is detailed here by the bold headlamp-concealing grille, extended front fender profile and low, bumper mounted parking lamps.

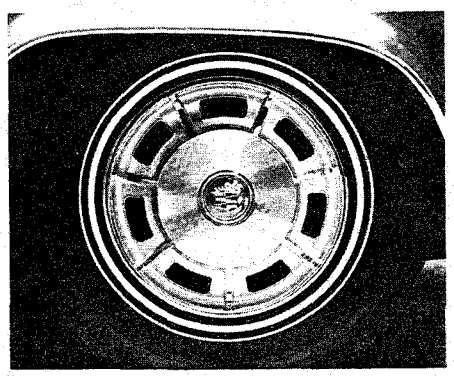
Smartly contoured, chrome-framed full wheel openings on the Eldorado set off to maximum advantage the exclusive wheel discs of bright and brushed chrome. Rectangular openings on seven-section outer ring add distinctiveness and contribute to brake cooling.

Fleetwood Eldorado headlamps are concealed behind the outer grille sections (upper left picture) which rotate to reveal headlamps whenever headlamp switch is pulled out. Turning headlamps off automatically rotates the outer sections to again conceal headlamps behind the grille.

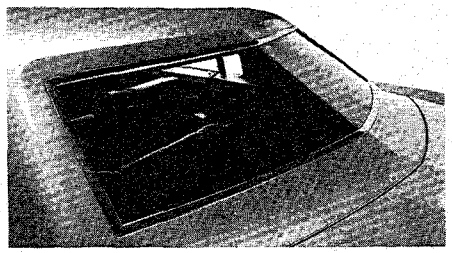




Rear detail emphasizes the crisply tapered, chrome-framed rear quarter panels with distinctive louvered taillights recessed into the sloped upper portion of the panel sides.

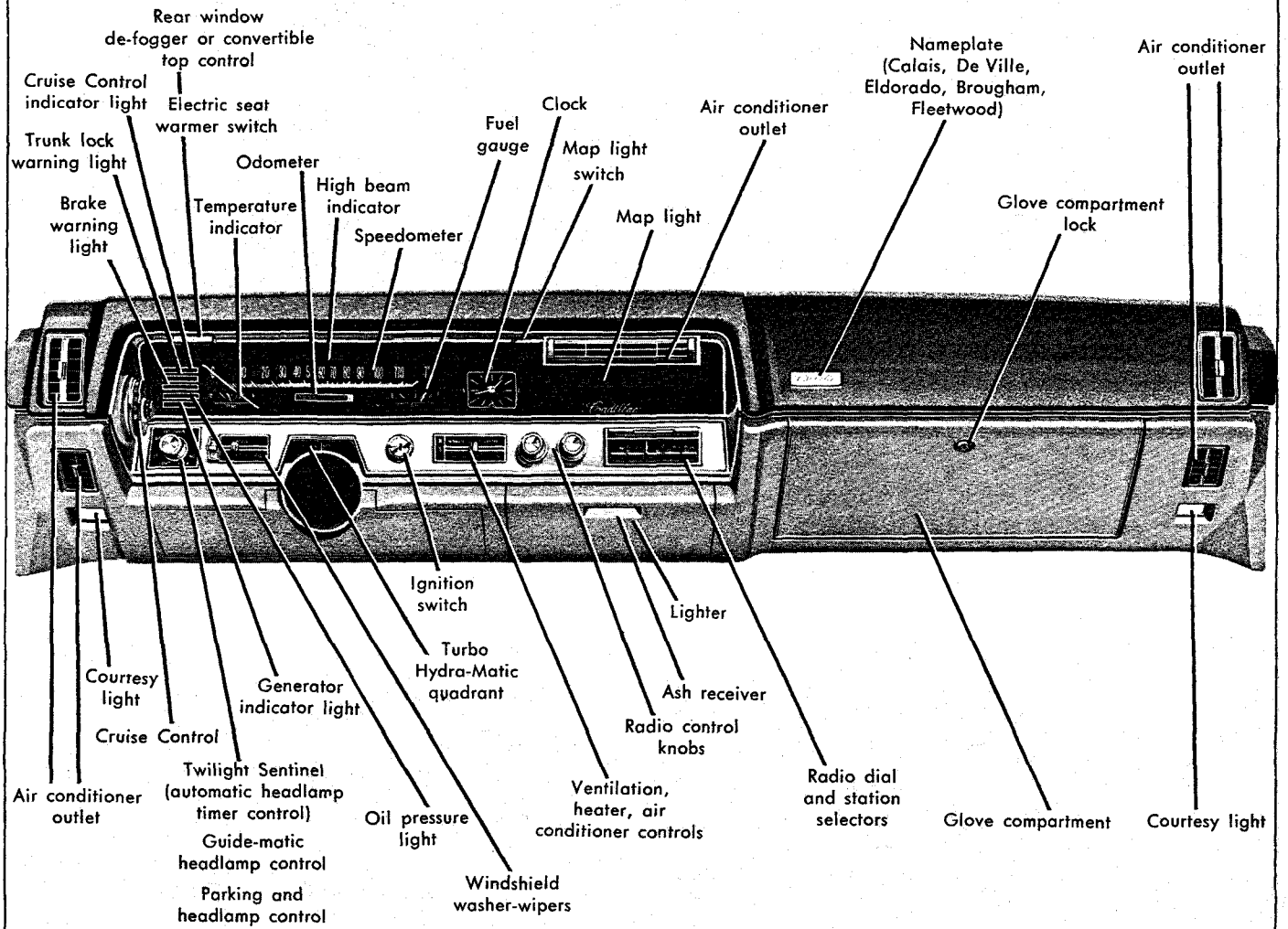


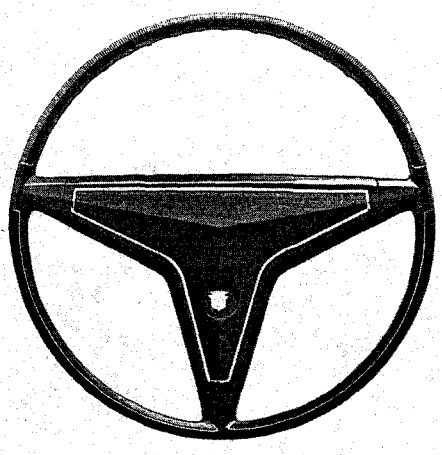
Another exclusive styling feature of the Eldorado is the classic "V" or wedge design of the rear window and upper roofline contour.



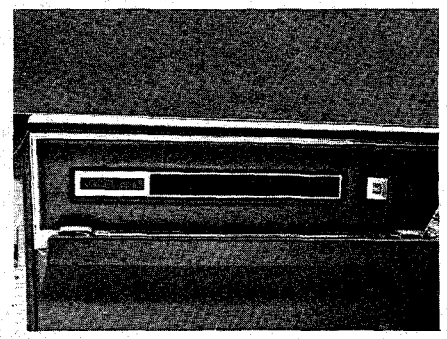
## *New Instrument Panel*

The Cadillac instrument panel looks and is entirely new for 1967. It has a padded, vinyl-covered upper section and a new vinyl-covered lower section. Instrument cluster is designed for maximum legibility and minimum reflection. Instrument cluster control panel is located for convenience and accessibility, yet recessed out of the impact area. New glove compartment designed with increased holding capacity has been relocated higher and to the right on the instrument panel. Distinction between series is denoted by the nameplate over the left side of the glove compartment door, also by the lower background panel of the instrument cluster which is brushed aluminum on the De Ville, shown here, black on the Calais and light and dark vertical stripes on the Fleetwoods.

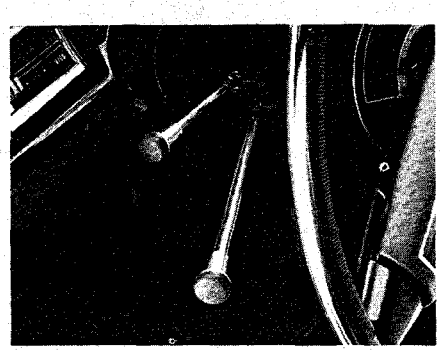




New energy absorbing steering wheel for 1967 is a thickly padded three spoke design with a Cadillac crest or, on Fleetwoods, the wreath and crest insignia. Smaller diameter, now 15½" (permitted by Cadillac Power Steering efficiency) gives increased clearance to seat cushion for added comfort.



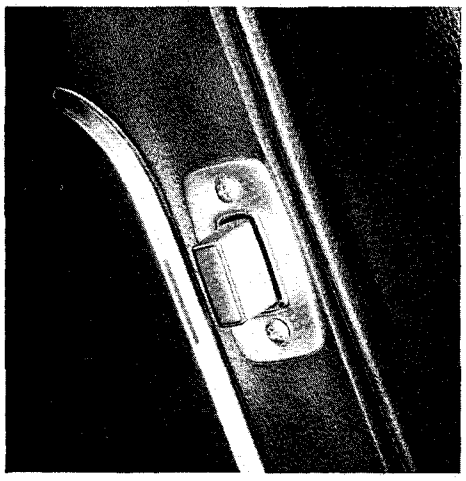
New door panels are designed with padded upper portions, padded armrests and with soft door pull handles. Door latch handles are in a recessed position. Eldorado, shown, has dual door latch handles for added convenience in the world's finest personal car, and recessed, soft-lined door pull grips.

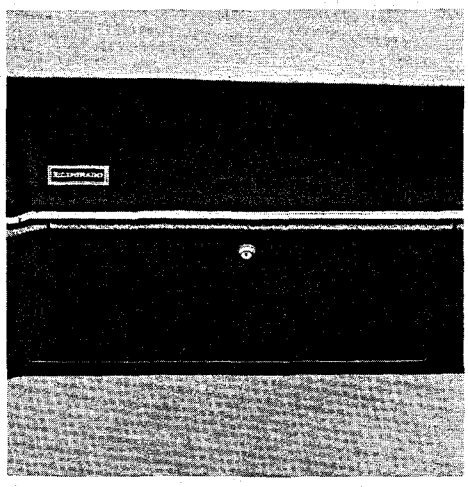


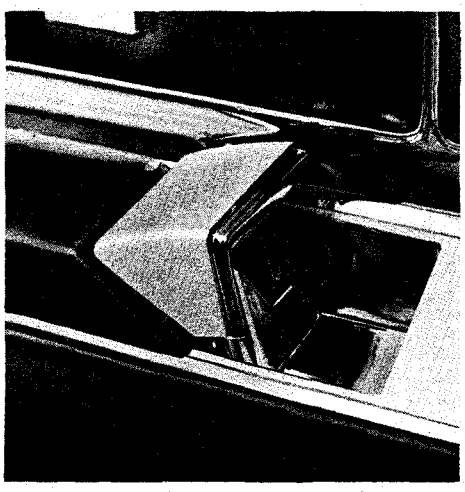
Newly designed knobs on the Turbo Hydra-Matic selector lever, as well as on the turn indicator and steering wheel tilt adjustment lever, shown here, are a soft plastic with a cushioned feel. Turn indicator lever has new halfway position for manual lane change signaling.

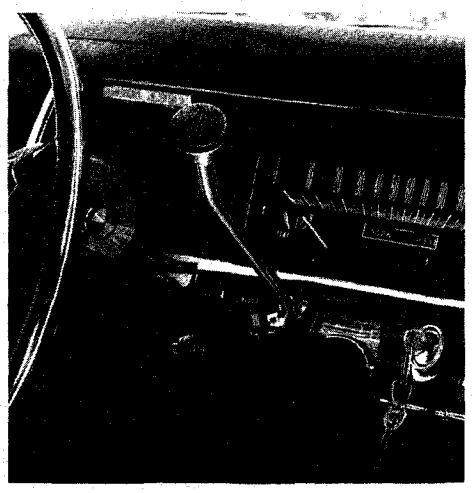
New folding front seat back latches for 1967 are designed to lock the seat backs in their upright position until released by pushing in on the release buttons. Each folding seat back has its individual release button located on the outboard side of the seat back.

Added convenience and increased capacity is provided by the new larger glove compartment. Newly located to a higher position on the right side of the instrument panel, it is designed for improved retention of contents when opened.



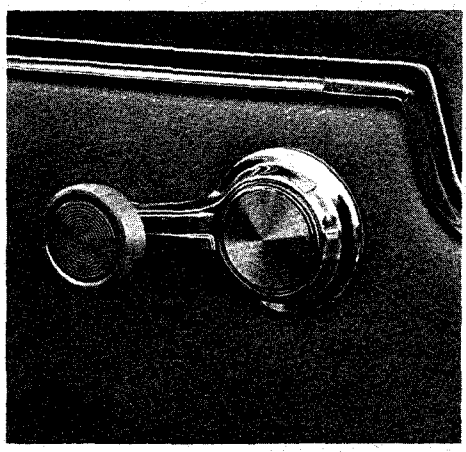


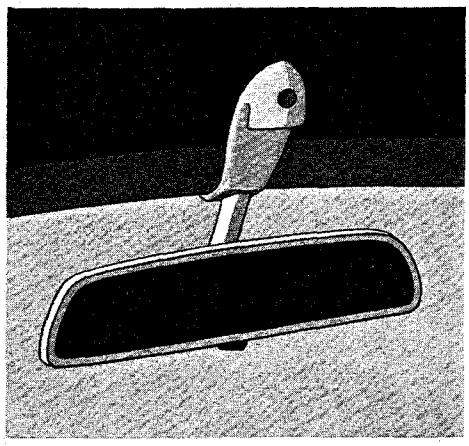




New door latch handles for 1967 are designed in a recessed position flush with the padded door armrests. New passenger-guard door locks permit handles to disengage or free wheel when door lock buttons are pushed down . . . reengage when buttons are pulled up.

New Turbo Hydra-Matic selector lever has a larger soft plastic knob for improved feel and cushioning. Selector lever has been designed for easier travel and at the same time to provide an improved, more positive positioning "feel".





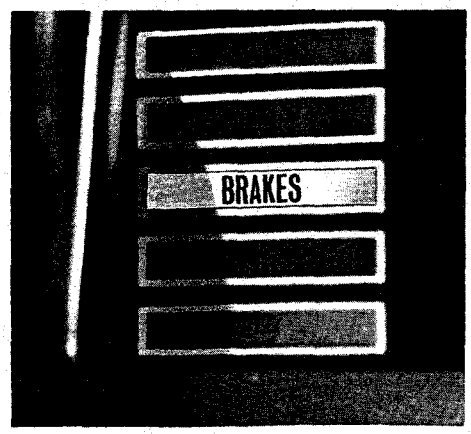
New manual window regulators have large, soft plastic knobs for softer feel and added cushioning. In addition, power window and vent window regulators are available as an option at extra cost for any body style not already so equipped.

New inside rearview mirror for 1967, in addition to its day-night positions, has shatter-resistant, vinyl-edged glass and a new mounting support designed to break away in event of major impact. Fleetwood Sixty Special and Brougham have their own 3-position, Soft Ray glass mirror.

New standard Hazard Warning Flasher will flash all four turn indicator lights when activated by pushing in the padded, FLASHER identified knob on the steering column. Pulling out on control knob or a sufficient turn of the steering wheel cancels flasher.

New telltale lights on the instrument cluster include a brake malfunction warning indicated by the word BRAKE in red and a new Cruise Control (optional at extra cost) light which indicates by the word CRUISE and a green light when Cruise Control is on automatic position.






# Engine • Chassis • Body Features


| | PAGES |
|---|---|
| ENGINE (including engine, transmission and drive-line).. | G-1 thru G-6 |
| CHASSIS (frame, suspension, steering and brakes)..... | G-7 thru G-10 |
| BODY (construction features)..... | G-11 thru G-15 |
| FLEETWOOD ELDORADO SPECIAL FEATURES..... | G-16 thru G-21 |

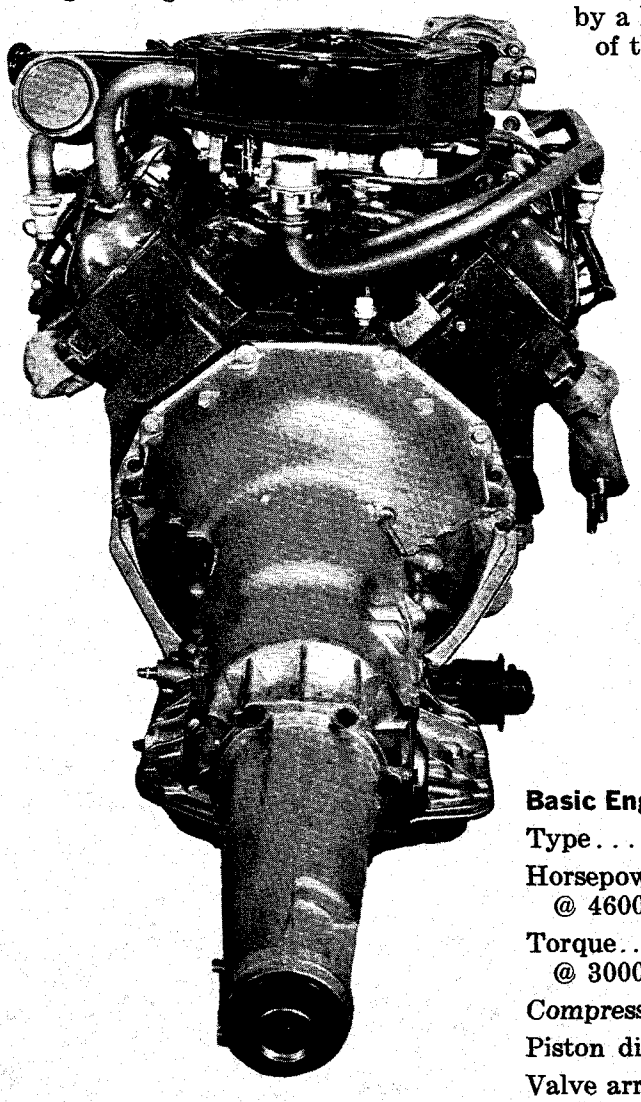

The features of Cadillac's famous 340-horsepower V-8 engine are applicable to all series. However, the exhaust system which is different on the Fleetwood Eldorado is covered separately for this new body style. In addition, transmission and drive-line, chassis and body construction features unique to the Fleetwood Eldorado are explained, as indicated above, on Pages G-16 through G-21 of this section.

## *Cadillac Engine with Turbo Hydra-Matic Transmission*

The remarkable quietness, efficiency and dependability of the Cadillac engine (it develops more horsepower per weight than any competitive engine) has been brought to even greater heights of refinement for 1967.

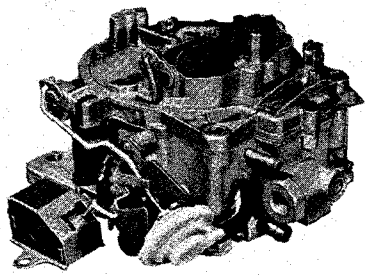
Among the many advancements are a new quadrajet carburetor for improved performance, reliability and economy; new rocker arms and camshaft contour which combine for both a dynamically and acoustically quieter valve operation; and smoother cylinder bores to further reduce friction, minimize oil consumption and extend engine life.

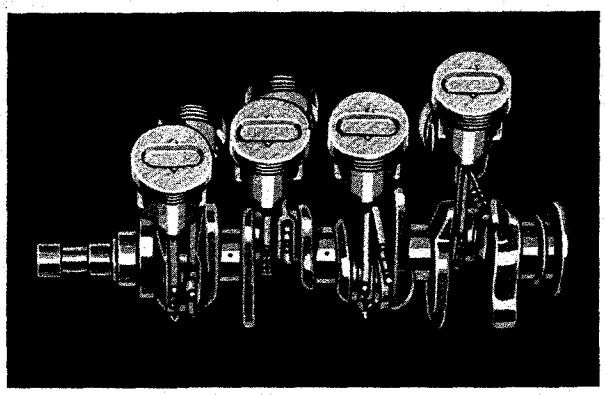
These latter two accomplishments were achieved through such advanced engineering methods as the use of a new research device which can track, by a light beam, any vibration of the valves and display the result on an oscilloscope and a special electronic recorder capable of measuring machined surface finishes and contours to within 3-millionths of an inch.



**Basic Engine Specifications**

| | |
|---|---|
| Type | 90° V-8 |
| Horsepower @ 4600 r.p.m. | 340 |
| Torque @ 3000 r.p.m. | 480 |
| Compression ratio | 10.5 to 1 |
| Piston displacement | 429 cu. in. |
| Valve arrangement | Overhead |
| Bore and stroke | 4.13″ x 4.0″ |



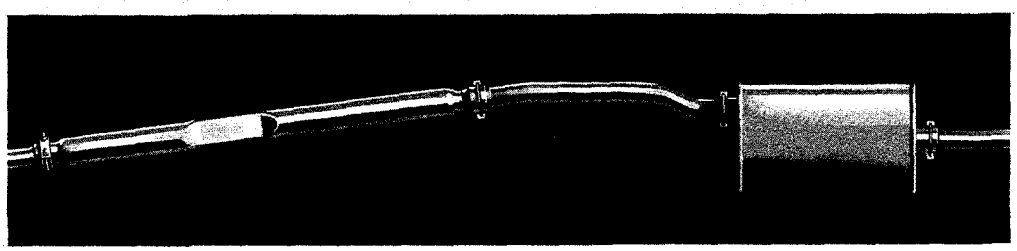


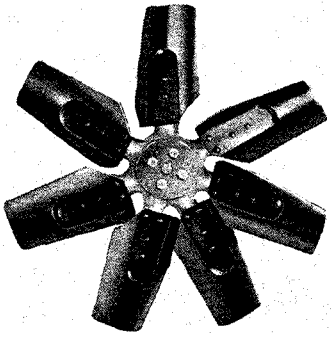
**New Quadrajet Carburetor**
Cadillac's new four-barrel carburetor has the two primary (smaller) barrels designed to increase the velocity of incoming air; this permits more precise metering of the fuel-to-air ratio for maximum smoothness and economy. The secondary barrels are now larger for increased air capacity with a resulting gain in performance under initial full throttle conditions. New choke mounting on intake manifold permits better matching of the richness of the fuel mixture to requirements of the engine for efficient warmup. New float bowl now centered between carburetor primary barrels provides added assurance against engine cut-out on abrupt turns.

**Pistons and Crankshaft**
Contributing to the smooth and instant response of the Cadillac engine are the short, rigid crankshaft and lightweight aluminum pistons designed to minimize friction and starting inertia. New precision in cylinder bore finish and piston ring design further reduces friction and contributes to oil economy.

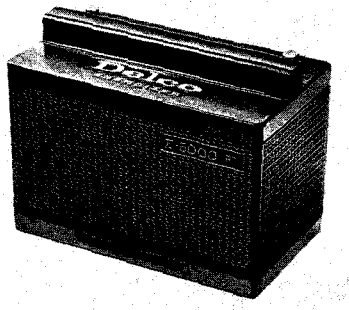
**New Valve Train and Camshaft**
For increased quietness and lower inertia the rocker arms for 1967 are of a stamped metal design, of lighter weight and mounted on a strong but light, sintered iron "tee" support. New cam contours are also designed for quieter valve operation.

**Exhaust System**
Cadillac's Coaxial Resonator exhaust system is scientifically designed to produce resonances or impulses of sound which oppose and cancel out sound impulses from the engine. Refinements for 1967 include a new stainless steel mesh for expansion control in the resonator for even greater quietness.

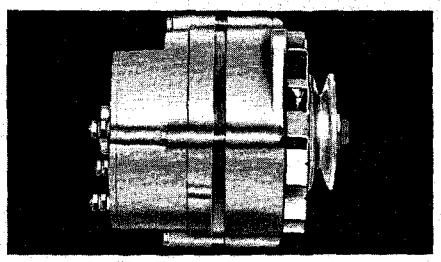




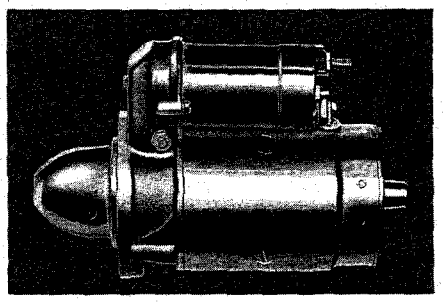
**Engine Cooling**
The computer-designed profile and blade spacing of the radiator fan coupled with a cross-flow radiator without top and bottom tanks to disturb the air flow provides high cooling efficiency. On air-conditioned cars, a thermally activated fan clutch disengages the (6-blade aluminum) fan at higher car speeds (where ram air is sufficient for engine cooling) thus lightening the engine accessory load.




**Battery**
The Cadillac battery has cell connectors passing through rather than around cell partitions providing a short, less restricted electrical path. The result is high ignition voltage and engine cranking speed. Delco Eye inspection window shows amber when fluid is low, encouraging attention by service attendants.

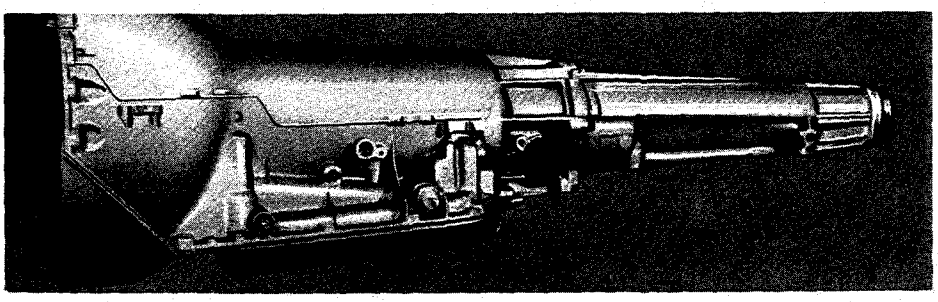


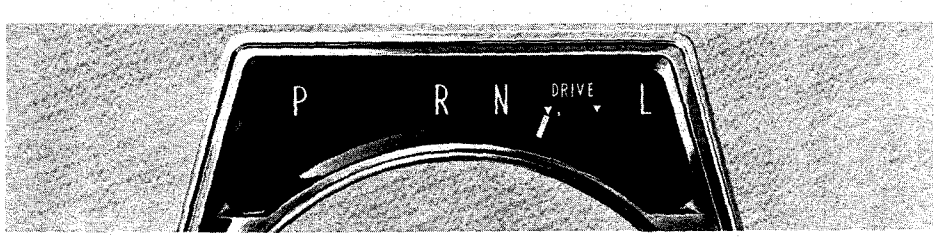
**Generator**
Cadillac's high output generator with lubricated-for-life bearings has a 42 amp. rating (55 amp. on air conditioned cars). Generator regulator has hard gold contact points for long, dependable life.

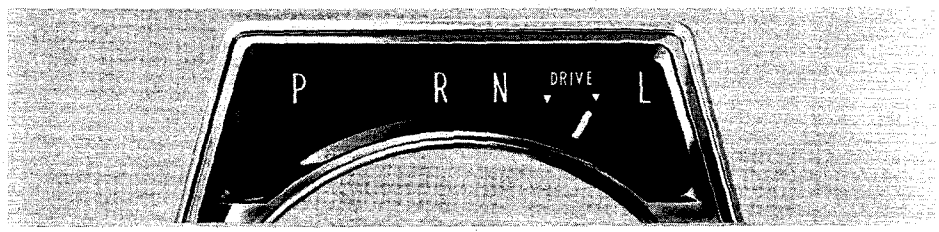


**Starting Motor**
With gear teeth especially designed for strength, quietness and long life, the starting motor and coil have been further refined, including improved sealing of lubricant on starting motor shaft for even greater reliability. Solenoid lever is enclosed within housing for maximum wet weather protection.

**Crankcase Ventilation**
The Cadillac positive crankcase ventilation system directs unburned air-fuel mixture from the crankcase back to the intake manifold for reburning. On Cadillac cars for California delivery, the Cadillac Air Injection Reactor system is factory installed. It employs an air pump, protective check valves and carburetor modifications to further reduce hydrocarbons in the exhaust.





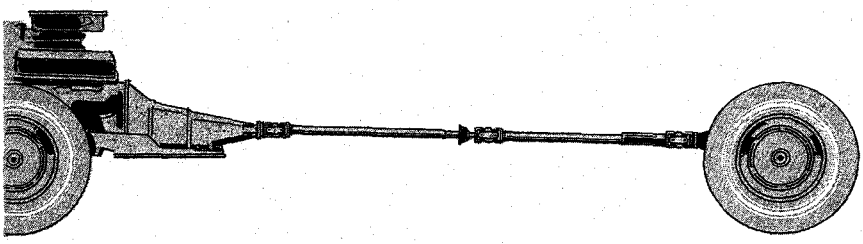




## *Turbo Hydra-Matic Transmission*

The Cadillac Turbo Hydra-Matic transmission gives the Cadillac owner the greatest smoothness, flexibility and responsiveness ever achieved in a motor car. For 1967, drive away smoothness has been further increased by raising the torque ratio of the torque converter unit. A major advantage of Turbo Hydra-Matic is the use of a variable stator in the torque converter. When the accelerator is depressed about halfway the pitch of the stator vanes is designed to deliver maximum torque (and acceleration). Less depression of the accelerator pedal reduces the pitch of the stator vanes with a corresponding reduction in torque. This latter condition is desirable for precise maneuvering in parking, to prevent creeping at idle and for less urgent acceleration. Engine braking, provided in either of the two Drive Ranges and in Low Range, offers three choices to meet varying grades of descent. (Fixed-stator on Seventy-Five body styles).

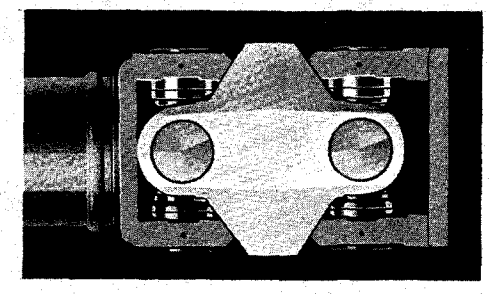
Left-hand DRIVE position gives maximum cruising economy, quietness and slower engine speeds. At the same time, acceleration as desired is available from the fluid-smooth thrust of the torque converter alone, or, by depressing the accelerator pedal further, by engaging a lower gear.

Right-hand DRIVE position locks out high gear and utilizes the Intermediate gear for maximum responsiveness. This position is often preferred in mountain driving for climbing steep slopes and for increased engine braking on the down grades.



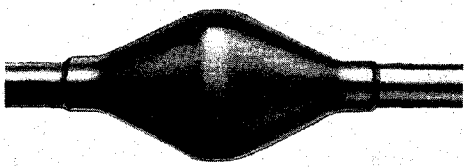
**Cadillac Drive Line**

The use of a one-piece propeller shaft (two-piece with center support on 75 series), precisely aligned with the rear axle pinion gear through machined mountings, transmits power from the transmission to the rear axle with utmost quietness and resistance to vibration.



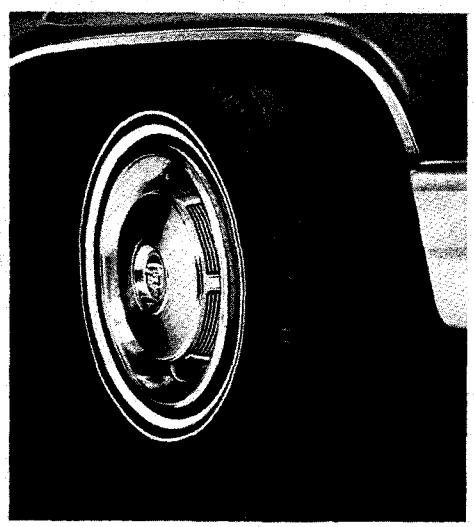
**Constant Velocity Joints**

Further contributing to smooth, quiet transmission of power to the driving wheels is the use of CV (constant velocity) joints at the ends of each propeller shaft. In effect, the CV joint is like combining two U-joints with the advantage that each serves to offset any vibration-setting tendencies of the other.



**Rear Axle**

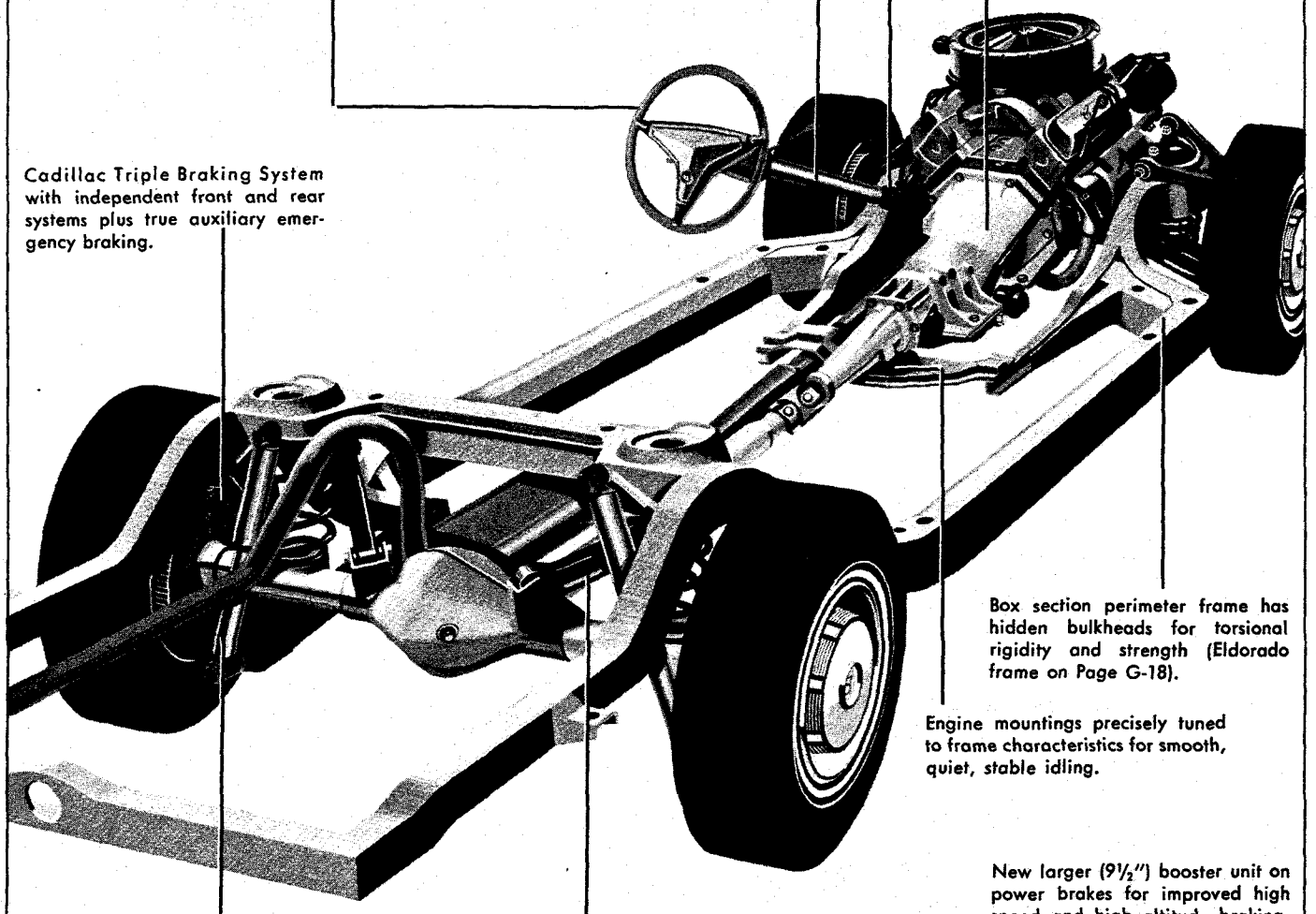
The rear axle housing is of exceptionally strong, rigid construction with a minimum number of sections and welds. Rear axle pinion seal has a two-lip design, outer lip sealing out dirt, inner lip sealing in lubricant. Bearings are prestressed for long lasting smoothness and durability.



**Tires and Wheels**

Cadillac wheels have safety rims which tend to hold the bead of the tire to the rim even in event of sudden deflation. Tires have tread design extending onto shoulders for smooth cornering. Improvements in tread design and compounds, cord material and bonding assure even greater durability for 1967.

# *Cadillac Chassis—1967*



Cadillac Variable-Ratio Steering for minimum parking effort, added responsiveness in straight-ahead steering.

New energy absorbing steering wheel for added security.

New all-rubber flexible coupling between steering gear and column isolates road noise or vibration.

New energy absorbing steering column for added security.

Turbo Hydra-Matic transmission for maximum smoothness, flexibility and performance.

Cadillac Triple Braking System with independent front and rear systems plus true auxiliary emergency braking.

Box section perimeter frame has hidden bulkheads for torsional rigidity and strength (Eldorado frame on Page G-18).

Engine mountings precisely tuned to frame characteristics for smooth, quiet, stable idling.

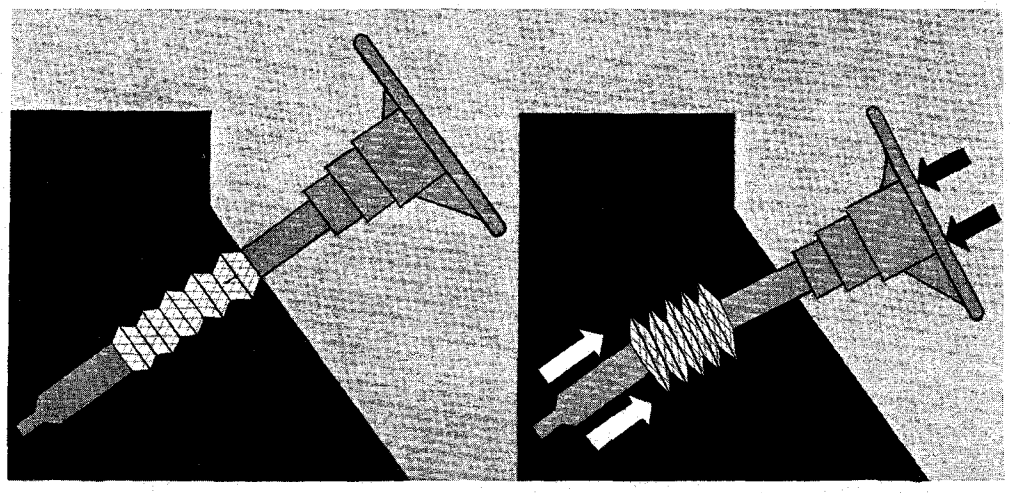
New larger (9½") booster unit on power brakes for improved high speed and high altitude braking.

Cadillac shock absorbers prevent mixing of air with fluid for consistent quality of ride.

Cadillac Four-Link rear suspension minimizes fore and aft or sideways motion; resists downward deflection during acceleration.

New corrosion-resistant brake lines for increased durability.

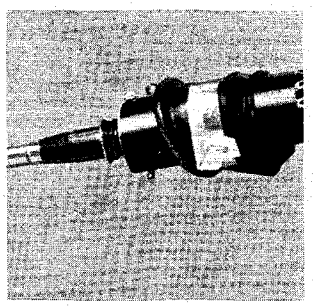
Body mount compounds and locations tested and proved on road simulator for maximum isolation of road noise and vibration.

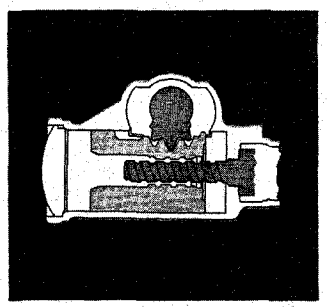


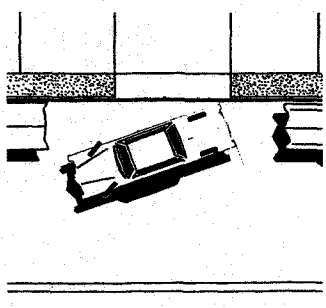
**New Energy Absorbing Steering Column**
The new Energy Absorbing Steering Column on all 1967 Cadillac body styles is designed to compress on impact. Thus, should the car become involved in a frontal collision and the primary force (forward movement of the car) be suddenly halted, the steering column compresses reducing its tendency to move rearward toward the driver's compartment. The secondary force, that of the driver continuing to move forward against the steering wheel, is also partially absorbed by compression of the steering column and additionally by the new padded steering wheel itself.

**Cadillac Variable-Ratio Power Steering**
(Except Seventy-Five Models.)
This feature gradually increases the ratio of turn of the front wheels the further the steering wheel is turned right or left from the straight-ahead position. Thus while there is some reduction in amount of steering wheel movement required for all maneuvering, there is a major reduction, up to one-third, in the number of steering wheel turns required to make a full swing of the front wheels from right to left or left to right, as may be required on hairpin turns or for parking in restricted space.

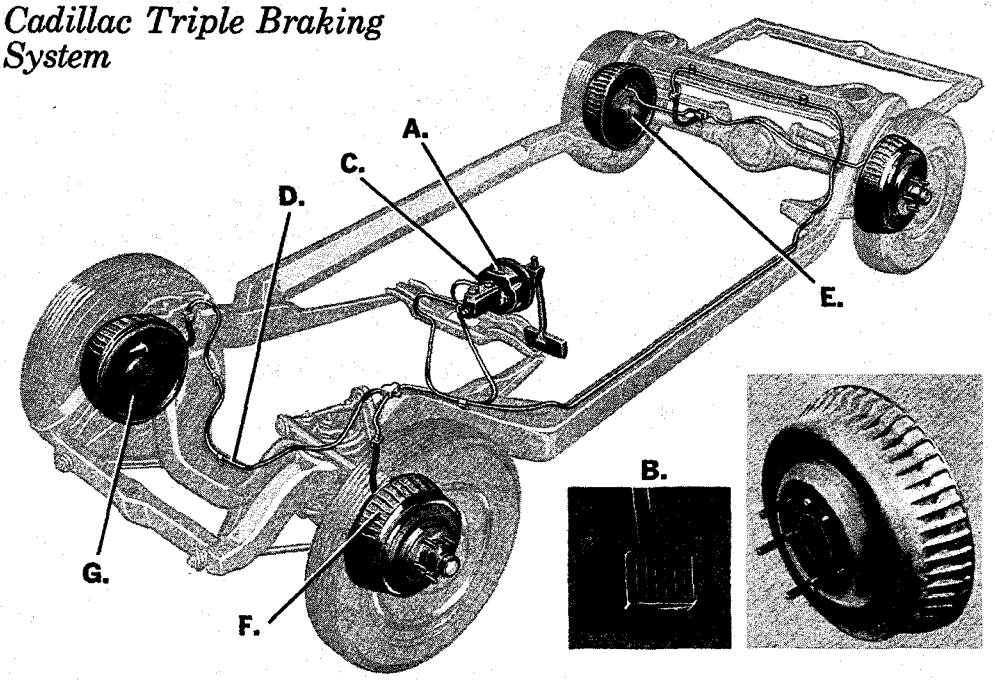
**Rubber Cushioned Coupling and Bushings**
Contributing to Cadillac's smooth, effortless, fatigue-free steering is the use of a flexible rubber coupling in the steering shaft and the use of rubber bushings at steering gear-to-frame mountings thus isolating road shocks or vibration from the steering wheel.







## *Cadillac Triple Braking System*




**A.** The Cadillac pioneered independent front and rear braking systems incorporates a separate fluid reservoir, master cylinder piston and hydraulic lines for each system. Thus a malfunction (indicated by red telltale light on instrument cluster) to either front or rear system leaves the other still operative.

**B.** The Cadillac parking or emergency brake provides an auxiliary braking system since, with the ignition ON, and the car in gear, it may be applied and released without locking in applied position.

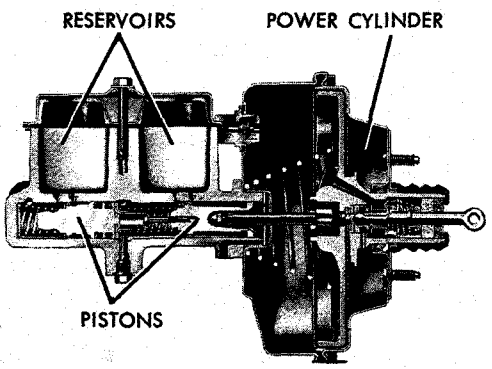
**C.** New larger power brake vacuum booster for 1967 assures improved high speed and high altitude braking performance.

**D.** New corrosion-resistant brake lines and rayon cord brake hoses assure increased durability and long life.

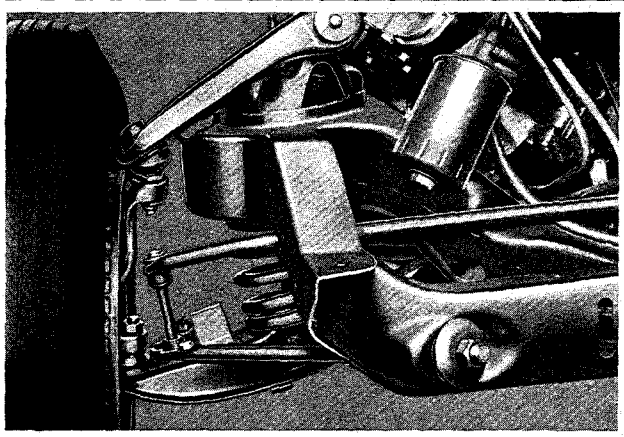
**E.** Long life pistons in wheel brake cylinders are made of a super-hard, self-lubricating alloy for maximum durability.

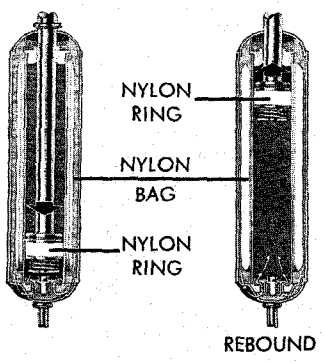
**F.** Finned brake drums, front and rear, offer maximum area to cooling flow of air for fast heat dissipation. Flange on front brake backing plates shields interior of drums from splashing water.

**G.** Self-adjusting brake shoes automatically bring linings back to proper clearance with drums when brakes are applied while car is in rearward motion.




DUAL MASTER CYLINDER






**Front Suspension**

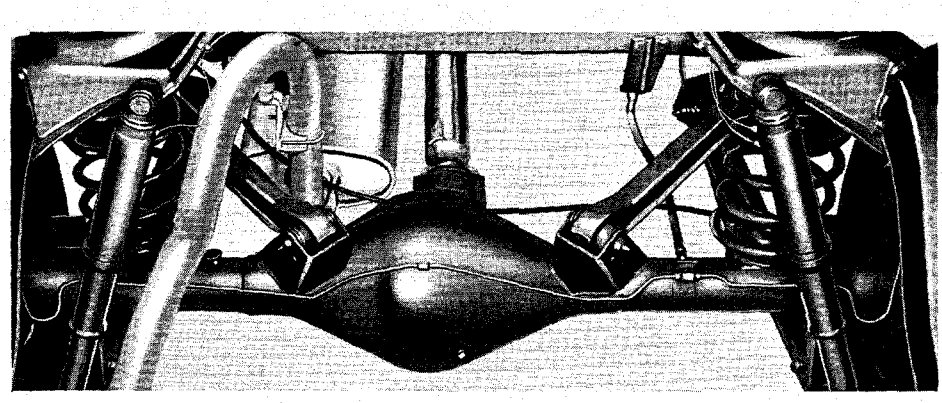
Cadillac's front suspension not only cushions the ride but contributes to stability and handling. Strut rods, mounted to the lower control arms and, through thick rubber bushings, to the front frame crossmember hold the wheels in firm fore and aft alignment during normal driving yet permit a momentary rearward deflection of the wheel when it encounters a bump or depression in the road surface thus cushioning the impact. Other front suspension members, too, are mounted to the frame with rubber bushings further insulating against road noise or shock. Rubber limit bumpers cushion impact should bottoming ever occur.

**Shock Absorbers**

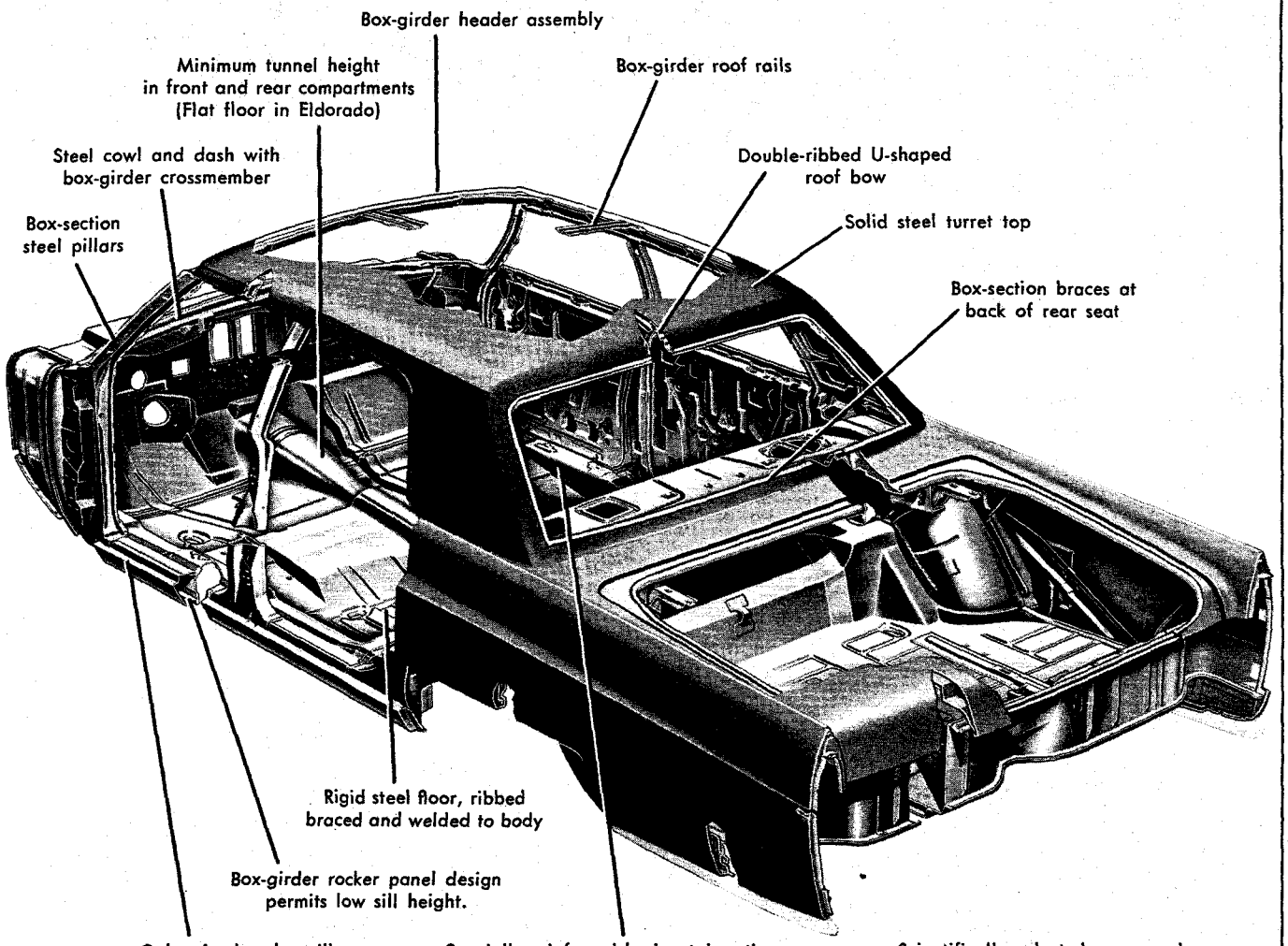
Cadillac shock absorbers are of an exclusive design with a gas-filled nylon envelope replacing the air space in conventional shock absorbers. Since there is no mixing of air with the fluid, efficiency is maintained even on roughest roads.

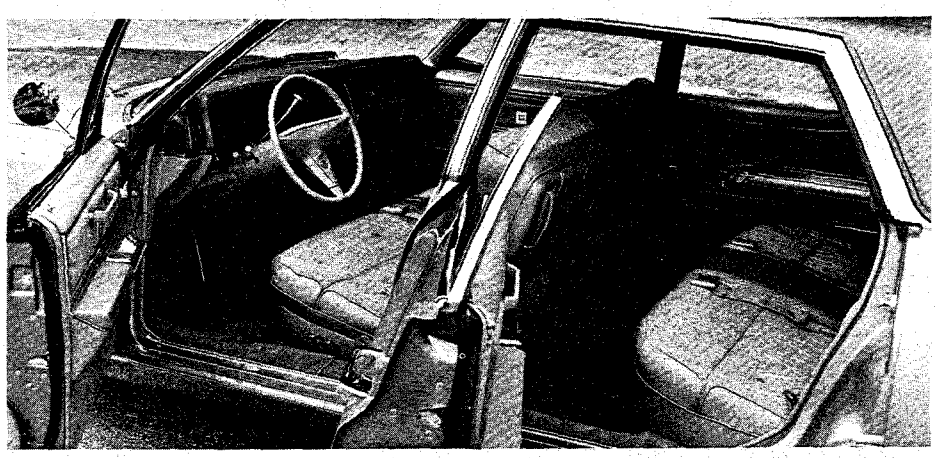
**Rear Suspension**

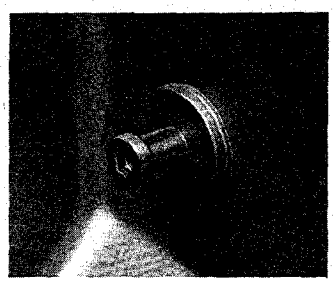
Cadillac Four-Link rear suspension has two lower control arms to hold the wheels in fore and aft alignment and two upper control arms angle-mounted high on the rear axle housing, thus resisting both sideways motion and roll on curves. Deflection of the rear of the car downward on quick acceleration is also minimized. Thick rubber insulation at control arm-to-frame mountings and at top and bottom of springs absorb and isolate road noise.

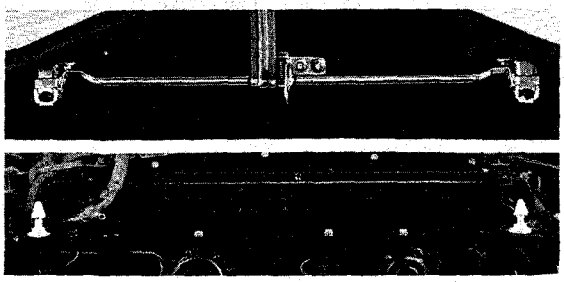


## *Cadillac Body Construction*









**Ease of Entry and Exit**

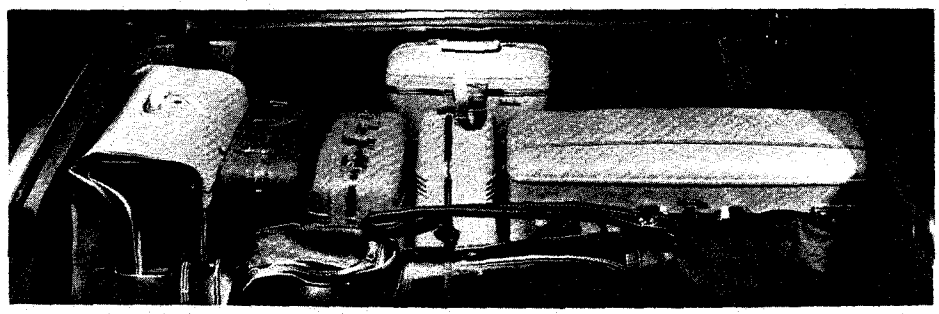
Cadillac attention to the safety, comfort and convenience of the driver and passengers is exemplified in many details which contribute to ease of entry and exit. For example, wide-opening, forward hinged doors, low door sills, rounded cushion corners, no extending dogleg at windshield pillars and a padded, small diameter steering wheel which, with the Tilt and Telescope provision, can be swung up out of the way at the touch of a lever. *Interior roominess is best exemplified by the interior dimensions shown in* Section C of this book beneath each interior illustration.

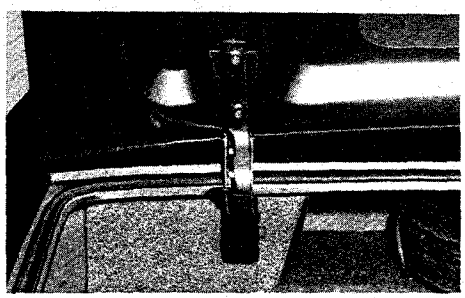
**Door Locks and Latches**

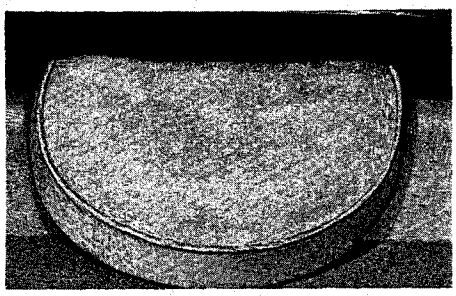
Passenger-guard door locks on all doors for 1967 provide disengagement or free-wheeling of the inside door handles when the door lock buttons are pushed down. Door lock buttons must be returned to up position manually, by Power Door Lock switch or by outside key lock to re-engage inside door handles. Latches themselves are designed to resist opening under impacts. Rugged hinges, securely anchored, are designed to resist severe stress.

**Hood Latches**

The smartly styled expanse of hood, reaching from centerline to centerline of the front fenders, is designed as an actual functional part of the front end structure. It is firmly secured with dual hood latches released by a fingertip lever just below and to the right of the hood center.

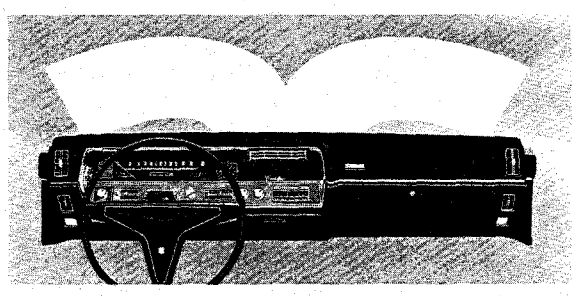


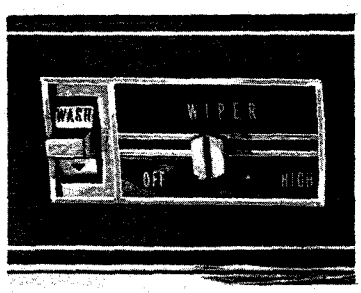


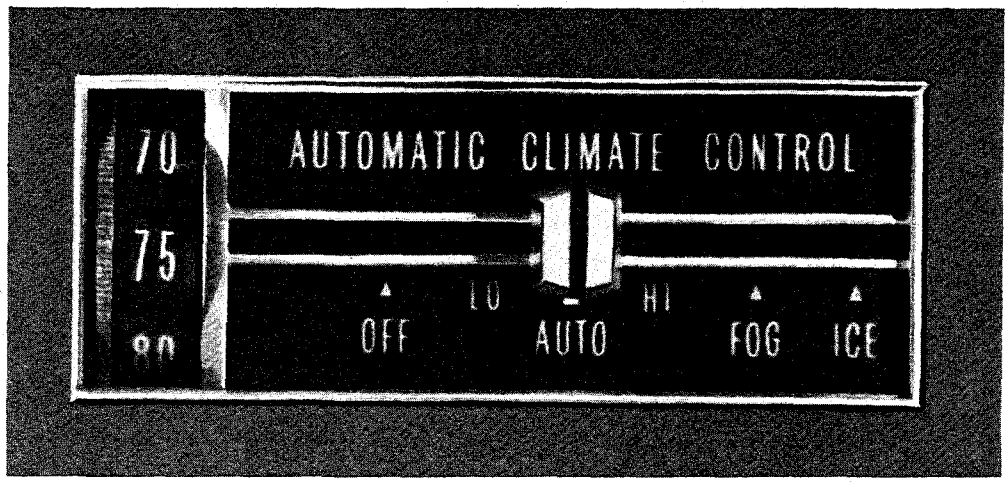


**Luggage Compartment**
With a capacity designed to accommodate all of the luggage normally carried on a trip, including golf clubs, the Cadillac luggage compartment features a new soft-textured, felt-finish lining, non-protruding hinges which recess into a housing for protection of fine luggage, spare tire mounted out of the way at the rear of the compartment (except on convertibles and Seventy-Five models) and a protective spare tire cover, standard on the Fleetwood Sixty Special and Brougham, optional on all other body styles. Rubber seal entirely around deck lid protects against entrance of dust, rain or snow.

**Windshield Washer-Wipers** (3-speed)
Designed to provide a large cleared area in front of the driver and passenger, Cadillac Windshield Washer-Wipers also feature: three-speed operation to cope with varied weather demands; reduced glare wiper arms and blades for minimum reflection; illuminated switch and washer-wiper button for night-time convenience.

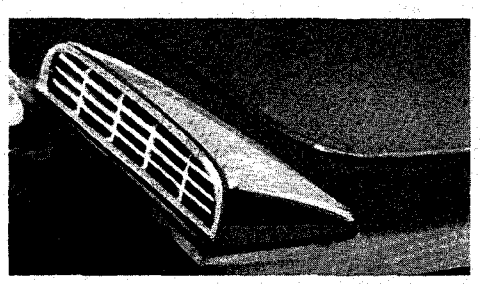




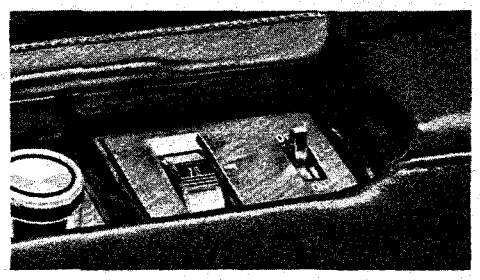



**Dual Compartment Automatic Climate Control**
Standard on the Fleetwood Seventy-Five Sedan and Limousine, dual compartment Automatic Climate Control provides separate controls, blowers, sensors and evaporator for automatically supplying the proper mixture of heated and cooled air to both front and rear compartments. Thus, driver and rear compartment passengers can dial and maintain separate interior temperatures. (There is no vent position on this dual system).

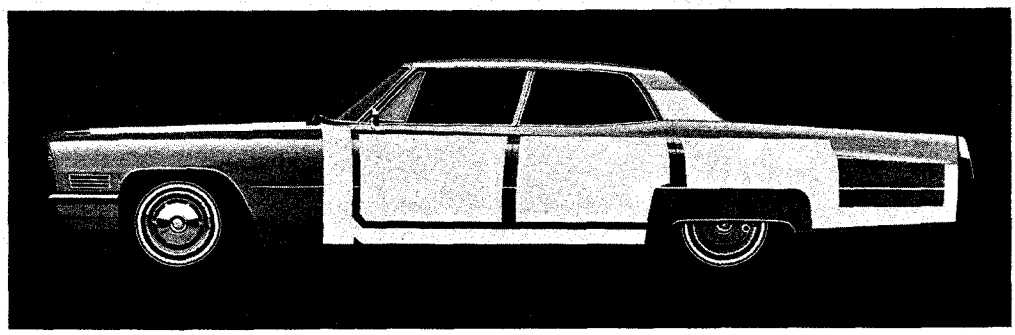
Heated or cooled air, as required, is supplied year-round without the need for further adjustment. (See page B-2.)

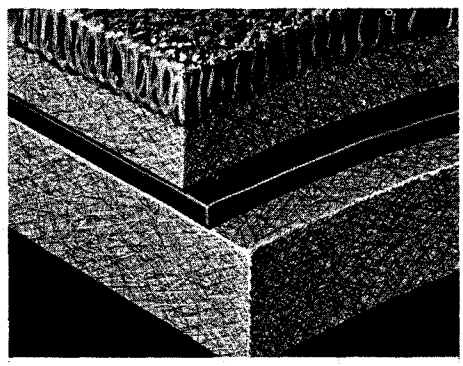


**Separate Rear Compartment Air Intakes**
Outside air for the rear is drawn in through newly styled air inlets located high on the rear of the body.



**Separate Rear Controls**
A separate on-off switch and a temperature dial are mounted beneath a hinged cover on the right rear armrest, conveniently accessible to the rear compartment passenger.





**Floor Insulation**
A four-layer barrier of selected materials protects the front compartment against heat, cold, noise and drafts.

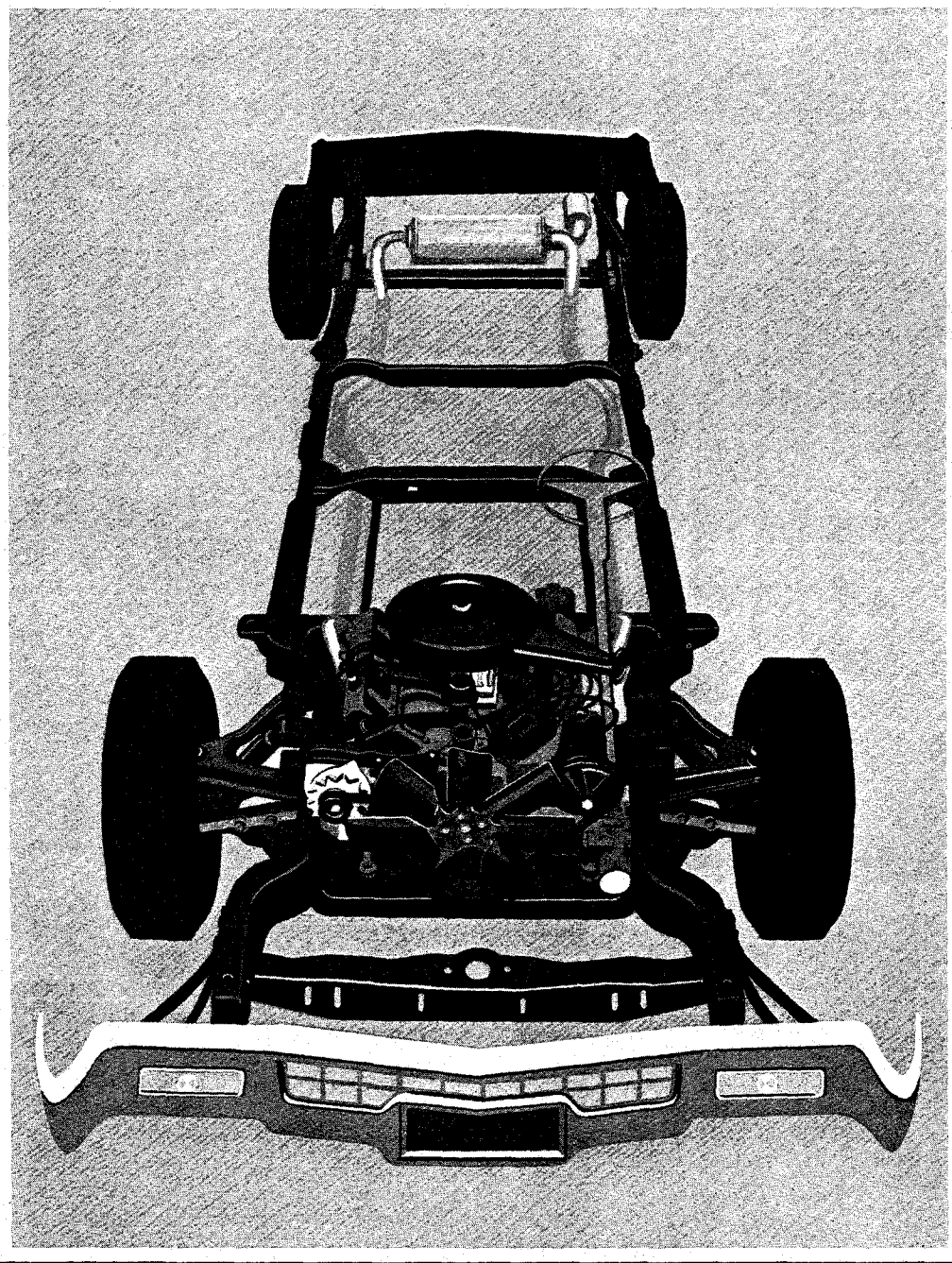
1. Jute
2. Rubber Compound
3. Jute
4. Carpeting

**Scientific Soundproofing**
The quietness of Cadillac interiors, a matter of pride and pleasure for Cadillac owners, is achieved through selected soundproofing. There is a molded one-piece sound barrier between engine and passenger compartments and sound deadening material at designated areas to absorb noise of thrown gravel. Added quietness is assured by insulation in rear quarter panels to reduce tire noise and rubber door seals which greatly reduce wind noise. A highly efficient rubber compound sound barrier is used at each side of the cowl. A thicker sound barrier insulates front compartment floor. Rear compartments have two layers of jute topped by deep carpeting. There is a layer of felt deadener and a layer of tuflex insulation between the steel top and headlining of Calais, De Ville, Fleetwood Eldorado, Sixty Special and Brougham models. The underside of the hood is insulated by 1½" thick fiberglass.

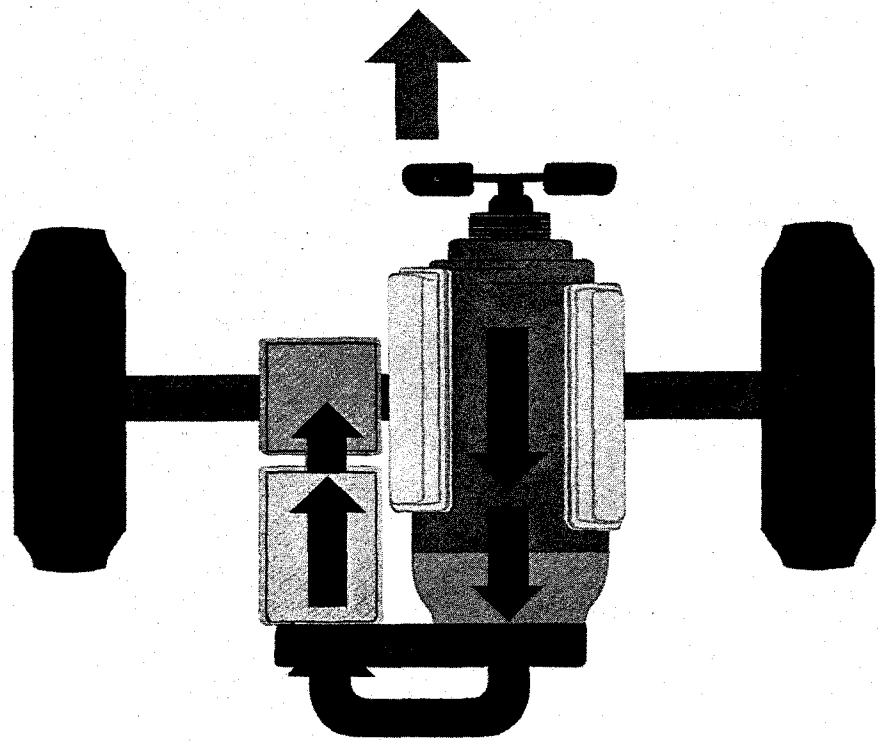
**Ignition Switch Helps Protect Battery**
The Cadillac ignition switch provides a stop which requires pressing the key inward slightly before turning it to ACCESSORY position. This reduces the likelihood that the key will be inadvertently turned past OFF to ACCESSORY position and thus reduces the possibility of running down the battery.

## *Fleetwood Eldorado (Special Features)*

Created as the World's finest personal car, the Fleetwood Eldorado provides many distinctive engineering features exclusive to this body style. These features, described on the following pages, are as important to the personal character of this elegant motor car as its individualistic styling shown in Sections C and F of this book.



*Fleetwood Eldorado Special Features*



**Front Wheel Drive**

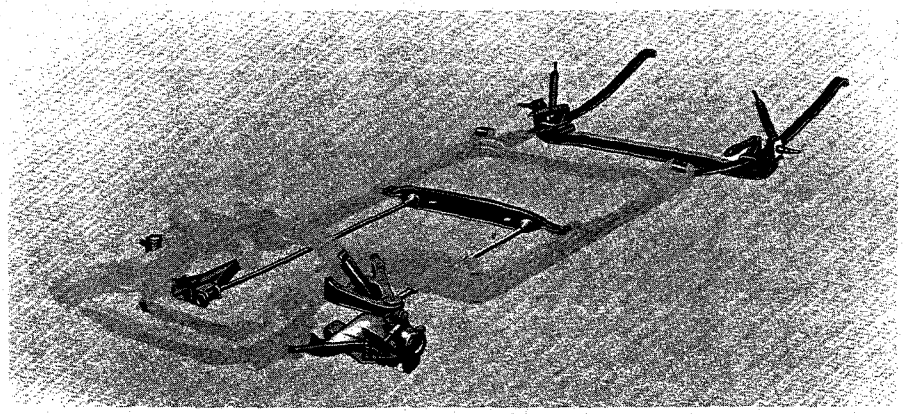
Among the attractions of a personal car are distinctive attributes which make it outstanding even among other motor cars produced by the same manufacturer.

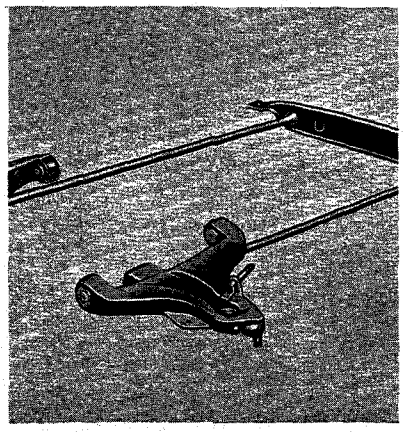
The Fleetwood Eldorado fulfills this measurement not only in its exclusive styling but in its mechanical characteristics as well. Front wheel drive, for example, with the attendant steering and suspension it requires, provides exceptional directional stability combined with a quick and precise steering. The result is a feeling of participation and control certain to be appreciated by the personal car enthusiast.

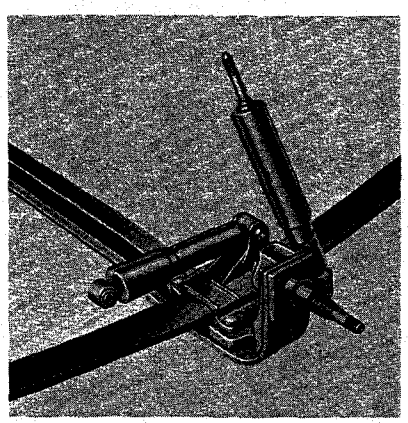
Yet, because of the wide front tread, medium-weight springs and Cadillac's exclusive shock absorber design, the riding quality is traditionally Cadillac, comfortable, stable and controlled, with minimum roll.

Diagramed above is the flow of power through front wheel drive with arrows denoting the directional changes from engine to torque converter, (via silent chain) to transmission, to differential, to axles and wheels.

## *Fleetwood Eldorado Special Features*





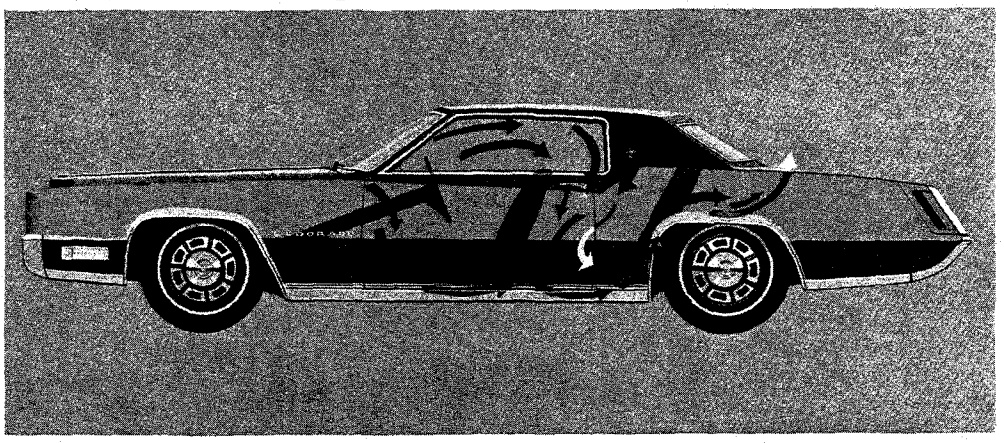


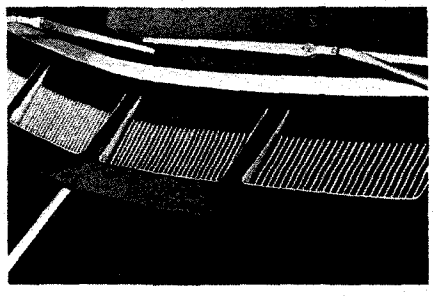
**Special Frame**
The Fleetwood Eldorado frame is designed to fit the structural requirements of its front wheel drive. Major elements are forward while lighter components are at the rear. Space at the rear, normally taken up by the differential and rear axle housing, permits mounting the spare tire directly behind the rear seat to provide adequate luggage space even with the Eldorado's close-coupled rear deck design.

**Front Suspension**
The use of individual torsion bars instead of coil springs on the front suspension is in keeping with the space requirements of the front wheel drive axles. At the same time, this suspension method contributes to the handling characteristics, the feeling of road control and stability so much appreciated by personal car owners.

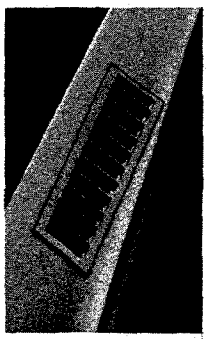
**Rear Suspension**
Rear suspension in the Eldorado is provided by single leaf springs, that are rubber mounted, and the use of four exclusive Cadillac shock absorbers, two mounted horizontally and two angled vertically. Positioned thus, the shock absorbers provide positive control of fore and aft wheel deflection as well as vertical and sideways motion of the car for maximum stability.

## *Fleetwood Eldorado Special Features*



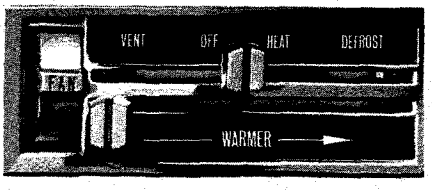






### Ventilation System

The Fleetwood Eldorado ventilation system takes in air at the cowl air intake grille on the hood just forward of the windshield. Some air is directed to the floor through the cowl vent outlets. The five air conditioner outlets (which are provided on the Eldorado whether it has the air conditioning system or not) direct the balance of the air flow so that it passes over the front and rear seat passengers, then under the rear seat and into the trunk. It then exits from the car through four outlet grilles, one on each rear fender and one on each door lock pillar. The efficiency of this ventilation eliminates any requirement for front ventipanes on the Fleetwood Eldorado. Individual pull knobs are also provided (except with air conditioning system) underneath each end of the instrument panel to open the cowl air vents if desired.




### Operating Controls

With air conditioning, Eldorado controls are the same as described in OPTIONAL EQUIPMENT FEATURES Section B. Standard heater-defroster controls on the Eldorado have an added VENT position as shown in illustration at left, to operate the ventilation system described above.




# GENERAL SPECIFICATIONS

## All Series and Body Styles

Horsepower . . . . . 340
Compression Ratio . . . . . 10.5 to 1
Piston Displacement . . . . . 429 cu. in.
Valve Arrangement . . . . . Overhead
Carburetor . . . . . 4-barrel
Transmission . . . . . Turbo Hydra-Matic
Steering** . . . . . Variable Ratio Power
Brakes . . . . . Dual System plus true auxiliary parking brake
Frame . . . . . Perimeter
Springs*** . . . . . Helical Coil, front and rear
Axle Ratios . . . . . 2.94 to 1*

*3.21 optional; standard on Eldorado and air conditioned cars.
**Fixed ratio on Seventy-Five models.
***Torsion bar, front; leaf rear, on Eldorado.

| | Calais Sedans and Sedans de Ville | De Ville Convertible, Coupe de Ville and Calais Coupe | Fleetwood Eldorado | Fleetwood 60 Special Sedan and Brougham | Fleetwood 75 9-Passenger Sedan and Limousine |
|---|---|---|---|---|---|
| Wheelbase | 129.5" | 129.5" | 120" | 133" | 149.8" |
| Overall Length | 224" | 224" | 221" | 227.5" | 244.5" |
| Overall Width | 80" | 80" | 80" | 80" | 80" |
| Overall Height | 55.6"† | 54.6"** | 53.3" | 56.7"* | 57.4" |
| Minimum Road Clearance | 5.2" | 5.2" | 5.7" | 5.4" | 5.8" |
| Steering Ratio—Overall | 16.2 | 16.2 | 16.3 | 16.2 | 18.2 |
| Turning Radius (Wall-to-Wall) | 23'9" | 23'9" | 22'3" | 24'4" | 28'7" |
| Tread—Front | 62½" | 62½" | 63½" | 62½" | 62½" |
| Tread—Rear | 62½" | 62½" | 63" | 62½" | 62½" |
| Tires, Tubeless—Size | 9.00 x 15 | 9.00 x 15 | 9.00 x 15 | 9.00 x 15 | 8.20 x 15 |
| Tires | 2-ply | 2-ply | 2-ply | 2-ply | 4-ply |

*Brougham 56.8". **54.3 on De Ville Convertible. †54.5" on hardtop sedans.

## *Detailed Specifications*

**engine**

| | |
|---|---|
| Number of cylinders | 8 |
| Cylinder arrangement | 90° V-type |
| Valve arrangement | Overhead |
| Bore and stroke | 4.13″ x 4.0″ |
| Block and cylinder head material | Cast iron |
| Piston displacement | 429 cu. in. |
| Taxable horsepower | 54.6 |
| Max. brake horsepower | 340 @ 4600 r.p.m. |
| Max. engine torque—lbs.-ft. | 480 @ 3000 r.p.m. |
| Compression ratio | 10.5:1 |
| Engine mounts | Vulcanized rubber |
| Number of points of suspension | 3 |

**pistons and rings**

| | |
|---|---|
| Make | Bohn Aluminum—Central Foundry—Zollner-sterling |
| Material | Aluminum alloy |
| Type | Slipper type, cam ground, control expansion |
| Clearance | .0006-.0010″ |
| Number of oil rings per piston | 1 |
| Number of comp. rings per piston | 2 |
| Top compression ring | Molybdenum filled |

**rods and pins**

| | |
|---|---|
| Wristpin length | 3.090″ |
| Wristpin material | Steel |
| Type | Pressed in rod |
| Connecting rod length | 6.500″ |
| Material—connecting rod | Forged steel |
| Weight—connecting rod | 19.36 oz. |
| Lower bearing material | Steel-back Moraine |
| Connecting rod bearing clearance | .0005″-.0021″ |
| Connecting rod bearing end play | .008″-.014″ (total two rods) |

**crankshaft**

| | |
|---|---|
| Material | Pearlitic malleable iron |
| Weight | 59 pounds |
| Main bearing thrust | Center main |
| Crankshaft end play | .001″-.007″ |
| Main bearing removable | Yes |
| Main bearing material | Steel-back Moraine |
| Main bearing clearance—rear | .0006″ to .003″ |
| Main bearing journal— Diameter x Length: | |
| Number 1 | 3.000″ x 1.120″ |
| Number 2 | 3.000″ x 1.062″ |
| Number 3 | 3.000″ x 1.338″ |
| Number 4 | 3.000″ x 1.062″ |
| Number 5 | 3.000″ x 1.120″ |

## *Detailed Specifications*

### camshaft

| | |
|---|---|
| Drive | Chain |
| Camshaft sprocket material | Aluminum with nylon teeth |
| Timing chain—make | Link Belt |
| Timing chain—no. of links | 46 |
| Timing chain—width | .750″ |
| Timing chain—pitch | .500″ |

### valves

| | |
|---|---|
| Valve arrangement | Overhead |
| Intake opens | 39° B.T.C. at .001 lift |
| Intake closes | 109° A.B.C. at .001 lift |
| Exhaust opens | 86° B.B.C. at .001 lift |
| Exhaust closes | 62° A.T.C. at .001 lift |

### intake

| | |
|---|---|
| Material | Alloy steel |
| Overall length | 4.794″ |
| Diameter of head | 1.875″ |
| Angle of seat | 44° |
| Lift | .440″ |

### exhaust

| | |
|---|---|
| Material | Alloy steel |
| Overall length | 4.815″ |
| Diameter of head | 1.500″ |
| Angle of seat | 44° |
| Lift | .440″ |
| 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 | 5 qts. with filter. Refill, 4 qts. |
| Type of oil level gauge | Dip stick |
| Make of pressure gauge | AC—Tell-Tale Lite |
| Oil filter | Standard |
| Type | Full-Flow |

## *Detailed Specifications*

### fuel

| | |
|---|---|
| Gasoline tank capacity | Approx. 26 gallons* |
| Type of fuel feed | Camshaft pump |
| Carburetor—make | Rochester & Carter |
| Carburetor—type | Four-barrel downdraft |
| Manifold heat control | Automatic |
| Type of air cleaner | Dry-pack |

*Eldorado, approx. 24 gallons.

### cooling

| | |
|---|---|
| Water pump type | Centrifugal—dual outlet |
| Pressure relief valve | Yes |
| Choke for recirculation | Yes |
| Radiator core | Cross-flow |
| Full length cylinder water jacket | Yes |
| Water all around cylinders | Yes |

| | | Fleetwood 75 |
|---|---|---|
| Fan belt length: | | |
| Generator | 38.08″ | 53.10″ |
| Steering pump | 49.94″ | 50.62″ |
| Fan belt width | 3/8″ | |
| Fan blade material | Steel* | |
| Fan—no. of blades | 7* | |
| Cooling system capacity** | 18.1 qts. | 19.5 qts. |
| | Add 1 qt. for A/C | |

*6-blade, aluminum on Eldorado and A/C cars.
**17 qts. (17.5 with A/C) on Eldorado.

### generator

| | |
|---|---|
| Make | Delco-Remy |
| Minimum charging speed | At idle |
| Generator ventilation | Forced air |

### generator regulator

| | |
|---|---|
| Make | Delco-Remy |
| Voltage regulator setting | 13.8-14.8 @ 100° (adjust to 14.2) |
| Generator max. charging rate* | 42 amp. |
| (Fleetwood 75 and air-conditioned cars) | 55 amp. |

*63 amp., optional.

### starting motor

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

### ignition

| | |
|---|---|
| Spark advance | Centrifugal and vacuum |
| Ignition unit—make | Delco-Remy |
| Manual advance | None |
| Maximum centrifugal advance | Crankshaft (12°-16°) at 4000 rpm. |
| Vacuum advance, maximum | Crankshaft (25.5° at 18.25 in. of Hg.) |
| Distributor breaker gap | .016″ |

## *Detailed Specifications*

**ignition**—continued

| | |
|---|---|
| Initial spark advance | 5° B.T.C. (Nominal) |
| Firing order | 1-8-7-2-6-5-4-3 |
| Ignition coil—make | Delco-Remy |
| Spark Plugs: | |
| Make | AC |
| Model | 44.0 |
| Thread | 14 mm. |
| Gap | .035″ |

**battery**

| | |
|---|---|
| Make | Delco-Energizer |
| Number of plates | 13 |
| Capacity (amp. hrs.) | 73 |
| Terminal grounded | Negative |
| Location of battery | Under hood on tray at front right-hand side of radiator cradle |

**lights and horn**

| | |
|---|---|
| Headlight—make | Guide sealed-beam (Dual) |
| Headlight cover glass, dia. | 5¾″ |
| Parking light—make | Guide |
| Taillight—make | Guide |
| Lighting switch—make | Delco-Remy |
| How are headlights dimmed? | Depressed beam—foot switch |
| Cornering light | Guide-activated by directionals & light switch |
| Horn: | |
| Make | Delco-Remy |
| Type | Vibrator, seashell electric F, A and high C notes (3)* |

*Additional low D horn optional extra cost.

**turbo hydra-matic transmission**

| | |
|---|---|
| Type | Fully automatic stepped gear transmission with variable stator torque converter* |
| Gearing | Planetary |
| No. of forward speeds in left DRIVE position | 3 |
| No. of forward speeds in right DRIVE position | 2 |
| No. of forward speeds in (L) low position | 1 |
| Transmission ratio | |
| Low gear | 2.48 plus torque converter |
| Intermediate gear | 1.48 plus torque converter |
| High gear | 1.00 plus torque converter |
| Reverse | 2.09 plus torque converter |
| *Torque converter maximum torque* multiplication at stall | 2.00 |

*Fixed stator on Fleetwood 75 models.

## *Detailed Specifications*

### turbo hydra-matic transmission—continued

| | |
|---|---|
| Oil capacity | |
| Completely dry transmission | 11 qts. 6 oz. |
| Pan drained by filler tube only | 4 qts. 20 oz. |
| Pan and strainer removed | 5 qts. |

### frame

| | | Eldorado |
|---|---|---|
| Frame—make | A. O. Smith | Dana |
| Frame—type | Perimeter | Boxed perimeter |

### front suspension

| | | Eldorado |
|---|---|---|
| Front suspension—type | Forked arms, upper. Single arms with tension strut rods, lower. | Forked arms, upper. A-frame lower. |
| Control arm pivots | Rubber bushings | |
| Knuckle support bearing | Spherical | |
| Front wheel inner bearing | Tapered roller | Double-row ball bearing. |
| Front wheel outer bearing | Tapered roller | |
| Front spring—type | Helical coil | Torsion bar |
| Front spring, material | Spring steel | |
| Shock absorber—type | Hydraulic direct-acting type | |
| Front stabilizer | Torsion rod | |

### rear suspension

| | | Eldorado |
|---|---|---|
| Type | Cadillac four-link | See below |
| Yoke and control arm pivots | Rubber bushings | |
| Springs | Helical coil | Single leaf |
| Material | Spring steel | |
| Shock absorbers | Hydraulic direct-acting, inverted "V" mounting | Also two horizontal mounted in fore and aft direction |

### propeller shaft*

| | | Fleetwood 75 |
|---|---|---|
| Type | 1-piece | 2-piece |
| Make | Saginaw | |
| Drive and torque taken through | Four-link rear suspension | |

### universal joints

| | | |
|---|---|---|
| Number used | 2 | 3 |
| Type | Constant Velocity | |
| Universal joints, lubricated | Permanently | |

*Eldorado has front wheel drive with 4-CV (constant velocity) joints. Drive and torque taken through engine mounts.

## *Detailed Specifications*

### rear axle

| | | Fleetwood 75 and Eldorado |
|---|---|---|
| Rear axle—make | Own | |
| Rear axle—type | Semifloating | |
| 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: | | |
| Standard | 2.94 | 3.21 |
| Optional | 3.21* | |
| Rear wheel bearing—type | Ball, grease-packed (permanent) | |

*Standard on air-conditioned models.

### tires and wheels

| | | Fleetwood 75 |
|---|---|---|
| Tires: | | |
| Make | U. S. Royal, Firestone, Goodrich and Goodyear | |
| Type | Tubeless | |
| Size | 9.00 x 15 | 8.20 x 15 |
| Ply | 2-ply | 4-ply |
| Inflation pressure: | | |
| Front | 24 lbs.* | 28 lbs. |
| Rear | 24 lbs.* | 28 lbs.** |
| Wheels: | | |
| Type | Slotted disc | |
| Make | Kelsey-Hayes | |
| Rim, diameter | 15″ | |

| | | Eldorado |
|---|---|---|
| Tread: | | |
| Front | 62½″ | 63½″ |
| Rear | 62½″ | 63″ |

*Sixty Special and Brougham, 25 lbs. Eldorado, 24 lbs. front; 22 lbs. rear.
**38 lbs. with 9 passengers and 200 lb. trunk load.

### steering

| | | Fleetwood 75 |
|---|---|---|
| Steering | Variable ratio Hydraulic Power | Non-variable |
| Type | Concentric gear | |
| Make | Saginaw | |
| Overall steering ratio | 16.2 to 1* | 18.2 |
| Car turning radius: | | |
| (wall-to-wall) | 23′9″** | 28′7″ |
| 60 Special and Brougham | 24′4″ | |

*Eldorado 16.3 to 1.
**Eldorado 22′3″

## *Detailed Specifications*

### brakes

| | | ***Eldorado |
|---|---|---|
| Front | Independent hydraulic | |
| Rear | Independent hydraulic | |
| Type | Duo-servo, self-adjusting | |
| Brake drum diameter | 12″ | |
| Brake drum, internal or external | Internal | |
| Brake lining, length per wheel: | | |
| Forward shoe | 11.00″ | 12.00″ |
| Reverse shoe | 12.36″ | 12.00″ |
| Total | 23.36″ | 24.00″ |
| Brake lining width | 2½″ | 2.75″ front; 2.00″ rear |
| Brake shoe clearance** | .010″—.030″ | |
| Foot Parking brake location | Left side below dash | |
| Release | Automatic vacuum* plus manual | |
| Operates on | Rear service brakes | |
| Power brakes | Standard, all models | |

*With engine running and car in any drive gear.
**Controlled by self-adjusting linkage.
***Disc brakes, front, optional extra cost on Eldorado.

### miscellaneous specifications

| | |
|---|---|
| Car lifting device, jack | Bumper type |
| Engine lubrication—type | Pressure |
| Chassis lubrication—type | No lube fittings |
| Axle lubrication—type | Splash |

### lubricants

| | |
|---|---|
| Engine crankcase capacity | 4 qts. |
| With oil filter (Std.) | 5 qts. |
| Recommended viscosity | Anticipated temperature: 32°F or higher, SAE-10W-30, SAE 20, SAE 20W<br>0°F to +32°F, SAE 10W, SAE 5W-20<br>0°F or lower, SAE 5W, SAE 5W-20 |
| Drain | 6000 miles |

CAUTION: Drain more frequently in accordance with Owner's Manual under varying operating conditions.

| | |
|---|---|
| Rear axle oil | 5 pints |
| Recommended viscosity | 90 hypoid |
| Transmission fluid | Type "A" (Suffix "A") |
| Turbo Hydra-Matic refill | 11 qts. 6 ozs. (completely dry)<br>4 qts. 20 ozs. (pan drained by filler tube only)<br>5 qts. (with pan and strainer removed) |
| Gasoline tank capacity | Approx. 26 gallons* |

*Approx. 24 gallons on Eldorado.




# 1902-1966 Cadillac Milestones

Cadillac has pioneered in the development of many motoring achievements . . . advancements in engineering and design which have set the trend for other motorcar makers in the course of the ensuing years. The "milestones" listed in this section of your Data Book point up the dramatic year-by-year development of and increased demand for the Cadillac automobile, recognized and respected everywhere as the "Standard of the World."

## *1902/1966 Cadillac milestones*

| Model Year | Total Production | Type of Cars Produced | List Price (Typical Car) | Wheelbase | Milestones |
|---|---|---|---|---|---|
| 1902<br>1903 | 2,500 | 1 cyl. "A" | $ 850 | 76" | Detroit Automobile Co., established 1899, reorganized as "Cadillac Automobile Co." |
| 1904 | 2,318 | 1 cyl. "B" | 950 | 76" | Cadillac Automobile Co. and Leland & Faulconer consolidate as "Cadillac Motor Car Company" with Henry M. Leland, grand old man of the industry, as General Manager. |
| 1905 | 4,182 | 1 cyl. "F"<br>4 cyl. "D" | 950<br>2,800 | 76"<br>100" | **First** four-cylinder establishes Cadillac as the pioneer of multi-cylinder motor cars. |
| 1906 | 4,307 | 1 cyl. "M"<br>4 cyl. "H" | 950<br>2,500 | 76"<br>102" | |
| 1907 | 2,696 | 1 cyl. "M"<br>4 cyl. "G"<br>4 cyl. "H" | 950<br>2,000<br>2,500 | 76"<br>100"<br>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"<br>4 cyl. "H" | 1,000<br>2,500 | 82"<br>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" | October—**First** in this country to offer a production car (1915 Cadillac) with a V-type, water cooled, eight-cylinder engine, the prototype of engines later used throughout the industry. **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 grueling tests at Marfa, Texas. |
| 1918 | 20,285 | V-8 "57" | 3,535 | 125" | Cadillac supplied 2,350 cars and 1,157 V-8 artillery tractor engines to U. S. Army. |
| 1919 | 20,678 | V-8 "57" | 4,090 | 125" | |
| 1920 | 19,628 | V-8 "59" | 4,750 | 125" | Cadillac completes new Clark Ave., Detroit, plant, most modern in the industry. |
| 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"<br>V-8 "314" | 2,685<br>3,250 | 125"<br>132" | |

## *1902/1966 Cadillac milestones*

| 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. **First** to install Security Plate Glass as standard equipment. |
| | | V-8 "341-A" | 3,250 | 140" | |
| 1929 | 40,965 | V-8 "328" | 2,495 | 125" | **First** to adopt Chrome Plating as standard. |
| | | V-8 "341-B" | 3,595 | 140" | |
| 1930 | 25,991 | V-8 "340" | 2,565 | 134" | **First** to build a Sixteen-Cylinder Automobile Engine. Later in the year, the V-12 Cadillac was introduced. **First** to offer a complete line of multi-cylinder cars—all of V-type design. **First** to use Hydraulic Valve Silencers. |
| | | V-8 "353" | 3,695 | 140" | |
| 1931 | 29,781 | V-8 "345-A" | 2,295 | 134" | |
| | | V-8 "355-A" | 2,795 | 134" | |
| | | V-12 "370-A" | 3,895 | 140" | |
| | | V-16 "452-A" | 5,950 | 148" | |
| 1932 | 8,085 | V-8 "345-B" | 2,495 | 136" | **First** to introduce Super-Safe Headlights, Air-Cooled Generator, Completely Silent Transmission and Full-Range Ride Regulator. |
| | | V-8 "355-B" | 3,095 | 140" | |
| | | V-12 "370-B" | 3,795 | 140" | |
| | | V-16 "452-B" | 5,095 | 149" | |
| 1933 | 6,654 | V-8 "345-C" | 2,245 | 136" | **First** to provide fine cars with No-Draft Ventilation. |
| | | V-8 "355-C" | 2,895 | 140" | |
| | | V-12 "370-C" | 3,595 | 140" | |
| | | V-16 "452-C" | 6,250 | 149" | |
| 1934 | 11,856 | Str.-8 "50" | 1,595 | 119" | **First** to introduce today's mode of streamlining. **First** American car with spare tire concealed within body. **First** to develop and use Knee-Action Wheels. |
| | | V-8 "10" | 2,495 | 128" | |
| | | V-8 "20" | 2,695 | 136" | |
| | | V-8 "30" | 3,295 | 146" | |
| | | V-12 "40" | 3,995 | 146" | |
| | | V-16 "60" | 6,650 | 154" | |
| 1935 | 13,449 | Str.-8 "50" | 1,545 | 119" | **First** and **Only** fine car equipped with one-piece solid steel Turret Top. For five years, more Cadillacs purchased than any other make of fine car. |
| | | V-8 "10" | 2,445 | 128" | |
| | | V-8 "20" | 2,645 | 136" | |
| | | V-8 "30" | 3,295 | 146" | |
| | | V-12 "40" | 3,995 | 146" | |
| | | V-16 "60" | 6,750 | 154" | |
| 1936 | 25,905 | Str.-8 "50" | 1,225 | 120" | 48.1% of all cars sold above $1,500 were Cadillacs. |
| | | V-8 "60" | 1,695 | 121" | |
| | | V-8 "70" | 2,445 | 131" | |
| | | V-8 "75" | 2,645 | 138" | |
| | | V-12 "80" | 3,195 | 131" | |
| | | V-12 "85" | 3,345 | 138" | |
| | | V-16 "90" | 7,570 | 154" | |
| 1937 | 46,153 | V-8 "37-50" | 1,260* | 124" | Cadillac-built V-8 proves stamina, dependability and speed of present day stock car by breaking all previous stock car records at Indianapolis Speedway. Deliveries at retail hit all-time peak in previous 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" | |

## *1902/1966 Cadillac milestones*

| 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 **ultramodern,** large, luxurious motor car—the Cadillac Fleetwood 72. During first six months, 1939, Cadillac outsold all makes combined with series having 5 touring sedans priced at or above $1,300. |
| | | V-8 "40-52" | 1,440* | 123" | |
| | | V-8 "40-62" | 1,745* | 129" | |
| | | V-8 "40-60S" | 2,090* | 127" | |
| | | V-8 "40-72" | 2,670* | 138" | |
| | | V-8 "40-75" | 2,995* | 141" | |
| | | V-16 "40-90" | 5,140* | 141" | |
| 1941 | 66,130 | V-8 "41-61" | 1,445* | 126" | **First** to introduce to the medium price field a motor car of unquestioned prestige without a compromise in quality. **First** high price car to offer Hydra-Matic, the completely automatic transmission that eliminates the clutch pedal and all gear shifting. Cadillac outsold all makes of cars in both the medium and high price groups. |
| | | V-8 "41-62" | 1,495* | 126" | |
| | | V-8 "41-63" | 1,695* | 126" | |
| | | V-8 "41-60S" | 2,195* | 126" | |
| | | V-8 "41-67" | 2,595* | 139" | |
| | | V-8 "41-75" | 2,995* | 136" | |
| 1942 | 16,511 | V-8 "42-61" | 1,647* | 126" | **Presentation** of the Fortieth Anniversary Cadillacs. Introduction of sealed, ribbed Super-Safe Brakes and All-Weather Ventilation System. |
| | | V-8 "42-62" | 1,754* | 129" | |
| | | V-8 "42-63" | 1,882* | 126" | |
| | (Production halted February, 1942) | V-8 "42-60S" | 2,435* | 133" | |
| | | V-8 "42-67" | 2,896* | 139" | |
| | | V-8 "42-75" | 3,306* | 136" | |
| 1943 | — | — | — | — | Cadillac-built light tanks and motor carriages contributed immeasurably to the struggle for victory and peace. Precision aircraft engine parts made by Cadillac helped power America's leading combat planes. Army-Navy "E" award to Cadillac for excellence in production of war equipment. |
| 1944 | — | — | — | — | Cadillac produced the M-24, one of the world's fastest and most maneuverable combat vehicles of its kind. This famous light tank, which served on all battlefronts, 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 European and Pacific theaters. 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 presented its greatest engineering achievement in 45 years—the new, compact, better performing, more economical, valve-overhead, V-type, eight-cylinder engine for all 1949 Cadillacs. |
| | | V-8 "48-62" | 2,781* | 126" | |
| | | V-8 "46-60S" | 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" | |
| 1952 | 90,715 (11 months) | V-8 "52-62" | 3,636* | 126" | Cadillac celebrates its Golden Anniversary. |
| | | V-8 "52-60" | 4,270* | 130" | |
| | | V-8 "52-75" | 5,361* | 147" | |

# *1902/1966 Cadillac milestones*

| Model Year | Total Production | Type of Cars Produced | List Price (Typical Car) | Wheelbase | Milestones |
|---|---|---|---|---|---|
| 1953 | 109,657 | V-8 "53-62" | $ 3,666.26* | 126 | Cadillac offers highest horsepower engine ever used in an American production motor car. |
| | | V-8 "53-60" | 4,304.88* | 130 | |
| | | V-8 "53-75" | 5,604.34* | 147 | |
| 1954 | 96,680 (9 months) | V-8 "54-62" | 3,932.70* | 129 | Cadillac is **First** to provide Power Steering as standard equipment on its entire line of cars. |
| | | V-8 "54-60" | 4,683.32* | 133" | |
| | | V-8 "54-75" | 5,874.78* | 149¾ | |
| 1955 | 140,778 (11 months) | V-8 "55-62" | 3,976.70* | 129" | Cadillac establishes new production and sales records by building and selling over 140,000 motor cars in 11 months. |
| | | V-8 "55-60" | 4,728.32* | 133" | |
| | | V-8 "55-75" | 6,186.78* | 149¾" | |
| 1956 | 154,631 | V-8 "56-62" | 4,291* | 129" | Cadillac becomes the only car in its price class ever to be rewarded with an owner demand for over 150,000 cars in one year. |
| | | V-8 "56-60" | 5,042* | 133" | |
| | | V-8 "56-75" | 6,608* | 149¾" | |
| 1957 | 146,840 | V-8 "57-62" | 4,780.96* | 129½" | Cadillac introduces the fabulous Eldorado Brougham, a limited production luxury motor car with air suspension as standard equipment. All Cadillac models feature the revolutionary new Cadillac tubular-center X frame. |
| | | V-8 "57-60" | 5,614.32* | 133" | |
| | | V-8 "57-75" | 7,439.88* | 149¾" | |
| 1958 | 121,786 | V-8 "58-62" | 4,891* | 129½" | Cadillac pioneered Four-Link Rear Suspension adopted as standard equipment with coil springs or (optional at extra cost) air suspension throughout entire line. |
| | | V-8 "58-60" | 6,232* | 133" | |
| | | V-8 "58-75" | 8,460* | 149¾" | |
| 1959 | 142,272 | V-8 "59-62" | 5,080* | 130" | Cadillac becomes the only luxury motor car with an owner demand for well over 1,000,000 cars in a single decade. |
| | | V-8 "59-60" | 6,233* | 130" | |
| | | V-8 "59-75" | 9,533* | 149¾" | |
| 1960 | 142,184 | V-8 "60-62" | 5,080* | 130" | Cadillac introduces to luxury car owners front-fender mounted directional signal indicator lights and an automatically releasing vacuum operated parking brake. |
| | | V-8 "60-60" | 6,233* | 130" | |
| | | V-8 "60-75" | 9,533* | 149¾" | |
| 1961 | 138,379 | V-8 "61-62" | 5,080* | 129½" | Pre-packed suspension and steering connections minimize maintenance; increase quietness and durability. Over 50% of all 1961 Cadillac motor cars equipped with factory-installed Air Conditioning. |
| | | V-8 "61-60" | 6,233* | 129½" | |
| | | V-8 "61-75" | 9,533* | 149¾" | |
| 1962 | 160,840 | V-8 "62-62" | 5,213* | 129½" | Cadillac sets new luxury car records with production of over 160,000 cars with 60% Air Conditioned. Cadillac is **First** to provide Triple Braking system and Cornering Lights. |
| | | V-8 "62-60" | 6,366* | 129½" | |
| | | V-8 "62-75" | 9,722* | 149¾" | |
| 1963 | 163,174 | V-8 "63-62" | 5,214* | 129½" | Cadillac **First** to provide two C-V (constant velocity) joints on propellor shaft for maximum quietness and stability. |
| | | V-8 "63-60" | 6,366* | 129½" | |
| | | V-8 "63-75" | 9,724* | 149¾" | |
| 1964 | 165,959 | V-8 "64-62" | 5,236* | 129½" | Cadillac introduces Comfort Control—**First** fully automatic year 'round air conditioning-heating system. Cadillac completes multi-million dollar expansion program which includes new Engineering Center, enlarged Manufacturing and Assembly space, multi-level parking facility, complete rebuilding of Administration Building, and conversion of previous Engineering facility to Manufacturing space. |
| | | V-8 "64-60" | 6,388* | 129½" | |
| | | V-8 "64-75" | 9,746* | 149¾" | |

| | | Types of Engines | Models or Series | | | |
|---|---|---|---|---|---|---|
| 1965 | 181,435 | V-8 | Calais | 5,247* | 129½" | Cadillac introduces new coaxial resonator exhaust system, new one-piece propeller shaft with two CV (constant velocity) joints, new perimeter frame with pheasant tail, rear engine mount and new Tilt and Telescope Steering Wheel. Cadillac production tops 180,000 reflecting highest owner loyalty in the industry. |
| | | V-8 | De Ville | 5,666* | 129½" | |
| | | V-8 | Fleetwood 60S | 6,479* | 133" | |
| | | V-8 | Fleetwood 75 | 9,746* | 149¾" | |
| 1966 | 196,675 | V-8 | Calais | 5,171* | 129.5" | **First** to introduce variable ratio steering on American cars. |
| | | V-8 | De Ville | 5,581* | 129.5" | |
| | | V-8 | Fleetwood Brougham | 6,695* | 133.0" | |
| | | V-8 | Fleetwood 75 | 10,312* | 149.8" | |

*Manufacturer's suggested retail price at Detroit; does not include optional equipment or state and local taxes.

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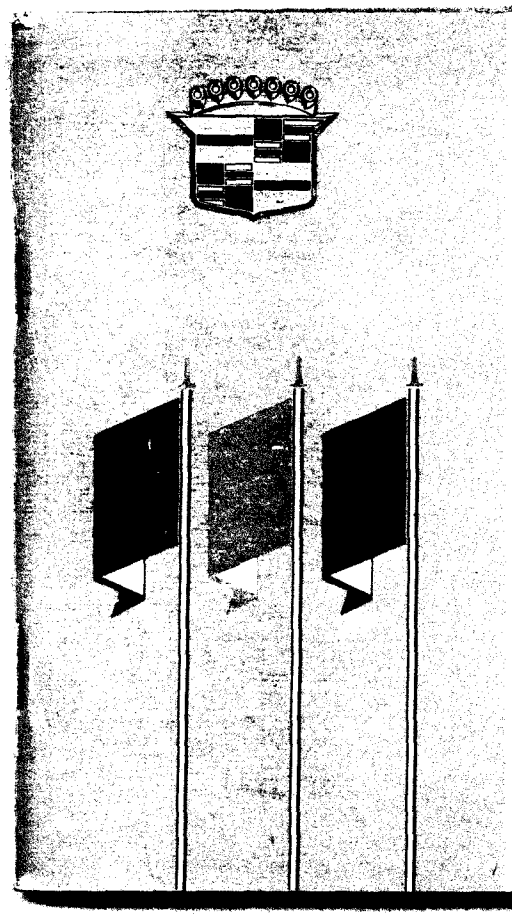
Cadillac Motor Car Division
General Motors Corporation



**IMPORTANT SAFETY TIPS**
PAGES 2 & 3

# Cadillac

## 1967 OWNER'S MANUAL

# 1967 CADILLAC OWNER'S MANUAL

The information in this manual has been prepared to acquaint you with the operation, care and proper maintenance of your new 1967 Cadillac car. We suggest that you review these instructions carefully so that you can enjoy the many special features engineered into this fine motor car.

If a question should occur that is not answered here, please write to us, giving the Vehicle Identification Number of your car. We will be happy to hear from you at any time.

## WARRANTY INFORMATION

on your 1967 Cadillac is given in complete detail in the OWNER PROTECTION PLAN booklet you received from your Cadillac Dealer. Read this booklet carefully so that you will understand your responsibilities and those of the dealer and manufacturer under this warranty.

SERVICE DEPARTMENT
CADILLAC MOTOR CAR DIVISION
GENERAL MOTORS CORPORATION
DETROIT, MICHIGAN 48232

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Important Safety Tips To Help You Enjoy The Maximum In Satisfaction And Safety!

## HIGHWAY SAFETY DEPENDS ON–

**1** You, the driver

**2** The condition of your vehicle

**3** The traffic and highway conditions

**...BE SURE YOU UNDERSTAND ALL THREE!**

## SAFE DRIVER CHECKLIST

- ☐ Make seat belts a habit . . . buckle up for safety.
- ☐ Lock the doors for added safety.
- ☐ Adjust seats and mirrors for clear vision and safe handling.
- ☐ Check tire pressure regularly.
- ☐ Observe weather and road conditions . . . and drive accordingly.
- ☐ Be sure you are physically and mentally alert to drive.
- ☐ Look around before driving away from where you are parked.

**SAFE DRIVERS OBSERVE ALL TRAFFIC LAWS . . .**

# REMEMBER . . .

**Proper operation, periodic maintenance and safety inspections help provide—**

- Economical operation of your vehicle
- Safety for you and your passengers
- Dependable transportation

**Have this 10-point Safety Inspection Performed Once a Year***

√Brakes
√All Lights
√Turn Signals and Hazard Warning Flasher
√Steering and Wheel Alignment
√Tires
√Exhaust System
√Glass and Mirrors
√Windshield Wipers and Washers
√Windshield De-Icer and De-Fogger
√Horns

*For details refer to the 1967 Cadillac Owner Protection Plan Booklet*

**Minimum Requirement-Some States Require More Frequent Inspection*

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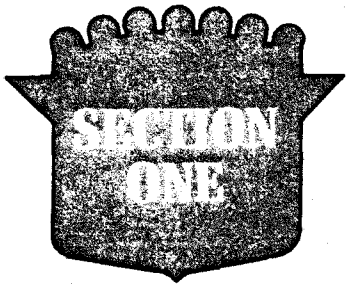
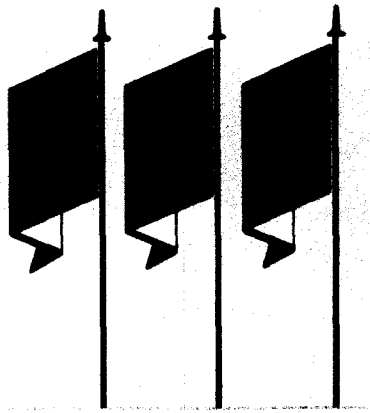
**Of Important Safety Information**

# MAKE SAFE DRIVING A HABIT . . . GET A SAFETY-INSPECTION ONCE A YEAR*




# OPERATING YOUR CADILLAC






Your new Cadillac is ready for all normal driving just as you receive it from your dealer. Precision manufacturing techniques have prepared it for the road and a formal break-in period is not required. From the very start, drive your new Cadillac in a normal manner at varying speeds, as required by different traffic and road situations.

## Keys

Two separate keys are provided for your car. Each key has a different keyway to fit the locks. The key with the octagonal head and the letter "A" stamped on the keyway operates the ignition switch and front door locks. The key with the rounded head and the letter "B" is used for the luggage compartment and glove box door locks, as well as the center console lock on cars with bucket seats. These compartments should be locked and the key removed from the car should it be necessary to leave the ignition key with an attendant.

On Limousine styles, a separate key is provided for the lock on the right hand door of the rear passenger compartment. The key is coded differently from the one used for the ignition switch and left front door, and the octagonal head is notched on two sides for easy identification.

The code number of each key is stamped on a "knock-out" plug in the key head. Record the numbers so that you may

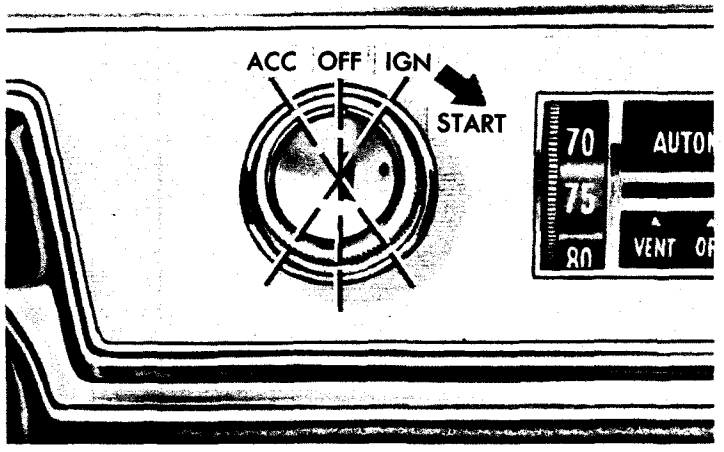
have duplicate keys made in the event the original keys are lost. After recording the number of each key, remove and discard the "knock-out" plug so that your key cannot be easily duplicated by anyone else.

A high percentage of car thefts occur because car doors are left unlocked or key is not removed from ignition switch. Always remove ignition key and lock doors when leaving car unattended.

## Ignition Switch

The ignition switch is located below the instrument cluster to the right of the steering column. The key slot is illuminated when instrument panel lights are on. The key can be turned to any one of three positions, but can be inserted or withdrawn only in the straight-up, "OFF" position. First position "right" completes the ignition circuit and activates all instruments and accessories. Full "right" position cranks the engine. All accessories are disconnected while the ignition switch is in the cranking position.

The "left" position is for operation of accessories with ignition off. The key must be pushed in before it can be turned to the "left" position. This feature prevents accidental engagement of the accessories position and subsequent battery discharge if the accessories are operating at the time.




## Normal starting

The starter operates when the ignition key is turned to the full "right" position, provided the transmission selector lever is in either "Park" or "Neutral". The starter is inoperative in all driving positions. When the engine is cold, press the accelerator pedal slowly to the toeboard once, then remove your foot, and turn the key to the full "right" position. DO NOT hold the key in full "right" position longer than 15 seconds at

one time. When the engine starts, releasing the key permits it to return to the first "right" position. If the car has been standing over 48 hours, it is helpful to pump the accelerator three times before starting.

### Restarting

If the engine is warm from previous running (within the last two to four hours), hold the accelerator part way down while cranking.

### Extreme cold weather starting

The starting procedure for extreme cold weather is basically the same as for normal conditions. Should the engine start, run for a few seconds and then stall, repeat the normal starting procedure. If the engine does not restart within five seconds of cranking, push the accelerator to the floor and hold it (DO NOT PUMP) while continuing to crank until engine starts. Do not crank engine longer than 15 seconds at a time. Proper engine oil viscosity is very important for easy cold weather starting. See page 51.

### Emergency starting

The automatic transmission does not permit the engine to be started by pushing the car. To start the car when the battery is discharged, use an auxiliary battery with jumper cables. Be sure to observe correct polarity (positive cable to positive terminal and negative cable to negative terminal) when connecting the auxiliary battery to prevent possible damage to the electrical system.

### Starting flooded engine

Hold the accelerator pedal all the way down and crank until engine starts (not over 15 seconds at a time).

### Towing

If your Cadillac must be towed, the following precautions must be observed: The car may be towed safely on its rear wheels with the shift lever in neutral "N" position at speeds of 35 miles per hour or less under most conditions.

However, the drive shaft must be disconnected or the car towed on its front wheels if:

- Tow speeds in excess of 35 MPH are necessary,
- Car must be towed for extended distances (over 50 miles), or,
- Transmission is not operating properly.

If car is towed on its front wheels, the steering wheel should be secured to keep the front wheels in a straight-ahead position.

### Trailer hauling

It should be recognized by trailer users that all makes of passenger cars are designed and intended to be used primarily

as passenger conveyances. A trailer cannot be towed behind a passenger car without having some effect on safe operation, dependability and economy. Although all Cadillac cars will pull a trailer as satisfactorily as other makes of passenger cars, maximum satisfaction and pleasure will be derived through use of proper equipment and avoiding overloads and other abusive operation.

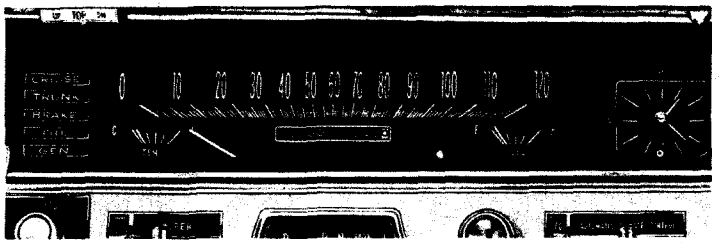
Since many kinds of trailer hitches are sold, it is not practical for Cadillac to evaluate and test all hitches. We recommend only that the owner satisfy himself as to the strength of the hitch and the method by which it is attached to the car. Generally, trailer tongue loads should be minimized by maintaining good balance of the load in the trailer. General information on trailer hauling is available and can be obtained by writing to Cadillac Motor Car Division, Service Department, Detroit, Michigan.

## INSTRUMENTS

NOTE: Fuel and temperature gage needles are of the balanced-type and may not return to the left when ignition is turned "OFF", but may stop at any point on the dial.

### Fuel gage

The fuel gage is located on the lower right side of the instrument cluster. It registers only when the ignition key is turned to the right.



### Temperature gage

The engine temperature gage is located on the lower left side of the instrument cluster. Normally, the gage pointer will move gradually from the extreme left when the engine is cold, to approximately the one-quarter mark.

Do not be alarmed if the pointer registers above the center range in heavy traffic or on long drives during warm weather. The pressure-controlled radiator overflow will normally prevent coolant losses up to 259° F. If the pointer reaches "H" or if the coolant boils, indicated by a buzzing sound from the radiator cap, stop the car immediately and have the condition causing the overheating corrected. CAUTION: Before removing radiator cap, see page 52.

### Low brake pedal warning light

A red warning light for the brake system is located in the row

of lights on the left side of the instrument cluster. Under normal conditions, this light will glow during engine cranking, but will go out when the engine is running. In the event of a fluid leak in either the front or rear hydraulic system, resulting in excessive brake pedal travel during normal brake application, the light labeled "Brake" will glow. Should this occur, immediate inspection of the brake system should be made by your Authorized Cadillac Dealer.

### Oil pressure indicator light

If engine oil pressure is low, a red indicator light labeled "OIL", located in the row of lights on the left side of the instrument cluster, will glow. Under normal conditions this light will glow when the ignition is turned on, but will go out when the engine is running. If it does not go out, the car should not be operated until the cause of the low oil pressure has been corrected by an Authorized Cadillac Dealer.

### Generator indicator light

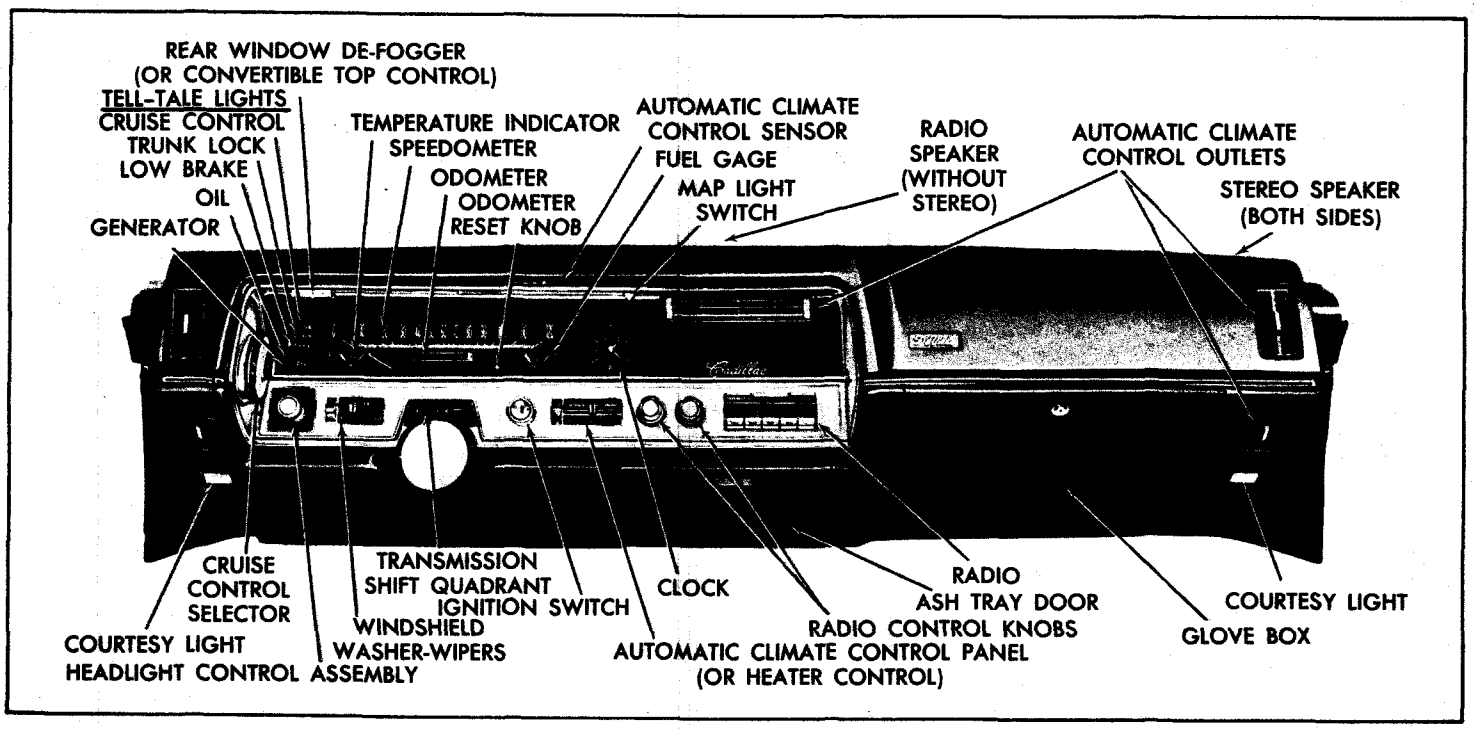
A red indicator light for the charging circuit is located in the row of lights on the left side of the instrument cluster. The light, labeled "GEN", glows whenever the generator is not charging. In normal operation, it will light when the ignition is turned on and will go out when the engine starts. The light will also glow, but not as brightly, when the ignition switch is in the accessory position. If it glows while the engine is running, have your car checked by an Authorized Cadillac Dealer.

### Speedometer and odometer

The speedometer indicates car speed. The odometer indicates distance traveled. It is divided into two sections—the left half records accumulated mileage and the right half indicates trip mileage. A reset knob for the trip mileage is located in the instrument cluster just to the right of the odometer. To reset trip mileage, push in on the reset knob and turn it clockwise until all nines appear. Repeat the operation until all nines again reappear, then reverse the knob until all zeros appear.

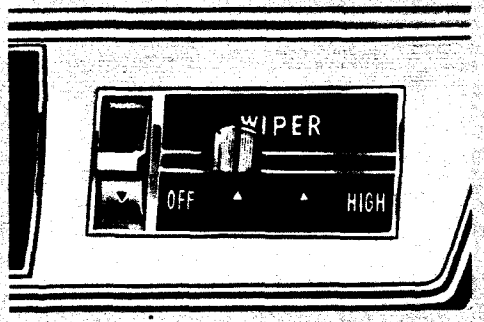
## INSTRUMENT PANEL AND CONTROLS

Your new Cadillac has easy to read dials, instruments and controls that are designed for your convenience. Only a few minutes review is needed to gain an understanding of the proper use of these instruments and controls. Refer to the illustration on page 9 to acquaint yourself with the instruments and controls on the instrument panel.


REAR WINDOW DE-FOGGER
(OR CONVERTIBLE TOP CONTROL)
TELL-TALE LIGHTS
CRUISE CONTROL
TRUNK LOCK
LOW BRAKE
OIL
GENERATOR
TEMPERATURE INDICATOR
SPEEDOMETER
ODOMETER
ODOMETER RESET KNOB
AUTOMATIC CLIMATE CONTROL SENSOR
FUEL GAGE
MAP LIGHT SWITCH
RADIO SPEAKER (WITHOUT STEREO)
AUTOMATIC CLIMATE CONTROL OUTLETS
STEREO SPEAKER (BOTH SIDES)
CRUISE CONTROL SELECTOR
COURTESY LIGHT
HEADLIGHT CONTROL
TRANSMISSION SHIFT QUADRANT
WINDSHIELD WASHER-WIPERS
ASSEMBLY
IGNITION SWITCH
CLOCK
AUTOMATIC CLIMATE CONTROL PANEL
(OR HEATER CONTROL)
RADIO ASH TRAY DOOR
RADIO CONTROL KNOBS
COURTESY LIGHT
GLOVE BOX

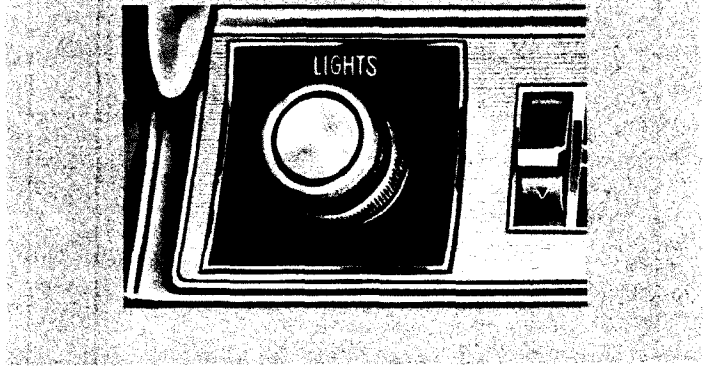
## Windshield wipers and washers

The three-speed windshield wipers are controlled by a lever located on the instrument panel to the left of the steering column. To operate the wipers, move the lever to the first triangular mark "LOW", the second triangular mark "MEDIUM", or the "HIGH" position Do not try to move the blades by hand or attempt to run the wipers if the blades are frozen to the glass. Avoid operating the wipers on a dry windshield.




Windshield washers are provided for cleaning the windshield. Pressing down on the WASH button, located just to the left of the wiper control lever, automatically actuates the wipers to operate at low speed and sprays solution on the windshield. When washing action is completed, move the wiper lever to the "OFF" position. NOTE: The washers may not operate effectively at extremely low temperatures or while traveling at high speeds.

## Headlight controls



The control knob for the headlights, parking lights, instrument panel lights, and courtesy lights is located below the instrument cluster to the left of the windshield wiper controls. HEADLIGHTS are operated by pulling the control knob all the way out. PARKING LIGHTS come on as the same knob is pulled halfway out.

Whenever a sealed beam headlight is replaced, headlight aim should be checked and adjusted.

INSTRUMENT PANEL LIGHTS are on in both positions. Instrument panel lights can be increased or decreased in intensity, or turned off, by rotating the control knob. Rotating it completely counterclockwise turns on the courtesy lights.

### Headlight dimmer switch

The headlight dimmer switch permits you to select the correct headlight beam for different types of driving. All four lights are on when you use the high beam for highway driving . . . only the upper lights are on for low beam city driving. Select desired beam by depressing the foot switch located on the floor just below the parking brake pedal.

### High beam indicator

When the headlights are on high beam, an indicator light below the 60 MPH mark on the speedometer dial glows red. Do not leave the high beam on when approaching oncoming traffic or driving behind another car.

### Map light

A map light is located under the top edge of the instrument panel cover to the right of the instrument cluster. The map light is operated manually by a switch located above the clock.

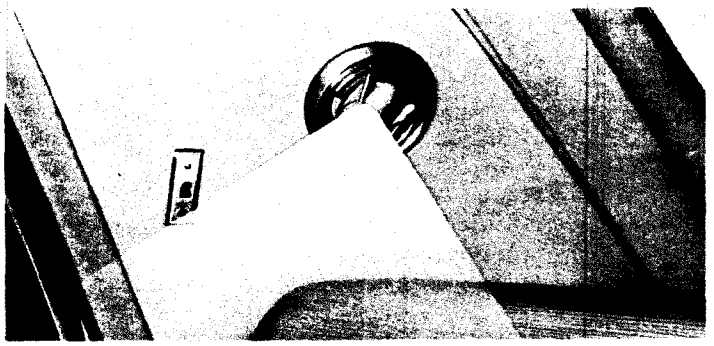
### Back-up lights

Your Cadillac is equipped with dual back-up lights that go on automatically when the transmission selector lever is in the reverse "R" position with the ignition switch on.

### Courtesy lights

Your Cadillac is equipped with courtesy lights that illuminate the interior of the car when any door is opened. On sedan styles all interior courtesy lights go on when either front or rear door is opened. When all doors are closed, full counterclockwise position of the headlight control knob turns on courtesy lights. A manual switch is centrally located on the back of the front seat on some sedan styles, and on the front of the left rear armrest on some coupe styles, for control of rear courtesy lights and for control of the console light on the Coupe de Ville and De Ville Convertible.

A red warning light (red reflector on some models) is located below the armrest on each door. The red light or reflector serves as a warning to others at night when the door is opened.

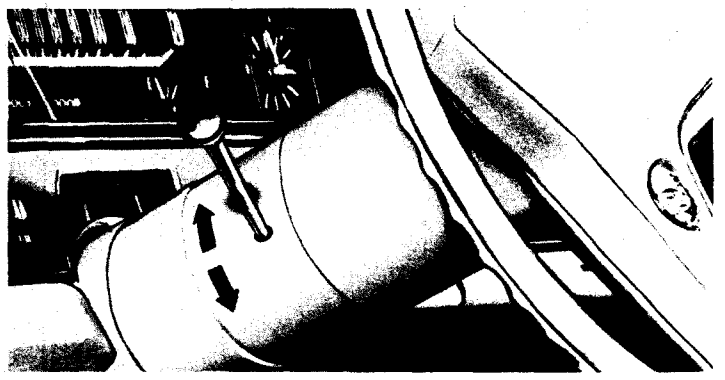


On the Fleetwood Brougham Sedan, adjustable reading lights are located on the upper rear quarter trim panels. These lights can be adjusted individually to direct illumination where desired by rear seat passengers, while reducing glare for the driver. The lights are operated separately by a manual switch located just ahead of each light.

## Turn signal

The turn signal lever is located on the left side of the steering column. Move turn signal lever to the "up" position to signal a right turn, and to the "down" position for a left turn. This activitates flashing signals on the right or left, both front and rear of the car, to inform oncoming and following drivers of the direction you intend to turn. Directional signal indicators are located on the top of each front fender to indicate to the the driver the turn being signalled, without requiring him to take his eyes off the road. When the steering wheel returns to the straight ahead position, the flashing signals automatically cancel.

When making a partial turn, such as when changing lanes the driver has the option of moving the turn signal lever part way to a detent stop. The signal will continue as long as the lever is held in this position and will automatically cancel when the lever is released.

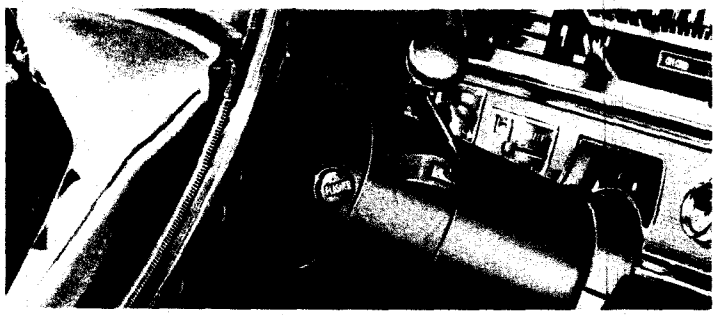


A steady beam from either indicator light means failure of a front or rear signal bulb on that side of the car. Always have burned out bulbs replaced immediately.

## Hazard warning flasher

In the event your car is disabled or you stop for any reason on the highway, this Hazard Warning System, which flashes all four turn signal lights, should be used to warn other drivers of your presence. The turn signal indicator lights on the front fenders also flash to assure the driver that the system is operating.

Since the flashing of all turn signal lights universally means "this vehicle is not moving," never drive the car with the Hazard Warning Flasher operating.



The system is operated by a push-pull type switch located on the right side of the steering column just below the steering wheel. Pushing the switch knob inward activates the flasher mechanism regardless of the ignition switch or turn signal lever position. Pulling the knob outward or turning the steering wheel will cancel the Hazard Warning Flasher.

If the brake pedal is applied when the Hazard Warning Flasher is in operation, the lights will not flash, but will glow continuously.

## Cornering lights

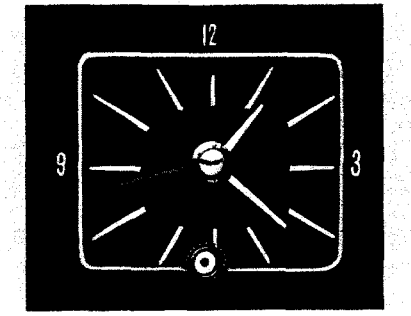
Your Cadillac is equipped with cornering lights that operate in conjunction with the turn signals. When the turn signal is



operating in either direction, with the headlights or parking lights on, the corresponding cornering light emits a steady sideward beam to provide additional illumination when turning corners.

## Electric clock

A fully automatic electric clock is located in the instrument cluster to the right of the speedometer. To reset, pull out the reset knob, rotating it slightly, and then continue to rotate it in the direction you want to move the minute hand, until the hands register the correct time. Resetting the clock 5 or more minutes in either direction will automatically regulate the clock to run approximately 20 seconds faster or slower per day, depending on which way the reset knob is rotated. If more than a 20-second adjustment is desired, you can again reset it after 12 hours have elapsed and thereby adjust it to run an additional 20 seconds faster or slower.

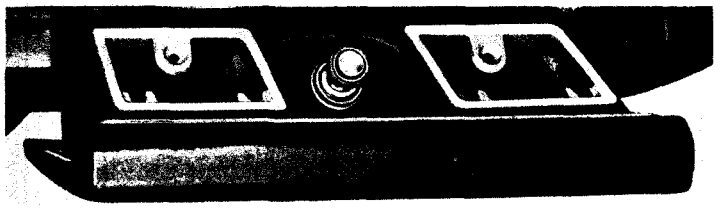



To assure accurate time-keeping, your clock should be removed for cleaning and oiling every two years by your Cadillac Dealer, who will be pleased to send it to an authorized clock repair station for necessary maintenance at reasonable cost.

## Ash trays and lighters

There are two illuminated ash trays and a lighter located in the center of the instrument panel for the convenience of both passenger and driver. The ash tray can be opened by grasping the finger recess and sliding the ash tray straight out.

Rear combination ash trays and lighters are provided on all models except the Calais Coupe, which is equipped with ash trays only.



## TRANSMISSION

Your 1967 Cadillac is equipped with a Turbo Hydra-matic transmission. The transmission shift indicator has six positions marked park "P", reverse "R", neutral "N", drive "DRIVE" (left and right positions), and low "L".

An arrangement of steps in the steering column restricts a straight line movement of the shift lever. It is necessary to pull up on the lever when shifting into and out of park "P", when shifting out of neutral "N" into reverse "R", when shifting from the left hand "DRIVE" position to the right hand "DRIVE" or "LOW" position.

### "Drive" range—left hand

In drive range, with the indicator in the left hand "DRIVE" position, three forward speeds are available. The left hand "DRIVE" position is used for all normal driving. This permits the transmission to operate through its complete range of gear ratios and select the proper gear ratio for road and load conditions.

PASSING—for passing at moderate speeds, 30-45 miles per hour—depressing the accelerator pedal only part way will usually provide sufficient acceleration. When additional acceleration is required, such as when passing at higher speeds, press the accelerator all the way down. This downshifts the transmission into second gear.

### "Drive" range—right hand

In hilly terrain—the right-hand "DRIVE" position may be used. In this position, only first and second speeds are available, improving acceleration and deceleration. The right-hand "DRIVE" position also reduces shifting on hills, provides more control on slippery pavement, and decreases brake usage when descending medium grades. It may be selected at any car speed.

### "L" low range

"L" Low range provides maximum engine braking assist. It should always be used when going down very steep grades and where traffic signs call for first or second gear.



A shift from either "DRIVE" position to low "L" can be made while traveling at moderate speeds. This shift is not recommended when the pavement is slippery or when in loose gravel, as it may induce rear wheel skip.

### "R" Reverse

To back up your car, first bring it to a complete stop, then move shift lever to reverse "R" position. The shift lever cannot be moved to reverse "R" from neutral "N" or any "DRIVE" position without pulling up on the lever. It is also necessary to pull up on the lever when shifting to reverse "R" from park "P" position.

### "N" Neutral

PROLONGED IDLING IN HEAVY TRAFFIC—place shift lever in neutral "N" when engine must be idled for long periods in heavy traffic during hot weather. The engine can be started with the shift lever in neutral position.

### "P" Park

Place shift lever in the park "P" position to lock rear wheels when parked. When parking on hills or steep inclines, apply parking brake and turn front wheels toward curb. It is necessary to raise the shift lever when moving it from any other position to park "P" position. NEVER move the lever to park "P" with the car in motion. The engine can be started with the shift lever in park position.

### Rocking the car

If it becomes necessary to rock the car to free it from sand, mud or snow, move the selector lever from "D" to "R" in a repeat pattern while simultaneously applying moderate pressure to the accelerator. Do not race engine. Avoid spinning wheels when trying to free the car.

## BRAKES

Your 1967 Cadillac is equipped with power brakes incorporating a dual reservoir master cylinder. With this type cylinder, the front and rear brakes have separate hydraulic systems. The rear brakes are not affected in the event of fluid leaks from the front hydraulic system. Likewise, the front brakes are not affected by loss of fluid from the rear hydraulic system. In the event of a fluid leak in either the front or rear hydraulic system, resulting in excessive brake pedal travel during normal brake application, a red warning light labeled "Brake", located on the left side of the instrument cluster, will glow. Should this occur, immediate inspection of the brake system should be made by your Authorized Cadillac Dealer. Under normal conditions, this light will glow during engine cranking, but will go out when the engine is running.

All Cadillacs are equipped with self-adjusting brakes which eliminate periodic brake adjustments. The self-adjusting mechanism is actuated, as needed, whenever the car is moved in reverse and the brakes applied. It is possible, however, for excessive brake pedal travel to develop if the required reverse movement with the brake application does not take place during a prolonged period of stop and go forward driving.

Should this occur, the car should be driven backward and forward with the brakes applied at the end of each directional movement, until the brake pedal travel is back to normal. If this procedure fails to restore normal pedal travel, or if any abnormally rapid increase in pedal travel is experienced, immediate inspection should be made by your Authorized Cadillac Dealer. Care should be exercised to assure that full brake pedal travel cannot be obstructed by improper floor mats or other interfering material under the pedal.

Brake lining should be inspected periodically for wear. The frequency of this inspection depends upon driving conditions such as traffic or terrain and also the driving habits of individual owners. Your Cadillac Dealer is best qualified to advise you as to how often this inspection should be performed. When brakes require relining, use genuine General Motors parts, or an equivalent of the highest quality.

## Power Brakes

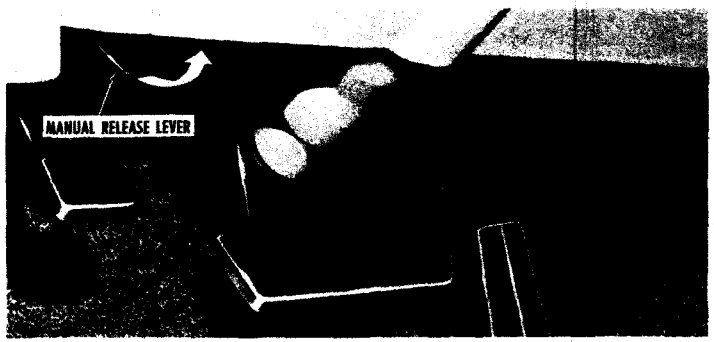
Cadillac power brakes utilize engine vacuum to reduce the braking effort to much less than is required with regular brakes. A built-in vacuum reserve will supply two or more power assisted brake applications after the engine has stopped. After the vacuum reserve has been exhausted, the vehicle can be stopped utilizing the manual portion of the power brake system although considerably more foot pressure will be needed to stop the vehicle.

## Braking on hilly terrain

The transmission is designed to supplement the braking system when driving on hilly terrain. To decrease brake usage, place the transmission selector lever in the right-hand "DRIVE" position when descending medium grades and in the Low "L" range when descending steep grades for maximum engine braking assist.

## Parking brake

To apply the parking brake, step on the parking brake pedal suspended from the underside of the instrument panel to the left of the power brake pedal. It will lock into place automatically when the transmission is in "Park" or "Neutral" with




engine running, or in any position when the engine is not running.

The parking brake will release automatically when the transmission selector lever is moved to any drive range with the engine running. A definite noise should be heard when the pedal releases. Do not drive the car unless the parking brake is completely released. Should it be necessary to release the brake manually, pull on the hand release lever located on the upper right side of the parking brake assembly. When pedal travel of the parking brake exceeds approximately five inches, it should be adjusted by your Authorized Cadillac Dealer.

Since the parking brake will not lock into place when the transmission selector is in "Drive", "Low" or "Reverse" ranges with the engine running, it may be used as a fully controllable brake pedal, providing rear wheel braking only, under emergency conditions.

As a precaution when parking on hills, it is advisable to turn the wheels toward the curb, lock the rear wheels by placing the transmission selector in "Park" position, and place the parking brake in its fully depressed position.

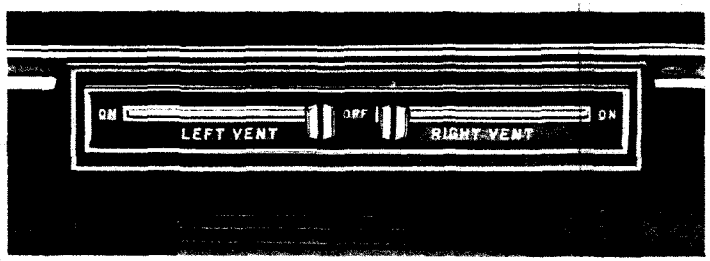
### Power Steering

Cadillac's variable ratio power steering provides ease in handling, parking, and getting into or out of tight places. Power assist is provided by a hydraulic pump driven by the engine. When the engine is not running or if the power steering pump drive belt breaks, there is no power assist and much greater steering effort is required.

## VENTILATION AND HEATING

### Ventilation

On cars not equipped with air conditioning, outside air is drawn into the passenger compartment through the grille located in the cowl directly below, and in front of, the windshield. This location reduces intake of exhaust fumes from other cars. Ventilation controls are located under the top edge of the instrument panel to the right of the instrument cluster.




Moving the control levers individually, right or left, away from the "OFF" position, opens air doors and admits ventilating air into the passenger compartment through outlets in the cowl kick-pads. The levers can be moved gradually to admit as much air as desired.

## Heating

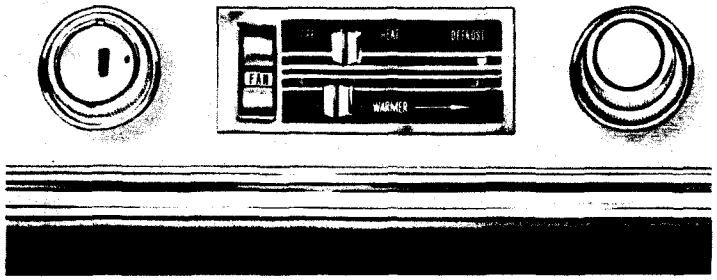
The Cadillac heating system delivers heated air through a unit located on the right-hand side of the cowl. Outside air is delivered through the heating system to the front passenger compartment by means of grilles and openings in front of the dash panel. Heated air is delivered to the rear passenger compartment through ducts that extend rearward under the front carpet and seat. Part of the heated air may be directed to the windshield for removing fog or ice.

## Heater control operation

The heater controls are located in the instrument panel to the right of the ignition switch. The controls consist of a switch to control fan speed and two horizontal sliding levers to control the defroster and heater. The controls are illuminated when instrument panel lights are on.

The system can be operated with the fan switch "OFF" or with the fan running at any one of three speeds.

The lower lever controls the temperature. To increase the temperature, move the lever to the right; to decrease the temperature, move it to the left. The upper lever turns the



heater on and off, and directs defrosting air to the windshield. Moving the upper lever to "HEAT" turns the heater on. If air is desired on the windshield, move the lever to the "DEFROST" position, and move the lower lever to the desired temperature position. For removing ice, move both levers to the extreme right position, and set the fan switch on "HIGH".

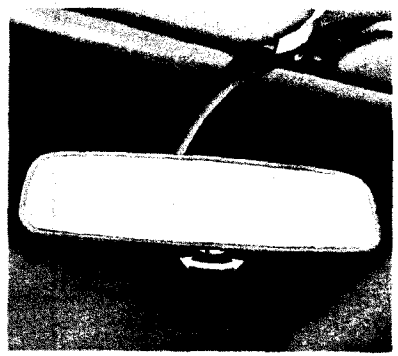
### Heater control during warm-up

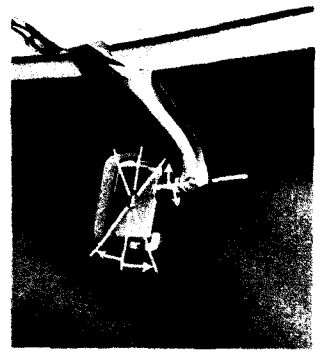
For maximum heat and quickest warm-up in cold weather, place the upper lever at "HEAT", move the lower lever all the way to the right, and set the fan switch on "HIGH". If it is necessary to remove some fog from inside the windshield during this period, move upper lever to the "DEFROST" position to direct air to the windshield. Any snow covering the cowl air intake grille should be removed to facilitate defogging.

## MIRRORS

### Inside day-night rear view mirror

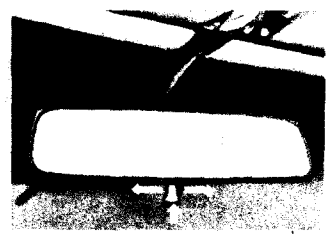
The rear view mirrors used on all 1967 Cadillac cars have shatter resistant vinyl edged glass and a breakaway support. The inside day-night rear view mirror may be positioned from clear daylight visibility to non-glare visibility at night by rotating the lever on the bottom of the mirror. For daylight driving, move the lever to the left; for night driving, to the right. The mirror can be adjusted to accomodate the driver's





height and seat position by moving it on the ball stud or pivot arm in back of the mirror.

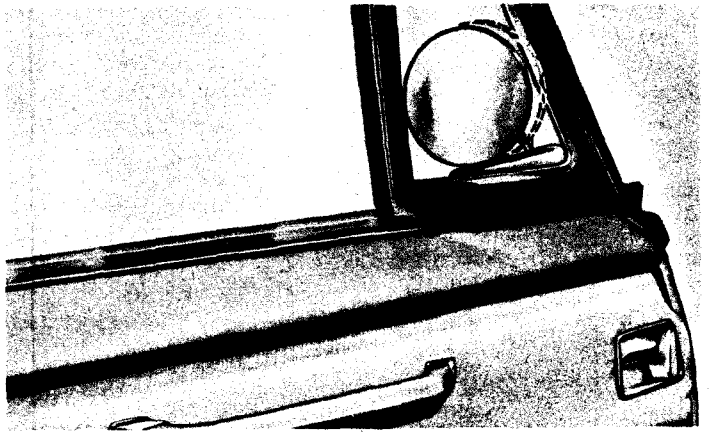
**Fleetwood inside rear view mirror**

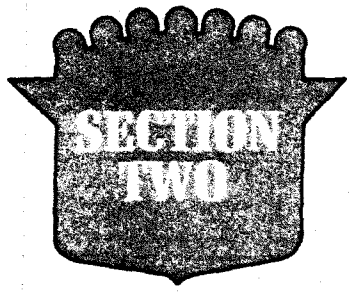


The three-way, inside rear view mirror used on the Fleetwood Sixty Special Sedan and Brougham can be adjusted for three different types of driving conditions. For daylight driving, the lever at the bottom of the mirror should be in the left hand position. For normal night driving the lever should be positioned at the center of the mirror. Move the lever to the right to counteract intense glare.

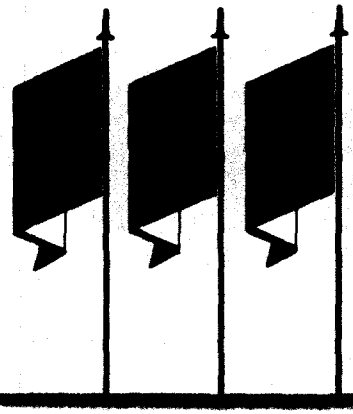
## Remote-control outside mirror

Your Cadillac is equipped with a remote-control outside rear-view mirror on the driver's side of the car. Movement of the handle inside the car allows you to adjust the mirror to suit your requirements. Rotating the mirror head in its support permits additional adjustment so that the view into the mirror is not obstructed.






# SPECIAL FEATURES



There are some special features that are standard on your Cadillac and others are optional at extra cost. These features are designed for your comfort and convenience and to add further to the enjoyment of your 1967 Cadillac.

Operating instructions for these special features are given in this section. Review them carefully, as a complete understanding of their operation will help you derive the utmost satisfaction from their use.

## AUTOMATIC CLIMATE CONTROL HEATING AND AIR CONDITIONING

Automatic Climate Control is standard on the Fleetwood Seventy-Five sedan and limousine and optional at extra cost on all other models. This system controls heating and air conditioning automatically to provide the interior temperature selected on the control panel temperature dial.

The system, being completely automatic, may be set at a comfortable temperature and left with virtually no adjustments required due to outside weather conditions. In cold weather the system will provide heat automatically when engine coolant is warm enough; and when outside temperatures are high, the system will provide air conditioning automatically.

In warm weather, cooled, dehumidified air is discharged from five adjustable outlets—two at each end and one in the center of the instrument panel. On all models except the Fleetwood Seventy-Five sedan and limousine, a separate ventilation feature is provided to admit outside air directly into the passenger compartment through these outlets.

In cool weather, warm air (as high as 90° F.) may be emitted from the five outlets. Each outlet can be rotated to direct air throughout the car. The vanes in the end outlets can be set to direct air flow in any direction by positioning the knob on each outlet in the direction you wish the air to flow. The end outlets can be closed by moving the knobs toward each other. The center outlet can be closed or set to direct air flow up or down by rotating the vaned outlet. Also, one side of the outlet discharges a concentrated stream of air; the other side, when rotated 180°, spreads the air over a wider area.

In cold weather, heated air enters the front passenger compartment through grilles and openings in front of the dash panel. Heated air is delivered to the rear passenger compartment through ducts that extend rearward under the front carpet and seat. Part of the heated air may be directed to the windshield for removing fog or ice.

Individually controlled front and rear systems are used on the Fleetwood Seventy-Five sedan and limousine. Operating instructions for the front system as explained in this section, with the exception of the ventilation feature, also apply to Fleetwood Seventy-Five cars.

The rear system is a completely separate system with a large heater, blower and evaporator assembly mounted in the trunk. Operating instructions for the rear system are explained in Section 3, beginning on page 44.

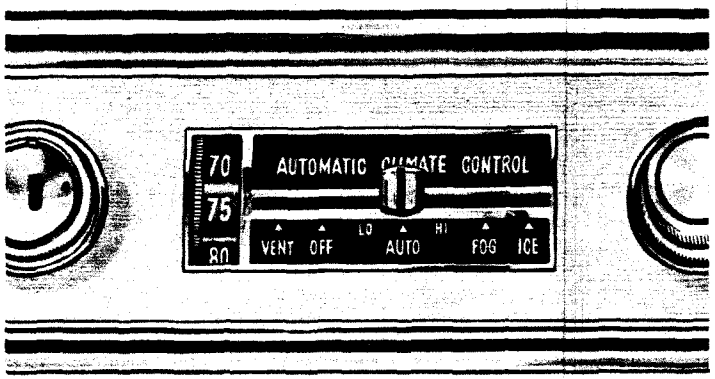
## CONTROLS

The control panel for Automatic Climate Control is located just below the instrument cluster to the right of the ignition switch.

NORMAL OPERATION

1. Set the temperature dial on the control panel to the interior temperature desired.

2. Position horizontal sliding lever at the white triangle above the word "AUTO". This turns the system on, providing 100% outside air at all times and automatically controls heating, air conditioning and blower speeds.




After initial settings are made, it is recommended that the system be left "ON" at all times for maximum comfort. The air conditioner-heater system will operate automatically whenever the car is started; it will start almost immediately in warm weather, but heater operation in cold weather will be delayed until heat is available from the engine coolant.

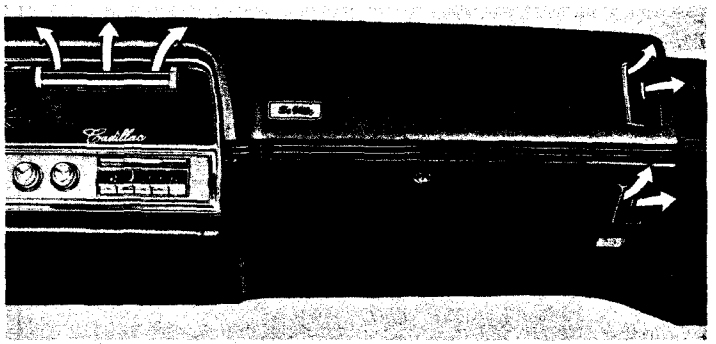
## Additional settings

Five additional settings of the control lever are provided for use in those instances when extreme weather conditions call for extra or reduced volumes of heated or cooled air, outside air or for air to be directed to the windshield.

The "LO" setting causes the system to operate as in the "AUTO" setting but at a fixed low blower speed, reducing the volume of air.

The "HI" setting causes the system to operate as in the "AUTO" setting but at maximum blower speed, resulting in quicker cool-down in summer and warm-up in winter. Also, it allows the air conditioner to operate on 80% recirculated air for maximum cooling efficiency.

To achieve quicker cool-down when the car has been parked in the hot sun, the end outlets should be positioned so



they face outboard and upward on a 45° angle and the center outlet positioned upward on a 20° angle. Also, the windows should be lowered for a few minutes to exhaust the hot air.

The "FOG" position should be used when the windshield is fogged over. This causes the system to operate as in the "AUTO" setting but directs air to the windshield to clear off fog.

The "ICE" position provides maximum heated air at MAXIMUM blower speed for melting snow and ice.

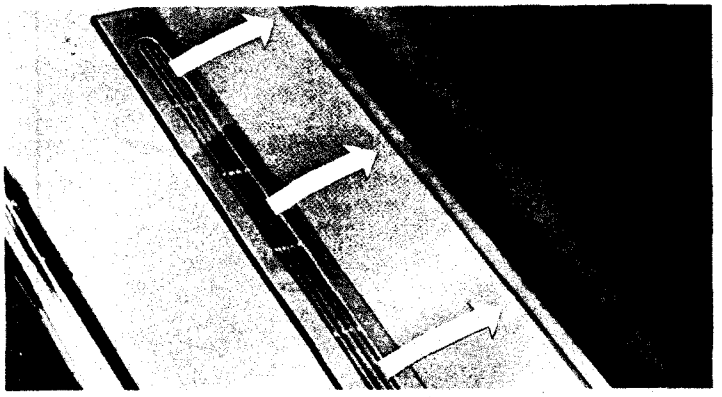
In the "FOG" and "ICE" positions, the system will go on as soon as the engine is started regardless of engine coolant temperature as any air flow across the inside of the windshield is helpful in removing fog or ice.

In the "VENT" position outside air is discharged into the passenger compartment through the air conditioning outlets The blower automatically operates at a fixed low speed to provide positive air circulation. The compressor does not operate in this setting.

The Automatic Climate Control system is designed to minimize window fogging. In most cases windows will remain clear whenever the system is "ON", due to inherent dehumidification with normal system operation.

Should the car be driven in mild weather with the Climate Control set to the "OFF" position, light fog may build up on the windows. To remove this fog, it is recommended that the control be set first to the "AUTO" position to take full advantage of the dehumidification characteristics of the system. If additional defogging is still required, the control may then be set to the "FOG" or "ICE" position. Likewise, when operating under similar conditions and it is desired to move the Climate Control from "OFF" to "VENT", it is recommended that the control be moved first to the "AUTO" position to dehumidify the system.

## REAR WINDOW DE-FOGGER



The Cadillac Rear Window De-Fogger is optional at extra cost on all models except the convertible and Fleetwood Seventy-Five sedan and limousine. In operation, the De-Fogger distributes fan-blown air across the rear window to help clear fog or steam for better visibility in humid weather. During winter driving conditions, it helps prevent accumulation of snow or ice on the rear window glass.

The De-Fogger is controlled by a switch located under the top edge of the instrument panel cover on the left side. For "HIGH" fan speed, move switch to the right. For "LOW" speed, move it to the left. The De-Fogger is "OFF" when the switch is in center position.

## Tilt and telescope steering wheel

The Tilt and Telescope Steering Wheel (optional at extra cost) permits two separate adjustments of the wheel position for greater comfort, convenience and driving ease. The steering wheel can be tilted to any one of six different positions, and can be moved closer to or farther from the driver over a three-inch range of adjustment. This permits individual selection of the most natural and comfortable position for all driving conditions. Also, on long trips, the steering wheel position can be changed to minimize tension and fatigue. The adjustments are simple, and independent of each other.

The tilt adjustment is achieved by lifting upward on the small lever located on the left side of the steering column below the



turn signal lever. The steering wheel can then be tilted to the desired angle and locked in place by releasing the lever. Moving the locking lever located on top of the steering column above the steering wheel cover to the left permits telescoping; moving the lever to the right locks the wheel. Both the tilt and telescope mechanisms can be changed while driving, but should not be attempted in heavy traffic.

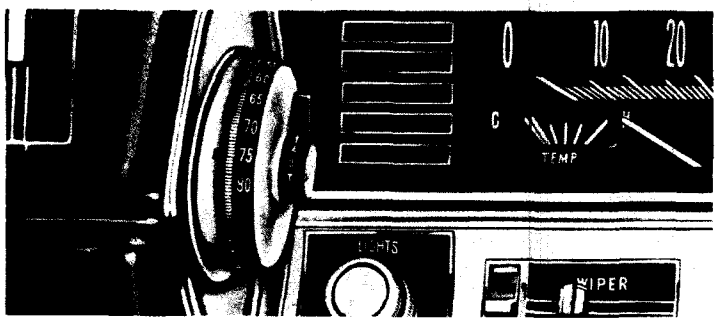
These features also permit maximum ease in entering and leaving the car. The wheel is spring-loaded, so that lifting upward on the small lever automatically raises the wheel to a higher position. Additional clearance can be obtained by unlocking the steering wheel and moving it all the way in.

The Tilt and Telescope Steering Wheel can be adjusted in conjunction with the seat to provide maximum driving comfort.

## CRUISE CONTROL

Cadillac Cruise Control (optional at extra cost) is a speed reminder and automatic speed regulating device controlled by a speed setting dial and a three-position control switch, marked "AUTO", located on the left side of the instrument panel.

To use as a SPEED REMINDER, rotate the dial until desired speed setting, as indicated by the numerals on the dial rim, is lined up with the triangular mark to the left of the dial. Then rotate tabbed control switch forward to first detent position.




This places the control switch in the "ON" position. The Cruise Control will indicate that the selected speed has been reached when back pressure is felt on the accelerator pedal.

The speed reminder feature may also be used under adverse conditions to prevent the driver from unknowingly exceeding the speed at which he wishes to limit himself.

Cruise Control does not interfere with normal accelerator pedal movement up to the selected speed reminder setting. To obtain further acceleration above that speed for passing slower moving cars, press the accelerator pedal through the warning back pressure.

For AUTOMATIC SPEED CONTROL with ignition on, rotate selector dial to 80 MPH. Then rotate control switch forward momentarily to the end of its travel to engage the "AUTO" position. This activates a green light labeled "CRUISE", located on the upper left side of the instrument cluster. Release the control switch and it will return to the "ON" position. Light will remain "ON" indicating system is set for AUTOMATIC SPEED CONTROL. Rotate dial to desired speed setting, accelerate until the selected speed is reached and back pressure is felt on the accelerator pedal. Cruise Control will lock-in and maintain the car speed selected on the dial without foot pressure within the limits of engine performance.

CAUTION: Do not use the automatic feature when conditions do not warrant maintaining a constant speed, such as in moderate to heavy traffic, or on winding or slippery roads. Under these conditions, the system should be turned off. The speed reminder feature can be retained if the switch is reset to the "ON" position.

When the unit is in automatic control, car speed can be changed by slowly rotating the dial forward to increase speed, or backward to decrease speed.

CAUTION: When changing speed during automatic control, the dial acts as a hand throttle. Always rotate dial slowly to prevent sudden acceleration.

In automatic control also, car speed can be increased by pressing the accelerator pedal through the warning back pressure. The car will return to set speed when foot is removed from accelerator pedal. The throttle control is disengaged when the brake pedal is depressed. To re-engage, accelerate until back pressure is felt. The unit will again engage automatically. It is not necessary to rotate control switch forward to re-engage automatic control.

To change from automatic control to speed reminder operation, rotate the control switch to "OFF" and reset to "ON".

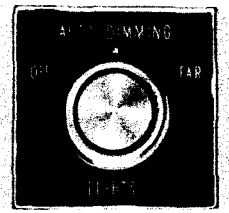
To disengage automatic control or speed reminder operation, rotate control switch rearward to its stop, which is the "OFF" position. The automatic control is completely disengaged whenever the ignition switch is turned off.

With the unit "OFF", no back pressure will be felt at any speed and the indicator light will not glow. When automatic control is disengaged, it is necessary to move the control switch forward momentarily to the end of its travel to re-engage.

## GUIDE-MATIC POWER HEADLIGHT CONTROL

The Guide-Matic Power Headlight Control (optional at extra cost) automatically switches the car's headlights from high to low beam when another vehicle approaches from the opposite direction, and returns them to high beam again when conditions permit. When driving behind another car at night the headlights may switch from high to low beam, as Power Headlight Control is sensitive to the red reflection of the tail lights of the car ahead.

The foot switch is a special dimmer-override type that provides either automatic or lower beam control of the headlights. It also contains an override feature for obtaining an overriding high beam when in automatic position, if desired.



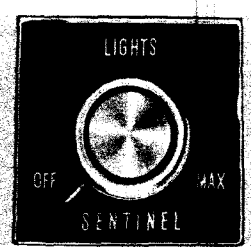
A slight downward pressure on top of the switch provides high beam, regardless of the amount of outside light. This arrangement permits signaling an approaching driver if he fails to switch to low beam, and also provides a simple check for the automatic position of the foot switch.

A sensitivity control ring located directly behind the headlight control knob permits adjusting the sensitivity of the Power Headlight Control. This ring is identified by the words "AUTO DIMMING" above the ring. Centering the control ring pointer between "OFF" and "FAR" provides normal sensitivity. Rotating the control ring clockwise toward the word "FAR" causes the lights to dim sooner; rotating it counterclockwise delays the dimming action.

For conventional operation of headlight dimming, rotate the sensitivity control ring counterclockwise to the "OFF" position.

**TWILIGHT**

**SENTINEL**




Cadillac Twilight Sentinel (optional at extra cost) automatically turns on the car's driving lights as darkness approaches, when the ignition switch is "ON". The unit also turns the lights off as daylight approaches. The unit is designed so that the car's headlights will not turn on when driving short distances under viaducts, trees, etc., or turn off when passing under bright lights.

The Twilight Sentinel control lever is located behind the headlight control knob (on cars equipped with Guide-Matic Power Headlight Control, the control lever is located behind the sensitivity control ring).

For automatic operation, move the control lever counterclockwise away from the "OFF" position. Leave the headlight control knob all the way in. The car's lights will automatically turn "ON" as darkness approaches and "OFF" as daylight approaches. If the driver desires to turn the car's headlights on during daylight hours, which may be necessary to identify the car in such conditions as fog, rain or when driving through a tunnel, he may do so by pulling out the headlight control knob.

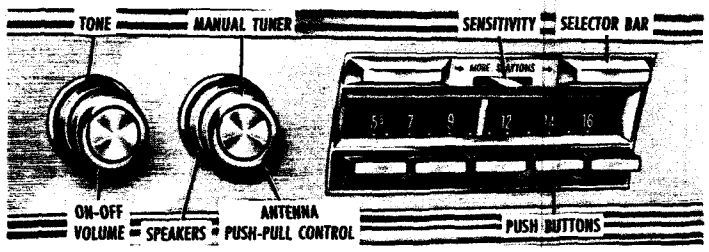
An adjustable time delay feature permits the lights to remain "ON" after the ignition switch is turned "OFF" to provide a path of light for driver and passengers as they leave the car. Additional side lighting can be obtained by activating a cornering light with the turn signal lever. For TIME DELAY

ACTION, move the control lever between "OFF" and "MAX" to the position that provides the desired time delay. Maximum time delay is approximately 90 seconds.

For manual operation of the headlights, move the control lever clockwise to the "OFF" position. This permits conventional operation of lights with the headlight control knob.

## RADIOS

The Cadillac AM, AM-FM and AM-FM Stereo radios (all optional at extra cost) are fully transistorized. The AM-FM Stereo radio is available on all model cars except the Fleetwood Seventy-Five sedan and limousine. The following instructions on the use of the AM-FM radio and operation of the controls also apply to the AM-FM Stereo radio. The features that pertain exclusively to the AM-FM Stereo radio are explained in this section beginning on page 31.




The radio is located in the center of the instrument panel. Two control knobs are located to the left of the radio dial. Five push buttons are provided below the dial and a selector bar is provided above the dial.

The left control knob is the "ON," "OFF" and "VOLUME" control. The ring behind the left knob controls the tone. Turned to the left, bass tones predominate—turned to the right, treble tones are accentuated. Balanced tones can be obtained by centralizing the ring in its detent position.

Pushing in on the right knob raises the antenna; pulling out lowers the antenna. The ring behind the right knob controls the operation of the front and rear speakers. Counterclockwise rotation accentuates the rear speaker. Clockwise movement accentuates the front speaker. Balanced sound can be obtained by centralizing the ring.

Manual tuning is accomplished by turning the right control knob to set the pointer at the desired frequency on the dial.

The five push buttons can be pre-set to favorite stations. Tune in the desired station nearest the left end of the dial with the manual tuner knob. Fine tune until best reception is obtained. Pull the first button straight out, then push the button all the way in. The first button will now select that station repeatedly. Continue this process for setting the remaining buttons on other stations.

Push buttons on the AM-FM radio may be set on AM stations, FM stations, or a combination of both.

The selector bar on the AM radio only permits automatic search tuning. Press the bar and immediately release it. The tuner will then stop at the next station on the dial. A three-position sensitivity control for this automatic tuning is located in the center below the bar. Moving this control to the left allows the tuner to stop only on more powerful stations. In the middle position, stations of slightly lower power will be received in addition to stronger stations. To obtain maximum sensitivity, and bring in weaker stations, move control to the right.

The selector bar above the dial is used on the AM-FM radio to select the desired frequency band. Pressing the left end selects the AM band and pressing the right end, the FM band. The letters "AM" or "FM" will light on the dial to show the frequency band selected.

To obtain best FM reception, the antenna tip should be approximately 30 inches above the fender.

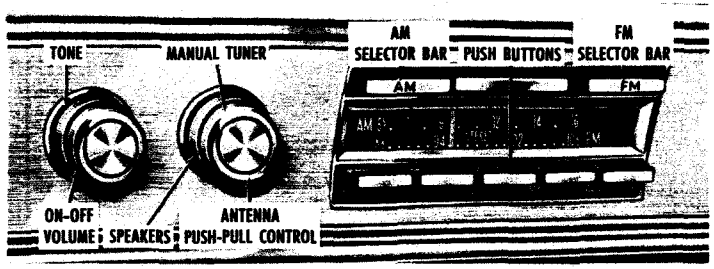
The FM receiver is normally free from most atmospheric and man-made static. The effective range of FM transmitters, however, is usually limited to no more than line-of-sight from the transmitter—or about twenty miles. Moving out of this effective range will produce a "flutter" or a series of noise bursts in the signal. Ignition interference from adjacent vehicles may also be encountered.

Retuning may be necessary when reception becomes slightly noisy while driving through weak signal areas such as the center of a large city. The interference can be quieted by tuning the tone control for more bass, and by shifting the speaker volume to favor the rear seat. When it is not possible to eliminate these effects by retuning, try switching to a stronger FM station or to the AM band.

## AM-FM Stereo radio

The Cadillac AM-FM Stereo radio provides a selection of AM, FM monaural or FM stereo reception. Operating instructions are the same as those previously described for the conventional type AM-FM radio.

The AM-FM Stereo radio is pre-set at the factory for balance



and correct separation of sound and requires no manual adjustment.

Four separate speakers, two in the front and two in the rear, are used in conjunction with the AM-FM Stereo radio to provide rich stereo sound for front and rear seat passengers. The front speakers are located at each end of the instrument panel top cover and the rear speakers are in the left and right corners of the rear parcel shelf. Rear speakers on convertible styles are located behind the back seat on the lower left and right side. Care should be taken not to place objects over the front or rear speakers as this would block the sound.

Stereophonic reception is possible only when there is stereophonic transmission. The letters "STEREO" will light on the center of the dial when the radio is tuned to an FM stereo station. This does not always mean that you are receiving stereo, as the station may not be transmitting stereo at that particular time. Familiarizing yourself with the frequencies of your local FM stereo stations will assist you in station selection.

## Front seats—Manual adjustment

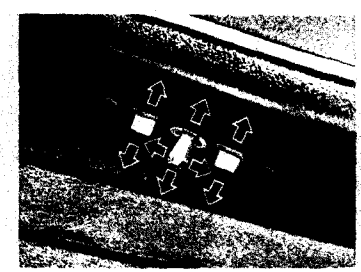
If your car is equipped with a manually operated front seat, it can be adjusted forward or rearward. Merely move the lever forward on the driver's side of the seat and adjust to the most comfortable driving position. Then release the lever to lock the seat in this position.

## Electrically operated front seats

The controls for electrically operated front seats (optional on some models at extra cost) are mounted on the side of the seat cushion panel to the left of the driver.

For forward and backward adjustment of the two-way electrically operated seat, move the switch lever in the direction of the desired seat movement.

Adjust the six-way electrically operated seat as follows: Move the center switch lever forward or backward to control the horizontal fore and aft movement of the seat. Move the center switch lever up or down to control the vertical movement of the entire seat. Move the front switch lever to raise or lower the front of the seat and to tilt the seat-back accord-



ingly. Move the rear switch lever to raise or lower the rear of the seat and to tilt the seat-back accordingly.

## Additional seat adjustments

Additional rearward seat positioning can be made on all bench type seats by having your Authorized Cadillac Dealer reposition the seat one inch rearward at the attachment to the floor.

If you desire, the two-way electrically operated seat may be lowered by having your dealer remove the shims between seat supports and the floor.

## Coupe seat-back lock

The forward folding front seat-backs on all coupe styles incorporate an automatic lock as an additional safety feature to prevent them from tilting forward in cases of sudden stops.



An individual release button is located on the upper portion of the seat side panel. To fold the seat forward, depress the button to unlock the seat-back. The seat-back locks into place automatically when in the upright position.

## Bucket seat controls

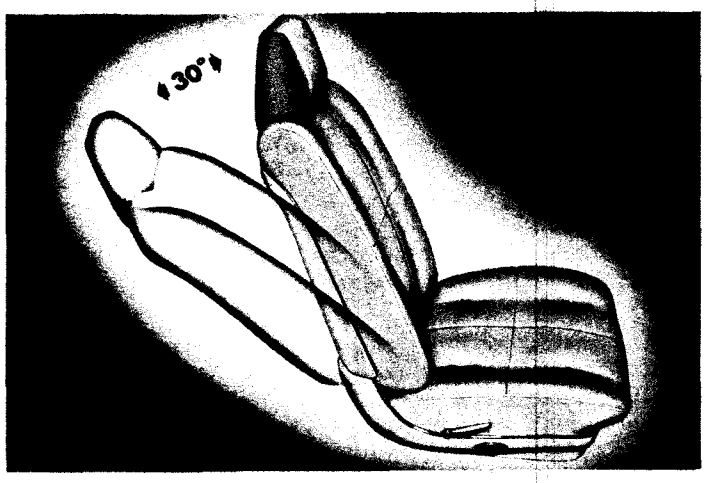
On cars equipped with bucket seats, two-way electrical controls are provided for fore and aft movement of each seat. The controls are located on the lower outboard side of the seat cushion panels.

Four-way movement of the driver's seat only is optional at extra cost on all cars with bucket seats.

## Reclining bucket seat and head restraints

A reclining feature for the front passenger's seat, including an adjustable head restraint for both the driver and passenger seats is optional at extra cost on models with bucket seats. Head restraints only are also available as an extra cost option on all models.

The reclining feature provides manual adjustment of the seat-back so that it can be tilted to a 30° reclining position. The release lever is located on the right side of the seat cushion. To tilt the seat-back, lift the release lever and push the seat-back rearward to the desired position. Release the lever to lock the seat in place. To raise the seat-back, lift the release lever and lean forward to allow the assist spring to move the




seat. Release the lever to lock the seat in place. The seat-back can be raised from reclined position by hand for the exit of rear seat passengers.

Head restraints can be adjusted to different heights by pulling up or pushing down by hand. Detents provide positive head restraint location. Head restraints should be adjusted to contact the center of the head when moved straight back. To remove the head restraint, first raise head restraint to full up position. Where the head restraint support bars enter the seat back, depress the wire retaining spring sufficiently to allow head restraint and support bars to be removed from the seat back. On bench-type seats, raise the head restraint and facing toward front of car, move it slightly to the right to remove.

## Seat belts

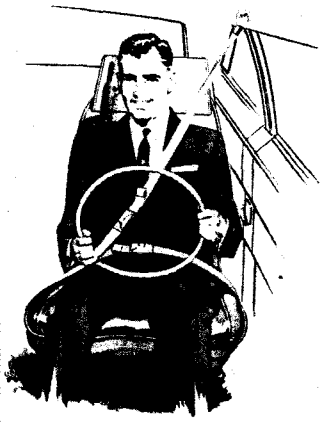
Seat belts provide added security and comfort. Front and rear seat belts, factory installed, are standard equipment on all models. An additional front or rear seat belt for a third passenger, is optional at extra cost. Proper usage and care of these belts will provide added security to driver and passengers in case of sudden, unexpected stops.

After the front seat has been positioned to the satisfaction of the driver, grasp the buckle end and the flat metal "eye" end of your individual belt assembly and position the belt across the pelvic area as low on the body as possible (never use the same seat belt for more than one person at any given time). Insert the metal eye into the open end of the buckle until an audible snap is heard. Make sure the connection is secure and adjust the belt firmly by pulling on the end of the belt protruding from the buckle. Pull retractor half of the belt to a solid stop to make sure that the belt webbing is

completely unwound from the retractor drum, then connect the belt and make the necessary adjustments at the buckle for proper fit. Avoid wearing a seat belt loosely or with slack in the system, or with the webbing wound around the retractor drum.

## SHOULDER BELTS

All Cadillacs are equipped with shoulder belt anchors built into the vehicle. Optional shoulder belts are available for the driver and right front seat passenger. Shoulder belts must always be worn in conjunction with seat belts and are fastened with individual buckles in the same manner as seat belts. Shoulder belts should be tightened only to the point where controls and switches can be easily reached without restriction from the belt. The use of shoulder belts is not recommended for children under 6 years old. Shoulder belts not in use must be anchored by inserting buckle into retainer to prevent buckle end from swinging around.

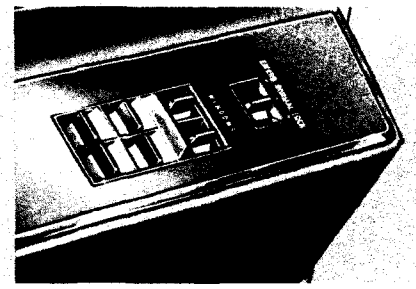


RELEASING BELTS—To release the belts, simply depress the button located in the center of the buckle.

CARE OF BELTS—Keep belts clean and dry. Clean with a mild soap solution and lukewarm water. Keep sharp edges and damaging objects away from belts. Periodically inspect belts, buckles, retractors, and anchors for damage that could materially lessen the effectiveness of the belt installation and repair or replace the questionable parts. Do not bleach or dye belts as this may cause severe loss of strength.

## POWER WINDOWS

Master controls for the electrically operated windows (optional on some models at extra cost) are located forward of the left front door handle. The control switches are positioned to



correspond with the windows they control: the left front switch for the left front window, etc.

There are individual controls at each window. The control for the right front window is located on the right door armrest. Controls for the rear door windows are on the rear doors.

The rear quarter windows on coupe styles are individually controlled by switches located on the rear armrests.

### Window lock-out switch

A window lock-out switch is standard on all cars equipped with power windows except the Fleetwood Seventy-Five Limousine. The window lock-out switch is located forward of the power window master controls on the driver's door. This switch has three positions marked "EMERG," "NORMAL," and "LOCK".

In the "NORMAL" position with the ignition "ON," all windows may be operated by the master switch or each individual switch. To prevent passengers from operating any windows, as in the case with small children in the car, place the switch in the "LOCK" position. Only the master switch will remain operative.

The "EMERG" (emergency) position permits energizing the master switches with the ignition "OFF," but only while it is held in the "EMERG" position. This will permit lowering or closing the windows without turning the ignition key "ON". All window switches, including the master switch, are in operative in the "NORMAL" or "LOCK" position with th ignition "OFF."

### Power vent windows

Electrically operated power vent windows are standard o some models and optional at extra cost on other models. Maste control switches for both front vent windows are located o the left armrest. There is also a switch for the right-hand ven window on the right armrest.

On the Fleetwood Sixty Special Sedan and Brougham master switches for both rear vent windows are located on th left front door armrest. There are also individual controls o the armrests of the rear doors.

## LOCKS

### Door locks

Cadillac door lock design contributes to passenger safety an the security of your car and its contents. Always keep th doors locked when driving as well as when leaving the ca unattended.

### Manual door locks

Each door on your Cadillac can be locked from the inside b pushing down the door lock button. Doors may also be locke from the outside with this button by pushing the button dow while the door is open, and then holding the door handl

correspond with the windows they control: the left front switch for the left front window, etc.

There are individual controls at each window. The control for the right front window is located on the right door armrest. Controls for the rear door windows are on the rear doors.

The rear quarter windows on coupe styles are individually controlled by switches located on the rear armrests.

### Window lock-out switch

A window lock-out switch is standard on all cars equipped with power windows except the Fleetwood Seventy-Five Limousine. The window lock-out switch is located forward of the power window master controls on the driver's door. This switch has three positions marked "EMERG," "NORMAL," and "LOCK".

In the "NORMAL" position with the ignition "ON," all windows may be operated by the master switch or each individual switch. To prevent passengers from operating any windows, as in the case with small children in the car, place the switch in the "LOCK" position. Only the master switch will remain operative.

The "EMERG" (emergency) position permits energizing the master switches with the ignition "OFF," but only while it is held in the "EMERG" position. This will permit lowering or closing the windows without turning the ignition key "ON". All window switches, including the master switch, are inoperative in the "NORMAL" or "LOCK" position with the ignition "OFF."

### Power vent windows

Electrically operated power vent windows are standard on some models and optional at extra cost on other models. Master control switches for both front vent windows are located on the left armrest. There is also a switch for the right-hand vent window on the right armrest.

On the Fleetwood Sixty Special Sedan and Brougham, master switches for both rear vent windows are located on the left front door armrest. There are also individual controls on the armrests of the rear doors.

## LOCKS

### Door locks

Cadillac door lock design contributes to passenger safety and the security of your car and its contents. Always keep the doors locked when driving as well as when leaving the car unattended.

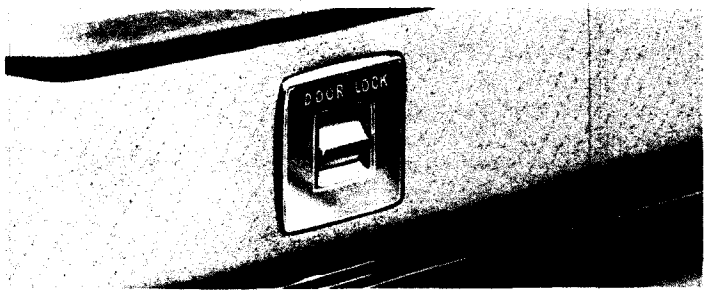
### Manual door locks

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

opening button all the way in while closing the door. All door locks are set so that both inside and outside door handles are inoperative when the lock button is depressed. To open any door, lift the lock button before operating the door handle.

## Power Door Locks

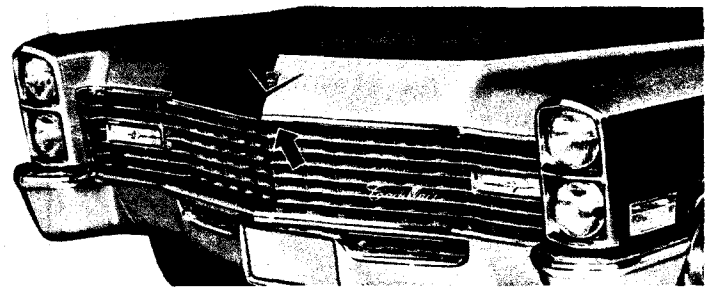
If your car is equipped with automatically actuated power door locks (optional at extra cost), all doors may be locked or unlocked by operating the switch located on either front door. Push the switch down to lock all doors, and lift up on the switch to unlock the doors. The automatic locking mechanism does not, at any time, interfere with manual operation of any door lock button. The doors will not unlock or open with the inside door handle when the lock button is depressed, but can be unlocked individually by lifting the lock button.




On the Fleetwood Seventy-Five Limousine, the door lock switch located on the left front door operates only to lock the doors. An additional door lock switch is provided on the right rear door on limousine styles for the convenience of rear seat passengers. This switch will lock and unlock all doors in the conventional manner.

## Hood latch

The hood latch is operated in two steps by means of a lever. The release lever is accessible between the grille and hood panel, just to the right of center when viewed from front of car. Apply pressure to this lever, forcing it upward. The hood will release but will be prevented from opening further by a secondary latch. Further movement of the lever will release the secondary latch, allowing the hood to be raised. To close



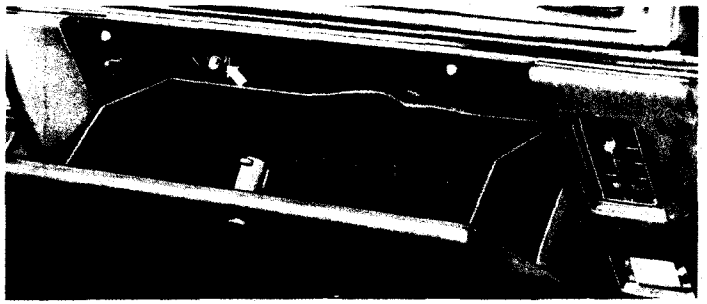
hood, pull hood down gradually until it will drop of its own weight. Always check to make sure hood is properly secured.

## Luggage compartment

The lid on the luggage compartment is counterbalanced for easy opening. It has a key-lock release. To open, insert the key with the rounded head into the lock, which is located behind the crest, turn key in a clockwise direction to release lid. An interior light goes on when lid is raised. To close, pull to a position six or eight inches from closing, remove key and push lid firmly downward. This automatically locks luggage compartment.

## Remote-control trunk lock

Cadillac's Remote-Control Trunk Lock (available on some models at extra cost) permits the driver to unlock and slightly raise the trunk lid simply by pushing a button located in the glove box. A red warning light on the left side of the instrument cluster labeled "Trunk" will glow when the trunk lid is unlocked. When the trunk lid is lowered, a latching mechanism pulls the lid firmly closed and locks it. The trunk lid can also be opened in the normal manner with a key from outside the car. To prevent damage to the closing mechanism, avoid slamming the lid when closing. Once unlocked, the lid must be fully opened before the pull-down and locking can be accomplished.



To help prevent illegal entry into the trunk, keep the glove box locked when leaving the car unattended.

## AUTOMATIC LEVEL CONTROL

Automatic Level Control maintains the rear height of the car regardless of load in rear passenger compartment or luggage compartment. The leveling system responds to actual changes in load of passengers or luggage, and will compensate for loads up to 500 pounds. A level car improves appearance as well as ride, and reduces "bottoming" on severe bumps or bumper scraping on steep ramps or driveways.

Automatic Level Control is standard on the Fleetwood Sixty Special Sedan and Brougham, and Fleetwood Seventy-Fives, and optional at extra cost on all other models.

## CONTROLLED DIFFERENTIAL

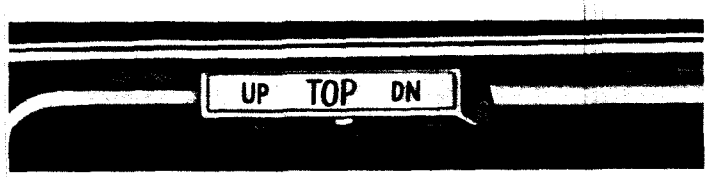
The Controlled Differential (optional at extra cost) provides additional traction on snow, ice, mud, sand and gravel, particularly when one rear wheel is on a surface providing poor traction.

During normal driving and cornering, the controlled unit functions as a standard differential. When one wheel encounters a slippery surface, however, the Controlled Differential directs driving force to the rear wheel having the better traction.

CAUTION: On cars equipped with a Controlled Differential, do not run the engine for any reason with one rear wheel off the ground, as the car may drive through the rear wheel remaining on the ground.

## CONVERTIBLE TOP

The convertible top can be raised or lowered with the rear quarter windows either open or closed.




To lower the top, stop the car and rotate the locking handle inboard on each side roof rail until the lock hook lever is disengaged from the striker on the windshield header.

The convertible top control switch is located underneath the left side of the instrument panel upper cover. Move switch lever to the right (under the letters "DN") and hold lever in this position until top is fully lowered.

To install top boot, place boot in position over folded top and engage boot fasteners to the studs along the body molding and on the rear quarter trim. Engage fasteners on front of boot to studs on rear seat back panel. Press down on forward edge of boot to secure hook and pile fastener.

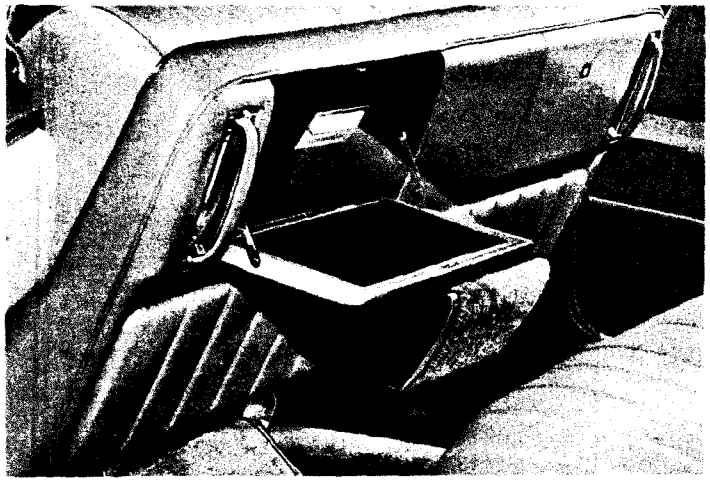
To raise the top, always stop the car first. Then turn down sun visors, and unsnap top boot. Move switch lever to the left (under the word "UP") until top is fully raised and guide-studs on lock assemblies are engaged in striker holes on windshield header. Rotate each locking handle outboard until lock hook lever is fully engaged with striker on windshield header and handle is parallel with side roof rail.

NOTE: Be sure top is securely locked to windshield header before starting car in motion.

For detailed information on the operation and care of the convertible top, refer to the Convertible Top booklet in the glove compartment of all convertibles.

## FOLD-DOWN UTILITY TRAYS

Two fold-down utility trays are provided as standard equipment on the Fleetwood Brougham Sedan for the convenience of rear seat passengers. The trays are hinge mounted and recessed in a panel on the back of the front seat. Depress the release button in the center of the tray to lower it. When the trays are folded down, individual lights in the recess on the seat back illuminate the top surface of the trays. A small storage compartment is provided behind each tray. To close tray, lift up on tray, position it in recess on seat back and snap it shut.

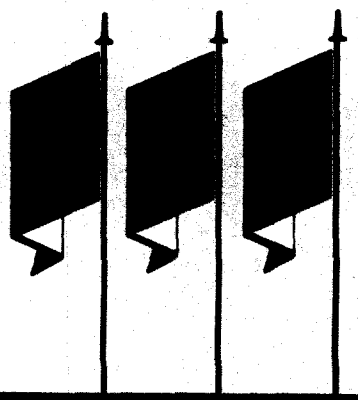


## FOOT RESTS

Carpeted foot rests are provided as standard equipment in the rear passenger compartment on the Fleetwood Brougham Sedan. The foot rests are hinged to the back of the front seat near the floor, and may be folded up when not in use.




# FLEETWOOD SEVENTY-FIVE SEDAN AND LIMOUSINE



## GENERAL

The Cadillac Fleetwood Seventy-Five represents the finest in formal motoring. Both the Sedan and Limousine styles embody many fine features not found in other models.

An extraordinary complement of powered conveniences accents the luxury of the Fleetwood Seventy-Five. Brakes and steering, window regulators, and front seats are power assisted. A remarkably smooth Turbo Hydra-matic transmission transfers an effortless flow of power. And the long 149.75 inch wheelbase and more than twenty foot over-all length provide exceptional riding comfort and spaciousness.

Additional information given here covers the operating instructions for items exclusive to the Fleetwood Seventy-Five Sedan and Limousine. A complete understanding of these special features will add further to the enjoyment of this majestic 1967 Cadillac.

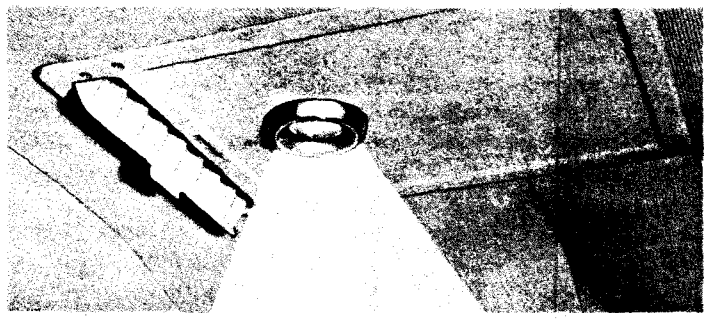
## Instruments

The instructions on use of the ignition switch and the various instruments and accessories, as explained in Sections 1 and 2, also apply to the Fleetwood Seventy-Five sedan and limousine.

## Courtesy lights

Fleetwood Seventy-Five cars are equipped with courtesy lights that illuminate the interior of the car when any door is opened. When the front doors or all doors are closed, full counter-clockwise position of the headlight control knob turns on the front courtesy lights.

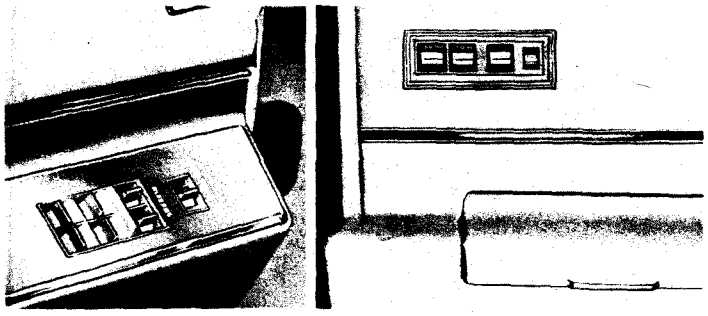
When either rear door is opened, the front courtesy lights, front door warning lights, rear door courtesy lights and the reading lights in the air conditioning ceiling outlets operate. When either front door is opened on the sedan style, the front courtesy lights, front door warning lights and rear door courtesy lights operate. Only the front courtesy lights and front door warning lights operate when either front door is opened on the limousine style.



Manual switches for the reading lights are located on the rear quarter trim panels above the armrests.

On Limousine styles, a front compartment map light, located in the headlining between the sun visors, may be operated manually with the switch integral with the light.

## Power windows



Master controls for the electrically operated windows are located forward of the left front door handle. The control switches are positioned to correspond with the windows they control; the left front switch for the left front vent window, etc. On Limousine styles, master control switches for the rear door windows at the driver's door operate only to close the windows. There are also switches for the right front vent window and door window on the right front door.

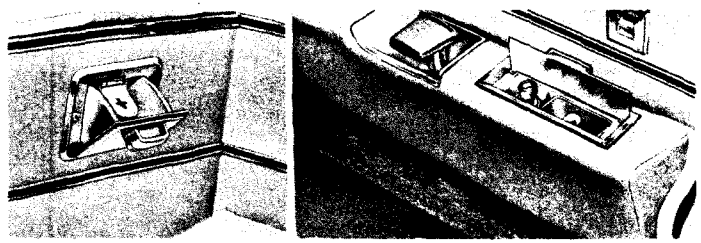
Operation of the window lock-out switch as explained in Section 2 also applies to the Fleetwood Seventy-Five sedan. The window lock-out switch feature is not used on Limousine styles.

Controls for the rear door windows are located on the rear quarter trim panel above each armrest. Both rear door windows may be operated from either side of car.

On Limousine styles, individual controls are mounted next to the rear door window switches for operation of the partition window between the front and rear compartments.

## Ash trays and lighters

Ash trays and lighters are located on the rear door armrests. Individual ash trays are provided on the back of the front seat for the convenience of auxiliary-seat passengers. The ash tray door can be opened by pulling out on the handle.



## Automatic climate control heating and air conditioning

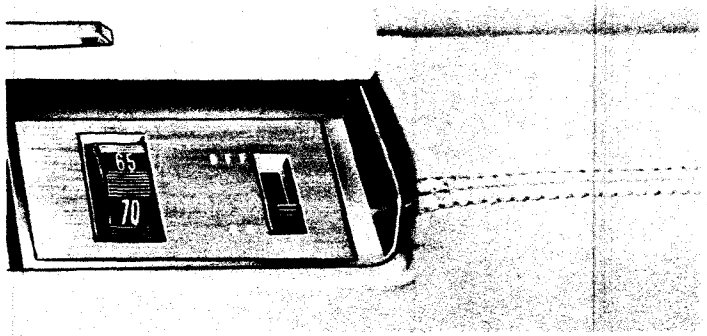
The Automatic Climate Control system is provided as standard equipment on the 1967 Cadillac Fleetwood Seventy-Five sedan and limousine. Automatic Climate Control automatically controls the Heating and Air Conditioning system to provide the interior temperature selected on the control panel temperature dial.

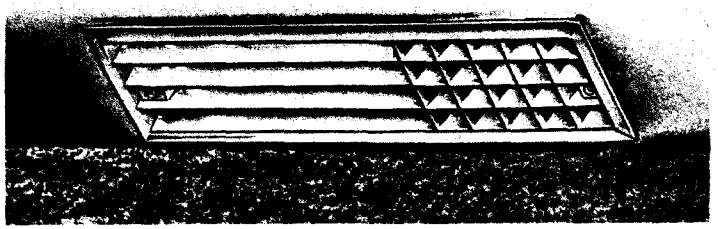
Individually controlled front and rear systems are used on Fleetwood Seventy-Five cars. Operating instructions for the front system, as explained in Section 2, also apply to these vehicles, except that the ventilation feature is not used on these cars. The rear system is a completely separate system with a large heater, blower and evaporator assembly mounted in the trunk.

## Rear system controls

The controls for the rear system, consisting of an on-off switch and a temperature dial, are located underneath a hinged cover in the right rear armrest. The rear system may be turned on and off with the switch, and temperature may be controlled by the temperature dial. To reduce or increase the temperature, rotate the temperature dial to the interior temperature desired.

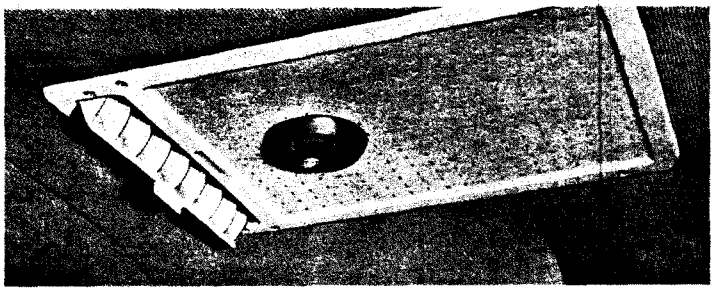
Since the system is completely automatic, it may be set at a comfortable temperature setting and left on with virtually no further adjustments required due to outside weather conditions. In cold weather the heater will automatically turn on when engine water is warm enough. When outside temperatures are high, the system will automatically provide air conditioning.

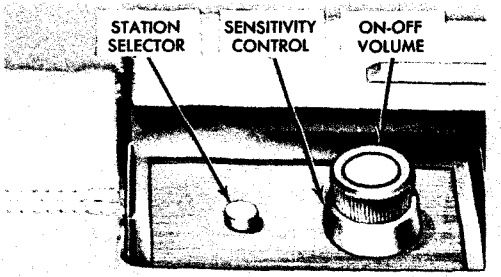


In cool weather, warm air is delivered from the trunk unit through ducts leading into the rear doors, then into the rear passenger compartment through grilles located beneath the rear door armrests.

In warm weather, cooled, dehumidified air is delivered through ducts in the roof and out of overhead grilles into the rear passenger compartment. The outlet grilles are equipped with a number of small openings for providing diffused cooled air. Each outlet is equipped with a hinged door that may be opened to direct air toward the rear passengers.





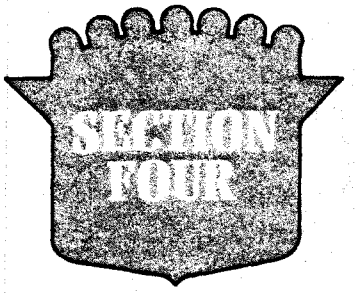

With this system, comfort is automatically maintained to the individual requirements of the front and rear compartment passengers regardless of whether the division glass (on cars so equipped) is up or down, and despite car speed and variations in outside temperature.

## Rear comparment radio controls

Rear seat radio controls are optional at extra cost on Fleetwood Seventy-Five cars equipped with a signal seeking selector AM radio. The controls, consisting of an on-off volume control, a sensitivity control and a station selector button, are located underneath a hinged cover in the right rear armrest just forward of the air conditioning controls.

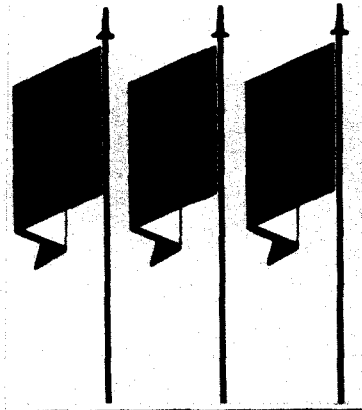
The on-off volume control knob turns the radio on and off or transfers control to the rear seat, if the radio is already on, and regulates the volume. When the radio is being operated by remote control, the station selector button glows red. To select stations, momentarily depress the station selector button until the desired program is received. The sensitivity control is below the on-off knob. Rotating it counterclockwise will permit the tuner to stop only on the more powerful stations. In the middle position, stations of slightly lower power will also be received. For maximum sensitivity, rotate the control clockwise to bring in the weaker stations.

With the rear seat radio controls on, the driver may turn his speaker on or off with the ring behind the right control knob, and tune the radio manually or with the push buttons. The radio cannot be operated normally from the front seat again until the rear controls are turned off.




# SERVICE FOR YOUR CAR



## AUTHORIZED CADILLAC SERVICE

### Warranty

When purchased new, your Cadillac is covered by the Manufacturer's New Vehicle Warranty and the Policy on Cadillac Owner Service, both of which are contained in your Owner Protection Plan booklet given to you by your Authorized Cadillac Dealer at the time of delivery.

## Owner Protection Plan Booklet

It is important that the Owner Protection Plan booklet be kept in the glove compartment of your car at all times as it must be presented to your dealer when warranty service is required.

The Protect-O-Plate on the inside back cover of your Owner Protection Plan booklet contains important vehicle data pertaining to your Cadillac. Your dealer may insert your name and address and the delivery date of your new car to provide complete identification. The identification information on the Protect-O-Plate will allow him to proceed with your service requirements with the least amount of inconvenience to you.

## Owner responsibility

Your new Cadillac, like all fine machinery, requires regular care to maintain its peak performance and preserve its showroom appearance. Periodic maintenance assures you of many miles of carefree driving, and protects your investment. A recommended maintenance schedule is included in the Owner Protection Plan booklet.

## Cadillac service

Authorized Cadillac Dealers are well qualified to assist you in the maintenance of your car because their service personnel have the advantages of:

1. Specialized Cadillac training at General Motors Training Centers.
2. Special tools and equipment designed for Cadillac products.
3. Genuine parts that are engineered for your Cadillac.
4. Factory product information and factory-dealer cooperation that contributes to efficient service and the latest in mechanical procedures.

For the best in Cadillac Guardian Maintenance service, take your Cadillac to an Authorized Cadillac Dealer.

## Fuel requirements

Your Cadillac is designed to operate efficiently on "Premium" grade fuels commonly sold in the United States and Canada. Use of a fuel that is too low in anti-knock quality will result in "spark knock." Since the anti-knock quality of all premium grade gasolines is not the same, and factors such as altitude, terrain and air temperature affect operating efficiency, knocking may result even though you are using the grade of fuel recommended for your engine. If persistent knocking is encountered, it may be necessary to change to a higher grade of gasoline and, if knocking continues, consult your Authorized Cadillac Dealer.

In any case, continuous or excessive knocking may result in engine damage and constitutes misuse of the engine for which the Cadillac Motor Car Division is not responsible under terms of the Manufacturer's New Vehicle Warranty.

## Operation in Foreign Countries

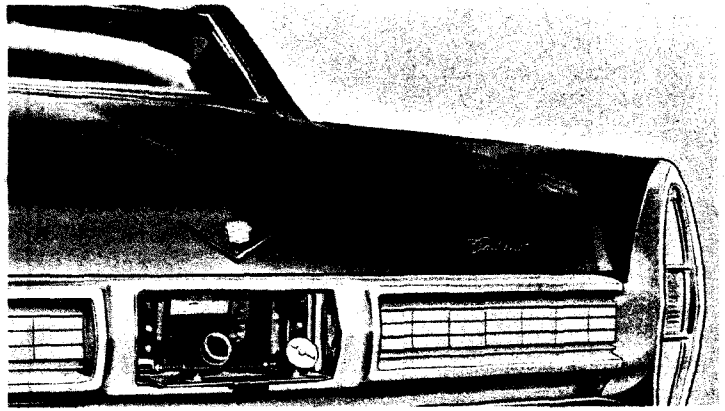
If you plan to drive your car outside the continental limits of the United States or Canada, there is a possibility that the best fuels available are so low in anti-knock quality that excessive knocking and serious engine damage may result from their use. To minimize this possibility, write to the Cadillac Motor Car Division, Service Department, Detroit, Michigan giving:

- The car's vehicle identification number (obtain from car registration or title).
- The country or countries in which you plan to travel.

You will be furnished details of adjustments or modifications which should be made to your engine at your Cadillac dealership prior to your departure. Failure to make the necessary changes to your car and subsequent operation under conditions of continuous or excessive knocking constitutes misuse of the engine for which the Cadillac Motor Car Division is not responsible under the terms of the Manufacturer's New Vehicle Warranty. After arriving in a foreign country, contact the nearest authorized General Motors Dealer for brand names of the best fuels available and advice as to where they may be purchased.

## Gasoline tank

Capacity of the fuel tank is approximately 26 gallons on all



styles except the Commercial Chassis, which has a 20 gallon capacity fuel tank. The gasoline filler cap is located behind the rear license plate. To reach the cap, pull out on the top of the license plate.

CAUTION: Gasoline is extremely flammable and highly explosive under certain conditions. Always stop the engine and do not smoke or allow open flames or sparks near the vehicle when refueling. If gasoline fumes are noticed while driving, the cause should be determined and corrected without delay.

## Positive Crankcase Ventilation (P.C.V.)

The positive Crankcase Ventilation system, which is standard equipment on your vehicle, helps control air pollution caused by crankcase blow-by gases. The P.C.V. system connects the crankcase and intake manifold of the engine and exhaust blow-by gases are returned through this system to the combustion chamber where they are reburned. Periodic inspection and required servicing of your P.C.V. system assures a cleaner, better-performing, longer-lasting engine and almost 100% elimination of any air pollution caused by crankcase blow-by gases. A plugged P.C.V. system can cause condensation of blow-by gases in the crankcase, resulting in the formation of acids, sludge build-up and oil dilution. Every 12 months or 12,000 miles, whichever occurs first, the P.C.V. valve should be replaced. Also, all hoses, fittings and the inlet air filter should be inspected, cleaned and replaced, if necessary.

NOTE: If the positive crankcase ventilator valve should become clogged, the engine idle will be adversely affected. Therefore, if the engine idle becomes too slow or rough, the ventilator valve should be checked before any carburetor adjustments are made to compensate for the trouble.

## Air Injection Reactor (A.I.R.)

The Air Injection Reactor System is an exhaust emission control system installed on all domestic 1967 General Motors cars (and some trucks) destined for initial registration in the State of California. This air pollution control system is entirely separate from the Positive Crankcase Ventilation System. It is designed to reduce air pollution caused by engine exhaust tailpipe gases by "treating" the unburned hydrocarbons and carbon monoxide as they are expelled from the combustion chamber into the exhaust manifold. A sealed bearing pump, driven by the engine, compresses, distributes and injects clean filtered air at the exhaust port of each cylinder. Here it combines with the unburned hydrocarbons and carbon monoxide at high temperatures in a chemical reaction, producing a "treated" exhaust that is below the maximum allowable level for air pollution from this source. This does not reduce the danger of inhaling any concentration of carbon monoxide in a confined area. See Page 62 for carbon monoxide warning.

The A.I.R. pump filter should be serviced every 12 months or 12,000 miles, whichever occurs first, by removing the filter element, washing in kerosene, dipping in SAE 10W-30 oil, and squeezing to remove excess oil.

Check condition and adjustment of pump pulley belt annually. Clean and oil metal gauze strainer, located on wall of carburetor air cleaner at time of engine oil change.

Also, the annual engine tune-up recommended for normal engine efficiency, operation, and performance is important for the A.I.R. system's continued effectiveness.

## ENGINE OIL RECOMMENDATIONS

High quality engine oils are available at your Cadillac dealer and at many service stations. It is recommended that you use an oil which, according to the label on the can, is: (1) intended for service MS, and (2) passes car makers' tests or meets General Motors Standard GM-4745M. Oils conforming to these types contain detergent additives.

If higher detergency is required to reduce varnish and sludge formation, a thoroughly tested and approved concentrate—"High Detergency Concentrate"—is available at your Cadillac Dealer who is qualified to advise you regarding its use. The use of "break-in" oils, "tune-up" compounds, "friction-reducing" compounds, etc. in your Cadillac engine are specifically not recommended.

### Checking oil level

Engine oil should be maintained at the proper level. The best time to check it is before operating the engine or as the last step in a fuel stop. This will allow the normal oil accumulation in the engine to drain back in the crankcase. To check the level, remove the oil dipstick, wipe it clean and reinsert it for an accurate reading. The oil dipstick is marked "Add 1 Qt." and "FULL". The oil level should be maintained in the safety margin, neither going above the "FULL" line nor below the "Add 1 Qt." line, Reseat the dipstick firmly after taking the reading.

### Engine oil-filler cap

A ventilated oil-filler cap with a metal gauze filter is used on all cars except those delivered in the State of California. The filter must be cleaned in solvent and re-oiled with engine oil whenever the engine oil is changed (more often under dusty conditions). Caution: do not use a non-ventilated cap in place of this ventilated cap as engine damage may result.

### Oil change interval

Change engine oil EVERY 60 DAYS even if less than 6,000 miles have been driven. If more than six thousand miles are driven in a 60-day period, change oil every six thousand miles. This interval applies to the initial change as well as subsequent oil changes. An MS oil, that meets General Motors Standards GM-4745M, was installed in your engine at the factory. It is not necessary to drain this original factory installed oil prior to the recommended normal change period. However, the oil level should be checked more frequently during the break-in period since somewhat higher oil consumption is normal until piston rings become seated.

Certain driving conditions, such as dust storms and frequent driving on dusty roads, necessitates more frequent oil changes. Your Cadillac Dealer is qualified to advise you.

| Anticipated Lowest Temperatures | Use SAE Viscosity Number | Change Your Oil |
|---|---|---|
| Above Freezing (+32° F.) | SAE 20W<br>SAE 10W-30 | Every 60 days, but never to exceed 6,000 miles. |
| Below Freezing (+32° F.) and above 0° F. | SAE 10W<br>SAE 10W-30 | |
| Below 0° F. | SAE 5W<br>SAE 5W-20 | |

## ENGINE OIL CHANGE AND VISCOSITY RECOMMENDATIONS

The above chart will serve as a guide in selecting the proper oil viscosity. The proper oil viscosity helps assure good cold starting characteristics by reducing friction, thus increasing cranking speed.

NOTE: When changing oil during the Fall and Winter seasons, consider the lowest anticipated temperature for the next 60 days. If the temperature is expected to be occasionally below 0°F., 10W oil is recommended. Where the temperature is frequently below zero, 5W or 5W-20 oil is recommended. SAE 5W oil is not recommended for sustained high speed driving.

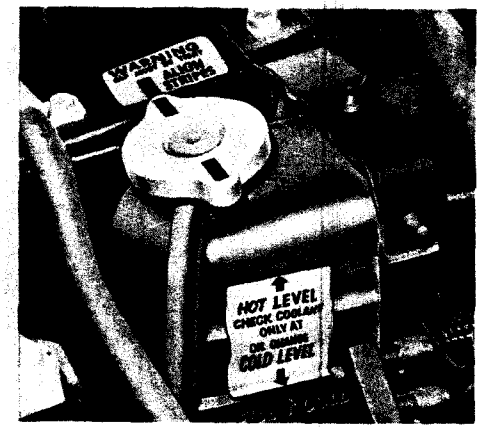
### Oil filter replacement

A full-flow type oil filter is used on the Cadillac engine. It is recommended that it be replaced at the engine oil change nearest a 6,000 mile interval or every six months, whichever occurs first. The filter change should be performed with an oil change.

### ENGINE OIL

Your Cadillac engine requires four quarts of oil on a refill after the crankcase has been drained. One additional quart is required when the oil filter is changed. It is normal to add some oil before the drain period. Requirements will vary, depending on the type of driving you do, but the addition of one quart each 800 to 1,000 miles would not be considered excessive.

## ENGINE COOLING




The cooling system is designed to maintain efficient engine operating temperatures. Check coolant level at each engine oil change to make certain proper level is maintained. Coolant level with engine cold, at room temperature, should be three inches below bottom of filler neck. Coolant level with engine hot, at normal operating temperature, should be one inch below bottom of filler neck. Do not overfill. Proper levels are shown on label below radiator filler cap. Each fall inspect the system for leaks and for adequate freeze protection. Refer to page 53 for the capacity of your car's cooling system.

### Caution

When the engine is at normal operating temperature or above, the internal pressure built up in the cooling system will blow out scalding fluid and vapors if the radiator cap is removed. To prevent loss of coolant and to avoid the danger of being burned, the coolant level should be checked or coolant added only when the engine is cool. If the cap must be removed when the engine is hot, place a cloth over the cap and rotate the cap slowly counterclockwise to first stop and allow pressure to escape completely. Then turn cap again slowly counterclockwise to remove.

WARNING: Radiator cap must be tight when reinstalled. Make certain red stripe on cap lines up with red stripe on instruction label on radiator cradle.

The temperature gage can sometimes register "H" (Hot) under severe operating conditions. However, this is not necessarily cause for alarm unless accompanied by a buzzing noise from the radiator cap or by loss of coolant by boiling.

CAUTION: If gage indicates above-normal temperature, make certain engine is running, or is allowed to cool down to normal temperature, before adding coolant.

If gage continues to register above normal with coolant at correct level, have your Authorized Cadillac Dealer make a thorough check of the system.

## Cooling system protection

The inhibited year-around (permanent-type) engine coolant used to fill the cooling system at the factory, is a high quality solution that meets General Motors Specification 1899-M. This factory-fill coolant solution is formulated to withstand two full calendar years of normal operation without draining or adding inhibitors, and provides freezing protection to -20°F.

It is the owner's responsibility to keep the freeze protection at a level commensurate with the area in which the vehicle will be operated. Regardless of climate, system protection should be maintained at least to 0°F., with an ethylene-glycol base coolant to provide adequate corrosion protection. When adding solution due to loss of coolant for any reason or in areas where temperatures lower than -20°F. may occur, a sufficient amount of ethylene glycol base coolant that meets GM Specification 1899-M, or equivalent, should be used.

| COOLING SYSTEM CAPACITY | |
|---|---|
| All cars except Fleetwood Seventy-Fives | |
| with heater only | 17 U.S. qts. (14¼ Imperial qts.) |
| with Air Conditioner | 17½ U.S. qts. (14½ Imperial qts.) |
| without heater or Air Conditioner | 16 U.S. qts. (13¼ Imperial qts.) |
| Fleetwood Seventy-Fives | 20½ U.S. qts. (17 Imperial qts.) |

Every two years the cooling system should be serviced by flushing with plain water, then completely refilled with a fresh solution of water and a high-quality, inhibited (permanent type) glycol base coolant meeting GM Specification 1899-M, and providing freezing protection at least to -20°F. At this time, also add GM Cooling System Inhibitor and Sealer or equivalent. In addition, Cooling System Inhibitor and Sealer should be added every fall after the car has been driven 24,000 miles. GM Cooling System Inhibitor retards the formation of rust or scale and is compatible with aluminum components.

NOTE: Alcohol or methanol base coolants or plain water are not recommended for your Cadillac at any time.

## PREVENTIVE MAINTENANCE

CADILLAC GUARDIAN MAINTENANCE QUALITY SERVICE

Preventive maintenance for your Cadillac is based on the Manufacturer's recommendations. Details are outlined in the

Cadillac Owner Protection Plan booklet. Consult your dealer for additional services that may be needed due to local climatic conditions or driving habits.

## Battery fluid level

Battery fluid level should be checked at every engine oil change. However, in warm weather, fluid level should be checked at two-week intervals. Maintain battery fluid level up to the bottom of the slots in each cell.

A fluid level indicator is provided on top of the second cell cap from the positive battery post. When fluid level is normal, a black spot appears on the "eye" in the top of this cap. An off-white spot indicates that fluid level is low. In such case, check all cells and add water, as necessary, to bring them to their proper level.

Ordinary tap water may be used except in areas where the water is known to be exceptionally hard or to have a high mineral or alkali content. In these areas use distilled water to fill the battery. If water is added during freezing weather, drive the car five or six miles before shutting it off. This mixes the added water with the electrolyte and will prevent it from freezing and damaging the battery.

Have the battery charge checked regularly during extremely cold weather. Make sure the cables are clean and tightly clamped to the battery terminals.

CAUTION: Since the normal battery chemical action generates hydrogen gas which is highly explosive when mixed with air, never expose the battery to an open flame or electric spark. Also, avoid getting battery fluid, which is sulfuric acid solution, on skin, clothing or other fabrics, or on painted surfaces. Eye protection should be worn while working on the battery for any reason.

## Windshield washer solution

The recommended mixture of GM Windshield Washer Anti-freeze and Gas Line De-icer or Optikleen Windshield Washer Solvent (or the equivalent) should be added to your windshield washer container during cold weather to retard freezing. CAUTION: Follow the directions on the label for correct mixture, otherwise paint damage may result.

## Suspension

The suspension and steering linkage connections do not require periodic lubrication. Suspension connections are packed with a special long-life lubricant and normally need repacking only when damaged seals are replaced. Steering linkage pivots must be replaced when worn or loose.

## Carburetor air cleaner and filter

The carburetor air cleaner should be inspected for dust leaks every spring and fall. Inspect more frequently if the car is operated in dusty areas. Install a new filter element if needed

at time of inspection, or at least every 2 years or 24,000 miles whichever occurs first. The element should not be cleaned.

On California cars, the metal gauze in the strainer, located on the wall of the carburetor air cleaner, should be cleaned in solvent and reoiled with engine oil whenever the engine oil is changed.

## Positive crankcase ventilator valve

The positive crankcase ventilator valve should be replaced every 12 months or 12,000 miles, whichever occurs first. Crankcase vapors and other impurities can cause malfunctions of the crankcase ventilator valve. Periodic replacement is necessary for smooth engine operation and to insure efficient functioning of the unit.

## Fuel filter

The fuel filter element should be replaced at least every spring and fall. More frequent service is necessary under unusual operating conditions. The filter element stops small dirt particles that may cause carburetor flooding.

## Transmission fluid and strainer

The transmission bottom pan should be drained every 24,000 miles or 2 years, whichever occurs first, and new fluid added. For cars in commercial use, and those subjected to heavy city traffic during hot weather or when the engine is idled for long periods, the bottom pan should be drained every 12,000 miles.

The strainer should be replaced only after the first 24,000 miles or 2 years, whichever occurs first.

## Manufacturer recommended fluids and lubricants

TRANSMISSION
GM Automatic Transmission Fluid available from Authorized Cadillac Dealers or automatic transmission fluid designated "AQ-ATF", followed by three or four numerals and the suffix letter "A",

POWER STEERING SYSTEM
If adding less than one pint, use recommended transmission fluid, otherwise use special GM Power Steering Fluid.

BRAKE SYSTEM
Delco Supreme 11 Super Heavy Duty Brake Fluid or brake fluids conforming to SAE 70-R3 specifications.

REAR AXLE
Standard Differential—SAE 90 Multi-Purpose Lubricant conforming to MIL-L-2105-B specifications.

Controlled Differential—Special Rear Axle lubricant available from Authorized Cadillac Dealers.

FRONT SUSPENSION SYSTEM
Special lubricant used. Periodic inspection only. See your Authorized Cadillac Dealer.

## HOISTS—SERVICE LIFTING EQUIPMENT

The preferred type of hoist for lifting all 1967 Cadillac cars is one that engages the front suspension and rear axle, or all four wheels.

When using lifting equipment that engages the suspension system, the car should be centered over the hoist so that the hoist arms engage the flattened portion of the front suspension lower arms.

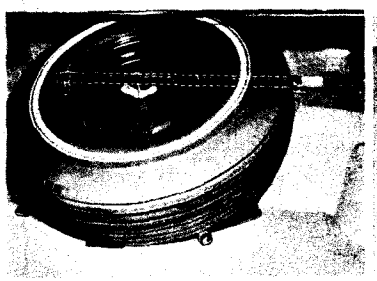
If a frame engaging hoist is used, certain precautions must be observed. Do NOT use a frame engaging hoist to raise the Fleetwood Seventy-Five sedan and limousine, or the commercial chassis.

## EMERGENCY WHEEL CHANGING INSTRUCTIONS

The jack supplied with your Cadillac is intended for use only on this vehicle and only for wheel changing purposes.

On cars with a shelf-mounted spare wheel and tire, the rack bar is stored on the shelf in the luggage compartment just forward of the spare tire. The jack base is stored on top of the wheel (secured by a through-bolt and wing nut). The jack handle, jack hook and wedge block are stored under the tire.

The spare wheel and tire on convertible styles and the Fleetwood Seventy-Five sedan and limousine are floor





mounted. Jack components are stored on the right side of the luggage compartment.

**CAUTION: For personal safety, never get beneath the car when it is supported only by the bumper jack. Always use stands to support frame if it is necessary to get under car.**

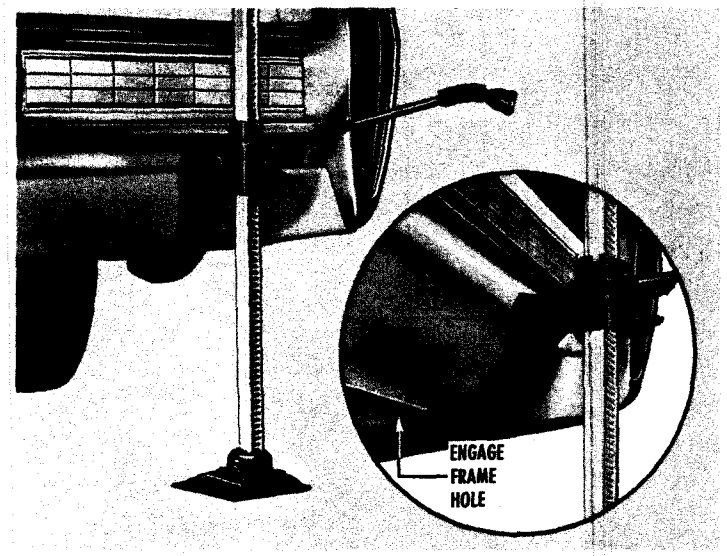
NOTE: If your vehicle is equipped with a Controlled Differential, do not run the engine for any reason with one rear wheel off the ground, as the car may drive through the rear wheel remaining on the ground.

To change wheel proceed as follows:

1. If at all possible, park car on level ground, off the highway.
2. Place shift selector in PARK position, shut off engine, and set parking brake.

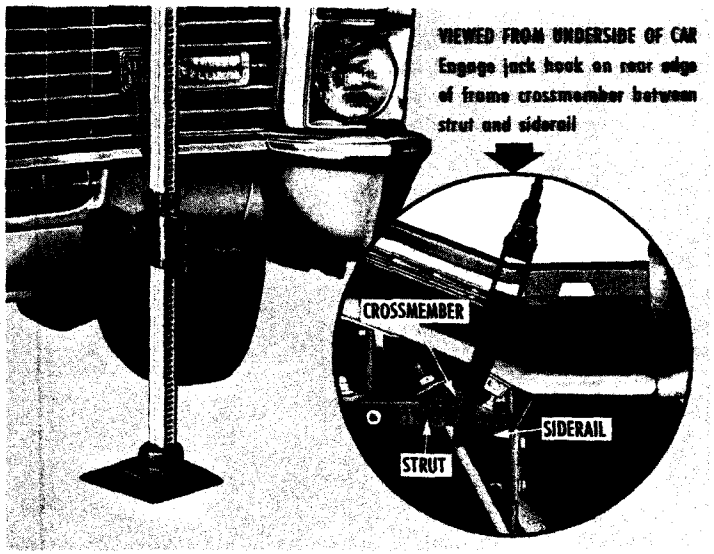
3. Remove spare tire and jack components from luggage compartment, install rack bar in jack base. Install jack handle in jack with wrench end in horizontal position.

4. Block the wheel diagonally opposite the wheel to be removed with the wedge block provided.




5. Front or rear bumper—engage jack hook as shown.

CAUTION: Make certain tip of jack hook engages frame and not bumper.



Holding jack hook against bumper, position and raise jack assembly to engage pin on jack hook.

6. Reposition jack base so that rack bar is vertical and raise jack until snug.

7. When removing rear wheel, remove wheel opening cover by turning the locking rod tab located on the center lower edge of cover with wrench end of jack handle (handle pointing rearward on left side or forward on right side). Rotate handle outward to loosen locking rod. Tip cover outward at the top while raising up and away from the mounting hooks.

8. Remove wheel disc using tip of jack handle.

9. Loosen wheel nuts 1/2 turn (counterclockwise).

10. Raise car on jack and remove wheel mounting nuts.

CAUTION: Before removing deflated tire and wheel assembly, make certain car is raised sufficiently to permit installation of fully inflated tire.

11. Install spare wheel and tire assembly, making certain wheel mounting nuts are tightened securely. Lower car, remove jack and recheck wheel nuts for tightness.

Use rubber covered portion of jack handle to install wheel disc. Reinstall wheel cover if previously removed.

## TIRES

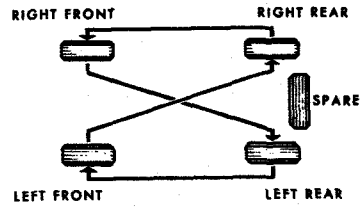
The factory installed tires on your car are selected to provide the best all around tire performance for all normal operation. When inflated as recommended in the tire inflation pressure table they have the load carrying capacity to operate satisfactorily at all loads up to and including the specified full rated load at all normal highway speeds.

### Tire inflation pressures

To insure the proper tire inflation pressures for your particular requirements, follow the recommendations in the tire inflation pressure table. Keep tires properly inflated, and check inflation pressures periodically. This will ensure you of the best tire life and riding comfort, over the full range of driving conditions.

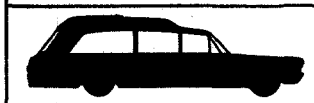
### Tire rotation information

To equalize wear it is recommended that the tires be rotated every 6,000 miles. Upon rotation, tire pressure must be adjusted (front and rear) in accordance with the recommendations in the tire inflation pressure table.



## TIRE USAGE AND INFLATION PRESSURE TABLE

**Pounds per square inch (cool)**

| Series and Tire Size | Standard Inflation Pressure for All Loads Including Full Rated Loads |
|---|---|
|  9.00 x 15 *(4-Ply Rating 2-Ply)* **Calais and De Ville Fleetwood Sixty Special & Brougham** | 1 to 6 passengers plus 200 lb. trunk load *(1100 lb. load)* **Front 24, Rear 24 p.s.i. Front 25, Rear 25 p.s.i.** |
|  8.20 x 15 *(8-Ply Rating 4-Ply)* **Fleetwood Seventy-Five** | 1 to 9 passengers plus 200 lb. trunk load *(1550 lb. load)* **Front 28, Rear 38 p.s.i.** |
| | *Optional Inflation for Reduced Loads: 1 to 5 passengers (750 lb. load) Front 28, Rear 28 p.s.i.* |
|  8.90 x 15 *(8-Ply Rating 6-Ply)* **Commercial Vehicle** | up to and including 7200 lb. Gross Vehicle Weight **Front 24, Rear 40 p.s.i.** |
| | *Optional Inflation for Reduced Loads (6400 lb. Gross Vehicle Weight) Front 24, Rear 32 p.s.i.* |

- Tire Inflation pressures may increase as much as 6 pounds per square inch (p.s.i.) when tires are hot.
- For continuous high speed operation (over 75 mph) increase tire inflation pressures 4 pounds per square inch over the recommended pressures up to a maximum of 32 pounds per square inch-cool for 4 ply rating tires or 40 pounds per square inch-cool for 8 ply rating tires. Speeds above 75 mph are not recommended when the 4 pounds per square inch adjustment would require pressures greater than the maximum stated above.
- Cool tire inflation pressure: after vehicle has been inoperative for 3 hours or more, or driven less than 1 mile. Hot tire inflation pressure: after vehicle has been driven 10 miles or more at 60-70 miles per hour.
- Vehicles with luggage racks do not have a vehicle load limit greater than specified in the tire inflation pressure table.
- When towing trailers, the allowable passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch.

## APPEARANCE MAINTENANCE

Your Cadillac is finished with General Motors' "Magic-Mirror" acrylic lacquer. This is a finish of maximum beauty which is superior to conventional lacquer finishes in depth of color, gloss retention and durability.

### Washing

The best way to preserve the finish is to keep it clean. Frequent washings are required to maintain its original beauty. Wash the car with either warm or cold (never hot) water, not in the direct rays of the sun, and not while the sheet metal surfaces are hot. Never wipe dirt from dry painted surfaces because this may scratch the finish. The use of strong soaps and chemical detergents should be avoided. All cleaning agents should be promptly flushed from the surface and not allowed to dry or they may streak the finish.

### Polishing and waxing

Even though the acrylic paint on your car is more durable than conventional finishes, under certain conditions you may wish to wax or polish your car to provide maximum protection.

Calcium chloride and other salts, ice-melting agents, road oil and tar, tree sap, chemicals from factory chimneys and other foreign matter may damage any automobile finish if allowed to remain in contact with paint.

Prompt washing may not thoroughly remove these deposits and, particularly in geographical areas where these exposure conditions are severe, properly applied high quality polishes and waxes will provide the best protection. Authorized Cadillac Dealers offer both GM Magic Mirror and Blue Coral, which have proven their value in maintaining a fine finish.

NOTE: Some chemical cleaners used for removing road oil and tars from painted surfaces have been found to be detrimental to acrylic finishes. When purchasing a cleaner, make sure the instructions specifically state that the contents can be safely used on an acrylic finish.

### Chrome

Many parts of your Cadillac, such as the bumpers and body hardware, are chromium plated. Chrome plating is susceptible to the actions of solutions being used on streets and highways to melt ice. Corrosive damage may also be caused by salt air near coastlines, industrial smoke and other conditions found in urban areas. When such conditions exist, frequent washing and waxing are necessary. GM Chrome Cleaner is an excellent material for cleaning the chrome on your car.

### Anodized aluminum parts

Caustic cleaning agents will discolor anodized aluminum parts

such as the grille and exterior trim. Do not permit the use of steam or cleaning solutions containing these agents for the cleaning of your car.

### Glass

Dirt and insects can be removed from glass with clear water. Never wipe dirty glass with dry paper or cloth. Do not operate windshield wipers when glass is dry. Periodic inspection and replacement of wiper blades reduce the possibility of glass becoming scratched and assure clear vision under adverse driving conditions.

### Leather and vinyl

Cadillac upholstery leathers are made from select hides and are protected by a special finish. They can be kept clean normally by regular dusting. Leather or vinyl that has become soiled can be cleaned with GM Vinyl Cleaner or thick, sudsy lather made from mild soap in lukewarm water. Avoid the use of excessive amounts of water. Remove the suds with a clean, damp cloth and wipe dry. If a sheen is desired, buff with clean cheesecloth. A high quality, glycerine base saddle soap can be used, if desired.

To remove stains such as food, pet accidents and ink, clean as previously explained. For acids and perspiration stains, use cloth dipped in solution of one teaspoon of baking soda to one cup of water, and follow with the soap and water treatment. In the event of blood stains, wipe off with cold water before using soap and water.

Do NOT use naptha, alcohol cleaners, household cleansing and bleaching agents, wax, polish, or oils.

### White sidewall tires

GM White Sidewall Tire Cleaner is recommended. Foaming type household cleansers may also be used. Do NOT use gasoline, kerosene, or any oil product that will discolor the tire sidewalls or damage the rubber.

### Upholstery and carpets

Dirt and dust in the upholstery and carpets can be removed with frequent vacuuming. GM Kar Kleen is especially recommended for cleaning carpets and upholstery, and restoring them to like-new condition. GM Fabric Cleaner can be used on spots that are difficult to remove.

**CAUTION: When cleaning interior fabrics or carpeting, do not use volatile cleaning solvents such as: acetone, lacquer thinners, carbon tetrachloride, enamel reducers, nail polish removers, or laundry soaps, bleaches and reducing agents. NEVER USE GASOLINE OR NAPTHA FOR ANY CLEANING PURPOSE.**

### Padded top

To wash the padded top, use lukewarm water and suds from a neutral soap. A cloth or soft-bristled brush is recommended for applying the solution of suds. Deeply embedded dirt can be removed with a nylon bristled brush and a small amount of "foaming" type cleanser. All traces of the cleanser should be removed with clean water. Do NOT use volatile cleaners, naptha, gasoline, harsh household cleaners and detergents, soaps, and bleaching agents. A wire brush will seriously damage the padded top material, and should not be used.

### Undercoating

Undercoating should not be applied to any moving or rotating part. It should be kept off air conditioner fittings and lines, body and antenna drainholes, and exhaust systems. On cars equipped with Automatic Level Control, particular care should be taken not to undercoat any fittings, lines, or system components.

## SPECIAL NOTES

### Extended vehicle storage

If you plan to store your car over an extended period of time, certain steps should be taken to give it maximum protection. It is recommended that you write to the Cadillac Motor Car Division, Service Department, Detroit, Michigan for detailed instructions on how to prepare your Cadillac for storage.

### Lights

When the headlights are on high beam a light below the 60 MPH mark on the speedometer glows red. Never leave the high beam on when driving behind another car or approaching oncoming traffic. Have all your lights checked regularly. Your Authorized Cadillac Dealer has the modern equipment and genuine Cadillac parts to handle these services promptly.

### Exhaust gas warning

Avoid inhaling exhaust gases when any concentrations of these are present in the air, i.e. in a garage, or when parked for extended periods with the engine running. Exhaust gases may have strong odors which normally should give warning of their presence. However, the exhaust gases from some vehicles may not be noticeable under certain conditions and the senses of people react differently. Exhaust gases contain a percentage of carbon monoxide which is a poisonous gas that, by itself, is tasteless, colorless and odorless.

### Controlled differential

On cars equipped with a Controlled Differential, do not run the engine for any reason with one rear wheel off the ground, as the car may drive through the rear wheel remaining on the ground.

## Transmission

The Low "L" range should be used when going down very steep grades. Where traffic signs call for first or second gear, always shift to Low "L" range.

The right-hand "DRIVE" position reduces shifting in heavy traffic and on hills, provides more control on slippery pavement, and decreases brake usage when descending medium grades.

When parking on hills or steep inclines, and when stopping or leaving the car unattended, even for a few moments, place the shift lever in the park "P" position to lock the rear wheels. Also apply the parking brake and turn the front wheels toward curb.

## SPECIFICATIONS

### Vehicle identification number

The Vehicle Identification Number is used in license and insurance applications and in general reference to the automobile. This number is located on the rear portion of the crankcase behind the intake manifold, and on top of the frame right side rail to the rear of the radiator. For the owner's convenience it also appears on the plastic service notice plate on the left front door lock pillar.

## FLUID CAPACITIES

Fuel Tank—approximately 26 U. S. gallons, (21¾ Imperial gallons) except Commercial Chassis—20 U. S. gallons (16¾ Imperial gallons).

Turbo Hydra-matic transmission with strainer change—3½ U. S. quarts (3 Imperial quarts).

Engine Oil—4 U. S. quarts, (3¼ Imperial quarts) with filter change, 5 U. S. quarts (4¼ Imperial quarts).

Rear Axle—5 U. S. pints (4¼ Imperial pints).

Cooling System—See page 53

## ENGINE SPECIFICATIONS

| | |
|---|---|
| Type of Engine | 90°, V-8 overhead valve |
| Bore and Stroke | 4.130 in. x 4.000 in. |
| Piston Displacement | 429 cu. in. |

## BATTERY SPECIFICATIONS

| | |
|---|---|
| Type of Battery | Delco Energizer No. R71 |
| Capacity, Ampere Hours | 73 |
| Plates, Number Per Cell | 13 |
| Terminal Grounded | Negative |
| Volts | 12 |
| Full Charge Specific Gravity 80°F. | 1.250-1.280 |
| Cranking Power at 0°F. | 3350 Watts |

## GENERAL SPECIFICATIONS

| Description | Style Number | *Vehicle Identification Number | Wheelbase (Inches) | Overall Length (Inches) | Height (Inches) | Maximum Width (Inches) |
|---|---|---|---|---|---|---|
| Fleetwood Sixty Special Sedan | 68069 | M7100001 | 133.0 | 227.5 | 56.7 | 80.0 |
| Fleetwood Brougham Sedan | 68169 | P7100001 | 133.0 | 227.5 | 56.8 | 80.0 |
| Calais Hardtop Sedan | 68249 | N7100001 | 129.5 | 224.0 | 54.5 | 80.0 |
| Calais Coupe | 68247 | G7100001 | 129.5 | 224.0 | 54.6 | 80.0 |
| Calais Sedan | 68269 | K7100001 | 129.5 | 224.0 | 55.6 | 80.0 |
| Hardtop Sedan de Ville | 68349 | B7100001 | 129.5 | 224.0 | 54.5 | 80.0 |
| Coupe de Ville | 68347 | J7100001 | 129.5 | 224.0 | 54.6 | 80.0 |
| De Ville Convertible | 68367 | F7100001 | 129.5 | 224.0 | 54.3 | 80.0 |
| Sedan de Ville | 68369 | L7100001 | 129.5 | 224.0 | 55.6 | 80.0 |
| Fleetwood Eldorado | 69347 | H7100001 | 120.0 | 221.0 | 53.3 | 80.0 |
| Fleetwood Seventy-Five Sedan | 69723 | R7100001 | 149.8 | 244.3 | 57.4 | 80.0 |
| Fleetwood Seventy-Five Limousine | 69733 | S7100001 | 149.8 | 244.3 | 57.4 | 80.0 |
| Commercial Chassis | 69890 | Z7100001 | 156.0 | 249.5 | — | — |

*All series Cadillacs are built and numbered in numerical order beginning with V. I. Number 100001, regardless of series or style.

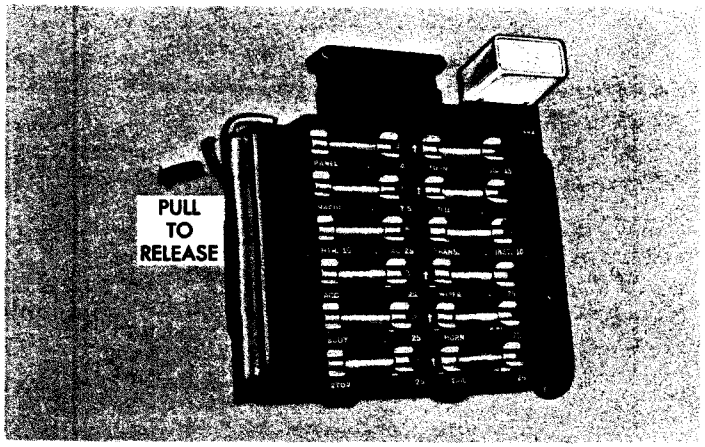
WEIGHT—Consult the dealer who sold you the car or the Motor Vehicle Commissioner of your state. Weight information on all body styles is regularly supplied to these authorities.

## FUSES AND BULBS

Fuses and circuit breakers protect the electrical wiring in the car against overloading. All fuses are contained in a fuse panel located behind the lower left side of the instrument panel, except the Guide-Matic fuse, the blower motor fuse on air conditioned cars, and the seat warmer fuse. See fuse chart for location of these fuses and all circuit breakers.

Fuses can be easily replaced by releasing the locking lever on the left side of the fuse panel and moving the panel down far enough to permit tabs to be free of locking lever. Then move fuse panel forward through notch in bracket and pull panel downward as far as wires permit.

Specifications for fuses and bulbs are listed in two charts. Replacement parts should be of same type and capacity characteristics as those listed.



## FUSES

| UNIT | FUSE RATING |
|---|---|
| Accessories<br>Antenna<br>Rear Window De-Fogger<br>Window Control Relay | 25 AMP. |
| Air Conditioner and Heater | 25 AMP. |
| Back-up Lights | 10 AMP. |
| Blower Motor (A/C Cars)<br>(In-line on top of right rocker arm cover) | 30 AMP. |
| Body Feed<br>Cigar Lighter<br>Clock<br>Courtesy Lights<br>*Dome Light, Chauffeur<br>Glove Box Light<br>Interior Body Lights<br>Map Light<br>Trunk Tell-Tale Light | 25 AMP. |
| Guide-Matic<br>(In-line above left kickpad) | 4 AMP. |
| Headlights and Parking Lights<br>(Integral with Headlight Switch) | 15 AMP. (CB) |
| Heater Only | 15 AMP. |
| Horn | 25 AMP. |
| Power Windows<br>(On cars equipped with power windows and/or power seats, and on the convertible style, the 25 AMP. horn fuse, located in the fuse panel, is replaced by a 40 AMP. Circuit Breaker) | 40 AMP. (CB) |
| Instruments and Transmission Controls<br>Cruise Control Indicator Light<br>Downshift and Stator Control Solenoids<br>Tell-Tale Lights and Gages (Except Trunk) | 10 AMP. |
| Panel Lights | 4 AMP. |
| Radio | 7½ AMP. |
| Stop Lights and Hazard Warning Flasher | 25 AMP. |
| Tail Lights<br>Ash Tray Lights<br>Cornering Lights<br>Ignition Switch Light<br>Tail Lights<br>Twilight Sentinel | 25 AMP. |
| Turn Signal | 15 AMP. |
| Windshield Wipers | 25 AMP. |

Do not use fuses of higher amperage rating than those recommended above.

AMP.—Ampere (CB)—Circuit Breaker
*Fleetwood Seventy-Five limousine only

## BULBS

| LOCATION | BULB NO. |
|---|---|
| Ash Tray-Front | 1445 |
| Back-Up Light | 1195 |
| Console Compartment | 57 |
| Cornering Light-Front Fender | 1195 |
| Courtesy Lights: | |
| Console | 212/212-1 |
| Instrument Panel | 89 |
| Rear Door | 212/212-1 |
| Rear Quarter | 90 |
| Rear Quarter Armrest | 212/212-1 |
| Cruise Control Speed Selector | 1445 |
| Cruise Control (Auto-Lock Indicator) | 161 |
| Dome Light, Chauffeur (Limousine only) | 90 |
| Generator Indicator | 161 |
| Glove Compartment | 1895 |
| Headlight: | |
| Lower | L4001 |
| Upper | L4002 |
| Headlight Switch | 1816 |
| Heater or A/C Control | 1816 |
| High Beam Indicator | 161 |
| Ignition Lock Light | 1445 |
| Instrument Panel Cluster Lights | 168 |
| License Plate Light | 67 |
| Low Brake Indicator | 161 |
| Low Oil Pressure Indicator | 161 |
| Map Light | 89 |
| Park and Turn Signal | 1157-A |
| Radio Dial | 1816 |
| †Radio-AM/FM Indicators | 250 |
| †Radio-AM/FM and Stereo Indicators | 2181-D |
| *Radio-Rear Control Indicator | 250 |
| Reading Spot Lights | 1004 |
| Stop, Tail and Signal | 1157 |
| Tray, Seat Back (Fleetwood Brougham Sedan) | 212/212-1 |
| Trunk Compartment | 89 |
| Trunk Lid Indicator | 161 |
| Turn Signal Indicator | 1445 |
| Warning Lights: | |
| Front Door | 212/212-1 |
| Rear Door | 212/212-1 |
| Windshield Wiper Switch | 1895 |

*Fleetwood Seventy-Five sedan and limousine only

†Serviceable only by radio technician

Cadillac dealers are conveniently located throughout the United States. To assist these dealers, Cadillac Motor Car Division maintains Zone Offices in these strategic locations:

## CADILLAC ZONE OFFICES

BOSTON, MASSACHUSETTS
220 Boylston Street
Chestnut Hill, Massachusetts 02167
969-6810 Area Code 617

NEW YORK, NEW YORK
1013 Teaneck Road
Teaneck, New Jersey 07666
833-2240 Area Code 201

PHILADELPHIA, PENNSYLVANIA
Route 38
P. O. Box 9
Moorestown, New Jersey 08057
235-6800 Area Code 609

WASHINGTON, D. C.
Room 413
Wheaton Plaza Office Bldg.
Wheaton, Maryland 20900
949-4570 Area Code 301

DETROIT, MICHIGAN
Room 900
15565 Northland Drive
Southfield, Michigan 48075
442-5692 Area Code 313

CLEVELAND, OHIO
3645 Warrensville
Center Road
Shaker Heights, Ohio 44122
752-7600 Area Code 216

CINCINNATI, OHIO
Carrousel Towers
8075 Reading Road, Room 210
P. O. Box 37404
Cincinnati, Ohio 45237
761-7290 Area Code 513

ATLANTA, GEORGIA
1776 Peachtree Rd., N. W.
Atlanta, Georgia 30309
875-8396 Area Code 404

JACKSONVILLE, FLORIDA
4019 Woodcock Drive
P. O. Box 16352
Jacksonville, Florida 32216
398-1141 Area Code 904

MINNEAPOLIS, MINNESOTA
7701 Normandale Road-Edina
Minneapolis, Minnesota 55435
920-3870 Area Code 612

CHICAGO, ILLINOIS
205 West Touhy Avenue
Park Ridge, Illinois 60068
823-2151 Area Code 312

KANSAS CITY, MISSOURI
Room 306, 4900 Oak Street
Kansas City, Missouri 64112
753-7255 Area Code 816

MEMPHIS, TENNESSEE
2701 Union Extended
P. O. Box 12044
Memphis, Tennessee 38112
324-3621 Area Code 901

DALLAS, TEXAS
1111 Frito-Lay Building
P. O. Box 45006
Dallas, Texas 75235
357-3851 Area Code 214

PORTLAND, OREGON
Room 314, 1500 Plaza
1500 N. E. Irving Street
Portland, Oregon 97232
233-4801 Area Code 503

SAN FRANCISCO, CALIFORNIA
1825 Trousdale Drive
Burlingame, California 94010
697-6080 Area Code 415

LOS ANGELES, CALIFORNIA
Room 605
10850 Riverside Drive
P. O. Box 505
N. Hollywood, California 91603
877-2673 Area Code 213

DENVER, COLORADO
1190 S. Colorado Blvd.
Denver, Colorado 80222
756-3691 Area Code 303

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PART NUMBER 109 9197
FOURTH EDITION





LITHO IN U.S.A.

AMA-40A

# AMA Specifications—Passenger Car

The information contained herein is prepared, distributed by, and is solely the responsibility of the automobile manufacturing company to whose products it relates. Questions concerning these specifications should be directed to the manufacturer whose address is shown below. This uniform specification form was developed by the automobile manufacturing companies under the auspices of the Automobile Manufacturers Association.

| MANUFACTURER | CAR NAME | |
|---|---|---|
| Cadillac Motor Car Division | Cadillac | |
| MAILING ADDRESS | MODEL YEAR | ISSUED: 10-6-66 |
| 2860 Clark, Detroit, Michigan | 1967 | REVISED (*) |

NOTES:

1. The Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
2. UNLESS OTHERWISE INDICATED:
   a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
   b. Nominal design dimensions are used throughout these specifications.

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## BODY—TYPES AND STYLE NAMES—

Body type, number of passenger & style names; use manufacturer's code for series & body style.

| DESCRIPTION | NO. PASS. | STYLE NO. | VEHICLE IDENT. NO. |
|---|---|---|---|
| Fleetwood Sixty Special Sedan | 6 | 68069 | M7100001 |
| Fleetwood Brougham | 6 | 68169 | M7100001 |
| Calais Hardtop Sedan | 6 | 68249 | N7100001 |
| Calais Coupe | 6 | 68247 | G7100001 |
| Calais Sedan | 6 | 68269 | K7100001 |
| Hardtop Sedan De Ville | 6 | 68349 | B7100001 |
| Coupe De Ville | 6 | 68347 | J7100001 |
| De Ville Convertible | 6 | 68367 | F7100001 |
| Sedan De Ville | 6 | 68369 | L7100001 |
| Fleetwood Seventy-Five Sedan | 9 | 69723 | R7100001 |
| Fleetwood Seventy-Five Limousine | 9 | 69733 | S7100001 |

# AMA Specifications—Passenger Car

Page 1

MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (e)

## GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

| MODEL | | Additional Information Page No.: | 68069 68169 | 68269 68369 | 68249 68349 | 68247 68347 68367 | 75 |
|---|---|---|---|---|---|---|---|
| Wheelbase (L101) | | | 133.0 | 129.5 | | | 149.8 |
| Track | Front (W101) | | 62.5 | | | | |
| | Rear (W102) | | 62.5 | | | | |
| Maximum Overall Dimensions | Length (L103) | | 227.5 | 224.0 | | | 244.5 |
| | Width (W103) | | 79.9 | | | | |
| | Height (H101) | | 56.7 | 55.6 | 54.3 | 54.3 | 58.1 |
| Transmission (Specify trade name - opt., not available) | Manual - 3 speed | 15 | None | | | | |
| | Manual - 4 speed | 15 | None | | | | |
| | Overdrive | 15 | None | | | | |
| | Automatic | 16 | Turbo-Hydramatic | | | | |
| Axle ratio | Manual - 3 speed | 17 | None | | | | |
| | Manual - 4 speed | 17 | None | | | | |
| | Overdrive | 17 | None | | | | |
| | Automatic | 17 | 2.94:1 | | | | 3.21:1 |
| Tire size | | 18 | 9:00 x 15 2 Ply-4 Ply Rating | | | | 8.20 x 15 4 Ply - 8 Ply Ratin |
| Engine | Type, no. cyl., valve arr. | 3 | O. V. - V8 - 90° | | | | |
| | Fuel system (Carb., other) | 10 | Carburetor | | | | |
| | Bore and stroke | 3 | 4.130 - 4.000 | | | | |
| | Piston displ., cu. in. | 3 | 429 | | | | |
| | Std. compression ratio | 3 | 10.5:1 | | | | |
| | Max. bhp at engine rpm | 3 | 340 @ 4600 | | | | |
| | Max. torque at rpm | 3 | 480 @ 3000 | | | | |

# AMA Specifications—Passenger Car

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\KE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (e)

## GENERAL SPECIFICATIONS—DIMENSIONS

(All dimensions in inches unless otherwise indicated)
(Supplemental data available on request)

| MODEL | SAE Ref. No. | 680 69 | 681 69 | 682 69 | 683 69 | 682 49 | 683 49 | 682 47 | 683 47 | 683 67 | 697 23 | 75 33 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FRONT COMPARTMENT** | | | | | | | | | | | | |
| Shoulder room | W3 | 61.3 | 61.3 | 60.9 | 60.8 | 60.9 | 60.8 | 60.0 | 60.9 | 60.9 | 61.9 | 61. |
| Hip room | W5 | 63.6 All | | | | | | | | | | 63. |
| Max. eff. leg room - accelerator | L34 | 41.1 | | 41.0 | | 41.1 | 41.0 | 41.1 | 41.0 | 41.0 | 41.0 | 40. |
| Effective head room Old Method | H61 | 39.5 | | 39.4 | | 38.3 | 38.1 | 38.3 | 38.1 | 38.8 | 40.5 | 39. |
| H Point to Heel point | H30 | 8.5 | | 8.6 | | 8.5 | 8.6 | 8.5 | 8.6 | 8.6 | 8.0 | 8 |
| **REAR COMPARTMENT** | | | | | | | | | | | | |
| Shoulder room | W4 | 59.7 | | 60.4 | 60.0 | 60.4 | 60.0 | 60.4 | 60.0 | 53.4 | 59.4 | 59. |
| Hip room | W6 | 62.4 | | 62.5 | | 62.8 | | 55.2 | 55.2 | | 57.7 | |
| Minimum effective leg room | L51 | 45.4 | | 41.9 | | 39.7 | | | 38.9 | 38.2 | 45.4 | |
| Effective head room Old Method | H63 | 38.2 | | 38.3 | | 37.5 | 37.5 | 37.5 | | | 38.4 | |
| **LUGGAGE COMPARTMENT** | | | | | | | | | | | | |
| Usable luggage capacity | V1 | 17.134 | | | | | | | | 13.462 | 16.158 | |
| Liftover height | H195 | 28.2 | 26.2 | | | | | | | | 30.1 | |
| Position of spare tire storage | | Horizontal | | | | | | | | | | |
| Method of holding lid open | | Spring | | | | | | | | | | |

## STATION WAGON—THIRD SEAT

| | | |
|---|---|---|
| Hip room | W86 | N.A. |
| Effective leg room | L86 | N.A. |
| Effective head room | H86 | N.A. |
| Seat facing direction | | N.A. |

## STATION WAGON—CARGO SPACE

| MODEL | SAE Ref. No. | None Available |
|---|---|---|
| Minimum distance between wheel houses at floor level | W201 | |
| Rear end opening width at belt | W204 | |
| Floor length from back of front seat at floor level to inside of closed tail gate | L202 | |
| Minimum horizontal distance from top rear of front seat back to inside of tail gate at belt | L204 | |
| Maximum height - floor covering to headlining at centerline of rear axle | H201 | |
| Maximum height of rear opening - tail and lift gates open | H202 | |
| Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$ | V2 | |

# AMA Specifications—Passenger Car

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MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (•)

MODEL All Except Eldorado

## ENGINE—GENERAL

| | | |
|---|---|---|
| Type, no. cyls., valve arr. | | 90° - V-8 - O.V. |
| Bore and stroke (nominal) | | 4.13 x 4.00 |
| Piston displacement, cu. in. | | 429 |
| Bore spacing (C/L to C/L) | | 4.562 |
| No. system (front to rear) | L. Bank | 1 - 3 - 5 - 7 |
| | R. Bank | 2 - 4 - 6 - 8 |
| Firing order | | 1 - 8 - 7 - 2 - 6 - 5 - 4 - 3 |
| Compres. ratio (nominal) | | 10.5:1 |
| Cylinder Head Material | | Cast Iron |
| Cylinder Block Material | | Cast Iron |
| Cylinder Sleeve-Wet, dry, none | | None |
| Number of mounting points | Front | 2 |
| | Rear | 1 |
| Engine installation angle | | 5° 55' 41" |
| Taxable horsepower $\frac{Dia^2 x No.Cyl.}{2.5}$ | | 54.6 |
| Publishing max. bhp* @ eng. RPM | | 340 @ 4600 |
| Publishing max. torque* (lb. ft. @ RPM) | | 480 @ 3000 |
| Recommended fuel regular - premium | | Premium |
| Idle speed(spec. neutral or drive) | Manual | N.A. |
| | Automatic | ** 480 Drive |

## ENGINE—PISTONS

| | | | |
|---|---|---|---|
| Material | | | Aluminum Alloy |
| Description and finish | | | Slipper Type Cam Ground Control Expansion |
| Weight (piston only) oz. | | | 21.76 |
| Clearance (limits) | Top land | | .033 - .038 |
| | Skirt | Top | .0006 - .0010 |
| | | Bottom | .000 |
| Ring groove depth | No. 1 ring | | .215 |
| | No. 2 ring | | .215 |
| | No. 3 ring | | .167 |
| | No. 4 ring | | None |

*Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

** A/C System on

# AMA Specifications—Passenger Car

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'AKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (e)

## POWER TEAMS

(Indicate whether standard or optional)

| MODEL AVAILABILITY | ENGINE | | | | | TRANSMISSION | AXLE RATIO (Std. first) (Indicate A/C ratio) |
|---|---|---|---|---|---|---|---|
| | Displ. cu. in.. | Carburetor | Compr. Ratio | BHP @ RPM | Torque @ RPM | | |
| ALL (Except Eldorado) | 429 | 4BBL | 10.5:1 | 340 @ 4600 | 480 @ 3000 | Hydramatic | 2.94:1<br>All except 75 Limo.<br><br>3.21:1<br>Std. in 75 Limo. & all A/C Cars |

# AMA Specifications—Passenger Car



MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (●)

MODEL All (Except Eldorado)

## ENGINE—RINGS

| | | |
|---|---|---|
| Function (top to bottom) | No. 1, oil or comp. | Comp. |
| | No. 2, oil or comp. | Comp. |
| | No. 3, oil or comp. | Oil |
| | No. 4, oil or comp. | None |
| Compression | Description - material, coating, etc. | #1 Molybdenum Filled Cast Iron<br>#2 Phosphate Coated Cast Iron |
| | Width | .0625 |
| | Gap | .013 - .030 |
| Oil | Description - material, coating, etc. | Multi-Piece Steel<br>Chrome Plated - Notched ID Rail |
| | Width | .1875 |
| | Gap | .015 - .061 |
| Expanders | | Yes |

## ENGINE—PISTON PINS

| | | | |
|---|---|---|---|
| Material | | | 1045 |
| Length | | | 3.090 |
| Diameter | | | .9994 - .9997 |
| Type | Locked in rod, in piston, floating, etc. | | Locked in Rod |
| | Bushing | In rod or piston | None |
| | | Material | None |
| Clearance | In piston | | .00005 - .00015 |
| | In rod | | Press Fit |
| Direction & amount offset in piston | | | .062 Toward Max. Thrust Side |

## ENGINE—CONNECTING RODS

| | | |
|---|---|---|
| Material | | 1041 Steel |
| Weight (oz.) | | 19.36 Oz. |
| Length (center to center) | | 6.50 |
| Bearing | Material & Type | M-400 Alum. - Steel Backed |
| | Overall length | .755 - .880 |
| | Clearance (limits) | .0005 - .0021 |
| | End play | .008 - .014 (Total Two Rods) |

# AMA Specifications—Passenger Car

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MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (o)

MODEL All (Except Eldorado)

## ENGINE—CRANKSHAFT

| | | | |
|---|---|---|---|
| Material | | | Pearlitic Malleable Iron |
| Vibration damper type | | | Rubber Absorption |
| End thrust taken by bearing (No.) | | | #3 Center Main |
| Crankshaft end play | | | .001" - .007" |
| Main bearing | Material & type | | M400 Alum. - M100 Babbitt |
| | Clearance | | .0006" to .003 |
| | Journal dia. and bearing overall length | No. 1 | 3.000" X 1.120" |
| | | No. 2 | 3.000" X 1.062" |
| | | No. 3 | 3.000" X 1.138" |
| | | No. 4 | 3.000" X 1.062" |
| | | No. 5 | 3.000" X 1.120" |
| | | No. 6 | None |
| | | No. 7 | None |
| | Dir. & amt. cyl. offset | | See Piston |
| Crankpin journal diameter | | | 2.25 |

## ENGINE—CAMSHAFT

| | | | |
|---|---|---|---|
| Location | | | Center of V |
| Material | | | G.M. 120M Cast Iron |
| Bearings | Material | | Steel Backed Babbitt |
| | Number | | 5 |
| Type of Drive | Gear or chain | | Silent Chain |
| | Crankshaft gear or sprocket material | | Sintered Iron G.M. 3884M |
| | Camshaft gear or sprocket material | | Die Cast Alum. - Nylon Gear |
| | Timing chain | No. of links | 46 |
| | | Width | .750 |
| | | Pitch | .500 |

## ENGINE—VALVE SYSTEM

| | | |
|---|---|---|
| Hydraulic lifters (Std, opt, NA) | | Std. |
| Valve rotator, type (intake, exhaust) | | None |
| Rocker ratio | | 1.65:1 |
| Operating tappet clearance (indicate hot or cold) | Intake | Auto |
| | Exhaust | Auto |
| Timing marks on flywheel, damper, other | | Crankshaft Balancer |

(Continued)

# AMA Specifications—Passenger Car

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AKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (*)

MODEL All (Except Eldorado)

## ENGINE—VALVE SYSTEM (cont.)

| | | | |
|---|---|---|---|
| Timing | Intake | Opens (°BTC) | 39° .001 Lift |
| | | Closes (°ABC) | 109° " " |
| | | Duration-deg. | 328° " " |
| | Exhaust | Opens (°BBC) | 86° " " |
| | | Closes (°ATC) | 62° " " |
| | | Duration-deg. | 328° " " |
| | Valve opening overlap | | |
| Intake | Material | | 1041 Alum. Steel |
| | Overall length | | 4.794 |
| | Actual overall head dia. | | 1.875 |
| | Angle of seat & face | | Seat in Head 45° Valve Face 44° |
| | Seat insert material | | None |
| | Stem diameter | | .3415 - .3425 |
| | Stem to guide clearance | | .0005 - .0025 |
| | Lift (@zero lash) | | .440 |
| | Outer spring press. and length | Valve closed (lb. @ in.) | 60-65 @ 1.946" |
| | | Valve open (lb. @ in.) | 155 - 165 1.496" |
| | Inner spring press. and length | Valve closed (lb. @ in.) | None |
| | | Valve open (lb. @ in.) | None |
| Exhaust | Material | | 21 - 4N |
| | Overall length | | 4.815 |
| | Actual overall head dia. | | 1.500 |
| | Angle of seat & face | | Seat 45° Face 44° |
| | Seat insert material | | None |
| | Stem diameter | | .3415 - .3420 |
| | Stem to guide clearance | | .0010 - .0025 |
| | Lift (@zero lash) | | .440 |
| | Outer spring press. and length | Valve closed (lb. @ in.) | 60-65 @ 1.946" |
| | | Valve open (lb. @ in.) | 155 - 165 @ 1.496" |
| | Inner spring press. and length | Valve closed (lb. @ in.) | None |
| | | Valve open (lb. @ in.) | None |

## ENGINE—LUBRICATION SYSTEM

| | | |
|---|---|---|
| Type of lubrication ' -lash, .sure, zzle) | Main bearings | Pressure |
| | Connecting rods | Pressure |
| | Piston pins | Splash |
| | Camshaft bearings | Pressure |
| | Tappets | Pressure |
| | Timing gear or chain | Metered Centrifugal Flow |
| | Cylinder walls | Intermediate Jet |

(Continued)

# AMA Specifications—Passenger Car

Page 8

MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (a)

MODEL All (Except Eldorado)

## ENGINE—LUBRICATION SYSTEM (cont.)

| | |
|---|---|
| Oil pump type | Spur Gear |
| Normal oil pressure (lb. @ engine rpm) | 30-35 @ 30 MPH |
| Oil pressure sending unit (elect. or mech.) | Electric |
| Type oil intake (floating, stationary) | Stationary |
| Oil filter system (full flow, partial, other) | Full Flow |
| Filter replacement (element, complete) | Element |
| Capacity of crankcase, less filter-refill (qt.) | 4 Qts. - 1 Qt. Filter |
| Oil grade recommended (SAE viscosity and temperature range) | +32° F SAE 20W - IOW30<br>0° to + 32F SAE IOW - IOW30<br>Below 0°F SAE 5W-5W20 |
| Engine Service Requirement (MM, MS, etc.) | MS - GM 4745M |

## ENGINE—EXHAUST SYSTEM

| | | |
|---|---|---|
| Type (single, single with cross-over, dual, other) | | Single With Crossover |
| Muffler No. & type (reverse flow, straight thru, separate resonator) | | Co-Axial Resonator Exhaust System |
| Exhaust pipe dia. (O.D., wall thickness) | Branch | Exhaust 2.00 - 2.50 |
| | Main | Intermediate 2.24 |
| Tail pipe diameter (O.D. & wall thickness) | | 2.25 - .0598 |

## ENGINE— CRANKCASE VENTILATION SYSTEM

| | | | |
|---|---|---|---|
| Type (ventilates to atmos., induction system, other) | | Standard | Induction System |
| | | Optional | None |
| Control Unit | Make and model | | AC |
| | Location | | On R.H. Rocker Arm Cover |
| | Energy source (manifold vacuum, carburetor air stream, other) | | Manifold Vacuum |
| | Control method (variable orifice, fixed orifice, other) | | Spring Loaded Valve Variable Orifice |
| Complete system | Discharges (to intake manifold, carb. air intake, air cleaner intake, other) | | Intake Manifold |
| | Air inlet (breather cap, carburetor air cleaner, other) | | Breather Cap (Non Calif. Cars) Air Cleaner (Calif. Cars) |
| | Flame arrestor (screen, check valve, other) | | Check Valve |

# AMA Specifications—Passenger Car

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MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (●)

MODEL All (Except Eldorado)

## ENGINE—EXHAUST EMISSION CONTROL

| | | | |
|---|---|---|---|
| Type (Air injection, engine modifications, other) | | | Air Injection Type |
| Air Injection Pump | Type | | Saginaw Steering Gear |
| | Displacement | | 19.3 Cu. In. |
| | Drive ratio | | 1.5:1 |
| | Drive type | | Belt |
| | Relief valve (type) | | Popett |
| | Filter (describe) | | Seperate Air Cleaner |
| Air Injection System | Air distribution (head, manifold, etc.) | | Manifold |
| | Point of entry | | Cylinder Head |
| | Injection tube I.D. | | .244 |
| | Check valve type | | Diaphram (Delco) |
| | Backfire protection (type) | | RPD - Anti-Backfire |
| Carburetor | Make | | Rochester |
| | Model | | 4BBL Model 4MV |
| | Barrel size | | Pri. 1.375 Sec. 2.250 |
| | Idle speed | Drive | 550 A/C Off |
| | | Neutral | - |
| Distributor | Aux. Adv. Systems (type) | | None * |
| | Make | | Same as Std. Car (See Page 13) |
| | Model | | " |
| | Cent'fgal adv. in crank degrees @ eng. rpm. | Start (rpm) | " |
| | | Intermed. points deg. @ rpm | " |
| | | Max. deg.@rpm. | " |
| | Vacuum adv. in. crank degrees@ eng. rpm | Start (in Hg) Intermed. points deg.@ in. Hg Max. deg.@ in. | " |
| | Vacuum Source | | " |
| Timing - Crank degrees @ rpm | | | Same as Std. Car |
| Cooling System (describe changes) | | | Same as Std. Car |
| Exhaust System (describe changes) | | | Same as Std. Car |

* Thermostat Vacuum Adv. Switch Mounted in Radiator on 75 Series and All A/C Equipped Cars

# AMA Specifications—Passenger Car



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**MODEL** All (Except Eldorado)

## ENGINE—FUEL SYSTEM

(See supplemental page for Details of Fuel Injection, Supercharger, etc. if used)

| | | | |
|---|---|---|---|
| Induction type: Carburetor, fuel injection, supercharger. | | | Carburetor |
| Fuel Tank | Refill capacity (gals.) | | 26 |
| | Filler location | | Back of License Plate |
| Fuel Pump | Type (elec. or mech.) | | Mechanical |
| | Locations | | Lower Left Side - Front of Eng. |
| | Pressure range | | 5.25 - 6.50 @ 1800 |
| Vacuum booster (std., optional, none) | | | None |
| Fuel Filter | Type | | AC |
| | Locations | | Top Center - Frt. of Engine |
| Carburetor | Choke type | | Remote Pocket In Manifold |
| | Intake manifold heat control (exhaust or water) | | Exhaust |
| | Air cleaner type | Standard | Dry Pack Single Inlet |
| | | Optional | |

## CARBURETOR SUPPLEMENTARY INFORMATION

| Model Usage | Engine Displ. | Transmission | Carburetors Make | Carburetors Model | No. Used and Type | Barrel Size |
|---|---|---|---|---|---|---|
| Std. Car Exc. Limo. | 429 | Automatic | Rochester | 7027230 | One 4 BBL Quadra-jet | Pri. 1.375 Sec. 2.250 |
| 75 Limo. (A/C Std.) | | | | 7027233 | | |
| Std. Car With A/C | | | | 7027231 | | |
| All California Cars Without A/C | | | | 7037230 | | |
| All California Cars With A/C Inc. Limo. | | | | 7037231 | | |

# AMA Specifications—Passenger Car



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MODEL All (Except Eldorado)

## ENGINE—COOLING SYSTEM

| | | | |
|---|---|---|---|
| Type system (pressure, pressure vented, atmospheric, other) | | | Pressure |
| Radiator cap relief valve pressure | | | 13.5 - 16.5 |
| Circulation thermostat | Type (choke, bypass) | | Choke |
| | Starts to open at (°F) | | 172° - 177° |
| Water pump | Type (centrifugal, other) | | Centrifugal Dual Outlet |
| | GPM @ 1000 pump rpm | | 19 |
| | Number of pumps | | One |
| | 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, other) | | | Tube & Center |
| Cooling system capacity | With heater (qt.) | | 17.2 (Exc. 75 Limo. - A/C Std.) |
| | Without heater (qt.) | | - |
| | Opt. equipment-specify (qt.) | | 18.2 A/C 20.7 - 75 Limo. A/C |
| Water jackets full length of cylinder (yes, no) | | | Yes |
| Water all around cylinder (yes, no) | | | Yes |
| Radiator hose | Lower | Number and type (molded, straight) | (1) Molded |
| | | Inside diameter | 1.75 |
| | Upper | Number and type (molded, straight) | (1) Molded |
| | | Inside diameter | 1.50 |
| | By-pass | Number and type (molded, straight) | None |
| | | Inside diameter | None |
| Fan | Number of blades & spacing | | 7 @ 54° - 50° - 45° - 40° - 48° - 64° - 59° |
| | Diameter | | 18" |
| | Ratio-fan to crankshaft rev. | | 1.1:1 |
| | Fan cutout type | | None |
| | Bearing type | | Ball |
| *Drive belts (indicate belt used by letter) | Fan | | A B 75 Limo. |
| | Generator or alternator | | A B 75 Limo. |
| | Water Pump | | A B 75 Limo. |
| | Power Steering | C Std. | D A/C E 75 Limo. |
| | Air Conditioning | | F Exc. Limo. |
| | | | |

| * Drive Belt Dimensions | A | B | C | D | E | F | G | H | I | J | K |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Angle of V | 38° | 38° | 38° | 38° | 38° | 38° | | | | | |
| Nominal length (SAE) | 38.08 | 53.10 | 49.94 | 50.24 | 50.62 | 56.0 | | | | | |
| Width | .380 | .460 | .380 | .460 | .460 | .460 | | | | | |

# AMA Specifications—Passenger Car



MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (e)

MODEL All (Except Eldorado)

## ELECTRICAL—SUPPLY SYSTEM

| | | | |
|---|---|---|---|
| Battery | Make and Model | | Delco Remy |
| | Voltage Rtg. & Total Plates | | 12 Volt - 13 Plate |
| | SAE Designation & Amp Hr. Rtg. | | 73 Amp. Hrs. @ 20 Hr. Rate |
| | Location | | Right Front Side - Under Hood |
| | Terminal grounded | | Negative |
| Generator or Alternator | Make | | Delco Remy |
| | Model | | 1100691 1100760 (75 & A/C) |
| | Type and rating | | 42 Amp. 55 (75 & A/C) |
| | Output at engine idle (neutral) | | 2.78:1 |
| | Ratio—Gen. to Cr/s rev. | | Charge @ Idle |
| Regulator | Make | | Delco Remy |
| | Model | | 1119515 |
| | Type | | Double Contact |
| | Cutout relay | Closing voltage @ generator rpm | None |
| | | Reverse current to open | None |
| | Regulated | Voltage | 13.8 - 14.8 @ 100° (Adjust to 14.2) |
| | | Current | None |
| | Voltage test conditions | Temperature | 100 Degrees |
| | | Load | 10 Amps. |
| | | Other | |

## ELECTRICAL—STARTING SYSTEM

| | | | |
|---|---|---|---|
| Starting motor | Make | | Delco Remy |
| | Model | | 1108320 |
| | Rotation (drive end view) | | Clockwise |
| | Engine cranking speed | | 150-200 RPM |
| | Test conditions | | - |
| | No load test | Amps | 70-99 |
| | | Volts | 10.6 |
| | | RPM (min) | 7800-12000 |
| Motor control | Switch (solenoid, manual) | | Solenoid |
| | Starting procedure | | Cold Start - Depress Acc. to Floor, Remove Foot, Turn Ign. Key Full Right to Start<br>Warm Start - Depress Acc. Halfway Hold Until Engine Starts |

(Continued)

# AMA Specifications—Passenger Car

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MODEL All (Except Eldorado)

## ELECTRICAL—STARTING SYSTEM (cont.)

| | | | | |
|---|---|---|---|---|
| Motor Drive | Engagement type | | | Spiral Spline & Over Running Clutch |
| | Pinion meshes (front, rear) | | | Front |
| | Number of teeth | Pinion | | 9 |
| | | Flywheel | Manual | N.A. |
| | | | Auto. | 166 |
| | Flywheel tooth face width | | Manual | N.A. |
| | | | Auto. | .500 |

## ELECTRICAL—IGNITION SYSTEM

| | | | |
|---|---|---|---|
| Coil | Transistorized - Std., Opt., N.A. | | N.A. |
| | Make | | Delco Remy |
| | Model | | 1115132 |
| | Amps | Engine stopped | 2.4 |
| | | Engine idling | 1.25 |
| stributor | Make | | Delco Remy |
| | Model | | 1111262 |
| | Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal) | Start (rpm) | 0° @ 530 RPM |
| | | Intermediate points deg. @ rpm. | 1° - 5° @ 1000 RPM |
| | | Max. deg. @ rpm. | 12° - 16° @ 4000 RPM |
| | Vacuum adv. in crankshaft degrees @ in. Hg. (nominal) | Start (in. Hg.) | 10" - 12" |
| | | Intermediate points, deg. @ in. Hg. | 0° - 7° @ 12"<br>11.5° - 19° @ 16" |
| | | Max. deg. in. Hg. | 25.5° @ 18.25" |
| | Breaker gap (in.) | | .016" |
| | Cam angle (deg.) | | 28° - 32° |
| | Breaker arm tension (oz.) | | 19-23 oz |
| Timing | Crankshaft deg. @ rpm. | | 5° BTDC |
| | Mark location | | Crankshaft Balancer |
| Spark Plug | Make | | A.C. |
| | Model | | 44 |
| | Thread (mm) | | 14MM |
| | Tightening torque (lb. ft.) | | 25 lb/ft. |
| | Gap | | .035 |
| Cable | Conductor type | | Resistant Core |
| | Insulation type | | Neoprene |
| | Spark plug protector | | " |

# AMA Specifications—Passenger Car



MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (*)

MODEL All (Except Eldorado)

## ELECTRICAL—SUPPRESSION

| | |
|---|---|
| Locations & type | Packard Electric - Dist. Resistance Wire<br>.3 MFD on Coil Feed Terminal<br>.5 MFD on Gen-Reg. Feed Terminal<br>Two Ground Straps - Rear of Cylinder Head<br>Two Ground Straps - Upper Control Arms. |

## ELECTRICAL—INSTRUMENTS AND EQUIPMENT

| | | |
|---|---|---|
| Speedometer | Make | A.C. |
| | Trip odometer (yes, no) | Yes |
| Charge indicator—type | | Tell-Tale |
| Temperature indicator—type | | Gauge |
| Oil pressure indicator—type | | Tell-Tale |
| Fuel indicator—type | | Gauge |
| Other | | Low Brake - Tell-Tale Cruise Tell-Tale<br>Trunk Warning Lite - Tell-Tale |
| Windshield wiper | Make | Delco |
| | Type—Standard | Electric |
| | Type—Optional | - |
| | Vacuum booster provision | - |
| | Washer provision | Yes |
| Horn | Type | Solenoid Vibrating Diaphram |
| | Number used | 3 (+ Lo D Opt) |
| | Amp draw (each) | 4.5 - 5.5 |

## DRIVE UNITS—CLUTCH (Manual Transmission)

| | | |
|---|---|---|
| Make & type | | None Available |
| Type pressure plate springs | | |
| Total spring load (lb.) | | |
| No. of clutch driven discs | | |
| Clutch facing | Material | |
| | Outside & inside dia. | |
| | Total eff. area (sq. in.) | |
| | Thickness | |
| | Engagement cushioning method | |
| Release bearing | Type & method of lubrication | |
| Torsional damping | Methods: springs, friction material | |

# AMA Specifications—Passenger Car



MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (e)

MODEL All (Except Eldorado)

## DRIVE UNITS—TRANSMISSIONS

| | |
|---|---|
| Manual 3-speed (std. or opt.) | N.A. |
| Manual 4-speed (std. or opt.) | N.A. |
| Manual with overdrive (std. or opt.) | N.A. |
| Automatic (std. or opt.) | Standard |

## DRIVE UNITS— MANUAL TRANSMISSION

| | | | |
|---|---|---|---|
| Number of forward speeds | | | None Available |
| Transmission ratios | In first | | |
| | In second | | |
| | In third | | |
| | In fourth | | |
| | In reverse | | |
| Synchronous meshing, specify gears | | | |
| Shift lever location | | | |
| Lubricant | Capacity (pt.) | | |
| | Type recommended | | |
| | SAE viscosity number | Summer | |
| | | Winter | |
| | | Extreme cold | |

## DRIVE UNITS— MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

| | | | |
|---|---|---|---|
| Type (planetary or other) | | | None Available |
| Manual lockout (yes, no) | | | |
| Downshift acelerator control (yes, no) | | | |
| Minimum cut-in speed | | | |
| Gear ratio | | | |
| Lubricant | Capacity (pt.) (Overdrive only) | | |
| | Separate filler (yes, no) | | |
| | Type recommended | | |
| | SAE viscosity number | Summer | |
| | | Winter | |
| | | Extreme cold | |

# AMA Specifications—Passenger Car

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## DRIVE UNITS—AUTOMATIC TRANSMISSION

| | | |
|---|---|---|
| Trade name | | Turbo-Hydramatic |
| Type describe | | Variable Vane Converter With Step Gear Shifts |
| Method of Selection (Lever, Push Button or other) | | Lever |
| Selector Pattern | | P-R-N-DD-L |
| List gear ratios Selector Pattern and indicate which are used in each selector position | | Low Gear 2.48<br>Intermediate Gear 1.48<br>High Gear 1.00<br>Reverse 2.09<br>Plus Converter Multiplication of 2.00 |
| Max. upshift speeds—drive range | | 74-90 67-82 (75) |
| Max. kickdown speeds—drive range | | 82-64 75-58 (75) |
| Torque convertor | Number of elements | 3 |
| | Max. ratio at stall | 2-1 |
| | Type of cooling (air, liquid) | Liquid - Water |
| Lubricant | Capacity—refill (pt.) | Approx. - 6 Pints |
| | Type recommended | Fluid Type "A" (Suffix A) |
| Special transmission atures | | |

## DRIVE UNITS—PROPELLER SHAFT

| | | |
|---|---|---|
| Number used | | 1 2 (75) |
| Type (exposed, torque tube) | | Exposed |
| Outer diameter x length* x wall thickness | Manual 3-speed transmission | Not Available |
| | Manual 4-speed transmission | Not Available |
| | Overdrive transmission | Not Available |
| | Automatic transmission | 4.00" X 64.33 X .065 60 Spec. & Brougham<br>3.50" X 60.83 X .065 62 & 63 Series<br>2.75 & 2.25 X .083 - 37.80 75 Limo.<br>2.75 & 2.25 X .083 - 43.65 |

*Center to center of universal joints, or to centerline of rear attachment.

(Continued)

# AMA Specifications—Passenger Car



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## DRIVE UNITS—PROPELLER SHAFT (cont.)

| | | | |
|---|---|---|---|
| Inter-mediate bearing | Type (plain, anti-friction) | | None on Std. Car Roller Brg. (75) |
| | Lubrication (fitting, prepack) | | Prepack |
| Universal joints | Make | | Saginaw |
| | Number used | | 2 3 (75) |
| | Type (ball and trunnion, cross, other) | | Cross - Double Cardon |
| | Bearing | Type (plain, anti-friction) | Needle |
| | | Lubric. (fitting, prepack) | Prepack |
| Drive taken through (torque tube or arms, springs) | | | Four Link Arm |
| Torque taken through (torque tube or arms, springs) | | | Four Link Arm |

## DRIVE UNITS—REAR AXLE

| | | | |
|---|---|---|---|
| cription | | | Hypoid |
| ited Slip differential, type | | | Cone Clutch |
| Drive Pinion Offset | | | 1.75 |
| No. of differential pinions | | | 2 |
| Ring gear O.D. (std. ratio) | | | * |
| Pinion adjustment (shim, other) | | | None |
| Pinion bearing adj. (shim, other) | | | Collapsable Spacer |
| Wheel bearing type | | | Ball |
| Lubricant | Capacity (pt.) | | 5 |
| | Type recommended | | Mil-L-2105B (Contr. Diff. Spec. Lub) |
| | SAE vis-cosity number | Summer | 90 |
| | | Winter | 90 |
| | | Extreme cold | 90 |

## REAR AXLE RATIO TOOTH COMBINATIONS

(See page 4 for axle ratio usage)

| | | | |
|---|---|---|---|
| Axle ratio | | 2.94 | 3.21 |
| No. of teeth | Pinion | 47 | 45 |
| | Ring gear | 16 | 14 |

* Ring Gear O.D.
9.424 9.422

2.94 Std. All Series (Exc. 75)
3.21 Std. on 75 Series
Std. on All A/C Cars
Opt. All Series Exc. 75 & A/C

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## DRIVE UNITS—WHEELS

| | | |
|---|---|---|
| Type & material | | Slotted Steel Disc |
| Rim (size and flange type) | Std. | 15-6JK |
| | Opt. | None |
| Attachment | Type (bolt or stud) | Stud |
| | Circle diameter | 5" |
| | Number and size | 5 1/2 X 20 |

## DRIVE UNITS—TIRES

| | | | |
|---|---|---|---|
| Standard (List option below) | Size & ply | 9.00 2 Ply-4 Ply Rating Black | 8.20 4 Ply-8 Ply Rating (75) |
| | Type - Nylon, etc. | Rayon | |
| Rev/mile at 50 mph. | | 714 | 713 |
| Inflation press. (cold) | Front | 24 | 28 |
| | Rear | 24 | 28 |
| Optional tires - size and ply | | 9.00 X 15 2 Ply 4 Ply Rating W/W | 8.20 X 15 4 Ply 8 Ply Rating W/W |

## BRAKES—SERVICE

| | | | |
|---|---|---|---|
| Type (duo-servo, disc, balanced, etc.) | | | Hydraulic Duo-Servo |
| Self adjusting (std., opt., N.A.) | | | Std. |
| Hydraulic system type (single, dual, etc.) | | | Dual |
| Power brake make & type (remote, integral, etc.) | | | Moraine & Bendix - Direct Hyd. Vacuum |
| Effective area (sq. in.) * | | | 203.60 |
| Gross lining area (sq. in.) ** | | | 233.50 |
| Swept drum area (sq. in.) *** | | | 377.00 |
| Percent brake effectiveness—front | | | 59% |
| Drum or Rotor | Diameter | Front | 12" |
| | | Rear | 12" |
| | Type and material | | Composite Cast Iron Finned |
| | Rotor (vented or solid) | | N.A. |
| | No. pistons per caliper | | N.A. |
| Wheel cylinder bore | Front | | 1 3/16 |
| | Rear | | 15/16 |
| Master cylinder bore | | | 1.00 |
| Available pedal travel | | | 4.28 |
| Line pressure at 100 lb. pedal load | | | 930 PSI |
| Shoe clearance adjustment | | | .010 - .030 |

* Excludes rivet holes, grooves, chamfers, etc.

(Continued)

** Includes rivet holes, grooves, chamfers, etc.

*** Total swept area for four brakes:
Widest lining contact width for each brake x its drum circumference.

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MODEL All (Except Eldorado)

## BRAKES—SERVICE (cont.)

| | | | | | | |
|---|---|---|---|---|---|---|
| Brake lining | Drum or Disc | | | Drum | | |
| | Bonded or riveted | | | Riveted | | |
| | Front Wheel | Material | | Molded Asbestos | | |
| | | Size (length x width x thickness) | Prim. or out-board | 11.00 X 2.5 X .26 | | |
| | | | Second. or in-board | 11.00 X 2.5 X .24 | 11.00 X 2.5 X .26 (75) | |
| | | Segments per shoe | | 1 | | |
| | Rear Wheel | Material | | Molded Asbestos | | |
| | | Size (length x width x thickness) | Prim. or out-board | 12.36 X 2.5 X .28 | | |
| | | | Second. or in-board | 12.36 X 2.5 X .26 | 12.36 X 2.5 X .28 (75) | |
| | | Segments per shoe | | 1 | | |

## BRAKES—PARKING

| | | |
|---|---|---|
| Type of control | | Foot Operated - Vacuum Released |
| Location of control | | Left Side Below Inst. Panel |
| Operates on | | Rear Service Brakes |
| If separate from service brakes | Type (internal or external) | N.A. |
| | Drum diameter | N.A. |
| | Lining size (length x width x thickness) | N.A. |

## FRAME

| | |
|---|---|
| Type and description (Separate frame, unitized frame, partially - unitized frame) | Perimeter Frame |

## STEERING

| | | | | | | |
|---|---|---|---|---|---|---|
| Manual (std., opt., NA) | | | | N.A. | | |
| Power (std., opt., NA) | | | | Std. | | |
| Adjustable steering wheel (tilt, swing, other) | | Type and description | | Tilt & Telescope | | |
| | | (std., opt., NA) | | Opt. | | |
| Wheel diameter | | Manual | | N.A. | | |
| | | Power | | 15.5" | | |
| Turning diameter | Outside front | Wall to wall (l. & r.) | | 47.9 (62-63) | 48.9 (60-61) | 57.4 (75) |
| | | Curb to curb (l. & r.) | | 44.7 (62-63) | 45.8 (60-61) | 54.4 (75) |
| | Inside rear | Wall to wall (l. & r.) | | 26.5 (62-63) | 27.4 (60-61) | 35.7 (75) |
| | | Curb to curb (l. & r.) | | 27.1 (62-63) | 28.0 (60-61) | 36.3 (75) |
| Outside wheel angle with inside wheel at 20° | | | | $18^{o}$ - 10' | | |
| Manual | Gear | Type | | N.A. | | |
| | | Make | | N.A. | | |
| | | Ratios | Gear | N.A. | | |
| | | | Overall | N.A. | | |
| | No. wheel turns | | | N.A. | | |

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**MAKE OF CAR** Cadillac **MODEL YEAR** 1967 **DATE ISSUED** 10-6-66 **REVISED** (e)

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## STEERING (cont.)

| | | | | |
|---|---|---|---|---|
| Power | Type (coaxial, linkage, etc.). | | | Variable Ratio Hydraulic Power * |
| | Make | | | Saginaw |
| | Gear | Type | | Concentric Gear / Ball Nut Sector |
| | | Ratios | Gear | 16.1 / 17.5 |
| | | | Overall | 16.6 / 18.2 |
| | Pump driven by | | | Belt |
| | Number wheel turns | | | 2.7 / 3.7 |
| Linkage | Type | | | Parallel Draglink |
| | Location (front or rear of wheels, other) | | | Rear |
| | Drag link (trans. or longit.) | | | Trans. |
| | Tie rods (one or two) | | | 2 |
| Steering Axis | Inclination at camber (deg.) | | | 6° @ 0° |
| | Bearings (type) | Upper | | Spherical Joints |
| | | Lower | | Spherical Joints |
| | | Thrust | | Spherical Joints |
| Wheel Alignment (Toe at curb weight and preferred) | Caster (deg.) | | | -1° to -2° All 682-683 Exc. ALC<br>- 1/2° to - 1 1/2° All Series With ALC |
| | Camber (deg.) | | | Left Side + 3/8° to - 1/8° Right Side + 1/8° to - 3/8° |
| | Toe-in (outside track inches) | | | 1/4" to 5/16 |
| Steering spindle & joint type | | | | Spherical |
| Wheel spindle | Diameter | Inner bearing | | 1.348 - 1.343 |
| | | Outer bearing | | .8430 - .8435 |
| | Thread size | | | 3/4 - 20 |
| | Bearing type | | | Tapered Roller |

* Inline Hydr. Power

# AMA Specifications—Passenger Car



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MODEL All (Except Eldorado)

## SUSPENSION—GENERAL

(See Supplemental page for details on Air Suspension)*

| | | |
|---|---|---|
| Provision for car leveling | | Auto. Level Control Std. on 60 Spec. & Eldorado |
| Provision for brake dip control | | In Frt. Susp. Design |
| Provision for acc. squat control | | In Rear Susp. Design |
| Special provisions for car jacking | | Bumper Type |
| Shock absorber front & rear | Type | Direct Action |
| | Make | Delco |
| | Piston dia. | 1" |
| Other special features | | Nylon Piston Ring. Freon Envelope Eliminates Aeration of Oil |

## SUSPENSION—FRONT

| | | | | |
|---|---|---|---|---|
| Type and description | | Independent - Coil | | |
| Spring | Type | Coil | | |
| | Material | 9260 | | |
| | Size (coil design height & I.D.; bar length x dia.) | 10.09"x4.00x157.70x680 (62 & 63)<br>10.09"x4.00x165.70x690 (60 Spec.) | 10.44 x 4.00 x 163.50 x 730 | (75) |
| | Spring rate (lb. per in.) | 335 (60 & 61) | 325 (62-63) | 425 (75) |
| | Rate at wheel (lb. per in.) | 89 (60 & 61) | 86 (62-63) | 120 (75) |
| Stabilizer | Type (link, linkless, frameless) | Link | | |
| | Material & bar diameter | 1085 Steel | .815 (60-62-63) | .875 (75) |

## SUSPENSION—REAR

| | | | | |
|---|---|---|---|---|
| Type and description | | 4 Link Susp. | | |
| Drive and torque taken through | | Links | | |
| Spring | Type | Coil | | |
| | Material | 9260 Steel | | |
| | Size (length x width, coil design height & I.D.; bar length & dia. | 9.00" x 5.50" x 145.9" x .590<br>9.17 x 5.20 x 149.75 x .695 | | |
| | Spring rate (lb. per in.) | 95 (60 & 61) | 115 (62-63) | 250 (75) |
| | Rate at wheel (lb. per in.) | 110 (60 & 61) | 110 (62-63) | 157 (75) |
| | Mounting insulation type | Rubber | | |
| | If leaf: No. of leaves | N.A. | | |
| | If leaf: Shackle (comp. or tens) | N.A. | | |
| Stabilizer | Type (link, linkless, frameless) | N.A. | | |
| | Material | N.A. | | |
| Track bar type | | N.A. | | |

# AMA Specifications—Passenger Car

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| MODEL | | | | | | |
|---|---|---|---|---|---|---|
| | 68069 | 68367 | 68269 | 68247 | 68249 | 75 |
| | 68169 | | 68369 | 68347 | 68349 | |

## BODY—MISCELLANEOUS INFORMATION

| | | |
|---|---|---|
| Drs. hinged (front, rear) | Front doors | Front |
| | Rear doors | Center |
| Type of finish (lacquer, enamel, other) | | Acrylic |
| Hood counterbalanced (yes, no) | | Yes |
| Hood release control (internal, external) | | External |
| Vehicle Indent. No. location | | R.H. Side Rail at #1 Crossmember |
| Engine No. location | | Rear Top Crankcase |
| Theft protection - type | | Ign. Key Start Door Lock |
| Vent window control method (crank, friction pivot) | Front | 60 & 68467 Eld. - Power Std. All others crank |
| | Rear | " " " " |
| Seat cushion type | Front | Zig-Zag Spring - 62 & 63 Coil Spring 60-61-75 |
| | Rear | Zig-Zag Spring - 62 & 63 Coil Spring 60-61-75 |
| | 3rd seat | |
| Seat back type | Front | Zig-Zag Spring - 62 & 63 Coil Spring 60-61-75 |
| | Rear | Zig-Zag Spring - 62 & 63 Coil Spring 60-61-75 |
| | 3rd seat | None |
| Windshield glass type (i.e., ·le curved - laminated plate) | | Compound Curve - Laminated |
| Side glass type (i.e., curved - tempered plate) | | Vent Window Curved - Laminated Side Window Curved Tempered |
| Backlight glass type (i.e., compound curved - tempered plate, three piece) | | Tempered Plate |

| | CC | SC | CC | | | SC |
|---|---|---|---|---|---|---|
| Windshield glass exposed surface area | 1532.2 | 1467.9 | 1532.2 | 1467.9 | | 1532.2 |
| Side glass exposed surface area | 1937.7 | 1917.0 | 1856.5 | 1703.1 | 1711.1 | 2137.8 |
| Backlight glass exposed surface area | 852.8 | 876.0 | 1095.0 | 7432 | | 496.8 |
| Total glass exposed surface area | 4322.7 | 4260.9 | 4483.7 | 3914.2 | 3922.2 | 4166.8 |

## LAMP HEIGHT AND SPACING

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Height above ground to center of bulb | Headlamp | *Highest* * | 31.77 | 31.43 | 31.34 | 31.37 | 31.41 | 32.52 |
| | | Lowest | 25.41 | 24.78 | 24.68 | 24.73 | 24.76 | 25.86 |
| | Tail | Highest | 25.34 | 26.42 | 26.52 | 62.70 | 26.44 | 26.30 |
| | | Lowest | - | | | | | |
| Distance from C/L of car to center of bulb | Headlamp | Inside | - | | | | | |
| | | Outside * | 35.00 | | | | | |
| | Tail | Inside | - | | | | | |
| | | Outside | 34.80 | | | | | |
| | Directional | Front | 25.12 | | | | | |
| | | Rear | 34.80 | | | | | |

* If single headlamps are used enter here.

# AMA Specifications—Passenger Car

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MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (●)

MODEL All (Except Eldorado)

## CONVENIENCE EQUIPMENT

(Indicate whether standard, optional or NA on each series)

| | | |
|---|---|---|
| Power windows | Side Windows | Std. on 60 & 61 & 63 & 75 Opt. on 62 Series |
| | Vent Windows | Std. on 60 & 61 Opt. on all others Exc. Eld |
| | Backlight or tailgate | N.A. |
| Power seats (specify type as well as availability) | | 2 Way Std. 60-61-63 & 75 6 Way Opt. 2 Way Not Available on 62 Series |
| Reclining front seat back | | With Bucket Seats Only |
| Front seat headrest | | With Bucket Seats Only |
| Radios (specify type as well as availability) | | Delco Radio AM-AM-FM - FM Stereo Opt. all Series |
| Rear seat speaker | | Std. With Radio Opt. |
| Power Antenna | | Std. With Radio Opt. |
| Clock | | Std. |
| Air Conditioner (specify type and availability) | | Opt. All Series Exc. 75 Std. on 75 Limo. |
| Speed warning device | | N.A. |
| Speed control device | | Opt. |
| Ignition lock lamp | | Std. |
| Back up lamp | | Std. |
| Dome lamp | | Std. |
| Glove compartment lamp | | Std. |
| Prkg. brake signal lamp | | Std. |
| Luggage compartment lamp | | Std. |
| Underhood lamp | | N.A. |
| Courtesy lamp | | Std. |
| Map lamp | | Std. |
| Auto. trans. quad. lamp | | Std. |
| Emergency flasher lamp | | Std. |
| Cornering light lamp | | Std. |
| Rear Window Defogger | | Opt. |
| | | |
| | | |
| | | |

Heater & Defroster - Std. on all Series

# AMA Specifications—Passenger Car

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## WEIGHTS

| Model | CURB WEIGHT - POUNDS Front | Rear | Total | % PASS. WEIGHT DISTRIBUTION Pass. In Front Front | Pass. In Front Rear | Pass. In Rear Front | Pass. In Rear Rear | SHIPPING WEIGHT |
|---|---|---|---|---|---|---|---|---|
| 68069 | 2451 | 2423 | 4874 | | | | | 4678 |
| 68169 | 2468 | 2443 | 4911 | | | | | 4715 |
| 68269 | 2376 | 2319 | 4695 | | | | | 4499 |
| 68369 | 2384 | 2346 | 4730 | | | | | 4534 |
| 68249 | 2379 | 2312 | 4691 | | | | | 4495 |
| 68349 | 2386 | 2342 | 4728 | | | | | 4532 |
| 68247 | 2351 | 2292 | 4643 | | | | | 4447 |
| 68347 | 2376 | 2306 | 4682 | | | | | 4486 |
| 68367 | 2361 | 2314 | 4675 | | | | | 4479 |
| 69723 | 2819 | 2727 | 5546 | | | | | 5344 |
| 69733 | 2868 | 2770 | 5638 | | | | | 5436 |

| Accessories & Equipment Differential Weights | | | | Remarks |
|---|---|---|---|---|
| Power Window Regulators | 12.5 | 11.4 | 23.9 | Calais Sedan |
| Power Window Regulators | 14.8 | 12.7 | 27.5 | Calais Coupe |
| Power Vent Regulators | 4.0 | 2.5 | 6.5 | |
| Power Door Lock - Sedan | 8.4 | 4.6 | 13.0 | |
| Power Door Lock - Coupe | 5.8 | 3.2 | 9.0 | |
| Power Seat - 6 Way | 11.4 | 6.2 | 17.6 | Calais |
| Power Seat - 6 Way | 7.7 | 4.2 | 11.9 | DeVille and Fleetwood |
| Power Trunk Lock | - | 9.6 | 9.6 | |
| Power Trunk Lock | - | 8.9 | 8.9 | Installed With Power Door Locks |
| Guidematic | 2.1 | - | 2.1 | |
| Cruise Control | 11.5 | 1.0 | 12.5 | |
| T & T Steering Wheel | 1.3 | .4 | 1.7 | |
| Automatic Climate Contr. | 122.5 | 2.5 | 125.0 | |
| Radio & Antenna (AM) | 11.0 | 4.2 | 15.2 | |
| Radio & Antenna (FM) | 11.4 | 4.2 | 15.6 | |
| Radio & Antenna (Stereo) | 14.5 | 5.0 | 19.5 | |
| Rear Window Defogger | - | 4.5 | 4.5 | |
| Padded Roof - Sedan | 3.5 | 5.5 | 9.0 | DeVille |
| Padded Roof - Coupe | 3.7 | 6.3 | 10.0 | DeVille |
| Controlled Differential | - | 3.5 | 3.5 | |
| Automatic Leveling | 11.2 | 2.8 | 14.0 | Calais & DeVille |

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# AMA Specifications—Passenger Car

The information contained herein is prepared, distributed by, and is solely the responsibility of the automobile manufacturing company to whose products it relates. Questions concerning these specifications should be directed to the manufacturer whose address is shown below. This uniform specification form was developed by the automobile manufacturing companies under the auspices of the Automobile Manufacturers Association.

| MANUFACTURER | CAR NAME | |
|---|---|---|
| Cadillac Motor Car | Cadillac | |
| MAILING ADDRESS | MODEL YEAR | ISSUED: 10-6-66 |
| 2860 Clark Avenue, Detroit, Mich. | 1967 | REVISED (●) |

NOTES:
1. The Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
2. UNLESS OTHERWISE INDICATED:
   a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
   b. Nominal design dimensions are used throughout these specifications.

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## BODY—TYPES AND STYLE NAMES—

Body type, number of passenger & style names; use manufacturer's code for series & body style.

| DESCRIPTION | NO. PASS. | STYLE NO. | VEHICLE IDENT. NO. |
|---|---|---|---|
| Fleetwood Eldorado | 5 | 69347 | H7 - 100001 |

# AMA Specifications—Passenger Car



MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (•)

## GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

| MODEL | | Additional Information Page No.: | 69347 - Eldorado |
|---|---|---|---|
| Wheelbase (L101) | | | 120 |
| Track | Front (W101) | | 63.5 |
| | Rear (W102) | | 63.0 |
| Maximum Overall Dimensions | Length (L103) | | 221 |
| | Width (W103) | | 79.9 |
| | Height (H101) | | 53.8 |
| Transmission (Specify trade name - opt., not available) | Manual - 3 speed | 15 | None |
| | Manual - 4 speed | 15 | None |
| | Overdrive | 15 | None |
| | Automatic | 16 | Turbo-Hydramatic |
| Axle ratio | Manual - 3 speed | 17 | None |
| | Manual - 4 speed | 17 | None |
| | Overdrive | 17 | None |
| | Automatic | 17 | 3.21 |
| Tire size | | 18 | 9.00 X 15 2 Ply - 4 Ply Rating |
| Engine | Type, no. cyl., valve arr. | 3 | O.V. - V8 - 90° |
| | Fuel system (Carb., other) | 10 | Carburetor |
| | Bore and stroke | 3 | 4.130 - 4.000 |
| | Piston displ., cu. in. | 3 | 429 |
| | Std. compression ratio | 3 | 10.5:1 |
| | Max. bhp at engine rpm | 3 | 340 @ 4600 |
| | Max. torque at rpm | 3 | 480 @ 3000 |

# AMA Specifications—Passenger Car

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MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (•)

## GENERAL SPECIFICATIONS—DIMENSIONS

(All dimensions in inches unless otherwise indicated)
(Supplemental data available on request)

| MODEL | SAE Ref. No. | 69347 Eldorado |
|---|---|---|

### FRONT COMPARTMENT

| | | |
|---|---|---|
| Shoulder room | W3 | 59.6 |
| Hip room | W5 | 62.2 |
| Max. eff. leg room - accelerator | L34 | 41.2 |
| Effective head room | H61 | 37.9 |
| H Point to Heel point | H30 | 7.6 |

### REAR COMPARTMENT

| | | |
|---|---|---|
| Shoulder room | W4 | 55.7 |
| Hip room | W6 | 54.2 |
| Minimum effective leg room | L51 | 36.2 |
| Effective head room | H63 | 37.7 |

### LUGGAGE COMPARTMENT

| | | |
|---|---|---|
| Usable luggage capacity | V1 | 13.462 |
| Liftover height | H195 | 27.8 |
| Position of spare tire storage | | Vertical Behind Rear Seat |
| Method of holding lid open | | Spring |

### STATION WAGON—THIRD SEAT

| | | |
|---|---|---|
| Hip room | W86 | N.A. |
| Effective leg room | L86 | |
| Effective head room | H86 | |
| Seat facing direction | | |

### STATION WAGON—CARGO SPACE

| MODEL | SAE Ref. No. | N.A. |
|---|---|---|
| Minimum distance between wheel houses at floor level | W201 | |
| Rear end opening width at belt | W204 | |
| Floor length from back of front seat at floor level to inside of closed tail gate | L202 | |
| Minimum horizontal distance from top rear of front seat back to inside of tail gate at belt | L204 | |
| Maximum height - floor covering to headlining at centerline of rear axle | H201 | |
| Maximum height of rear opening - tail and lift gates open | H202 | |
| Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$ | V2 | |

# AMA Specifications—Passenger Car



MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (•)

MODEL 69347 - Eldorado

## ENGINE—GENERAL

| | | |
|---|---|---|
| Type, no. cyls., valve arr. | | 90° - V8 - O.V. |
| Bore and stroke (nominal) | | 4.13 X 4.00 |
| Piston displacement, cu. in. | | 429 |
| Bore spacing (C/L to C/L) | | 4.562 |
| No. system (front to rear) | L. Bank | 1 - 3 - 5 - 7 |
| | R. Bank | 2 - 4 - 6 - 8 |
| Firing order | | 1 - 8 - 7 - 2 - 6 - 5 - 4 - 3 |
| Compres. ratio (nominal) | | 10.5:1 |
| Cylinder Head Material | | Cast Iron |
| Cylinder Block Material | | Cast Iron |
| Cylinder Sleeve-Wet, dry, none | | None |
| Number of mounting points | Front | 1 |
| | Rear | 2 |
| Engine installation angle | | 0° |
| Taxable horsepower $\frac{Dia^2 x No.Cyl.}{2.5}$ | | 54.6 |
| Publishing max. bhp* @ eng. RPM | | 340 @ 4600 |
| Publishing max. torque* (lb. ft. @ RPM) | | 480 @ 3000 |
| Recommended fuel regular - premium | | Premium |
| Idle speed(spec. neutral or drive) | Manual | N.A. |
| | Automatic | 480 Drive |

## ENGINE—PISTONS

| | | | |
|---|---|---|---|
| Material | | | Aluminum Alloy |
| Description and finish | | | Slipper Type Cam Ground Control Expansion |
| Weight (piston only) oz. | | | 21.76 |
| Clearance (limits) | Top land | | .033 - .038 |
| | Skirt | Top | .0006 - .0010 |
| | | Bottom | .000 |
| Ring groove depth | No. 1 ring | | .215 |
| | No. 2 ring | | .215 |
| | No. 3 ring | | .167 |
| | No. 4 ring | | None |

*Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

# AMA Specifications—Passenger Car

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MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (•)

## POWER TEAMS

*(Indicate whether standard or optional)*

| MODEL AVAILABILITY | ENGINE | | | | | TRANSMISSION | AXLE RATIO (Std. first) (Indicate A/C ratio) |
|---|---|---|---|---|---|---|---|
| | Displ. cu. in. | Carburetor | Compr. Ratio | BHP @ RPM | Torque @ RPM | | |
| Eldorado | 429 | 4BBL | 10.5:1 | 340 @ 4600 | 480 @ 3000 | Hydramatic | 3.21:1 |

# AMA Specifications—Passenger Car



MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (*)

MODEL 69347 - Eldorado

## ENGINE—RINGS

| | | |
|---|---|---|
| Functon (top to bottom) | No. 1, oil or comp. | Comp. |
| | No. 2, oil or comp. | Comp. |
| | No. 3, oil or comp. | Oil |
| | No. 4, oil or comp. | None |
| Compression | Description - material, coating, etc. | #1 Molybdenum Filled Cast Iron<br>#2 Phosphate Coated Cast Iron |
| | Width | .0625 |
| | Gap | .013 - .030 |
| Oil | Description - material, coating, etc. | Multi-Piece Steel<br>Chrome Plated - Notched I.D. Rail |
| | Width | .1875 |
| | Gap | .015 - .061 |
| Expanders | | Yes |

## ENGINE—PISTON PINS

| | | | |
|---|---|---|---|
| Material | | | 1045 |
| Length | | | 3.090 |
| Diameter | | | .9994 - .9997 |
| Type | Locked in rod, in piston, floating, etc. | | Locked in Rod |
| | Bushing | In rod or piston | None |
| | | Material | None |
| Clearance | In piston | | .00005 - .00015 |
| | In rod | | Press Fit |
| Direction & amount offset in piston | | | .062 Toward Max. Thrust Side |

## ENGINE—CONNECTING RODS

| | | |
|---|---|---|
| Material | | 1041 Steel |
| Weight (oz.) | | 19.36 |
| Length (center to center) | | 6.50 |
| Bearing | Material & Type | M400 Aluminum Steel Backed |
| | Overall length | .755 - .880 |
| | Clearance (limits) | .0005 - .0021 |
| | End play | .008 - .014 |

# AMA Specifications—Passenger Car



MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (•)

MODEL 69347 Eldorado

## ENGINE—CRANKSHAFT

| | | | |
|---|---|---|---|
| Material | | | Pearlitic Malleable Iron |
| Vibration damper type | | | Rubber Absorption |
| End thrust taken by bearing (No.) | | | #3 Center Main |
| Crankshaft end play | | | .001" - .007" |
| Main bearing | Material & type | | M400 Aluminum - M100 Babbitt |
| | Clearance | | .0006" to .003" |
| | Journal dia. and bearing overall length | No. 1 | 3.000" X 1.120" |
| | | No. 2 | 3.000" X 1.062" |
| | | No. 3 | 3.000" X 1.138" |
| | | No. 4 | 3.000" X 1.062" |
| | | No. 5 | 3.000" X 1.120" |
| | | No. 6 | None |
| | | No. 7 | None |
| | Dir. & amt. cyl. offset | | See Piston |
| Crankpin journal diameter | | | 2.25 |

## ENGINE—CAMSHAFT

| | | | |
|---|---|---|---|
| Location | | | Center of V |
| Material | | | G.M. 120M Cast Iron |
| Bearings | Material | | Steel Backed Babbitt |
| | Number | | 5 |
| Type of Drive | Gear or chain | | Silent Chain |
| | Crankshaft gear or sprocket material | | Sintered Iron G.M. 3884M |
| | Camshaft gear or sprocket material | | Die Cast Aluminum - Nylon Gear |
| | Timing chain | No. of links | 46 |
| | | Width | .750 |
| | | Pitch | .500 |

## ENGINE—VALVE SYSTEM

| | | |
|---|---|---|
| Hydraulic lifter (Std, opt, NA) | | Std. |
| Valve rotator, type (intake, exhaust) | | None |
| Rocker ratio | | 1.65:1 |
| Operating tappet clearance (indicate hot or cold) | Intake | Auto |
| | Exhaust | Auto |
| Timing marks on flywheel, damper, other | | Crankshaft Balancer |

(Continued)

# AMA Specifications—Passenger Car



MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (•)

MODEL 69347 - Eldorado

## ENGINE—VALVE SYSTEM (cont.)

| | | | |
|---|---|---|---|
| Timing | Intake | Opens (°BTC) | 39° With .001 Lift |
| | | Closes (°ABC) | 109° " " " |
| | | Duration - deg. | 328° " " " |
| | Exhaust | Opens (°BBC) | 86° " " " |
| | | Closes (°ATC) | 62° " " " |
| | | Duration - deg. | 328° " " " |
| | Valve opening overlap | | |
| Intake | Material | | 1041 Alum. Steel |
| | Overall length | | 4.794 |
| | Actual overall head dia. | | 1.875 |
| | Angle of seat & face | | Seat in Head 45° Valve Face 44° |
| | Seat insert material | | None |
| | Stem diameter | | .3415 - .3425 |
| | Stem to guide clearance | | .0005 - .0025 |
| | Lift (@zero lash) | | .440 |
| | Outer spring press. and length | Valve closed (lb. @ in.) | 60-65 @ 1.946 |
| | | Valve open (lb. @ in.) | 155-165 1.496" |
| | Inner spring press. and length | Valve closed (lb. @ in.) | None |
| | | Valve open (lb. @ in.) | None |
| Exhaust | Material | | 21 - 4N |
| | Overall length | | 4.815 |
| | Actual overall head dia. | | 1.500 |
| | Angle of seat & face | | Seat 45° Face 44° |
| | Seat insert material | | None |
| | Stem diameter | | .3415 - .3420 |
| | Stem to guide clearance | | .0010 - .0025 |
| | Lift (@zero lash) | | .440 |
| | Outer spring press. and length | Valve closed (lb. @ in.) | 60-65 @ 1.946 |
| | | Valve open (lb. @ in.) | 155-165 @ 1.496 |
| | Inner spring press. and length | Valve closed (lb. @ in.) | None |
| | | Valve open (lb. @ in.) | None |

## ENGINE—LUBRICATION SYSTEM

| | | |
|---|---|---|
| Type of lubrication (splash, pressure, nozzle) | Main bearings | Pressure |
| | Connecting rods | Pressure |
| | Piston pins | Splash |
| | Camshaft bearings | Pressure |
| | Tappets | Pressure |
| | Timing gear or chain | Metered Centrifugal Flow |
| | Cylinder walls | Intermediate Jet |

(Continued)

# AMA Specifications—Passenger Car



MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (*)

MODEL 69347 - Eldorado

## ENGINE—LUBRICATION SYSTEM (cont.)

| | |
|---|---|
| Oil pump type | Spur Gear |
| Normal oil pressure (lb. @ engine rpm) | 30-35 @ 30 MPH |
| Oil pressure sending unit (elect. or mech.) | Electric |
| Type oil intake (floating, stationary) | Stationary |
| Oil filter system (full flow, partial, other) | Full Flow |
| Filter replacement (element, complete) | Element |
| Capacity of crankcase, less filter-refill (qt.) | 4 Qts. - 1 Qt. Filter |
| Oil grade recommended (SAE viscosity and temperature range) | + 32° F. SAE 20W - IOW 30<br>0° to 32 F SAE IOW - IOW 30<br>Below 0°F SAE - 5W - 5W20 |
| Engine Service Requirement (MM, MS, etc.) | MS - GM 4745M |

## ENGINE—EXHAUST SYSTEM

| | | |
|---|---|---|
| Type (single, single with cross-over, dual, other) | | Dual With Single Outlet |
| Muffler No. & type (reverse flow, straight thru, separate resonator) | | One Muffler Reverse Flow Double Inlet & Single Outlet. One Resonator Straight Thru. |
| Exhaust pipe dia. (O.D., wall thickness) | Branch | None |
| | Main | Dual 2.00 X .084 Laminated |
| Tail pipe diameter (O.D. & wall thickness) | | Single 2.24 X .060 Laminated |

## ENGINE— CRANKCASE VENTILATION SYSTEM

| | | | |
|---|---|---|---|
| Type (ventilates to atmos., induction system, other) | | Standard | Induction System |
| | | Optional | None |
| Control Unit | Make and model | | AC |
| | Location | | In Oil Seperator Mounted In RH Rocker Arm Cove |
| | Energy source (manifold vacuum, carburetor air stream, other) | | Manifold Vacuum |
| | Control method (variable orifice, fixed orifice, other) | | Spring Loaded Valve<br>Variable Orifice |
| Complete system | Discharges (to intake manifold, carb. air intake, air cleaner intake, other) | | Intake Manifold |
| | Air inlet (breather cap, carburetor air cleaner, other) | | Crankcase Breather (Non-Calif. Cars)<br>Air Cleaner (Calif. Cars) |
| | Flame arrestor (screen, check valve, other) | | Check Valve |

# AMA Specifications—Passenger Car



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## ENGINE—EXHAUST EMISSION CONTROL

| | | | | |
|---|---|---|---|---|
| Type (Air injection, engine modifications, other) | | | | Air Injection Type |
| Air Injection Pump | Type | | | Saginaw Steering Gear |
| | Displacement | | | 19.3 Cu. In. |
| | Drive ratio | | | 1.5:1 |
| | Drive type | | | Belt |
| | Relief valve (type) | | | Papett |
| | Filter (describe) | | | Seperate Air Cleaner |
| Air Injection System | Air distribution (head, manifold, etc.) | | | Cylinder Head |
| | Point of entry | | | Manifold |
| | Injection tube I.D. | | | 5/16 |
| | Check valve type | | | Diaphram (Delco) |
| | Backfire protection (type) | | | RPD - Anti-Backfire |
| Carburetor | Make | | | Carter or Rochester Built Quadrajet |
| | Model | | | 4BBL Model 4 MV |
| | Barrel size | | | Pri. 1.375 Sec. 2.250 |
| | Idle speed | Drive | | 550 A/C Off |
| | | Neutral | | - |
| Distributor | Aux. Adv. Systems (type) | | * | None |
| | Make | | | Same as Std. Car |
| | Model | | | " " " " |
| | Cent'fgal adv. in crank degrees @ eng. rpm. | Start (rpm) | | " " " " |
| | | Intermed. points deg. @ rpm | | " " " " |
| | | Max. deg.@rpm. | | " " " " |
| | Vacuum adv. in. crank degrees@ eng. rpm | Start (in Hg) Intermed. points deg.@ in. Hg Max. deg.@ in. | | " " " " |
| | Vacuum Source | | | " " " " |
| Timing - Crank degrees @ rpm | | | | " " " " |
| Cooling System (describe changes) | | | | " " " " |
| Exhaust System (describe changes) | | | | " " " " |

* A Thermostatic Vacuum Adv. Switch Mounted in Radiator On All A/C Equipped Cars

# AMA Specifications—Passenger Car



**MAKE OF CAR** Cadillac **MODEL YEAR** 1967 **DATE ISSUED** 10-6-66 **REVISED** (•)

**MODEL** 69347 Eldorado

## ENGINE—FUEL SYSTEM

(See supplemental page for Details of Fuel Injection, Supercharger, etc. if used)

| | | | |
|---|---|---|---|
| Induction type: Carburetor, fuel injection, supercharger. | | | Carburetor |
| Fuel Tank | Refill capacity (gals.) | | 24 |
| | Filler location | | Above Rear Bumper - Center of Car |
| Fuel Pump | Type (elec. or mech.) | | Mechanical |
| | Locations | | Lower Left Side of Eng. |
| | Pressure range | | 5.25 - 6.50 @ 1800 RPM |
| Vacuum booster (std., optional, none) | | | None |
| Fuel Filter | Type | | AC |
| | Locations | | Top Center - Front of Eng. |
| Carburetor | Choke type | | Remote Pocket in Manifold |
| | Intake manifold heat control (exhaust or water) | | Exhaust |
| | Air cleaner type | Standard | Dry Pack Single Inlet |
| | | Optional | - |

## CARBURETOR SUPPLEMENTARY INFORMATION

| Model Usage | Engine Displ. | Transmission | Carburetors | | No. Used and Type | Barrel Size |
|---|---|---|---|---|---|---|
| | | | Make | Model | | |
| 69347 | 429 | Automatic | Rochester | | One 4BBL Quadra-jet | Pri. 1.375 Sec. 2.250 |
| Std. Car Non A/C | | | | 7027234 | | |
| Std. Car - A/C | | | | 7027235 | | |
| Calif. Car - Non A/C | | | | 7037234 | | |
| Calif. Car - A/C | | | | 7037235 | | |

# AMA Specifications—Passenger Car

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MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (*)

MODEL 69347 Eldorado

## ENGINE—COOLING SYSTEM

| | | | |
|---|---|---|---|
| Type system (pressure, pressure vented, atmospheric, other) | | | Pressure |
| Radiator cap relief valve pressure | | | 13.5 - 16.5 |
| Circulation thermostat | Type (choke, bypass) | | Choke |
| | Starts to open at (°F) | | 172° - 177° |
| Water pump | Type (centrifugal, other) | | Centrifugal Dual Outlet |
| | GPM @ 1000 pump rpm | | 19 |
| | Number of pumps | | One |
| | 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, other) | | | Tube & Center |
| Cooling system capacity | With heater (qt.) | | 17.2 |
| | Without heater (qt.) | | - |
| | Opt. equipment-specify (qt.) | | 18.2 with A/C |
| Water jackets full length of cylinder (yes, no) | | | Yes |
| Water all around cylinder (yes, no) | | | Yes |
| Radiator hose | Lower | Number and type (molded, straight)) | 1-Molded |
| | | Inside diameter | 1.75 |
| | Upper | Number and type (molded, straight) | 1-Molded |
| | | Inside diameter | 1.50 |
| | By-pass | Number and type (molded, straight) | None |
| | | Inside diameter | None |
| Fan | Number of blades & spacing | | 7 @ 54° - 50° - 45° - 40° - 48° - 64° - 59° |
| | Diameter | | 18" |
| | Ratio-fan to crankshaft rev. | | 1.1:1 |
| | Fan cutout type | | None |
| | Bearing type | | Ball |
| *Drive belts (indicate belt used by letter) | Fan | | A |
| | Generator or alternator | | A |
| | Water Pump | | A |
| | Power Steering | | A |
| | Air Conditioning | | B Matched 2 Belts |
| | | | |

| Drive Belt Dimensions | A | B | C | D | E | F | G | H | I | J | K |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Angle of V | 38° | 38° | | | | | | | | | |
| Nominal length (SAE) | 51.64 | 55.32 | | | | | | | | | |
| Width | .380 | .460 | | | | | | | | | |

# AMA Specifications—Passenger Car



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## ELECTRICAL—SUPPLY SYSTEM

| | | | |
|---|---|---|---|
| Battery | Make and Model | | Delco-Remy |
| | Voltage Rtg. & Total Plates | | 12 Volt - 13 Plate |
| | SAE Designation & Amp Hr. Rtg. | | 73 Amp. Hrs. @ 20 Hr. Rate |
| | Location | | Right Front Side - Under Hood |
| | Terminal grounded | | Negative |
| Generator or Alternator | Make | | Delco Remy |
| | Model | | 1100641 1100760 A/C |
| | Type and rating | | 42 Amp. 55 Amp. |
| | Output at engine idle (neutral) | | 2.78:1 |
| | Ratio—Gen. to Cr/s rev. | | Charge @ Idle |
| Regulator | Make | | Delco Remy |
| | Model | | 1119515 |
| | Type | | Double Contact |
| | Cutout relay | Closing voltage @ generator rpm | None |
| | | Reverse current to open | None |
| | Regulated | Voltage | 13.8 - 14.8 @ 100 Deg. (Adjust to 14.2) |
| | | Current | None |
| | Voltage test conditions | Temperature | 100 Deg. |
| | | Load | 10 Amps. |
| | | Other | |

## ELECTRICAL—STARTING SYSTEM

| | | | |
|---|---|---|---|
| Starting motor | Make | | Delco Remy |
| | Model | | 1107389 |
| | Rotation (drive end view) | | Clockwise |
| | Engine cranking speed | | 150-200 RPM |
| | Test conditions | | - |
| | No load test | Amps | 70-99 |
| | | Volts | 10.6 |
| | | RPM (min) | 7800-12000 |
| Motor control | Switch (solenoid, manual) | | Solenoid |
| | Starting procedure | | Cold Start - Depress Acc. to Floor, Remove Foot, Turn Ign. Key Full Right to Start<br>Warm Start - Depress Acc. Halfway Hold Until Engine Starts |

(Continued)

# AMA Specifications—Passenger Car



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MODEL 69347 Eldorado

## ELECTRICAL—STARTING SYSTEM (cont.)

| | | | | |
|---|---|---|---|---|
| Motor Drive | Engagement type | | | Spiral Spline & Over Running Clutch |
| | Pinion meshes (front, rear) | | | Front |
| | Number of teeth | Pinion | | 9 |
| | | Flywheel | Manual | N.A. |
| | | | Auto. | 166 |
| | Flywheel tooth face width | | Manual | N.A. |
| | | | Auto. | .500 |

## ELECTRICAL—IGNITION SYSTEM

| | | | |
|---|---|---|---|
| Coil | Transistorized - Std., Opt., N.A. | | N.A. |
| | Make | | Delco Remy |
| | Model | | 1115132 |
| | Amps | Engine stopped | 2.4 |
| | | Engine idling | 1.25 |
| Distributor | Make | | Delco Remy |
| | Model | | 1111262 |
| | Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal) | Start (rpm) | 0° @ 530 RPM |
| | | Intermediate points deg. @ rpm. | 1° - 5° @ 1000 RPM |
| | | Max. deg. @ rpm. | 12° - 16° @ 4000 RPM |
| | Vacuum adv. in crankshaft degrees @ in. Hg. (nominal) | Start (in. Hg.) | 10" - 12" |
| | | Intermediate points, deg. @ in. Hg. | 0° - 7° @ 12"<br>11.5° - 19° @ 16" |
| | | Max. deg. in. Hg. | 25.5° @ 18.25" |
| | Breaker gap (in.) | | .016 |
| | Cam angle (deg.) | | 28° - 32° |
| | Breaker arm tension (oz.) | | 19-23 oz. |
| Timing | Crankshaft deg. @ rpm. | | 5° BTDC |
| | Mark location | | Crankshaft Balancer |
| Spark Plug | Make | | A.C. |
| | Model | | 44 |
| | Thread (mm) | | 14MM |
| | Tightening torque (lb. ft.) | | 25 lb/ft. |
| | Gap | | .035 |
| Cable | Conductor type | | Resistant Core |
| | Insulation type | | Neoprene |
| | Spark plug protector | | " |

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## ELECTRICAL—SUPPRESSION

| | |
|---|---|
| Locations & type | Packard Electric - Dist. Resistance Wire<br>.3 MFD on Coil Feed Terminal<br>.5 MFD on Gen-Reg Feed Terminal<br>Two Ground Straps - Rear of Cylinder Head<br>Two Ground Straps - Upper Control Arms |

## ELECTRICAL—INSTRUMENTS AND EQUIPMENT

| | | |
|---|---|---|
| Speed-ometer | Make | AC |
| | Trip odometer (yes, no) | Yes |
| Charge indicator—type | | Tell-Tale |
| Temperature indicator—type | | Gauge |
| Oil pressure indicator—type | | Tell-Tale |
| Fuel indicator—type | | Gauge |
| Other | | Trunk Warning Lite - Tell-Tale |
| Windshield wiper | Make | Delco |
| | Type—Standard | Electric |
| | Type—Optional | - |
| | Vacuum booster provision | - |
| | Washer provision | Yes |
| Horn | Type | Solenoid Vibrating Diaphram |
| | Number used | 3 |
| | Amp draw (each) | 4.5 - 5.5 |

## DRIVE UNITS—CLUTCH (Manual Transmission)

| | | |
|---|---|---|
| Make & type | | None Available |
| Type pressure plate springs | | |
| Total spring load (lb.) | | |
| No. of clutch driven discs | | |
| Clutch facing | Material | |
| | Outside & inside dia. | |
| | Total eff. area (sq. in.) | |
| | Thickness | |
| | Engagement cushioning method | |
| Release bearing | Type & method of lubrication | |
| Torsional damping | Methods: springs, friction material | |

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## DRIVE UNITS—TRANSMISSIONS

| | |
|---|---|
| Manual 3-speed (std. or opt.) | N.A. |
| Manual 4-speed (std. or opt.) | N.A. |
| Manual with overdrive (std. or opt.) | N.A. |
| Automatic (std. or opt.) | Standard |

## DRIVE UNITS— MANUAL TRANSMISSION

| | | | |
|---|---|---|---|
| Number of forward speeds | | | None Available |
| Transmission ratios | In first | | |
| | In second | | |
| | In third | | |
| | In fourth | | |
| | In reverse | | |
| Synchronous meshing, specify gears | | | |
| Shift lever location | | | |
| Lubricant | Capacity (pt.) | | |
| | Type recommended | | |
| | SAE viscosity number | Summer | |
| | | Winter | |
| | | Extreme cold | |

## DRIVE UNITS— MANUAL TRANSMISSION WITH OVERDRIVE

| | | | |
|---|---|---|---|
| For transmission data see manual transmission section | | | None Available |
| Type (planetary or other) | | | |
| Manual lockout (yes, no) | | | |
| Downshift acelerator control (yes, no) | | | |
| Minimum cut-in speed | | | |
| Gear ratio | | | |
| Lubricant | Capacity (pt.) (Overdrive only) | | |
| | Separate filler (yes, no) | | |
| | Type recommended | | |
| | SAE viscosity number | Summer | |
| | | Winter | |
| | | Extreme cold | |

# AMA Specifications—Passenger Car

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MODEL 69347 Eldorado

## DRIVE UNITS—AUTOMATIC TRANSMISSION

| | | |
|---|---|---|
| Trade name | | Turbo-Hydramatic |
| Type describe | | Variable Vane Converter W/ Step Gear Shifts |
| Method of Selection (Lever, Push Button or other) | | Lever |
| Selector Pattern | | P - R - N - 'D' - L |
| List gear ratios Selector Pattern and indicate which are used in each selector position | | Low Gear 2.48<br>Intermediate Gear 1.48<br>High Gear 1.00<br>Reverse 2.09<br>Plus Converter Multiplication of 2.00 |
| Max. upshift speeds—drive range | | 80 - 85 |
| Max. kickdown speeds—drive range | | 65 - 75 |
| Torque convertor | Number of elements | 3 |
| | Max. ratio at stall | |
| | Type of cooling (air, liquid) | Liquid-Water |
| Lubricant | Capacity—refill (pt.) | Approx. - |
| | Type recommended | Fluid Type "A" (Suffix A) |
| Special transmission features | | Driven Through a Chain From Engine Mounted Converter<br>Chain Length<br>Chain Width<br>Chain Pitch |

## DRIVE UNITS—PROPELLER SHAFT

| | | |
|---|---|---|
| Number used | | Two ( 1 Piece L. 2 Piece R) |
| Type (exposed, torque tube) | | Exposed |
| Outer diameter x length* x wall thickness | Manual 3-speed transmission | N.A. |
| | Manual 4-speed transmission | N.A. |
| | Overdrive transmission | N.A. |
| | Automatic transmission | 1.29 X 23.53 x N.A. |

*Center to center of universal joints, or to centerline of rear attachment.

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## DRIVE UNITS—PROPELLER SHAFT (cont.)

| | | | |
|---|---|---|---|
| Inter-mediate bearing | Type (plain, anti-friction) | | None |
| | Lubrication (fitting, prepack) | | None |
| Universal joints | Make | | Saginaw |
| | Number used | | 4 Joints |
| | Type (ball and trunnion, cross, other) | | (2) Ball Spline Rezeppa (Inboard)<br>(2) Rzeppa (Outboard) |
| | Bearing | Type (plain, anti-friction) | Ball |
| | | Lubric. (fitting, prepack) | Pre-Packed (Permanent) |
| Drive taken through (torque tube or arms, springs) | | | Not Applicable |
| Torque taken through (torque tube or arms, springs) | | | Not Applicable |

## DRIVE UNITS—REAR AXLE

| | | | |
|---|---|---|---|
| ·scription | | | |
| Limited Slip differential, type | | | |
| Drive Pinion Offset | | | |
| No. of differential pinions | | | |
| Ring gear O.D. (std. ratio) | | | |
| Pinion adjustment (shim, other) | | | |
| Pinion bearing adj. (shim, other) | | | |
| Wheel bearing type | | | |
| Lubricant | Capacity (pt.) | | |
| | Type recommended | | |
| | SAE vis-cosity number | Summer | |
| | | Winter | |
| | | Extreme cold | |

## REAR AXLE RATIO TOOTH COMBINATIONS

(See page 4 for axle ratio usage)

| | | |
|---|---|---|
| Axle ratio | | 3.21 |
| No. of teeth | Pinion | 14 |
| | Ring gear | 45 |

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## DRIVE UNITS—WHEELS

| | | |
|---|---|---|
| Type & material | | Spider SAE 1010 Rim SAE 1010 |
| Rim (size and flange type) | Std. | 15 X 6 JK |
| | Opt. | N.A. |
| Attachment | Type (bolt or stud) | Stud |
| | Circle diameter | 5.00 In. |
| | Number and size | 5 1/2 20 |

## DRIVE UNITS—TIRES

| | | |
|---|---|---|
| Standard (List option below) | Size & ply | 9.00 X 15 4 Ply Rating - 2 Ply Black |
| | Type - Nylon, etc. | Rayon |
| Rev/mile at 50 mph. | | 714 |
| Inflation press. (cold) | Front | 24 |
| | Rear | 22 |
| Optional tires - size and ply | | 9.00 X 15 4 Ply Rating - 2 Ply W/W |

## BRAKES—SERVICE

| | | | |
|---|---|---|---|
| Type (duo-servo, disc, balanced, etc.) | | | Hydraulic Duo-Servo |
| elf adjusting (std., opt., N.A.) | | | Std. |
| Hydraulic system type (single, dual, etc.) | | | Dual |
| Power brake make & type (remote, integral, etc.) | | | Moraine - Direct Hyd. Vacuum |
| Effective area (sq. in.) * | | | 196 |
| Gross lining area (sq. in.) ** | | | 228 |
| Swept drum area (sq. in.) *** | | | 328 |
| Percent brake effectiveness—front | | | 62.2 |
| Drum or Rotor | Diameter | Front | 11.00 |
| | | Rear | 11.00 |
| | Type and material | | Full Cast Iron Finned Drum |
| | Rotor (vented or solid) | | - |
| | No. pistons per caliper | | - |
| Wheel cylinder bore | Front | | 1 1/8 |
| | Rear | | 7/8 |
| Master cylinder bore | | | 1.00 |
| Available pedal travel | | | 4.50 Min. |
| Line pressure at 100 lb. pedal load | | | 1100 PSI |
| Shoe clearance adjustment | | | .010 - .030 |

* Excludes rivet holes, grooves, chamfers, etc.

** Includes rivet holes, grooves, chamfers, etc.

*** Total swept area for four brakes:
Widest lining contact width for each brake x its drum circumference.

(Continued)

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MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (*)

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## DRIVE UNITS—WHEELS

| | | |
|---|---|---|
| Type & material | | |
| Rim (size and flange type) | Std. | |
| | Opt. | |
| Attachment | Type (bolt or stud) | |
| | Circle diameter | |
| | Number and size | |

## DRIVE UNITS—TIRES

| | | |
|---|---|---|
| Standard (List option below) | Size & ply | |
| | Type - Nylon, etc. | |
| Rev/mile at 50 mph. | | |
| Inflation press. (cold) | Front | |
| | Rear | |
| Optional tires - size and ply | | |

## BRAKES—SERVICE

| | | | |
|---|---|---|---|
| Type (duo-servo, disc, balanced, etc.) | | | Disc |
| Self adjusting (std., opt., N.A.) | | | Self Adjusting |
| Hydraulic system type (single, dual, etc.) | | | Dual |
| Power brake make & type (remote, integral, etc.) | | | Bendix - Direct Hyd. Vac. |
| Effective area (sq. in.) * | | | 118 |
| Gross lining area (sq. in.) ** | | | 137 |
| Swept drum area (sq. in.) *** | | | 360 |
| Percent brake effectiveness—front | | | N.A. |
| Drum or Rotor | Diameter | Front | |
| | | Rear | |
| | Type and material | | Rotor: Cast Iron |
| | Rotor (vented or solid) | | Vented |
| | No. pistons per caliper | | 4 |
| Wheel cylinder bore | Front | | 1 15/16 |
| | Rear | | 7/8 |
| Master cylinder bore | | | 1.00 |
| Available pedal travel | | | 4.50" Min. |
| Line pressure at 100 lb. pedal load | | | 1100 PSI |
| Shoe clearance adjustment | | | N.A. |

* Excludes rivet holes, grooves, chamfers, etc.

(Continued)

** Includes rivet holes, grooves, chamfers, etc.

*** Total swept area for four brakes:
Widest lining contact width for each brake x its drum circumference.

# AMA Specifications—Passenger Car



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## BRAKES—SERVICE (cont.)

| | | | | |
|---|---|---|---|---|
| Brake lining | Drum or Disc | | | Drum |
| | Bonded or riveted | | | Riveted |
| | Front Wheel | Material | | Marshal 3152 R & F |
| | | Size (length x width x thickness) | Prim. or outboard | 12 X 2.75 X .20 |
| | | | Second. or inboard | 12 X 2.75 X .29 |
| | | Segments per shoe | | 1 |
| | Rear Wheel | Material | | Marshal 3152 R & F |
| | | Size (length x width x thickness) | Prim. or outboard | 12 X 2.00 X .20 |
| | | | Second. or inboard | 12 X 2.00 X .29 |
| | | Segments per shoe | | |

## BRAKES—PARKING

| | | |
|---|---|---|
| Type of control | | Foot Operated - Vacuum Released |
| Location of control | | Left Side Below Inst. Panel |
| Operates on | | Rear Service Brakes |
| If separate from service brakes | Type (internal or external) | N.A. |
| | Drum diameter | N.A. |
| | Lining size (length x width x thickness) | N.A. |

## FRAME

| | |
|---|---|
| Type and description (Separate frame, unitized frame, partially - unitized frame) | Boxed perimeter frame extending to rear of passenger compartment. Integral construction rear of passenger compartment. |

## STEERING

| | | | | |
|---|---|---|---|---|
| Manual (std., opt., NA) | | | | N.A. |
| Power (std., opt., NA) | | | | Std. |
| Adjustable steering wheel (tilt, swing, other) | | Type and description | | Tilt & Telescope |
| | | (std., opt., NA) | | Opt. |
| Wheel diameter | | Manual | | N.A. |
| | | Power | | 15.5" |
| Turning diameter | Outside front | Wall to wall (l. & r.) | | 44.7 |
| | | Curb to curb (l. & r.) | | 41.3 |
| | Inside rear | Wall to wall (l. & r.) | | 23.3 |
| | | Curb to curb (l. & r.) | | 23.9 |
| Outside wheel angle with inside wheel at 20° | | | | 18.2° |
| Manual | Gear | Type | | N.A. |
| | | Make | | |
| | | Ratios | Gear | |
| | | | Overall | |
| | No. wheel turns | | | |

(Continued)

# AMA Specifications—Passenger Car



MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (*)

MODEL 69347 Eldorado

## BRAKES—SERVICE (cont.)

| | | | | |
|---|---|---|---|---|
| Brake lining | Drum or Disc | | | Disc |
| | Bonded or riveted | | | Riveted |
| | Front Wheel | Material | | JM 2000B - 44 |
| | | Size (length x width x thickness) | Prim. or outboard | 5.34 X 1.9 X .43 |
| | | | Second. or inboard | 5.34 X 1.9 X .43 |
| | | Segments per shoe | | One |
| | Rear Wheel | Material | | Marshal 3152 R & F |
| | | Size (length x width x thickness) | Prim. or outboard | 12 X 2.00 X .20 |
| | | | Second. or inboard | 12 X 2.00 X .29 |
| | | Segments per shoe | | |

## BRAKES—PARKING

| | | |
|---|---|---|
| Type of control | | |
| Location of control | | |
| Operates on | | |
| Separate from service brakes | Type (internal or external) | |
| | Drum diameter | |
| | Lining size (length x width x thickness) | |

## FRAME

| | |
|---|---|
| Type and description (Separate frame, unitized frame, partially - unitized frame) | |

## STEERING

| | | | |
|---|---|---|---|
| Manual (std., opt., NA) | | | |
| Power (std., opt., NA) | | | |
| Adjustable steering wheel (tilt, swing, other) | | Type and description | |
| | | (std., opt., NA) | |
| Wheel diameter | | Manual | |
| | | Power | |
| Turning diameter | Outside front | Wall to wall (l. & r.) | |
| | | Curb to curb (l. & r.) | |
| | Inside rear | Wall to wall (l. & r.) | |
| | | Curb to curb (l. & r.) | |
| Outside wheel angle with inside wheel at 20° | | | |
| Manual | Gear | Type | |
| | | Make | |
| | | Ratios — Gear | |
| | | Ratios — Overall | |
| | No. wheel turns | | |

(Continued)

# AMA Specifications—Passenger Car



AKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (●)

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## STEERING (cont.)

| | | | | |
|---|---|---|---|---|
| Power | Type (coaxial, linkage, etc.). | | | Linkage - Variable Ratio Hyd. Power |
| | Make | | | Sag. Strg. Gear |
| | Gear | Type | | Rack Piston Concentric Valve |
| | | Ratios | Gear | 16.0 |
| | | | Overall | 16.3 |
| | Pump driven by | | | Belt |
| | Number wheel turns | | | 2.7 |
| Linkage | Type | | | Parallelogram |
| | Location (front or rear of wheels, other) | | | Front |
| | Drag link (trans. or longit.) | | | Transverse |
| | Tie rods (one or two) | | | Two |
| Steering Axis | Inclination at camber (deg.) | | | |
| | Bearings (type) | Upper | | Spherical Joints |
| | | Lower | | Spherical Joints |
| | | Thrust | | Spherical Joints |
| Wheel ignment ange at curb weight and pre-ferred) | Caster (deg.) | | | |
| | Camber (deg.) | | | |
| | Toe-in (outside track inches) | | | |
| Steering spindle & joint type | | | | Spherical Joint |
| Wheel spindle | Diameter | Inner bearing | | |
| | | Outer bearing | | |
| | Thread size | | | |
| | Bearing type | | | |

# AMA Specifications—Passenger Car

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MODEL 69347 Eldorado

## SUSPENSION—GENERAL

(See Supplemental page for details on Air Suspension)*

| | | |
|---|---|---|
| Provision for car leveling | | Frt. - Torsion Bar Adj. Rear Auto. Level Control |
| Provision for brake dip control | | Anti-Dive Design of Suspension |
| Provision for acc. squat control | | No Torque at Rear Wheels |
| Special provisions for car jacking | | None |
| Shock absorber front & rear | Type | |
| | Make | |
| | Piston dia. | |
| Other special features | | |

## SUSPENSION—FRONT

| | | |
|---|---|---|
| Type and description | | |
| Spring | Type | Torsion Bar |
| | Material | SAE 5160H |
| | Size (coil design height & I.D.; bar length x dia.) | |
| | Spring rate (lb. per in.) | |
| | Rate at wheel (lb. per in.) | |
| Stabilizer | Type (link, linkless, frameless) | Link |
| | Material & bar diameter | |

## SUSPENSION—REAR

| | | | |
|---|---|---|---|
| Type and description | | | Single Leaf Springs - 4 Shock Absorbers |
| Drive and torque taken through | | | Front |
| Spring | Type | | Single Leaf |
| | Material | | SAE 5160 |
| | Size (length x width, coil design height & I.D.; bar length & dia. | | Long Wide |
| | Spring rate (lb. per in.) | | |
| | Rate at wheel (lb. per in.) | | |
| | Mounting insulation type | | Rubber Bushing Shackles & Rubber Insulator @ Axle |
| | If leaf | No. of leaves | One |
| | | Shackle (comp. or tens) | Compression |
| Stabilizer | Type (link, linkless, frameless) | | None |
| | Material | | |
| Track bar type | | | |

# AMA Specifications—Passenger Car



MAKE OF CAR Cadillac MODEL YEAR 1967 DATE ISSUED 10-6-66 REVISED (*)

MODEL 69347 Eldorado

## BODY—MISCELLANEOUS INFORMATION

| | | |
|---|---|---|
| Drs. hinged (front, rear) | Front doors | Front |
| | Rear doors | None |
| Type of finish (lacquer, enamel, other) | | Acrylic |
| Hood counterbalanced (yes, no) | | Yes |
| Hood release control (internal, external) | | External |
| Vehicle Indent. No. location | | L.H. Lock Pillar |
| Engine No. location | | Rear Top Crankcase |
| Theft protection - type | | Ign. Key Start & Door Lock |
| Vent window control method (crank, friction pivot) | Front | None |
| | Rear | None |
| Seat cushion type | Front | Zig Zag Spring |
| | Rear | Zig Zag Spring |
| | 3rd seat | None |
| Seat back type | Front | Zig Zag Spring |
| | Rear | Zig Zag Spring |
| | 3rd seat | None |
| Windshield glass type (i.e., single curved - laminated plate) | | Compound Curve - Laminated |
| Side glass type (i.e., curved - tempered plate) | | Curved - Tempered |
| Backlight glass type (i.e., compound curved - tempered plate, three piece) | | Curved - Tempered |
| Windshield glass exposed surface area | | 1372 |
| Side glass exposed surface area | | 1740 |
| Backlight glass exposed surface area | | 844 |
| Total glass exposed surface area | | 3957.2 |

## LAMP HEIGHT AND SPACING

| | | | |
|---|---|---|---|
| Height above ground to center of bulb | Headlamp | Highest * | - |
| | | Lowest | 26.72 |
| | Tail | Highest | - |
| | | Lowest | 29.33 |
| Distance from C/L of car to center of bulb | Headlamp | Inside | 20.72 |
| | | Outside * | - |
| | Tail | Inside | 33.25 |
| | | Outside | - |
| | Directional | Front | 23.94 |
| | | Rear | 33.25 |

* If single headlamps are used enter here.

# AMA Specifications—Passenger Car

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MODEL 69347 Eldorado

## CONVENIENCE EQUIPMENT

(Indicate whether standard, optional or NA on each series)

| | | |
|---|---|---|
| Power windows | Side Windows | Standard - Rear Quarter Optional |
| | Vent Windows | N.A. |
| | Backlight or tailgate | N.A. |
| Power seats (specify type as well as availability) | | Std. - 6-Way Power Optional ** |
| Reclining front seat back | | N.A. Optional (Passenger Only) |
| Front seat headrest | | Optional |
| Radios (specify type as well as availability) | | A.M. Std. - A.M. - F.M. & Stereo Optional |
| Rear seat speaker | | Std. |
| Power Antenna | | Std. |
| Clock | | Std. |
| Air Conditioner (specify type and availability) | | Optional |
| Speed warning device | | N.A. |
| Speed control device | | Optional |
| Ignition lock lamp | | Std. |
| Back up lamp | | Std. |
| Dome lamp | | Std. |
| Glove compartment lamp | | Std. |
| Prkg. brake signal lamp | | Std. |
| Luggage compartment lamp | | Std. |
| Underhood lamp | | N.A. |
| Courtesy lamp | | Std. |
| Map lamp | | Std. |
| Auto. trans. quad. lamp | | Std. |
| Emergency flasher lamp | | Std. |
| Cornering light lamp | | Std. |
| Heater & Defr. | | Std. |
| Rear Window Defogger | | Opt. |
| | | |
| | | |

** 4-Way Power Bucket Seat Only

# AMA Specifications—Passenger Car

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## WEIGHTS (Est.)

| Model | CURB WEIGHT - POUNDS Front | Rear | Total | % PASS. WEIGHT DISTRIBUTION Pass. In Front Front | Pass. In Front Rear | Pass. In Rear Front | Pass. In Rear Rear | SHIPPING WEIGHT |
|---|---|---|---|---|---|---|---|---|
| 69347 | 2755 | 1939 | 4694 | | | | | 4500 |

| Accessories & Equipment Differential Weights | | | | Remarks |
|---|---|---|---|---|
| Pwr. Rear Qtr. Windows | | | 6.0 | |
| Pwr. Door Locks | | | 9.0 | |
| 6-Way Pwr. Seat | | | 11.9 | |
| Pwr. Trunk Lock | | | 8.9 | |
| Cruise Control | | | 12.5 | |
| Rear Window Defogger | | | 4.5 | |
| Radio A.M. | | | 11.2 | |
| Radio Stereo | | | 15.5 | |
| Pwr. Antenna | | | 4.0 | |
| Air Conditioner | | | 125.0 | |
| Padded Roof | | | 12.0 | |

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