1955

DATA BOOK

1955

INTRODUCTION

MESSAGE TO THE SALESMAN

The past sales year has emphatically underscored Cadillac's unique position in American industry.

In a time period that saw the return of hard competitive selling and of the much-discussed "buyers' market," Cadillac not only retained, but actually re-enforced its sales leadership in the fine-car field.

The competitive conditions which prevailed this year will be all the more marked in the coming 12 months. Fortunately, the product which you represent has been especially prepared to meet this challenge. The 1955 Cadillac is the finest motor car ever to bear that distinguished name . . . and it is our earnest hope that the character of Cadillac salesmanship will find in this new Cadillac product the inspiration for equal advancement.

It will be of unusual importance for every Cadillac salesman to be intimately familiar with the new Cadillac car. He must know the countless advantages it offers over competitive makes—in order to bring competitive owners into the great Cadillac fraternity. He must know the advantages which the new Cadillac offers over past Cadillac creations—in order to convince Cadillac owners themselves of the wisdom of moving to the new Standard of the World.

He must know the story of Cadillac's new economy—in purchase price, in operating efficiency and in resale value—in order to broaden the base of Cadillac ownership by winning motorists from the lower-price fields.

And he must be able to demonstrate, in broad principle and in specific detail, the wisdom of waiting for delivery of the new Cadillac.

This Data Book will be of immeasurable assistance to the Cadillac salesman in all of these tasks. He should study it, know it, and be able to put its information to daily use. For, in the final analysis, Cadillac salesmanship will be the determining factor in making 1955 Cadillac's "year of years."

THE 1955
CADILLAC DATA BOOK SECTIONS

STYLING

Cadillac styling features for 1955 with illustrations and brief descriptions of each.

BODY MODELS

An illustration of each body model in each Cadillac series along with interior dimensions, major exterior dimensions and a complete list of standard and optional equipment.

INTERIORS

All important interior styling features, upholstery colors and fabrics are grouped in this section of your Data Book.

BODY CONSTRUCTION

The advantages of Cadillac body construction in terms of practical utility such as safety, comfort, quietness and durability.

CHASSIS FEATURES

The complete story of the Cadillac chassis including Cadillac Hydra-Matic and Power Steering.

ENGINE FEATURES

Illustrations and brief descriptions of the major features of the new high-compression, 250-horsepower Cadillac and 270-horsepower Eldorado V-8 engines.

OPTIONAL EQUIPMENT

Individual write-ups of such major optional equipment items as Power Brakes, Air Conditioning, Heater and Radio along with a complete listing of Accessories and Accessory Groups available in 1955.

SPECIFICATIONS

General and detailed specifications of the Cadillac Body, Chassis and Engine, including the shift points of the Cadillac Hydra-Matic at minimum and maximum throttle openings.

MILESTONES

A listing of Cadillac motor car advancements through the years including many famous Cadillac "firsts".

INDEX

A comprehensive cross-referenced index to all the information in the 1955 Cadillac Data Book.

AS ALWAYS THE STANDARD OF THE WORLD

1955

STYLING

In 1955, Cadillac styling continues to improve on the design innovations that, in 1954, set a style standard to be copied for years to come . . . the beauty and vision of the panoramic windshield, the hood-width cowl air intake, the overhanging door reveal moldings and the graceful flare of the extended, circular, twin tailpipes in the rear bumper extensions.

However, added to these widely acclaimed features and lending positive new model identification are an entirely new grille and front bumper treatment, new side molding, new simulated air scoop on the leading edge of the rear fender, a new, narrower center door pillar on the 60 Special Sedan, a new wider hood, new parking lights now located in the grille extensions and, on sedan models, new rear windows featuring the smart Florentine curve used only on Cadillac coupes in the past.

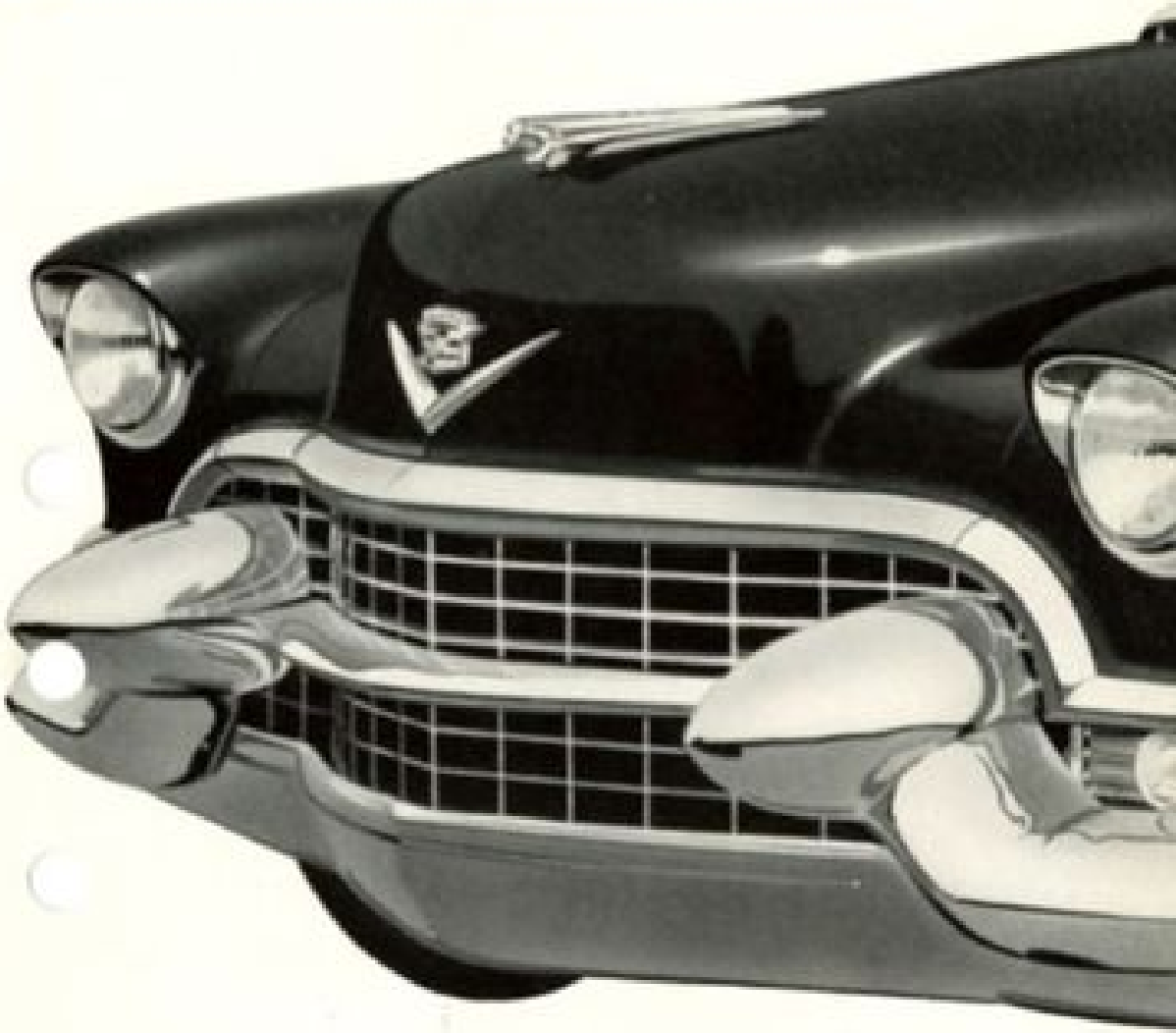
In addition to these styling changes, the 1955 Eldorado offers such sweeping innovations as to require special descriptions, which you'll find in the Body Models Section of the Data Book on pages 26-A and 26-B.

Newly designed parking lights are set into grille extensions

New wider hood with refinements to the V and Crest and the goddess hood ornament.

New, more gracefully tapered gull-wing bumper guards.

The new, front-end design of the 1955 Cadillac tends to keep eye interest low, and thus suggests the exceptional, road-hugging stability which the 1955 Cadillac so ably provides. The new grille features larger openings and narrower dividing bars. The newly designed parking lights have been relocated in the grille extensions directly below the headlights. Here they enhance the lower, wider appearance of the car and add to safety by clearly indicating the car's width to oncoming motorists. Widely spaced and gracefully tapered bumper guards protect radiator and grille. Hood ornament and V and Crest offer new refinements while retaining positive Cadillac identification.



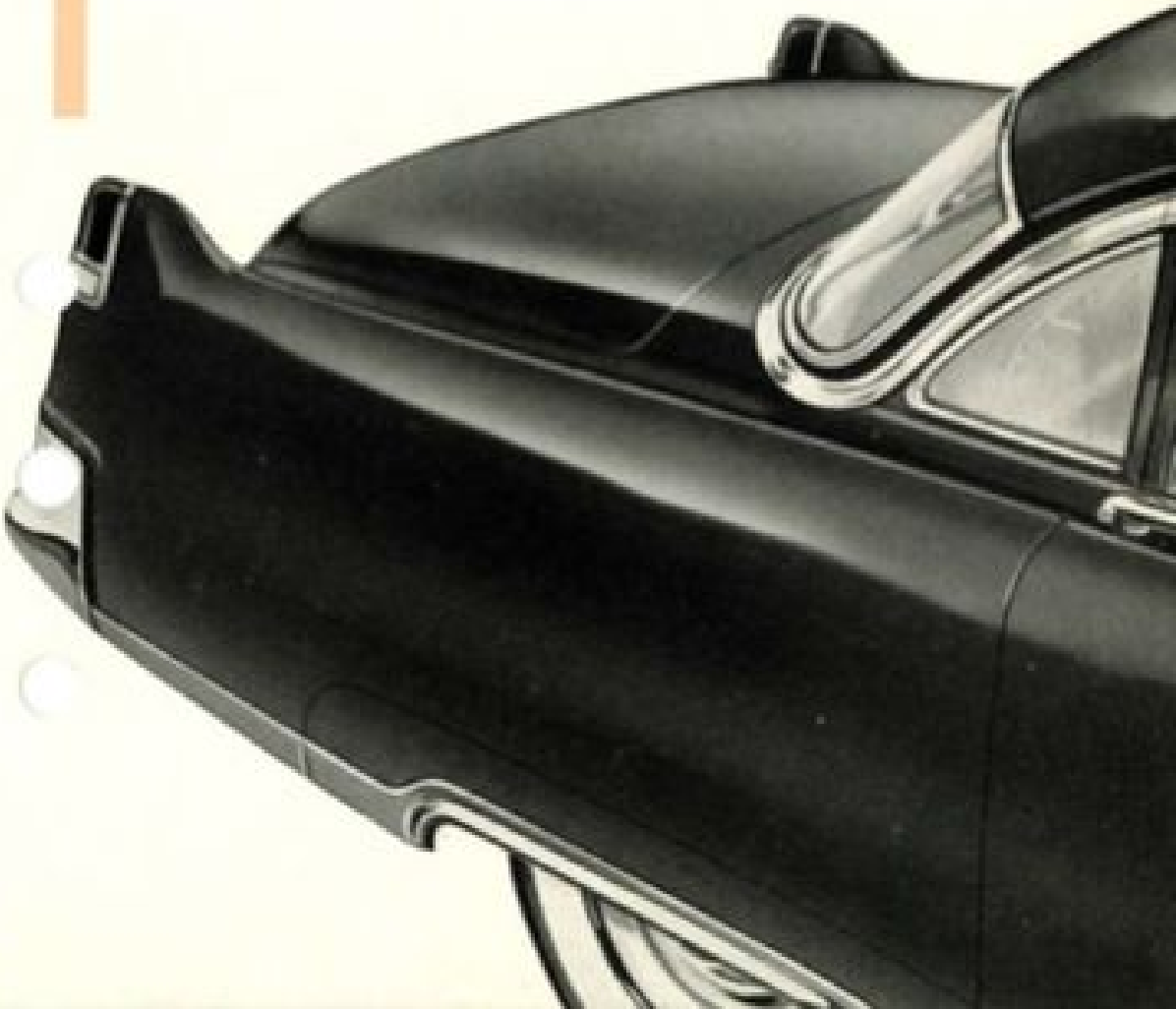
The wide, cowl air intake, with its new horizontal louvers, adds to the apparent width of the car. At the same time, this location of the air intake assures cleaner air than when air inlets are located behind the grille where exhaust fumes and road dust can easily enter. A series of baffles traps rain water and permits it to drain through a tube to the ground. The overhanging roof visor on sedan models accentuates the low roof line of the car while preventing the accumulation of ice or snow on that part of the windshield farthest from the defrosters. The panoramic windshield, a typical Cadillac "first", is already being copied by competitors this year.

Cadillac wheel discs for 1955 are standard equipment at no extra cost. They are distinguished by a concave outer circle and a raised, flat-surfaced hub which displays the Cadillac crest. Their gleaming highlights impart a sense of motion while tending to keep eye interest low.

Vertical windshield pillar posts eliminate former "blind spots" associated with old-style slanted pillars. The rectangular design of the ventwings lends a smart continental note while permitting exactly the amount of draft-free ventilation desired.

A feature certain to be as popular in 1955 as when introduced last year is the overhanging reveal molding across the top of the door windows. Door windows can be opened slightly for ventilation and to prevent window fogging, yet without permitting the entrance of rain or snow.

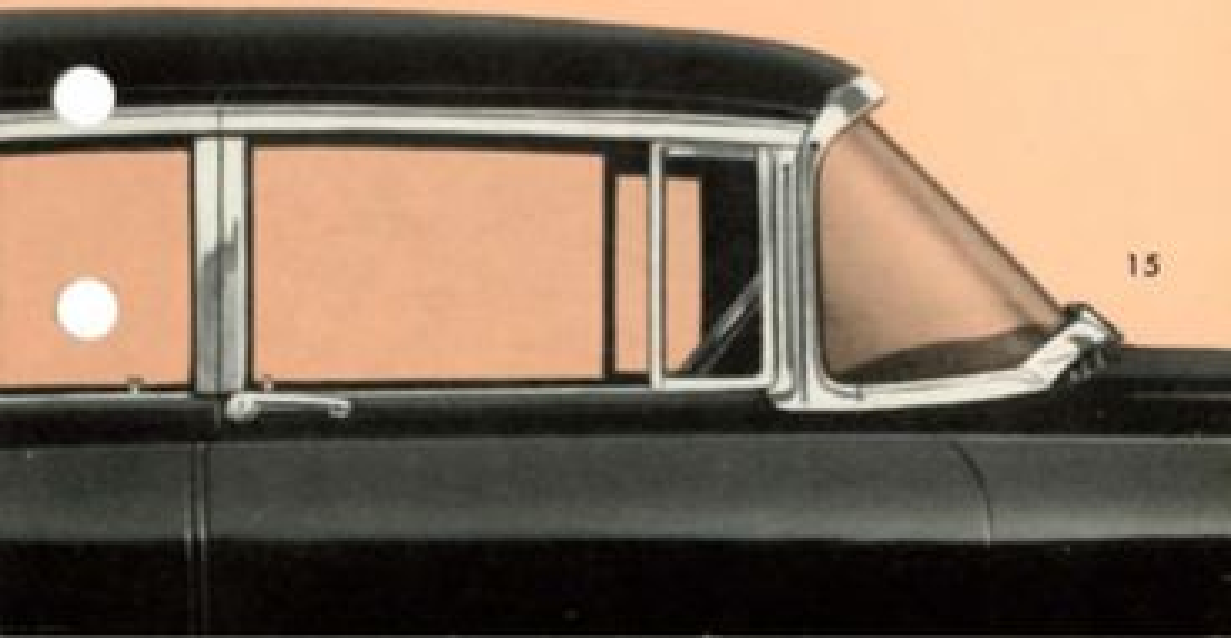
A style note that contributes greatly to the flowing lines of the 1955 Cadillac is the long, straight, finned rear fenders. They combine with the low, wide rear deck to give an appearance of road-hugging stability. The rear fenders are welded integrally to the rear quarter panels—thus making the entire rear-end structure a single, strong, rigid and rattle-free unit. This blending of beauty of design with greater safety and quietness is typical of the inspired styling and sound engineering which make Cadillac the finest luxury car in America. Note the graceful sweep of the curved pillars at the sides of the rear window. This is now a feature of all of the closed body models in the Cadillac 62 Series and on the 60 Special Sedan.



The impressive Cadillac rear-end design again provides the gracefully upswept fender fins and circular exhaust outlets in tapered extensions of the rear bumper. Six chromed vertical moldings on the trunk sill just above the bumper offer a new style note. They tend to make the deck lid appear even lower in 1955. A new deck lid crest is an added styling note on the 62 Series.

Viewed from the side, the 1955 Cadillac presents a number of distinctive design changes. For example, the smart Florentine curve of the rear window pillars, formerly a feature of the closed coupes only, is now a feature of the Series 62 and 60 Special Sedans as well. Additional coupe styling, now on the Series 62 and 60 Special Sedans, is the elimination of the chromed belt molding previously extending beneath the door windows.

Side appearance is further marked by a new chromed vertical molding on the upper half of the leading edge of the rear fender. The lower end of this rear fender molding is met by a chromed horizontal molding mounted on a new contour line pressed into door and fender panels.



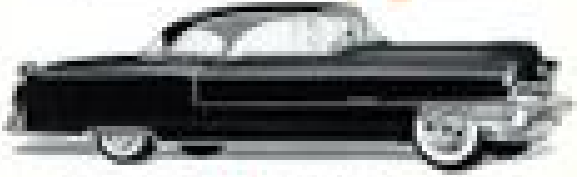
1955

BODY MODELS

Cadillac presents a complete line of motor cars to meet every luxury car requirement. In the 62 Series your prospects are offered a choice of the Coupe, the 6-Passenger Sedan, a more glamorous Coupe de Ville, the Convertible Coupe or the spectacular Eldorado Sports Convertible. For those who desire the ultimate in luxury sedans there is the Cadillac 60 Special . . . and for the large family, for company executive use or for special services, the Series 75 8-Passenger Sedan or Limousine offer the spaciousness, dignity, dependability and prestige which have made them the unchallenged leaders in their fields.

On the following pages are illustrations of each body model, a list of standard and optional equipment, and basic interior and exterior dimensions of each model.

SERIES 62 COUPE de VILLE



[illegible]

SERIES 62 CONVERTIBLE COUPE

[illegible]

1955 CADILLAC
ELDORADO
SPECIAL CONVERTIBLE

In the Eldorado, for 1955, Cadillac stylists have created a motor car of such advanced styling . . . such perfected power and performance that it is certain to pace the industry for many years to come. Its sweeping lines, from the tip of the gracefully contoured gull-wing bumper guards in front to the twin-exhaust outlets in the rear, are climaxed by the daring design of the new rear fenders. Cadillac's famous rear fender fins are sharply accented on the Eldorado, while newly designed taillights, turn signals and back-up lights are contained in twin housings at the end of raised, tubular contours in the fenders. Interiors are distinctively tailored in genuine leathers in a wide choice of solid and two-tone colors. Improved Cadillac Hydra-Matic and the brilliant new 270-horsepower Eldorado engine combine to deliver breath-taking acceleration, or silent, effortless cruising with equal facility. Finally, in completeness of equipment (as listed on the following page) the Eldorado is unmatched by any other motor car, anywhere.

ELDORADO SPECIAL CONVERTIBLE

[illegible] [illegible]

[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

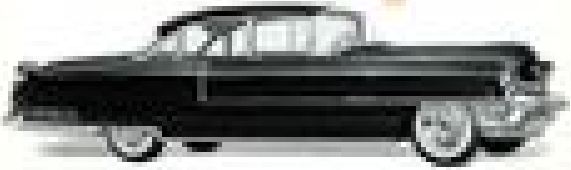
[illegible] [illegible]

[illegible]

[illegible]

[

SERIES 60 SPECIAL SEDAN



[illegible]

SERIES 75

9-PASSENGER SEDAN AND LIMOUSINE

[illegible]

1955

INTERIORS

The magnificent luxury of the 1955 Cadillac is nowhere more evident than in its all-new interior styling. Here are new, more glamorous upholstery fabrics and patterns, including all-wool gabardines in solid colors; patterned nylons with gleaming gold or silver Lurex thread; all-wool plain-color broadcloth; smart Bedford cord; and genuine natural and metallic leathers in single and two-tone combinations. Seats and seat backs, too, are entirely re-styled with deep-tufted biscuits and recessed buttons, handsome pleats or in combinations of both. Stainless steel moldings highlight door panels and front seat scuff pads, while bright and brushed chrome adds gleaming beauty and richness to door and window controls, light frames and switches, coat hooks, visor brackets and many other places throughout the interiors. Luxurious carpeting is rich-textured wool pile, nylon loop pile or Kinkomo.

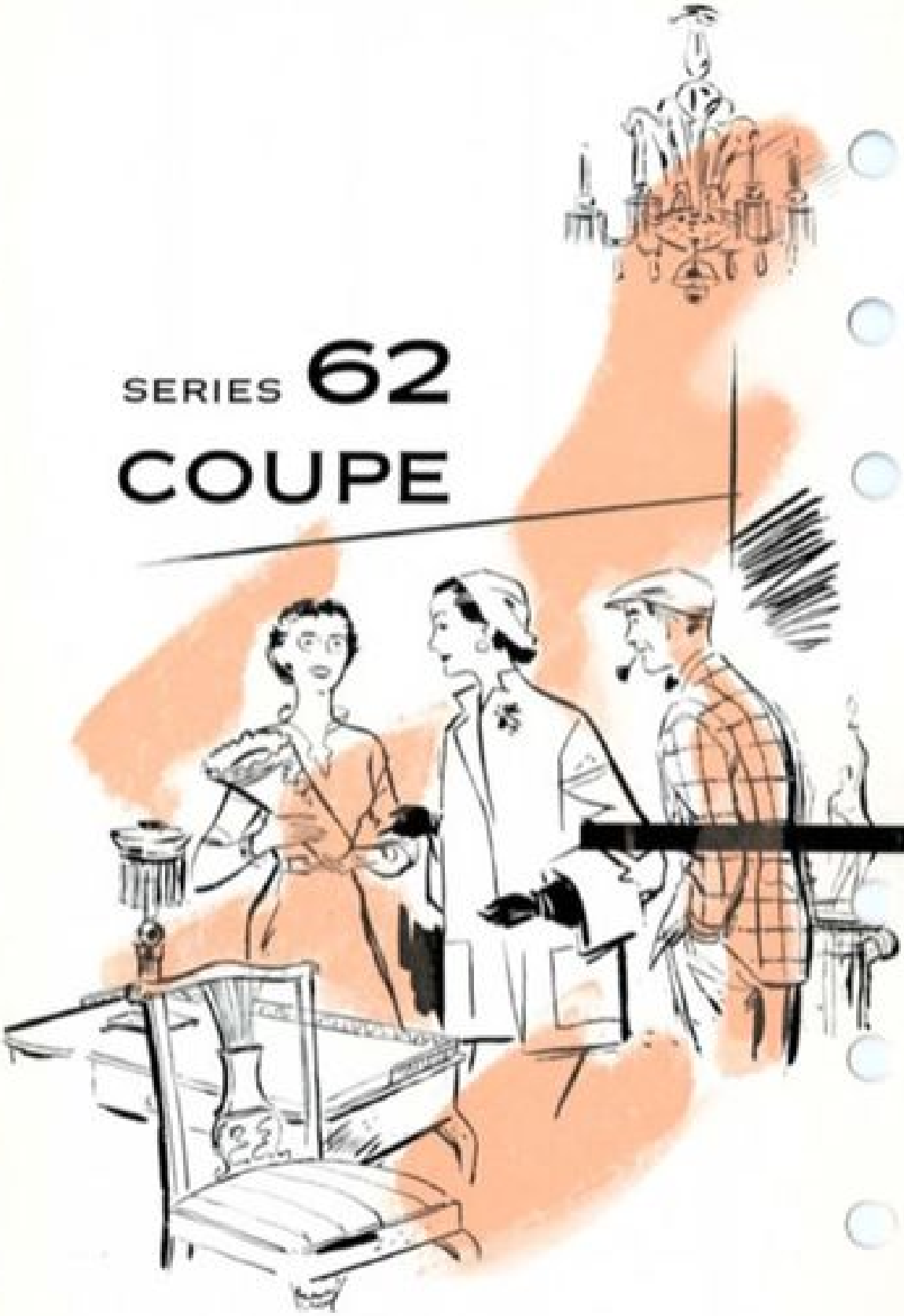
SERIES 62
SEDAN

The interior of the 62 Sedan is smartly styled and deftly tailored. Upholstery material is in two-tone combinations of dark gabardine with light gabardine, or dark gabardine with diamond-pattern nylon. Light-toned seat back and seat cushion inserts are fashioned with four large biscuits with a single deeply recessed button. A wide, pleated panel in a harmonizing dark tone divides the right- and left-hand seat and seat back inserts, to provide smartly contrasting style and color. Door panels are newly styled in light-toned colors, with pleasing highlights provided by stainless steel moldings and the bright chrome of the new door panel medallion and door and window controls. Floors are covered with thick, wool pile carpets in dark tones which harmonize with the upholstery. Seat scuff pads are of dark-tone simulated leather. The use of heavy vinyl welts accents the division between light- and dark-tone upholstery cloth and further enhances the well-tailored appearance of 62 Sedan interiors.

Cadillac 62 Sedan interiors are as functional as they are beautiful. Fullest comfort for the driver and passengers is provided by the wide, deeply cushioned front and rear seats. There is, for example, nearly five and one-half feet of hip room across the width of the rear compartment and approximately the same in the front compartment. Both compartments provide ample shoulder room of approximately five feet. Further adding to convenience and comfort are a wide rear seat center armrest, cigarette lighters, front and rear, robe cord across the back of the front seat back, large ash receivers front and rear, a visor vanity mirror and an electric clock. Every item is harmoniously designed to blend into the atmosphere of luxury which marks the 62 Sedan interior.

SERIES 62 SEDAN
COLOR AND FABRIC CHOICES

40. LIGHT GRAY WOOL GABARDINE seat cushion and seat back inserts with DARK GRAY WOOL GABARDINE seat bolsters and trim.
41. LIGHT GRAY DIAMOND-PATTERN NYLON seat and seat back inserts with DARK GRAY WOOL GABARDINE seat bolsters and trim.
42. LIGHT BLUE WOOL GABARDINE seat cushions and seat back inserts with DARK BLUE WOOL GABARDINE seat bolsters and trim.
43. LIGHT BLUE DIAMOND-PATTERN NYLON seat and seat back inserts with DARK BLUE WOOL GABARDINE seat bolsters and trim.
44. LIGHT TAN WOOL GABARDINE seat cushion and seat back inserts with DARK TAN WOOL GABARDINE seat bolsters and trim.
46. LIGHT GREEN WOOL GABARDINE seat cushion and seat back inserts with DARK GREEN WOOL GABARDINE seat bolsters and trim.
47. LIGHT GREEN DIAMOND-PATTERN NYLON seat and seat back inserts with DARK GREEN WOOL GABARDINE seat bolsters and trim.



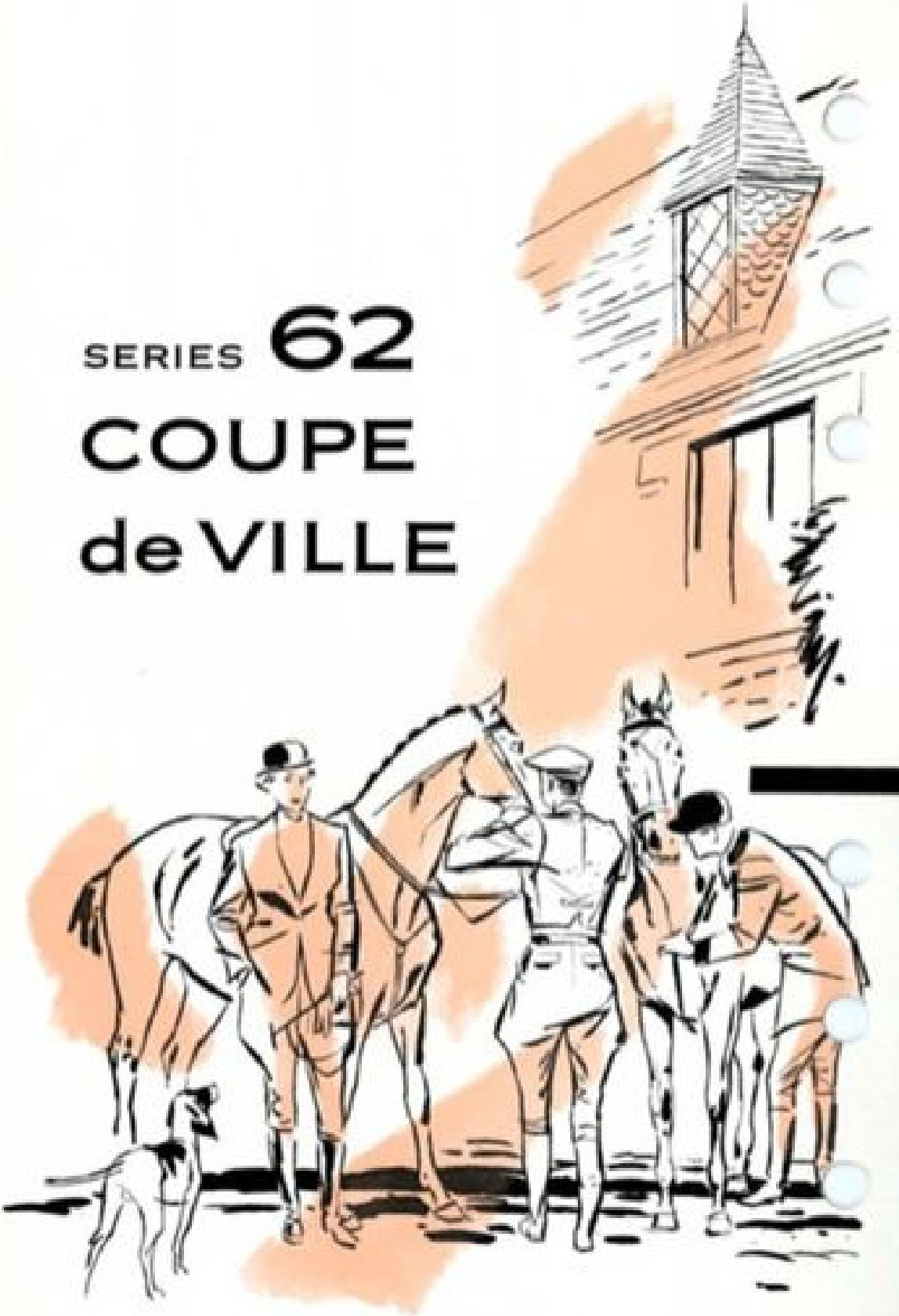
SERIES 62
COUPE

The all-new interiors of the Series 62 Coupe offer traditional Cadillac quality and beauty. Seats and seat backs are deftly tailored in two-tone combinations of light- and dark-toned gabardine, or diamond-pattern nylon and dark-toned gabardine. The design of seat cushion and seat back inserts provides a new four-biscuit pattern with a single recessed button in the center. Dividing the right- and left-hand seat and seat back inserts is a new, wide, pleated panel in dark tones to contrast with the light-tone color of the inserts. New light-toned door panels display a new chromed Cadillac medallion. Thick wool pile carpeting in dark tones covers the floors in front and rear. Rich, dark-toned simulated leather protects and beautifies seat scuff panels. Further enhancing the smartly tailored appearance of the Series 62 Coupe interior is the use of heavy vinyl welts which serve to accent the division between the light- and dark-tone areas of the upholstery cloth.

The driver and passengers in a Cadillac Series 62 Coupe enjoy full luxury, comfort and roominess. There is, for example, approximately five feet of hip room and shoulder room in the front compartment and only slightly less in the rear. In convenience, too, the 62 Coupe leaves little to be desired, with its two robe cords, ash receivers front and rear, cigarette lighter, visor vanity mirror, electric clock, convenient side armrests and large rear-seat center armrest. As in the entire Cadillac line, the instrument panel is a harmonious blend of beauty and practicality. Instruments and controls are located for maximum accessibility; while topping the instrument panel is a rich, leather-like Elascofab covering which eliminates glare.

SERIES 62 COUPE
COLOR AND FABRIC CHOICES

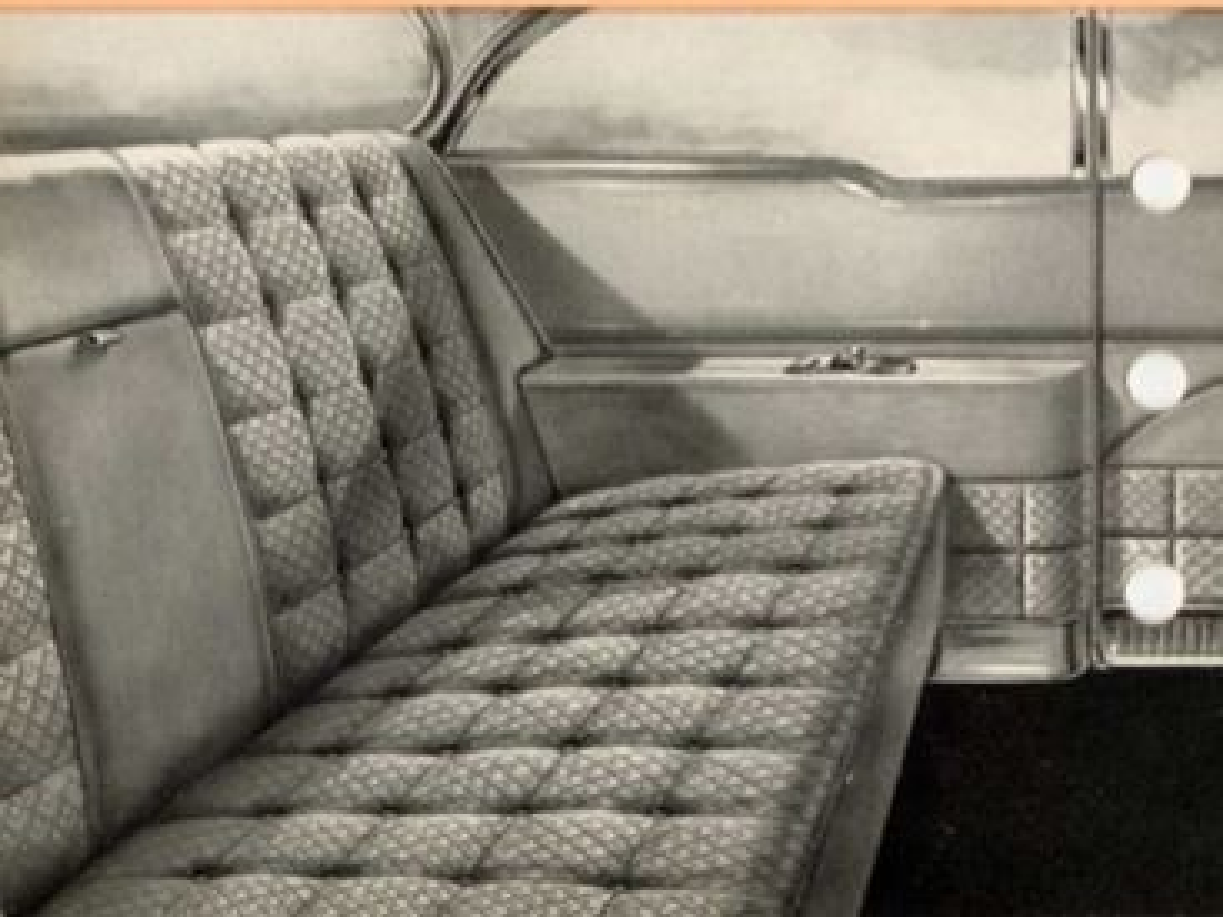
40. LIGHT GRAY WOOL GABARDINE seat cushion and seat back inserts with DARK GRAY WOOL GABARDINE seat bolsters and trim.
41. LIGHT GRAY DIAMOND-PATTERN NYLON seat and seat back inserts with DARK GRAY WOOL GABARDINE seat bolsters and trim.
42. LIGHT BLUE WOOL GABARDINE seat cushion and seat back inserts with DARK BLUE WOOL GABARDINE seat bolsters and trim.
43. LIGHT BLUE DIAMOND-PATTERN NYLON seat and seat back inserts with DARK BLUE WOOL GABARDINE seat bolsters and trim.
44. LIGHT TAN WOOL GABARDINE seat cushion and seat back inserts with DARK TAN WOOL GABARDINE seat bolsters and trim.
46. LIGHT GREEN WOOL GABARDINE seat cushion and seat back inserts with DARK GREEN WOOL GABARDINE seat bolsters and trim.
47. LIGHT GREEN DIAMOND-PATTERN NYLON seat and seat back inserts with DARK GREEN WOOL GABARDINE seat bolsters and trim.



SERIES 62 COUPE de VILLE

In the glamorous beauty of its lavishly appointed interiors, there is literally nothing to approach the enchanting Cadillac Coupe de Ville. The elegant upholstery of its new button- and biscuit-fashioned seats and side walls is offered in a fabulous new array of patterns and colors. In fact, the choice of eleven color combinations in two patterns of metallic nylon fabrics, with genuine leather trim, enables the owner to personalize his Coupe de Ville to a greater extent than ever before. Included are three new glamour trim styles featuring Black V-Pattern Metallic Nylon with Tangier Tan Leather; Wedgewood Green V-Pattern Metallic Nylon with Green Leather and Gold V-Pattern Metallic Nylon with White Leather. Appointments and trim throughout the interior are color-harmonized to present a truly breath-taking appearance in 1955. Bright and brushed chrome hardware and stainless steel moldings add highlights of beauty in the Coupe de Ville.

In keeping with the exceptional smartness and styling beauty of the de Ville is the unsurpassed comfort and convenience provided on every hand. Window lifts and fore-and-aft front seat adjustment are electrically operated at the touch of a button. And there are individual ash receivers and cigarette lighters in each side armrest of the rear compartment. These are in addition to such other Cadillac conveniences as the two robe cords, wide rear-seat center armrest, electric clock, visor vanity mirror, courtesy and map lights and glove box light. In fact, nothing has been overlooked in making the 1955 Coupe de Ville the most glamorous coupe ever offered in the history of Cadillac.



SERIES 62 COUPE DE VILLE
COLOR AND FABRIC CHOICES

50. LIGHT GRAY DIAGONAL-PATTERN METALLIC NYLON seat and seat back inserts with DARK GRAY LEATHER trim.
51. LIGHT GRAY V-PATTERN METALLIC NYLON seat and seat back inserts with DARK GRAY LEATHER trim.
52. LIGHT BLUE DIAGONAL-PATTERN METALLIC NYLON seat and seat back inserts with DARK BLUE LEATHER trim.
53. LIGHT BLUE V-PATTERN METALLIC NYLON seat and seat back inserts with DARK BLUE LEATHER trim.
54. LIGHT TAN DIAGONAL-PATTERN METALLIC NYLON seat and seat back inserts with DARK TAN LEATHER trim.
55. LIGHT TAN V-PATTERN METALLIC NYLON seat and seat back inserts with DARK TAN LEATHER trim.
56. LIGHT GREEN DIAGONAL-PATTERN METALLIC NYLON seat and seat back inserts with DARK GREEN LEATHER trim.
57. LIGHT GREEN V-PATTERN METALLIC NYLON seat and seat back inserts with DARK GREEN LEATHER trim.

GLAMOUR TRIM

61. BLACK V-PATTERN METALLIC NYLON seat and seat back inserts with TANGIER TAN LEATHER trim.
63. WEDGEWOOD GREEN V-PATTERN METALLIC NYLON seat and seat back inserts with GREEN LEATHER trim.
65. GOLD V-PATTERN METALLIC NYLON seat and seat back inserts with WHITE LEATHER trim.

SERIES 62
CONVERTIBLE

The gay, colorful and durable interiors of the Cadillac Series 62 Convertible hold bright promise of the buoyant, zestful way of motoring that awaits the proud owner. Here are rich-looking leather upholstered interiors whose beauty finds new lustre through the years. Completely re-styled seat cushions and seat backs have smartly tailored inserts of horizontal pleats. Door panels and side walls continue this theme with horizontal pleats across the lower portion and smooth leathers above. Upholstery selections, all in durable, sun- and rain-resistant genuine leathers, include solid RED or BLACK, or a choice of six two-tone color combinations in harmonizing or contrasting colors. The exceptionally trim appearance of the Convertible is enhanced by the use of genuine leather welts and smart French seams, bright and brushed chrome hardware and stainless steel moldings.

In comfort and convenience, the Series 62 Convertible provides the driver and passengers with every consideration. There is ample seating comfort. For example, the front seat offers some five feet of hip and shoulder room. There is the convenience of an electrically operated fore-and-aft front seat adjustment and electrically operated window lifts. Robe cords on the front seat backs, a visor vanity mirror, glove box light, map or courtesy light, an electric clock and, of course, cigarette lighter and ash receivers all add to the convenience and enjoyment of motoring in the glamorous Cadillac Series 62 Convertible Coupe.

SERIES 62 CONVERTIBLE
COLOR AND UPHOLSTERY CHOICES

31. GENUINE BLACK LEATHER throughout.

32. LIGHT BLUE METALLIC LEATHER seat and seat back inserts with WHITE LEATHER trim.

33. LIGHT BLUE METALLIC LEATHER seat and seat back inserts with DARK BLUE LEATHER trim.

35. TANGIER TAN LEATHER seat and seat back inserts with LIGHT GRAY LEATHER trim.

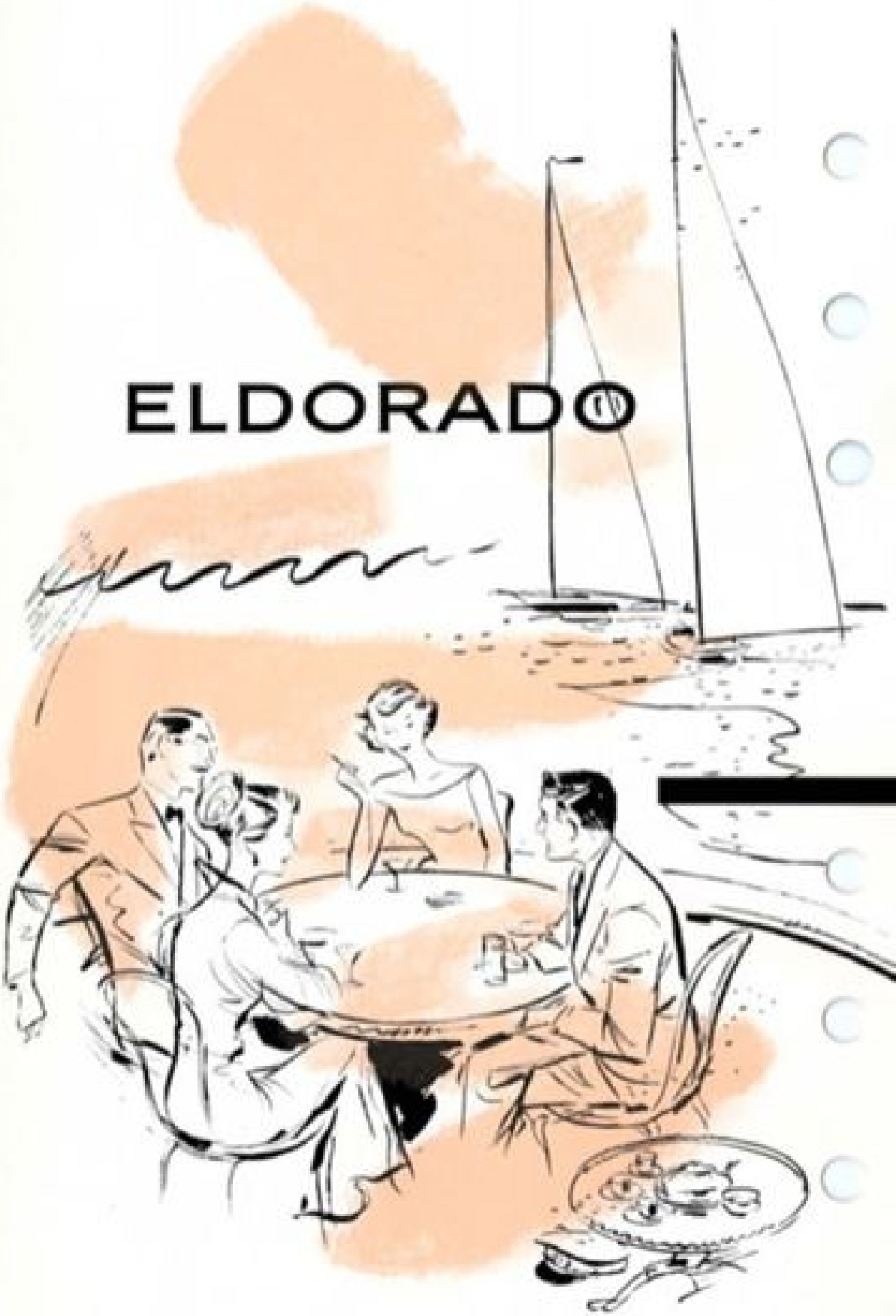
36. LIGHT GREEN METALLIC LEATHER seat and seat back inserts with WHITE LEATHER trim.

37. LIGHT GREEN METALLIC LEATHER seat and seat back inserts with DARK GREEN LEATHER trim.

38. RED LEATHER seat and seat back inserts with WHITE LEATHER trim.

39. GENUINE RED LEATHER throughout.

TOP COLORS: 3. Blue 4. Cotan White 5. Beige 7. Green 9. Black


ELDORADO

The Cadillac Eldorado Special Convertible offers ultra-smart interiors as distinctive in styling and trim as the modish exterior design of the car itself. Seat cushions and seat backs are fashioned in heavily padded biscuits with deeply recessed, beautifully chromed, concave buttons adding a bright new style note. Newly designed bolsters extend down into the seat back inserts to form a smart "V" pattern. Upholstery is of precisely tailored, genuine leathers, boasting such luxury details of the leather worker's art as French seams and raised leather welts. Choice of upholstery colors has been increased for 1955 and now includes five solid colors—BLACK, BLUE, BEIGE, GRAY or RED—and four combinations of BLACK, BLUE, GRAY or RED LEATHER combined with WHITE LEATHER trim. Top material is again sleek, durable Orlon in WHITE or BLACK. Floors are carpeted with luxurious, dark-toned, nylon loop pile inset with aluminum ribbed rubber floor pads, front and rear. New door panel styling in light- and dark-toned genuine leathers features a convenient pocket in each door with openings concealed beneath leather flaps with snap fasteners.

The exquisite beauty and sleek lines of the Eldorado are combined with every convenience to make driving an effortless pleasure. Steering, braking, seat adjustment forward and back, or up and down, raising or lowering the windows or the sleek Orlon top, are all power-assisted. All instrument panel control knobs, finished in bright or brushed chrome, are located for maximum convenience. Dual sun visors offer the beauty of translucent plastic panels framed in bright chrome. Here, indeed, is styling and beauty, comfort and convenience without compromise.

ELDORADO
COLOR AND UPHOLSTERY CHOICES

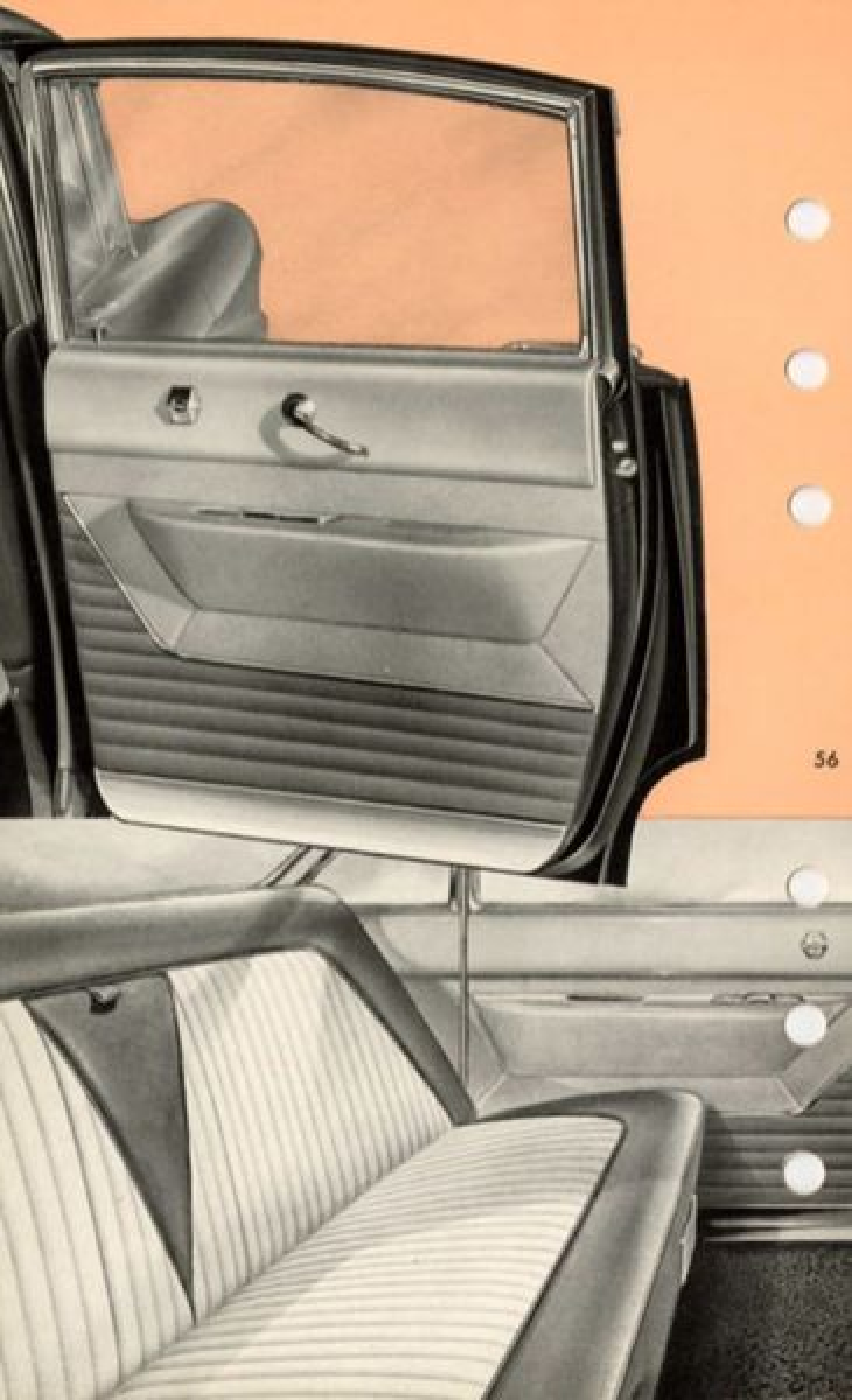
90. BLACK LEATHER seat and seat back inserts with WHITE LEATHER trim.
91. BLACK LEATHER throughout.
92. BLUE LEATHER seat and seat back inserts with WHITE LEATHER trim.
93. BLUE LEATHER throughout.
95. BEIGE LEATHER throughout.
96. GRAY LEATHER seat and seat back inserts with WHITE LEATHER trim.
97. GRAY LEATHER throughout.
98. RED LEATHER seat and seat back inserts with WHITE LEATHER trim.
99. RED LEATHER throughout.

TOP MATERIAL: 1. WHITE ORLON. 2. BLACK ORLON.

SERIES 60 SPECIAL

The Cadillac Series 60 Special Sedan has long been the symbol of Cadillac's leadership in building America's finest luxury cars. And, in 1955, the 60 Special interiors offer even greater beauty. Light-toned seat cushions and seat back inserts are fashioned of smart piping with the dark-toned seat back bolster in the form of a large "V". Door panels, harmonious in styling and color, feature a lower panel of dark-toned horizontal risers, a center section of light-toned body cloth and an upper section of light-toned painted metal. Upholstery choices include colors of BLUE, GRAY, GREEN or TAN in plain broadcloth, or in smartly patterned nylon, all with bolsters and trim in harmonizing dark-toned broadcloth. A new special glamour trim features a Beige Square-Pattern Nylon with Tangier Tan Leather bolsters and trim. The full luxury of the 60 Special Sedan is further marked by deep nylon loop pile carpeting in rich harmonizing dark-tone shades.

The spacious interior of the 60 Special provides some five feet of shoulder room and hip room in both the front and rear compartments. And there are such convenience features as electrically operated window lifts and front seat adjustment, two assist handles plus a leather covered robe cord on the front seat back, cigarette lighters and ash receivers, front and rear, and electric clock, visor vanity mirror, courtesy, map and glove box lights, and a wide rear-seat center armrest. In every way, the Cadillac 60 Special merits the amazing allegiance of its owners who, year after year, refuse to compromise with lesser cars.



SERIES 60 SPECIAL

COLOR AND UPHOLSTERY CHOICES

70. LIGHT GRAY PATTERN NYLON seat and seat back inserts with DARK GRAY BROADCLOTH bolsters and trim.
71. LIGHT GRAY PLAIN BROADCLOTH seat and seat back inserts with DARK GRAY BROADCLOTH bolsters and trim.
72. LIGHT BLUE PATTERN NYLON seat and seat back inserts with DARK BLUE BROADCLOTH bolsters and trim.
73. LIGHT BLUE PLAIN BROADCLOTH seat and seat back inserts with DARK BLUE BROADCLOTH bolsters and trim.
74. LIGHT TAN PATTERN NYLON seat and seat back inserts with DARK TAN BROADCLOTH bolsters and trim.
75. LIGHT TAN PLAIN BROADCLOTH seat and seat back inserts with DARK TAN BROADCLOTH bolsters and trim.
76. LIGHT GREEN PATTERN NYLON seat and seat back inserts with DARK GREEN BROADCLOTH bolsters and trim.
77. LIGHT GREEN PLAIN BROADCLOTH seat and seat back inserts with DARK GREEN BROADCLOTH bolsters and trim.
81. LIGHT GRAY V-PATTERN METALLIC NYLON seat and seat back inserts with DARK GRAY BROADCLOTH bolsters and trim.
83. LIGHT BLUE V-PATTERN METALLIC NYLON seat and seat back inserts with DARK BLUE BROADCLOTH bolsters and trim.
85. LIGHT TAN V-PATTERN METALLIC NYLON seat and seat back inserts with DARK TAN BROADCLOTH bolsters and trim.
87. LIGHT GREEN V-PATTERN METALLIC NYLON seat and seat back inserts with DARK GREEN BROADCLOTH bolsters and trim.

GLAMOUR LINE TRIM

88. BEIGE SQUARE-PATTERN NYLON seat and seat back inserts with TANGIER TAN LEATHER bolsters and trim.

SERIES

SEVENTY-FIVE

EIGHT PASSENGER SEDAN

Impressively big and beautiful, the Cadillac Series 75 eight-passenger sedan is the ideal car for the large family, or for company executive use. Interior of the Series 75 sedan is completely new in 1955. Seat cushions and seat back inserts are designed with three large horizontal pipes. Smart style contrast is provided by a center panel of six narrower pipes, extending from the bolster to the bottom of the seat backs and then forward across the seat cushions. Door panels have a new four-section lower panel. Luxurious, deep-textured Kinkomo carpeting covers the floor in the front and rear compartments, as well as forming the scuff pads along the base of the doors and across the bottom of the rear seat. Six ultra-smart upholstery choices include Bedford cord or fine wool broadcloth in carefully selected two-toned shades of GRAY, TAN or BLUE.

The elegant interior of the 75 Series eight-passenger sedan provides every comfort and convenience. There are, for example, two assist handles on the rear door pillars as well as on each side of the robe cord on the rear of the front seat back; an electric clock, cigarette lighters and ash receivers, front and rear; a wide rear-seat center armrest, two side armrests containing package compartments; an adjustable, carpeted foot rest, and electrically operated window lifts and fore-and-aft front seat adjustment.

SERIES 75 EIGHT-PASSENGER SEDAN
COLOR AND UPHOLSTERY CHOICES

20. LIGHT GRAY BEDFORD CORD seat and seat back inserts with DARK GRAY BEDFORD CORD bolsters and trim.

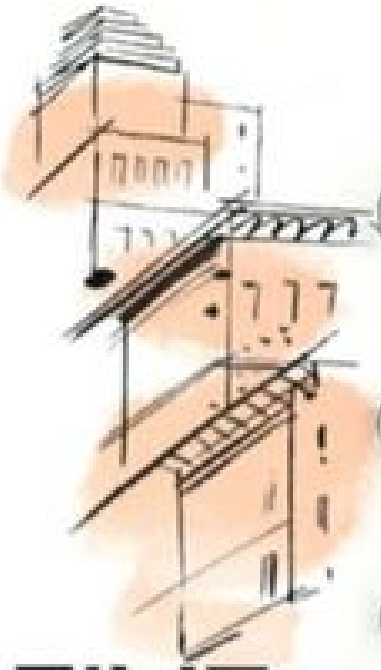
21. LIGHT GRAY BROADCLOTH seat and seat back inserts with DARK GRAY BROADCLOTH bolsters and trim.

22. LIGHT BLUE BEDFORD CORD seat and seat back inserts with DARK BLUE BEDFORD CORD bolsters and trim.

23. LIGHT BLUE BROADCLOTH seat and seat back inserts with DARK BLUE BROADCLOTH bolsters and trim.

24. LIGHT TAN BEDFORD CORD seat and seat back inserts with DARK TAN BEDFORD CORD bolsters and trim.

25. LIGHT TAN BROADCLOTH seat and seat back inserts with DARK TAN BROADCLOTH bolsters and trim.



SERIES

SEVENTY-FIVE

LIMOUSINE

The Cadillac Series 75 Imperial Limousine is the most luxurious chauffeur-driven car in America. It provides all of the comfort and conveniences of the 8-passenger sedan described on the previous pages, plus the added practicality of a specially leather-upholstered front seat and looped nylon pile floor carpeting in the front compartment. A glass partition, separating the front and rear compartments, may be raised or lowered electrically by automatic control buttons located on the rear seat armrests.

SERIES SEVENTY-FIVE LIMOUSINE COLOR AND UPHOLSTERY CHOICES

Same as for the EIGHT-PASSENGER SEDAN except that the front seat is upholstered as follows:

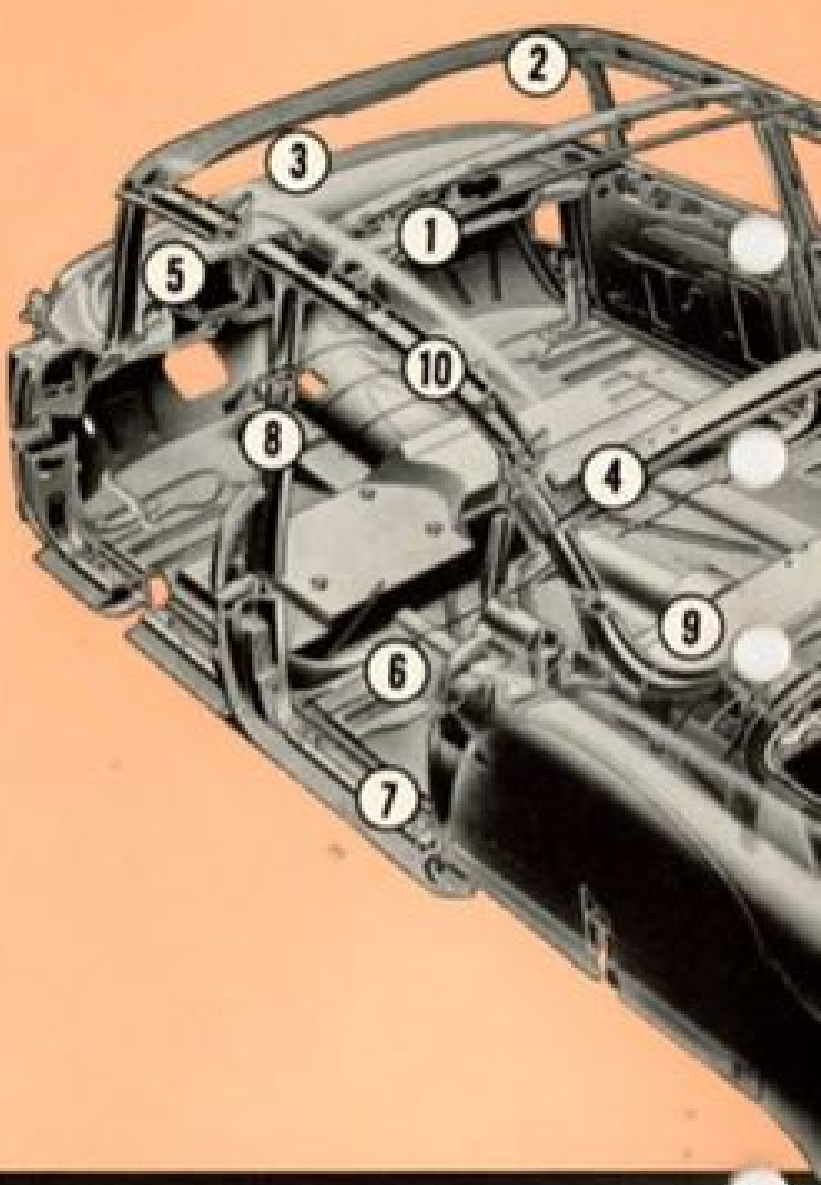
BLACK LEATHER when GRAY or TAN rear compartment upholstery is selected;

BLUE LEATHER when BLUE rear compartment upholstery is selected.

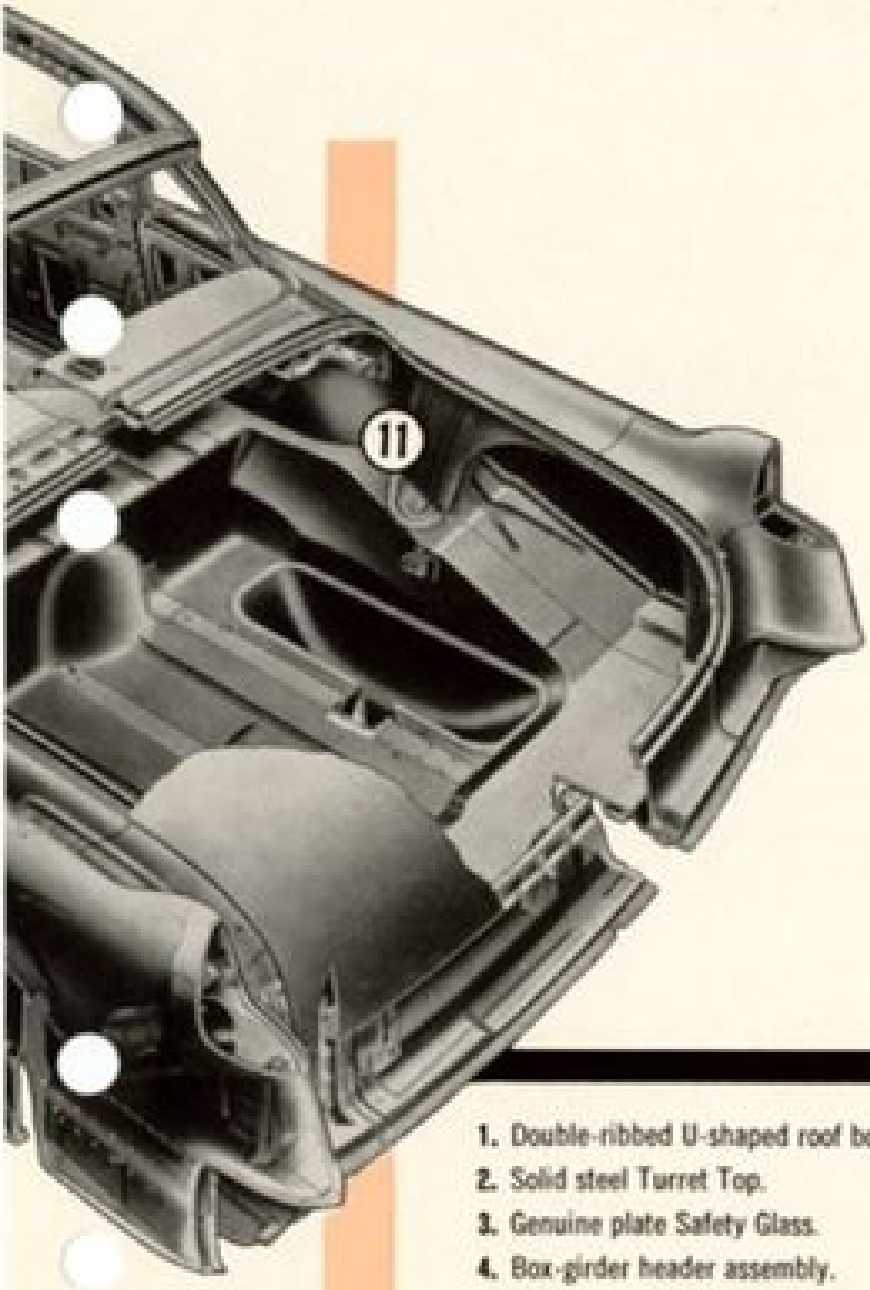
1955

BODY CONSTRUCTION

The Cadillac body is designed to provide lasting style and beauty. At the same time, it is engineered and built to provide maximum comfort, quiet and safety throughout the life of the car. These benefits provided by Cadillac's advanced body construction methods mean a great deal to the peace of mind and motoring enjoyment of the Cadillac owner. What is more, the enduring quality of Cadillac body construction is a contributing factor to the continuing strong demand for used Cadillac cars . . . a demand that assures the original owner, and each subsequent owner, maximum protection for his investment.



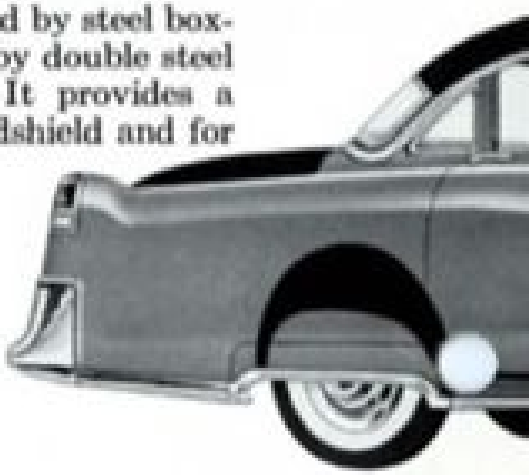
The Cadillac body is designed to provide a ring of steel entirely surrounding the passenger compartments. It is built up from a "rock-solid" foundation. The rigid steel floor, reinforced by sturdy, ribbed sections, is welded to box-girder rocker panels and vertical body pillars. The all-steel Turret Top, reinforced by double-ribbed steel bows and box-girder roof rails, is welded into this assembly. A box-girder reinforced cowl and dash and integral rear quarter panels and rear fenders assembly complete the sturdy framework protecting the driver and his passengers.



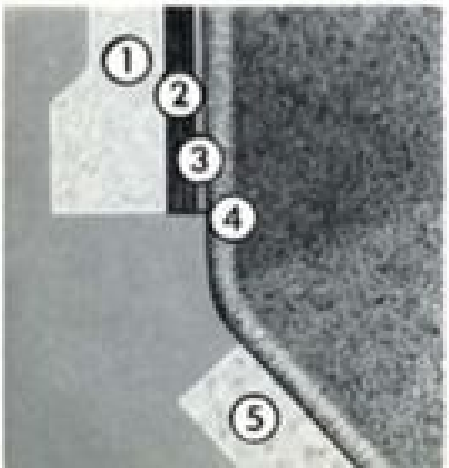
1. Double-ribbed U-shaped roof bow.
2. Solid steel Turret Top.
3. Genuine plate Safety Glass.
4. Box-girder header assembly.
5. Steel cowl and sash with box-girder cross-member.
6. Steel floor, ribbed, braced and welded to body.
7. Box-girder rocker panels.
8. Box-section steel pillars.
9. Box-section braces at back of rear seat.
10. Box-girder roof rails.
11. Box-girder reinforced rear quarter panels with integrally welded-on rear fenders.

RUGGED WINDSHIELD FRAME

The Cadillac windshield is framed by steel box-type members at each side and by double steel box members across the top. It provides a strong, safe support for the windshield and for the all-steel Turret Top.



BODY INSULATION



Front compartment is insulated by five types of material against external heat, cold, noise and drafts.

1. Fiber glass.
2. Asphalt-impregnated paper.
3. Insulating board.
4. Carpet
5. Jute pad.

A major reason for the quiet, relaxing ride enjoyed by the Cadillac driver and passengers is the scientifically selected insulation used throughout the body. These insulating materials are designed to keep the car cooler in summer, free of drafts and cold in the winter and quieter all year around. A fiber glass acoustical and insulation blanket and felt paper deadener insulate the entire inside of the Turret Top on all sedans and a 1½-inch fiber glass pad with vinyl quilted cover is fastened under the engine hood on all models. As a result, only the slightest whisper may be heard even when the car is traveling fast along the highway. Other metal panels, including inner wheel housings, are insulated with equal effectiveness.

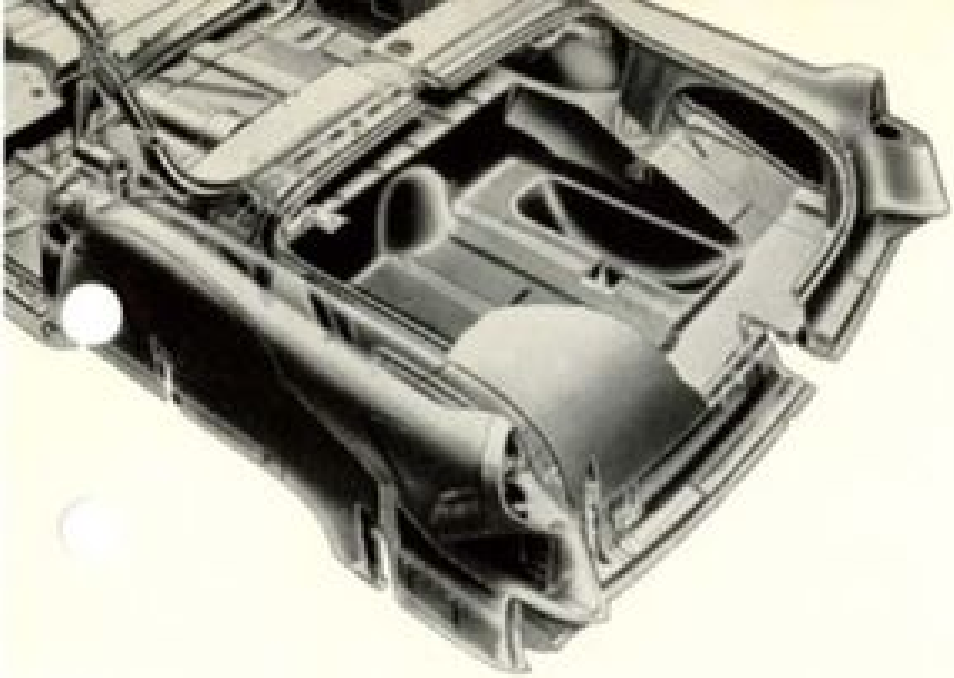
Finally, the sealing around doors and windows provides maximum protection against dust and drafts as well as contributing to quiet, rattle-free operation.

BRACED AND REINFORCED BODY

The owner of a 1955 Cadillac is provided further protection by strong braces and reinforcements between the rear of the back seat and the luggage compartment. These sturdy supports increase strength and rigidity and add to the durability and quietness of the Cadillac body.

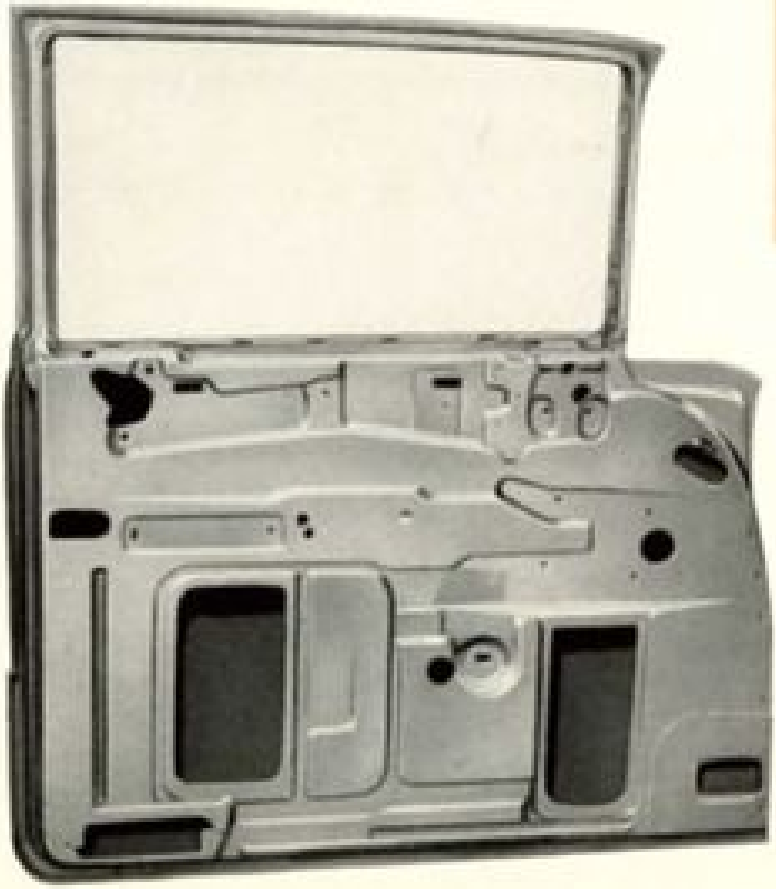
LARGE LUGGAGE COMPARTMENT

There is ample room in the spacious luggage compartment of the 1955 Cadillac to accommodate all luggage normally carried on a trip, including golf clubs. All trunk interiors are carpeted to prevent scuffing of luggage. Insulation and rubber deck-lid seal protect the inside of the trunk from moisture and dust. Deck lids are hinged with a counterbalanced spring construction and are fitted with a lock that is key-released. These convenience features are appreciated by women, particularly when their arms are full of packages.



DURABLE DOOR CONSTRUCTION

Cadillac doors are formed from two panels of heavy-gauge, cold-rolled, sheet steel formed into a rigid, self-reinforcing, box-like assembly. They are precision hung for a perfect fit on tough steel hinges. They complete the ring of steel which protects the Cadillac driver and passengers.



SAFE, ALL-AROUND VISIBILITY

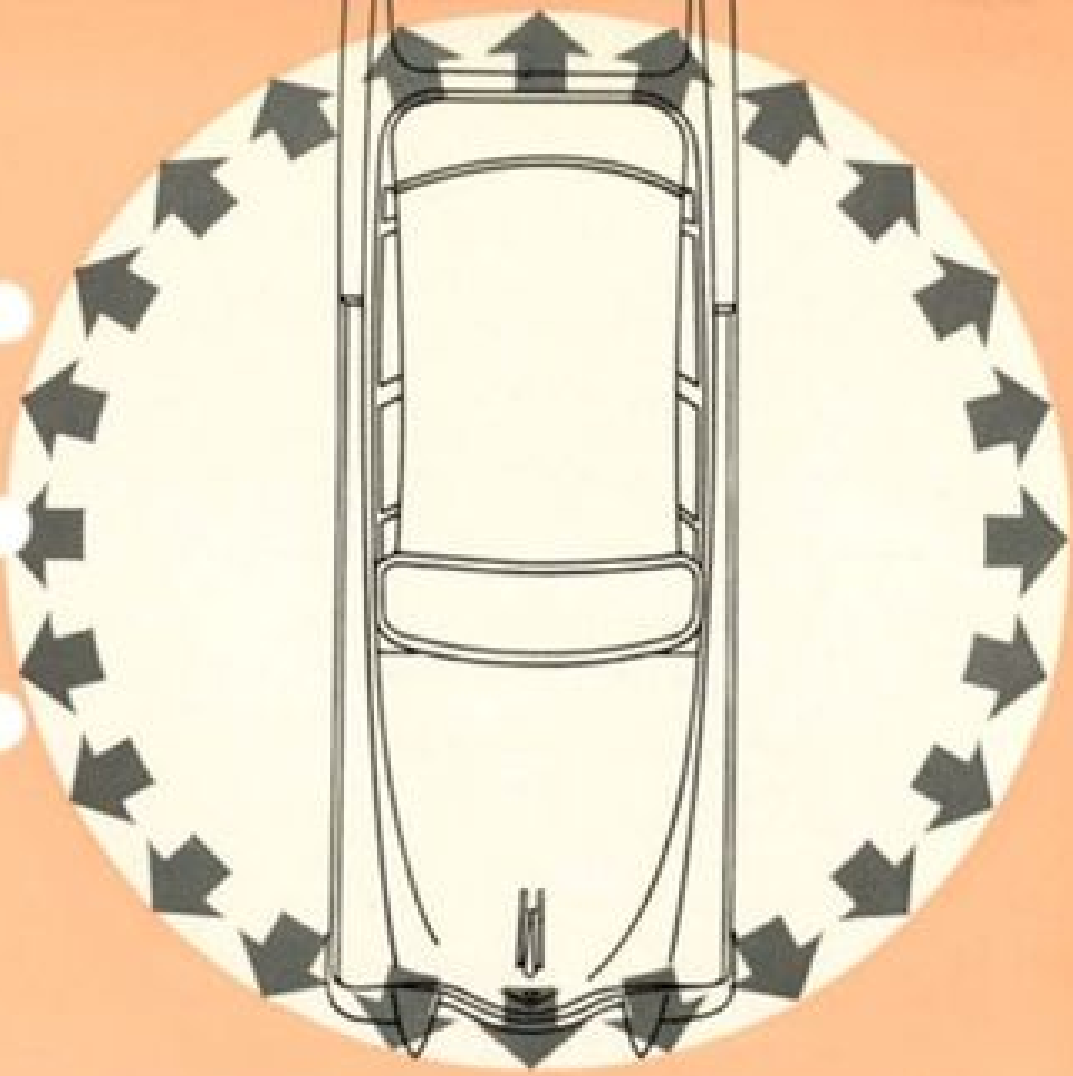
The design of the Cadillac windshield and side and rear windows provides the driver and passengers with a virtually unobstructed view completely around the car. Cadillac's large glass area contributes not only to safety and to greater motoring enjoyment, but to beauty of appearance as well. The use of tempered plate glass in the rear window and laminated Safety Plate glass in the windshield and door windows assures further safety for the driver and his passengers.

WIDE-VIEW PANORAMIC WINDSHIELD

Cadillac's pace-setting panoramic windshield enables the driver to more fully utilize the side vision of the human eye. By moving the front corner pillars back from a slanting to a more vertical position, the driver can more easily detect objects approaching from the side without turning his head or craning his neck to see around the pillar.

WASHER-WIPER COORDINATOR

For extra convenience and safety, Cadillac provides a coordinated windshield washer and wiper unit. A touch of the button on the windshield washer control knob causes two jets of water to squirt onto the windshield. Then wiper blades start automatically. When windshield glass is dry, blades return to park position.



Cadillac's full-circle visibility makes driving safer and pleasanter. It also simplifies parking because all four fenders are easily visible from the driver's seat.

LARGE REAR VENTI-PANES

For the convenience and comfort of rear seat passengers the Cadillac Series 60 Special and Series 62 Sedans are provided with large rear venti-panes. They permit controlled air circulation without allowing disturbing drafts to enter the car. The location of the venti-panes permits rear seat passengers to enjoy a full view to either side of the car without having to lean forward.

WIDE REAR VISION

The wide, one-piece, rear window in the 1955 Cadillac is styled to match the graceful contours of the car and to provide the driver with an unobstructed view to the rear. The glass area extends well around into the sides of the rear quarter panels, minimizing the blind spots still a source of annoyance to drivers of some competitive cars. The Cadillac rear-view mirror is adjustable, up or down, enabling the driver to enjoy the best rear view without interfering with front vision. It can also be set to eliminate the glare from the headlights of following cars.

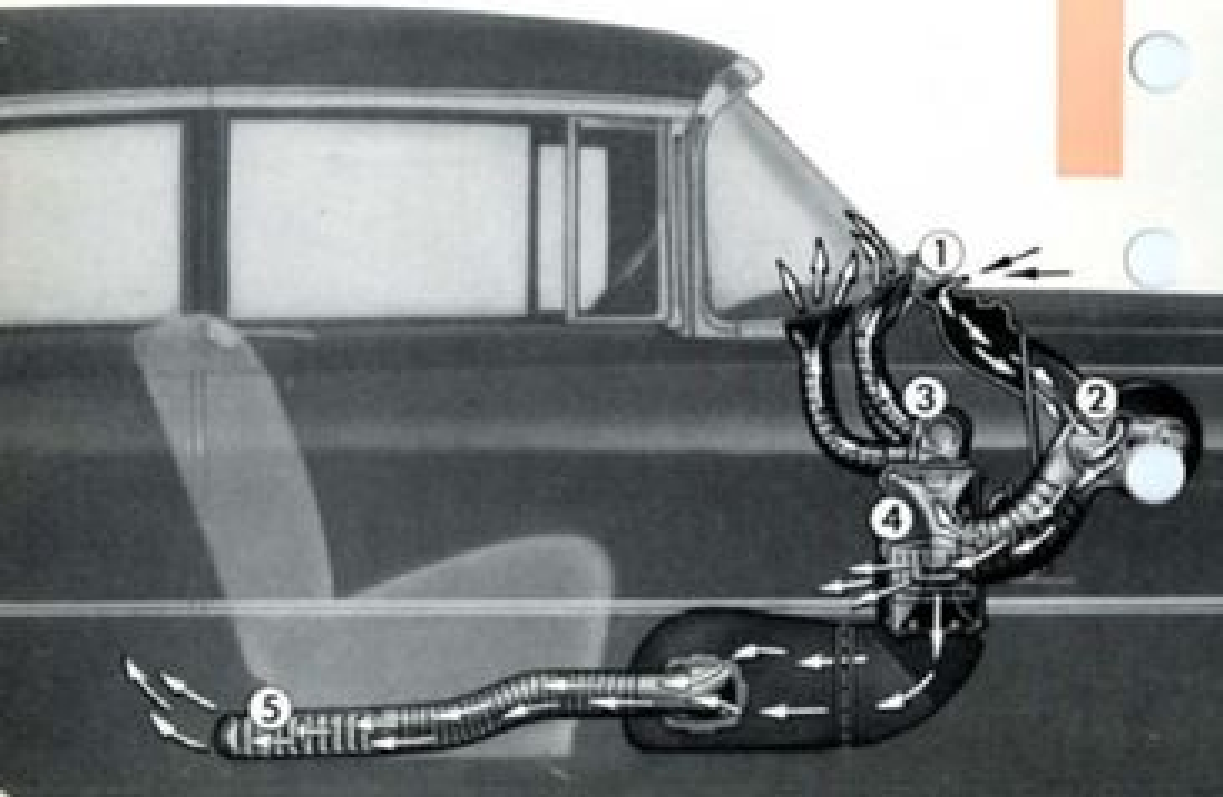
DOOR
SAFETY FEATURES

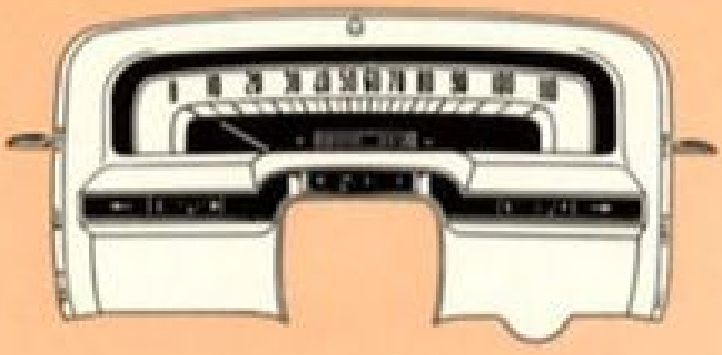
The rear doors of Cadillac sedans are fitted with push-down-type door locks designed to safeguard children by disengaging the inside door handle when the button is in the down position. When doors are shut and button pushed down, doors cannot be opened from the outside without a key, nor can they be opened with the inside door handle. Rear door locks can be adjusted, if preferred by owner, so that inside handles will open doors when push button is in down position.

CADILLAC FRESH-AIR VENTILATION SYSTEM

The Cadillac ventilation system provides exactly the amount of controlled ventilation desired.

For example, pull-type control knobs located on each side of the steering column permit air to be directed into either the right side, the left side or both sides of the front compartment. In addition, two lever-type controls, one on each side of the speedometer dial, permit air to be directed to the front and rear compartments, to the windshield or to both. When the Cadillac Heater is added to the ventilating system, the driver enjoys





many additional advantages. (See OPTIONAL EQUIPMENT SECTION of the Data Book.)

The cowl-wide air intake, see top of page, is located across the top of the hood at the base of the windshield, well away from the dust and fume-laden air found closer to the road. Levers, shown directly above on each side of speedometer dial, are used to direct air through various ducts as shown in drawing at bottom of opposite page. Right-hand lever directs air to windshield for defogging or defrosting. Left-hand lever directs air to front and rear passenger compartments.

1. Air intake.
2. Heater unit (extra-cost equipment) attached to ventilation system.
3. Ducts to defrosters.
4. Outlet grille for air to front compartment.
5. Outlet grille for air to rear compartment.

1955

CHASSIS FEATURES

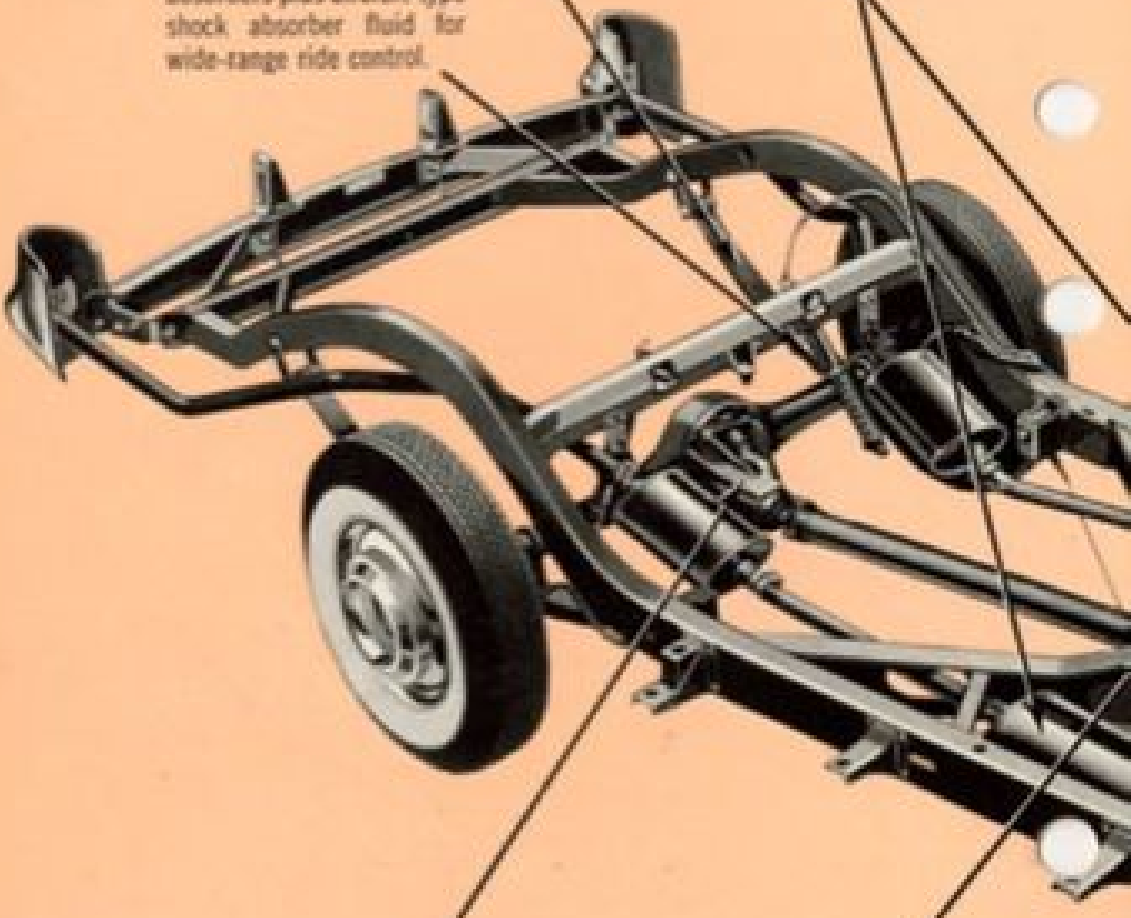
Many features which play a tremendous part in earning and holding the loyalty of Cadillac owners are concealed beneath the body. They are the vital components which make up the Cadillac chassis.

In this section of your Data Book are brief explanations of how each of the major parts of the chassis, the frame, front and rear suspension, steering, brakes and power train contributes to the driving pleasure, comfort and safety of the Cadillac driver and his passengers. The superb Cadillac chassis is an important reason why Cadillac is recognized in any discussion of fine cars as truly the "Standard of the World."

Long, wide, soft-acting, splay-mounted rear springs for greater riding comfort and resistance to side-sway.

Double-end valving in shock absorbers plus aircraft-type shock absorber fluid for wide-range ride control.

Dual exhaust system provides minimum restriction for exhaust gases, thus contributing to peak power, performance and quietness.



Hotchkiss Drive cushions driving force through rear springs for smoother ride.

Long wheelbase provides balanced ride, better weight distribution and roomier passenger compartments.

Rugged I-beam, X-member for strength and rigidity.

Engine mounting points, located low on the frame, straighten the drive line, thus minimizing vibration.

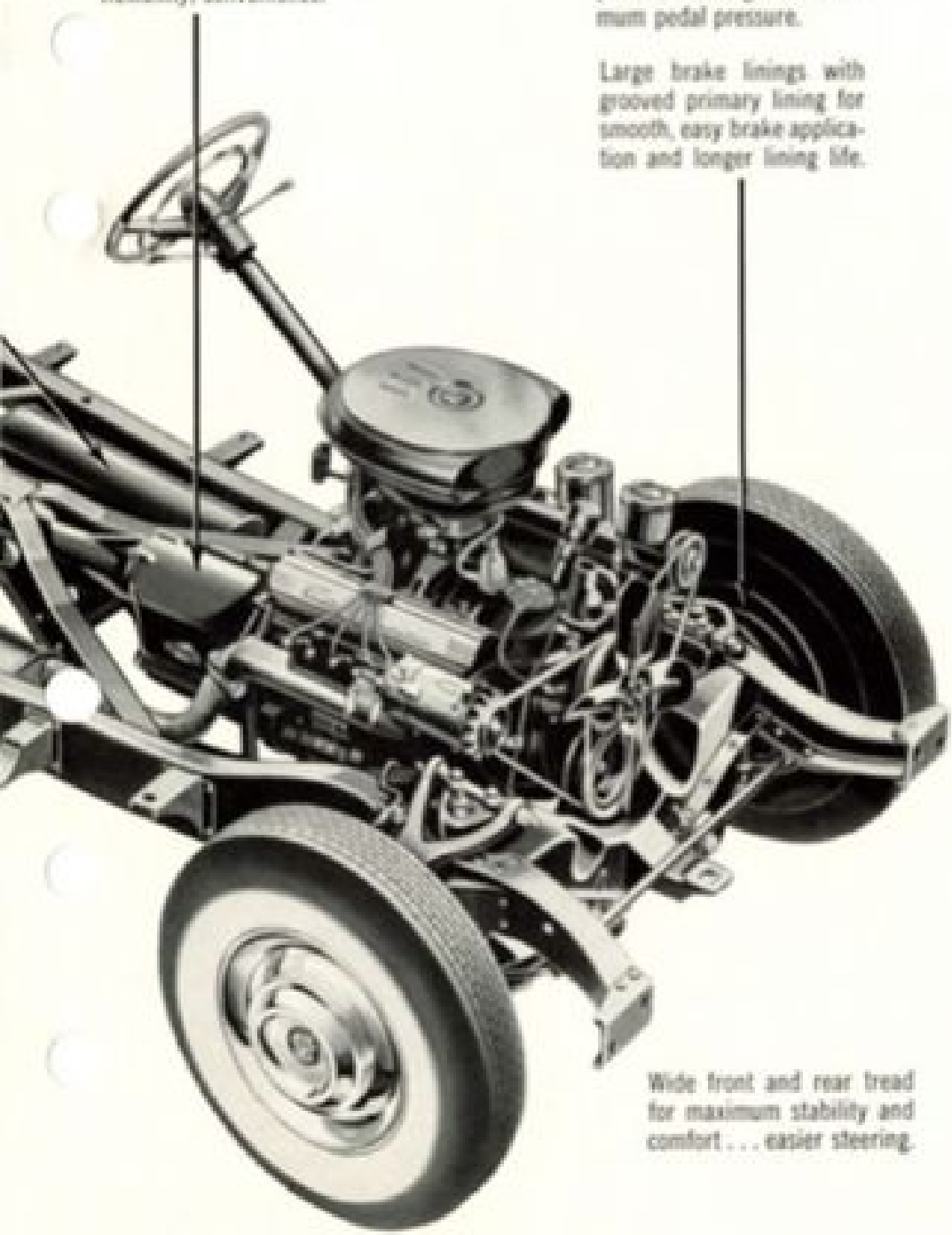
New tubeless tires for greater puncture and blow-out protection and for a smoother, safer ride.

Hydra-Matic transmission for completely automatic performance, economy, flexibility, convenience.

Cadillac Power Steering (standard at no extra cost) retains feel of the road while eliminating up to 75% of steering effort required.

Cadillac Power Brakes (an extra cost option) for sure, positive braking with minimum pedal pressure.

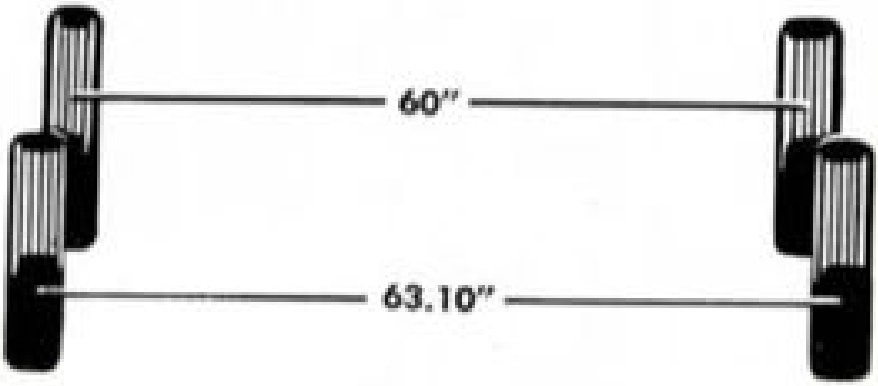
Large brake linings with grooved primary lining for smooth, easy brake application and longer lining life.



Wide front and rear tread for maximum stability and comfort . . . easier steering.

STURDY, I-BEAM, X-MEMBER FRAME

In 1955, as in the past, the Cadillac frame provides the safety of rugged, channel-section side rails with a sturdy I-Beam, X-Member extending beneath the entire passenger compartment. This type of construction, reserved by some car makers for convertible models only, provides an exceptionally strong, rigid backbone for the entire car. The rugged front cross member provides exceptional strength plus sturdy support for the engine, steering and front suspension units. It is the scientific design of the Cadillac frame that permits Cadillac to provide its owners with such additional benefits as a long wheelbase, wide tread, low center of gravity and spacious front and rear passenger compartments.



WIDE FRONT AND REAR TREAD

Cadillac's steadiness on the straightaways and its road-holding ability on curves result in large part from its wide front and rear tread. They provide a sure-footedness that means extra safety, easier handling and greater peace of mind for the Cadillac owner.

LONG WHEELBASE

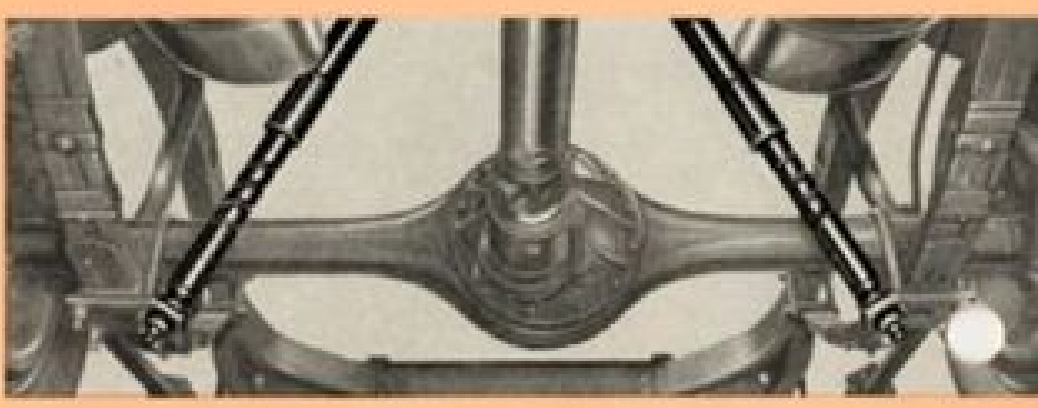
The long wheelbase of Cadillac cars, 129" on the Series 62, 133" on the 60 Special and 149.8" on Series 75 provides many advantages. For example, there is less tilt to the car as it passes over holes or bumps in the road, thus contributing to riding comfort. In addition, the long wheelbase permits locating the rear seat well ahead of the rear axle instead of partly over it. Finally, the use of a long wheelbase permits roomier interiors with more leg room, front and rear.

GOOD WEIGHT DISTRIBUTION

The weight distribution of Cadillac cars is approximately 50% on the front wheels and 50% on the rear. The result is good traction on all four wheels for greater safety when the car is rounding curves and for sure, positive braking. Further contributing to the road-hugging qualities of the 1955 Cadillac cars is their low center of gravity, a major factor in their truly amazing cornering ability and resistance to roll-over.

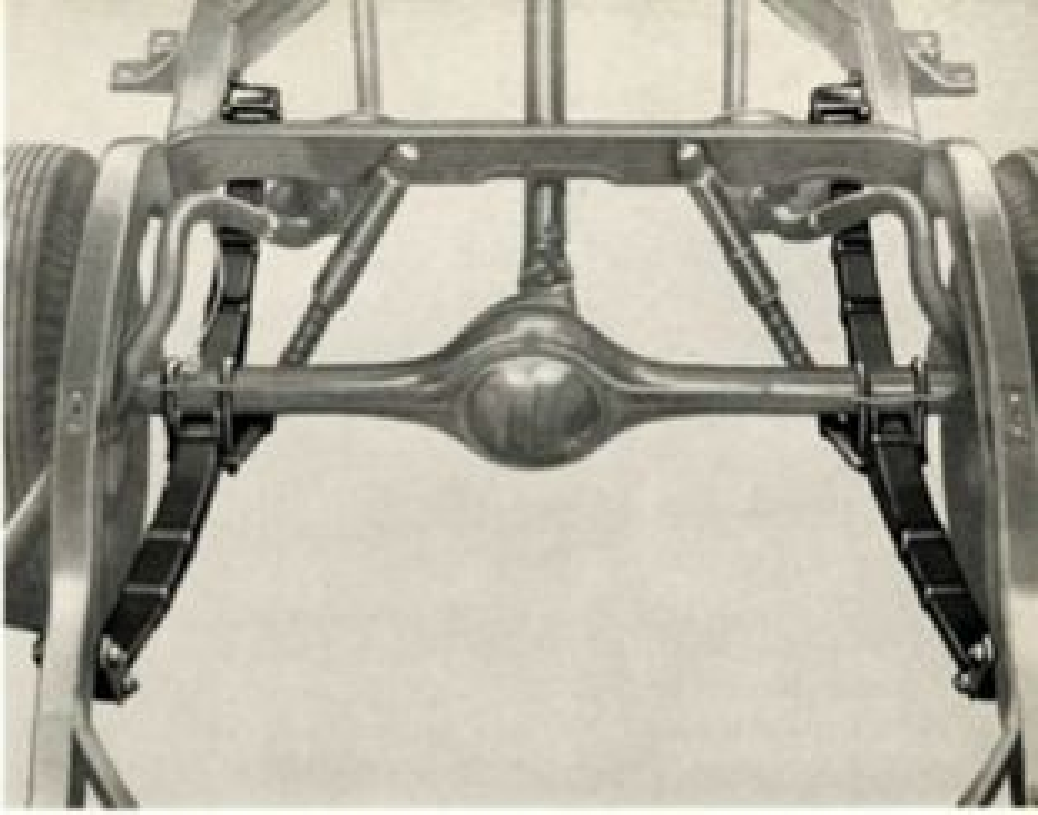
INDIVIDUAL FRONT WHEEL SUSPENSION

Cadillac individual coil spring front wheel suspension is designed to permit either front wheel to pass over bumps in the road without affecting the opposite front wheel or jolting the passengers. There is ample provision for wheel travel on both compression and rebound, thus enabling the front suspension units to absorb even the most severe bumps without "bottoming".



SHOCK ABSORBERS

Cadillac shock absorbers have an improved, double-end type valving which permits the shock absorbers to quickly counteract spring flexing on small bumps so that they are scarcely perceptible to passengers. On large bumps, the double-end valving permits less abrupt spring control, thus eliminating sudden, hard jolts. The use of high-viscosity, aircraft-type shock absorber fluid, little affected by temperature changes, assures consistent, full-range shock absorber control in any weather. Shock absorber efficiency is further protected through the use of a baffle tube which serves to prevent formation of bubbles in the fluid.

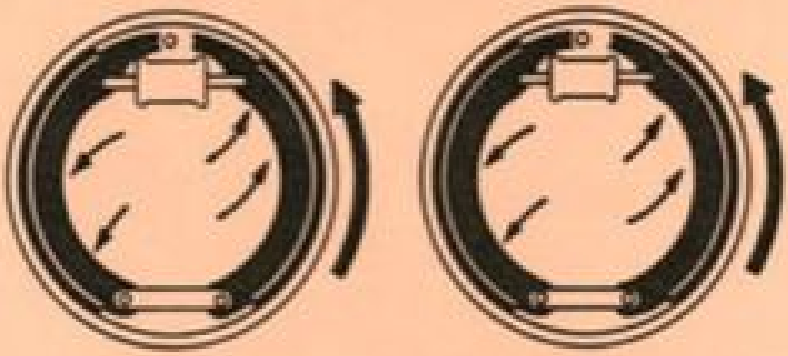


LONG, WIDE REAR SPRINGS

Cadillac rear springs are 56½" long, 2½" wide and have 5 leaves (6 on Series 75). The use of longer and wider springs with fewer leaves enables the springs to flex more easily and thus absorb small road irregularities without noticeable action to frame or body. The width of the rear springs increases ride stability by providing greater resistance to side-to-side motion of the car. Further stability is provided by mounting the springs with a toed-in effect, as shown above.

HOTCHKISS DRIVE

The name Hotchkiss Drive is given to the method of transferring the thrust of the rear wheels to the frame through the rear springs. In this way the springs cushion the starting or stopping movement of the car. Only a smooth, gradual feeling of motion is felt by the driver and passengers during either acceleration or braking. In addition, the car's unsprung weight (weight not carried by the rear springs) is minimized.



SELF-ENERGIZING BRAKES

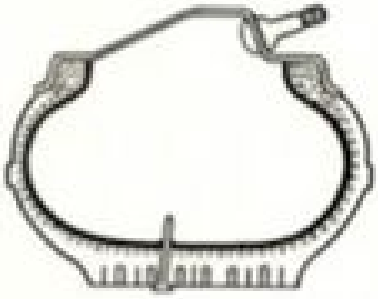
Cadillac brakes are of the self-energizing type. In other words, the two brake shoes in each wheel are linked together at one end. As the first shoe is pressed against the revolving brake drum, the drum forces the first shoe to wedge the second shoe against the drum with increased force. Thus braking action is multiplied while the pressure required of the driver's foot on the brake pedal is minimized. The use of large 12" brakes further helps the Cadillac driver to bring the car to a safe, smooth stop with minimum effort.

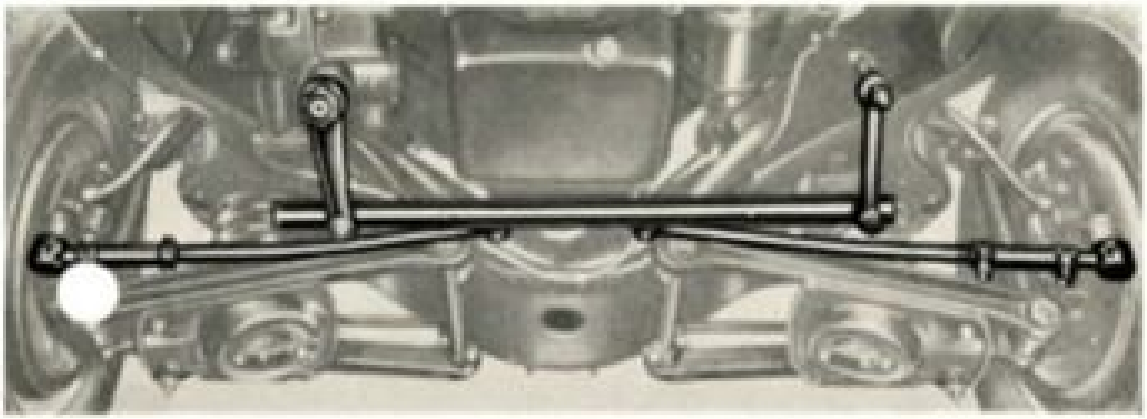
GROOVED BRAKE LINING

In addition to providing a large brake lining area, Cadillac furthers braking efficiency by use of a center groove running the length of the primary lining. This groove, at the point where greatest heat is normally generated when the brakes are applied, provides better cooling for the lining and drum.

NEW TUBELESS TIRES

Among the features of the new tubeless tires, now standard equipment on 1955 Cadillac cars, is greater resistance to punctures, blowouts, and impact breaks. Whereas the ordinary tube tends to pull away from a puncturing object, the innerlining of a tubeless tire presses around the object, thus preventing escape of air. Tubeless tires give a smoother, safer ride with up to 400% longer trouble-free tire life.





PARALLEL-LINK STEERING

The use of parallel-link steering in all Cadillac cars provides steering stability at all speeds and takes the "fight" out of the roughest roads. Additional features are a short turning radius and truly accurate steering geometry. In conjunction with its precision steering linkage, of course, Cadillac provides the many additional advantages of Cadillac Power Steering as standard equipment at no extra cost.

The benefits of Cadillac Power Steering are explained in detail on the following two pages.

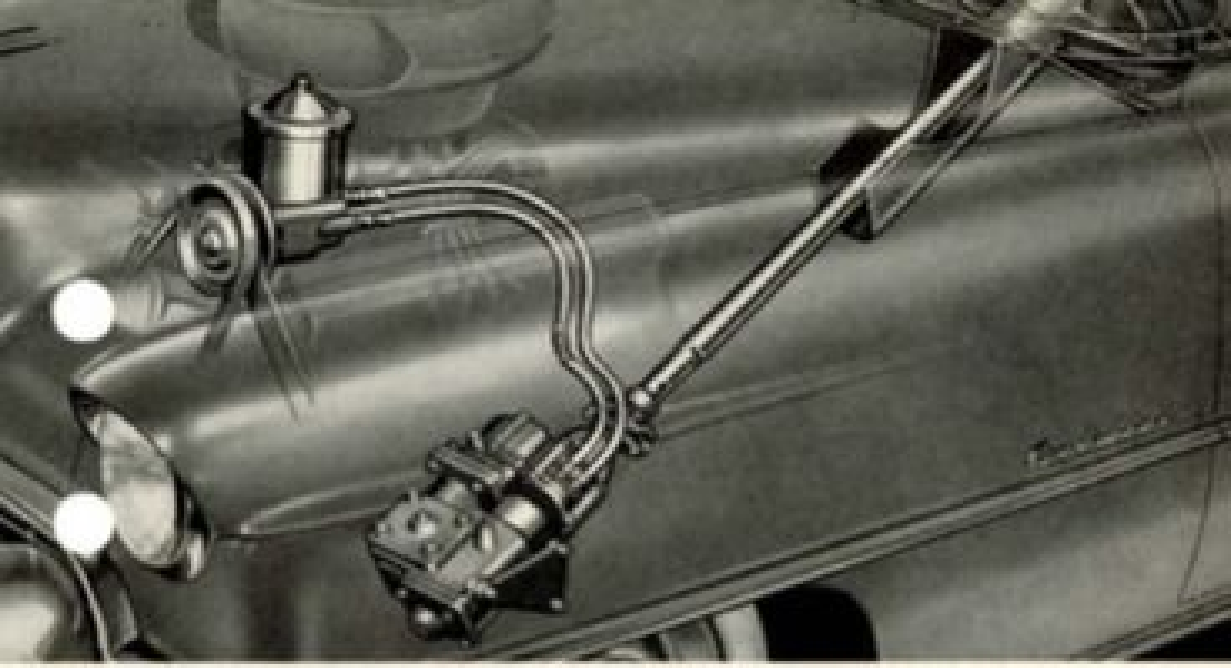
CADILLAC POWER STEERING

(STANDARD EQUIPMENT)

In keeping with the Cadillac tradition of providing its owners with maximum driving ease, comfort and safety, Cadillac was the first to provide Power Steering as standard equipment on its complete line of passenger vehicles. The system is engineered so that at slow speeds, where tires and road surface reach the highest point of resistance to each other, the Power Steering unit provides up to 75% of the steering effort. At higher speeds, as on the straightaways, where relatively little steering effort is required, Cadillac Power Steering provides assistance only when called for by the driver to negotiate a sharp curve or to steer around some object in the road. Thus the driver retains normal feel of the road as a guide in judging safe speeds for varying road conditions.

During normal driving, Cadillac Power Steering provides power assistance when a manual effort of about three pounds is required on the steering wheel. At most, as when driving in sand or when turning the wheels with the car at a standstill, the driver need never exert more than eight pounds pull on the wheel. This compares with up to fifty pounds for cars equipped with conventional manual steering.

Use of a flexible coupling in the steering shaft prevents transmission of noise and feel of steering gear chuckle and minimizes steering valve hiss.



DRIVER CONTROL

Because it provides "graduated" assistance, depending upon how much help is needed, the driver is always in full control of Cadillac Power Steering.

PARKING

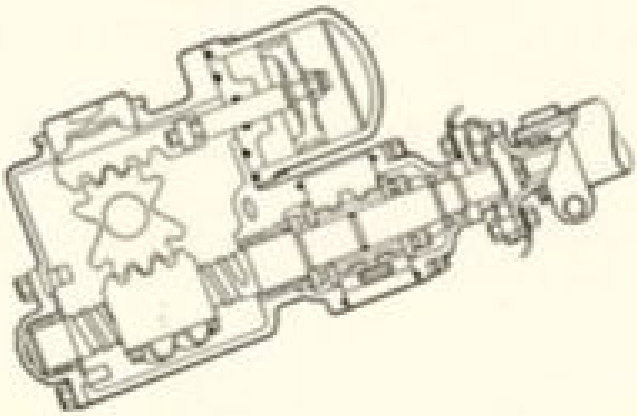
Women drivers and persons with heart conditions will delight at the ease with which Cadillac Power Steering enables them to park. The wheels can be turned easily—even when the car is standing still.

SAFETY

Cadillac Power Steering is completely safe! If it should become inoperative, the car steers in the usual manner.

RECOVERY FROM TURN

Wheels return to their normal straight-ahead position after a turn—just as with conventional steering.



CADILLAC HYDRA-MATIC

In the 1955 Cadillac, the famous Cadillac Hydra-Matic transmission has been modified to provide even smoother shifting and faster acceleration, both from a standing start and in the 3rd or "passing" gear. For your more technical-minded prospects, it can be pointed out that this faster acceleration is due to a change from a 1.45 to 1.55 to 1 third-gear ratio, and from a 3.82 to 4.08 to 1 first-gear ratio.

ONLY HYDRA-MATIC OFFERS CHOICE OF TWO DRIVE RANGES

A major advantage offered by Hydra-Matic, and no other automatic transmission, is the choice of two Drive Ranges. This permits the driver to select exactly the performance best suited to city traffic, or mountainous driving or for the open highway.

The first driving position is the one to be manually selected for all normal driving requirements. It provides four forward gear ratios. These are automatically selected for maximum efficiency and performance according to the pressure exerted on the accelerator and the speed of the car.

The second driving position locks out fourth gear up to about 75 miles per hour. This results in better acceleration in traffic and faster "stepdown" acceleration when the accelerator is put to the floor board, because advantage is taken of a lower gear ratio. It is the range best suited for ascending and descending steep grades, because the transmission will not "hunt" between third and fourth going up a hill and more engine braking is provided in going downhill.

The control lever may be moved at will between these two positions when traveling at any car speed. By providing the most efficient transmission ratio for any requirement, Cadillac provides sparkling performance with greater flexibility in traffic than ever before.

A step-down shift from 4th to 3rd gear can be made by depressing the accelerator pedal completely for passing or for extra bursts of speed at car speeds of between 25 and 75 miles per hour. This downshift can also be made by depressing the accelerator pedal about *halfway* at speeds between 15 and 25 miles per hour. A step-down shift from 3rd to 2nd can be made at any car speed below 20 miles per hour by pressing the accelerator pedal all the way down. Thus, valuable emergency acceleration is provided in the 12 to 20 miles per hour speed range.

For extremely steep grades, where speeds below 40 miles per hour are desirable, the gear selector lever can be placed in the Lo position where maximum engine braking is available.

CADILLAC'S LOW REAR AXLE RATIO

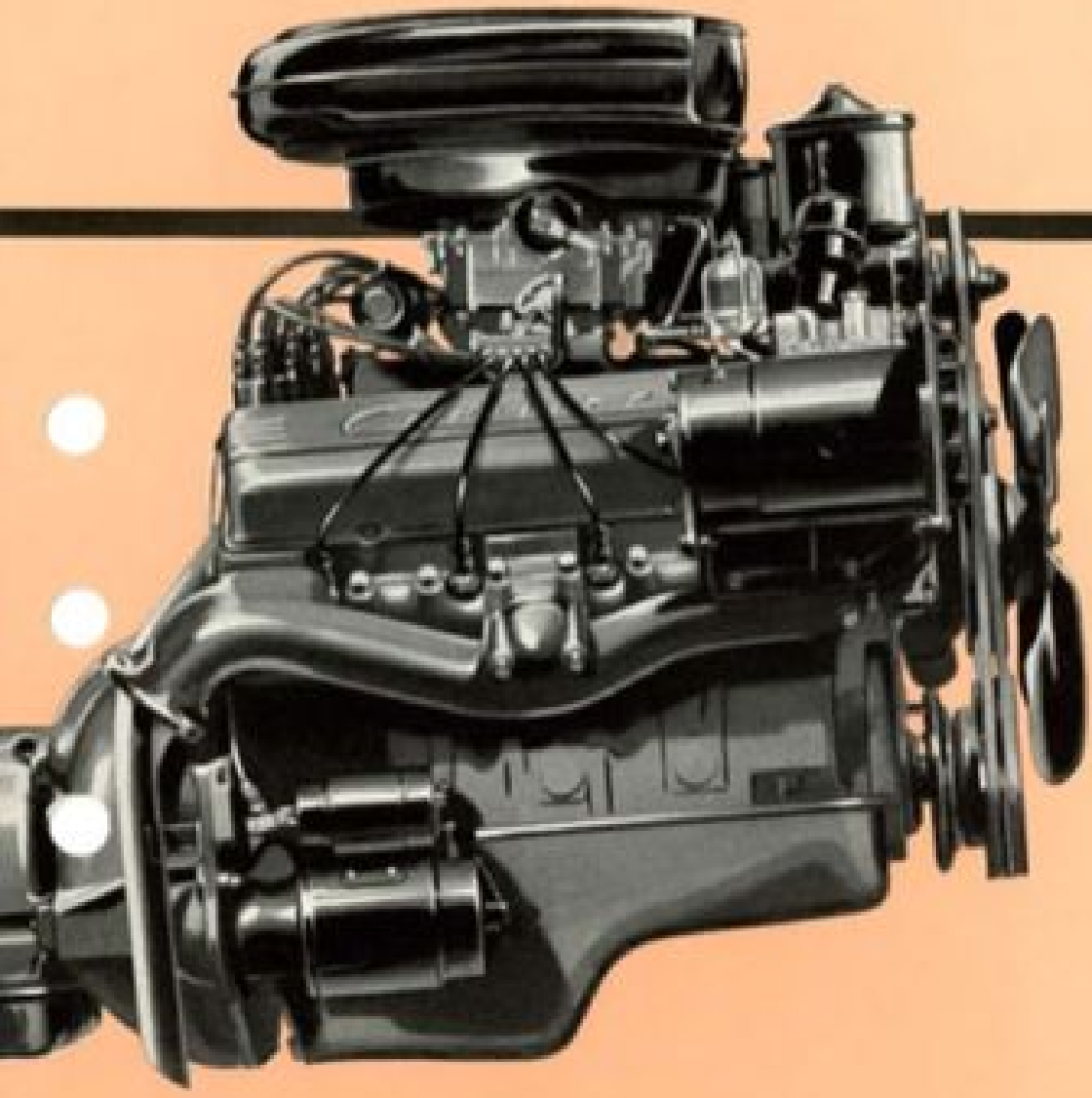
Because of the ideal combination of Cadillac's new, more powerful engine coupled with high-performance Hydra-Matic transmission, a lower rear axle ratio can be used than on most competitive cars.

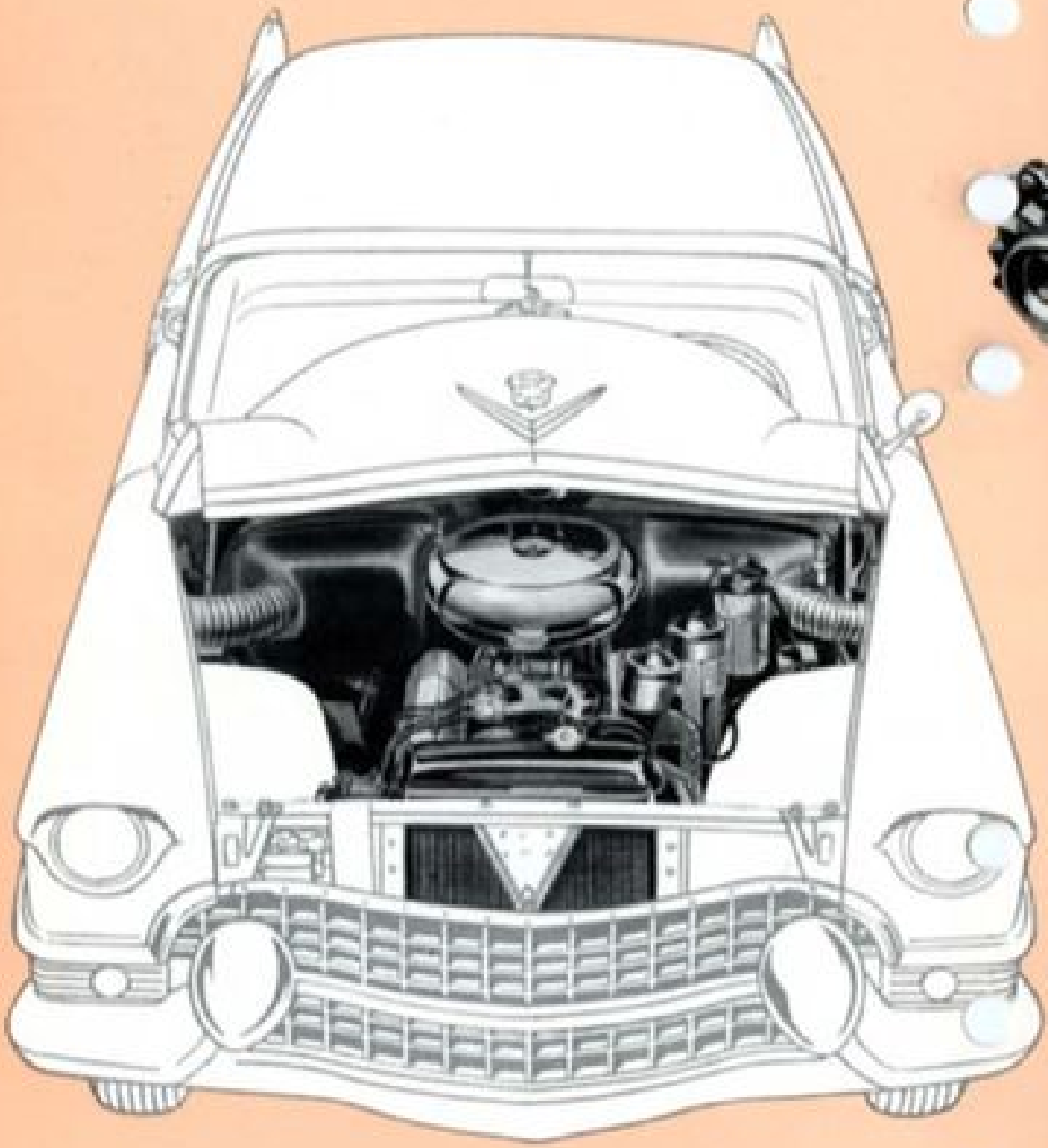
Cadillac's low 3.36 to 1 axle means that the rear wheels make one complete revolution to only three and one-third revolutions of the engine. Slower engine speeds mean quieter engine operation, less fuel and oil consumption and less wear on engine parts. A 3.07 to 1 axle is optional at no extra cost.

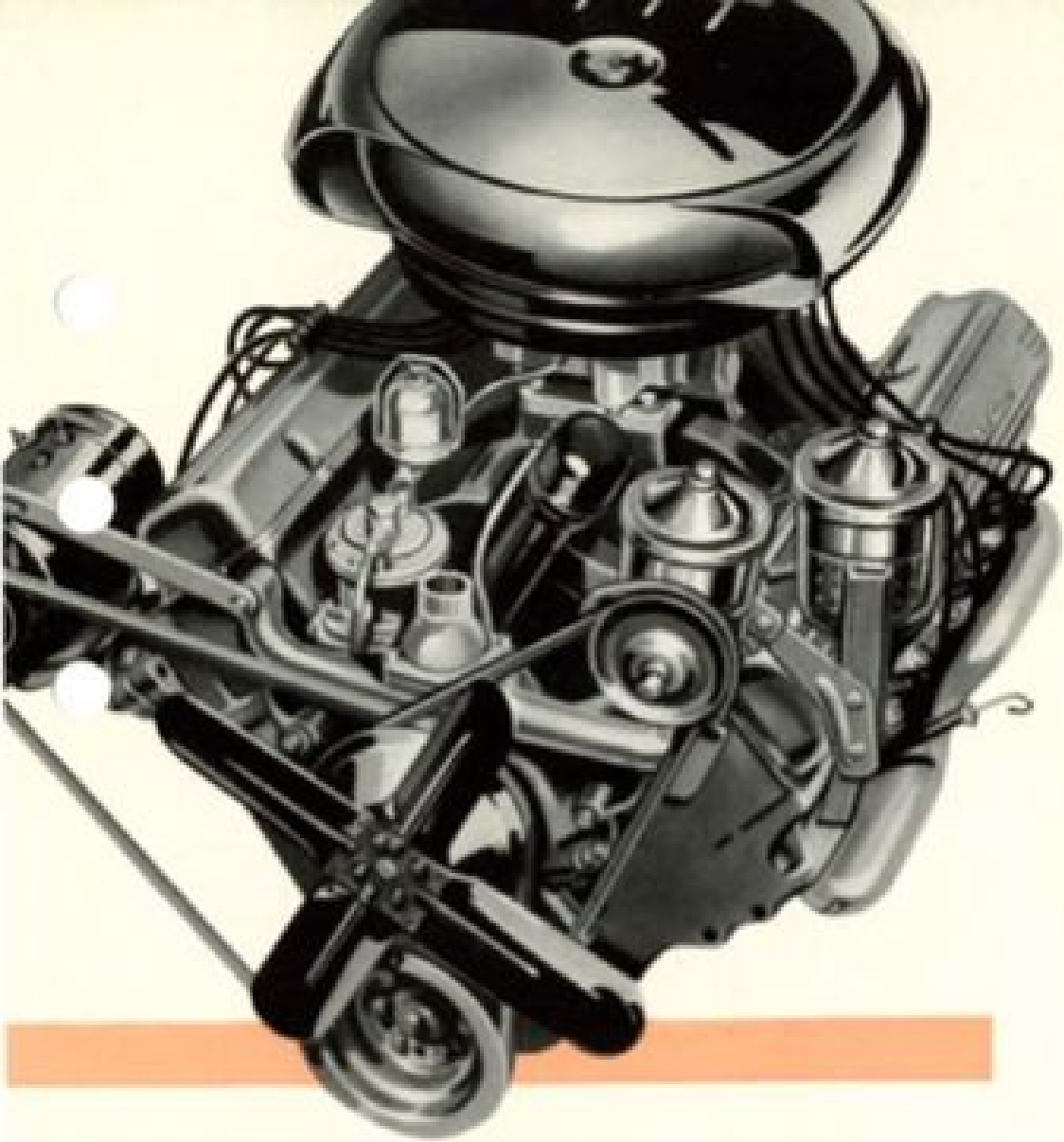
1955

ENGINE FEATURES

In 1955, a new and brilliant chapter is added to the long and distinguished history of the Cadillac V-8 engine. In fact, Cadillac owners will find even more impressively, in 1955, that the power plant beneath the hood of a Cadillac necessitates no compromise with smaller bodies, lesser weight or the many other sacrifices made by competitors in their efforts to match Cadillac performance. The amazing new 250-horsepower Cadillac and 270-horsepower Eldorado V-8 engines literally leave nothing to be desired. Among their many features are a new combustion chamber, new higher compression ratio, new valve linkage for increased breathing efficiency, improved four-barrel carburetion and, above all, a tremendously increased output of torque or twisting force to drive the rear wheels. These and many other features are explained in this section of your Data Book.







HIGHLIGHT FEATURES OF NEW CADILLAC AND CADILLAC ELDORADO ENGINES

1955 CADILLAC ENGINE

New 250 Horsepower

New Smoother Performance

New Higher Torque (345-foot pounds)

New Quieter Operation

Advanced 12-volt Ignition System

New High-Lift Valve Mechanism

New 9.0 to 1 Compression Ratio

Cadillac Dual Exhaust System

New Swifter Acceleration

New Cadillac Four-Barrel Carburetor

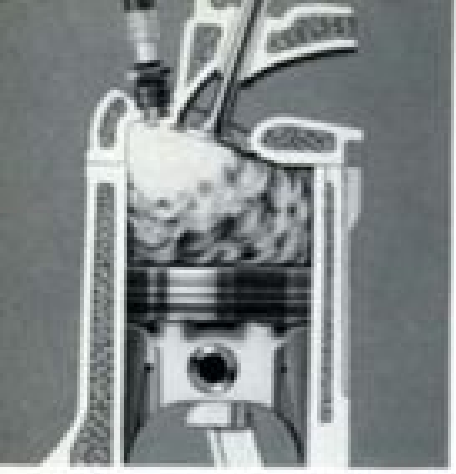
1955 ELDORADO ENGINE

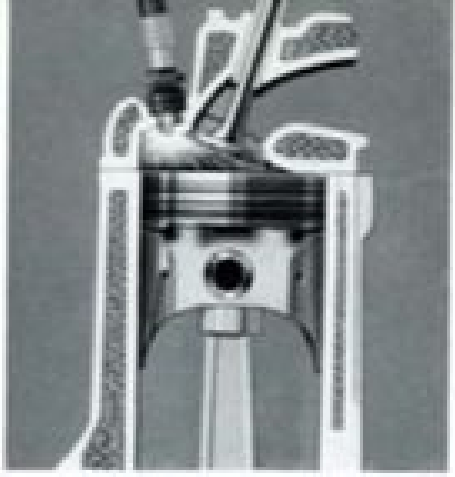
New 270 Horsepower

Two New Four-Barrel Carburetors

New Intake Manifold

New 350-foot pounds of Torque





NEW 9.0 TO 1 COMPRESSION RATIO

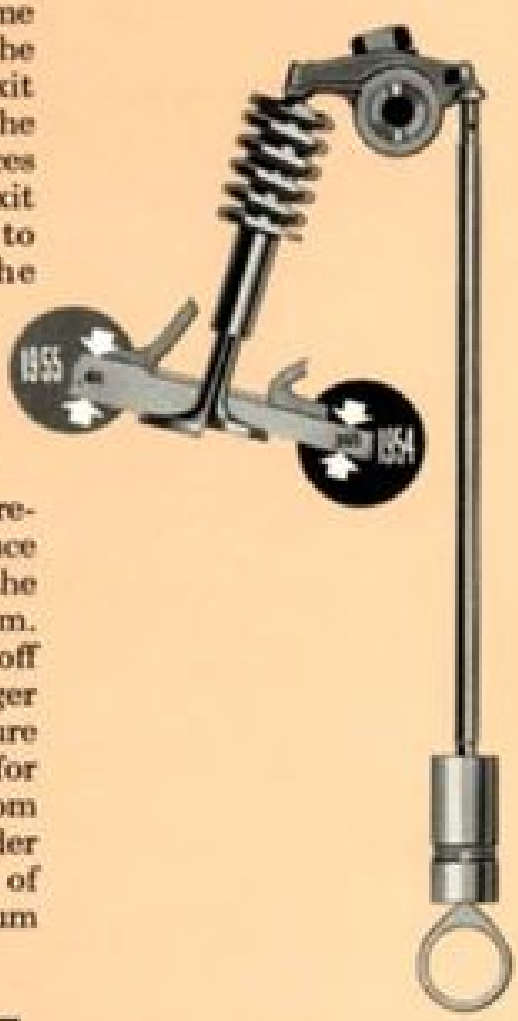
Cadillac's new 9.0 to 1 compression ratio is among the highest in the industry. Because the fuel-air mixture is even more tightly compressed at the moment it is ignited, more energy is obtained from each charge of fuel-air mixture into the cylinders, thus contributing to the increased power and economy of the engine. Use of a chromed top ring on the pistons minimizes wear on cylinder walls, thus assuring full compression for many additional thousands of miles. Piston oil rings are designed to minimize friction on cylinder walls.

NEW COMBUSTION CHAMBER

The new combustion chamber in the 1955 Cadillac engine is designed to assure progressive and complete burning of each fuel-air charge. As a result, the force created by the expansion of the burning fuel is exerted on the piston head in the form of a smooth, powerful thrust. There is no undue strain or shock to pistons or other engine parts. Cadillac's combustion chamber design, combined with modern, high-octane fuels, permits high-compression power and performance without engine "ping".

LARGE VALVES AND PORTS

The Cadillac engine has large intake and exhaust valves and ports. They permit a large volume of fuel-air mixture to enter the cylinders, and provide easy exit for burned exhaust gases. The design of exhaust ports reduces turbulence and permits fast exit of exhaust gases, adding to breathing efficiency of the Cadillac engine.



NEW HIGH-LIFT VALVE MECHANISM

Another major factor in the tremendous power and performance of the 1955 Cadillac engine is the new high-lift valve mechanism. By lifting the valves higher off their seats, they provide larger openings for the fuel-air mixture to enter the cylinders, and for the escape of exhaust gases from the cylinders. Thus each cylinder receives a maximum charge of air-fuel mixture with minimum dilution from burned gases.

WIDE-LOBE CAMSHAFT

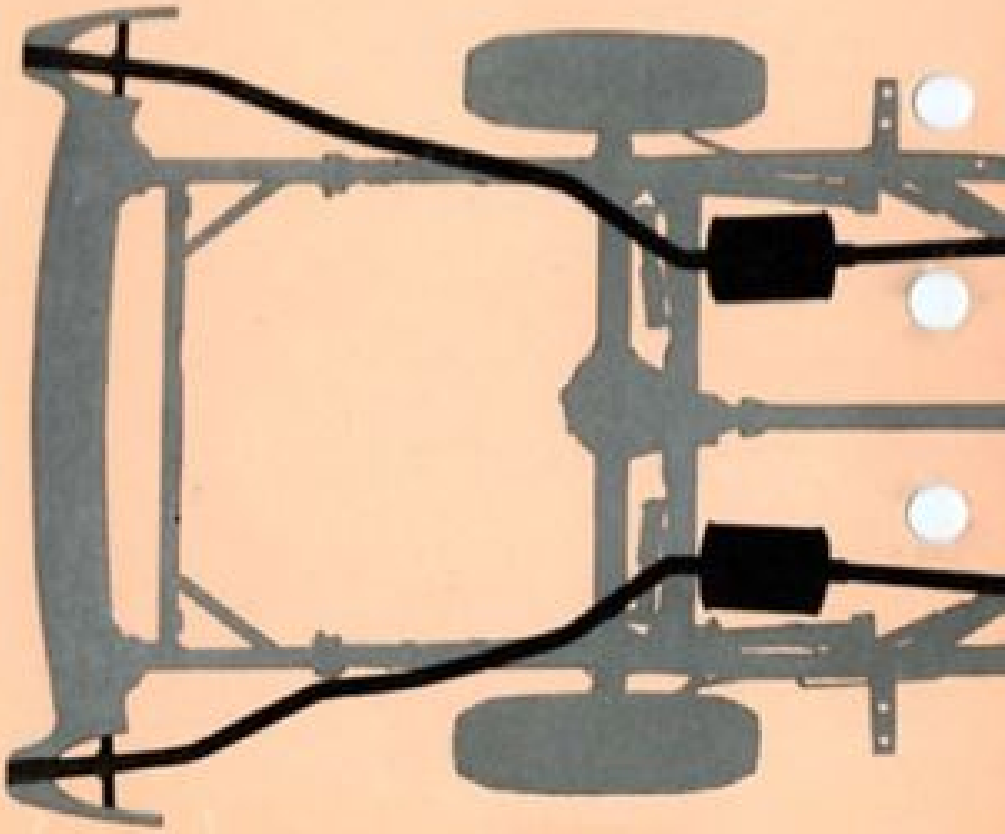
The Cadillac camshaft is precision-built of high alloy cast iron with super-hard and friction-resistant cam and bearing surfaces. Use of wide cams increases contact surface, minimizing wear on cams and tappets.

"FREE-FLOW"
INTAKE MANIFOLD

The large, smooth passages in the intake manifold of the 1955 Cadillac engine are designed to deliver uniform charges of fuel-air mixture to each cylinder, thus assuring smooth, powerful engine operation. A special intake manifold on the Eldorado engine provides the extra capacity needed for the tremendous air intake of the Eldorado's two, 4-barrel carburetors.

CADILLAC DUAL EXHAUST SYSTEM

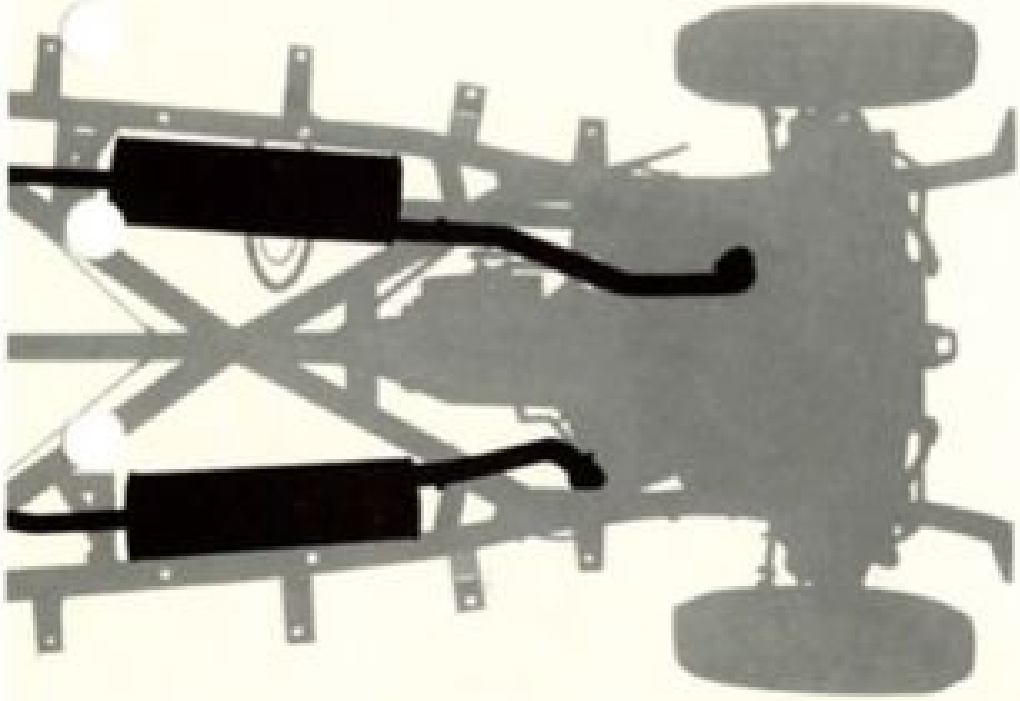
The Cadillac engine is designed so that exhaust gases are quickly expelled from the cylinders to make way for the next fuel-air charge. To help accomplish this, Cadillac provides two separate exhaust manifolds, one on each side of the engine; twin mufflers, twin resonators and twin tailpipes. The separate exhaust system for each bank of four cylinders minimizes back-pressure in the cylinders, and permits a full, quiet, continuous flow of power regardless of speed or load.



NEW FOUR-BARREL CARBURETOR

The 1955 Cadillac engine is equipped with a new four-barrel carburetor (two, 4-barrel carburetors on the Eldorado engine). A new, separate idle air-inlet provides the exact amount of air needed for smooth, stable engine idling without necessity for frequent adjustment. In addition, a new vapor vent assures quick, positive starting of a hot engine by preventing the accumulation of fumes.

Cadillac's four-barrel carburetor works as two sets of dual-barrel carburetors. The forward dual-barrel unit is the basic or "primary" carburetor. The aft unit, with larger dual-barrels, is the "booster" or "secondary" carburetor. At all cruising speeds the engine works with maximum economy from the primary carburetor. Depressing the accelerator pedal brings the secondary dual-downdraft carburetor into operation. This permits a greater volume of air to be drawn through the carburetor into the intake manifold and permits more air-fuel mixture to be drawn into the cylinders for maximum power and amazing acceleration.



CADILLAC 12-VOLT ELECTRICAL SYSTEM

Cadillac's 12-volt electrical system provides sure, positive starting in cold or wet weather; consistent high voltage to the spark plugs for maximum engine performance with minimum resetting of spark plug gaps; and provides extra reserves of electrical energy for every lighting or accessory requirement.

12-VOLT BATTERY

The 12-volt battery is designed to provide best performance with other units in the 12-volt electrical system. Improved sealing minimizes any likelihood of corrosion. In addition, an acid-resisting paint on the battery cover protects it from corrosive damage caused by accidental spilling of battery acids.

12-VOLT STARTING MOTOR

Cadillac's 12-volt starting motor provides up to 50% greater engine cranking speed than 6-volt systems, for quick, sure starting. Angle of gear teeth on starting motor and flywheel gives extra strength to gear teeth, reduces battery drain, provides quiet operation.

HIGH-CAPACITY 12-VOLT GENERATOR

Cadillac's high-capacity 12-volt generator has a wattage output that is 33% greater than a 6-volt generator of the same size. It provides an ample and safe margin of reserve. Its output is greater than the electrical load normally demanded by the car even at lower car speeds. This protects against excessive battery drain when slow driving is necessitated by slippery road conditions or heavy traffic jams.

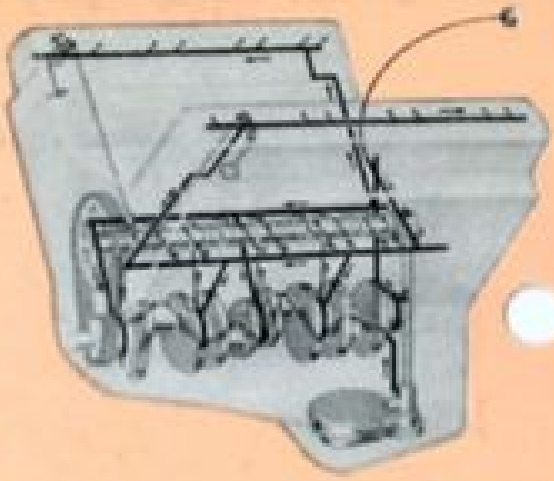
WATERPROOF IGNITION SYSTEM

For maximum dependability, the Cadillac engine is protected by a completely waterproofed ignition system. Neoprene rubber, impervious to oil, is used for ignition wire covering and for spark plug boots which protect spark plugs from splashing water. Distributor ends of ignition wires are shielded by vinyl caps. Distributor is designed to shed water effectively.

12-VOLT DISTRIBUTOR

Cadillac's 12-volt ignition system provides an exceptionally strong spark (from 10,000 to 27,000 volts) for sure, fast firing of each fuel charge even when spark plugs may have become fouled or worn. A precision distributor drive gear provides extremely accurate timing of each spark, and assures that each fuel charge into the cylinders is ignited at precisely the right moment to exert maximum thrust on the piston.

FULL-PRESSURE ENGINE LUBRICATION



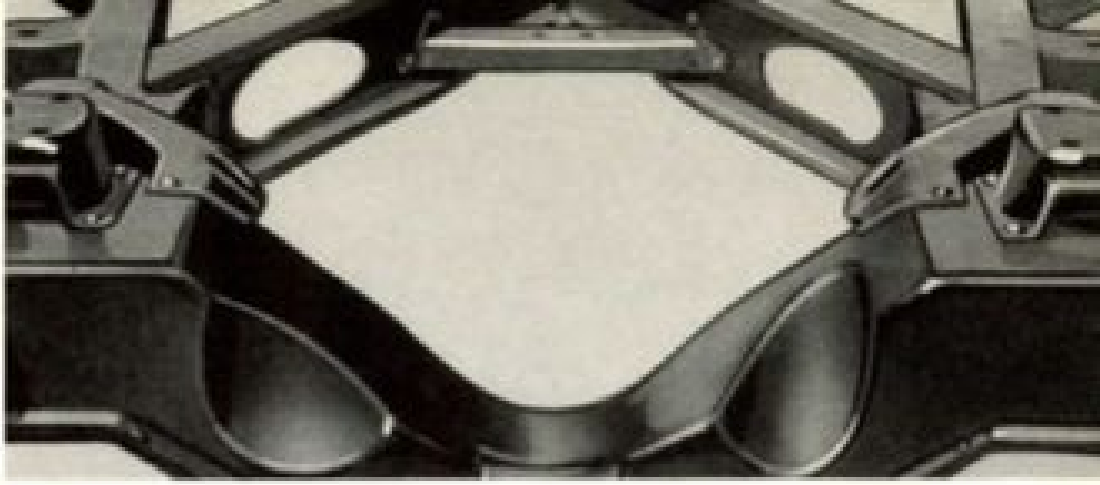
Long, trouble-free engine operation is assured by full-pressure engine lubrication. Oil is pumped under pressure to the overhead valve assembly, crankshaft bearings, camshaft, connecting rods and rocker arm shafts, while a jet of oil is directed to the cylinder walls and piston pins. An oil filter, provided at no extra cost, minimizes wear by filtering abrasive particles from the oil. Linked to the oil pump is a vacuum pump which assures dependable windshield wiper operation.

HYDRAULIC VALVE SILENCERS

Cadillac hydraulic valve silencers automatically compensate for any minute play or lash in the valve linkage, and thus always maintain zero clearance between the tappets and valves. This assures quieter engine operation, full seating of valves for maximum compression and top engine efficiency.

EFFICIENT ENGINE COOLING

The large bore, short stroke design of the Cadillac engine minimizes piston friction and exposes less cylinder wall surface to the flame from the burning fuel-air mixture. Therefore, more heat energy from the burning fuel goes into driving the car and less heat must be absorbed by the cooling system. As a result, Cadillac achieves highly efficient cooling with a very compact radiator. The engine quickly reaches its most efficient operating temperatures since water circulates only through the cylinder block and head during warm-up. The use of new, larger water passages and a new higher capacity water pump assures more even temperature distribution in the cylinder head, thus minimizing any possibility of detonation or pre-ignition.



ENGINE MOUNTING ANGLE

As shown above, the front engine mounting points for the 1955 Cadillac engine are located at an angle, just inside and lower than the top of the frame side rails. These mounting points are in a natural position to give more stable support to the V-shaped engine, and yet permit the rubber-cushioned engine mountings to absorb the slight remaining torsional vibrations set up by all piston engines. These mountings contribute to the exceptionally smooth, quiet operation of the engine at idling speeds.

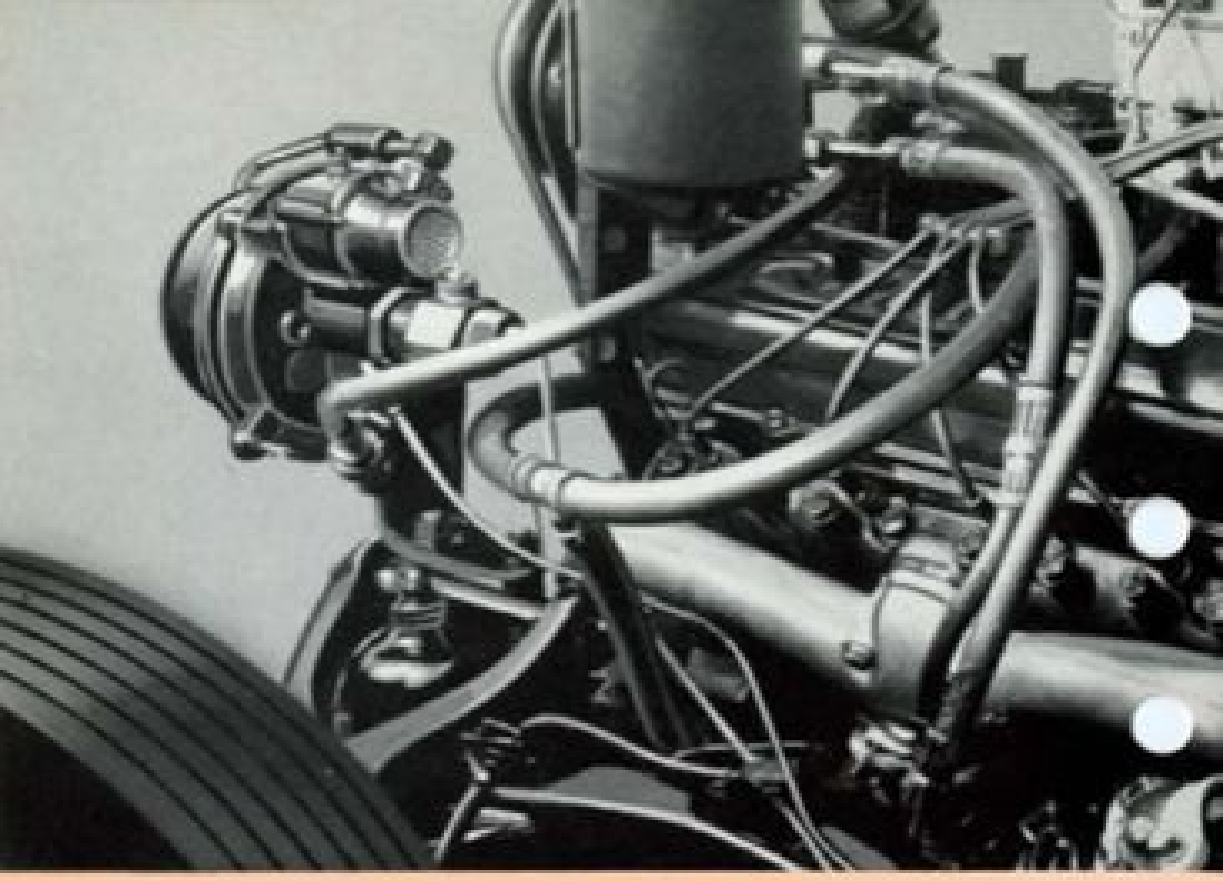
Lowering the engine position between the frame side rails also serves to straighten the drive line to the rear axle. The result is minimized vibration of the propeller shaft, thus contributing to quieter, trouble-free operation and longer life.

The lower engine position also permits a lower hood line thus enabling the driver to see more of the road directly ahead of the car.

1955

OPTIONAL EQUIPMENT

Optional equipment and accessories offered by Cadillac are functional and serve a definite purpose for the owner. They increase comfort . . . or convenience . . . or safety and, when they are apparent to the eye, they enhance the beauty of the car, for they are engineered and designed to complement the over-all styling of the Cadillac. What's more, it is these features that enable each owner to individualize his car. Descriptions on the following pages emphasize the benefits most appealing to the prospective purchaser. Familiarize yourself with these benefits and discuss them with your prospects. Remember, too, that the best time to talk extra-cost items is *before* you close the sale.



POWER BRAKES

Cadillac Power Brakes for 1955 have a new, larger control valve and reduced friction in the linkage. This enables you to offer your prospects greater safety and driving control with even less pedal pressure required. At the same time, the distance the pedal must travel in order to brake the car to a stop has been reduced, which results in faster braking in response to lighter pedal pressures. The height of the brake pedal has been shortened which reduces the time and adds to the convenience with which the driver swings his foot from the accelerator to the brake pedal. Unlike some systems, however, which use a very short pedal, the Cadillac Power Brake System provides sufficient pedal height to allow adequate leverage for operation of the regular hydraulic brake system in the event that the power brake unit should become inoperative. This is an important safety advantage for the Cadillac owner.

The vacuum-power unit of the Cadillac Power Brake is connected to the hydraulic brake system and to the intake manifold. A piston is enclosed in the unit. With vacuum on either side of the piston, the forces are balanced and the piston does not move. But, when pressure is applied to the brake pedal, air enters one half of the unit and the difference in pressure actuates the piston. The forces produced by the piston assist in the braking. When the brake is released, vacuum again enters both sides of the piston, and a spring returns the piston to released position. Should the power unit become accidentally damaged, the brakes operate as usual, but with no power assistance.

A—Brake line pressure outlet.
B—Brake line pressure inlet.
C—Vacuum line from manifold.

1. Outlet Air Ducts
2. Evaporator Case
3. Return Air Grille
4. Compressor
5. Condenser
6. Receiver Tank

CADILLAC AIR CONDITIONER

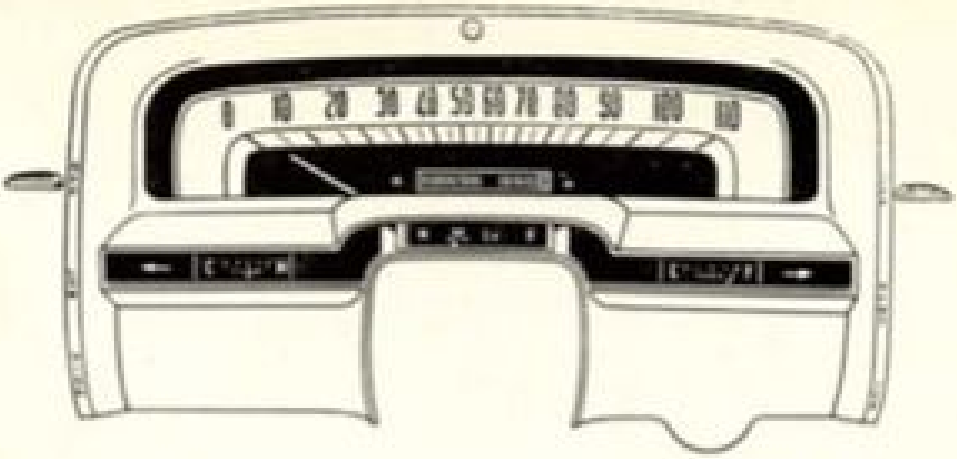
Cadillac owners can enjoy cool comfort during hottest summer temperatures with a Cadillac Air Conditioner installed on their cars. In addition, the car interior is dust-free, pollen-free and quiet. A new control lever used in 1955 permits selecting and holding the interior to the temperature desired without further adjustment since the compressor disengages from engine automatically when desired temperature is reached (also when Air Conditioner is turned off).

In operation, the Air Conditioner system functions as follows: The compressor draws refrigerant from the evaporator, where incoming air has been cooled, compresses and discharges the refrigerant in gaseous form into the condenser coils where it is changed back into liquid ready for recirculation back to the evaporator. Cooled and filtered air from the evaporator enters the interior through grilles on each side of the package shelf or, on Sedans only, if preferred by customer, through ducts mounted beneath the headlining with two adjustable outlets on each side of the front and rear compartments.

CADILLAC HEATING SYSTEM

Full comfort in coldest weather is provided by the Cadillac Automatic Heating System. It provides an ample supply of fresh, heated air . . . seals out dust and moisture . . . holds to a constant temperature . . . rapidly defrosts and defogs windows . . . has a low noise level . . . and is simple to operate with only two controls.

Outside air is drawn into the system through the cowl air intake, warmed by two heaters located on each side of the cowl, then circulated into the front compartment through grilles in the cowl side panels and into the rear compartment through ducts and grilles located in the lower kick molding of each front door panel.



The heater controls consist of two levers, one located on each side of the instrument cluster. The left-hand lever marked "HEATER" turns the heater on and off and also controls the temperature. To obtain heat, the engine is warmed up and this lever pushed down to the "LOW" position. If more heat is desired, the lever is pushed farther down until the desired temperature is obtained. The right-hand lever marked "DEFR" controls ventilating and defrosting air to the windshield. To obtain cool air for ventilation and defogging, the lever is moved down to the "VENT" position. For defrosting, the lever is pushed farther down to obtain air heated to the temperature setting of the "HEATER" lever. For maximum de-icing, *from a cold start*, push the "DEFR" lever all the way down to the "ICE" position while leaving the "HEATER" lever in the "OFF" position until windshield is cleared.

On Series 75 models, two under-seat heaters replace heater outlet grilles on front doors, thus assuring well-heated rear compartments in these larger models.

SIGNAL-SEEKING PRE-SELECTOR RADIO

Cadillac's Signal-Seeking Pre-Selector Radio offers every tuning convenience. Five push buttons can be pre-set for immediate selection of favorite stations while the selector bar, just above the dial, selects the strongest signals in the area. Dual speakers (except in Convertible Coupes) permit the sound to be directed to the front or rear compartments, or balanced throughout the car. Other features include vacuum-powered raising or lowering of the antenna, and selective tone control.

An added feature, optional at slight extra cost, is a radio foot-control switch. It provides extra safety and convenience by permitting the driver to select any station within range without the necessity of taking his eyes off the road, or his hands off the steering wheel. On Series 75 models, remote-control tuning for rear compartment passengers is also available.

NEW FOG LAMPS

Cadillac fog lamps for 1955 are of rectangular design and fit into the grille extensions directly beneath the headlamps. They provide a penetrating beam of light close to the road surface and thus give better visibility than headlights under certain adverse weather conditions.

CADILLAC AUTRONIC-EYE

Added safety and convenience is provided by the Cadillac Autronic-Eye. The headlights of oncoming cars automatically dim the lights of your owner's car. Thus the lights of the Cadillac owner's car avoid blinding other drivers. An overriding switch is provided to signal drivers who neglect to switch their own lights from bright to dim.

SPOTLIGHTS

Cadillac owners will enjoy the convenience of spotlights for either or both sides of their car. Motorists who travel a good deal by night find them almost indispensable for reading road signs or house numbers. Cadillac spotlights are smartly styled and are finished in bright chrome.

NEW CADILLAC SABRE-SPOKE WHEELS

New Cadillac Sabre-Spoke wheels, standard on Eldorado, are available as an extra cost option on all other models except the 75 Series. The fleet, low, graceful lines of the car are further enhanced by Sabre-Spoke wheels because they tend to keep the center of eye interest low. A note of practical value is the improved brake cooling with this type of wheel, similar to that obtained with wire wheels offered in 1954, but discontinued this year. The new Sabre-Spoke wheels are constructed of aluminum and steel and provide exceptional resistance to road mud and salt. Cadillac Sabre-Spoke wheels are available in sets of five.

ELECTRICALLY OPERATED VERTICAL FRONT SEAT ADJUSTER

For all Cadillac cars equipped with the electrically powered fore-and-aft seat adjuster, an automatic vertical adjuster is also available. It provides a four-inch range of vertical seat adjustment to accommodate any driver. The same control button is used to adjust the seat either horizontally or vertically.

NEW LICENSE PLATE FRAME

Cadillac License Plate Frames of gold-colored anodized aluminum, with a durable plastic window covering the plate, become an integral part of the car design. They eliminate the unsightliness and dangerous, rough, sharp edges of unframed license plates. Cadillac License Plate Frames are in sizes to fit license plates of any state.

E-Z-EYE TINTED GLASS

Cadillac E-Z-Eye Tinted Glass consists of a layer of gray tinted plastic between two layers of polished plate glass. It is available as an option at extra cost for all window areas in the 1955 Cadillac. E-Z-Eye glass presents all of the safety advantages of regular laminated Safety Plate Glass, but with the additional benefits of reducing glare and helping to keep the interior of the car cooler. The new gray tint does not alter colors of lights and traffic signals. Recommend Cadillac E-Z-Eye glass to your prospects before they place their order for the car.

ADDITIONAL
CADILLAC ACCESSORIES

Rear-Compartment Radio Control . . . . $_____

Radio Foot-Control Switch . . . . . $_____

Cadillac "Cushion Topper" . . . . . $_____

Cadillac Twill Seat Covers . . . . . $_____

Cadillac Nylon Seat Covers . . . . . $_____

Cadillac Plastic Seat Covers . . . . . $_____

Visor Vanity Mirror . . . . . $_____

Cadillac Rubber Mats . . . . . $_____

Fleetwood Robes . . . . . $_____

Windshield Washer Solvent . . . . . $_____

Cadillac Body Polish . . . . . $_____

Cadillac Fabric Cleaner . . . . . $_____

Cadillac Kar-Kleen . . . . . $_____

Cadillac Blue Coral . . . . . $_____

Cadillac Chrome Cleaner . . . . . $_____

Cadillac Chrome Protector . . . . . $_____

Cadillac Cooling System Inhibitor . . . . $_____

Cadillac Cooling System Cleaner . . . . . $_____

ACCESSORY GROUPS

(FACTORY-INSTALLED)

GROUP A $_____

White Sidewall Tires • Heater • Radio • Power Brakes • E-Z-Eye Glass

GROUP B $_____

White Sidewall Tires • Heater • Radio • Power Brakes

GROUP C $_____

Air Conditioner With Ducts—(Not Available on Coupes) • White Sidewall Tires • Heater • Radio • Power Brakes • E-Z-Eye Glass

GROUP N $_____

Air Conditioner Without Ducts—(Not Available on Series 75) • White Sidewall Tires • Heater • Radio • Power Brakes • E-Z-Eye Glass

GROUP 2 $_____

Autronic-Eye • Fog Lamps • Dor-Gards • License Frame (1)

GROUP 3 $_____

Autronic-Eye • Fog Lamps • Dor-Gards • License Frames (2)

GROUP 4 $_____

Fog Lamps • Dor-Gards • License Frame (1)

GROUP 5 $_____

Fog Lamps • Dor-Gards • License Frames (2)

Do not order any group for Eldorado Convertibles, as most of this equipment is standard.

1955

SPECIFICATIONS

On the following pages you will find, first, the General Specifications, then the Detailed Specifications for the 1955 Cadillac cars.

Many of these specifications cover items which you will be asked about only occasionally, or which do not warrant fuller coverage in the text of the Data Book. Other specifications, such as those dealing with Cadillac Hydra-Matic gear ratios and shift points, serve to supplement the information in the text.

While it is both unnecessary and impractical to attempt to absorb all of the specifications listed in this section of your Data Book, you will find here valuable information not easily located elsewhere.

[illegible]

	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

DETAILED SPECIFICATIONS

ENGINE

Number of cylinders	8
Cylinder arrangement	90° V-type
Valve arrangement	Overhead
Bore and stroke	3 11/16" x 3 5/8"
Block and cylinder head material	Cast iron
Piston displacement	331 cu. in.
Taxable horsepower	46.5
Max. brake horsepower	250 @ 4600 r.p.m.
Eldorado engine	270 @ 4800 r.p.m.
Max. engine torque—lbs.-ft.	345 @ 2800 r.p.m.
Eldorado engine	350 @ 3000 r.p.m.
Compression ratio	9.0:1
Engine mounts	Vulcanized rubber
Number of points of suspension	3

PISTONS AND RINGS

Make	Alcoa—Bohn—Stearling
Material	Aluminum alloy
Type	T-slot, cam ground
Weight	20.00 oz.
Clearance	.0009
Number of oil rings per piston	1
Number of comp. rings per piston	2
Top compression ring	Chrome plated

RODS AND PINS

Wristpin length	3.093"
Wristpin material	Steel alloy
Type	Locked in rod
Connecting rod length	6.625"
Material—connecting rod	Forged steel alloy
Weight—connecting rod	23.04 oz.
Crankpin journal diameter	2¼"
Lower bearing material	Steel back aluminum
Connecting rod bearing clearance	.0005"-.0021"
Connecting rod bearing end play	.008"-.014" (total two rods)

CRANKSHAFT

Material	Forged alloy steel
Weight	70 pounds
Main bearing thrust	Rear main
Crankshaft end play	.001" to .005"
Main bearing type	Slip-on
Main bearing removable	Yes
Main bearing material	Steel back Durex
Main bearing clearance—rear	.0008" to .0025"
Main bearing journal	
Diameter x Length:	
Number 1	2.5" x 1"
Number 2	2.5" x 1.0625"
Number 3	2.5" x 1.0625"
Number 4	2.5" x 1.0625"
Number 5	2.5" x 1.875"

CAMSHAFT

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

VALVES

Valve arrangement	Overhead
Intake opens	19° B.T.C. without ramp
Intake closes	70° A.B.C. without ramp
Exhaust opens	60° B.B.C. without ramp
Exhaust closes	30° A.T.C. without ramp

INTAKE

Material	Alloy steel
Over-all length	4.586" to 4.566"
Diameter of head	1.750"
Angle of seat	44°
Lift	.411"

EXHAUST

Material	Alloy steel
Over-all length	4.574" to 4.594"
Diameter of head	1.562"
Angle of seat	44°
Lift	.411"
Hydraulic valve lifters	Yes
Valve inserts	None
Valve seats cooled by	Direct water circulation

LUBRICATION

Type	Full pressure
Oil under pressure to:	
Main bearings	Yes
Connecting rods	Yes
Wristpins	Splash
Camshaft bearings	Yes
Tappets	Yes
Oil pump type	Gear
Normal oil pressure	30 to 35 lbs. @ 30 m.p.h.
Capacity of oil reservoir	Dry, 5 Qts.; Refill, 5 Qts.
Type of oil level gauge	Dip stick
Make of pressure gauge	AC—Tell-Tale Lite
Oil filter	Standard
Type	Partial flow

FUEL

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

COOLING

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

*Two 4-Barrel Carburetors on Eldorado.

COOLING—CONTINUED

Fan belt length	57"
Fan belt width	3/8"
Fan—No. of blades, Series 62 & 60	4
Fan—No. of blades, Series 75	5
Cooling system capacity	18.09 qts.
With heater	20.3 qts. (Series 75, 22.8 qts.)

GENERATOR

Make	Delco-Remy
Minimum charging speed	22 m.p.h. and up
Generator ventilation	Forced air

GENERATOR REGULATOR

Make	Delco-Remy
Voltage at cut-out closing	11.8—13.6 (adjust to 12.8)
Voltage regulator setting	14—15 (adjust to 14.5 at 90°)
Generator maximum charging rate	27—33 amp. (adjust to 30)

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 (21.5°-25.5°)
Vacuum advance	Crankshaft (26°-29°)

IGNITION—CONTINUED

Distributor breaker gap	.016"
Initial spark advance	2½° B.T.C.
Firing order	1-8-4-3-6-5-7-2
Ignition Coil:	
Make	Delco-Remy
Spark Plugs:	
Make	AC
Model	44.5
Thread	14mm.
Gap	.035"

BATTERY

Make	Delco 3EM60W
Number of plates	9
Capacity (amp. hrs.)	70
Terminal grounded	Negative
Location of battery	Under hood on tray attached to right-hand body bracket front of dash

LIGHTS AND HORN

Headlight—make	Guide sealed-beam
Headlight cover glass, dia.	6 11/16"
Parking light—make	Guide
Taillight—make	Guide
Lighting switch—make	Delco-Remy
How are headlights dimmed?	Depressed beam—foot switch
Horn:	
Make	Delco-Remy
Type	Vibrator, seashell electric

HYDRA-MATIC DRIVE

Type	High efficiency fluid coupling and fully automatic transmission
Gearing	Planetary
No. of forward speeds	4
No. of forward speeds in "City" DR range	3
No. of forward speeds in "Country" DR range	4
No. of forward speeds in Lo range	2
Transmission ratio, first	4.08:1
Transmission ratio, second	2.63:1
Transmission ratio, third	1.55:1
Transmission ratio, fourth	1:1
Transmission ratio, reverse	4.30:1
Oil capacity	11 qts.
Type of fluid	Hydra-Matic fluid

SHIFT POINTS:

		With Rear Axle Ratio of:		
		3.07:1	3.36:1	3.77:1
Upshift DR- 4 Range	Throttle Opening	M.P.H.	M.P.H.	M.P.H.
1st to 2nd	Minimum	5.5-8.2	5-7.5	4.5-6.7
	Maximum	20-23	18-21	16.3-18.7
2nd to 3rd	Minimum	11.5-16	10.5-14.6	8.6-13
	Maximum	36-41	33-38	30-34
3rd to 4th	Minimum	21-26	19-24	17-21
	Maximum	73-79	67-72	60-64
Downshift DR- 4 Range				
4th to 3rd	Minimum	17.2-20.0	14.5-17.2	12-14
	Maximum	70-75	64-69	57-61
3rd to 2nd	Minimum	8.5-11	8-10.7	7-8.4
	Maximum	21-24	19-22	17-20
2nd to 1st	Minimum	4-6.6	3.6-6	3.3-5.4
	Maximum	8.5-11	7.8-10	7-9

HYDRA-MATIC DRIVE—CONTINUED

DR- 3 Range			
Same as DR- 4 *except*			
Upshifts from 3rd to 4th only at:	73-79	67-72	60-64
Downshifts from 4th to 3rd only at:	70-79	64-72	57-64
LO Range			
1st to 2nd Upshift and Downshift same as DR-4			
Upshifts from 2nd to 4th at:	42	39	34
Downshifts from 4th to 2nd at:	41	38	33

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

FRAME	SERIES 62	SERIES 60S	SERIES 75
Frame make	A. O. Smith	A. O. Smith	A. O. Smith
Frame depth, maximum	7 5/32"	7 5/32"	7 5/32"
Frame thickness, maximum	5/64"	5/32"	5/32"
Flange width, maximum	2 37/64"	2 19/32"	2 19/32"
Frame—Type	Channel side bars with I-beam, X-member	Channel side bars with I-beam, X-member	Channel side bars with I-beam, X-member
Frame-to-road clearance at center of wheelbase	6 1/2"	6 1/2"	7 1/2"

FRONT END SUSPENSION

Front suspension, make	Own
Front suspension, type	Forked arms
Forked arm bearings, type	Threaded
Kingpin upper bearing, type	Bronze bushing
Kingpin lower bearing, type	Bronze bushing

FRONT END SUSPENSION—CONTINUED

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

PROPELLER SHAFT

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

UNIVERSAL JOINTS

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

REAR AXLE

	SERIES 62-60	SERIES 75
Rear axle, make	Own	
Rear axle, type	Semi-floating	
Differential gear, make	Own	
Rear axle:		
Oil capacity	5 pints	
Grade recommended:		
S.A.E. viscosity	90 hypoid	

REAR AXLE—CONTINUED	SERIES 62-60	SERIES 75
Type of final gearing	Hypoid	
Gear ratio:		
Standard	3.36:1	3.77:1
Optional	3.07:1	
Pinion adjustment (except 75)	None	
Pinion bearing adjustment	None (Preloaded)	
Are pinion bearings in sleeve?	No	
Backlash between pinion and ring gear	.003"-.010"	
Rear axle pinion shaft:		
Front bearing, type	Tapered roller	
Rear bearing, type	Tapered roller	

TIRES AND WHEELS		
Tires:		
Make	U. S. Royal, Firestone and Goodrich	
Type	Tubeless	
Size	8.00 x 15*	8.20 x 15
Ply rating	4	6
Inflation pressure:		
Front	24 lbs.	28 lbs.
Rear	24 lbs.	28 lbs.

*8.20 x 15 when Whitewalls are ordered. Std. on Eldorado.

Wheels:		
Type	Slotted disc**	
Make	Kelsey-Hayes	
Rim, diameter	15"	15"
Rim, width	6.00"	6.00"
Tread:		
Front	60"	60"
Rear	63.10"	63.10"

**Aluminum spoke, steel rim wheels on Eldorado.

SPRINGS (REAR)	SERIES 62-60	SERIES 75
Rear Springs:		
Type	Semi-elliptic	
Material	Spring steel	
Length	56½"	
Width	2½"	
No. of leaves	5	6
Spring leaves lubricated with	Wax impregnated liners	
Spring bushings, type	Rubber	
Stabilizers	Rear—None	

SHOCK ABSORBERS (REAR)	
Type	Direct Acting, Hydraulic

STEERING		
Steering	Hydraulic power	
Type	Bevel gear in rack	
Make	Saginaw	
Over-all steering ratio	21.3:1	
Car turning radius (outside) bumper to bumper sweep	(62) 22.9′ (60) 23.7′	(75) 27.0′

BRAKES		
Front and Rear		
Brake drum diameter	12"	12"
Brake drum, internal or external	Internal	Internal
Brake lining, length per wheel:		
Forward shoe	11.15"	11.15"
Reverse shoe	12.23"	12.23"
Total	23.38"	23.38"

BRAKES—CONTINUED	SERIES 62-60	SERIES 75
Brake lining width	2½"	2½"
Brake lining thickness	¼"	¼"
Brake lining effective area	211.55 sq. in.	
Brake clearance	.010" bottom; .015" top	
Hand brake location	Left side of dash	
Hand brake lever operates on	Rear service brakes	
Power brakes	Optional	

MISCELLANEOUS SPECIFICATIONS

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

LUBRICANTS

Engine oil	5 qts.
Recommended viscosity	Min. anticipated temperature: +32°F. 20W or S.A.E. 20 +10°F. 20W −10°F. 10W Below −10°F. 5W
Drain	2000 miles (after initial 500-mile change)
Rear axle oil	5 pints
Recommended viscosity	90 hypoid
Auto trans. fluid type "A"	12 qts. dry
Gasoline	20 gals.

1955

MILESTONES

Cadillac leadership is the result of many motoring achievements . . . advancements in engineering and design which have set the trend for other motor car 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 the Cadillac automobile we know today . . . the automobile that is recognized as "the Standard of the World". It is important that you, as a Cadillac salesman, be familiar with these past contributions and recognize the fact that when still greater advancements are made they will be made first by Cadillac.

[illegible]

[illegible]

| [illegible] | [illegible] | [illegible] |

| | | |

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

INDEX

Your 1955 Cadillac Data Book has a two-part index. First, it has been indexed by SECTION. Thus, when you wish to refer to a feature that you know to be a part of the chassis, for example, you need only turn to the CHASSIS FEATURES index. The second part is a complete alphabetical listing of the contents of the entire book.

SECTION INDEX

SECTION INDEX

BODY CONSTRUCTION .. 64-77

Contains facts and figures regarding the structural features that contribute to the safety . . . durability . . . and long life of the Cadillac body.

CHASSIS FEATURES 78-91

Complete descriptions of 1955 Cadillac Chassis features including a full explanation of Hydra-Matic Drive.

ENGINE FEATURES 92-103

Descriptions and pictures of all important components of the 1955 250-horsepower Cadillac and 270-horsepower Eldorado engines.

OPTIONAL EQUIPMENT 104-117

Here you will find a listing of all optional equipment, accessories and accessory groups.

SECTION INDEX

ALPHABETICAL INDEX

ALPHABETICAL INDEX

D

E

F

G

H

I

L

O

P

ALPHABETICAL INDEX

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

★

★

CADILLAC MOTOR CAR DIVISION
GENERAL MOTORS CORPORATION

PRINTED IN U.S.A. NOV. 1954