

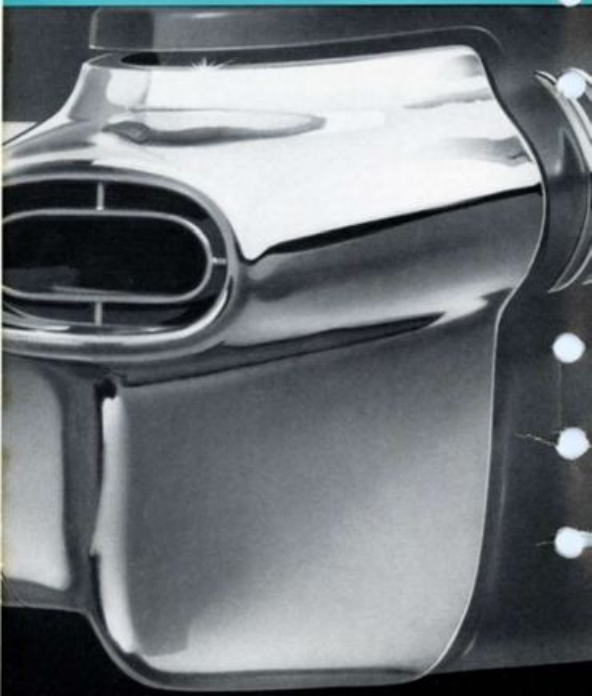
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Cadillac data book



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introduction



You who sell Cadillac motor cars enjoy the distinction of selling the world's finest automobiles. What is more, it is your privilege to serve the world's most loyal and satisfied group of motor car owners, as proved in surveys year after year.

Yet the satisfaction that this tremendous Cadillac owner loyalty brings to all of us should not be permitted to dull the edge of our competitive spirit. Rather, we should increase our efforts to expand the field of Cadillac ownership, so that more motorists may enjoy the superlative motoring which is uniquely Cadillac's to provide.

Cadillac advertising over the past several years has done more than ever before to create a desire for Cadillac ownership, based upon the conviction that a Cadillac is the most distinguished automotive possession America affords. Let it be your objective to seek out prospects, made susceptible by this advertising, and convince them of the *many* superior features of a Cadillac car . . . things which in many cases cannot be covered specifically in Cadillac advertising.

The desire for a Cadillac from a prestige standpoint is almost universal. Therefore, if you can persuade each prospect, point by point, of the superiority of its many quality features . . . then stress its economy of operation and its high resale value, you will make many additional sales to competitive owners in 1956.

The pages of this Data Book contain essential information you will need about styling, construction and performance to help you accomplish this objective.

the 1956 Cadillac new features

NEW MODELS

- Series 62 Sedan de Ville (4-door hardtop)
- Eldorado Seville (2-door, special hardtop)

NEW STYLING

- New grille
- New Cadillac script name plate on grille
- New front bumper
- New front bumper guards
- New flatter hood contour
- New hood "V" and crest
- New flatter, wider fender contour
- New ribbed headlamp reflector shield
- New parking lights
- New fog lamps
- New hood ornaments
- New cowl air-intake grille
- New front fender name plate and/or crest
- New wheel covers
- New rear wheel opening moldings
- New belt molding
- Extension of top color between windows and belt molding
- New slip-stream rear fender style
- New rear fender top molding

- New rear fender simulated air-scoop molding
- New rear fender side molding
- New rear deck "V"
- New rear deck block letter name plate
- New rear bumper
- New license plate light
- New exhaust outlet extensions
- New rocker sill molding

NEW INTERIORS

- New instrument panel styling
- New instrument cluster
- New control knobs and escutcheons
- New centrally located glove compartment
- Two new lighted front compartment ash receivers
- Two new front compartment cigarette lighters
- New remote control for outside rear-view mirror
- New trim styles
- New upholstery patterns and fabrics
- Newly located electric window lift controls
- New soft trim for upper door and sidewall panels
- New flatter front compartment floor on driver's side

New three-spoke steering wheel
New horn ring
New turn signal lever
New hand brake handle
New Hydra-Matic quadrant
New wider accelerator pedal
New wider Power Brake pedal
New mechanically retained door seals

NEW CHASSIS FEATURES

New controlled-coupling Hydra-Matic
New Power Brake system
Improved Cadillac Power Steering
New 19.5 to 1 over-all steering ratio
New shock absorber valving
New standard 3.07 to 1 rear axle ratio
New stronger rear axle shaft
Newly located fuel intake in fuel tank
New five-inch longer mufflers

NEW ENGINE FEATURES

New 285-horsepower engine
New 305-horsepower Eldorado engine
New 400-foot pounds torque

New 9.75 to 1 compression ratio
Improved Cadillac Four-barrel Carburetor
New larger cylinder bore
New larger exhaust valve ports
New higher-lift valve linkage
New high-lift camshaft
New hydraulic valve lifters
New larger main bearing journals
New sturdier main bearing caps
New higher-torque starting motor
New sealed generator regulator
New distributor
New radiator fan
New 11-plate battery

NEW OPTIONAL EQUIPMENT FEATURES

New six-way front seat adjustment
New manual tuner on radio
New electrically operated radio antenna
New remote-controlled trunk opening lock
New gold-finish radiator grille
New gold-finish Sabre-Spoke wheels

as always the
standard of the world

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Your 1956 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.

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styling



The dignity and grace . . . the infinite attention to details which have long keynoted Cadillac styling were never more evident than in the brilliant 1956 Cadillac cars.

From the front . . . from the side . . . and from the rear there is exciting evidence that Cadillac is the Standard of the World in automotive styling as it is in engineering and mechanical excellence.

There is, for example, an impression of even greater strength and dignity in the new, more-massive front end ensemble and in the classic simplicity of the new rear bumper and exhaust outlet extensions.

And from the side, new lines of fleetness and grace are apparent in the slip-stream styling of the rear fenders, in the simulated air-scoop moldings and the new belt molding extending beneath the door windows.

New, deeply contoured wheel covers with radiating spokes add sparkling highlights of beauty.

From any view, the 1956 Cadillac looks longer, wider and lower than any previous car in Cadillac history. Point out to your prospects all of the new styling features of the 1956 Cadillac and you'll prove beyond contention that, in 1956, Cadillac again has set the pace in automotive styling elegance for the entire industry.

new front end styling

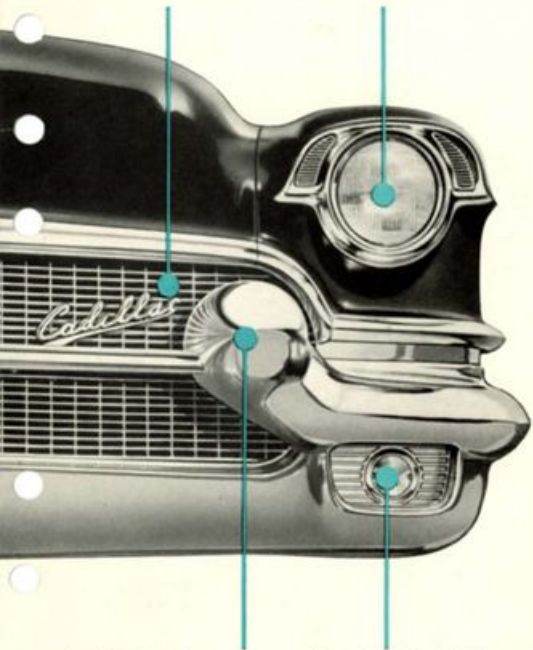


In 1956, the magic of Cadillac styling genius has achieved a front end appearance of even more impressive strength, dignity and grace. Greater unity of design has been achieved through the use of smaller grille openings and by locating the parking lights at the extreme outside of the massive lower bumper bar just below the bumper guards. Other details of the new front end ensemble which serve to enhance the lower, wider look of the car itself are the flatter hood and fender contours, horizontal ribs in the headlamp reflector shields, wider spacing of the bumper guards, a new, wider, more-tapered V, wider crest and new hood ornament.

Newly available is a smart gold-finish grille optional at no extra cost on the Eldorados and at slight extra cost on all other models.

Adding a gracious new style note is the gold-finish Cadillac script name plate on the grille.

Ribbed headlamp reflector shield adds new style note while enhancing the apparent width of front fenders.

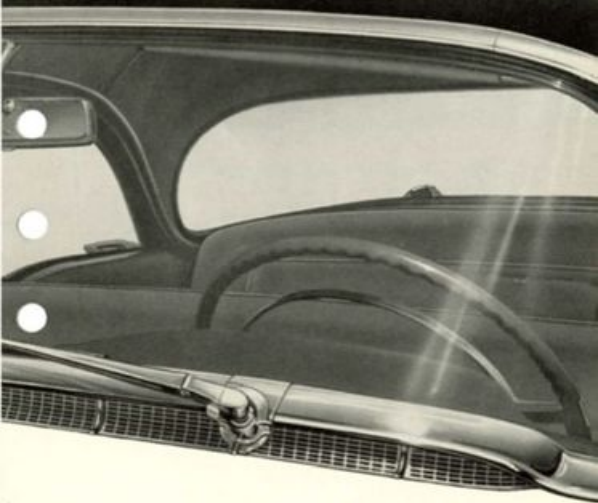


Graceful bullet-shaped bumper guards with gull wing extensions offer maximum protection where needed.

Newly located parking and fog lamp (optional at extra cost) location enhances low, wide look of car.



The illustration, above, shows several features typical of Cadillac's ability to combine pleasing style with the utmost in practical considerations for the comfort and convenience of the driver and passengers. There is, of course, the now widely imitated Panoramic windshield with its contributions to safe driver visibility. There is the smart overhanging roof visor on sedan models which prevents the accumulation of ice or snow on that portion of the windshield farthest from the defrosters. Finally, there is the newly designed, cowl air intake grid which assures safer, cleaner air than when air inlets are located behind the grille where exhaust fumes and dirt can enter more easily. A series of baffles traps rain water and permits it to drain through a tube to the ground.



New wheel discs feature a deep contour between the hub and spoke-patterned outer ring.





Coupe de Ville

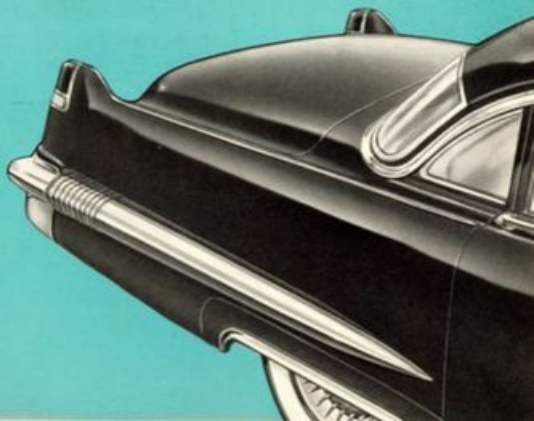
Cadillac crest and gold-finish name plate on the front fenders lend distinction and model identification to the Coupe de Ville, Sedan de Ville, Eldorados and 60 Special. Crest alone is used on the Series 62 Sedan, Coupe and Convertible and Series 75 models.



The vertical windshield pillar posts on all Cadillac models eliminate the blind spot associated with old-style slanted pillars and permit use of smart rectangular ventwings. And, for safety and comfort, Cadillac provides overhanging door reveal moldings which permit leaving the windows slightly open for ventilation and to prevent window fogging, yet without permitting the entrance of rain or snow. Of special interest is the new outside rear-view mirror which is adjustable from inside the car, a particular convenience in adverse weather.



Certain to be copied by others is Cadillac's new, slip-stream, rear fender styling shown above as it appears on the Series 62 and below as it appears on the 60 Special. The distinguishing feature is the tubular contour tapering gracefully from near the forward edge of the rear fender and extending back to join the exhaust outlet extensions. On this raised fairing are chromed vertical ribs on the Series 62, while the entire fairing is covered with a ribbed chrome molding on the 60 Special Sedan. An additional new style note is the chromed molding outlining the top of the rear fender and the taillight.



These views from the side and the rear, of the 1956 Cadillac, illustrate many of the styling features discussed on previous pages plus many additional new styling features explained below.



The 1956 Cadillac offers a longer, lower, smarter appearance than ever before in Cadillac history. Note particularly how the combination of the front fender molding and the new, slip-stream rear fender styling lend an air of motion even when the car is standing still. New horizontal ribs on the simulated air scoop molding enhance this impression still further. A new body belt molding extends along the sides of the car just beneath the door windows. On two-tone models, the top color is carried along the sides of the car between the belt molding and the windows.

Every detail of the rear end design accentuates the low, wide, road-bugging look of the 1956 Cadillac. Note here the clean, strong lines of the bumper, the low placement of the license plate mounting and the horizontal openings for the exhaust outlets. New deck ornamentation features a wider, more-tapered V and the name Cadillac, Eldorado or Fleetwood in gold-finish block letters.



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body models



This section of your Data Book contains the basic information you will need in helping your prospects select exactly the Cadillac car most suited to their requirements. Below is a brief description of each series of cars in the Cadillac line. Then, on the following pages, you will find illustrations and a table of interior dimensions of each BODY MODEL, plus a listing of STANDARD EQUIPMENT and a listing of OPTIONAL EQUIPMENT (extra cost) items most frequently ordered by Cadillac buyers. For detailed information on upholstery choices and factory-installed optional equipment see the INTERIORS and the OPTIONAL EQUIPMENT sections of the Data Book.

CADILLAC SERIES 62

Basic series in the beautiful Cadillac line of cars for 1956, it is also the series with the widest selection of body models.

Four-Door Sedan (Page 24); Sport Coupe (Page 26); Coupe de Ville (Page 28); Convertible Coupe (Page 32); Sedan de Ville (Page 30).

CADILLAC ELDORADOS

Truly the glamour cars of the Cadillac family, the Eldorado Biarritz and Eldorado Seville offer the combination of a special, 305-horsepower engine, individual styling, distinctiveness of appointments and trim, and completeness of equipment which makes driving an Eldorado one of motoring's greatest pleasures and privileges.

Eldorado Biarritz (Page 34); Eldorado Seville (Page 36).

CADILLAC SERIES 60 SPECIAL

Long the symbol of Cadillac's leadership in building America's finest luxury cars, the beautiful exterior of the 60 Special is matched only by the elegance of its fashion-appointed interior décor. So deep is the affection of this car in the hearts of its owners that most would consider only one choice in a new car . . . another Cadillac Series 60 Special Sedan (Page 38).

CADILLAC SERIES 75

The Cadillac Series 75 is impressively big and beautiful. It is the ideal choice for those who demand the ultimate in luxury and distinction, for the large family or for executive use. The Series 75 is available as an eight-passenger sedan or with a glass dividing partition for chauffeur-driven use (Page 40).



1. The fastener is made of metal.

 2. The fastener is silver in color.

 3. The fastener has a hexagonal head.

 4. The fastener has a threaded shaft.

5. The fastener is used to secure objects together.

 6. The fastener is commonly found in construction and manufacturing.





Mercedes-Benz design

Mercedes-Benz

1950-1955



Beitrag zum Design der Welle

1. Einleitung
2. Aufgabenstellung
3. Materialauswahl
4. Berechnung der Welle
5. Fertigungstechnik
6. Zusammenfassung



1. The first part of the text discusses the importance of maintaining accurate records in a laboratory setting. It emphasizes the need for clear labeling and organization of samples and equipment to ensure the reliability of experimental results.

2. The second part of the text describes the various methods used for data collection and analysis. It highlights the use of modern technology, such as digital sensors and data logging software, to improve the precision and accuracy of measurements.

3. The third part of the text focuses on the safety protocols and procedures that must be followed in a laboratory environment. It covers topics such as the use of personal protective equipment (PPE), handling of hazardous materials, and emergency response procedures.

4. The final part of the text discusses the importance of regular maintenance and calibration of laboratory equipment. It provides guidelines for how often equipment should be checked and how to properly document these checks to ensure that the equipment is always in good working order.

Самостоятельно
выполните задание

Сделайте
задание





1. The first part of the text discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes the need for transparency and accountability in financial reporting.

2. The second part of the text focuses on the role of internal controls in preventing fraud and errors. It highlights the importance of segregation of duties and regular audits to ensure the integrity of the financial statements.

3. The third part of the text addresses the challenges of managing complex financial data and the need for advanced software solutions to streamline the process. It discusses the benefits of automation and data analytics in improving efficiency and accuracy.

4. The fourth part of the text explores the impact of regulatory changes on financial reporting and the need for organizations to stay up-to-date with the latest requirements. It discusses the importance of compliance and the role of professional advisors in navigating these changes.

5. The fifth part of the text concludes by emphasizing the importance of a strong financial reporting system for the success of any organization. It encourages organizations to invest in the right tools and processes to ensure the reliability and accuracy of their financial data.

How to Use the Government of the State







Actuador de válvula





Eldorado Biarritz and Eldorado Seville

In the Eldorado Biarritz, pictured here, and the Eldorado Seville, shown on page 36, the inspired magic of Cadillac styling and engineering enables you to offer your prospects the two most glamorous cars ever to bear the distinguished name "Cadillac". Eldorado exteriors are distinctively and exclusively styled from the tapered lines of the new twin hood ornaments to the sharply accented, stabilizer type, rear fender fins.



Noteworthy, too, are the Eldorados' gleaming Sabre-Spoke wheels, the lustrous and durable Vicodec top fabric (covering the all-steel Turret Top on the Seville) and the twin tubular housings for the taillights, turn signals and back-up lights. Interiors, precisely tailored in all genuine leather in English grain or these same fine leathers combined with smart, beautifully patterned nylon fabrics in the Eldorado Seville, offer such conveniences for driving pleasure as Power Steering, Power Brakes, Power Window Lifts and Six-way Power Seat Adjustment. And, for the unmatched performance to be expected of these glamour twins, here is a new 305-horsepower, special Eldorado engine, combined with the new "controlled-coupling" Cadillac Hydra-Matic transmission. Additional details of the fabulous Cadillac Eldorados are contained in the Styling, Interiors and Engine Sections of this Data Book.



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WORLDWIDE BENTON & BOWLES

Advertising • Public Relations • Direct Marketing • Sales Promotion • Branding • Creative Strategy • Media Planning • Digital Marketing • Social Media • Content Marketing • Video Production • Animation • Graphic Design • Copywriting • Brand Identity • Crisis Management • Reputation Management • Strategic Consulting





The rate of photosynthesis can be measured by counting the number of bubbles produced by the plant in a given time. The rate of photosynthesis is affected by several factors, including light intensity, carbon dioxide concentration, and temperature.

In this experiment, the rate of photosynthesis is measured by counting the number of bubbles produced by the plant in a given time. The rate of photosynthesis is affected by several factors, including light intensity, carbon dioxide concentration, and temperature.

The following table shows the results of the experiment:

Light Intensity	Carbon Dioxide Concentration	Temperature	Rate of Photosynthesis (bubbles per minute)
High	High	High	High
High	High	Low	Low
High	Low	High	Low
High	Low	Low	Low
Low	High	High	Low
Low	High	Low	Low
Low	Low	High	Low
Low	Low	Low	Low

The results show that the rate of photosynthesis is highest when all three factors are high and lowest when all three factors are low.

1950s

1950s

1950s

1950s





The image shows a page of text that is extremely blurry and illegible. The text is arranged in several columns, but the individual characters and words are completely unreadable due to the low resolution and blurring. The background is a light, off-white color.

REVIEWS BY PROGRAMMERS, DESIGNERS AND ADMINISTRATORS

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interiors



The glamorous new interiors of the 1956 Cadillac cars are marked by features of beauty, convenience and comfort which bespeak in every way the traditional luxury to be expected of the Standard of the World. There is new elegance, for example, and increased opportunity for individual owner expression in the wide range of upholstery and trim options. Here are glamorous, newly patterned nylon fabrics, many combined with gleaming Lurex thread; rich, all-wool gabardines in solid colors; plain, all-wool broadcloth; smart Bedford cord; and genuine leathers in natural and English grain. New appeal to the eye and to the touch is provided by the addition of a smart, leather-grained Elascobac covering on the upper panels of the doors and side walls. The use of bright and brushed chrome hardware adds highlights of gleaming beauty throughout the interior.

Owners are sure to appreciate the new convenience features of the 1956 Cadillac. In the front compartment, alone, for example, is the new centrally located glove compartment, a new, more conveniently located electric clock, two cigarette lighters, two lighted ash receivers, a new wider rear-view mirror, a new wider Power Brake pedal located for quick application by either foot, and new instrument cluster control knobs labeled for instant identification. Electric window controls are now located well forward and lower on the door panel for easier left-hand operation by the driver. Removal of the floor hump below the accelerator pedal prevents catching of high heels and improves floor appearance. In every way, the interiors of the 1956 Cadillac have been designed to further the affection felt by repeat Cadillac owners and to further the desire for Cadillac ownership by your first-time prospects.





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SERIES

62 Sedan and Coupe





Interiors of the Cadillac Series 62 Sedan and Coupe are carefully tailored in smart two-tone combinations. There are four choices of Heather pattern nylon in light shades of Blue, Green, Gray or Beige combined with matching bolsters of all-wool gabardine, and three choices of gleaming, Lurex-threaded, Frost pattern nylon in shades of Light Gray, Green, or Blue with beautiful and durable White Elascobol bolsters. The entire seat cushions and seat backs are styled with heavily tufted biscuits and deeply recessed buttons on models where the Elascobol bolsters are selected. On models with all cloth trim, the upper half of the seat back has a smooth surfaced gabardine bolster. Furthering the smart appearance and lasting beauty of the Series 62 Sedan and Coupe interiors is the use of durable Elascobol at points of wear or stress such as on seat scuff pads, upper door and side wall panels and as seat welts. Floors are carpeted with thick, dark-toned nylon frieze.

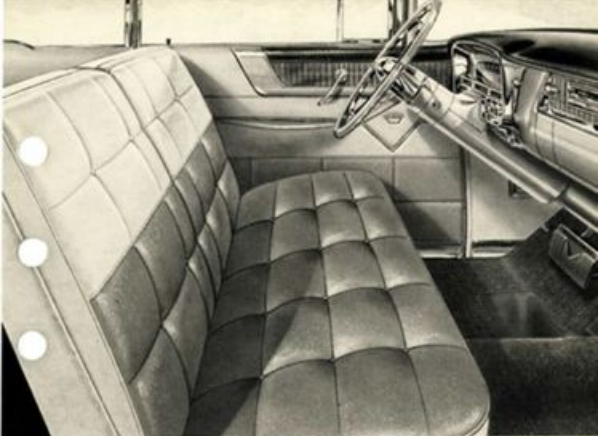


62 Sedan Rear Compartment

48

62 Coupe Rear Compartment





62 Coupe Front Compartment

SERIES 62 SEDAN AND COUPE COLOR AND FABRIC CHOICES

- 30.** LIGHT GRAY HEATHER PATTERN NYLON with LIGHT GRAY GABARDINE bolsters and trim.
- 31.** LIGHT GRAY FROST PATTERN METALLIC NYLON with WHITE ELASCOFAB bolsters and trim.
- 32.** LIGHT BLUE HEATHER PATTERN NYLON with LIGHT BLUE GABARDINE bolsters and trim.
- 33.** LIGHT BLUE FROST PATTERN METALLIC NYLON with WHITE ELASCOFAB bolsters and trim.
- 34.** BEIGE HEATHER PATTERN NYLON with BEIGE GABARDINE bolsters and trim.
- 36.** LIGHT GREEN HEATHER PATTERN NYLON with LIGHT GREEN GABARDINE bolsters and trim.
- 37.** LIGHT GREEN FROST PATTERN METALLIC NYLON with WHITE ELASCOFAB bolsters and trim.

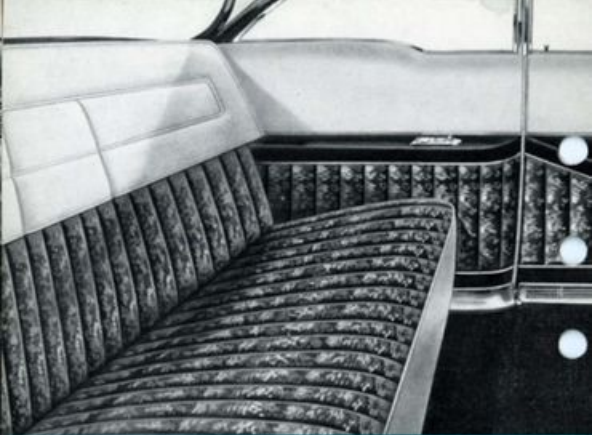
SERIES

62 Coupe de Ville





The glamorous beauty of the Cadillac Coupe de Ville was never more evident than in the enchanting décor of its 1956 interiors. Door panel styling, for example, features smart vertical piping culminating in a massive "V" midway up the door. The area above the "V", up to and including the armrest, is covered in genuine leather in dark tones. Durable, leather-grained Elascotab and a satin-black and chromed-grid insert enhance the beauty of the upper door panel.



The upholstery, trim and appointments of the Coupe de Ville for 1956 present a truly breath-taking appearance. The glamorous array of fabrics and colors listed on the opposite page are designed to please the most discriminating of tastes. There is lustrous, black nylon, Stardust patterned with tiny colored stars or the bolder, Bombay pattern, metallic nylon with gleaming Lurex threads. Seat cushions and the lower half of the seat backs are newly fashioned in smart $2\frac{1}{2}$ " pipes. The leather-covered upper half of the seat back is designed with a rectangular pattern formed by smart, raised stitching. Lavish use of chrome for roof bows across the perforated headlining, for framing the seats and seat backs and for all other hardware and moldings, completes the air of modern elegance that marks the Cadillac Coupe de Ville. Carpeting is rich nylon frieze in dark tones.



SERIES 62 COUPE de VILLE COLOR AND FABRIC CHOICES

- 40. GRAY BOMBAY PATTERN METALLIC NYLON with WHITE LEATHER bolsters and trim.**
- 41. STARDUST PATTERN* NYLON with WHITE LEATHER bolsters and trim.**
- 42. LIGHT BLUE BOMBAY PATTERN METALLIC NYLON with LIGHT BLUE LEATHER bolsters and trim.**
- 43. STARDUST PATTERN* NYLON with LIGHT BLUE LEATHER bolsters and trim.**
- 44. GOLD BOMBAY PATTERN METALLIC NYLON with WHITE LEATHER bolsters and trim.**
- 45. STARDUST PATTERN* NYLON with YELLOW LEATHER bolsters and trim.**
- 46. LIGHT GREEN BOMBAY PATTERN METALLIC NYLON with LIGHT GREEN LEATHER bolsters and trim.**
- 47. STARDUST PATTERN** NYLON with LIGHT GREEN LEATHER bolsters and trim.**
- 48. RED BOMBAY PATTERN METALLIC NYLON with WHITE LEATHER bolsters and trim.**
- 49. STARDUST PATTERN** NYLON with MOUNTAIN LAUREL LEATHER bolsters and trim.**

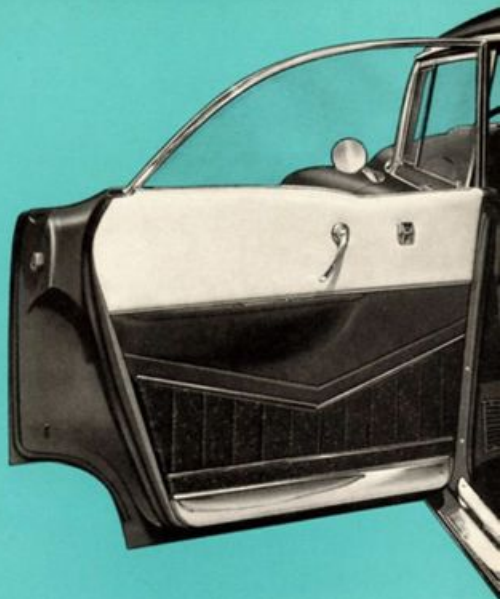
*White, Blue and Yellow stars against Black background.

**White, Green and Pink stars against Black background.

SERIES

62 Sedan de Ville





The brilliant new Cadillac Sedan de Ville, with its hard-top styling and four-door convenience, matches the Coupe de Ville in the modern elegance of its interior styling. A massive "V" covered in genuine dark-tone leather forms the center panel of the door up to and including the armrest. Durable, leather-grained Elascotab, used on parts of the upper door panel and around the chromed kick molding at the bottom, beautifies and protects points of wear. Ventwing and front door handle are mounted in a satin-black and chromed insert.



The carefully tailored interiors of the Sedan de Ville are marked by smart $2\frac{1}{2}$ " piping on the seat cushions, lower portion of the seat backs and on the side wall and door panels. Upper portion of the seat backs, forming full bolsters, are fashioned of rich, genuine leathers. Choices of upholstery include a bold, Bombay pattern, metallic nylon in any of five pastel colors, or a lustrous, black Stardust pattern nylon flecked with miniature colored stars. Bright and brushed chrome, used for all hardware, roof bows and door and seat moldings, adds alluring highlights to the interior of the Sedan de Ville. Handsome and durable Elascofab means lasting beauty for seat welts, seat scuff pads and many other points of wear or stress. Carpeting is luxurious dark-toned nylon frieze.



SERIES 62 SEDAN de VILLE COLOR AND FABRIC CHOICES

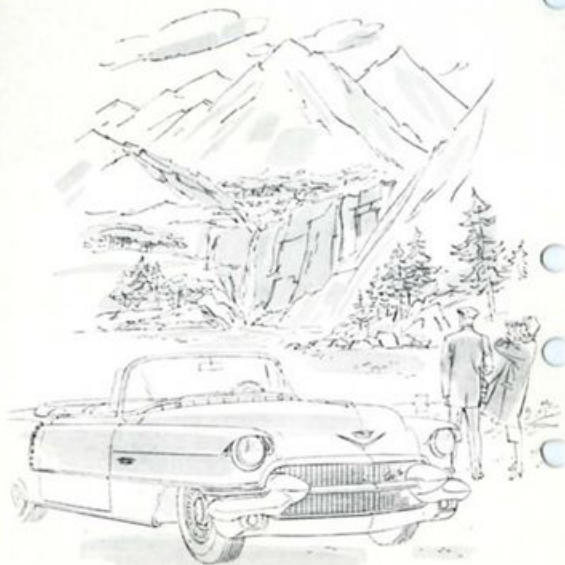
- 40. GRAY BOMBAY PATTERN METALLIC NYLON with WHITE LEATHER bolsters and trim.**
- 41. STARDUST PATTERN* NYLON with WHITE LEATHER bolsters and trim.**
- 42. LIGHT BLUE BOMBAY PATTERN METALLIC NYLON with LIGHT BLUE LEATHER bolsters and trim.**
- 43. STARDUST PATTERN* NYLON with LIGHT BLUE LEATHER bolsters and trim.**
- 44. GOLD BOMBAY PATTERN METALLIC NYLON with WHITE LEATHER bolsters and trim.**
- 45. STARDUST PATTERN* NYLON with YELLOW LEATHER bolsters and trim.**
- 46. LIGHT GREEN BOMBAY PATTERN METALLIC NYLON with LIGHT GREEN LEATHER bolsters and trim.**
- 47. STARDUST PATTERN** NYLON with LIGHT GREEN LEATHER bolsters and trim.**
- 48. RED BOMBAY PATTERN METALLIC NYLON with WHITE LEATHER bolsters and trim.**
- 49. STARDUST PATTERN** NYLON with MOUNTAIN LAUREL LEATHER bolsters and trim.**

*White, Blue and Yellow stars against Black background.

**White, Green and Pink stars against Black background.

SERIES

62 Convertible





The thrill of open-air motoring is truly reflected in the gay, colorful, durable interiors of the beautiful Cadillac Series 62 Convertible. Its new interior styling, for 1956, is immediately evident in the door panel, shown above. The upper section is covered with beautiful and durable Elascotab, relieved by a forward curving panel of light-tone painted metal, and by a satin-black and chromed-grid insert. The center area of the door panel, including the armrest, forms a massive "V" in dark-toned genuine leather. Smart, vertical pleats mark the Elascotab-covered lower section of the door panel. Kick pad combines the beauty and protection of a bright chrome molding against a dark-toned Elascotab background.



The beauty of the rich-looking, genuine leather upholstery in the Series 62 Convertible finds new lustre through the years. Completely restyled for 1956, the seat cushions and lower portion of the seat backs are fashioned of smart $2\frac{1}{2}$ " pipes. The upper half of the seat back is styled with a smooth-finish leather bolster inset with a rectangular design formed by exposed stitching. A final touch of beauty is added by a bright chrome molding extending around the ends of the seat cushion and up the sides and across the top of the front seat backs. Carpeting is beautiful and durable nylon frieze.



SERIES 82 CONVERTIBLE COLOR AND UPHOLSTERY CHOICES

- 20. BLACK LEATHER** seat and seat back inserts with **WHITE LEATHER** bolsters and trim.
- 21. SOLID BLACK LEATHER** throughout.
- 22. LIGHT BLUE LEATHER** seat and seat back inserts with **WHITE LEATHER** bolsters and trim.
- 23. BLACK LEATHER** seat and seat back inserts with **AQUAMARINE LEATHER** bolsters and trim.
- 25. SOLID BEIGE LEATHER** throughout.
- 26. LIGHT GREEN LEATHER** seat and seat back inserts with **WHITE LEATHER** bolsters and trim.
- 28. RED LEATHER** seat and seat back inserts with **WHITE LEATHER** bolsters and trim.
- 29. SOLID RED LEATHER** throughout.

VICODEC TOP COLORS: 1. White 2. Black 3. Light Blue
4. Beige 5. Light Green

Eldorado Biarritz





The exquisite beauty and sleek lines of the Eldorado Biarritz are matched by ultra-smart interiors as distinctive in styling and trim as the modish exterior of the car itself. Door panel design features a lower section of genuine leather deftly tailored in 1" pleats. A concealed snap fastener permits access to a convenient pocket within this pleated section. The center section of the door panel, containing the armrest and the electric window control button, is of dark-toned genuine leather framed by a bright chrome molding. Above the armrest, light-toned leathers combine with a light-tone painted panel in graceful, forward-swept lines. Ventwing and door handle are mounted in a satin-black and chromed insert.



Seat cushions and seat backs in the Eldorado Biarritz are superbly tailored of luxurious genuine leathers in solid colors of Red, Black, Blue or Green, or with the added smartness of fine-grained, White leather bolsters. Here, too, are such luxury details of the leather workers' art as narrow 1" pleats, French seams and raised leather welts. At the top of each seat back, contrasting with the pleated portion, is a distinctive, smooth-leathered "V" inset with a miniature, chromed Cadillac crest. Carpeting is of dark-toned nylon and rayon with aluminum-ribbed, rubber floor pads in matching colors.



ELDORADO BIARRITZ COLOR AND UPHOLSTERY CHOICES

- 10. BLACK LEATHER** seats and seat backs with **WHITE LEATHER** bolsters and trim.
- 11. Solid BLACK LEATHER** throughout.
- 12. BLUE LEATHER** seats and seat backs with **WHITE LEATHER** bolsters and trim.
- 13. Solid BLUE LEATHER** throughout.
- 16. GREEN LEATHER** seats and seat backs with **WHITE LEATHER** bolsters and trim.
- 17. Solid GREEN LEATHER** throughout.
- 18. RED LEATHER** seats and seat backs with **WHITE LEATHER** bolsters and trim.
- 19. Solid RED LEATHER** throughout.

VICODEC TOP COLORS: 1. White 2. Black 3. Light Blue
4. Beige 5. Light Green

Eldorado Seville





The glamorous, new Eldorado Seville with its ultra-fashionable, fabric-covered, hardtop styling is a fitting companion to the famous Eldorado Biarritz. Its interiors, too, offer superbly tailored genuine leathers in two-tone colors, plus four additional choices of beautifully patterned, metallic nylon fabrics combined with genuine leather bolsters and trim. Where nylon fabric is selected, it replaces the pleated leather area on the door panel, as shown above. All other details of the door panel are the same as for the Eldorado Biarritz described on page 63.



In keeping with the elegance of its exterior design, the new Eldorado Seville presents interiors of exquisite beauty. Seat cushions and seat backs of fine-grained genuine leathers or smart nylon fabrics are deftly tailored in fashionable 1" pleats. All other areas of the seat and seat back are covered in light- or dark-toned genuine leather with highlights of bright chrome for moldings, hardware and ornamental Cadillac crests. From the top, with its perforated headlining and chromed roof bows, to the floor carpeting of rich, dark-toned nylon and rayon with aluminum-ribbed, rubber floor pads in matching colors, the Eldorado Seville sets a new standard of luxury in hardtop coupe styling for 1956.



ELDORADO SEVILLE COLOR AND UPHOLSTERY CHOICES

- 10.** BLACK LEATHER seats and seat backs with WHITE LEATHER bolsters and trim.
 - 12.** BLUE LEATHER seats and seat backs with WHITE LEATHER bolsters and trim.
 - 16.** GREEN LEATHER seats and seat backs with WHITE LEATHER bolsters and trim.
 - 18.** RED LEATHER seats and seat backs with WHITE LEATHER bolsters and trim.
 - 50.** BLACK FLORENTINE PATTERN METALLIC NYLON with WHITE LEATHER bolsters and trim.
 - 53.** BLUE FLORENTINE PATTERN METALLIC NYLON with BLUE LEATHER bolsters and trim.
 - 57.** GREEN METALLIC NYLON CORD with GREEN LEATHER bolsters and trim.
 - 58.** RED METALLIC NYLON CORD with WHITE LEATHER bolsters and trim.
- VICODEC TOP COLORS:** 1. White 2. Black 3. Light Blue
4. Beige 5. Light Green

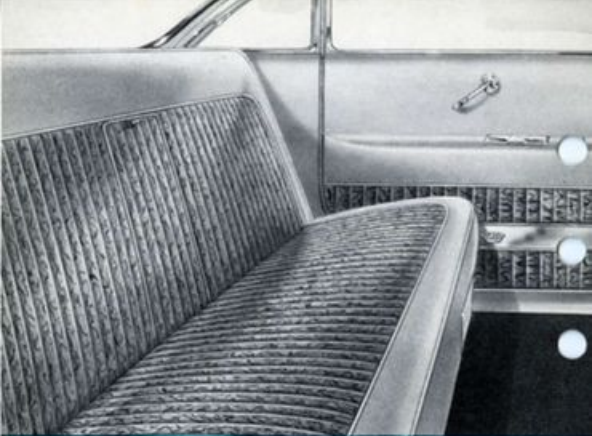
THE

60 Special Sedan





The inherent dignity and gracious beauty, which have earned for the 60 Special Sedan an exclusive niche in the hearts of luxury sedan owners, were never more evident than in 1956. From the distinctive $1\frac{1}{4}$ " pleats and brushed chrome molding of the lower door panel to the richly grained leather and durable leather-grained Elascobak of the upper panel, there is full evidence of the quality and attention which make the 60 Special a car apart. Distinctively new is the bright and brushed chrome insert with gold-plated medallion, highlighting the pleated portion of the door trim.



Designed to please the most discerning eye, the interiors of the Cadillac 60 Special Sedan are impeccably tailored in a choice of three luxurious nylon fabrics combined with elegant all-wool broadcloth or smart, genuine-leather bolsters and trim. Seat cushions and seat backs are styled in fashionable $1\frac{1}{4}$ " pleats, while raised seat welts provide the enduring beauty of light-toned, leather-grained Elascofab. A distinguishing feature of the 60 Special is the satin-black and chrome-lined molding around the sides and forward edge of front and rear seats, and the gold-plated "V" and crest on the rear of the front seat back. Carpeting is a luxurious blend of nylon- and rayon-loop pile.

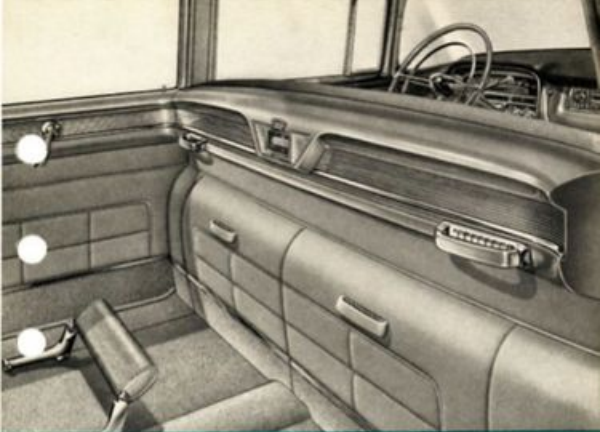


SERIES 60 SPECIAL COLOR AND UPHOLSTERY CHOICES

60. LIGHT GRAY ROSETTE PATTERN NYLON with LIGHT GRAY BROADCLOTH bolsters and trim.
61. LIGHT GRAY BROCADE PATTERN NYLON with LIGHT GRAY BROADCLOTH bolsters and trim.
62. LIGHT BLUE ROSETTE PATTERN NYLON with LIGHT BLUE BROADCLOTH bolsters and trim.
63. LIGHT BLUE BROCADE PATTERN NYLON with LIGHT BLUE BROADCLOTH bolsters and trim.
64. BEIGE ROSETTE PATTERN NYLON with BEIGE BROADCLOTH bolsters and trim.
65. BEIGE BROCADE PATTERN NYLON with BEIGE BROADCLOTH bolsters and trim.
66. LIGHT GREEN ROSETTE PATTERN NYLON with LIGHT GREEN BROADCLOTH bolsters and trim.
67. LIGHT GREEN BROCADE PATTERN NYLON with LIGHT GREEN BROADCLOTH bolsters and trim.
70. LIGHT GRAY BOMBAY PATTERN METALLIC NYLON with WHITE LEATHER bolsters and trim.
72. LIGHT BLUE BOMBAY PATTERN METALLIC NYLON with BLUE LEATHER bolsters and trim.
74. GOLD BOMBAY PATTERN METALLIC NYLON with WHITE LEATHER bolsters and trim.
76. LIGHT GREEN BOMBAY PATTERN METALLIC NYLON with GREEN LEATHER bolsters and trim.

SERIES **Seventy-Five**
EIGHT-PASSENGER SEDAN





The Cadillac Series 75 eight-passenger Sedan, impressively big and beautiful, has long been recognized as the ideal car of unmatched distinction for the large family or for company executive use. Its interiors reflect in every way the dignity and character of the car itself. Luxurious, deep-textured, dark-toned Kinkomo carpeting, for example, covers not only the floor, but also the scuff-pad areas on the lower portions of the seats and sidewalls and the two adjustable rear compartment foot rests. Concealed in the beautifully appointed center partition are two fold-away seats upholstered in the same fine fabrics as the rest of the interior. Genuine leather is used for the robe cord, two assist handles and for all welted seams. A convenient electric clock and distinctive Cadillac crest are centered between two smartly grained insert panels on the front seat back.



The spacious front and rear seats of the Series 75 eight-passenger Sedan are elegantly tailored with stylish, heavily tufted biscuits and deeply recessed buttons. A smartly contrasting, smooth-surfaced panel extends across the upper portion and down the center of the seat backs to the seat cushion. Upholstery choices include ultra-smart Bedford cord in colors of Light Blue, Light Gray, Beige, Dark Gray or Brown combined with fine all-wool broadcloth bolsters and trim; or light Gray, Light Blue or Beige broadcloth throughout. Bright and brushed chrome finish of hardware and moldings adds gleaming highlights to the interior, while use of genuine leather or durable leather-grained Elascoban lends protective beauty at points of wear or stress.



**SERIES 75 EIGHT-PASSENGER SEDAN COLOR AND
UPHOLSTERY CHOICES**

- 80.** LIGHT GRAY BEDFORD CORD seat and seat back inserts with LIGHT GRAY BROADCLOTH bolsters and trim.
- 81.** LIGHT GRAY BROADCLOTH throughout.
- 82.** LIGHT BLUE BEDFORD CORD seat and seat back inserts with LIGHT BLUE BROADCLOTH bolsters and trim.
- 83.** LIGHT BLUE BROADCLOTH throughout.
- 84.** BEIGE BEDFORD CORD seat and seat back inserts with BEIGE BROADCLOTH bolsters and trim.
- 85.** BEIGE BROADCLOTH throughout.
- 90.** DARK GRAY BEDFORD CORD seat and seat back inserts with LIGHT GRAY BROADCLOTH bolsters and trim.
- 94.** BROWN BEDFORD CORD seat and seat back inserts with BEIGE BROADCLOTH bolsters and trim.

SERIES **Seventy-Five**
LIMOUSINE





The most luxurious, chauffeur-driven car in America, the Cadillac Series 75 Imperial Limousine provides all the style, comfort and convenience of the eight-passenger sedan plus the added practicality of a genuine leather upholstered front seat and looped, nylon-pile carpeting in the front compartment. Separating the front and rear compartments is a glass partition which may be raised or lowered electrically by automatic control buttons located on the rear seat armrests.

SERIES SEVENTY-FIVE LIMOUSINE COLOR AND UPHOLSTERY CHOICES

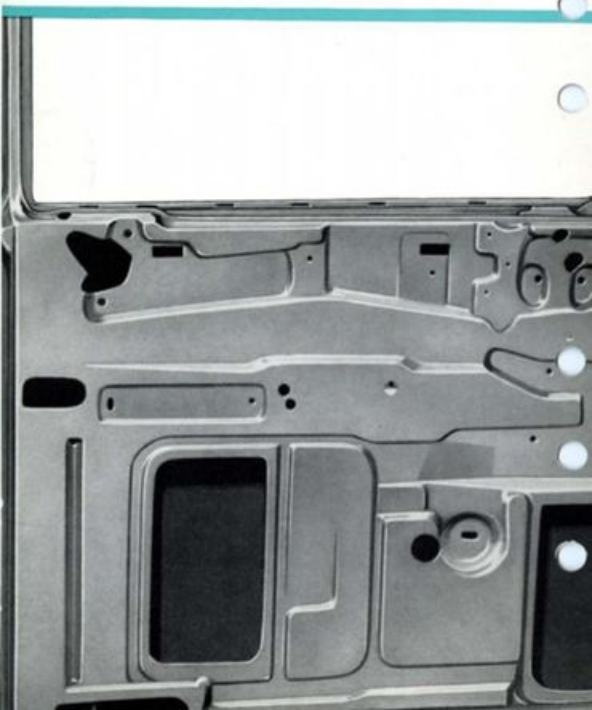
Same selection of fabrics and colors as for the eight-passenger sedan except that the front seat is upholstered as follows:

BLACK LEATHER when **BEIGE**, **BROWN** or **GRAY** rear compartment upholstery is selected.

BLUE LEATHER when **BLUE** rear compartment upholstery is selected.

56

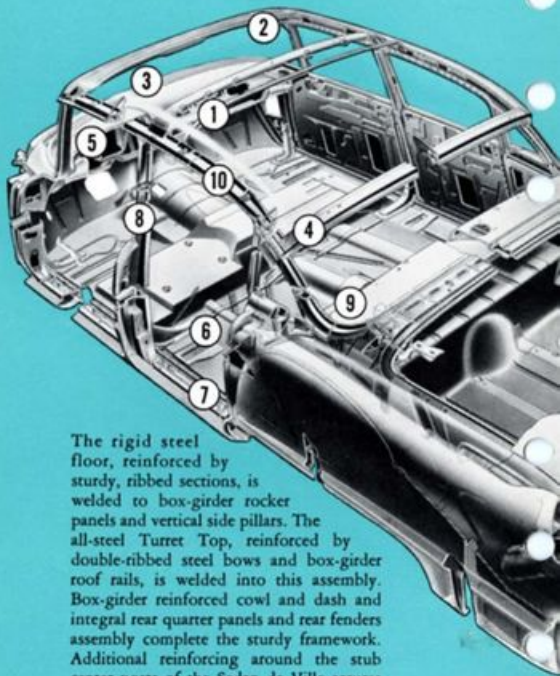
body construction



Beneath the brilliant beauty and styling of the 1956 Cadillac body are a basic design and construction with but one purpose in mind, that of providing the Cadillac driver and his passengers with an even greater degree of the safety, comfort, quiet and convenience that have contributed so much to Cadillac's reputation as the Standard of the World.

The strength and durability of Cadillac body construction mean much to the peace of mind and motoring enjoyment of the Cadillac owner. At the same time, the enduring quality of the Cadillac body is a major 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.

Safety and protection for the Cadillac driver and his passengers are evident in every detail of construction in the 1956 Cadillac body. It is built up from a "rock-solid" foundation to provide a ring of steel completely surrounding the passenger compartments.



The rigid steel floor, reinforced by sturdy, ribbed sections, is welded to box-girder rocker panels and vertical side pillars. The all-steel Turret Top, reinforced by double-ribbed steel bows and box-girder roof rails, is welded into this assembly. Box-girder reinforced cowl and dash and integral rear quarter panels and rear fenders assembly complete the sturdy framework. Additional reinforcing around the stub center posts of the Sedan de Ville assures sedan quietness in this new four-door, hardtop model.



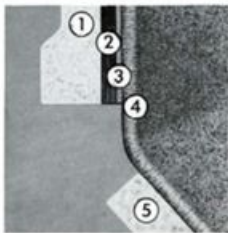
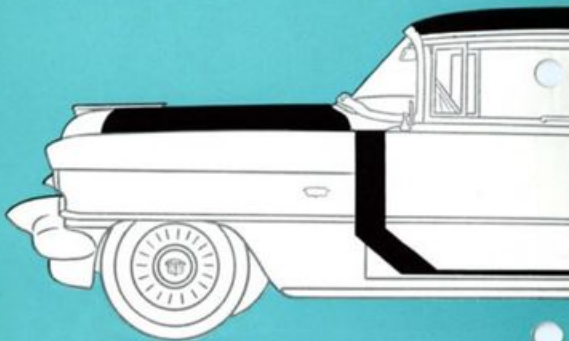
12



1. Double-ribbed U-shaped roof bow.
2. Solid steel Turret Top.
3. Genuine Safety Plate 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.
12. Specially reinforced floor sections around stub center posts on Sedan de Ville four-door, hardtop model.

CADILLAC BODY INSULATION

Wherever Cadillac owners may travel, the scientifically selected insulation used throughout the 1956 Cadillac body will help 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" fiber glass pad with vinyl

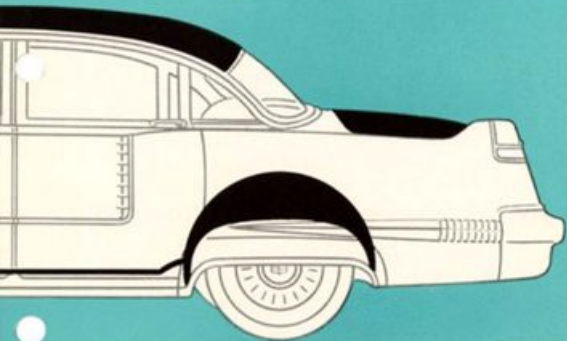


Five types of insulating material protect front compartment from external heat, cold, noise and drafts.

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

cover is fastened under the engine hood on all models. In 1956, additional insulation between the engine and passenger compartments assures even quieter body interiors.

New mechanically retained door seals used in 1956 insure cleaner as well as more uniform sealing to provide maximum protection against dust and drafts, while contributing to quiet, rattle-free operation.





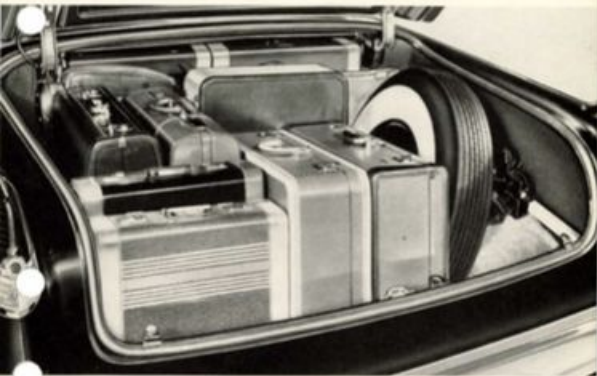
BODY BRACED AND REINFORCED

Further protection for Cadillac passengers is provided 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.



SPACIOUS LUGGAGE COMPARTMENT

The luggage compartment of the 1956 Cadillac provides ample size to accommodate all the luggage normally carried on a trip, including golf clubs. Trunk interiors are carpeted to prevent scuffing of luggage. Insulation and a rubber deck-lid seal protect against entrance of moisture or dust. Deck lids are hinged with counter-balanced spring construction and are fitted with a key-released lock, features appreciated by women, particularly when their arms are full of packages.



RUGGED DOOR CONSTRUCTION

Cadillac car 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 on tough steel hinges for a perfect fit, thus completing the ring of steel around the driver and passengers.

IMPROVED HEADLAMP DESIGN

New Sealed Beam headlamps on all 1956 Cadillacs are far more powerful. The lower beam lights up the right side of the roadway some eighty feet farther than the previous lower beam. At the same time, the lower beam filament is designed with a shield which prevents rays of light from shining upward into the eyes of approaching motorists or reflecting against particles of dust or rain.



PREVIOUS
UNSHIELDED FILAMENT



NEW SHIELDED FILAMENT

NEW LOWER BEAM

80 FEET

PRESENT LOWER BEAM

WIDE-VIEW PANORAMIC WINDSHIELD

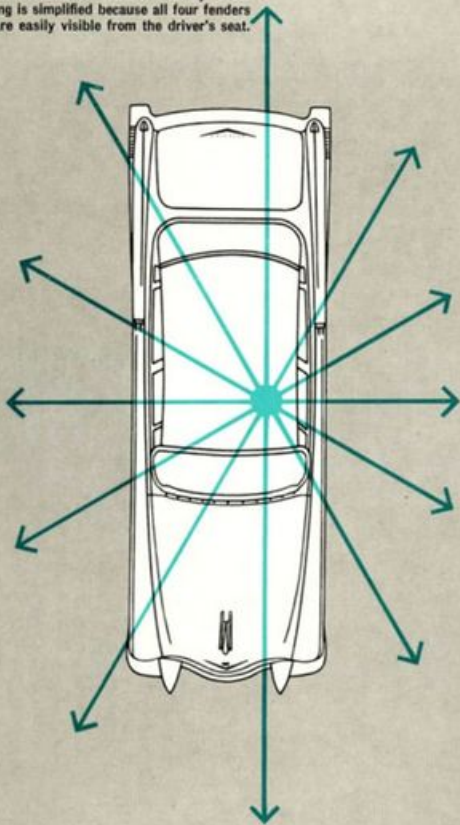
Cadillac's Panoramic windshield has proved to be one of the most appreciated and copied styling innovations. With the front corner pillars moved back from a slanting to a more nearly vertical position, the driver can more easily detect objects approaching from the side without turning his head or craning his neck to see around the pillar. Tempered plate glass in the large rear window and laminated Safety Plate glass in the windshield and door windows assure maximum safety for car occupants.

WINDSHIELD WASHER-WIPER COORDINATOR

The washer-wiper coordinator provides extra convenience and safety. The touch of a button on the windshield wiper control knob causes two jets of water to squirt onto the windshield. The wiper blades then operate automatically until glass is dry, then return to park position.

An improved two-speed, vacuum type windshield wiper is used in 1956. Newly designed blades provide equally good wiping coverage on all curved or flat glass areas.

Safer and pleasanter driving is assured with Cadillac's full-circle visibility. Parking is simplified because all four fenders are easily visible from the driver's seat.



WIDE REAR VISION

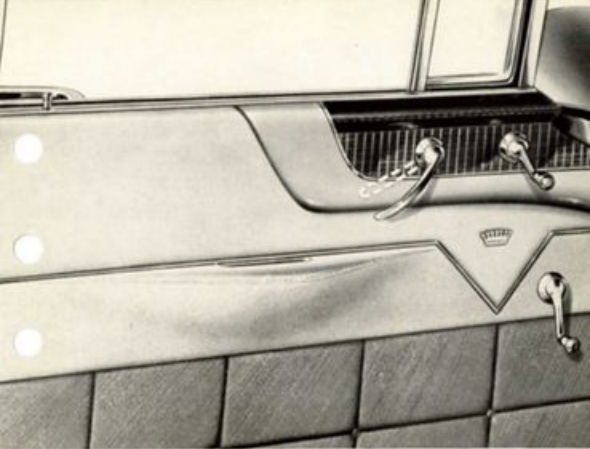
Styled to match the graceful contours of the car, Cadillac's wide one-piece rear window provides the driver with an unobstructed view to the rear. The glass area extends well around into the sides of the rear quarter panels, minimizing blind spots.

Cadillac's new, wider, rear-view mirror permits rear vision over a much greater area. It is adjustable, up or down, enabling drivers of various heights to enjoy the best rear view without interfering with front vision. It can also be set to eliminate the glare from headlights of following cars.



LARGE REAR VENTI-PANES

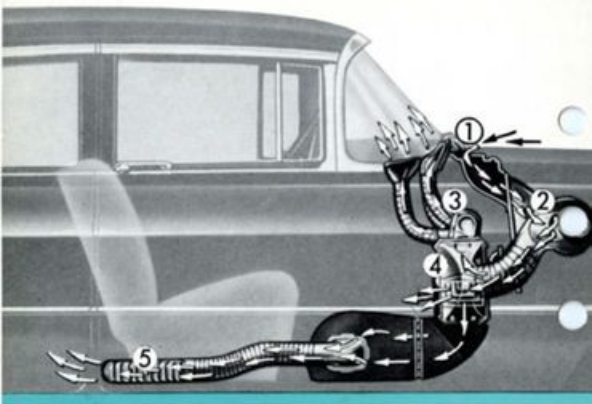
The provision of large rear venti-panes means extra convenience and comfort for rear seat passengers. Controlled air circulation is permitted without allowing disturbing drafts to enter the car. Location of the venti-panes is such that rear seat passengers may enjoy the view to either side of the car without having to lean forward.



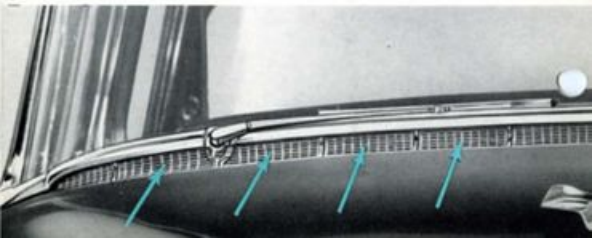
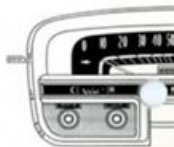
DOOR SAFETY FEATURES

Cadillac sedan rear doors have push-down type door locks which 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. Locks can be adjusted, if preferred by owner, so that inside handles will open rear doors when button is in down position.





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.

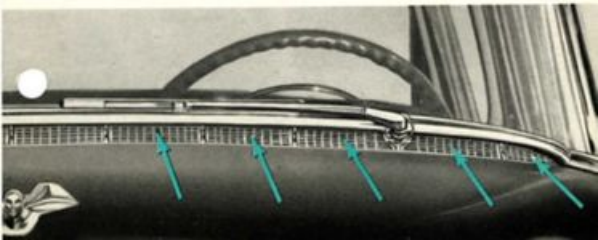
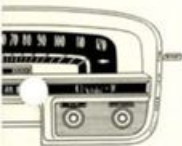
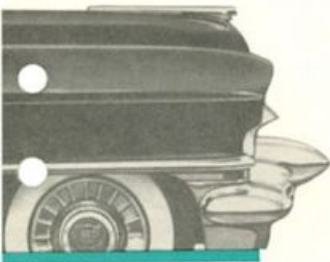


CADILLAC FRESH-AIR VENTILATION SYSTEM

A wide range of controlled ventilation is provided by the Cadillac ventilation system. 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, when the Cadillac Heater is installed, there are two lever type controls, one on each side of the speedometer dial. The left-hand lever operates the heater and directs air to the front and rear compartments. The right-hand lever directs air to the windshield for ventilation, defogging or defrosting.

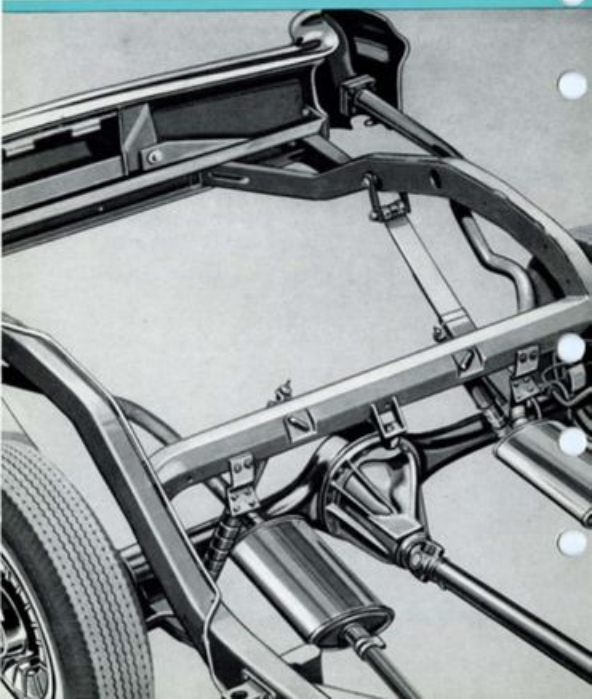
Additional advantages of the Cadillac Heater are explained on page 128 in the Optional Equipment Section of this Data Book.

The cowl-wide air intake is located across the top of the hood at the base of the windshield where it is well away from the dust- and fume-laden air found closer to the road.



56

chassis features



Concealed beneath the beauty of the Cadillac body are many hidden features. They play a tremendous part in winning and holding the loyalty of Cadillac owners. They are the vital components which together make up the Cadillac chassis.

In this section of your Data Book are brief explanations of each of the major parts of the chassis: the frame, suspension system, steering, brakes and power train.

For 1956, many of these Cadillac chassis components have been brought to new, higher levels of perfection. Thus, it is more important than ever that you and your prospects know and understand their contributions to the pleasure, comfort and safety of the Cadillac owner.

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

New shock absorbers with floating base valves for softer, better balanced ride.

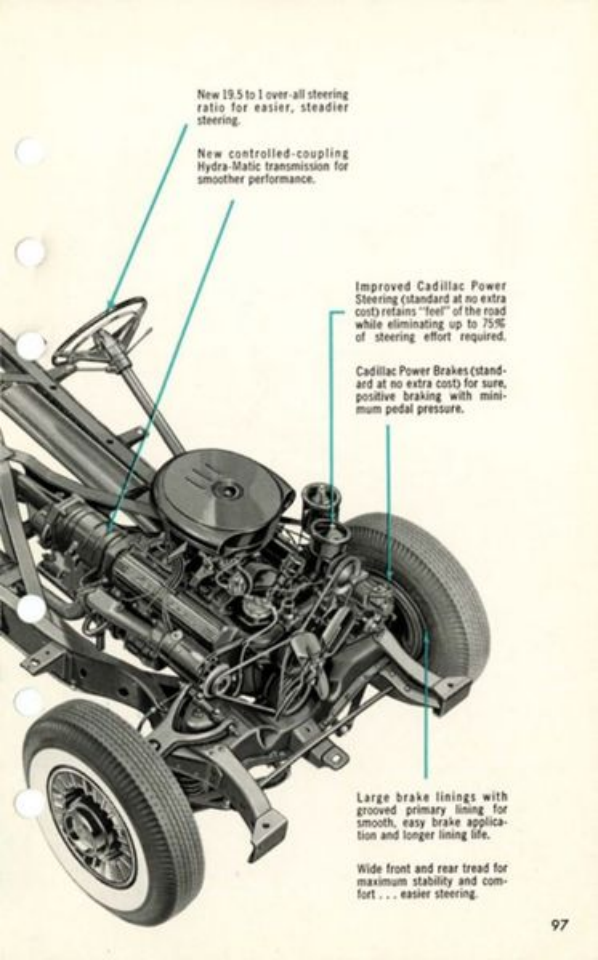
Hotchkiss Drive cushions driving force through rear springs for smoother ride.

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

3.07 rear axle ratio for maximum economy.

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

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



New 19.5 to 1 over-all steering ratio for easier, steadier steering.

New controlled-coupling Hydra-Matic transmission for smoother performance.

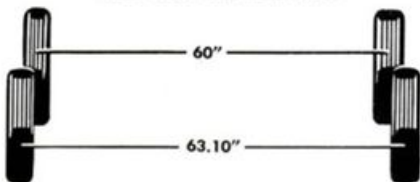
Improved Cadillac Power Steering (standard at no extra cost) retains "feel" of the road while eliminating up to 75% of steering effort required.

Cadillac Power Brakes (standard at no extra cost) 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.

WIDE FRONT AND REAR TREAD



Cadillac's steadiness on the straightaways and its road-holding ability on curves result in large part from the wide front and rear tread. Less sway or roll is experienced when traveling rough roads. This sure-footedness means extra safety, easier handling and greater peace of mind for the Cadillac owner.

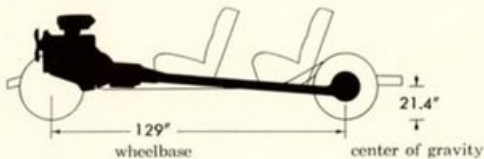


RUGGED, I-BEAM, X-MEMBER FRAME

The new Cadillac frame for 1956, as in the past, provides the safety of sturdy, channel-section side rails with a rugged, I-beam, X-member extending beneath the entire passenger compartment. This type of construction, reserved for convertible models only by some car makers, provides a strong, rigid backbone for the entire car. The rugged front cross member provides sturdy support for the engine, steering and front suspension units.

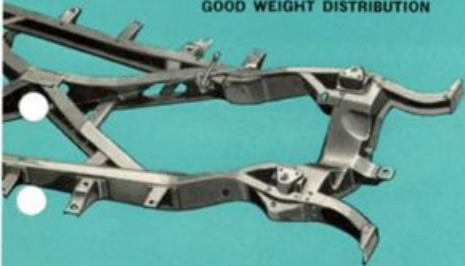
Special reinforcing and two additional body mounts are provided on the Sedan de Ville four-door hardtop.

LONG WHEELBASE



Because of the long wheelbase of Cadillac cars, 129" on the Series 62, 133" on the 60 Special and 149.8" on Series 75 models, there is less pitch to the car as it passes over holes or bumps in the road. In addition, the long wheelbase permits locating the rear seat well ahead of the rear axle instead of partly over it. Finally, use of a long wheelbase permits roomier interiors with more leg room, front and rear.

GOOD WEIGHT DISTRIBUTION



The weight distribution of the Cadillac car, approximately 50% on the front wheels and 50% on the rear, assures good traction for all four wheels. This means greater safety when rounding curves and surer, more positive braking. Contributing further to the road-hugging qualities of the 1956 Cadillac cars is the low center of gravity. It is a major factor in their amazing cornering ability and resistance to rollover.



WIDE, SPLAY-MOUNTED REAR SPRINGS

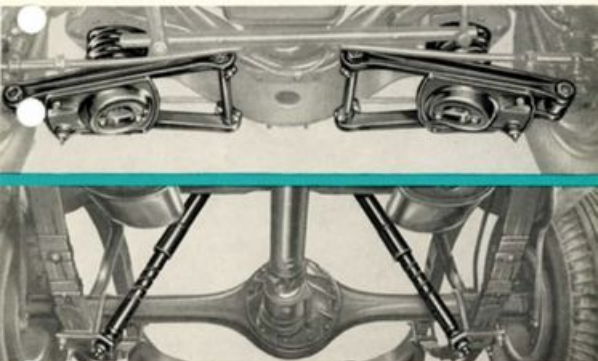
The use of long, wide, rear springs with fewer leaves (Cadillac rear springs are $56\frac{1}{2}$ " long, $2\frac{1}{2}$ " wide, with 5 leaves; 6 leaves on the Series 75) enables the springs to flex easily, thus absorbing small road irregularities without noticeable action on the frame or body. Resistance to side-to-side motion is provided by the wide leaves, by mounting the springs with a toed-in effect and by the inverted "V" mounting of shock absorbers, as shown above.

HOTCHKISS DRIVE

Hotchkiss Drive is the name given to the method of transferring the thrust of the rear wheels to the frame through the rear springs. Since, in this way, the springs cushion starting or stopping motion of the car, the driver and passengers sense only a smooth, gradual feeling of motion during acceleration or braking. Unsprung weight (weight not carried by the rear springs) is minimized with Hotchkiss Drive.

CADILLAC FRONT SUSPENSION

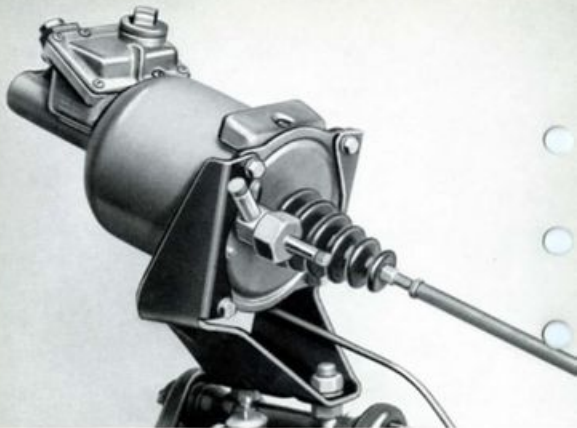
The use of individual coil front springs permits either front wheel to pass over bumps in the road without affecting the opposite front wheel. As a result, there is virtually no upset to frame or body or jolting of passengers. Ample provision for wheel travel on both compression and rebound enables the front suspension to absorb even the most severe bumps without "bottoming".



NEW SHOCK ABSORBERS

A smoother, better balanced ride, regardless of road conditions, is assured in the 1956 Cadillac through a new floating base valve in the shock absorbers.

On road surfaces with minor irregularities, the new valve floats in the shock absorber offering no resistance to the gentle flexing of the springs. The result is an exceptionally soft, smooth boulevard ride on this type road. On rougher roads, where the greater flexing of the springs forces the new, floating base valve as far as it can travel, it then provides progressively greater resistance to flexing of the springs, thus minimizing pitching motion and tending to hold the car level.



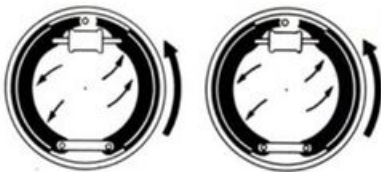
NEW CADILLAC POWER BRAKES

In 1956, Cadillac Power Brakes (now standard equipment) combine the master brake cylinder and the vacuum-power cylinder into a single, more compact and easily serviced unit. This eliminates the need of forcing brake fluid through the previous long hydraulic line between these two units, thus further reducing pedal pressure required for brake application. The new system also permits the use of a lower brake pedal, while still providing adequate mechanical braking control in the event of power failure.

The design and location of the new power brake foot pedal offer important advantages in safety, plus extra comfort and convenience for the driver. Note in the illustration, at right, how the extra-wide pedal is suspended by two brackets, one on each side of the steering column. This location, directly in front of the driver, enables him to use either his left or right foot for brake

application. Since the pedal is lower to the floor, it takes less time for the driver to swing his toe to the brake pedal. In addition, it takes less pedal travel to apply the brakes effectively. All of these add up to important savings in fractional seconds, often a vital safety factor under modern motoring conditions.





SELF-ENERGIZING BRAKES

In Cadillac's self-energizing, hydraulic brakes, 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.

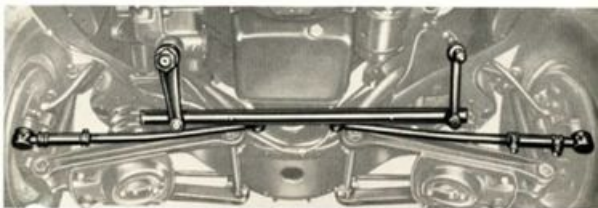
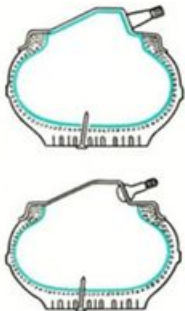


GROOVED BRAKE LINING

Large 12" brake drums and 2½" wide brake linings add to Cadillac's braking efficiency. A center groove runs the length of the primary lining where most heat is normally generated. The groove provides better cooling for the lining and drum, thus protecting against brake fading and increasing lining life.

TUBELESS TIRES

The use of tubeless tires means greater resistance to punctures, blowouts and impact breaks. The ordinary inner tube tends to pull away from a puncturing object, whereas the integral inner lining of a tubeless tire presses around the object, thus preventing escape of air. Tubeless tires give a softer, safer ride with many additional miles of trouble-free tire life.



CADILLAC PARALLEL-LINK STEERING

Cadillac's ease of handling, long appreciated by Cadillac owners, is the result of many factors. Parallel-link steering, for example, permits extremely accurate steering geometry and provides steering stability at all speeds.

An improved lubrication seal at the kingpins, in 1956, assures longer, trouble-free bushing life. Additional features of Cadillac steering are a short turning radius for good maneuverability and, of course, Cadillac Power Steering (standard equipment) described in detail on the following two pages.

IMPROVED CADILLAC POWER STEERING

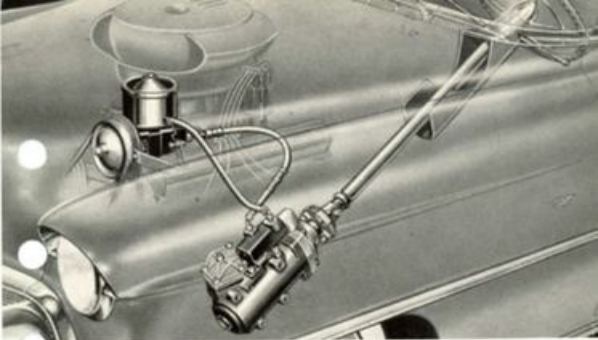
Cadillac, first to provide Power Steering as standard equipment on all of its passenger vehicles, offers even greater steering ease through improved Cadillac Power Steering in 1956.

The new Power Steering unit is lighter, more compact and even more efficient. It permits a new over-all steering ratio of 19.5 as against the previous 21.3 ratio. This means easier parking, since the number of turns of the steering wheel required to swing the road wheels from a full turn in one direction to a full turn in the opposite direction has been reduced 10%.

Parking is further simplified by a new parking valve and increased pump capacity which together reduce the maximum pull required on the steering wheel by 50%, from the previous 12 pounds to 6 pounds.

Steering on the highways or in city traffic has been made more effortless, too, since power assistance now comes to the driver's aid with only three instead of three and a half pounds pull on the steering wheel.

With all of these improvements, Cadillac Power Steering has retained its previous advantages. For example, the flexible coupling in the steering shaft, a feature sure to be copied by other makes of cars, has been retained. This type coupling prevents the transmission of vibration, road shock and noise from reaching the steering wheel. Also, since Cadillac Power Steering provides power assistance only when called for by the driver to negotiate curves or turns or to steer around some obstruction in the road, the driver retains the "feel of the road" as a guide in judging safe speeds for various road and weather conditions.



CADILLAC POWER STEERING PROVIDES:

Full Driver Control through "graduated" assistance, depending upon how much help is required. The driver is always in full control with Cadillac Power Steering.

Simplified Parking because, with the engine running, the wheels can be turned easily even when the car is standing still. Women or persons with heart conditions particularly appreciate Cadillac's easy parking.

Maximum Safety because "feel of the road" is retained by the driver. In event the Power Steering system becomes inoperative, the car can still be steered with manual effort alone.

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



IMPROVED CADILLAC HYDRA-MATIC TRANSMISSION

The 1956 Cadillac Hydra-Matic transmission incorporates many new engineering advancements. The result combines all of the efficiency and performance of previous Hydra-Matic transmissions, but with a new smoothness and greater durability.

In the previous Cadillac Hydra-Matic, changing of gear ratios either up or down through 1st, 2nd, 3rd and 4th, was accomplished through the intricate, finely timed engaging or disengaging of two multiple disc clutches and the tightening or releasing of two bands on revolving drums.

The smooth application of these various units required very precise timing, through extremely accurate adjustment.

In the 1956 Cadillac Hydra-Matic, the band and multiple disc clutch on the front gear set have been replaced by a simple one-way clutch, which requires no adjustment, and by the addition of a new controlled fluid coupling which is automatically filled with or emptied of oil in order to accomplish automatic shifting of gears.

The infinitely gradual and oil-smooth operation of the controlled fluid coupling not only cushions the mechanical forces involved in gear ratio changes, thus eliminating abrupt or erratic shifts, but minimizes stress and wear on parts as well.

Further improvements on the 1956 Cadillac Hydra-Matic include, on the rear gear set, a simple one-way clutch; and smoother, more consistent application of the rear multiple disc clutch through enlarging the clutch face area and through improved control of the oil pressure which applies the clutch.


New gear ratios, used in 1956, provide more even steps between 1st, 2nd, 3rd and 4th gears, thus further contributing to smoother, pleasanter shifts during acceleration or deceleration.


	<i>1st</i>	<i>2nd</i>	<i>3rd</i>	<i>4th</i>
1955 Gear Ratios:	4.1	2.63	1.55	1:1
1956 Gear Ratios:	3.97	2.55	1.55	1:1



HYDRA-MATIC PROVIDES CHOICE OF TWO DRIVE RANGES

A major advantage of Hydra-Matic is the choice of two Drive Ranges which permit the driver to select exactly the performance best suited to city traffic, or mountainous driving or for the open highway.

 The left-hand DR 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 on the accelerator and the speed of the car.

 The right-hand DR position locks out fourth gear up to about 75 miles per hour. This results in better acceleration in traffic and immediate acceleration, without "stepdown", 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 going downhill.

The control lever may be moved at will between these two positions at any car speed, thus the driver always has at his command the most efficient transmission ratio for any driving requirements.

IMPROVED "STEPDOWN" ACCELERATION

Because of the smoothness of gear ratio changes accomplished by the new controlled fluid coupling, stepdown shifts from fourth to third gear (by depressing the accelerator pedal completely) can be made with only the increased acceleration of the car, indicating that a downshift has been made. This new shift smoothness also permits *part-throttle* downshifts over a somewhat wider speed range than before. As a result, instead of the engine lugging at low speeds in fourth gear, the car can be smoothly downshifted to third, simply by depressing the accelerator pedal slightly, thus providing faster acceleration for safer passing. A further stepdown shift from third to second can be made at any car speed below 20 miles per hour, thus providing valuable emergency acceleration in the lower speed ranges, as well.

SAFE ENGINE BRAKING

The Cadillac Hydra-Matic provides engine braking in either of the two Drive Ranges or in LO Range. This permits selection of the right amount of engine braking to cope with the steepness of any downhill grade. Some competitive automatic transmissions provide engine braking only in a single Drive Range or, if this is insufficient, in LO Range which may provide more engine braking than is desirable or necessary.

NEW "PARK" POSITION

Another new feature of the 1956 Cadillac Hydra-Matic transmission is the addition of a "Park" position, designated as "P" on the Hydra-Matic quadrant. The new "Park" position engages a pawl within the gear teeth of a sprocket, thus locking the transmission. With the Hydra-Matic in the "Park" position, the car can be held on an incline or hill with the engine running, yet without using the foot or hand brake. The engine may be started with the Hydra-Matic in the "Park" position as well as in the "Neutral" position.

CADILLAC REAR AXLE ASSEMBLY

Cadillac's semifloating rear axles are cut so that the driving pinion meshes with the ring gear, well below the center line of the differential. This is a contributing factor in the low drive shaft, low floors and low rear floor tunnel in all Cadillac cars.

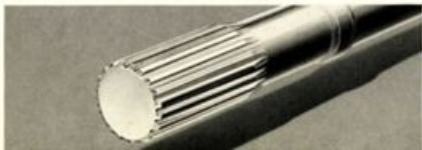
LOW, ECONOMY, REAR AXLE RATIO

The ideal combination of Cadillac's new, more powerful engine coupled with a new, smoother and more efficient Hydra-Matic transmission permits the use of a low 3.07 to 1 rear axle ratio. This means that the rear wheels make one complete revolution to just a little over three revolutions of the engine, compared to well over three and a half revolutions in some competitive cars.

The fewer revolutions required of the Cadillac engine mean quieter engine operation, less fuel and oil consumption and minimum wear on engine parts. A 3.36 axle ratio is standard with Eldorado engine installations and on Series 75 models and available as an option at no extra cost on the 60 Special and all 62 Series.

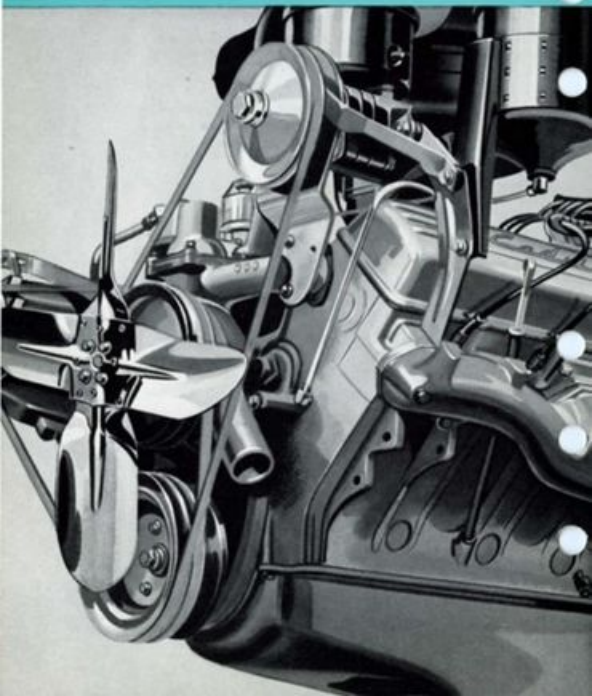
NEW REAR AXLE SHAFTS

Typical of the constant improvements, which help keep Cadillac among the lowest in frequency of repair and maintenance cost surveys, is the new rear axle used in 1956. By increasing the number of splines on the axle shaft from 16 to 22, the load on each spline is reduced, thus minimizing possibility of axle shaft failure.



56

engine features

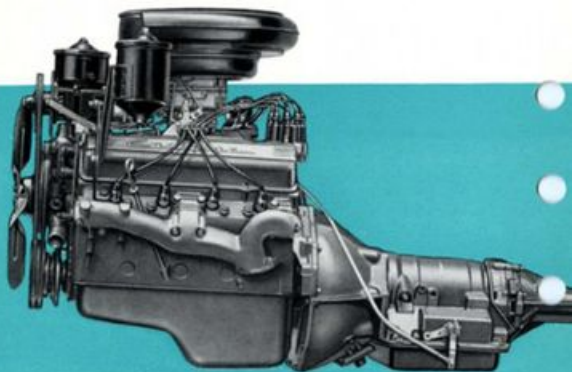


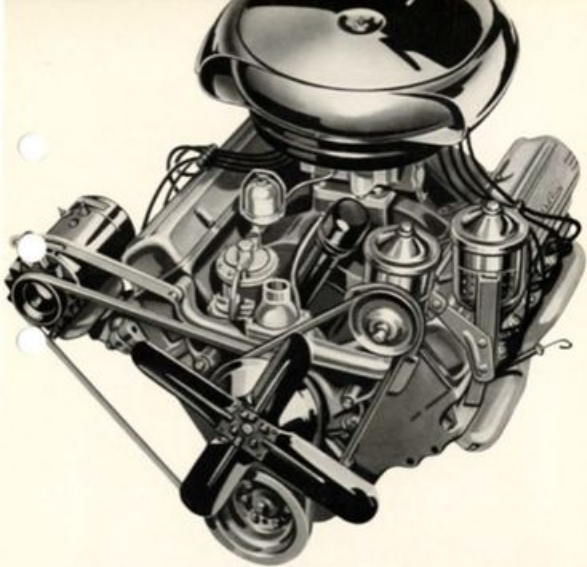
The 1956 285-horsepower Cadillac and 305-horsepower Eldorado engines are new in every important aspect that means increased satisfaction for the Cadillac owner. In fact, the new engines embody the greatest number of important advancements since the introduction of the famous short stroke, large bore Cadillac engine in 1949. The ability of Cadillac designers and engineers to continue, year after year, to set the pace in efficient engine design is a major reason why Cadillac cars deliver peak performance without resorting to such compromises as smaller bodies, lesser weight or other sacrifices necessitated in some competitive cars.

On the following pages are brief explanations of the features which enable the 1956 Cadillac engine to provide greater power, performance, economy and reliability than any in Cadillac history.

HIGHLIGHTS OF 1956 CADILLAC ENGINE

- New 285 horsepower.
- New 400 foot-pounds of torque.
- New 9.75 to 1 compression ratio.
- New high-lift valve mechanism.
- New four-barrel carburetor.
- New exhaust manifold.
- New larger bore and piston displacement
- New combustion chamber.
- New larger exhaust ports.
- New crankshaft rigidity and durability.
- New more powerful starting motor.
- New sealed voltage regulator.
- New longer mufflers.
- New distributor.
- New 11-plate battery.





ADDITIONAL HIGHLIGHTS FOR 1956 ELDORADO ENGINE

New 305 horsepower.
Two new four-barrel carburetors.
Dual air cleaners.

NEW COMBUSTION CHAMBER

The design of the combustion chamber in the 1956 Cadillac engine, combined with modern, high-octane fuels, permits high-compression power and performance without annoying engine "ping". The combustion chamber is designed to assure progressive and complete burning of each fuel-air charge. Thus, the force exerted on the piston head is a smooth, powerful thrust without sudden shock or strain to the piston head or other engine parts.



NEW 9.75 TO 1 COMPRESSION RATIO

The larger cylinder bore of the 1956 Cadillac engine permits a greater volume of fuel-air mixture to be drawn into the cylinders on each intake stroke of the pistons. Yet this larger volume of fuel-air mixture is compressed into an even smaller space before it is ignited, thus increasing the compression ratio to 9.75 to 1. Since the more tightly the fuel-air mixture is compressed the more energy is obtained from fuel consumed, the new higher compression ratio contributes to the more powerful, but continued economical performance, of the 1956 engine.

LARGER EXHAUST VALVE PORTS

Larger exhaust valve ports increase the breathing efficiency of the 1956 Cadillac engine. They permit rapid exit of exhaust gases, so that there is minimum back pressure and minimum dilution of the fresh fuel-air charge as it enters the cylinders. Large intake valves and ports further contribute to good breathing efficiency.

NEW HIGH-LIFT VALVE MECHANISM

Cadillac's high-lift valve mechanism aids good engine breathing. Lifting the valves higher off their seats provides larger openings for the entrance of the air-fuel mixture and the escape of exhaust gases. New valve lifters are designed to maintain constant contact with the cam surfaces at any engine speed, thus assuring continuous, smooth and quiet operation.



NEW HIGH-LIFT CAMSHAFT

Higher cams, through the linkage above, lift the valves higher off their seats. Super-hard, friction-resistant cam and bearing surfaces and wide cams increase contact surface and minimize wear on cams and tappets.

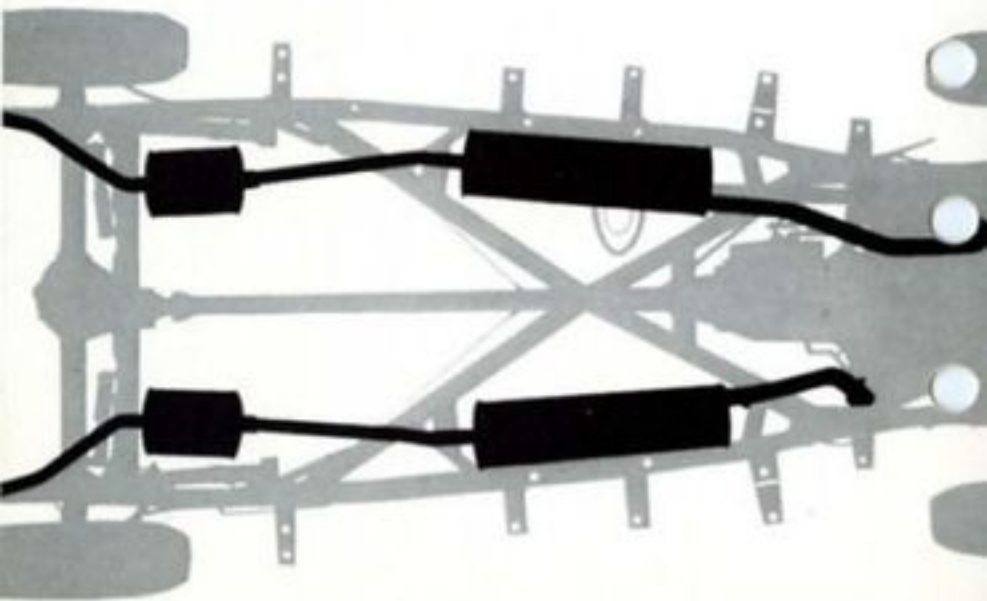


NEW PISTON-CRANKSHAFT ASSEMBLY

Vital to smooth engine performance is a well-designed piston and crankshaft assembly. The Cadillac five-main-bearing crankshaft has been given even greater rigidity in 1956 through larger main bearing journals and heavier bearing caps, for increased strength and durability.

NEW CADILLAC DUAL-EXHAUST SYSTEM

The use of separate exhaust manifolds, mufflers, resonators and tailpipes for each bank of four cylinders minimizes back pressure and contributes to the smooth, powerful and economical performance of the Cadillac engine. New five-inch longer mufflers used on all 1956 Cadillacs assure even quieter performance.



"FREE-FLOW" INTAKE MANIFOLD

The intake manifold for the 1956 Cadillac engine is designed to accommodate the enlarged primary barrels of the new four-barrel carburetor. Its large, smooth passages deliver uniform charges of fuel-air mixture to each cylinder for smooth, powerful engine performance.

NEW FOUR-BARREL CARBURETOR

The Cadillac four-barrel carburetor for 1956 is designed with larger primary barrels, now increased to the size of the secondary barrels. This permits a greater volume of air to be drawn through the carburetor into the intake manifold, and thus into each cylinder, whether at cruising speeds,

when only the primary barrels are used, or during acceleration or climbing steep hills when all four barrels are used. The greater volume of air entering the cylinders, combined with the new higher compression ratio, increases the power and torque of the 1956 Cadillac engine, yet without need of increasing the richness of the fuel mixture. A separate idle air inlet provides exactly the amount of air required for consistently smooth, stable idling. A vapor vent is provided to assure quick, positive starting of a hot engine by preventing the accumulation of fumes.



NEW HIGH-TORQUE STARTING MOTOR

Fast, sure starting of Cadillac's high-compression engine in cold or wet weather is assured through the new, high-torque starting motor used in 1956. Engine cranking speed is some 50% faster than with previous 6-volt starting systems. Angle of gear teeth is designed for extra strength, quiet operation, minimum battery drain.



NEW 12-VOLT BATTERY

An 11-plate battery instead of the 9-plate battery used last year provides increased capacity for operation of the new starting motor and all electrical accessories. Protection against corrosion is provided by thorough sealing of the battery and by an acid-resisting paint on the battery cover itself.

HIGH-CAPACITY 12-VOLT GENERATOR

The output of Cadillac's 12-volt generator is greater than the electrical load normally demanded by the car even at lower engine speeds. This protects against excessive battery drain when slow driving is necessitated by heavy traffic jams or slippery road conditions.

NEW 12-VOLT DISTRIBUTOR

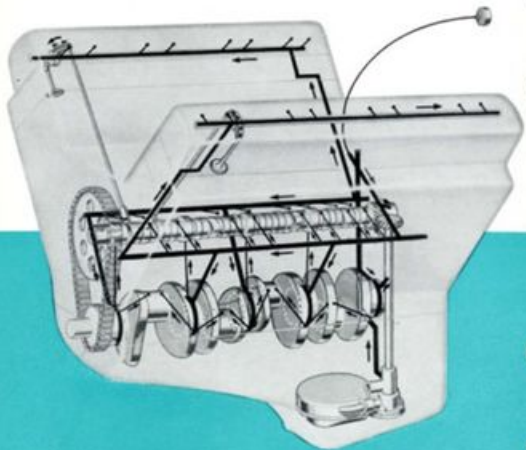
For 1956, a new distributor provides even more precise spark timing and easier adjustment during engine tune-ups. Cadillac's 12-volt ignition system provides an exceptionally strong spark (10,000 to 27,000 volts) for sure, dependable spark plug firing. During starting, the voltage to the plugs is further increased, thus assuring quick, positive starting in any weather.

NEW WATERPROOF IGNITION SYSTEM

The Cadillac ignition system is fully waterproofed. Neoprene rubber, impervious to oil, is used for ignition wire covering and for spark plug boots. Distributor ends of ignition wires are shielded by vinyl caps, while the distributor itself is designed to shed water effectively. A new sealed generator regulator further assures dependable engine operation in wettest weather.



FULL-PRESSURE ENGINE LUBRICATION



The efficiency of its lubrication system is a key factor in the long life and trouble-free performance provided by the Cadillac engine. Oil is pumped under pressure to the overhead valve assembly, crankshaft bearings, camshaft, connecting rods and rocker arm shafts. A jet of oil is directed to the cylinder walls and piston pins. Provided, at no extra cost, is an oil filter which minimizes wear by filtering abrasive particles from the oil. Linked to the oil pump is a vacuum pump which assures dependable windshield wiper operation.

NEW FUEL PICKUP IN GASOLINE TANK

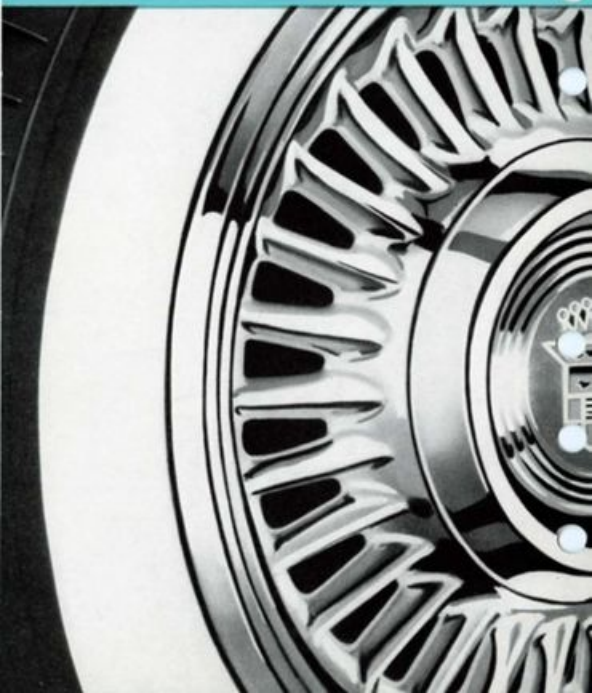
In 1956, the flow of fuel from the fuel tank through the fuel line has been made more dependable through relocating the fuel pickup towards the rear of the fuel tank. Thus, during acceleration or uphill driving with a low fuel supply, any possibility of air being sucked into the fuel line has been minimized.

EFFICIENT ENGINE COOLING

Cadillac's large bore, short stroke engine design minimizes friction and exposes less cylinder wall to the flame from the burning fuel-air mixture. More heat energy from the burning fuel is utilized in driving the car and less heat must be absorbed by the cooling system. This enables Cadillac to achieve highly efficient cooling with a very compact radiator. A newly designed four-blade fan increases efficiency of the cooling system in 1956, as well as providing quieter operation. During warmup, water circulates only through the cylinder block and head, so that the engine quickly reaches its most efficient operating temperatures. Large water passages and a high-capacity water pump assure even temperature distribution in the cylinder head, thus minimizing any possibility of pre-ignition.

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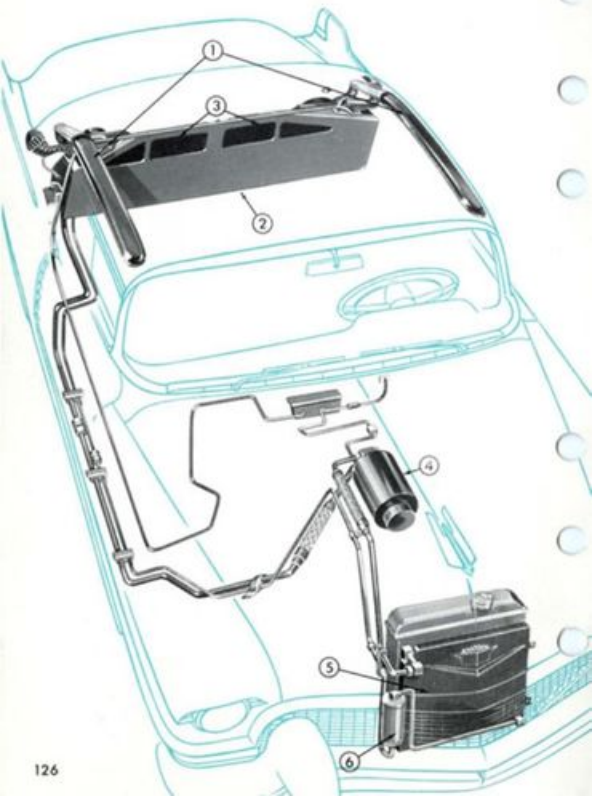
optional equipment



Cadillac optional equipment and accessories are engineered and designed to complement the over-all styling of the car itself. They serve a definite purpose for the owner through increasing comfort, convenience or safety and, when they are apparent to the eye, they enhance the beauty of the car as well. Furthermore, it is these features which enable each owner to individualize his car. Familiarize yourself with the benefits provided by each of the optional equipment items covered on the following pages, and stress these advantages to your prospects. It's important to remember that the *best* time to talk extra-cost items is *before* you close the sale.

1. Outlet Air Ducts
2. Evaporator Case
3. Return Air Grille


4. Compressor
5. Condenser
6. Receiver Tank



CADILLAC AIR CONDITIONER

Ever increasing in popularity is the Cadillac Air Conditioner. It enables Cadillac owners to enjoy cool comfort during hottest summer temperatures, and keeps car interiors dust-free, pollen-free and quiet. A feature of the Cadillac Air Conditioner is that, when the desired temperature is reached, the compressor automatically disengages from the engine (it is also disengaged when the Air Conditioner is turned off). This eliminates unnecessary drain of engine power and minimizes wear of compressor parts.

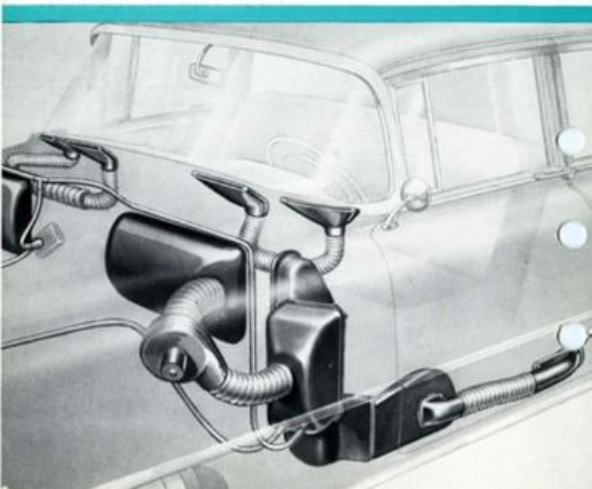
The Cadillac Air Conditioner system functions as follows: The compressor draws refrigerant from the



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 to the evaporator. Cooled and filtered air from the evaporator enters the interior through grilles on each side of the package shelf or, on the 62 and 60 Special Sedans (if preferred by customer), and on Series 75 models, through ducts mounted beneath the headlining with two adjustable outlets on each side of the front and rear compartments. The Cadillac Air Conditioner is also available for Convertible models, in 1956, with the air return and cool air outlets located on the rear wall of the convertible top well.

CADILLAC HEATING SYSTEM

The Cadillac Automatic Heating System has been improved through the use of enlarged water passages and heater hoses and redesigned outlet grilles for better heat circulation. It is designed to provide full comfort in the coldest weather. It assures an ample supply of fresh air, heated and held to a constant temperature . . . seals out dust and moisture . . . rapidly defrosts and defogs windows and has a low noise level. In operation, 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 (rear compartment outlet grille is on the center pillar post of Sedan de Ville models).





For simplicity of operation, heater controls consist of only two levers, one on each side of the instrument cluster. Left-hand lever, marked "HEATER", turns the heater on and off and also controls the temperature. Once the engine is warmed up, the car interior can be quickly heated by pushing this left-hand lever all the way down. When sufficient heat is obtained, the lever may be pushed upward to hold the interior at the temperature desired. The right-hand lever, marked "DEFR", permits directing air to the windshield. To obtain cool air for ventilation or 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 the windshield is cleared. Series 75 models are provided with two rear underseat heaters, instead of outlet grilles on front doors, thus assuring well-heated rear compartments in these larger models.





NEW ELECTRICALLY OPERATED ANTENNA

Cadillac's new electrically operated antenna provides advantages in function and appearance. Pushing the right-hand radio control knob raises the antenna to its full height for maximum range of reception. Pulling the knob lowers the antenna into a chromed fender recess.

NEW SIGNAL-SEEKING PRE-SELECTOR RADIO

For 1956, Cadillac's signal-seeking, pre-selector radio offers new tuning convenience. Retained are the five push buttons which can be pre-set for immediate selection of favorite stations, and the selector bar, just above the dial, which selects the strongest signals in the area. Now, however, the right-hand control knob provides the additional convenience of manual tuning of any station within range.

Operation of the 1956 radio control knobs is as follows: The left-hand knob turns the set off and on and regulates the volume. The ring on the left-hand knob adjusts tone from bass to treble. The right-hand knob, in addition to providing manual tuning, operates the new electrically powered antenna. Pushing the knob raises the antenna; pulling the knob lowers it. The ring around the right-hand knob directs the sound to either the front compartment speaker or the rear compartment speaker, or may be adjusted to provide balanced sound from both speakers. A sensitivity control in the center of the selector bar may be set in any of three positions to bring in only the strongest signals in the area or to reach out for weaker or more distant stations. Remote-control tuning for rear compartment passengers is available on Series 75 models.





CADILLAC AUTRONIC-EYE

The Cadillac Autronic-Eye protects the Cadillac owner by causing the headlights of his car to switch to low beam when another car approaches from the opposite direction. Thus, the driver of the oncoming car is not blinded and both cars pass with greater safety. An overriding switch is provided to signal drivers who neglect to switch their own lights from bright to dim.

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CADILLAC SPOTLIGHTS

Cadillac Spotlights, finished in bright chrome, add a smart style note, as well as contributing to convenience and safety.

NEW FOG LAMPS

Cadillac Fog Lamps are designed to provide better visibility than headlamps under certain adverse weather conditions. For 1956, they are newly located beneath the outer wings of the bumper guards, closer to the road, for even greater effectiveness. Their rectangular design enhances the apparent width of the car.





LICENSE PLATE FRAME

Cadillac License Plate Frames of gold-colored, anodized aluminum, with a durable plastic window covering the plate, are both beautiful and practical. 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

Available as an extra-cost option for all window areas in the 1956 Cadillac cars, 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. It consists of a layer of gray tinted plastic between two layers of polished plate glass. The gray tint does not alter colors of lights or traffic signals. Recommend Cadillac E-Z-Eye glass before your prospects place their order for the car.



CADILLAC SABRE-SPOKE WHEELS

Sabre-Spoke wheels, specially constructed of aluminum and steel, are standard on Eldorados and available in sets of five as an extra-cost option on all other models. They are also available in gold finish at no additional cost.



NEW ELECTRICALLY OPERATED SIX-WAY POWER SEAT

All 1956 Cadillac cars equipped with the electrically powered fore-and-aft seat adjuster may also be provided, as an extra-cost option, with a new electrically powered vertical and seat angle adjustment. It provides a four-inch range of vertical seat adjustment to accommodate any driver. At the same time, the seat may be tilted to exactly the angle required for greatest comfort. The complete six-way Power Seat adjustment is standard equipment on Eldorados, optional at extra cost on the Series 62 Sedan and Coupe.

NEW REMOTE-CONTROL TRUNK LID LOCK

Cadillac's Remote-control Trunk Lid Lock permits opening the deck lid with only the touch of a button located on the left-hand side within the glove compartment. This convenience feature will be particularly appreciated by Cadillac owners who live in areas where federal or local authorities must check trunk contents in compliance with law (such as when crossing an international boundary). It is equally convenient in enabling service station attendants to check spare tire inflation. A small warning light, just to the left of the instrument cluster, lets the driver know when his trunk lid is in an unlocked position.



additional CADILLAC ACCESSORIES

Rear-Compartment Radio Control	\$ _____
Radio Foot-Control Switch	\$ _____
Cadillac "Cushion Topper"	\$ _____
Cadillac Rubber Floor Mats	\$ _____
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 Whitewall Tire Cleaner	\$ _____

accessory groups

(Factory-installed)

GROUP A \$ _____

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

GROUP B \$ _____

White Sidewall Tires • Heater • Radio

GROUP C \$ _____

Air Conditioner with Ducts (Available
for Series 75, 62 Sedan and 60 Special
Sedan only) • White Sidewall Tires •
Heater • Radio • E-Z-Eye Glass

GROUP N \$ _____

Air Conditioner without Ducts (Not
Available on Series 75) • White Side-
wall Tires • Heater • Radio • 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 Eldorados, as most of this equipment
is standard.

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specifications



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.

On the following pages you will find, first, the General Specifications, then the Detailed Specifications for the 1956 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.





DETAILED SPECIFICATIONS

ENGINE

Number of cylinders.....	8
Cylinder arrangement.....	90° V-type
Valve arrangement.....	Overhead
Bore and stroke.....	4" x 3½"
Block and cylinder head material.....	Cast iron
Piston displacement.....	365 cu. in.
Taxable horsepower.....	51.2
Max. brake horsepower.....	285 @ 4600 r.p.m.
Eldorado engine.....	305 @ 4700 r.p.m.
Max. engine torque—lbs.-ft.....	400 @ 2800 r.p.m.
Eldorado engine.....	400 @ 3200 r.p.m.
Compression ratio.....	9.75:1
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.....	22.72 oz.
Clearance.....	.0015
Number of oil rings per piston... .	1
Number of comp. rings per piston.....	2
Top compression ring.....	Chrome-plated

DETAILED SPECIFICATIONS

CONTINUED

RODS AND PINS

Wristpin length.....	3.093"
Wristpin material.....	Steel
Type.....	Locked in rod
Connecting rod length.....	6.625"
Material—connecting rod.....	Forged steel
Weight—connecting rod.....	23.49 oz.
Crankpin journal diameter.....	2 1/4"
Lower bearing material.....	Steel back Moraine 400
Connecting rod bearing clearance.....	.0005"-.0021"
Connecting rod bearing end play.....	.008"-.014" (total two rods)

CRANKSHAFT

Material.....	Forged alloy steel
Weight.....	71 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.....	2.625" x .907"
Number 2.....	2.625" x .907"
Number 3.....	2.625" x .907"
Number 4.....	2.625" x .907"
Number 5.....	2.625" x 1.622"

DETAILED SPECIFICATIONS

CONTINUED

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.....	39° B.T.C. at .001 lift
Intake closes.....	105° A.B.C. at .001 lift
Exhaust opens.....	81° B.B.C. at .001 lift
Exhaust closes.....	63° A.T.C. at .001 lift

INTAKE

Material.....	Alloy steel
Over-all length.....	4.628" to 4.648"
Diameter of head.....	1.750"
Angle of seat.....	44°
Lift.....	.451"

EXHAUST

Material.....	Alloy steel
Over-all length.....	4.656"
Diameter of head.....	1.562"
Angle of seat.....	44°
Lift.....	.451"
Hydraulic valve lifters.....	Yes
Valve inserts.....	None
Valve seats cooled by.....	Direct water circulation

DETAILED SPECIFICATIONS

CONTINUED

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, 6 qts.; Refill, 6 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 downdraft*
Manifold heat control	Automatic
Type of air cleaner	Oil bath
Dual tail pipe diameters	1.75"

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.

DETAILED SPECIFICATIONS

CONTINUED

COOLING—Continued

Fan belt length.....	57"
Fan belt width.....	1 1/8"
Fan—No. of blades, Series 62, 60 and 75.....	4
Cooling system capacity.....	17.5 qts.
With heater.....	19.5 qts. (Series 75, 22 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 (18°-22°)
Vacuum advance.....	Crankshaft (33°-36°)

DETAILED SPECIFICATIONS

CONTINUED

IGNITION—Continued

Distributor breaker gap.....	.016"
Initial spark advance.....	5° B.T.C.
Firing order.....	1-8-4-3-6-5-7-2
Ignition Coil:	
Make.....	Delco-Remy
Spark Plugs:	
Make.....	AC
Model.....	44.0
Thread.....	14mm.
Gap.....	.035"

BATTERY

Make.....	Delco 3EMR70-W
Number of plates.....	11
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 ³ / ₈ "
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 (2)

*3 on Eldorados

DETAILED SPECIFICATIONS

CONTINUED

HYDRA-MATIC DRIVE

Type.....	Fully automatic step-gear type with new controlled fluid coupling on forward gear set for smoother shifts.
Gearing.....	Planetary
No. of forward speeds.....	4
No. of forward speeds in "City" DR range.....	3
No. of forward speeds in "Country" DR range.....	4
No. of forward speeds in LO range.....	2
Transmission ratio, first.....	3.97:1
Transmission ratio, second.....	2.55:1
Transmission ratio, third.....	1.55:1
Transmission ratio, fourth.....	1:1
Transmission ratio, reverse.....	4.31:1
Oil capacity.....	13 qts.
Type of fluid.....	Hydra-Matic fluid

SHIFT POINTS:

		With Rear Axle Ratio of:		
		3.07:1	(Single Carburetor) 3.36:1	(Dual Carburetor) 3.36:1
Upshift	Throttle			
DR-4 Range	Opening	M.P.H.	M.P.H.	M.P.H.
1st to 2nd.....	Minimum	7-10	7-10	7-10
	Maximum	20-24	18-22	18-22
2nd to 3rd.....	Minimum	14-18	13-17	15-18
	Maximum	39-44	35-40	37-40
3rd to 4th.....	Minimum	20-24	18-22	18-22
	Maximum	68-75	62-69	62-69
Downshift				
DR-4 Range				
4th to 3rd.....	Minimum	14-18	12-16	12-16
	Maximum	61-68	56-62	56-62
3rd to 2nd.....	Minimum	11-15	10-18	12-15
	Maximum	23-27	21-25	22-25
2nd to 1st.....	Minimum	6-9	6-9	6-9
	Maximum	6-9	6-9	6-9

DETAILED SPECIFICATIONS

CONTINUED

HYDRA-MATIC DRIVE—Continued

DR-3 Range

Same as DR-4 except upshifts from 3rd to 4th at:	68-75	62-69	62-69
downshifts from 4th to 3rd at:	61-68	56-62	56-62

LO Range

Same as DR-4 except upshifts to 3rd at:	52-58	47-53	47-53
upshifts to 4th at:	68-75	62-69	62-69
downshifts to 3rd at:	61-68	56-64	56-64
downshifts to 2nd at:	41-47	37-43	37-43

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 82	Series 80S	Series 78
Frame make	A. O. Smith	A. O. Smith	A. O. Smith
Frame depth, maximum	7 $\frac{1}{2}$ "	7 $\frac{1}{8}$ "	7 $\frac{1}{8}$ "
Frame thickness, maximum	$\frac{3}{4}$ "	$\frac{1}{2}$ "	$\frac{3}{8}$ "
Flange width, maximum	2 $\frac{3}{4}$ "	2 $\frac{1}{8}$ "	2 $\frac{1}{8}$ "
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 $\frac{1}{2}$ "	6 $\frac{1}{2}$ "	7 $\frac{1}{2}$ "

FRONT END SUSPENSION

Front suspension, make	Own
Front suspension, type	Forked arms

DETAILED SPECIFICATIONS

CONTINUED

FRONT END SUSPENSION—Continued

Forked arm bearings, type.....	Threaded
Kingpin upper bearing, type.....	Bronze bushing
Kingpin lower bearing, type.....	Bronze bushing
Front wheel inner bearing, make and type.....	N. D. ball
Front wheel outer bearing, make and type.....	N. D. ball
Front spring, type.....	Helical coil
Front spring, material.....	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

Rear axle, make.....	Own
Rear axle, type.....	Semifloating
Differential gear, make.....	Own
Rear axle:	
Oil capacity.....	5 pints
Grade recommended:	
S.A.E. viscosity.....	90 hypoid

DETAILED SPECIFICATIONS
CONTINUED

REAR AXLE—Continued	Series 62-60	Eldorado and Series 75
Type of final gearing.....	Hypoid	
Gear ratio:		
Standard.....	3.07:1	3.36:1
Optional.....	3.36:1	
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.
Wheels:		
Type.....	Slotted disc**	
Make.....	Kelsey-Hayes	
Rim, diameter.....	15"	15"
Rim, width.....	6.00"	6.00"
Tread:		
Front.....	60"	60"
Rear.....	63.16"	63.16"

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

**Aluminum spokes, steel rim wheels on Eldorado.

DETAILED SPECIFICATIONS

CONTINUED

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	Concentric gear	
Make	Saginaw	
Over-all steering ratio	19.5:1	
Car turning radius (outside)		
bumper to bumper sweep	(62) 21.7'	(75) 25.8'
	(60) 22.5'	

BRAKES

Front and Rear:

Brake drum diameter	12"	12"
Brake drum, internal or external ..	Internal	Internal
Brake lining, length per wheel:		
Forward shoe	11.52"	12.98"
Reverse shoe	12.98"	12.98"
Total	24.50"	25.96"

DETAILED SPECIFICATIONS
CONTINUED

BRAKES—Continued	Series 82-80	Series 75
Brake lining width.....	2½"	2½"
Brake lining thickness.....	¼"	¼"
Brake lining effective area.....	221.96 sq. in.	233.64 sq. in.
Brake clearance.....	.010" top; .015" bottom	
Hand brake location.....	Left side of dash	
Hand brake lever operates on....	Rear service brakes	
Power brakes.....	Standard all models	

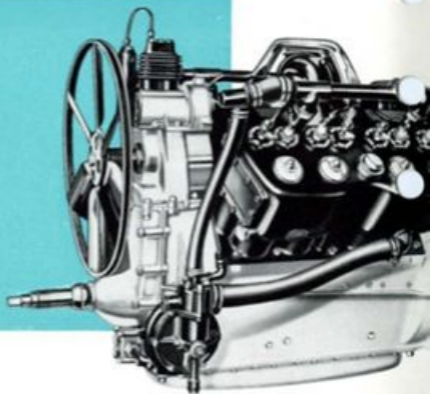
MISCELLANEOUS SPECIFICATIONS

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

LUBRICANTS

Engine oil.....	6 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".....	13 qts. dry
Gasoline.....	20 gals.

1956



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.

Variable	1990		1995		2000		2005		2010	
	Mean	SD	Mean	SD	Mean	SD	Mean	SD	Mean	SD
Age	36.1	10.1	36.1	10.1	36.1	10.1	36.1	10.1	36.1	10.1
Female	0.52	0.50	0.52	0.50	0.52	0.50	0.52	0.50	0.52	0.50
Married	0.65	0.48	0.65	0.48	0.65	0.48	0.65	0.48	0.65	0.48
White	0.78	0.42	0.78	0.42	0.78	0.42	0.78	0.42	0.78	0.42
Black	0.15	0.37	0.15	0.37	0.15	0.37	0.15	0.37	0.15	0.37
Hispanic	0.07	0.25	0.07	0.25	0.07	0.25	0.07	0.25	0.07	0.25
Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
High school	0.85	0.35	0.85	0.35	0.85	0.35	0.85	0.35	0.85	0.35
Some college	0.10	0.30	0.10	0.30	0.10	0.30	0.10	0.30	0.10	0.30
College	0.05	0.22	0.05	0.22	0.05	0.22	0.05	0.22	0.05	0.22
Postgraduate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Married	0.65	0.48	0.65	0.48	0.65	0.48	0.65	0.48	0.65	0.48
Divorced	0.15	0.37	0.15	0.37	0.15	0.37	0.15	0.37	0.15	0.37
Widowed	0.05	0.22	0.05	0.22	0.05	0.22	0.05	0.22	0.05	0.22
Never married	0.15	0.37	0.15	0.37	0.15	0.37	0.15	0.37	0.15	0.37
Married	0.65	0.48	0.65	0.48	0.65	0.48	0.65	0.48	0.65	0.48
Divorced	0.15	0.37	0.15	0.37	0.15	0.37	0.15	0.37	0.15	0.37
Widowed	0.05	0.22	0.05	0.22	0.05	0.22	0.05	0.22	0.05	0.22
Never married	0.15	0.37	0.15	0.37	0.15	0.37	0.15	0.37	0.15	0.37
Married	0.65	0.48	0.65	0.48	0.65	0.48	0.65	0.48	0.65	0.48
Divorced	0.15	0.37	0.15	0.37	0.15	0.37	0.15	0.37	0.15	0.37
Widowed	0.05	0.22	0.05	0.22	0.05	0.22	0.05	0.22	0.05	0.22
Never married	0.15	0.37	0.15	0.37	0.15	0.37	0.15	0.37	0.15	0.37

PERCENTAGE OF POPULATION (1970)



PROBABILITY DISTRIBUTION

1. The probability of a person being born in a certain country is 0.15. What is the probability that in a group of 10 people, exactly 2 were born in that country?

2. A fair six-sided die is rolled 10 times. What is the probability of getting a 6 exactly 3 times?

3. A bag contains 5 red balls and 5 blue balls. Two balls are drawn without replacement. What is the probability that one ball is red and one is blue?

4. A card is drawn from a standard 52-card deck. What is the probability that the card is either a heart or a king?

5. A box contains 10 light bulbs, 3 of which are defective. Two bulbs are tested. What is the probability that both are defective?

6. A spinner is divided into 8 equal sectors, 3 of which are shaded. It is spun 5 times. What is the probability of landing on a shaded sector exactly 2 times?

7. A group of 100 people are surveyed about their favorite color. 30% prefer red, 20% prefer blue, 15% prefer green, 10% prefer yellow, and 25% prefer other colors. What is the probability that a randomly selected person from the group prefers either red or blue?

8. A box contains 100 marbles, 40 of which are red and 60 are blue. Two marbles are drawn without replacement. What is the probability that the first marble is red and the second is blue?

9. A standard 52-card deck is shuffled. Two cards are drawn without replacement. What is the probability that the first card is a heart and the second card is a spade?

10. A fair six-sided die is rolled 10 times. What is the probability of getting a 6 at least once?

11. A bag contains 5 red balls and 5 blue balls. Two balls are drawn without replacement. What is the probability that both balls are the same color?

12. A card is drawn from a standard 52-card deck. What is the probability that the card is neither a heart nor a king?



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