Cadillac data book

nineteen fifty seven

INTRODUCTION

The year 1957 should be a new milestone both for you and for Cadillac. First, because of the completely new styling and engineering of the entire line of 1957 Cadillac motor cars and, second, because of the tremendous opportunities these magnificent new motor cars present to you as a Cadillac salesman. Public acceptance of the Cadillac motor car as the ultimate goal of virtually every motorist is higher today than ever before. In the year ahead there is every reason to believe that the brilliantly conceived and engineered 1957 Cadillac will earn an even higher place for itself in the public esteem. Again, Cadillac advertising will bring before your prospective

purchasers the many benefits, direct and indirect, which they can enjoy only through ownership of a 1957 Cadillac. The tone and spirit of this advertising will serve, as it has in years past, to put prospects in a receptive frame of mind for your selling efforts.

Again, let it be your objective to seek out these prospects, made susceptible through Cadillac advertising, then use the facts in this Data Book to further convince them of the many superior features of the Cadillac motor car . . . and we are sure that you will find 1957 not only a new milestone for Cadillac, but a most rewarding milestone for you, as well.

NEW FEATURES

NEW STYLING

New grille of anodized aluminum
New front bumper
New front bumper guards with molded rubber tips
New lower silhouette
New lower hood
New hood ornament on 62, 60 and 75 Series
New fender ornaments (no hood ornament) on Eldorado models
New parking lights
New headlamp bezels
New turn-signal lights
New fog lights
New front fender grille
New "V" and Crest
Newly located front fender nameplates
New body styling
New cowl air-intake grille
New windshield with slant-back pillars
New ventipane design
New forward-slanted rear window pillars
New slip-stream rear fender fairing
New rear fender medallion on 62 Series
New rear fender stone shields
New rear fender fins
New rocker sill molding
New fender wheel opening contour
New fender wheel opening moldings
New wheel discs
New flush contour between rear deck and fenders
New tail-, stop-, back-up, and turn-signal lights
New rear bumper
New vertical exhaust outlets
New license plate holder and light

NEW INTERIORS

New upholstery fabrics, patterns and colors
New front seats with greater range of adjustment
New front seat center arm-rest (except on 62 Coupe and Sedan)
New door and side panel styling
New instrument panel styling
New padded instrument panel cover
New instrument cluster
New headlining framed with wide trim panels
New control knobs and escutcheons
New concealed lighters in front compartment ash receivers
New courtesy lights
New steering wheel
New horn ring
Newly located electric window lift controls in front compartment

of the 1957 Cadillac

New soft rubber cushioning on back edge of front seat back
New assist handles with flush mounting on sedan models
New rear-view mirror
New lock-in-place, full-width sun visors
New electric clocks
New rotary door locks

NEW CHASSIS FEATURES

New tubular-center X frame with increased torsional strength
New spherical-joint front suspension
New uniform 61-inch front and rear tread
Newly positioned rear springs for increased stability
New gear tooth angle in differential for quieter operation
New heavier rear axle housing
New larger rear axle bearings
New power brake booster unit
New emergency brake, foot-set and foot-released
Newly refined Controlled-Coupling Hydra-Matic
New dual-exhaust system
New wheels with improved rim design

NEW ENGINE FEATURES

New 300- and (optional at extra cost on Eldorado Biarritz & Seville only) 325-horsepower engines
New larger diameter combustion chambers
New 10.0 to 1 compression ratio
New more-efficient piston design
New lower carburetor
New lower air cleaner
New larger secondary barrels in carburetor
New larger intake valves
New intake manifold
New exhaust manifold
New, wider radiator for improved engine cooling
New higher output generator
Newly located battery for improved cooling, better accessibility
New starting motor

OPTIONAL EQUIPMENT FEATURES

New front-mounted air conditioner on Series 60 and Series 62, rear-mounted on Series 75
New heating system
New radio
New electronic garage door opener (dealer installed)
New automatic trunk opening lock

as always the standard of the world

INDEX

Your 1957 Cadillac Data Book has a two-part index. First, it has been indexed by SECTION. Thus, when you wish to refer to a feature that you know to be a part of the chassis, for example, you need only turn to the CHASSIS FEATURES index. The second part is a complete alphabetical listing of the contents of the entire book.

SECTION INDEX

SECTION INDEX

SECTION INDEX

ALPHABETICAL INDEX

A

B

C

D

E

F

G

ALPHABETICAL INDEX

ALPHABETICAL INDEX

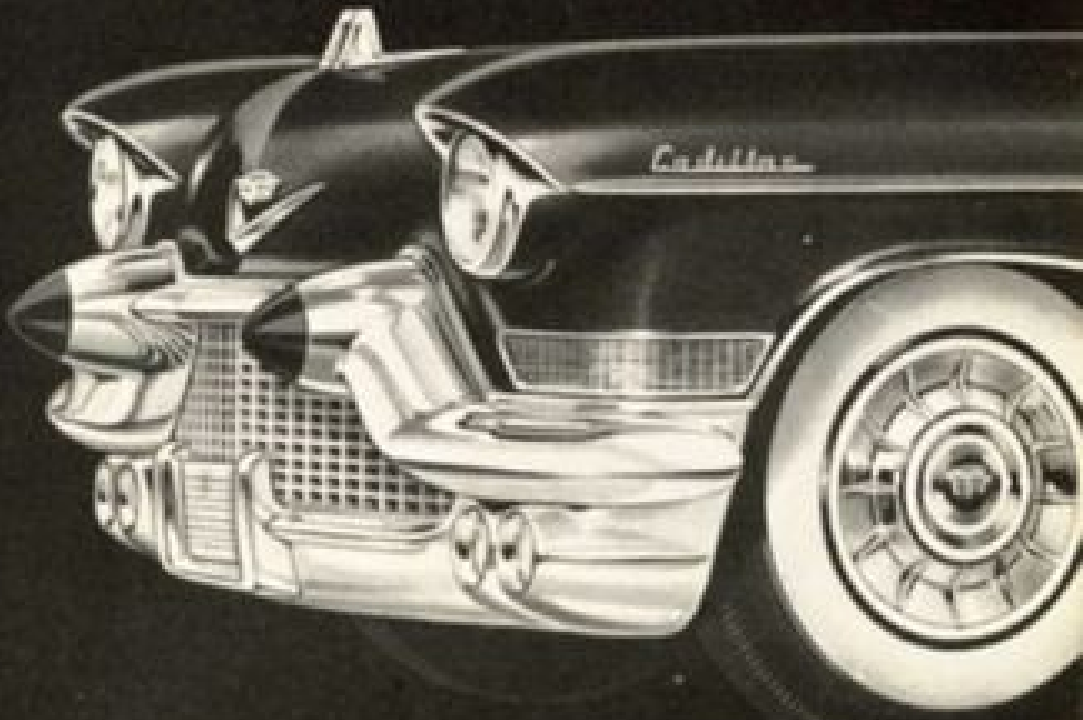
styling

nineteen fifty seven

In the new 1957 Cadillac motor cars, every styling feature, from the lower, more-compact grille and bumper ensemble in front to the new twin, circular tail-, stop-, back-up and turn-signal lights in the rear, has been designed to make them the most beautiful motoring creations ever to bear the distinguished Cadillac name. The 1957 Cadillac cars present a new sleekness in every line. They are almost three inches lower in over-all height with the new lower hood, the new flush joining of the rear deck and quarter panels and the new slanting roof pillars adding further to the road-hugging appearance of the car. New swifter fender lines sweep back from extended headlamp bezels to culminate in new, smartly designed, stabilizer type versions of the famous Cadillac rear fender fins. Newly designed, chrome-framed wheel openings and extended contour lines in both front and rear fenders enhance the long, low look of the car. These are but a few of the many new styling features that lend distinction to the magnificent new Cadillac for 1957 . . . a car destined to set the trend in automotive styling for years to come.

New front-end styling

The new front-end styling of the 1957 Cadillac is in perfect complement with the lower over-all height of the car itself. Not only is the hood considerably lower but note, too, how the massive lower bumper bar and gull-wing bumper guards draw eye-attention closer to the road. This effect is emphasized further by the lower grille and by the upper grille bar which if extended horizontally would pass well below the headlamps. Additional front-end styling features include the new, black, molded-rubber bumper guard tips, new ornamental grilles under each headlamp, new dual, circular parking and turn signal lamps in the outer extremities of the lower bumper bar, a new front license plate frame centered at the base of the radiator grille, and new extended headlamp bezels. Distinctive hood markings include a further refined version of the famous Cadillac "V" and Crest and new gracefully tapered twin hood-top ornaments.


Cadillac

New side and rear styling

The impressively lower height of the 1957 Cadillac is equally evident viewed from the side or the rear. What's more, this appearance is further emphasized by the new lines of the rear window which taper gracefully around into the sides of the rear quarter panels. Rear deck and fenders join in a clean, flush surface which adds to the sleek solidity of the car's appearance while enhancing its apparent width. From the side the 1957 Cadillac presents new lines of fleetness and beauty. The fender line flows back in a slight curve from the extended headlamp visors to a point midway across the rear door, forms a graceful arch at the junction of the roof pillar, then extends level with the rear deck to culminate in the sweeping beauty of the new stabilizer type rear fender fins. The raised contour lines in front and rear fenders are considerably longer. Wheel openings are higher and framed by chrome moldings. The rear wheel opening covers have been eliminated. A new stone shield between the rear fender contour molding and the rocker sill molding further tends to keep eye interest low. Fender identification markings are new for 1957 with a medallion mounted on the rear fender fins of 62 Series cars and the name "Cadillac" or model name, in the case of the Coupe and Sedan de Ville and the Eldorado Biarritz and Seville, appearing well-forward on the front fenders.

The lower and broader look of the 1957 Cadillac is emphasized by the flush joining of rear deck and fenders. Additional notes of rear-end styling are the new, upright, oval-shaped exhaust outlets in the rear bumper and twin circular lamps on each rear fender. The outer lamp housing contains the tail-, stop- and turn-signal lights. The inner lamp housing contains the back-up lights. On the 60 Special Sedan each pair of circular lamps provides dual tail-, stop- and turn-signal lights while separate rectangular back-up lights are mounted in the deck lid just above the bumper.

Additional exterior styling features of the brilliant new Cadillac for 1957

Entirely new for 1957 is the styling treatment accorded the glass areas of the car. Windshield pillars slant from the forward edge of the roof back into the sides of the car, while the rear window pillars have exactly the reverse slant. The result is not only one of more graceful lines, but improved visibility to the front, sides and rear. Note how, on sedan models, the rear window pillars are formed jointly by the roof supports and by extensions rising from the rear doors. On all models, except the Series 75, the beauty and unbroken visibility of hardtop styling is achieved through the use of stub center pillars. Of distinctively new design is the wider air-intake grille for the ventilation, heating and air-conditioning systems. It extends across the width of the hood, separated from the chromed windshield molding by a narrow band of body color. Additional styling features shown below are the flatter, lower hood with only a slight valley between hood and fender line and the new extended cadet visor headlamp bezels.

Rear fender styling of the Cadillac 60 Special Sedan is marked by greater length in keeping with the long rear deck and by the additional distinction of brush-finished stainless-steel lower fender panels with bright-finished horizontal grooves. Tapered rear fender fairing is highlighted by a chromed strip along its entire length.

Distinguishing the graceful rear fender lines of the Cadillac 62 Series is the long fender fairing extending from the tail lamp housing and tapering to a point just short of the front door opening. The upper half of the contour is in body color; the lower half finished in bright chrome. Note how the rear fender stone shield draws eye interest even lower by forming a connecting link between the contour molding and the rocker sill molding.

Always of eye-catching design, the sparkling wheel discs of the 1957 Cadillac feature a deep contour between the hub and spoke-patterned outer ring. Centered in the hub is a colorfully enameled Cadillac crest while the spoked outer ring is further highlighted by a series of concentric circles.

The Eldorado

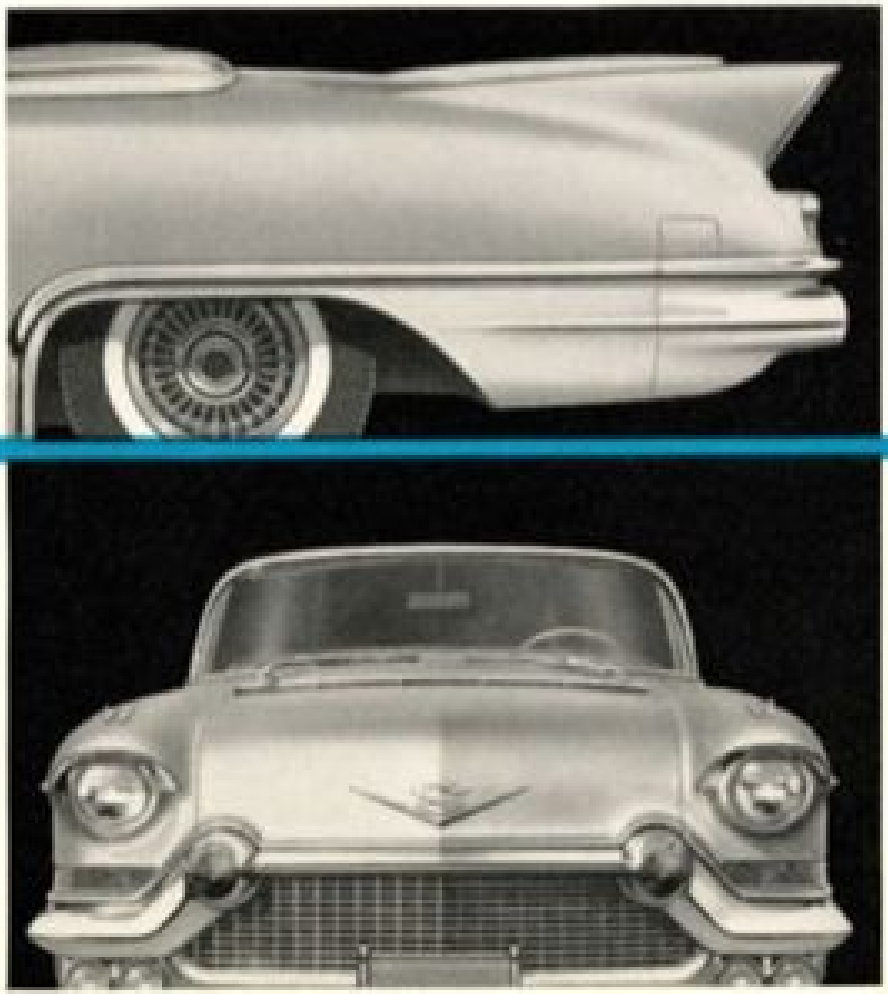
BIARRITZ AND SEVILLE

The glamorous Eldorado Biarritz and Eldorado Seville, pictured here and on the following two pages, present even more distinctive and exclusive styling for 1957. They are more sleek-lined with an almost three-inch-lower silhouette achieved without sacrifice of important interior roominess. Emphasizing the lower over-all height is the lower hood without top ornamentation and the fleet, tapered lines of the rear deck and quarter panels. The Biarritz convertible top when in the "down" position is recessed beneath a fiber-glass, reinforced plastic top boot finished in the same color as the car body. The steel, Turret Top of the Eldorado Seville is covered with lustrous and durable Vicodec. Further distinguishing the 1957 Eldorados are new stabilizer type fins, flaring boldly rearward, and the new separate rear bumper sections which sweep around the sides of the rear quarter panels to join the heavy chrome molding of the rear wheel openings.

Styling features

Shown at the left in greater detail is the tapered, flush-surfaced rear side panel and deck treatment of the 1957 Eldorados, and the distinctive new tapered fins. Directly below each fin is a circular tail-, stop- and directional signal light with a reflector in the center of the lens. Set side by side in the individual rear bumper sections are a circular exhaust outlet on the outside and a circular back-up light on the inside. Sabre-Spoke forged aluminum wheels, shown below, further enhance the fleet lines of beauty which mark the Eldorados.

Viewed from the front, the new lower lines of the Eldorados are emphasized by the almost flush surface of hood and fenders, the lower grille, wide visors over the headlamps and the twin, circular lamps mounted in the outer extremities of the massive lower bumper bar. The outer lamps are parking and directional signals, the inner lamps are parking and fog lights. A final style note is the use of small twin ornaments atop each front fender. Tips of the gull-wing bumper guards are of black, molded rubber on all Cadillac models for 1957.



body models

nineteen fifty seven

On the following pages is 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 facing pages, an illustration of each individual model plus the interior dimensions and a listing of standard and optional equipment for that model. Detailed information on upholstery choices and factory-installed optional equipment is contained in the INTERIORS and the OPTIONAL EQUIPMENT sections of the Data Book. All Eldorado Brougham information is found in the separate Brougham section of the Data Book.

CADILLAC SERIES 62

This basic Cadillac series is also the series with the widest selection of body models to meet the needs of most prospective Cadillac owners. Four-Door Sedan (Page 28); Coupe (Page 30); Coupe de Ville (Page 32); Sedan de Ville (Page 34); Convertible Coupe (Page 36).

ELDORADO BIARRITZ AND SEVILLE

The designations "special convertible" for the Eldorado Biarritz and "special coupe" for the Eldorado Seville can depict but slightly the distinctive exterior styling and interior luxuriousness which set these two cars apart as truly the glamour coupe and convertible of the Cadillac line for 1957. Biarritz (Page 38); Seville (Page 40).

CADILLAC SERIES 60 SPECIAL

Symbol of Cadillac leadership in the fine-car field is the long, luxurious Cadillac 60 Special Sedan. Now styled without a center pillar between the door windows, this most elegant of Cadillac 6-passenger sedans presents even greater beauty and refinement for 1957 (Page 42).

CADILLAC SERIES 75

The Cadillac Series 75 Nine-Passenger Sedan and the Series 75 Limousine are the ideal choices for those who demand the ultimate in luxury and distinction, for the fine-car prospect with a large family or for company executive use. Each of these distinguished Cadillac models is impressively big and beautiful. The limousine has a glass dividing partition for chauffeur-driven use (Page 44).

[illegible]

[illegible]

SERIES 62
COUPE DE VILLE

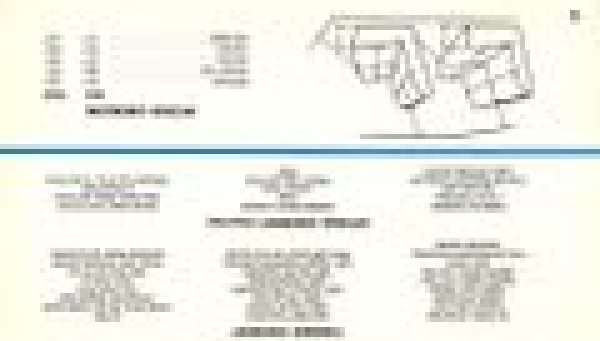
[illegible]

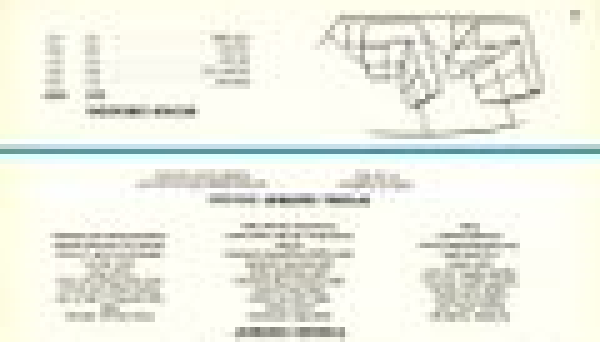
SERIES 62
SEDAN DE VILLE

[illegible]

SERIES 62
CONVERTIBLE COUPE

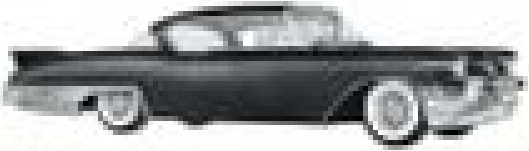
[illegible]
[illegible]
[illegible]





ELDORADO SEVILLE

[illegible]
[illegible]
[illegible]



SERIES 60
SPECIAL SEDAN

[illegible]
[illegible]
[illegible]

SERIES 75
9-PASSENGER SEDAN
AND LIMOUSINE

[illegible]
[illegible]
[illegible]

interiors

nineteen fifty seven

Rich, luxurious fabrics; pliant, genuine leathers; exciting patterns and glamorous colors mark the beautiful interiors of the 1957 Cadillac cars. Upholstery, trim, carpeting and appointments are creatively styled for a fabulous flair of richness, outstanding and inspiring durability and withal a restrained touch . . . and taste . . . consistent with the demands for the highest possible standards in all things as required by Cadillac and those who purchase Cadillacs.

Your customers have but to open the door of a 1957 Cadillac and their eyes will feast on the elegance of patterned nylon, attractive Bedford cord or genuine leathers in fine-textured or Cape buffalo grain. Their eyes will catch the gleaming beauty of bright and brushed chrome hardware, and they will admire both the texture and smartness of the handsome, leather-grained Elascofab that covers the upper panels of doors and sidewalls.

There is eye-catching beauty, too, in the newly styled control panel. Your customers will find that commanding a Cadillac is now far easier, more convenient. They will find, for example, that the new front seats have a greater range of adjustment and that all models with the exception of the Series 62 Coupe and Sedan now have a new front seat center armrest. They will find the new instrument cluster is positioned for quick, easy reading. They will appreciate the safety advantages of the new, soft rubber cushioning on the back edge of the front seat back; they will appreciate the new flush-mounted assist handles on all sedan models; they will be assured of more safety through the greater visibility achieved with the new inside rear-view mirror and the outside rear-view mirror adjustable from within the car.

There are, of course, a host of other convenience and comfort features wrapped in the beauty of the interior styling of the 1957 Cadillac. Your customers—the people who are just making the longed-for switch to Cadillac, as well as those who for years have driven nothing but Cadillacs—will find these 1957 interiors more desirable and attractive than anything they had ever hoped for in an automobile.

The beautiful and functional instrument panel is a modern design in keeping with dynamic engineering inspired by the thought of individual comfort and convenience. The smooth, sleek, over-all design of the instrument panel incorporates many advanced features that make driving a Cadillac an effortless pleasure. Note, for example, the new location of the power window lift controls on the left-hand extension of the instrument panel—convenient to the driver's finger-tips. Note, too, the new, conveniently placed radio controls—on the left of the dial where they can be easily operated by the driver. Even the lock on the glove compartment door has been located to the left for greater driver convenience.

1. New instrument panel styling.
2. New padded instrument panel cover.
3. New control knobs and escutcheons.
4. New concealed lighters in front compartment ash receivers.
5. New steering wheel.
6. New horn ring.
7. Newly located electric window lift controls.
8. New, full-width, lock-in-place sun visors.
9. New electric clocks, revolving-drum type on 60 Special, Biarritz & Seville.
10. New, more convenient radio controls.
11. New, more convenient glove compartment latch.
12. New, illuminated-name radio knobs, light switch and cigarette lighters.

SERIES

62 sedan and coupe

There are seven, beautiful two-tone color combinations available for the interiors of the Cadillac Series 62 Sedan and Coupe. There are bold-patterned Neptune-cloth nylons with rich, gleaming Lurex thread and tasteful, restrained Lurex-threaded Grecian-cloth nylons combined with modern, color-blended Elascofab. In Neptune and matching Glacial-cloth bolsters, color choices are blue, gray, green and beige. The available colors in Grecian-cloth nylon and Elascofab bolsters are light blue, light green and a gray Grecian cloth with a harmonizing white Elascofab bolster. The entire seat back, seat cushions and the lower portion of the door are styled with long, broad horizontal stitching and deeply recessed, nylon-covered buttons. Points throughout the interior that are subject to wear and stress such as the upper door and sidewall panels, seat scuff pads and seat welts are protected with smart, durable Elascofab. Carpeting is dark-toned, deep-pile nylon blend.

62 Coupe Rear Compartment

62 Sedan Rear Compartment

62 Coupe Front Compartment

SERIES 62 SEDAN AND COUPE
COLOR AND UPHOLSTERY CHOICES

30. LIGHT GRAY NEPTUNE PATTERN METALLIC NYLON with LIGHT GRAY GLACIAL MIST METALLIC NYLON bolsters and trim.

31. LIGHT GRAY GRECIAN PATTERN METALLIC NYLON with WHITE ELASCOFAB bolsters and trim.

32. LIGHT BLUE NEPTUNE PATTERN METALLIC NYLON with LIGHT BLUE GLACIAL MIST METALLIC NYLON bolsters and trim.

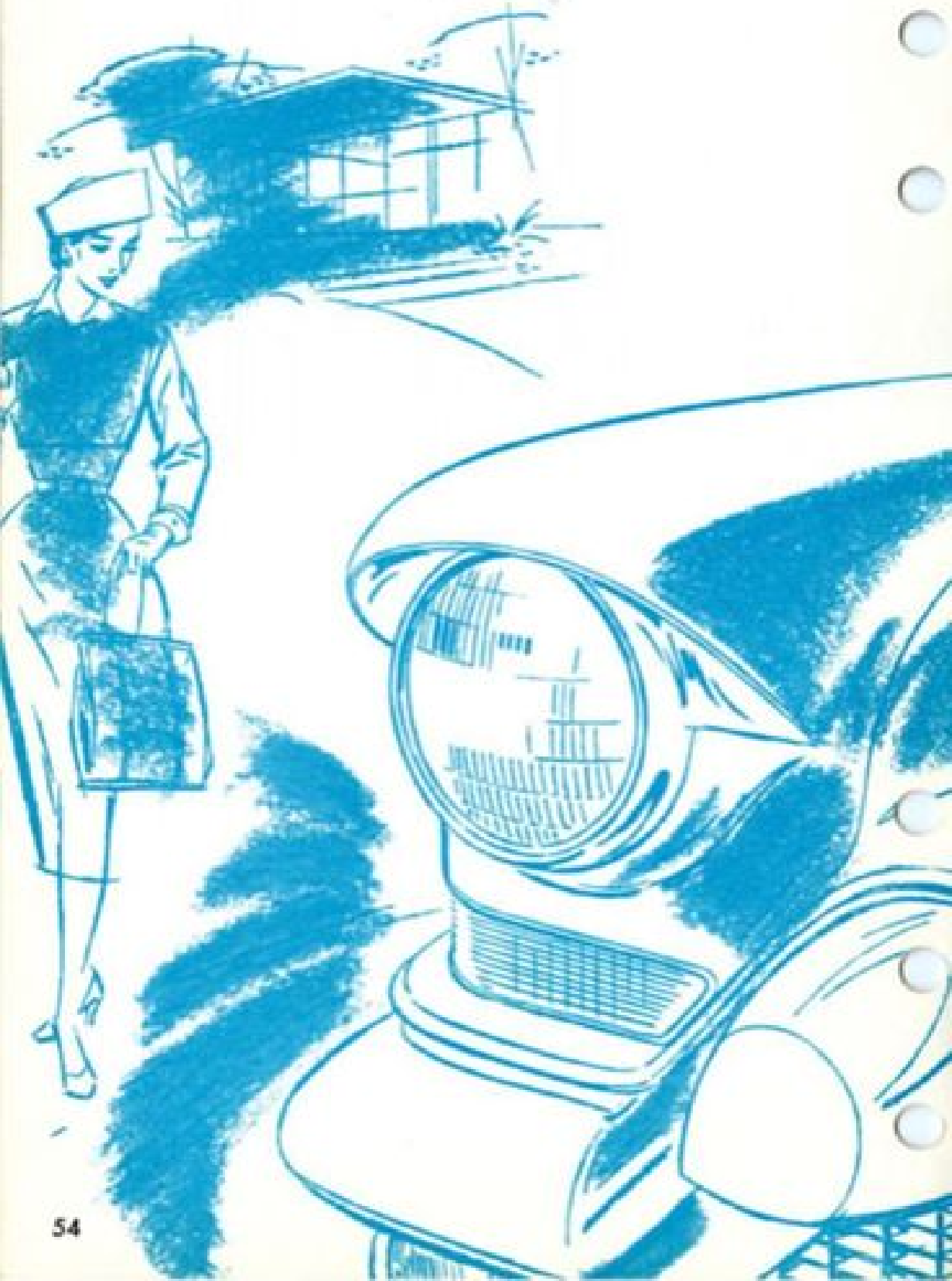
33. LIGHT BLUE GRECIAN PATTERN METALLIC NYLON with LIGHT BLUE ELASCOFAB bolsters and trim.

34. BEIGE NEPTUNE PATTERN METALLIC NYLON with BEIGE GLACIAL MIST METALLIC NYLON bolsters and trim.

36. GREEN NEPTUNE PATTERN METALLIC NYLON with GREEN GLACIAL MIST METALLIC NYLON bolsters and trim.

37. LIGHT GREEN GRECIAN PATTERN METALLIC NYLON with GLADE GREEN ELASCOFAB bolsters and trim.

62 coupe de ville



The Cadillac Coupe de Ville is truly an aristocrat and its interior conveys all the charm, taste and graciousness that the name implies. The door panel styling, for example, features harmonizing upholstery fabric surrounding a pleated and smooth leather, chrome-trimmed panel containing a large, functional armrest and a stylized "V" and Crest. A bright chrome kick strip across the bottom of the door provides gleaming highlights of protective beauty, while the upper section of the door panel is finished in beautiful, fine-grained Elascofab over a band of light-toned, painted metal.

There is glamour and excitement in the appearance of the upholstery, trim and appointments of the Coupe de Ville for 1957. There are eight different choices of upholstery in breath-taking colors combined with rich leathers and gleaming, Lurex-threaded nylon. The buyer may select from four combinations of eye-pleasing Sahara cloth and leather or the delicately patterned Brocade with its design in soft relief combined with textured leather. The seat cushions and seat backs are styled with tufted biscuits and deeply recessed concave, chromed buttons. The leather-covered upper half of the seat back is designed with smart 1" pipes. Chromed roof bows enhance the beauty of the light-toned, perforated Elascofab headlining. All other moldings and metal appointments are finished in bright or brushed chrome, thus carrying out the elegant modernity of the Cadillac Coupe de Ville. Carpeting is a deep-pile nylon blend.

SERIES 62 COUPE de VILLE
COLOR AND UPHOLSTERY CHOICES

40. GRAY SAHARA PATTERN METALLIC NYLON with WHITE LEATHER bolsters and trim.

41. GRAY BROCADE PATTERN METALLIC NYLON with WHITE LEATHER bolsters and trim.

42. BLUE SAHARA PATTERN METALLIC NYLON with BLUE LEATHER bolsters and trim.

43. BLUE BROCADE PATTERN METALLIC NYLON with BLUE LEATHER bolsters and trim.

44. BEIGE SAHARA PATTERN METALLIC NYLON with BEIGE LEATHER bolsters and trim.

46. GREEN SAHARA PATTERN METALLIC NYLON with LIGHT GREEN LEATHER bolsters and trim.

47. GREEN BROCADE PATTERN METALLIC NYLON with LIGHT GREEN LEATHER bolsters and trim.

49. MOUNTAIN LAUREL AND BLACK CORINTHIAN PATTERN METALLIC NYLON with MOUNTAIN LAUREL LEATHER bolsters and trim.

SERIES

62 sedan de ville

The Cadillac Sedan de Ville, combining the verve of hardtop styling and the convenience of four doors, is in the vanguard of all that's new and exciting in the 1957 Cadillac line. The door panel is marked by a bold rectangular design of leather on cloth, trimmed with bright, gleaming chromium. The smooth, tapering design of the textured Elascofab molding at the top edge of the door panel is in keeping with the advanced design of modern fabrics and patterns. Gleaming chrome moldings tastefully frame the leather portion of the door panels and form the kick strip at the bottom edge of the door for protection against scuff marks.

The Cadillac Sedan de Ville interiors are marked not only by luxurious materials, but by the manner in which the impeccable tailoring of these materials achieves a truly breath-taking elegance. Soft, textured leathers with smart 1" piping form full bolsters on the seat backs, while seat cushions and seat back inserts are fashioned of glamorous, Lurex-threaded, beautifully patterned nylon. Gleaming chrome finish highlights the concave buttons of the heavily tufted seat cushions and seat back inserts, as well as all other hardware throughout the interior. Headlining is durable and handsome, perforated Elascofab set off by chromed roof bows. Carpeting is a thick, dark-toned nylon blend.

SERIES 62 SEDAN de VILLE
COLOR AND UPHOLSTERY CHOICES

40. GRAY SAHARA PATTERN METALLIC NYLON with WHITE LEATHER bolsters and trim.

41. GRAY BROCADE PATTERN METALLIC NYLON with WHITE LEATHER bolsters and trim.

42. BLUE SAHARA PATTERN METALLIC NYLON with LIGHT BLUE LEATHER bolsters and trim.

43. LIGHT BLUE BROCADE PATTERN METALLIC NYLON with LIGHT BLUE LEATHER bolsters and trim.

44. BEIGE SAHARA PATTERN METALLIC NYLON with BEIGE LEATHER bolsters and trim.

46. GREEN SAHARA PATTERN METALLIC NYLON with LIGHT GREEN LEATHER bolsters and trim.

47. GREEN BROCADE PATTERN METALLIC NYLON with LIGHT GREEN LEATHER bolsters and trim.

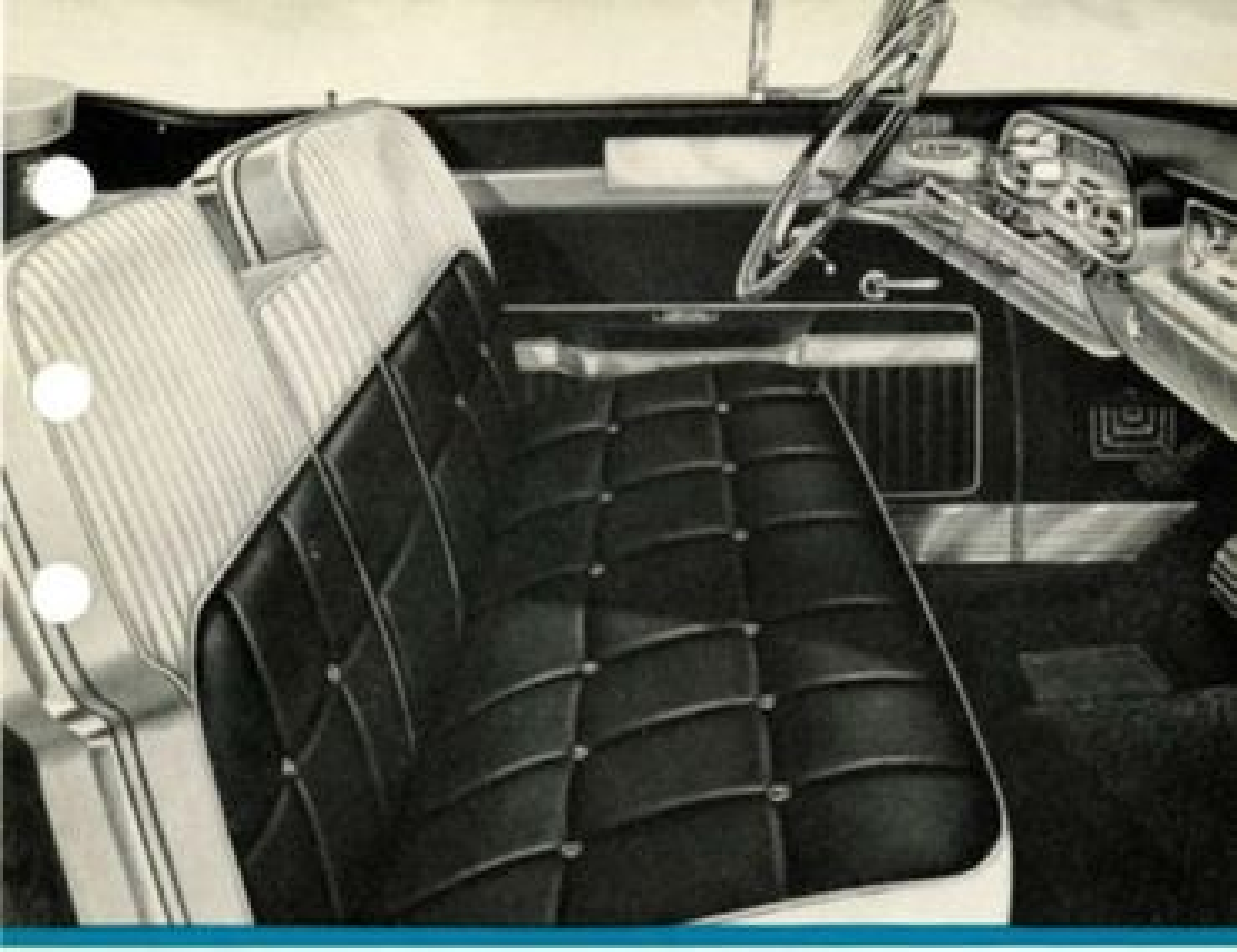
49. MOUNTAIN LAUREL AND BLACK CORINTHIAN PATTERN METALLIC NYLON with MOUNTAIN LAUREL LEATHER bolsters and trim.

SERIES

62 convertible

The Cadillac Series 62 Convertible interiors are styled in keeping with the zest and the spirit of youth. The door panel, shown above, reveals the clean, functional design that spells beauty to the convertible buyer. Fine-grained, weather-resistant Elascofab entirely surrounds the pleated-leather door panel insert, the generously proportioned leather-covered armrest and a horizontal chrome molding with a stylized "V" and Crest. Gleaming chrome kick strip on the bottom edge of the door, chromed framing around the leather panel and the chromed insert on the upper section of the door add further to the distinctive and durable beauty of the Series 62 Convertible.

The genuine leather upholstery in the Series 62 Convertible imbues the prospective owner with the feeling that here is not only luxury, but enduring beauty as well. For there is nothing that connotes lasting quality as well as does fine leather. The seat cushions and seat back inserts are fashioned in smart biscuits and gleaming, concave, chromed buttons. The upper portion of the seat backs are marked by vertical 1" pipes. Mounted in a recess in the center of the rear seat back is a chromed grille for the radio rear compartment speaker. A wide, center armrest in the front seat back contributes to greater comfort and motoring pleasure. Carpeting is a dark-toned, deep-tufted nylon blend.



SERIES 62 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. BLUE LEATHER seat and seat back inserts with ORION BLUE LEATHER bolsters and trim.

23. TURQUOISE GREEN LEATHER seat and seat back inserts with WHITE LEATHER bolsters and trim.

25. TAN LEATHER throughout.

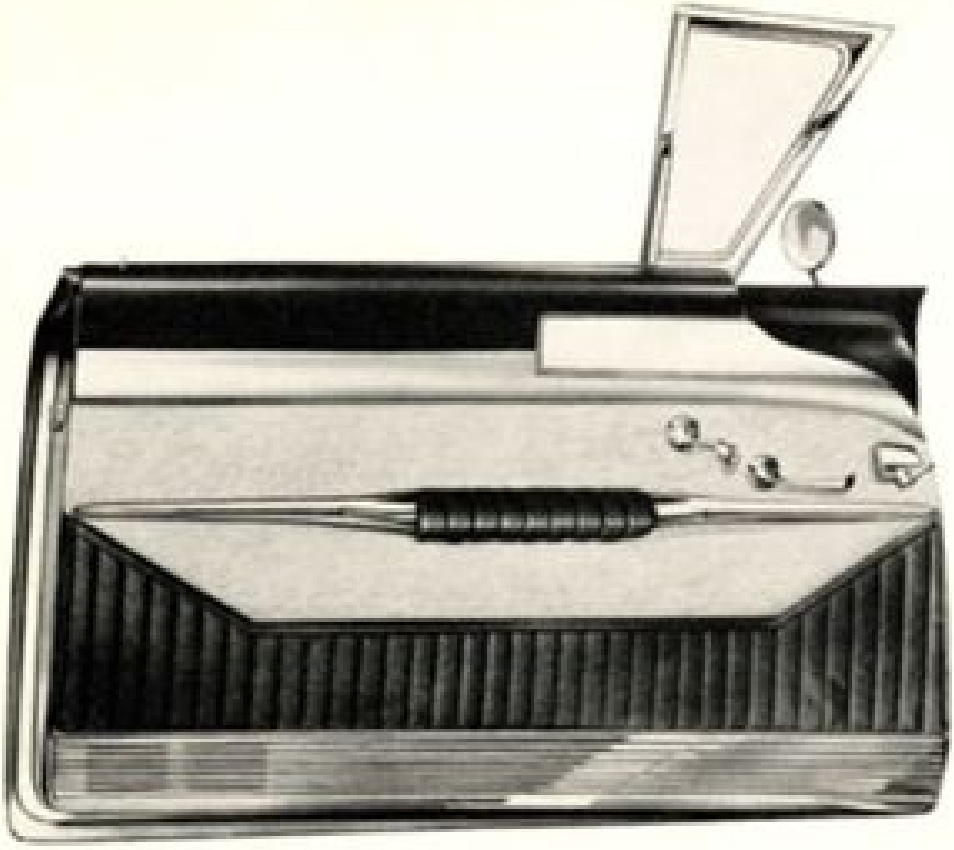
26. LIGHT GREEN LEATHER seat and seat back inserts with GLADE GREEN bolsters and trim.

28. DAKOTA RED LEATHER seat and back inserts with WHITE LEATHER bolsters and trim.

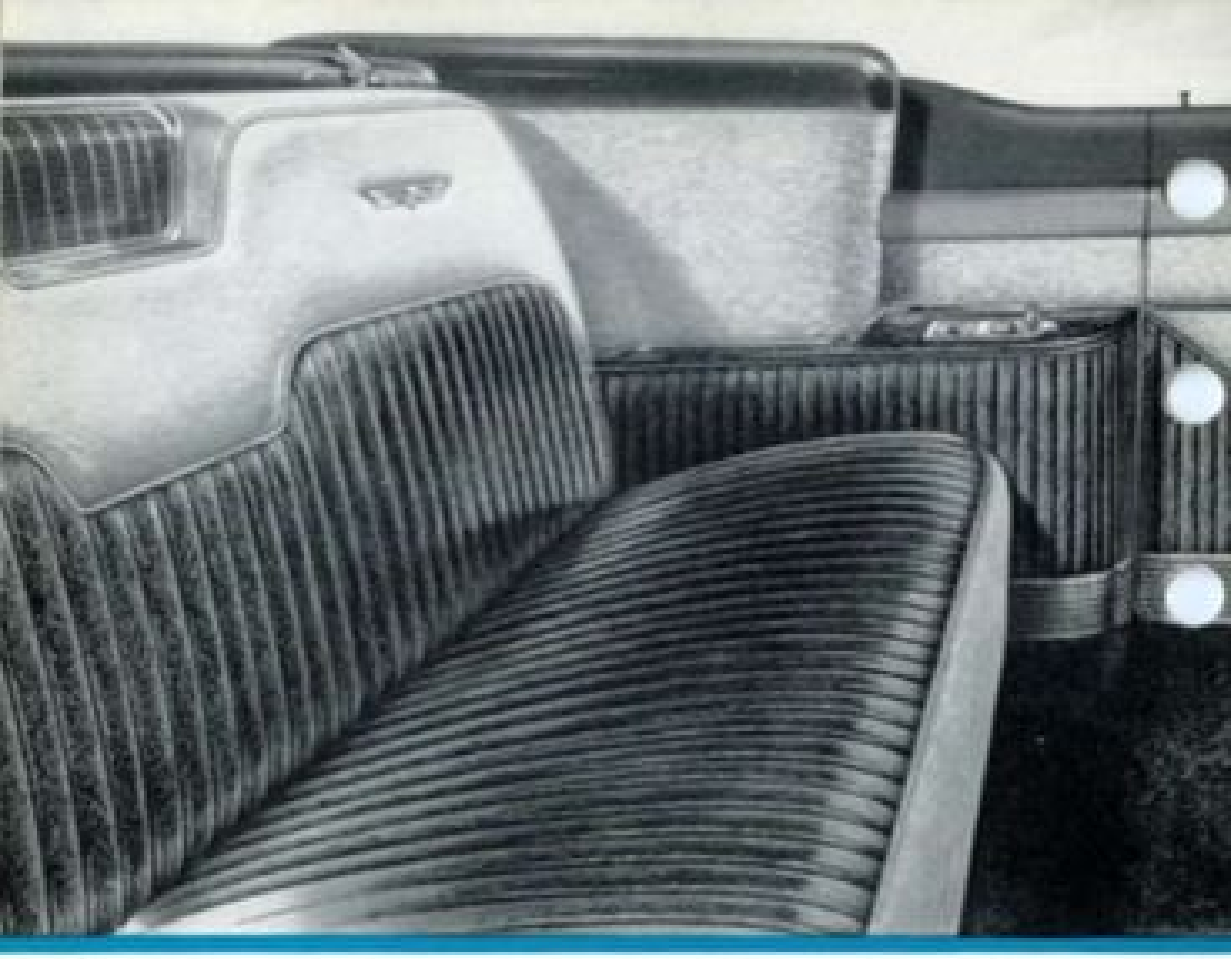
29. DAKOTA RED LEATHER throughout.

TOP COLORS: 1. White 2. Black 3. Blue 4. Tan 5. Green

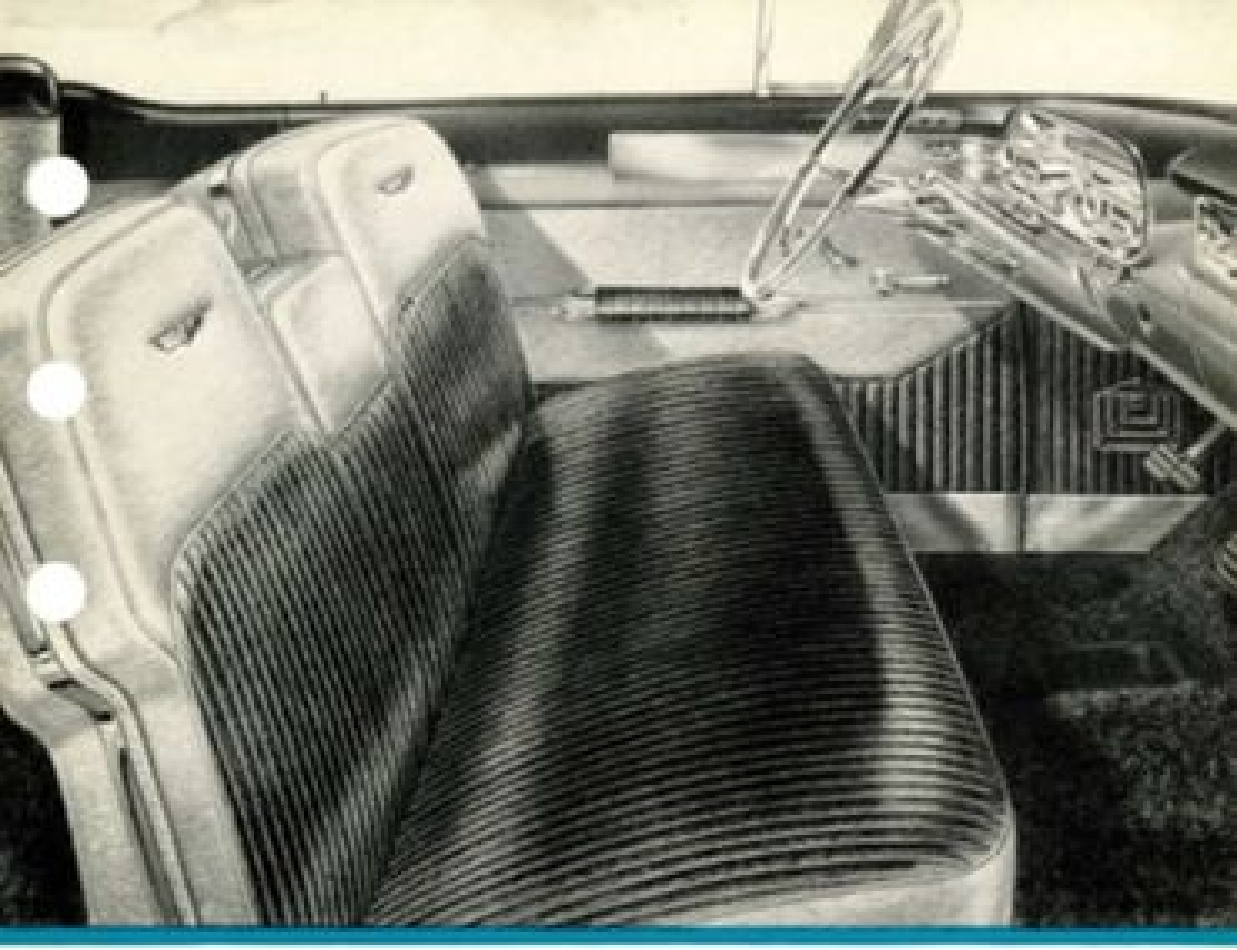
eldorado biarritz



The distinctive exterior styling of the Eldorado Biarritz is matched by ultra-smart interiors combining full luxury with maximum durability. Lasting beauty, for example, is evident in every detail of the door panel shown above. Rich, Cape buffalo-grained leather is used for the pleated area of the door panel and also for the areas just above and below the molded-leather armrests. Behind the pleated area is a convenient map pocket held closed by a snap fastener. A wide kick molding finished in chrome protects the base of the door panel from scuff marks. The top section of the door panel is covered with rich and wear-resistant Elascofab in dark tones contrasting with a metallic band in light-toned painted finish. A chromed, rectangular inset on the upper part of the door and the chromed extensions from the armrest add further highlights of beauty to the distinctive interior of the Eldorado Biarritz.



Luxuriously upholstered in pliant, buffalo-grained leathers, the superbly tailored seat cushions and seat backs of the Biarritz are fashioned with smart pleats set off by an unpleated bolster of matching color or in white. A recessed center armrest in the front seat back and a recessed radio speaker grille in the center of the rear seat back achieve the appearance of two individual seats in both front and rear compartments. Centered in the bolster on each side of the armrest is a distinctive chromed Cadillac medallion. A front compartment radio speaker grille is mounted on the toeboard below the center of the instrument panel. Front and rear floor covering is of luxurious deep-pile, nylon-blend carpeting.



ELDORADO BIARRITZ
COLOR AND UPHOLSTERY CHOICES

10. BLACK LEATHER seats and seat backs with WHITE LEATHER bolsters and trim.

11. Solid BLACK LEATHER throughout.

13. SABRE BLUE METALLIC LEATHER throughout.

15. COPPER METALLIC LEATHER throughout.

17. ELYSIAN GREEN METALLIC LEATHER throughout.

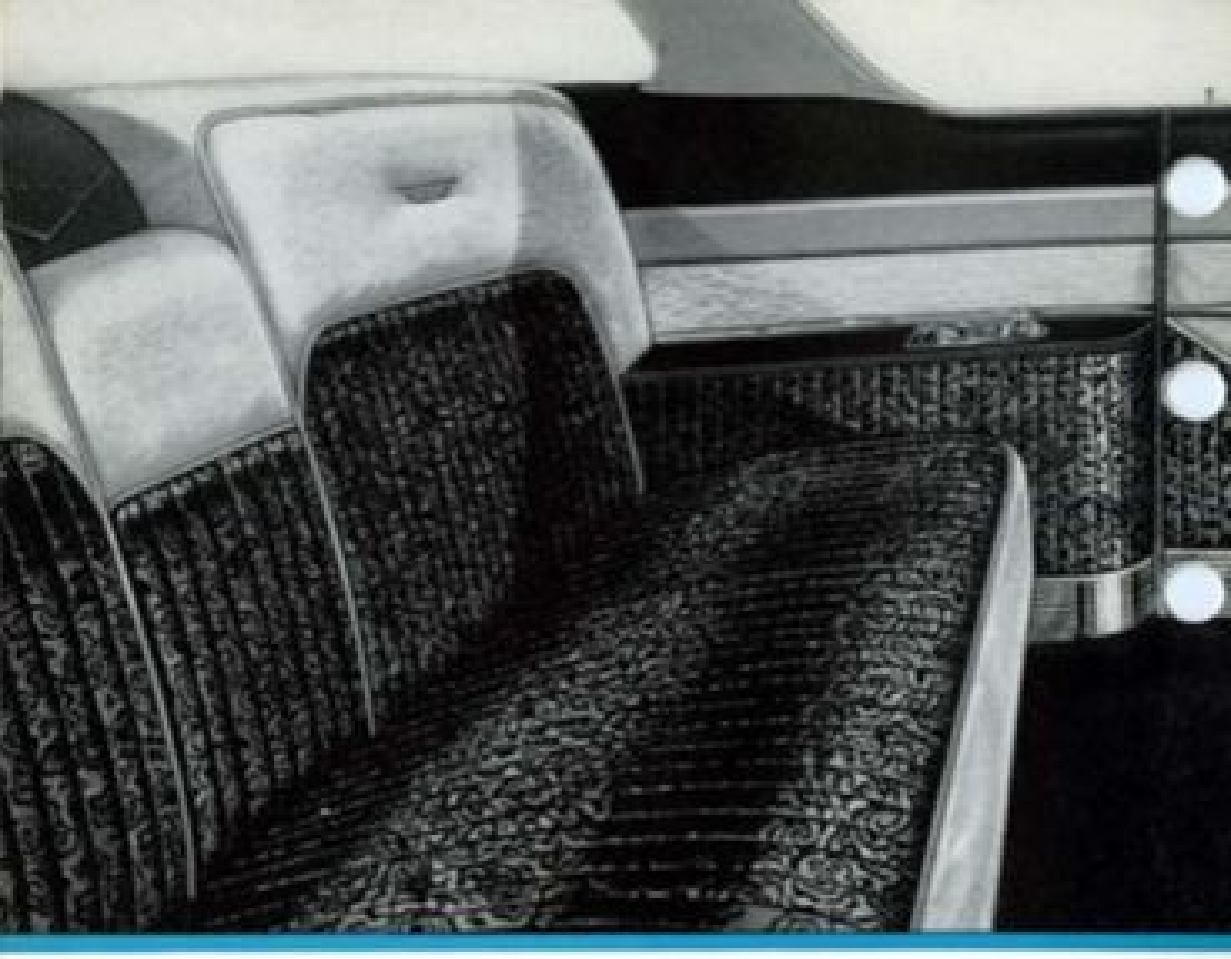
18. KIOWA RED LEATHER seats and seat backs with WHITE LEATHER bolsters and trim.

19. Solid KIOWA RED LEATHER throughout.

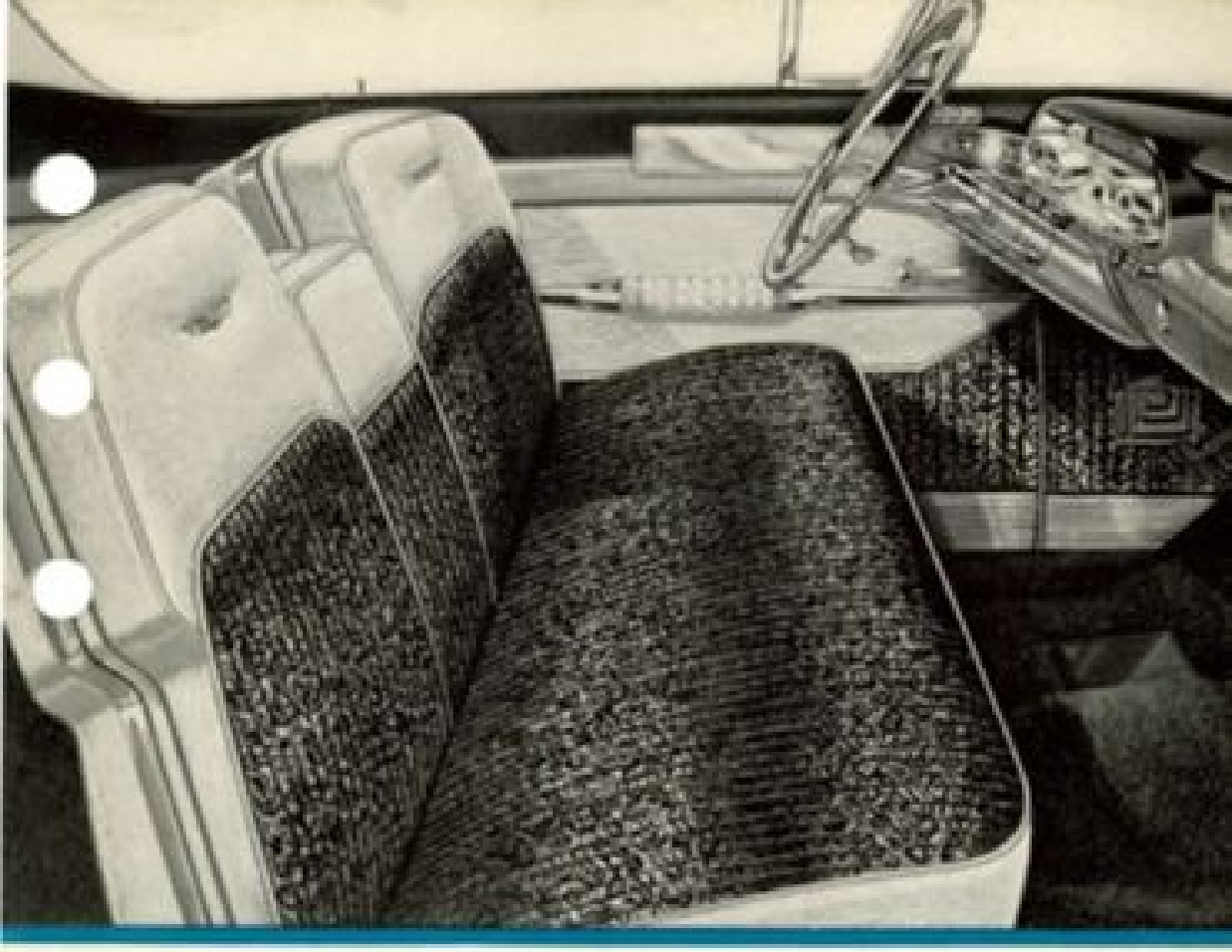
VICODEC TOP COLORS: 1. White 2. Black 7. Sabre Blue 8. Copper 9. Elysian Green

eldorado seville

The sleek, Vicodec-covered, hardtop styling of the glamorous Eldorado Seville is fittingly complemented by its ultra-fashionable interiors. In styling detail the door panels and sidewalls of the Seville are similar to those of the Eldorado Biarritz described on page 67. However, when any of four additional Seville upholstery options of metallic nylon are ordered, this glamorous fabric replaces the leather-pleated sections of the door panel. Also, on the Seville, the radio speaker grille for the rear compartment is mounted beneath the package shelf rather than in the recess above the rear seat center armrest. Finally, enhancing the over-all beauty of the Seville interior décor is a headlining of durable, perforated Elascofab with gleaming chromed roof bows.



The exquisite interiors of the Eldorado Seville are marked by deftly tailored upholstery in a choice of many exclusive leathers or combinations of leather and glamorous metallic nylon fabrics in Paisley or fine-textured Versailles patterns. Chromed Cadillac medallions highlight the buffalo-grained leather of the seat back bolsters, while seat back inserts and seat cushions are fashioned of smart 1¼" pipes. Floor covering of tufted, deep-pile, nylon-blend carpeting further enhances the luxury, elegance and comfort provided by the Eldorado Seville for 1957. For a complete list of luxury equipment provided as standard on the Seville, see the BODY MODELS section of this Data Book.



ELDORADO SEVILLE
COLOR AND UPHOLSTERY CHOICES

10. BLACK LEATHER seats and seat backs with WHITE LEATHER bolsters and trim.

13. SABRE BLUE METALLIC LEATHER throughout.

17. ELYSIAN GREEN METALLIC LEATHER throughout.

18. KIOWA RED seats and seat backs with WHITE LEATHER bolsters and trim.

50. SILVER AND BLACK PAISLEY CLOTH seats and seat backs with WHITE LEATHER bolsters and trim.

53. SABRE BLUE AND BLACK PAISLEY CLOTH seats and seat backs with SABRE BLUE LEATHER bolsters and trim.

57. ELYSIAN GREEN VERSAILLES CLOTH seats and seat backs with ELYSIAN GREEN METALLIC LEATHER bolsters and trim.

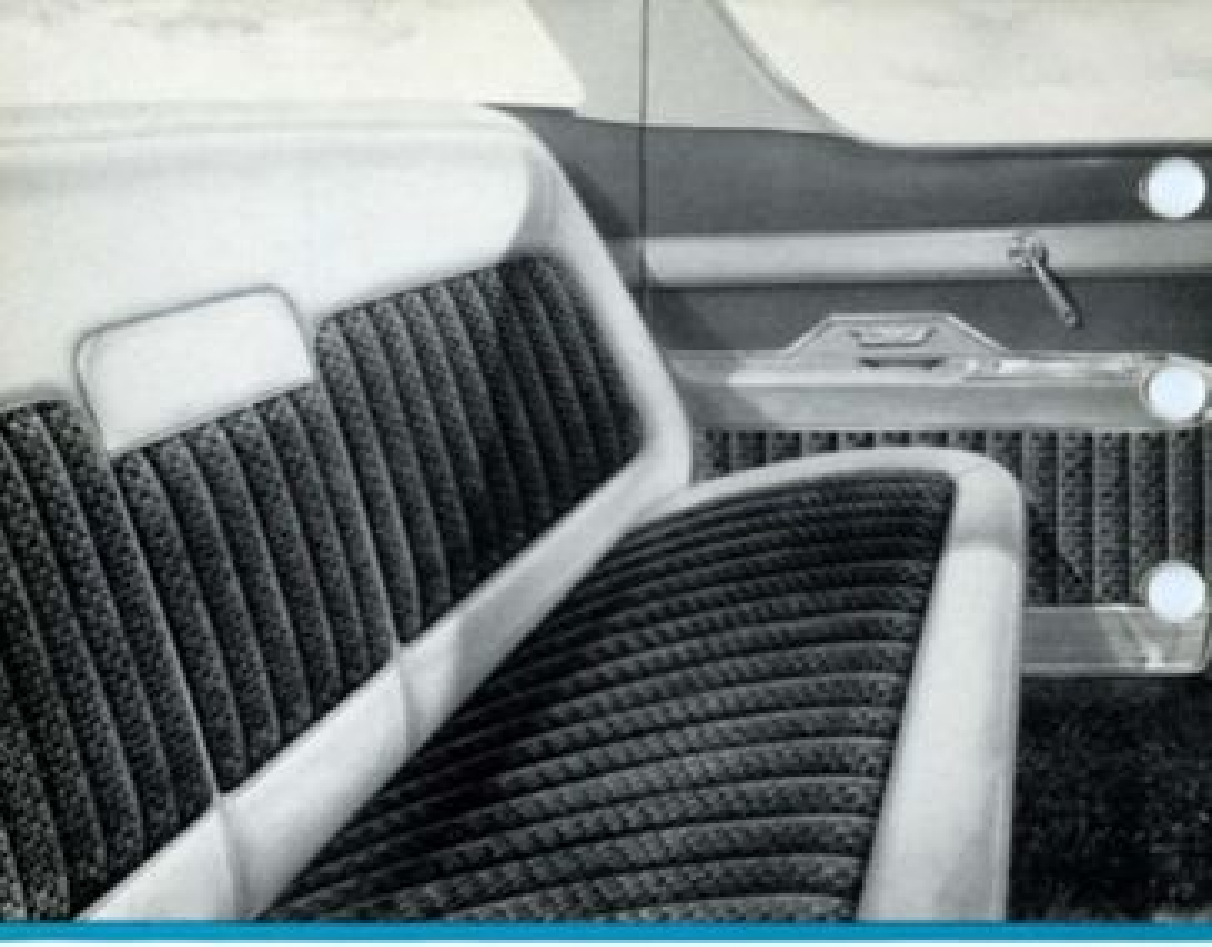
58. COPPER VERSAILLES CLOTH seats and seat backs with COPPER METALLIC LEATHER bolsters and trim.

VICODEC TOP COLORS: 1. White 2. Black 7. Sabre Blue 8. Copper 9. Elysian Green

SERIES

60 special sedan

Symbol of Cadillac leadership in the luxury-car field, the 60 Special Sedan interiors for 1957 will further enhance the enviable reputation of this truly elegant motor car. That there is no compromise with quality is evident in every detail. For example, its door-width armrests, each containing a large ash receiver and cigarette lighter; the wide, chromed kick moldings across the base of the doors, surmounted in vertical pleats by the most fashionable of modern fabrics; and the use of smart and durable Elascofab panels across the upper section of the door, divided by a glossy strip of light-toned lacquered metal. Lending further distinction is a chromed Cadillac crest set within the chromed armrest molding just above the door pull.



The interiors of the Cadillac 60 Special Sedan are designed to please the most discerning eye. Seat cushions and seat back inserts are impeccably tailored in two-inch pipes, while seat welts provide the enduring beauty of smart, leather-grained Elascofab. Upholstery choices include solid-color, all-wool broadcloth throughout or patterned nylons, many with gleaming Lurex threads, combined with bolsters of fine-textured metallic nylon or leather. Lending new distinction to the interior of the 60 Special for 1957 is the pleated headlining surrounded by a wide halo molding of light-toned lacquered metal. A final warm note of luxury and comfort is provided by the deep-pile, heavily tufted, nylon-blend carpeting in front and rear compartments.

SERIES 60 SPECIAL
COLOR AND UPHOLSTERY CHOICES

60. GRAY METALLIC SAHARA CLOTH seats and seat back inserts with GRAY METALLIC STRATA CLOTH bolsters and trim.

61. GRAY BROADCLOTH throughout.

62. BLUE METALLIC SAHARA CLOTH seats and seat back inserts with BLUE METALLIC STRATA CLOTH bolsters and trim.

63. BLUE CLASSIC CLOTH seats and seat back inserts with BLUE STRATA CLOTH bolsters and trim.

65. BEIGE BROADCLOTH throughout.

66. GREEN METALLIC SAHARA CLOTH seats and seat back inserts with GREEN METALLIC STRATA CLOTH bolsters and trim.

67. GREEN CLASSIC CLOTH seats and seat back inserts with GREEN METALLIC STRATA CLOTH bolsters and trim.

70. SILVER AND BLACK METALLIC CORINTHIAN CLOTH seats and seat back inserts with WHITE LEATHER bolsters and trim.

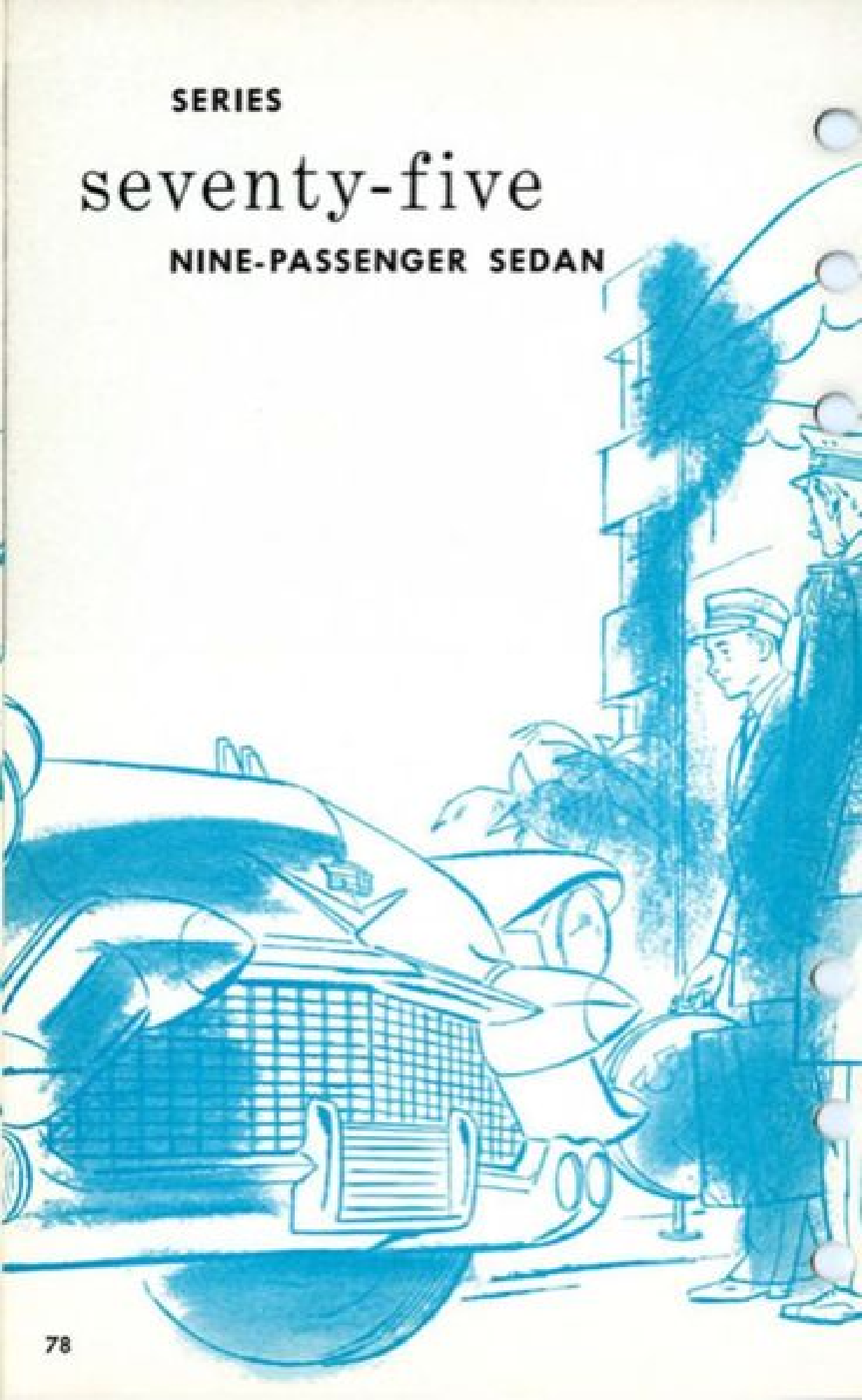
72. SABRE BLUE AND BLACK METALLIC CORINTHIAN CLOTH seats and seat back inserts with BLUE LEATHER bolsters and trim.

76. GREEN AND BLACK METALLIC CORINTHIAN CLOTH seats and seat back inserts with GREEN LEATHER bolsters and trim.

SERIES

seventy-five

NINE-PASSENGER SEDAN



Impressively big and beautiful, the Cadillac Series 75 Nine-Passenger Sedan provides unmatched dignity and distinction. Reflecting the inherent graciousness and luxury of its interior trim and appointments is the heavily tufted, deep-pile, nylon-blend carpeting covering not only the floor, but the scuff-pad areas of the doors and the lower portions of the seats and sidewalls, as well as the adjustable rear compartment foot rests. Two fold-away seats are concealed in the beautifully appointed center partition which also provides the conveniences of an electric clock, leather-covered robe cord and two leather-covered assist handles. Extending across the rear of the front seat back and on the upper sections of the doors and sidewalls is a beautiful teakwood-grained Dinoc panel.

Interiors of the Series 75 Nine-Passenger Sedan are elegantly tailored in heavily tufted, rectangular biscuits and deeply recessed buttons. A smartly contrasting, smooth-surfaced panel extends across the upper portion of the seat backs. Upholstery options include fashionable Bedford cord in a choice of four colors with harmonizing all-wool broadcloth bolsters or two choices of solid-color, all-wool broadcloth throughout. The use of genuine leather or durable, leather-grained Elascofab lends protective beauty at all points of wear or stress. Adding gleaming highlights of beauty throughout the interior is the bright and brushed chrome finish of hardware and moldings.

SERIES 75 NINE-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.

84. BEIGE BEDFORD CORD seat and seat back inserts with BEIGE BROADCLOTH bolsters and trim.

85. BEIGE BROADCLOTH throughout.

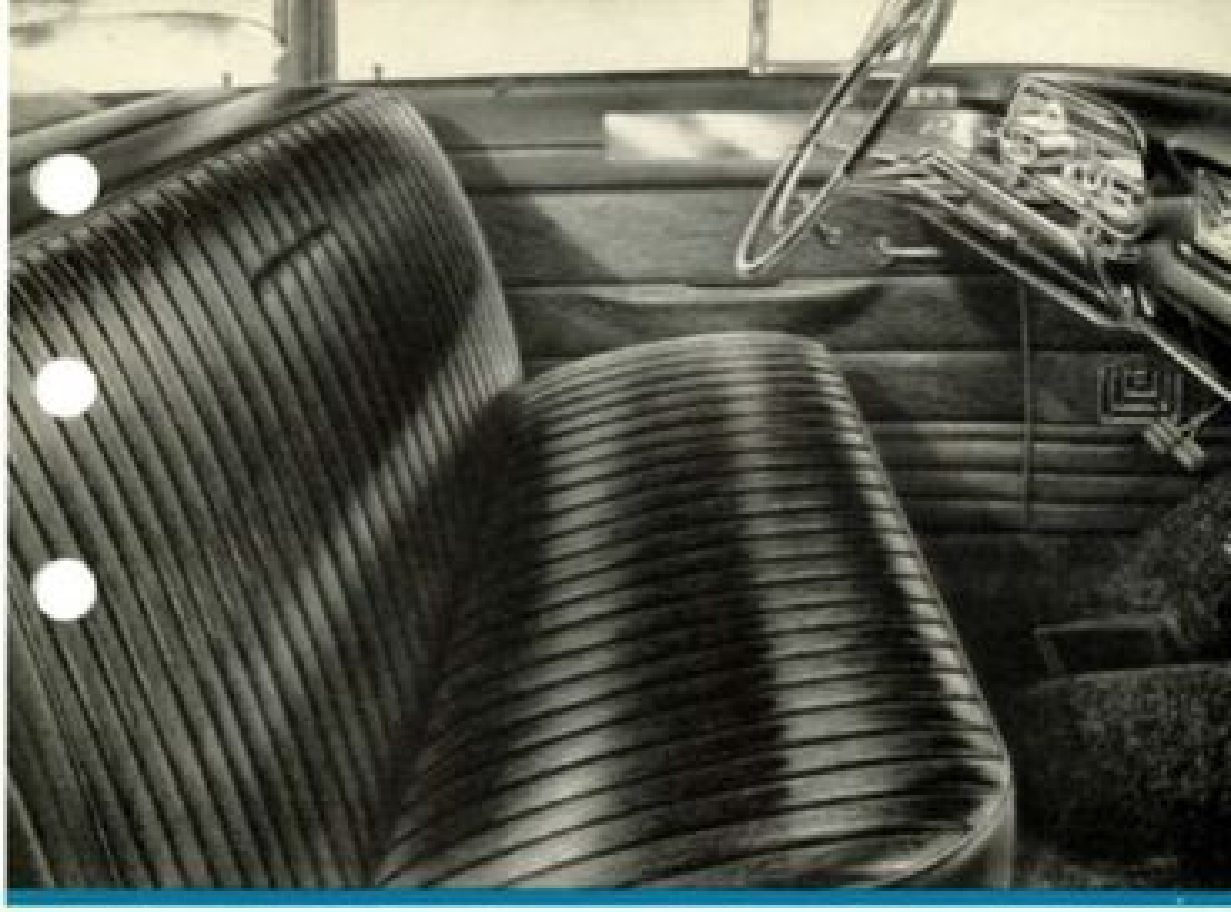
90. DARK GRAY BEDFORD CORD seat and seat back inserts with LIGHT GRAY BROADCLOTH bolsters and trim.

94. BROWN BEDFORD CORD seat and seat back inserts with BEIGE BROADCLOTH bolsters and trim.

SERIES

seventy-five

LIMOUSINE



The Cadillac Series 75 Limousine is the most luxurious chauffeur-driven car in America. It provides all of the style, comfort and convenience of the nine-passenger sedan but with the added practicality of a genuine leather-upholstered front compartment. A glass partition separating the front and rear compartments may be raised or lowered electrically by automatic control buttons located on the rear seat armrests, adjacent to the window control buttons.

SERIES SEVENTY-FIVE LIMOUSINE COLOR AND UPHOLSTERY CHOICES

Selection of fabrics and colors is the same as for the nine-passenger sedan except that the front compartment is upholstered throughout in genuine BLACK LEATHER. Seat cushions and seat backs are fashioned in two-inch piping without bolsters.

body construction

nineteen fifty seven

Just as the Cadillac body is designed to provide lasting style and beauty . . . so is it engineered and built to provide comfort, quiet and safety throughout the life of the car. These benefits provided by Cadillac's advanced body construction methods mean a great deal to the peace of mind and motoring enjoyment of the Cadillac owner. At the same time, the enduring quality of Cadillac body construction is a contributing factor to the continued strong demand for used Cadillac cars . . . a demand that assures not only the original owner, but each subsequent owner, maximum protection for his investment.

All Cadillac bodies are built by Fisher Body Division of General Motors Corporation in the exclusive Cadillac Fleetwood Plant under strict Cadillac quality control methods. They are the product of the combined skills of Cadillac engineers and stylists working with General Motors and Fisher Body designers with one purpose in mind—to design and engineer the finest, safest, most comfortable bodies it is possible to build for America's leading luxury car, the 1957 Cadillac.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

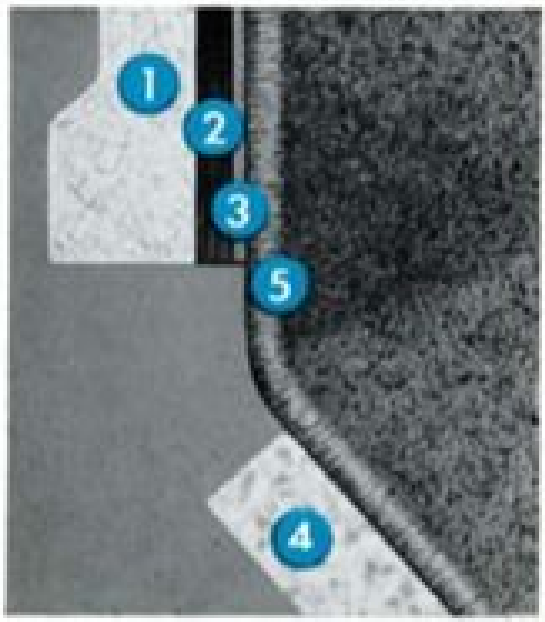
[illegible]

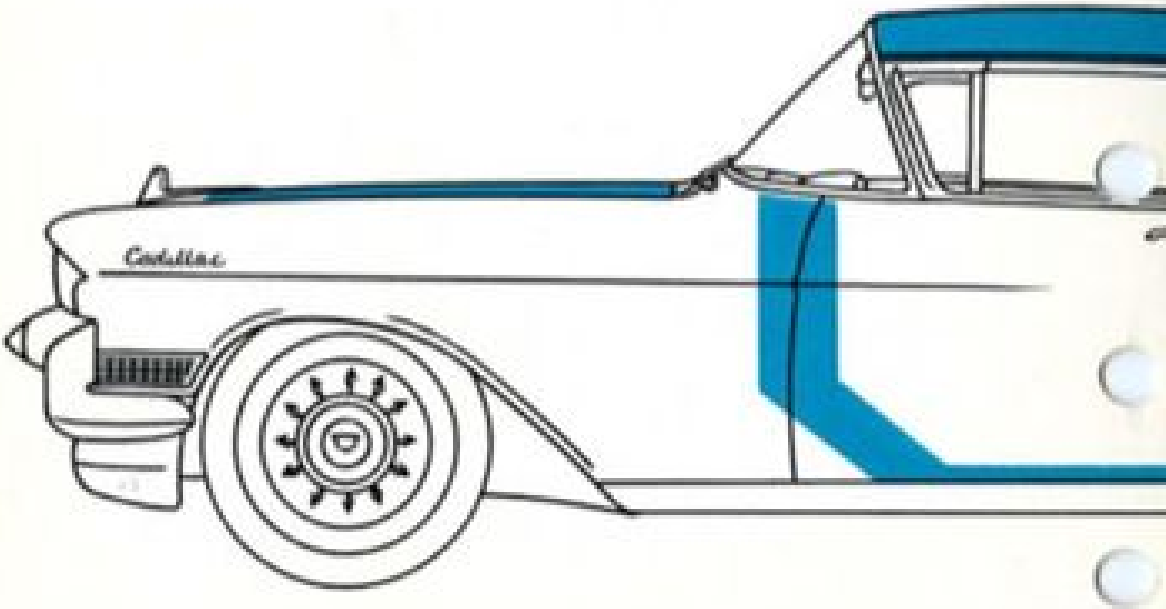
[illegible]

CADILLAC BODY INSULATION

Protecting the front compartment from external heat, cold, noise and drafts are five types of insulating material:

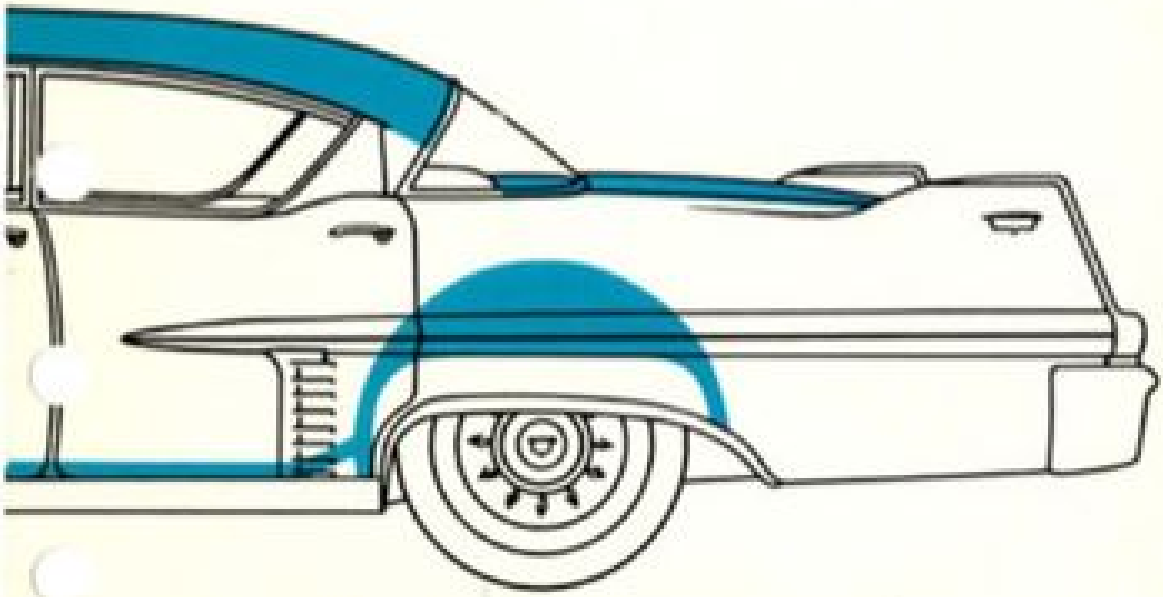
1. *Fiber glass.*
2. *Asphalt-impregnated paper.*
3. *Insulating board.*
4. *Jute.*
5. *Carpet.*





Scientifically selected insulation helps keep the car cooler in summer, free of drafts and cold in the winter and quieter all year around. The entire inside of the Turret Top on all sedan models is insulated with felt-paper deadener. Under the engine hood on all models is a 1½" fiber-glass pad with vinyl cover. For 1957, additional insulation under the instrument panel top and under the rear package shelf will further contribute to interior quietness.

All door seals are mechanically retained thus assuring cleaner as well as more uniform sealing. They provide maximum protection against the entrance of dust and drafts, while contributing to the quiet, rattle-free operation of the car.

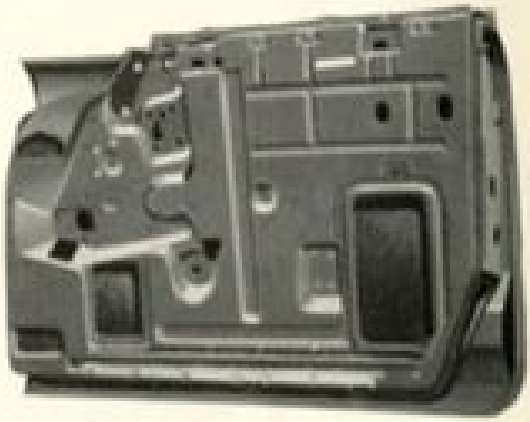


LARGE LUGGAGE COMPARTMENT

There is ample room in the spacious luggage compartment of the 1957 Cadillac to accommodate all luggage normally carried on a trip, including golf clubs. All trunk interiors are carpeted to prevent scuffing of luggage. Insulation and rubber deck-lid seal protect the inside of the trunk from moisture and dust. Deck lids are hinged with a counterbalanced spring construction and are fitted with a lock which is key-released. These convenience features are appreciated by women, particularly when their arms are full of packages.

DURABLE DOOR CONSTRUCTION

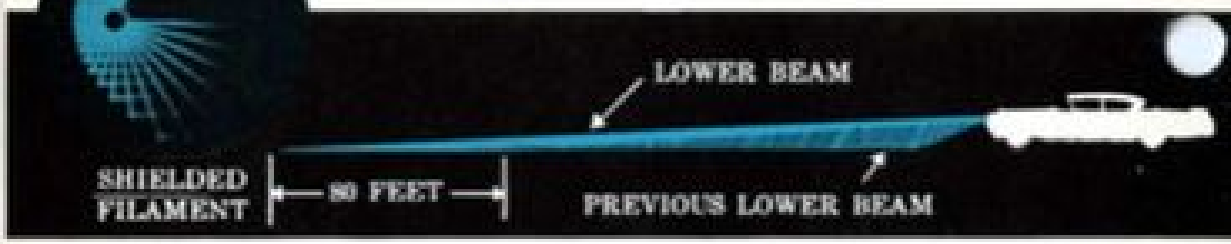
The doors of Cadillac cars are formed from two panels of heavy-gauge, cold-rolled sheet steel formed into a rigid, self-reinforcing, box-like assembly. They complete the ring of steel which protects the Cadillac driver and passengers. Individual adjustment of all door hinges, permitted in 1957, assures precise and permanent fitting of car doors.



SAFE NIGHT VISIBILITY

UNSHIELDED FILAMENT

Good visibility at night is assured through Sealed Beam headlamps which provide brilliant road illumination. The lower beam has a shielded filament which concentrates the light on the roadway and right shoulder of the road and minimizes light reflection in the eyes of oncoming drivers. The upper beam, for use when no other cars are approaching, brightly lights the entire area ahead of the car. A red light on the instrument panel indicates when lights are on bright beam.



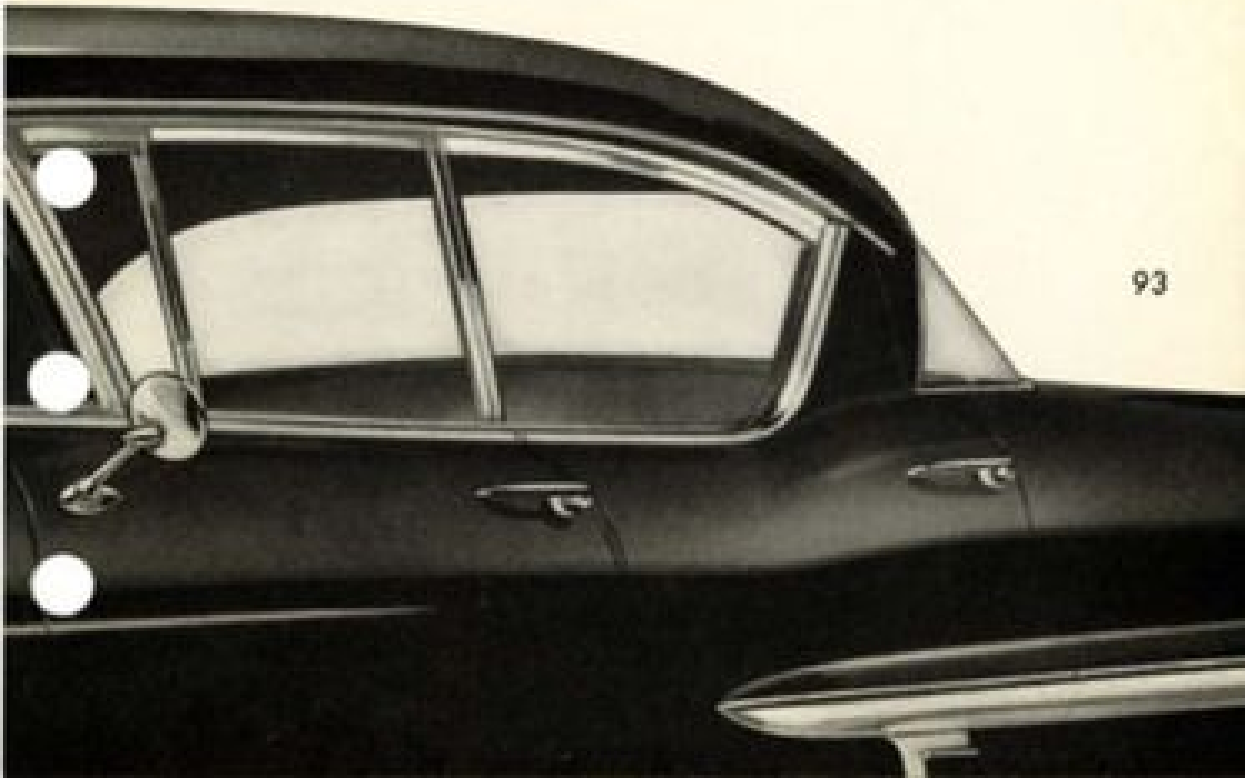
Improved Cadillac panoramic windshield with pillar posts angled backward from the roof provides a wider arc of unobstructed visibility for 1957.

IMPROVED PANORAMIC WINDSHIELD

The panoramic windshield, one of the most appreciated and copied of all Cadillac styling innovations, provides even better visibility for 1957. The windshield pillars, slanting backward from the forward edge of the roof, are designed to provide the driver with a wider arc of unobstructed visibility without need of turning his head to right or left. Safety Plate glass in the windshield and door windows and tempered plate glass in the rear window assure maximum safety for all car occupants.

WINDSHIELD WASHER-WIPER COORDINATOR

Cadillac's windshield washer-wiper coordinator provides extra safety and convenience by eliminating any need for driving with a dirty, mud-splattered windshield. At a touch of the button on the instrument panel extension, two jets of water are sprayed onto the windshield. At the same time, the wiper blades operate automatically until glass is dry, then return to their park position



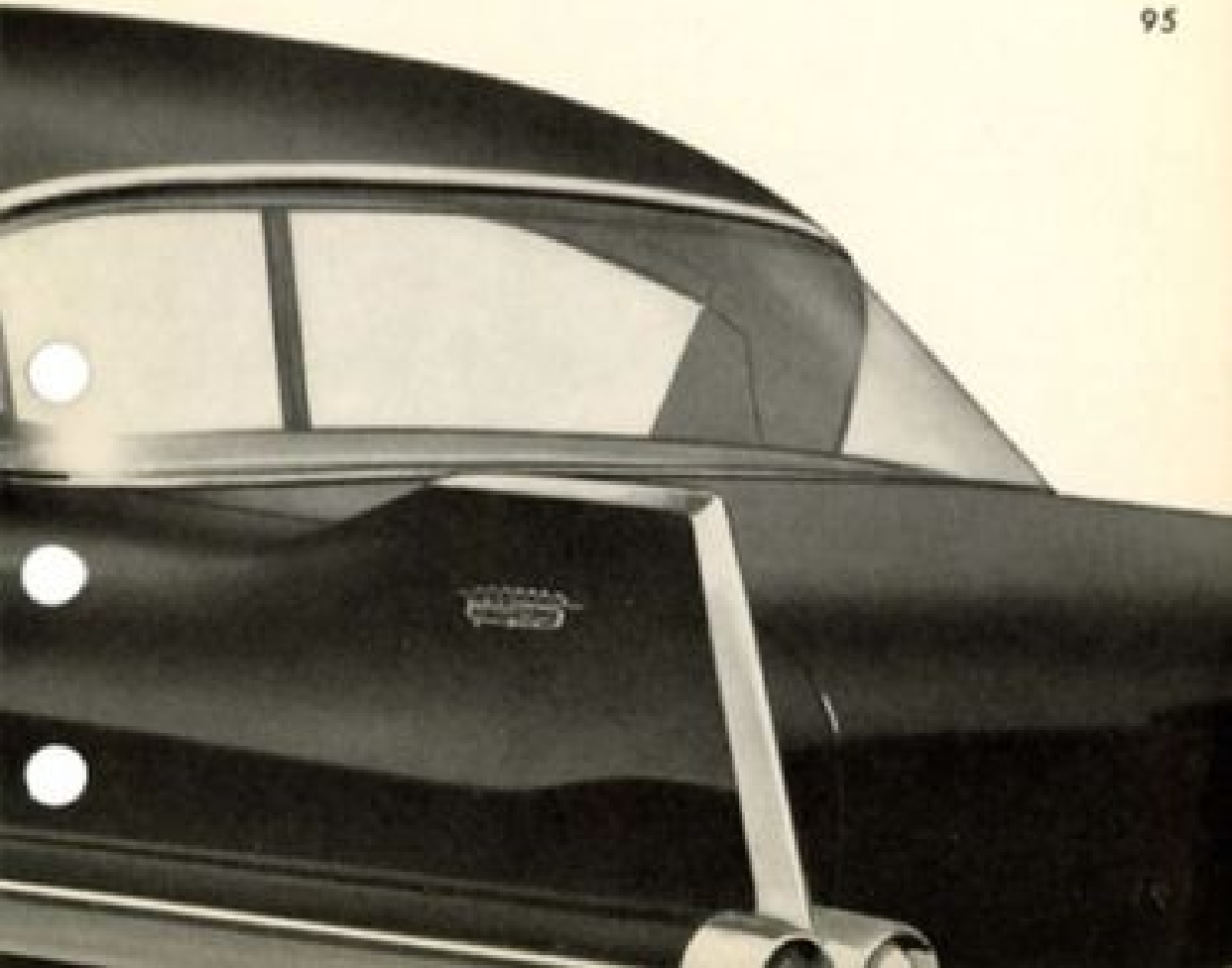
IMPROVED REAR VISION

Cadillac's wide, one-piece rear window sweeps well around into the quarter panels thus providing a wider angle of unobstructed visibility to the rear while contributing to the sleek styling of the car. A further aid to safe rear vision is the wide, inside rear-view mirror adjustable to meet the needs of drivers of various heights. It can also be set to eliminate the glare from headlights of cars following. A remote controlled outside rear-view mirror is adjustable from within the car to meet the driver's requirements.

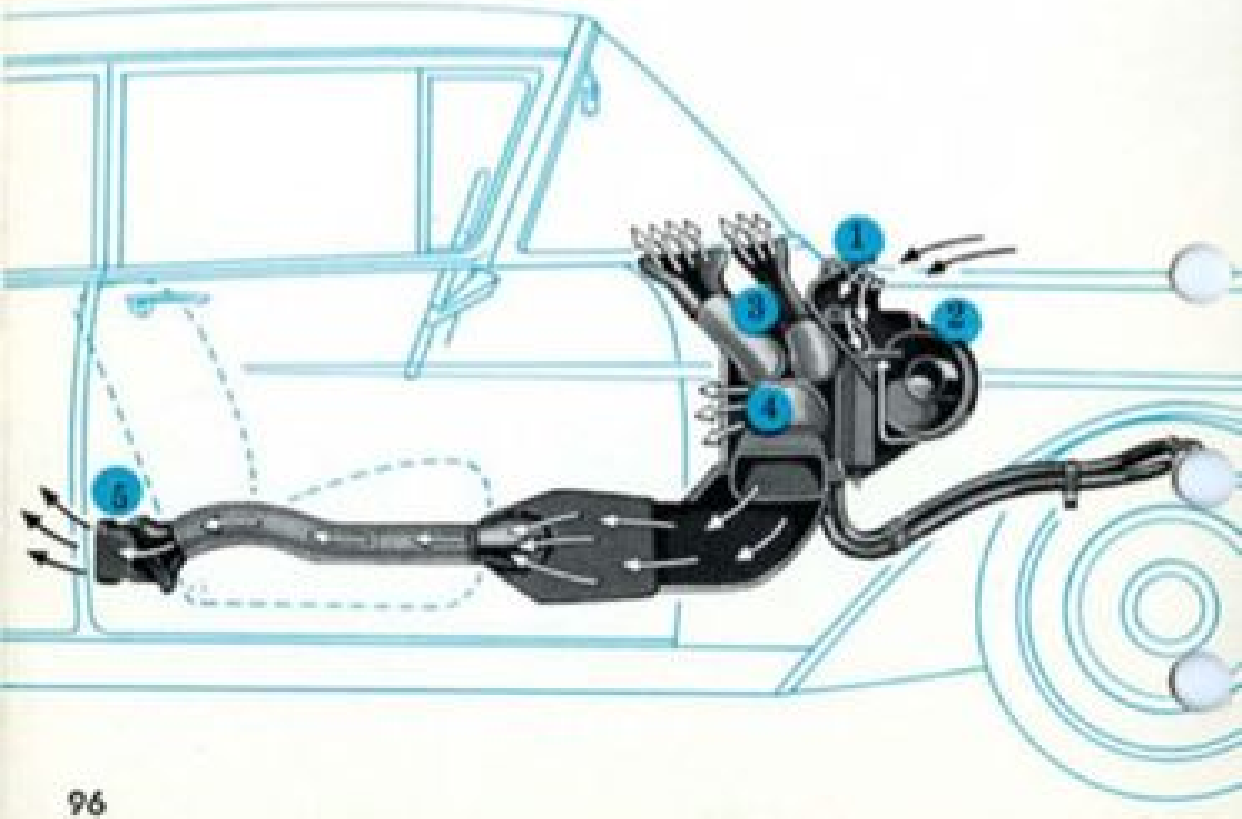
Rear seat passengers will find that the newly styled rear window pillars provide better visibility to the side, at eye level, than previous rear window pillars.

SAFETY DOOR LOCKS AND LATCHES

The rear doors of Cadillac sedans are fitted with push-down type door locks designed to safeguard children by disengaging the inside door handle when the button is in the down position. When doors are shut and button pushed down, doors cannot be opened from the outside without a key, nor can they be opened with the inside handle. Locks can be adjusted, if preferred by owner, so that inside handles will open rear doors when button is in down position. Additional safety is provided by rotary door latches which tend to tighten further with any motion of the car.

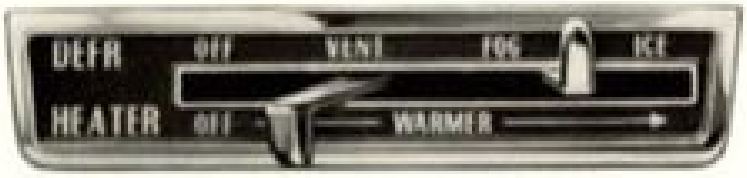


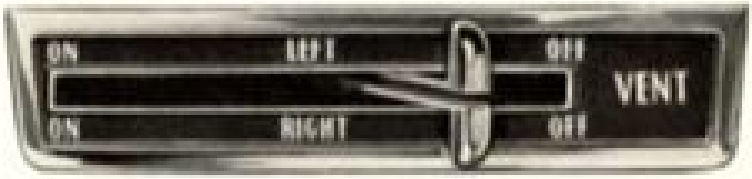
1. Air intake.
2. Heater unit (extra-cost equipment) attached to ventilation system.
3. Ducts to defrosters.
4. Outlet grille for air to front compartment.
5. Outlet grille for air to rear compartment.



CADILLAC FRESH-AIR VENTILATION SYSTEM

The Cadillac ventilation system provides exactly the amount of controlled ventilation desired. Fresh, outside air, for example, may be directed to the right side, left side or both sides of the front compartment simply by moving either or both of the slide levers located just below the instrument cluster at the right of the steering column. The newly styled air-intake grille across the hood at the base of the windshield provides even greater air-intake capacity for 1957.





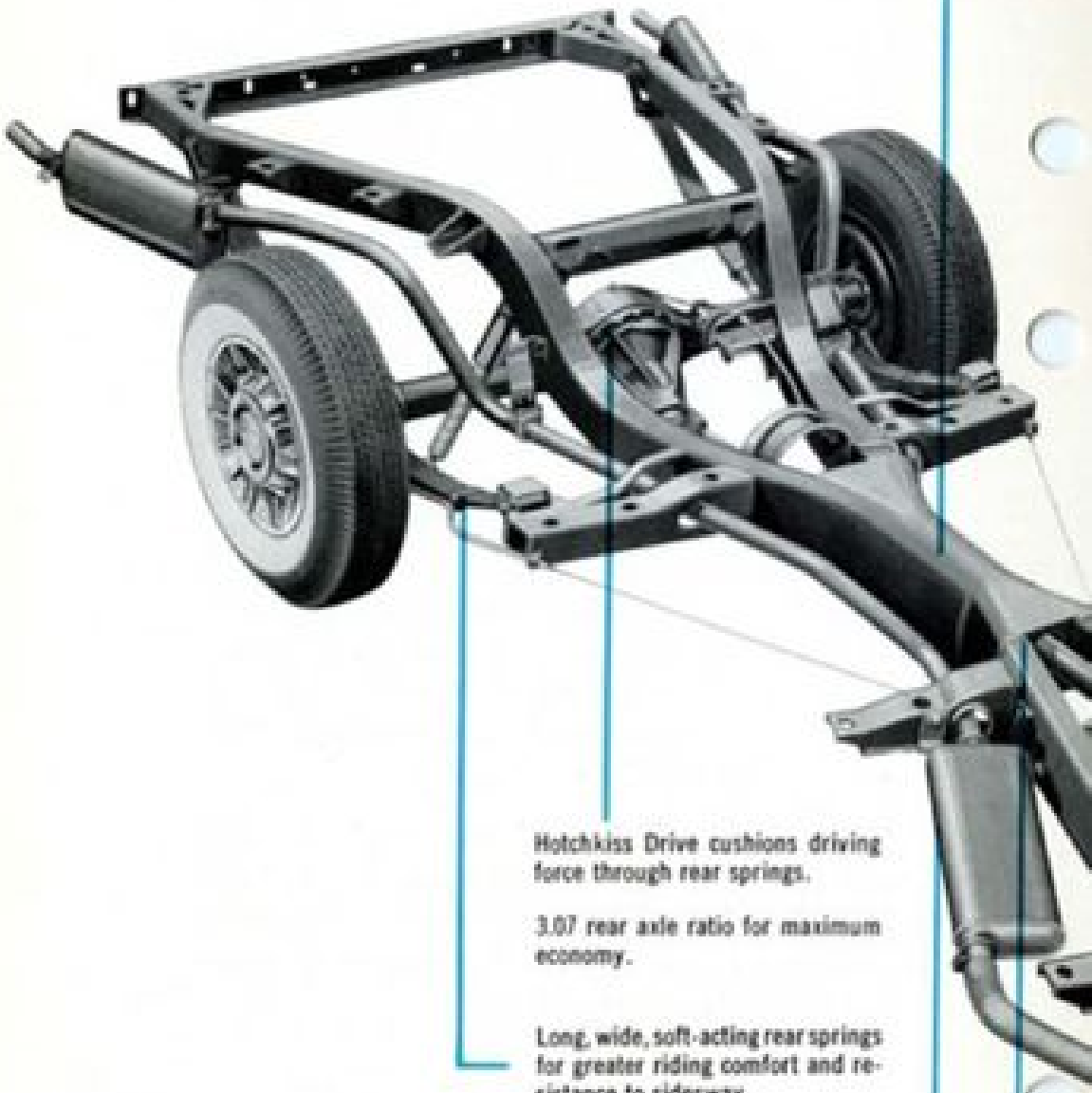
When the Cadillac Heater, optional at extra cost, is installed the driver may (by moving the lower slide lever located to the left of the steering column just below the instrument cluster) heat the interior of the car to the desired warmth. The upper slide lever enables the driver to direct either cool air to the windshield for ventilation or heated air for defogging or de-icing the windshield glass. The Cadillac Heater is explained in detail on page 132 of the OPTIONAL EQUIPMENT section.

chassis features

nineteen fifty seven

Beneath the sleek-lined body of the 1957 Cadillac are the many hidden features of the Cadillac chassis. Their importance can be measured by the fact that it is the design and engineering of these chassis features which have made possible the lowering of the over-all height of the 1957 Cadillac without sacrifice of interior comfort and roominess. What's more, it is the combination of these chassis features which accounts for the 1957 Cadillac's smoother, quieter, more comfortable ride, its surer, easier handling and the safety of its sure-footed, road-holding ability on any road surface.

The superb design of the 1957 Cadillac chassis is but another milestone in the long list of engineering advancements which have earned for Cadillac its recognition as truly the "Standard of the World".



New tubular-center X frame provides greater torsional rigidity and permits lower car body.

Hotchkiss Drive cushions driving force through rear springs.

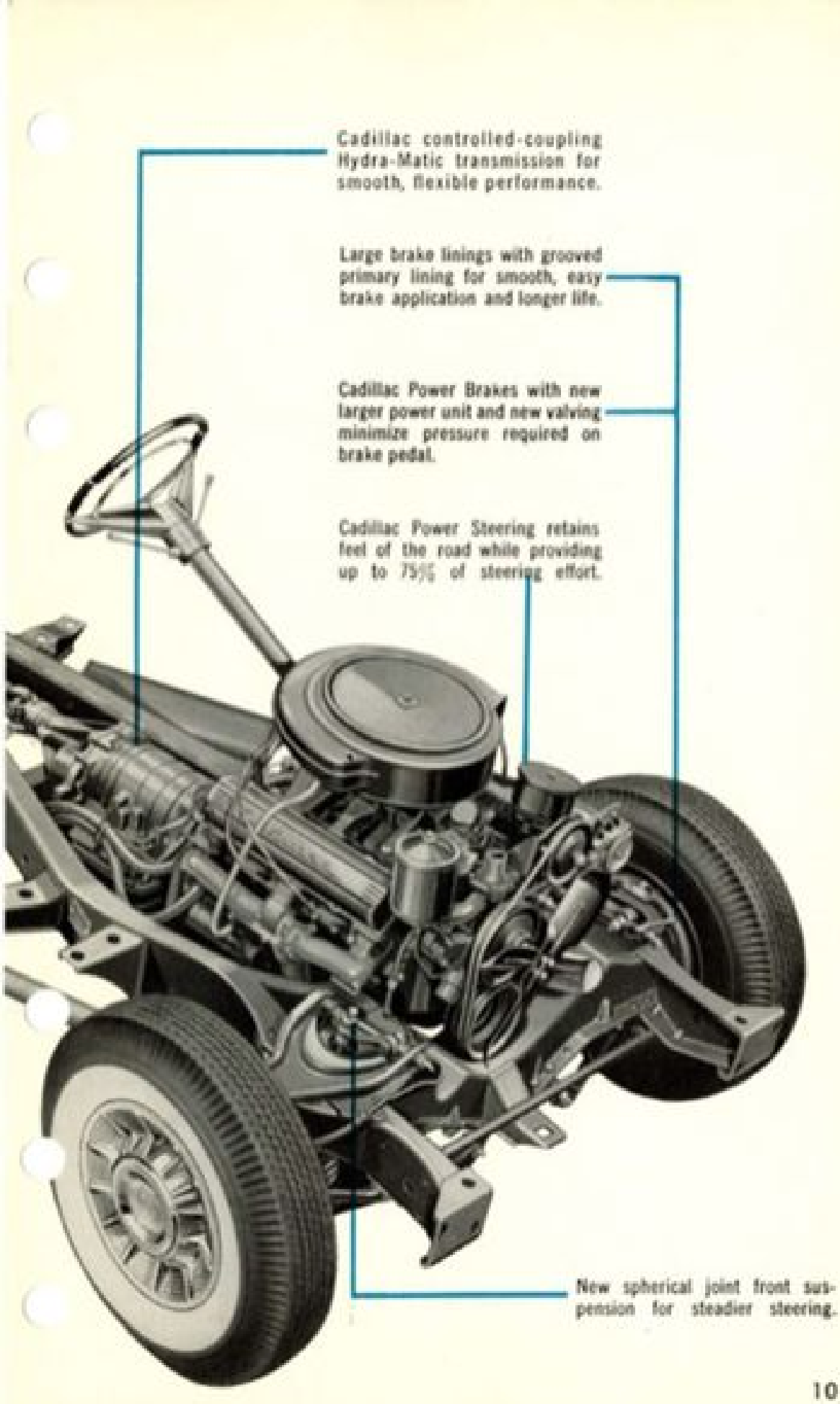
3.07 rear axle ratio for maximum economy.

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

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

New two-piece propeller shaft with rubber-cushioned center bearing minimizes vibration.

Equalized front and rear tread for better tracking and directional stability.


Cadillac controlled-coupling Hydra-Matic transmission for smooth, flexible performance.
Large brake linings with grooved primary lining for smooth, easy brake application and longer life.
Cadillac Power Brakes with new larger power unit and new valving minimize pressure required on brake pedal.
Cadillac Power Steering retains feel of the road while providing up to 75% of steering effort.
New spherical joint front suspension for steadier steering.

Pre-loaded, rubber-insulated body mountings prevent metal-to-metal contact between body and frame thus minimizing transmission of road noise and vibration to passenger compartments.

NEW CADILLAC TUBULAR-CENTER X FRAME

The tubular-center X frame without side rails is a new and exclusive Cadillac feature for 1957. It provides greater torsional rigidity and less vertical deflection than conventional frames. At the same time it permits lowering the floor and the over-all height of the car for smarter appearance, without sacrificing interior roominess. Lowering the body brings the car's center of gravity closer to the road for greater stability and safer cornering. The new more-rigid frame is joined to new reinforced body sill panels with pre-loaded, rubber-insulated body mountings. Since there is no metal-to-metal-contact between body and frame the transmission of road noise and vibration is virtually eliminated for a quieter, smoother, more comfortable ride.

NEW FRONT SUSPENSION

The addition of ball joints to replace kingpins on Cadillac's individual coil-spring front suspension units permits positioning the control arms of the suspension system to provide greater resistance to front-end dive during braking. This minimizes any possibility of locking bumpers should impact with a car ahead occur. The new suspension also contributes to more positive control, less free play and easier, steadier steering.

IMPROVED SHOCK ABSORBER ACTION

Cadillac shock absorbers serve to control spring flexing to the degree required by various road surfaces. For example, on roads with minor irregularities they offer only slight resistance to spring action, while on rough roads they tend to keep the car level by providing the firmer resistance necessary to minimize pitching. For 1957, shock absorber valves have been modified for a softer ride. The high-viscosity fluid used in Cadillac shock absorbers is impervious to temperature changes, thus assuring uniformly good shock absorber action in any season of the year.

IMPROVED REAR SUSPENSION

Cadillac's long, wide, leaf rear springs have been moved outward, closer to the wheels for 1957. As a result of thus broadening the base upon which the weight of the car is supported, the 1957 Cadillac provides greater roll stability on curves or when cornering. Cadillac's rear springs not only cushion vertical motion of the car, but absorb thrusts of starting and stopping motion as well.


POWER BRAKE

IMPROVED CADILLAC POWER BRAKES

Cadillac Power Brakes, standard equipment, are fast acting, easy to apply and assure smooth, positive braking with a minimum of foot pressure on the brake pedal. The brake pedal itself is located just ahead of the base of the steering column and is wide enough to permit braking by either foot. Height of the pedal from the floor is low enough to permit a natural swing of the right foot from accelerator to brake pedal . . . yet high enough to allow adequate leverage for operation of the regular hydraulic brake system in the event that the power brake unit should ever become inoperative.

A larger power brake unit is provided in 1957 to further increase the power assistance. In addition, the use of a new two-stage valve reduces the initial pedal pressures required, while preventing the over-braking which could occur if the pedal were too easily operated over its entire travel.

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

GROOVED BRAKE LINING

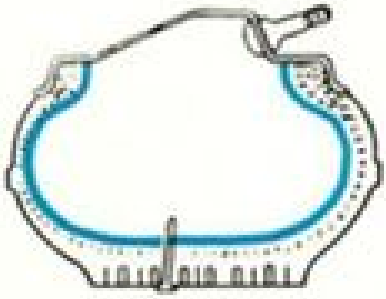
Cadillac's 12" brake drums and 2½"-wide brake linings assure adequate braking surface for safe, sure stops. An additional feature of Cadillac brakes is the center groove running the length of the primary lining where most heat is normally generated. The groove aids cooling of lining and drum, thus protecting against brake fading and increasing lining life.

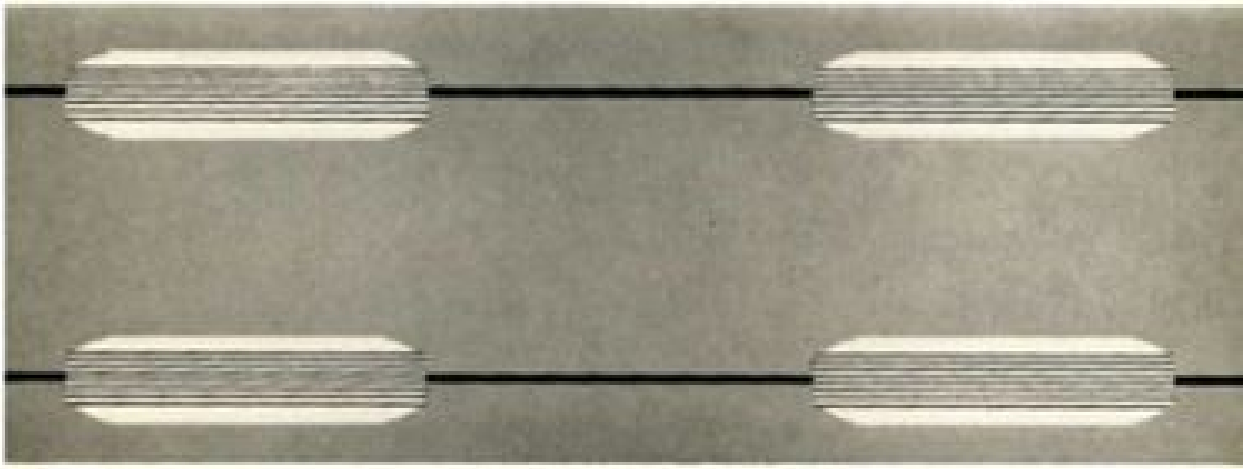
SELF-ENERGIZING HYDRAULIC BRAKES

Cadillac provides self-energizing hydraulic brakes in which the two brake shoes in each wheel are linked together at one end. As the first shoe is pressed against the revolving drum, the drum forces the first shoe to wedge the second shoe against the drum with increased force. Since the momentum of the drum actually helps apply the brakes, pressure required of the driver's foot on the brake pedal is minimized. New spring washer on brake adjustment mechanism assures even quieter brakes through better control of shoe vibration.

WHEELS AND TIRES

Tubeless tires used on all Cadillac cars provide greater resistance to punctures, blow-outs and impact breaks than tires with separate inner tubes. The soft inner lining of the tubeless tire tends to press around any puncturing object, thus minimizing loss of air. Cadillac wheel rims, designed with a slightly raised inner hump or ridge, hold tires securely in place on the rims for safer cornering.





EQUALIZED FRONT AND REAR TREADS

Cadillac's wide front and rear treads are a contributing factor to the car's steadiness on the straightaway and its amazing road-holding ability on curves. Equalizing the front and rear tread at 61″ assures better tracking and directional stability and improves handling ease on rough or rutted road surfaces.

CADILLAC POWER STEERING

Cadillac Power Steering has made the steering and handling of America's leading luxury car, whether on the highway or in parking, virtually effortless. For example, Cadillac Power Steering eliminates all but token effort on the steering wheel during normal driving and, even in parking, the steering wheel can be turned in a complete circle with one-finger effort. As a safety measure, the Cadillac Power Steering System provides assistance only when the driver indicates his intentions by his movement of the steering wheel. In some competitive power steering systems, every slight deflection of the wheel brings response from the power steering unit, so that the driver may be required to constantly correct his direction. The Cadillac driver retains the feel-of-the-road which is so important to judging safe speeds on curves and, at the same time, he can relax without having to correct his steering at every slight, inadvertent movement of the wheel.

Another feature of Cadillac Power Steering is a flexible coupling in the steering shaft which serves to prevent vibration, noise or road shocks from reaching the steering wheel. This relieves the Cadillac driver from a common cause of fatigue experienced by many drivers on long motoring trips.

SUMMARY OF CADILLAC POWER STEERING ADVANTAGES

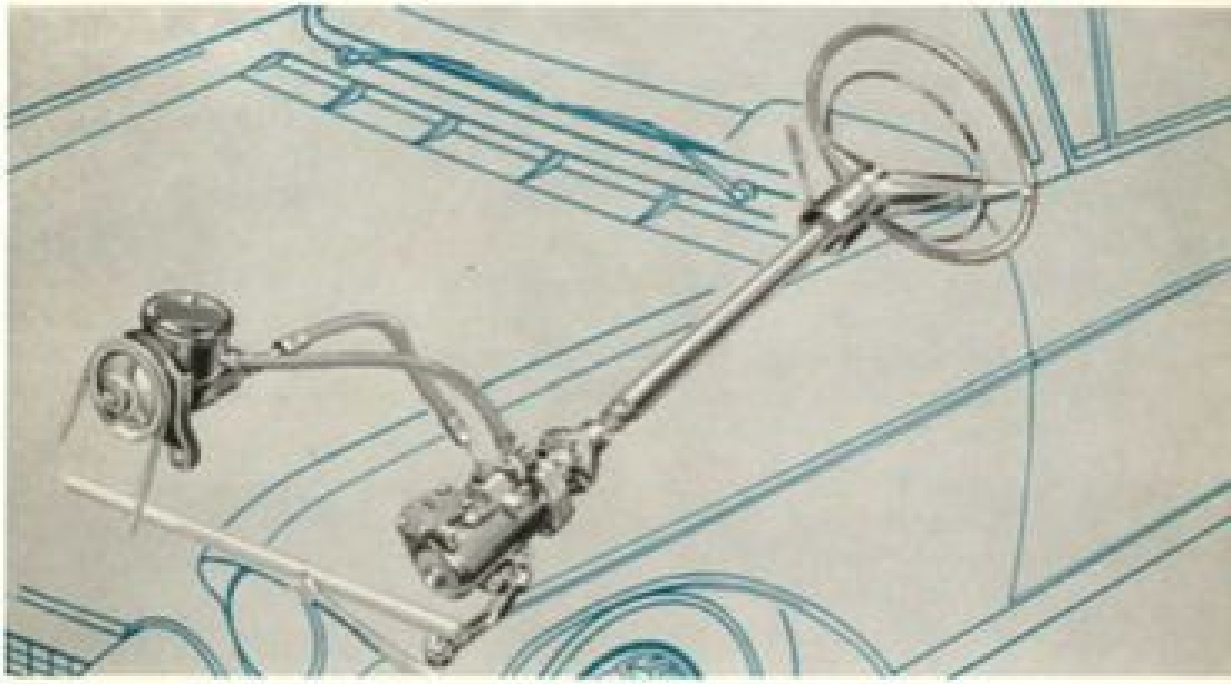
Full Driver Control. Power assistance is provided only as required by the driver, thus eliminating any necessity for constant steering correction to compensate for slight, inadvertent movement of the steering wheel.

Simplified Parking. With Cadillac Power Steering, the wheels can be turned easily, even when the car is standing still. This ease of maneuvering is particularly appreciated by women or persons with heart conditions.

Maximum Safety. Feel-of-the-road is retained as an aid in judging safe speeds on curves or slippery road surfaces and to prevent the possibility of over-steering.

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

Reduced Fatigue. Use of a flexible coupling in the steering shaft prevents transmission of vibration, noise and road shocks to the steering wheel. This eliminates a common cause of fatigue on long trips.



CADILLAC HYDRA-MATIC TRANSMISSION

For 1957, the Cadillac Hydra-Matic transmission has been designed with increased durability, in keeping with the increased power of the 1957 Cadillac engine. At the same time, because of even finer tolerances and still-higher quality-control methods, the 1957 Cadillac Hydra-Matic transmission provides quieter operation and firmer, more positive response to the accelerator in the low speed ranges.

Among the advantages of the Cadillac Hydra-Matic transmission over competitive transmissions is its step-gear principle which permits the transmission to automatically select the most efficient gear, 1st, 2nd, 3rd or 4th, to meet the demands of the driver.

Combined with the efficiency of this gear drive is a fluid coupling which serves to cushion the driving force. The result is a smooth surge of motion from start to cruising speed with minimum wear or stress on moving parts. A second, controlled fluid coupling, which is automatically filled with or emptied of oil to accomplish shifting of gears, further adds to the infinitely smooth performance of the Cadillac Hydra-Matic transmission.

CHOICE OF TWO DRIVE RANGES

The choice of two Drive ranges permits 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 for all normal driving requirements. It provides four forward gear ratios. The transmission automatically selects the proper gear ratio 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. It is the best Drive position for ascending and descending steep grades because the transmission will not "hunt" between third and fourth and more engine braking is provided on downgrades.

HYDRA-MATIC SAFETY FEATURES

As mentioned above, the Cadillac Hydra-Matic transmission provides good engine braking for mountainous driving with the selector lever in the right-hand Drive position. It also provides the additional safety of increased engine braking in "LO" range for extremely steep descents. The left-hand Drive position provides engine braking to the lesser degree required in driving on level surfaces. Many competitive cars, by providing engine braking in only one Drive and one "LO" range, offer either too much or too little engine braking to meet the conditions encountered by the driver.

Extra safety when passing another car on the highway or for accelerating out of an awkward traffic situation is provided by fast "stepdown" acceleration. This "stepdown" from fourth to third gear is accomplished simply by depressing the accelerator completely to the floor. At slower car speeds this down-shift can be accomplished by only partly depressing the accelerator pedal. Below 20 miles per hour a further down-shift from third to second provides valuable emergency acceleration in the lower speed ranges as well.

Another safety feature of the Cadillac Hydra-Matic transmission is a "P" or Park position which locks the transmission, thus holding the car securely on the steepest grades. The engine may be started with the selector lever in the Park position, thus eliminating any need for holding the car with the brakes when starting up on hills or inclines.

QUIETER DIFFERENTIAL GEARS

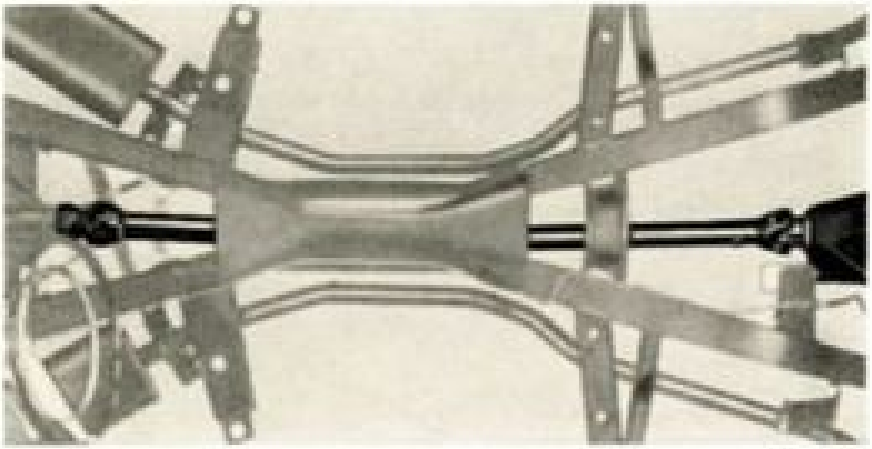
Typical of the many constant refinements which Cadillac seeks to embody in its cars is a change in the angle of the differential gear teeth from a 45° to a 50° helix. The result is smoother engagement of the gear teeth and quieter performance.

MORE RUGGED AXLE SHAFTS AND HOUSING

The value of a Cadillac car in the resale market is in large part due to the recognized dependability and durability of its mechanical components. On 1957 models an even stronger rear axle shaft, now made of induction hardened carbon steel, thicker rear axle housings and larger rear axle bearings provide additional strength and durability in keeping with the increased output of the new Cadillac engine.

ECONOMY REAR AXLE RATIO

Cadillac's powerful engine combined with the efficient performance of the Cadillac Hydra-Matic transmission makes possible the use of an economical 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. On some competitive cars the engine may be required to make three and a half to nearly four revolutions with a resulting increase in fuel consumption. An optional 3.36 to 1 rear axle is available on the Series 62, 60 Special and the Eldorado Biarritz and Seville, and standard on the Series 75 and all air-conditioned models. A 3.77 rear axle is optional on the 75 Series.



NEW, TWO-PIECE PROPELLER SHAFT

For 1957, Cadillac has provided a new, two-piece propeller shaft with three Universal joints and a new, rubber-cushioned center bearing. Its design permits a lower rear floor tunnel and deeper rear seat cushions.

NEW FOOT-SET, FOOT-RELEASED PARKING BRAKE

Cadillac's new parking brake is foot set and foot released. This permits firmer application of the brake in parking and for emergency use. It also eliminates the difficulty encountered occasionally by women in attempting to release a hand brake which has been set too firmly by a stronger person.

engine features

nineteen fifty seven

The brilliant performance and dependability, which have marked each new Cadillac engine as truly a triumph of engineering skill and manufacturing precision, are even more pronounced for 1957. There are many new refinements which not only bring about an increase in engine horsepower, but contribute as well to even greater dependability and longer trouble-free engine life. Acquainting yourself with the many improvements incorporated in the 1957 Cadillac engine places you in a sound position to point out Cadillac's continuing progress in designing, engineering and building the world's finest luxury motor cars and to answer any specific question by the technical-minded prospect.

HIGHLIGHTS OF THE 1957 CADILLAC ENGINE

New, 300 horsepower.

New, 10.0 to 1 compression ratio.

New combustion chambers.

New, larger intake valves and ports.

New, lower four-barrel carburetor with larger secondary barrels.

New, lower air cleaner.

New rocker arms.

New piston design.

New camshaft.

New intake manifold.

New motor mountings.

New starting motor.

New exhaust manifold.

New, higher output generator.

New battery and battery box.

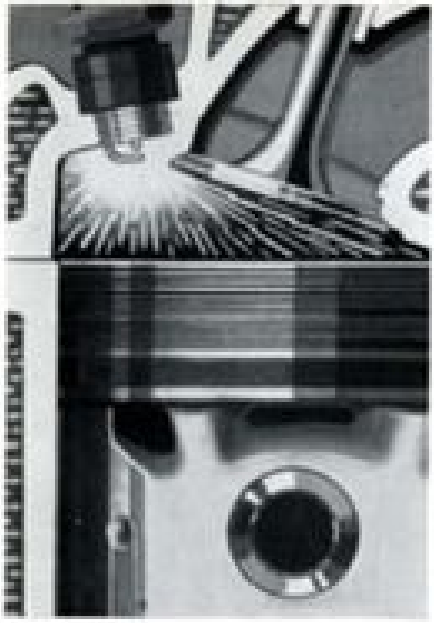
New, higher capacity fuel pump.

ADDITIONAL HIGHLIGHTS OF OPTIONAL ENGINE FOR ELDORADO BIARRITZ AND SEVILLE ONLY

New, 325 horsepower.

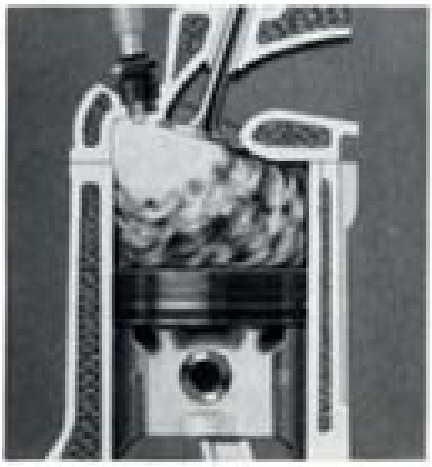
Two new four-barrel carburetors.

New dual air cleaners.



NEW COMBUSTION CHAMBERS

Cadillac's wedge-shaped combustion chambers have been newly designed with a larger diameter and a shallower depth, thus permitting use of larger intake valves and ports while, at the same time, providing an increase in compression ratio. The combustion chambers are designed to assure progressive and complete burning of each fuel-air charge, so that 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, HIGHER 10.0 TO 1 COMPRESSION RATIO

Cadillac's higher 10.0 to 1 compression ratio for 1957 means that the volume of fuel-air mixture drawn into the cylinders is now compressed into an even smaller space at the moment of ignition. 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 increased power and performance of the 1957 Cadillac engine.

NEW, LARGER INTAKE VALVES AND PORTS

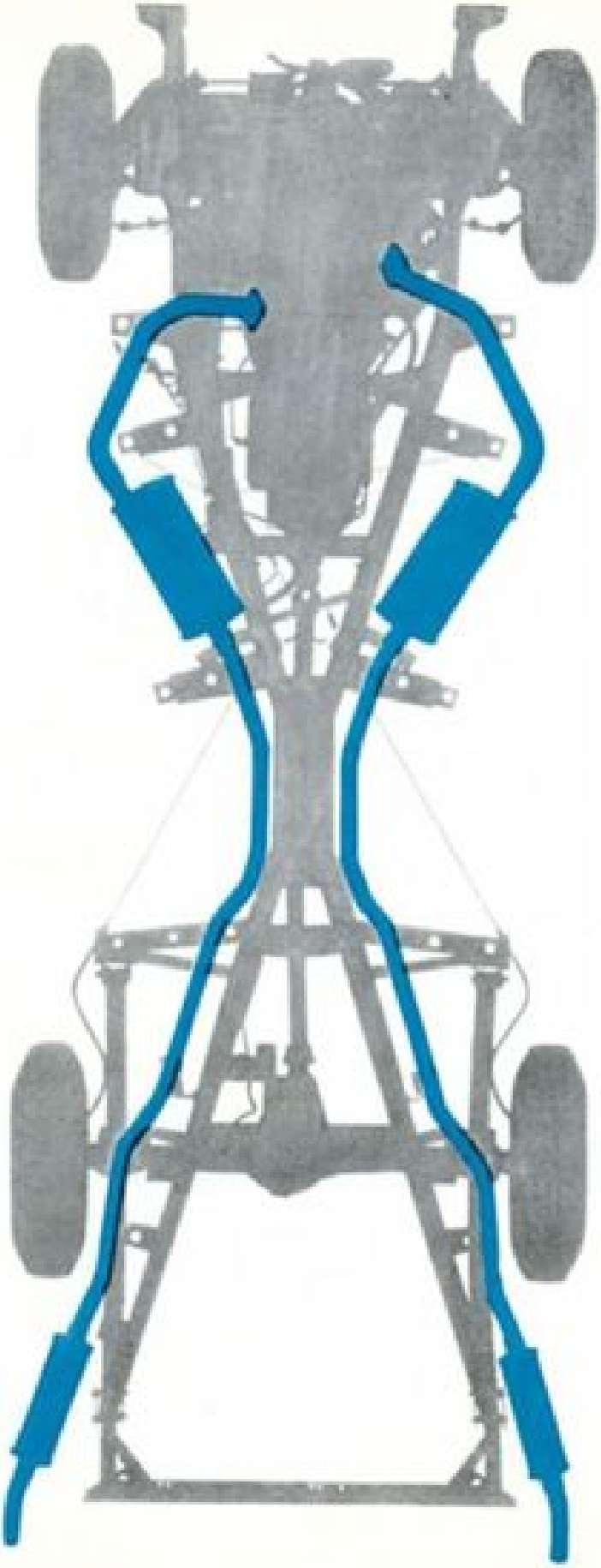
The breathing efficiency of the Cadillac engine has been improved still further in 1957 by the enlarging of the intake valves and ports. This permits the fuel-air mixture to rush into the cylinders with less restriction and results in increased power output.

NEW VALVE-OPERATING MECHANISM

Another factor in the powerful performance of the 1957 Cadillac engine is a modification of the valve linkage, at right, and the camshaft, shown below. Their new design reduces the length of time during which intake and exhaust valves are both partially open. Thus there is minimum dilution of the incoming fuel-air charge by exhaust gases and a resulting increase in power and performance plus considerably smoother idling.

NEW HIGH-LIFT CAMSHAFT

The Cadillac camshaft operates the linkage shown above to lift the intake and exhaust valves high off their seats to permit fast entrance of the fuel-air mixture and the rapid exit of exhaust gases. It is built of high-alloy cast iron with superhard, friction-resistant cam and bearing surfaces. Wide cams minimize wear on cams and tappets.



NEW PISTON-CRANKSHAFT ASSEMBLY

Cadillac's rugged five-main-bearing crankshaft provides the rigidity so important for smooth engine performance. In addition, pistons have been redesigned with new scuff bands which permit a better fit between pistons and cylinder walls for improved cooling of pistons, improved piston durability and reduced oil consumption. Engine detonation or "ping", encountered sometimes when only lower octane fuels are available, is minimized with the new piston design.

CADILLAC DUAL EXHAUST SYSTEM

As an aid to efficient engine breathing, Cadillac provides separate exhaust manifolds, mufflers, resonators and tailpipes for each bank of four cylinders. This serves to minimize back pressure and contributes to the smooth, powerful performance of the Cadillac engine.

NEW FOUR-BARREL CARBURETOR

Cadillac's four-barrel carburetor works as two sets of dual-barrel carburetors. The forward dual-barrel unit acts as a basic or "primary" carburetor which feeds the engine economically at normal cruising speeds. The aft unit, with newly enlarged dual barrels for 1957, is the "booster" or secondary carburetor. Depressing the accelerator brings the larger secondary dual barrels into operation and permits a greater volume of air to be drawn into the intake manifold and thus into each cylinder for maximum power and acceleration.

HIGH-TORQUE STARTING MOTOR

Cadillac's high-torque starting motor assures fast, dependable starting of the engine. In fact, engine cranking speed is some 50% higher than with previous 6-volt systems. Gear-tooth angle is designed for extra strength, quiet operation and minimum battery drain. Better protection against wet weather is provided by enclosing the solenoid plunger lever entirely within the housing.

IMPROVED BATTERY COOLING

The Cadillac, 12-volt, 11-plate battery provides dependable operation of the starting motor and all electrical accessories. Thorough sealing of the battery and acid-resistant paint on battery cover protect against corrosion. New location of battery, well forward on the left side of engine compartment, provides better accessibility and improved cooling for longer life.

NEW, HIGH-CAPACITY 12-VOLT GENERATOR

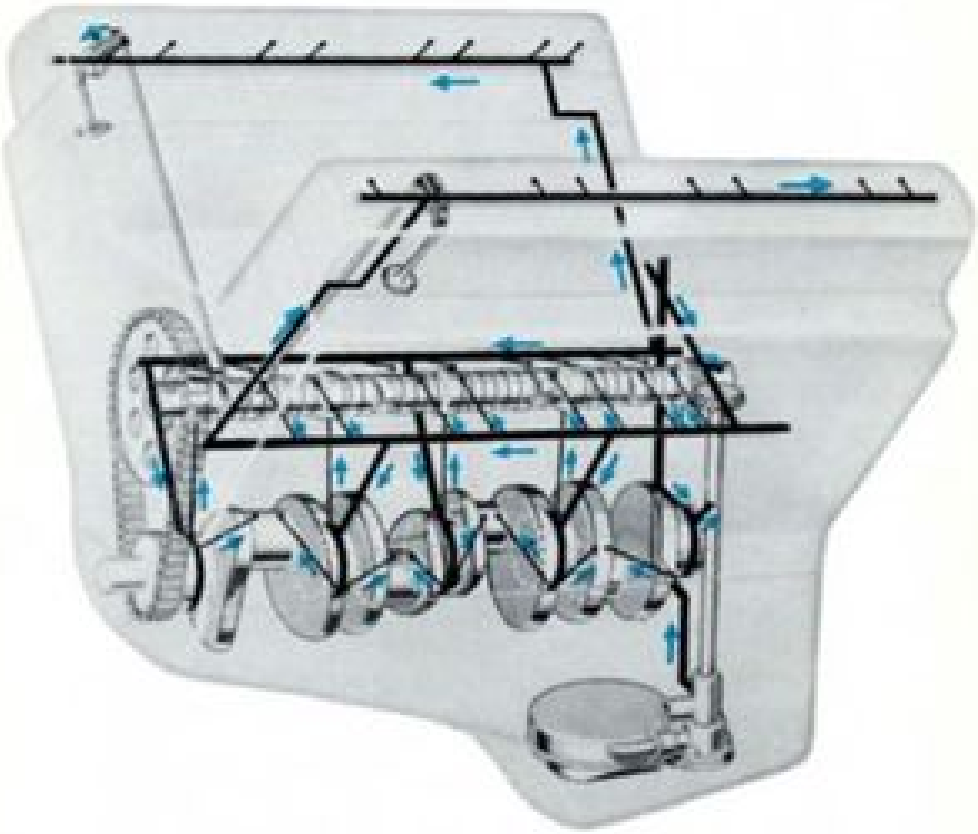
Cadillac provides, for 1957, a new higher-capacity generator. Its output is greater than the electrical load normally demanded by the car, even at lower car speeds, thus protecting against excessive battery drain when slow driving is necessitated by heavy traffic or slippery road conditions.

CADILLAC 12-VOLT DISTRIBUTOR

The Cadillac 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 is even higher thus assuring quick, positive starts in any weather. The distributor is designed for precise spark timing and easy adjustment during engine tune-ups.

CADILLAC WATERPROOF IGNITION SYSTEM

Full waterproofing of the ignition system is provided by use of Neoprene rubber, impervious to oil, for ignition wire covering and for spark plug boots. Vinyl caps shield the distributor ends of the ignition wiring while the distributor itself is designed to shed water effectively. A sealed generator regulator further assures dependable engine operation in any weather.



FULL-PRESSURE ENGINE LUBRICATION

A key factor in the long life and trouble-free performance provided by the Cadillac engine is the efficiency of its lubrication system. 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. An oil filter, provided at no extra cost, minimizes wear by filtering minute abrasive particles from the oil. Linked to the oil pump is a vacuum pump which assures dependable windshield wiper operation.

NEW HIGHER-CAPACITY FUEL PUMP

For 1957, Cadillac provides a new, higher-capacity fuel pump which assures even more dependable performance. On air-conditioner-equipped cars where higher temperatures are created in the engine compartment, a thermostatically controlled vent on the fuel filter returns fumes to the fuel tank, thus minimizing any possibility of vapor lock.

ENGINE COOLING SYSTEM

The large bore and short stroke of the Cadillac engine design minimize friction and expose less cylinder wall to the flame from the burning fuel-air mixture. Thus more heat energy is utilized in driving the car, and less heat must be absorbed by the cooling system. As a result, Cadillac achieves highly efficient cooling with a very compact radiator. 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.

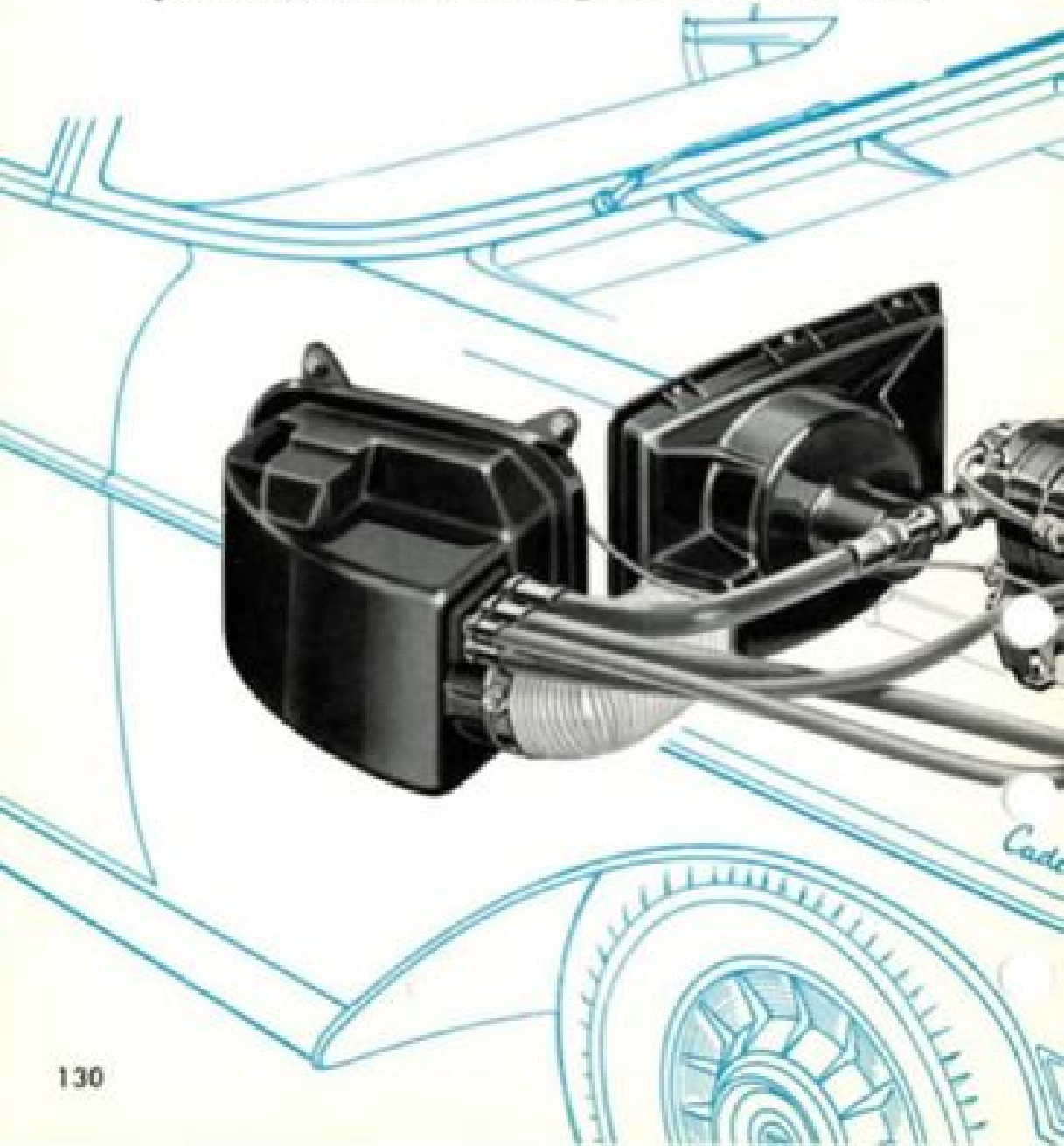
optional equipment

nineteen fifty seven

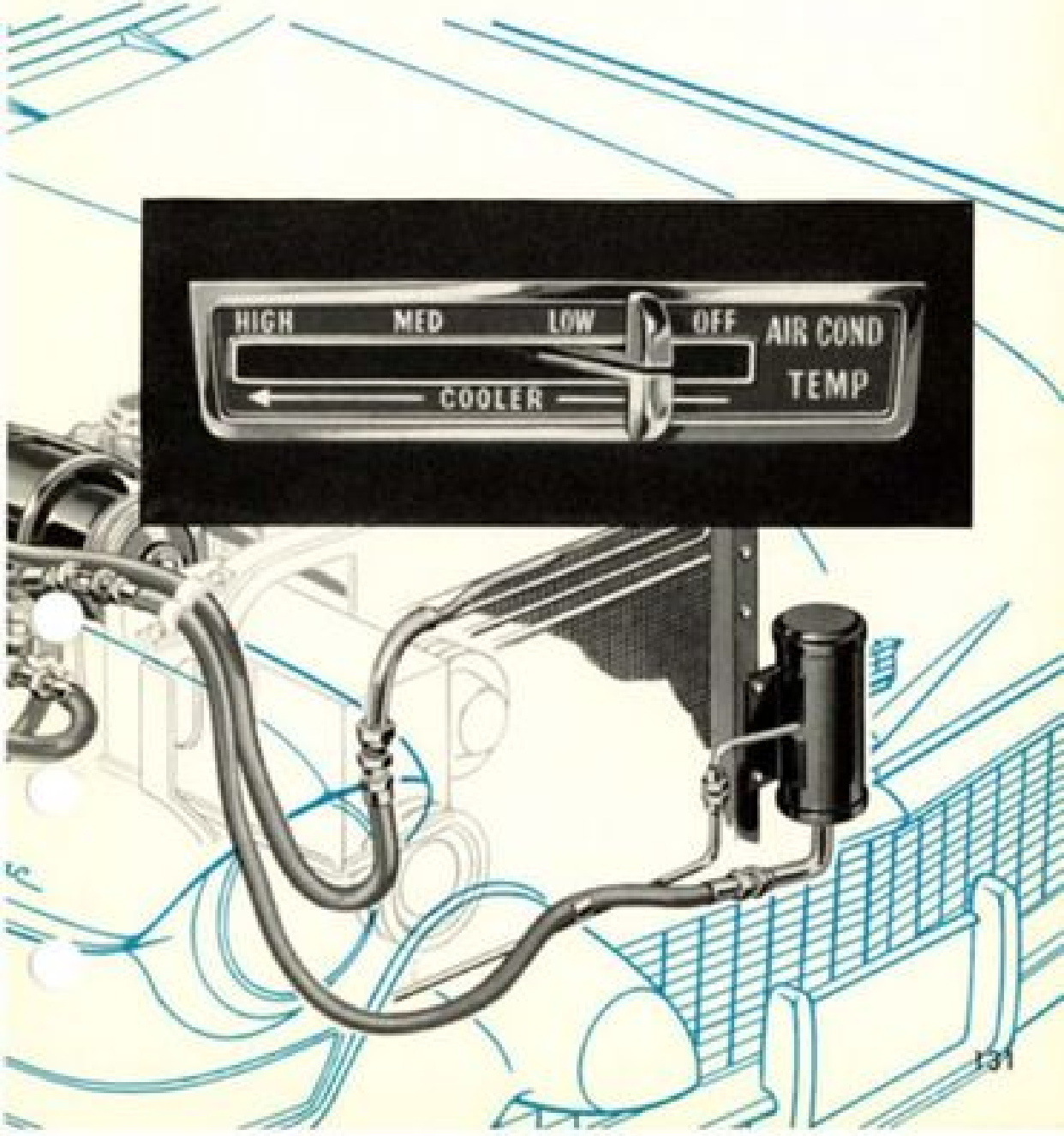
Optional equipment and accessories offered by Cadillac are functional and serve a definite purpose for the owner. They increase comfort . . . or convenience . . . or safety and, when they are apparent to the eye, they enhance the beauty of the car, for they are engineered and designed to complement the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

NEW CADILLAC AIR CONDITIONER

Cadillac owners can enjoy cool comfort during hottest summer temperatures with a Cadillac Air Conditioner installed on their cars. In addition, the car interior is dust-free, pollen-free and quiet. The 1957 Cadillac Air Conditioner uses 100% outside air which enters through the wide cowl air intake, cools it in the cooling unit now located in the cowl, and circulates it within the car from three outlets on top of the instrument panel. Cool air is also directed to the floor from outlets on the dash panel. A complete change of air takes place every 40 seconds with no recirculation of air from within the car. Air direction is controlled by individual doors on each of the instrument panel air outlets. (On Series 75 models the cooling unit, located in the trunk compartment, circulates air through ducts in the car roof.)

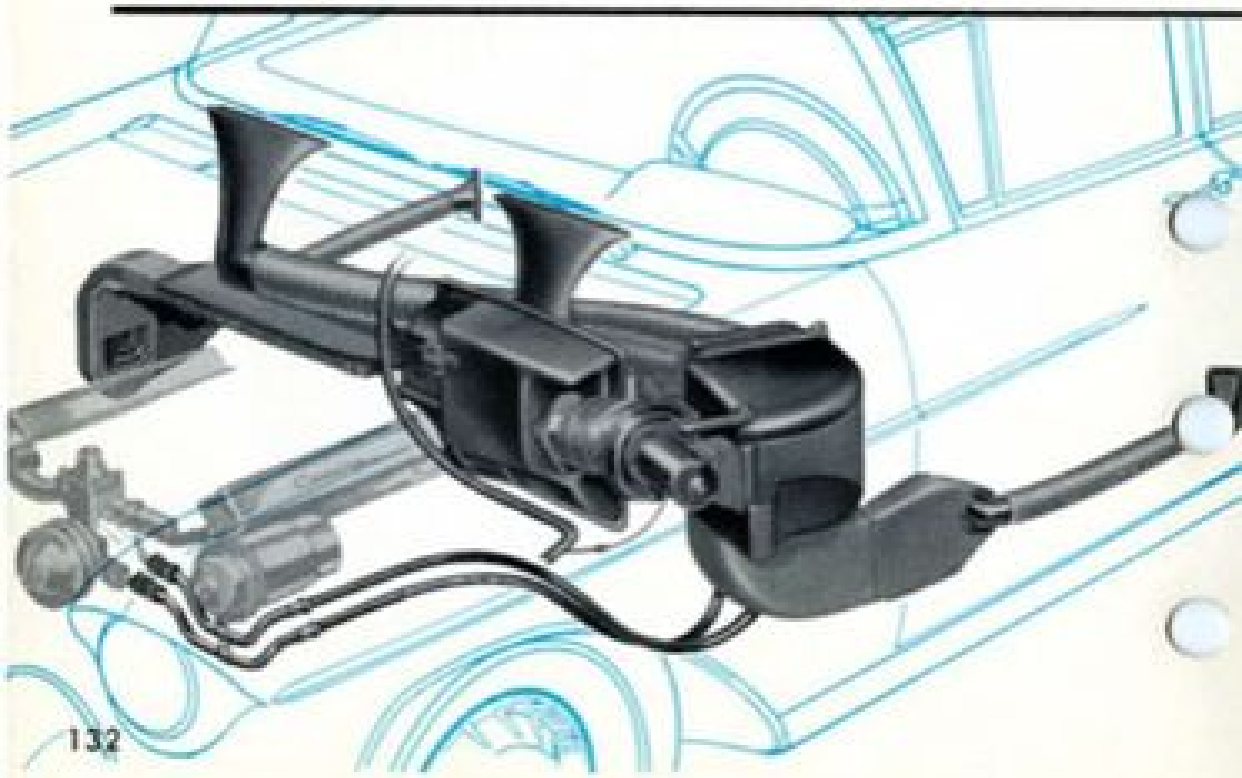


Also new for 1957 is a compressor with increased operating speed for improved operation at low car speeds. As before, the compressor disengages from the engine when desired temperature is reached or when the Air Conditioner is turned OFF, thus eliminating unnecessary drain of engine power and minimizing wear on compressor parts. Two simple control levers are located to the right of the steering column just below the instrument cluster. The upper lever turns on the Air Conditioner and controls the volume of air discharged into the car. The lower lever controls the temperature of the air being discharged. For ventilation without air cooling the upper lever alone is used.

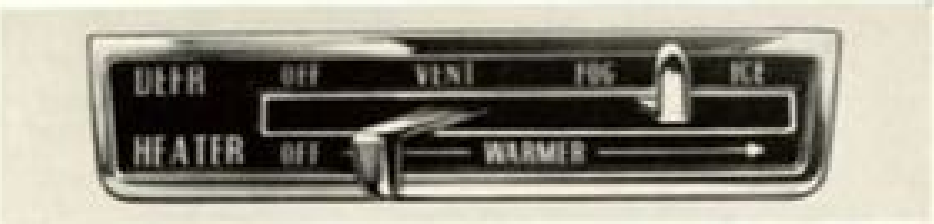


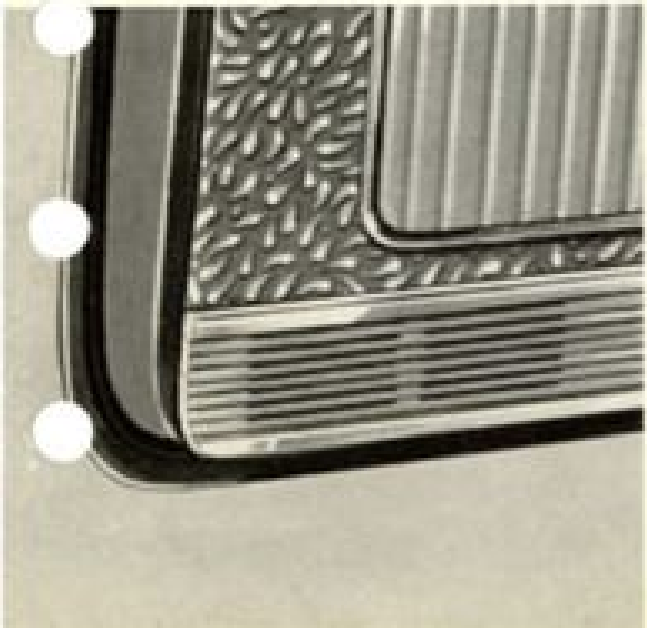
CADILLAC HEATING SYSTEM

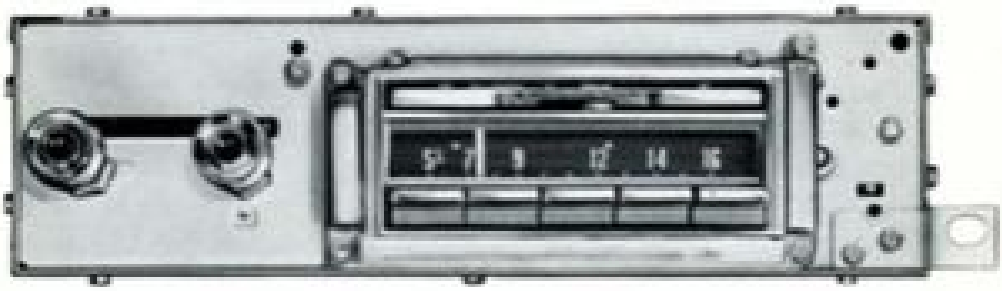
The Cadillac Automatic Heating System is designed to provide full comfort in the coldest weather. It assures an ample supply of fresh air, heated and held to a constant temperature . . . seals out dust and moisture . . . rapidly defrosts and defogs windows and has a low noise level. Outside air is drawn into the system through the wide cowl air intake; warmed by the heating unit, located at the left side of the cowl; then circulated into the front compartment, through grilles in the cowl side panels and through an opening beneath the instrument panel, and into the rear compartment through door ducts with outlet grilles located on the kick moldings of coupes and on the center pillar posts of sedan models. (The Series 75 models have a second heating unit under the right-hand cowl to provide additional heated air for the larger rear compartment.)



Heater controls consist of two levers located just below the instrument cluster to the left of the steering column. The lower lever turns the heater on and controls the amount and temperature of the air being discharged into the passenger compartments. The upper lever permits directing cool air to the windshield for ventilation or defogging or warmed air, to the temperature of the heater setting, for defrosting. When maximum heating of the windshield is desired for removal of ice, the entire output of the heater may be directed to the windshield by moving the lower, or heater lever full to the left and the upper lever full to the right.







SIGNAL SEEKING PRE-SELECTOR RADIO

Cadillac's 1957 signal seeking, pre-selector radio offers new tuning convenience. Both of the control knobs are located to the driver's side of the radio dial where they can be easily adjusted without awkward reaching. 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 is used for manual tuning and also raises and lowers the antenna as the knob is pushed in or pulled out. The ring around the right-hand knob directs the sound to either the front or rear compartment speakers or may be adjusted to provide balanced sound from both speakers. Five push buttons directly below the radio dial may be set for favorite stations. The selector bar above the radio dial selects progressively each station within range. A sensitivity control above the selector bar permits limiting this range to only the most powerful signals, or it may be set to two additional positions each of which permits the selector bar tuner to bring in weaker or more distant stations. On Series 75 models, remote control tuning is available for the added convenience of rear compartment passengers.

ELECTRICALLY OPERATED ANTENNA

Providing advantages in both function and appearance is the electrically operated antenna located at the rear of the right front fender. It may be fully lowered into a chromed recess or raised to any degree of its maximum height simply by pulling or pushing the right-hand radio control knob.

CADILLAC "AUTRONIC-EYE"

The Cadillac "Autronic-Eye" protects the Cadillac owner by causing the headlights of his car to switch from high to low beam when another car approaches from the opposite direction. Since the driver of the oncoming car is not blinded, 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.

NEW FOG LAMPS

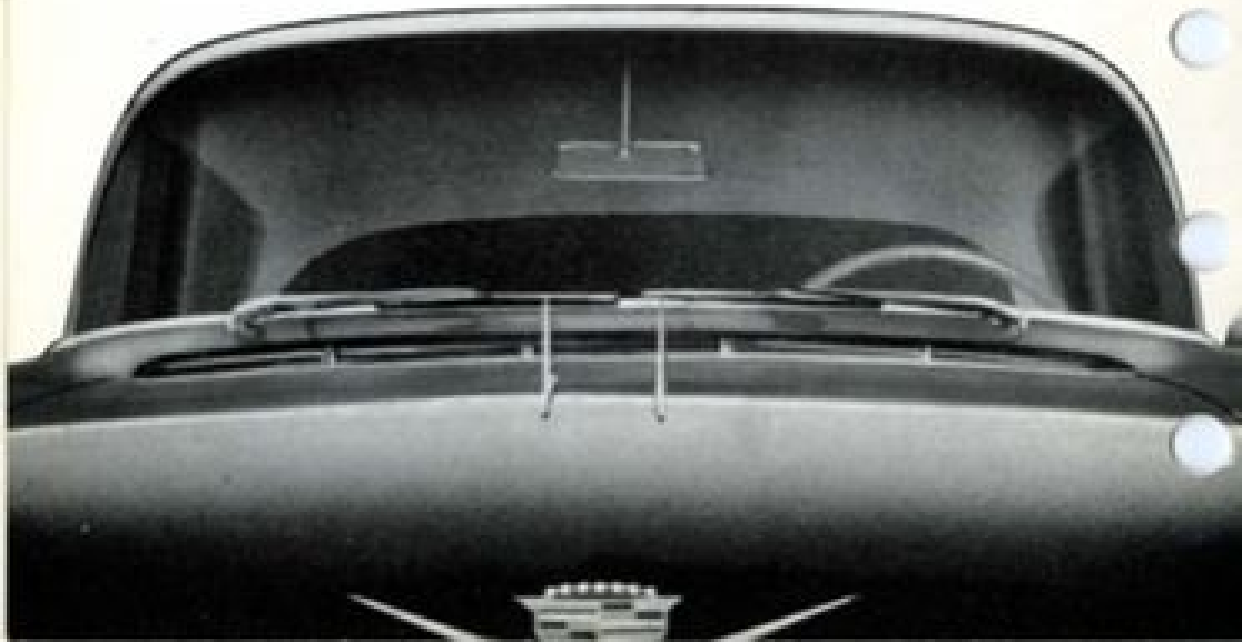
Cadillac Fog Lamps are designed to provide illumination low to the surface of the road and thus provide better visibility under certain adverse weather conditions. When ordered, they are installed on the lower bumper bar in place of the inner pair of parking lights.

LICENSE PLATE FRAMES

New Cadillac License Plate Frames are adjustable to fit the various-sized license plates of any state. Made of gold-colored, anodized aluminum with a durable plastic window, they are both practical and beautiful. They eliminate the unsightly and dangerous rough, sharp edges of unframed license plates.

E-Z-EYE TINTED GLASS

Cadillac E-Z-Eye glass, available as an extra cost option on all 1957 Cadillac cars, presents all of the safety advantages of regular laminated Safety Plate glass, but with the additional benefits of reducing glare and helping keep the interior of the car cooler. It consists of gray tinted plastic between two layers of polished plate glass. The gray tint does not alter colors of lights or traffic signals. Suggest E-Z-Eye glass to your prospects before they place their orders for the car.



CADILLAC SABRE-SPOKE WHEELS

Especially constructed of aluminum and steel, Sabre-Spoke wheels are standard on the Eldorado Biarritz and Seville and available in sets of five as an extra-cost option on all other models. Sabre-Spoke wheels are finished in chromium.

CADILLAC SIX-WAY POWER SEAT

For all 1957 Cadillac cars equipped with the electrically powered fore-and-aft seat adjuster, an electrically powered vertical and seat-angle adjustment is also available as an extra-cost option. It provides a four-inch range of vertical seat adjustment and also permits the seat to be tilted to the best angle required by the driver for maximum comfort. The complete Six-Way Power Seat is standard equipment on the Eldorado Biarritz and Seville, optional at extra cost on the Series 62 Coupe and Sedan. A new control switch, on left side of front seat, provides simplified adjustment for 1957.

REMOTE-CONTROL TRUNK LID LOCK

The Cadillac Remote-Control Trunk Lid Lock is a convenience feature which will be particularly appreciated by 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). The deck lid can be automatically unlocked at a touch of a button located within the glove compartment on the left side. A small warning light, just to the left of the instrument cluster, lets the driver know when the trunk is in the 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 Cooling System Inhibitor . . . . . $_____

Cadillac Whitewall Tire Cleaner . . . . . $_____

Cadillac Seat Belts . . . . . $_____

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 • White Sidewall 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.

1957

specifications

On the following pages you will find, first, the General Specifications, then the Detailed Specifications for the 1957 Cadillac cars.

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

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

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

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

[illegible]

DETAILED SPECIFICATIONS

ENGINE

Number of cylinders	8
Cylinder arrangement	90° V-type
Valve arrangement	Overhead
Bore and stroke	4" x 3⅝"
Block and cylinder head material	Cast iron
Piston displacement	365 cu. in.
Taxable horsepower	51.2
Max. brake horsepower	300 @ 4800 r.p.m.
Optional engine Eldorado only	325 @ 4800 r.p.m.
Max. engine torque—lbs.-ft.	400 @ 2800 r.p.m.
Optional engine Eldorado only	400 @ 3300 r.p.m.
Compression ratio	10.0:1
Engine mounts	Vulcanized rubber
Number of points of suspension	3

PISTONS AND RINGS

Make	Alcoa—Bohn—Stearling
Material	Aluminum alloy
Type	T-slot, cam ground
Weight	22.72 oz.
Clearance	.0015
Number of oil rings per piston	1
Number of comp. rings per piston	2
Top compression ring	Chrome-plated

RODS AND PINS

Wristpin length	3.093"
Wristpin material	Steel
Type	Locked in rod
Connecting rod length	6.625"
Material—connecting rod	Forged steel
Weight—connecting rod	23.49 oz.
Crankpin journal diameter	2¼"
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"

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	36° B.T.C. at .001 lift
Intake closes	108° A.B.C. at .001 lift
Exhaust opens	86° B.B.C. at .001 lift
Exhaust closes	58° A.T.C. at .001 lift

INTAKE

Material	Alloy steel
Over-all length	4.675"
Diameter of head	1.875"
Angle of seat	44°
Lift	.451"

EXHAUST

Material	Alloy steel
Over-all length	4.692"
Diameter of head	1.437"
Angle of seat	44°
Lift	.451"
Hydraulic valve lifters	Yes
Valve inserts	None
Valve seats cooled by	Direct water circulation

LUBRICATION

Type	Full pressure
Oil under pressure to:	
Main bearings	Yes
Connecting rods	Yes
Wristpins	Splash
Camshaft bearings	Yes
Tappets	Yes
Oil pump type	Gear
Normal oil pressure	30 to 35 lbs. @ 30 m.p.h.
Capacity of oil reservoir	Dry, 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 tailpipe 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 325-h.p. engine optional on Eldorados only.

COOLING—Continued

Fan belt length	57"
Fan belt width	3/8"
Fan—No. of blades, Series 62, 60 and 75	4
Cooling system capacity	17.5 qts.
With heater	18.7 qts. (Series 75, 19.8 qts.)

GENERATOR

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

GENERATOR REGULATOR

Make	Delco-Remy
Voltage at cut-out closing	11.8—13.6 (adjust to 12.8)
Voltage regulator setting	14—15 (adjust to 14.5 at 90°)
Generator maximum charging rate	32—37 amp. (adjust to 35)

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 (22°-26°)
Vacuum advance	Crankshaft (22.5°-25.5°)

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 side of radiator cradle.

LIGHTS AND HORN

Headlight—make	Guide sealed-beam
Headlight cover glass, dia.	6 11/16"
Parking light—make	Guide
Taillight—make	Guide
Lighting switch—make	Delco-Remy
How are headlights dimmed?	Depressed beam—foot switch
Horn:	
Make	Delco-Remy
Type	*Vibrator, seashell electric (2)

*3 on Eldorados

HYDRA-MATIC DRIVE

Type	Fully automatic step-gear type with 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	3.74:1
Oil capacity	13 qts.
Type of fluid	Hydra-Matic fluid

SHIFT POINTS:

		With Rear Axle Ratio of:		
			(Single Carburetor)	(Dual Carburetor)
		3.07:1	3.36:1	3.36:1
Upshift	Throttle			
DR-4 Range	Opening	M.P.H.	M.P.H.	M.P.H.
1st to 2nd	Minimum	6-9	6-9	6-9
	Maximum	20-24	18-22	18-22
2nd to 3rd	Minimum	13-16	12-15	13-16
	Maximum	39-44	35-40	37-40
3rd to 4th	Minimum	20-24	18-22	17-21
	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	60-66
3rd to 2nd	Minimum	11-15	10-18	12-15
	Maximum	23-27	21-25	22-25
2nd to 1st	Minimum	0-5	0-5	0-5
	Maximum	0-5	0-5	0-5

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 62	Series 60S	Series 75
Frame make	A. O. Smith	A. O. Smith	A. O. Smith
Frame depth, maximum	7"	7"	7"
Frame thickness, maximum	9/64"	5/32"	5/32"
Widths of flange, maximum	3 17/32"	3 17/32"	3 17/32"
Frame—Type	Tubular-center X frame	Tubular-center X frame	Tubular-center X frame
Frame-to-road clearance at center of wheelbase	6½"	6½"	7½"

FRONT END SUSPENSION

Front suspension, make	Own
Front suspension, type	Forked arms

FRONT END SUSPENSION—Continued

Forked arm bearings	Inner threaded
Knuckle support bearing	Spherical
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

Number used	2
Type	Exposed

UNIVERSAL JOINTS

Make	Mechanics and Saginaw
Number used	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

REAR AXLE—Continued	Series 62-60	Series 75
Type of final gearing	Hypoid	
Gear ratio:		
Standard	3.07:1	3.36:1*
Optional	3.36:1	3.77
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	

*Standard on Eldorados with 325-h.p. engine and on air-conditioned models.

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"	
Rim, width	6.00"	
Tread:		
Front	61"	
Rear	61"	

*8.20 x 15 when whitewalls are ordered. Standard on Eldorados.
**Aluminum spoke, steel rim wheels on Eldorados.

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′ (60) 22.5′	(75) 25.8′

BRAKES

Front and Rear:		
Brake drum diameter	12"	12"
Brake drum, internal or external	Internal	Internal
Brake lining, length per wheel:		
Forward shoe	10.05"	12.98"
Reverse shoe	12.98"	12.98"
Total	23.03	25.96"

BRAKES—Continued

	Series 62-60	Series 75
Brake lining width	2½"	2½"
Brake lining thickness	¼"	¼"
Brake lining effective area	210.32 sq. in.	233.72 sq. in.
Brake clearance	.010" top; .015" bottom	
Foot emergency brake location	Left side below dash	
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 crankcase capacity	5 qts.
With oil filter (Std.)	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.

1957

milestones

Cadillac leadership is the result of many motoring achievements . . . advancements in engineering and design which have set the trend for other motor car makers in the course of the ensuing years. The "milestones" listed in this section of your Data Book point up the dramatic year-by-year development of the Cadillac automobile we know today . . . the automobile that is recognized as the "Standard of the World". It is important that you, as a Cadillac salesman, be familiar with these past contributions and recognize the fact that when still greater advancements are made they will be made first by Cadillac.

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

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

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

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

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

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

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

*

All information contained herein has been carefully checked with the most reliable sources, but responsibility for the absolute authenticity of this information cannot be assumed. The right is reserved to change any specifications, parts or equipment at any time without incurring any obligation to equip same on cars built prior to date of such change. *The 1957 Cadillac Data Book was compiled as of September, 1956, and was printed in U. S. A. The above reservations apply to all pages unless otherwise noted.*

*

CADILLAC MOTOR CAR DIVISION
GENERAL MOTORS CORPORATION

PRINTED IN U. S. A.