



1968 cadillac coupe deville length

PRODUCTION NUMBERS September 21, 1967 230,003 68-682 68247-G Calais Coupe \$5,315 Weight: 4570 Built: 8,165 68-683 68347-J Coupe deVille \$5,552 Weight: 4595 Built: 63,935 68-683 68349-B Hardtop Sedan deVille \$5,785 Weight: 4675 Built: 72,662 68-683 68367-F DeVille Convertible \$5,736 Weight: 4600 Built: 18,025 68-683 68369-L Sedan deVille \$5,785 Weight: 4,680 Built: 9,850 68-681 68169-P Fleetwood Brougham \$6,899 Weight: 4805 Built: 15,300 68-697 69723-R Fleetwood Seventy-Five Sedan \$10,629 Weight: 5300 Built: 805 68-697 69733-S Fleetwood Seventy-Five Limousine \$10,768 Weight: 5385 Built: 995 68-698 69890-Z Commercial Chassis \$ N/A Weight: N/A Built : 2.413 Note: Automotive Mileposts provides a separate section for Fleetwood Eldorado Production figure listed above.) (See model images at the bottom of the page) SPECIFICATIONS 7 472 CID V-8 Bore and Stroke: 4.30 x 4.06 inch Compression ratio: 10.5:1 Brake power horses: 375 @ 4400 rpm Torque: Max. 525 ft.-lbs. Carburetor: Rochester Quadrajet 4V (model 7028230) -- Turbo Hydra-Matic Automatic (3 speeds) -- All models, except the following: 2.94:1 Fleetwood Seventy-five models: 3.21:1 9.00 x 1 5 2-Ply BSW Seventy-five: 8.20 x 15 4-PLy BSW Front and Rear Power Finned Drum (Dual System) Optional: Power Front Disc Brakes (available on all models) 129.5 inch Special Sixtys / Brougham: 133 inch Seventy-Five: 149.8 inches Commercial chassis: 156 inch Front Tread: 62.5 Rear Tread: 62.5Length: 224.7 inch Special Sixty / Brougham: 228.2 inch Seventy-Five: 24 5.2 inch Width: 79.9 inches Height: 54.3 inches Trunk: -- Variable steering ratio that absorbs energy Steering column General ratio: 16.6:1 Turning angle: 38.50 Fuel tank : 26 gallons Cooling system: 21-1/3 qts. (Heater) 21-3/4 qts. (Air-conditioned) SPECIAL NOTES Production of the calendar year for 1967 actually decreased by 1.1%, despite the fact that record sales were recorded in 1968. - 1968 was the first year for the seventh consecutive year in a row in 1968. - 1968 was the first year for front disc power brakes as an option on all Cadillacs. It's \$105 extra. - The new 472 V-8 engine introduced as standard on all models. - Larger exterior mirrors presented shroud to eliminate wind buffeting and meet the new federal standards of vehicle safety. - The first use of Cast, single door piece of Cadillac above: 1968 Cadillac frontal revisions included the new grid with distinct central section, using a series of thin horizontal bars. Header had rounded shoulders to emphasize the height of the center center There was a lot to celebrate at Cadillac in 1968, and although in the second year of a styling cycle, many new features and progress were introduced. The new front and back style updates made the new '68 models easy to see, but a more thorough inspection showed much more. NEW MOTOR Under the hood, the powerful cadillac new engine 472 V-8 provided all the propulsion you might want. Designed to be more efficient and powerful than the Cadillac new engine 472 V-8 provided all the propulsion you might want. developed new hydrodynamic oil seals to provide an increased measure of assurance against liquid leakage. The interior components, such as cast cast iron crankshaft and cast Armasteel connecting rods. So advanced was this engine, it would be the only Cadillac power engine for the next nine-year model through 1976. In fact, it would be bored to an incredible 500 cubic cm for installation in 1970 Cadillacs, a piece poured the door edit panel was used for the first time. This not only simplified assembly of machines, made the maintenance door components easier for dealers. In fact, improving serviceability has been one of the main objectives of the 1968 models. Other modifications made to facilitate service included a single-unit autonomous oil pump and an oil filter that is mounted directly on the engine block. The dispenser has been moved to the front of the engine, making service and installation easier. The design of the camshaft was determined by the computer, for minimum valve train noise and maximum operating efficiency. All 1968 Cadillac set a new sales record for the 1968 model year, with total sales of 230,003. It was the seventh consecutive year of sales for the division, partly aided by the new Eldorado. On June 10, 1968, a Topaz Gold Wiremitem DeVille Cabriolet came off the assembly line, making three million Cadillacs built in the post-war period. The most popular Cadillac of 1968 was the Hardtop Sedan deVille, racking up sales of 72,662 cars at a base price of \$5,754 upon introduction (increased \$31 on January 1, 1968 due to the front braces needed on cars built after that date, making the new base price \$5,785. Coupe deVille to become the best model and would exceed the production of 100,000 for a single model for the first time ever. 1968 also marked the first time Cadillacs were built outside Detroit. Linden, new Jersey General Motors Assembly Division of Plants began to build deVille models as the Clark Avenue factory was almost at its maximum at this time. The 1968 Cadillacs highlighted the Cadillacs hig provide a substantially longer life, greater safety and comfort, noise insulation and vibration. While some might have thought at the time that the Cadillac was one of the most technologically advanced vehicles on the road at the time. Right: 1968 Cadillacs got a new top raised deck cover to provide increased storage space. The new sculpture on the back edge gave it a bevelled look that made the 1968 models easy to identify. Model car That should not be confused with Cadillac DeVille DHSOverviewManufacturerGeneral MotorsProduction1958-2005Model years1959-2005Corp and chassisClassFull-size luxury carLayoutFR layout (1959 - 1984)Cross-front engine, front traction (1985 - 2005)TimelinePredecesorCadillac DTS Cadillac DTS Cadillac DTS Cadillac DTS Cadillac Series 62Successor Cadillac Series 62Successor Cadillac DTS Cadillac DTS Cadillac Series 62Successor Cadillac DTS Cadillac DTS Cadillac DTS Cadillac Series 62Successor Cadillac DTS Cadillac Series 62Successor Cadillac DTS Cadillac DTS Cadillac DTS Cadillac DTS Cadillac DTS Cadillac Series 62Successor Cadillac DTS Cadillac DTS Cadillac DTS Cadillac DTS Cadillac Series 62Successor Cadillac DTS Cadil name was the 1949 Coupe de Ville, a stallless two-door hardtop body style with a prestige trim level above that of the 62-coupe luxury Series. The last model that was officially known as DeVille was the 2005 Cadillac DeVille, a full-size sedan, the largest car in the Cadillac model range at the time. The following year, DeVille was officially renamed Cadillac DTS. The early history of the 1950s Cadillac Series 62 Coupe de Ville badging The name DeVille is derived from the French de la ville or city meaning of the coach building, a coupé de ville, from the French language of the coach building, a coupé de ville or city meaning of the coach building. wheels, with an inner seat for two and an outer seat for the driver, and this smaller vehicle was intended for use in the city or city (of ville). A limousine (unahorthen) or (in the United States) city car. [1] The first Cadillac Coupe de Ville was presented during Motorama 1949. It was built on a special Cadillac Sixty chassis and featured an air-scoop mannequin, chrome trim around the front wheel openings, and a one-piece windshield and rear glass. The interior was black and trimmed in grey leather, including the headliner, to match the color of the roof. It equipped with a phone in the glove compartment, a vanity case and a secretarial pad in the back armrest, power windows and highly decorative chrome interior trim. The Coupe de Ville prototype was used by GM President Charles E. Wilson until 1957, when he presented it to him. At some point during this period it acquired a dark vicodec roof. The Coupe de Ville prototype was found and restored in the second decade of the New Millennium; is currently (2016-2017) in a private collection in London, Ontario, Canada. [2] The Cadillac Series 62 Coupe de Ville was introduced in late 1949. Along with Buick Roadmaster Riviera, and Oldsmobile 98 holiday, it was among the first hardtop coupes without pillar ever produced. At \$3,496 it was just a dollar less than the 62 Series convertibles, it came with standard power windows. It was luxuriously trimmed, with leather upholstery and chrome bows in the headliner to simulate the ribs of a convertible top. In its first year, the 62 Coupe de Ville sold only 2,150 units. But 1950 sales more than doubled to 4507, and in 1951 sales more than doubled again to 10241 surpassing sales for the 62 Series Club Coupe de Ville chrome script appeared on the back roof pole for the first time to further distinguish from the 62 Club Coupe series. [4] In 1956, the Serie 62 Coupe de Ville was accompanied by the 62 Sedan de Ville Series, the first standard production of the 4-door hardtop Cadillac. Similarly to Coupe de Ville, it was also more expensive and luxuriously adorned that standard 4-door 62 Series. With 41,732 also easily sold the 62 series in its first year. Given the success of their sales, it was natural that Coupe de Ville and Sedan de Ville would be moved to their own separate series 1959, the 6300 series, accompanied by a DeVille convertible in 1959–1960Assembly Detroit Assembly, Detroit, Michigan, U.S. DesignerBill MitchellBody and chassisCorp style4-door 6-window hardtop4-doors 4-window hardtop2-door hardtopLayoutFR layoutPlatformC-bodyRelatedCadillac EldoradoCadillac Si SpecialCad 62Buick ElectraOldsmobile 98PowertrainEngine390 with in (6.4 L) OHV V8Transmission4-speed Hydra-Matic automaticDimensionsWheelbase130.0 in (3.0 302 mm)[4]Length225.0 in (5.715 mm)[4]Width1959: 80.2 in (2.037 mm)[4]1960 : 79.9 in (2,029 mm) [4]Height56.2 in (1,427 mm)Border weight4,900-5,100 lb (2,200-2,300 kg) 1959 Cad Sedan de Ville 1 959 Cadillac Coupe de Ville (back) 1960 Cadillac is remembered for its huge sharp tailfins with dual bullet tail lights, two distinctive roof lines and roof pillar configurations, new jewelry-like grid designs and matching beauty deck cover panels. [5] In 1959, the 62 Series was moved from the 62 Series to its own series, the 6200 Series, respectively, although all, Eldorado Brougham (which was moved from the 70 series to the 6900 series), divided the same wheelbase of 130 in (3302 mm). Engine power was even 325 hp (242 kW) from 390 with in (6.4 L) engine. The DeVille series had identification plates on the rear guards. Standard equipment included 15-inch wheel edtle,[6] steering, automatic transmission, spare lamps, windscreen wipers, two-speed wipers, wheel discs, exterior rear-view mirror, oil filter, electric windows and sense power seats. Lightweight skirts covered by the rear wheels and 4 doors were available either in four-window configurations, or in six-window configurations. Over 53,000 DeVilles were sold in the first year as a separate series, accounting for about 37% of all Cadillacs sold. The 1960Cadillacs had a smoother, narrower style. The general modifications included a full-width grid, the removal of sharp front guards, increased restraint in the application of chrome ornaments, lower fins with oval-shaped nacelles and directional indicator lamps mounted on the front wing. Sedans with four windows and six windows were offered again. The first presented a single piece wraparound backlight and flat-top roof, while the latter had a slanted rear window and roofline. Standard equipment included power steering, automatic transmission, dual spare lamps, windscreen wipers, two-speed wiper filter, power windows and a two-way power seats. Technical highlights were the back-finned drums and an X-frame construction. The interiors were made in Chadwick cloth or optional Lambray cloth and leather combinations. Second Generation (1961–1964) Second Generation (2061–2064) S Assembly, Detroit, Michigan, US DesignerBill MitchellBody and chassisBody style4-door 6-window hardtop2-door convertible LayoutFR layoutRedRelatedCadillac EldoradoCadillac Sixty SpecialCadillac Series 62Buick ElectraOldsmobile 98PowertrainEngine390 with in (6.4 L) OHV V8429 with in (7.0 L) OHV V8129 with 215 .0 in (5,461 mm)[4]1963 (except Park Avenue): 223.0 in (5,664 mm)[4]1964: 223.5 in (5,677 mm)[4]1964: 223.5 in (2,027 mm)[4]1964: 223.5 in in (1.3,1,3 43 0 mm)1963-64: 56.6 in (1,438 mm)Greutate bordur-4,700-4,900 lb (2,100-2,200 kg) kg) Cadillac Coupe de Ville 1963 Cadillac Coupe de Ville 1963 Cadillac Sedan de Ville 1964 Cadillac DeVille convertible Cadillac was restyled and reengineered for 1961. The new grid tilted back both towards the bumper and the hood lip, along the horizontal plane, and seated between dual headlights. New front pillars tilted front with non-wraparon windshield glass have been seen. The revised backlight treatment had clear angular lines, with thin pillars on some models and heavier semi-blind guarter roof posts on others. DeVille models featured front series designation scripts and a lower skeg body adorned with a thin, three-quarter length casting spear running from behind the front wheel opening to the rear of the car. Standard equipment included power brakes, power steering, automatic transmission, spare double lights, windshield washer, dual speed wipers, wheel discs, simple fender skirts, outside rearview mirror, vanity mirror, oil filter, power windows and 2-way power seats. Rubbered front and rear coil arches replaced the problem-prone pneumatic suspension systems. Four-barrel induction systems were no longer available. A new shortdecked four-door Town Sedan hardtop emerged in mid-season. A light facelift characterized Cadillac styling trends for 1962. A flatter grid appeared, with a thicker horizontal center bar and a more delicate cross-hatching insertion. The ribbed chrome trim panel, seen before the front wheel casings in 1961, have now been replaced by cornering lamps and the front wing model and series identification badges have been removed. Several massive end front bumper pieces appeared and housed in vertical nacelles designed with a tilted tip at the center. On the blocking panel of the cover of the deck appeared a vertical ribbed beauty panel Cadillac script also appeared on the lower left side of the radiator grille. Sedan's short-deck hardtop has been moved from the DeVille series to the 6200 Series and replaced with a short-deck Cadillac models have gone from being six-window sedans in 1961 to four-window sedans in 1962 and 1963. Standard equipment included all last year's equipment, plus remotely controlled outside the rear-view mirror, five tubeless black wall tires, heater and behind the firewall. [8] DeVille sales as a separate series exceeded the level of sales as an asian level for the first time at 71,883 units, or nearly 45% of Cadillac's total sales. Cadillac was restyled again for 1963. Exterior changes give a bolder and longer look. Hotels and deck covers have been redesigned. Front wings 4,625 inches further than in 1962 while the tailfins were cut down somewhat to provide a lower profile. The sculpture on the body side has been removed entirely. The slightly V-shaped radiator grille was taller and now incorporated exterior extensions that were under the dual headlights with color wings. In these extensions were mounted circular lamps of smaller front parking. A DeVille signature script has been embedded above the lower casting beltline near the back of the body. A total of 143 options, including bucket chairs with wool, leather, or nylon upholstery fabrics and facing wood veneer on board, doors, and backrests, set an all-time record for interior appointment choices. The standard equipment was the same as in the previous year. Engine displacement and output remained the same, 390 in (6.4 l) and 325 hp (242 kW). [9] A minor facelift followed in 1964. New to the front was a bi-anglegrid grid that formed a V-shape along its vertical and horizontal glanes. The main horizontal grid bar has now been performed around the sides of the body. The exterior grille extension panels once again housed parking and cornering lamps. It was the 17th consecutive year for Cadillac tailfins with a new fine blade design that runs out of tradition. Performance improvements, including a larger V-8, were the dominant changes to the model's running. The characteristics of the equipment were the same as in 1963 for the most part. Comfort Control, a fully automatic heating and air conditioning system controlled by a dialing thermostat on the instrument panel, was introduced as a first industry. The engine was hit at 429 with in (7 I), with 340 hp (253.5 kW) available. Performance gains from the new engine showed the best in the lower range, at 20 to 50 mph speed driving traffic. A new technical feature was the Turbo-Hydramatic transmission, also used in Eldorado and Sixty Special. A DeVille script above the lower belt casting was continued as an identifier. This was the first year for the DeVille's sales reached 110,379 units, accounting for nearly two-thirds of all Cadillacs sold. Third Generation (1965–1970) Third Generation (U.S.DesignerBill MitchellBody and chassisCorp style4-door hardtop4-door sedan2-door hardtop2-door convertibleLavoutFR layoutFR la automaticDimensionsWheelbase129.5 in (3,289 mm)[4][10]Length1965-67: 224.0 in (5.0 in690 mm)1968 : 224.7 in (5,707 : 225.0 in (2,027 mm)Inaltime1965-70: 79.8 in (2.027 mm)Inaltime1965-68: 79.9 in (2.027 mm)Inaltime1965-68: 79.9 in (2.027 mm)Inaltime1965-68: 79.9 in (2.027 mm)Inaltime1965-70: 79.8 in (2.027 mm)Inaltime1965-68: 79.9 in (2.027 mm)Inaltime1965-70: 79.8 in (2.027 mm)Inaltime1965-68: 79.9 in (2.027 mm)Inaltime1965-68: 79.9 in (2.027 mm)Inaltime1965-68: 79.9 in (2.027 mm)Inaltime1965-70: 79.8 in (2.027 mm)Inaltime1965-68: 79.9 in (2.027 mm)Inaltime1965-70: 79.8 in (2.027 mm)Inaltime1965-68: 79.9 in (2.027 mm)Inaltime1965-68: 79.9 in (2.027 mm)Inaltime1965-70: 79.8 in (2.027 mm)Inaltime1965-68: 79.9 in (2.029 mm)Inaltime1965-68: 79.9 in (2.027 mm)Inaltime1965-70: 79.8 in (2.027 mm)Inaltime1965-68: 79.9 in (2.027 mm)Inaltime1965-68: 79.9 in (2.029 mm)Inaltime1965-68: 79.9 in (2.029 mm)Inaltime1965-68: 79.9 in (2.029 mm)Inaltime1965-68: 79.9 in (2.029 mm)Inaltime1965-70: 79.8 in (2.029 mm)Inaltime1965-68: 79.9 in (2.029 mm)Inaltime1965-70: 79. (2,100-2,200 kg) Cadillac Coupe de Ville 1965 Cadillac de Ville 1965 Cadillac de Ville 1965 Cadillac de Ville 1967 Cadillac Sedan de Ville 1967 Cadillac Sedan de Ville 1968 Cadillac Sedan Eldorado. DeVille was redesigned for 1965, but went on the same 129.5-inch (3290 mm) wheelbase. Tailfins were canted slightly down, and sharp, distinct body lines replaced the rounded appearance. Also, we were a right rear bumper and vertical lamp groups. The headlight pairs have gone from horizontal to vertical, allowing for a wider grid. Curved side windows appeared without a frame, and convertibles purchased background lights made of hardened glass. New standard features include baggage lamps, rear passenger gloves and compartments and front and rear seat belts. Power was still provided by 340 horsepower 429 with in (7030 cc) V8, which would be replaced by 472 with in (7730 cc) for 1968 The Cadillac dropped the X frame and used a new perimeter frame. [11] Pillar sedans first appeared in the DeVille series, while six-window sedans were abandoned. A panded vinyl roof was a \$121 extra-cost option on the hardtop model. All four DeVille series, while six-window sedans were abandoned. A panded vinyl roof was a \$121 extra-cost option on the hardtop model. side. In 1966, the modifications included a somewhat coarser mesh for the insertion of the radiator grille, which has now been divided by a thick, shiny horizontal central bar that houses rectangular side signalling lamps at the outer ends. Separate rectangular side signalling lamps at the outer ends. Cadillac models this year. DeVille scripts were still above the back tip of the body horizontally rub the moldings. Cadillac ridges and V-shaped moldings front and back, were identifiers. The first Cadillac this season included variable steering ratio and optional front seats with carbon cloth heating pads built into cushions and backrests. The innovations of comfort and convenience were headrests, folding seats and an AM/FM stereo system. Engineering improvements to the perimeter frame have increased manoeuvrability. Newly designed piston and oil rings and a new patented engine mounting system and quiet exhaust gases were used. DeVilles 1967 were extensively restyled. Features styling were given a strong frontal appearance with front end tilted forward, long, sculpted body lines, and redefined rear wings, which had more than a hint of tail fins in them. The full-width, forward-wheel-drive eggcrate grille was flanked by two-stage laminated headlamps for the third year in a row. Square the insertion of the grid had blades that appeared to accentuate its vertical elements and appeared both above the bumper and through a horizontal slot cut into it. Rectangular parking lamps with split tail and a painted section of the lower bumper. Coupe de Villes received a new roofline, inspired by the Florentine show car created for the 1964 New York World's Fair, which gave passengers the back seat added privacy. As in that show car, the quarter window retreated back into a sail board. Small trim variations and slightly richer interiors separated DeVille de body part casting on the back wings. New deVille standard features include non-glare rear-view mirror, electric clock, automatic climate control, papped dashboard, hazard warning system, outboard retractors seat belt and rear lighters in all styles. A slide-out safety box and rear seat safety lock for two-door models were additional Cadillac advances for the 1967 model year. Technical improvements included a revised engine valve train, different carburetor, Mylar printed instrument panel, re-adjusted body mounts and a safety wheel with GM design have become standard for all models. In 1968, the grids had a finer mesh insertion and step down the outer section that held the rectangular parking lights just a little higher than before. The rear style has been modestly modified with the deck cover having more than one rake. The most obvious change was an 8.5-inch hood more designed to fit recessed windshield wipers, which now came with three standard speeds. Of 20 combinations of exterior paint colors, 14 were completely new. On the interior enriched appointments included molded interior door panels with illuminated reflectors and a selection of 147 combinations upholstery, 76 in canvas, 67 in leather and four in vinyl. The new standard features included a Light Group, a Mirror Group, a travel odometer and a warning bell with a ignition key. DeVille also won a new 472 with in (7730 cc) V8 engine rated at 375 hp (SAE gross). 1968 was also the last year for dual stacked headlights, which were replaced by dual side-by-side headlights in 1969. It was also the last year for dual stacked headlights, which were replaced by dual side-by-side headlights, which were replaced by dual side-by-side headlights in 1969. It was also the last year for dual stacked headlights in 1969 changed from a round to a rectangular shape. Also note front disc brakes have been available since 1968. Cars built after January 1, 1968 were awarded front shoulder belts according to federal safety standards. In 1969, DeVille was restored in the image of Eldorado. An eldorado-like front wing treatment has evolved and helped to emphasize a stronger horizontal design line. Rear rear quarters extended to give the car a longer look. There was an all new grid with dual horizontal headlights positioned in the outer areas step down of the grid. The hood was again extended, a total of 2.5 inches to add the impression of extra length. The roof line was more square, and the rear deck and bumper more carved. A new ventilation system eliminated the need for ventilation windows, which provided a more elegant look and improved visibility. New standard features include from the dashboard to the steering column, and included a steering wheel and transmission lock, a year before a federally mandated standard. In 1970, a facelift included a grid with 13 vertical blades set against a rectangular opening with a delicately crossed hatch. The bright metal surrounds headlights were seen again, but now had additional smaller V-shaped lenses pointing down under the bumper. Wheel discs and wing-tip emblems were new. The exterior distinctions came from a DeVille script above the back end of the casting strap and from the use of long rectangular back up light lenses set in the lower bumper, as opposed to the smaller square lenses used on Calais. A new feature was a color border of the body around the edge of the vinyl top coating when this option was ordered. 1970 was the last year that DeVille offered a convertible body style, 1970 was also the last year model for this year's model, representing 76% of all Cadillacs. Fourth Generation (1971–1976) Fourth Generation Vehicle1973 Cadillac Sedan by VilleOverviewModel years1971–1976AssemblyDetroit Assembly Assembly Detroit, Michigan, U.S.Linden, New Jersey, US. DesignerBill MitchellBody and chassisBody style4-door hardtop[12]2 doors hardtop2-door coupeLayoutFR layoutPlatformC-bodyRelatedCadillac CalaisBuick ElectraOld mobile 98Buick EstateOldsmobile Custom CruiserPontiac Grand SafariPontiac SafariChevrolet KingswoodChevrolet TownsmanPowertrainEngine472 with in (7.7 L) OHV V8 500 with in (3,302 mm)Length1971: 225.8 in (5,735 mm)1972: 227.4 in (5,776 mm)1973: 1973 1973: 1973 (1.387 mm)1975-76: 54.3 in (1.379 mm)Greutate bordur-4,900-5,400 lb (2 2 400 lbs) 1971 Cadillac Coupe de Ville 1973 Cadillac Coupe de Ville 1974 Cadillac Coupe de Ville 1973 Cadillac Coupe de Ville 1973 Cadillac Coupe de Ville 1974 Cadillac Coupe de Ville 1974 Cadillac Coupe de Ville 1974 Cadillac Coupe de Ville 1973 Cadillac Coupe de Ville 1974 Cadillac Coupe d size GM lines, DeVille was completely redesigned for 1971. The new full-size GM bodies at 64.3 inches front shoulder room (62.1 inches on Cadillac) set a record for the inner width that would not be suitable by any car up to full-size GM rear-wheel-drive models from the early to mid-1990s. Individually housed squarish headlight pairs have been laid wider apart. The V-shaped grid had an eggced-style insert and was protected by massive vertical guards that framed a rectangular indentation of the license plate. A wide hood with wind folds, prominent folds and hidden windscreen wipers was seen. A Cadillac ridge decorated nose and new indicator lamps appeared above each front wing. A horizontal beltline casting ran from the back of the front wheel housing, almost at the rear stop where an elliptical swelling in the body reached a point and where thin rectangular lateral markers were placed above and under the chrome band. The openings of the rear wheels were again housed in fender skirts. The tail lamps were of the same type as before, but were no longer divided by a chrome bar. The long horizontal spare lamps have been placed in the bumper on either side of a deeply recessed housing of the registration plate. DeVilles were set apart visually by the thin metal bright rocker panel steps and the signature script on the front wings bearing the series name. The bottom of the back wings were decorated with a bright metal beauty panel that was wider than the rocker panel bands and mixed into the casting running along the bottom of the fender skirt. The standard engine remained 472, still rated at 375 SAE horsepower gross and 525 lb (712 N)m) of torgue. The interiors have been redesigned, featuring a new curved instrument panel and new seating configurations. A rear lamp monitor, a fibre optic system that monitored tail lamps, return signals and brake lights, was new and positioned on the back seat shelf. In November 1971, a 1971 Cup de Ville showroom-stock placed third in the annual Cannonball Run coast, post the highest average speed of the event, 84.6 mph (136.2 km/h) (except stops) and an average of 8.9 mpg-US (26 L/100 km; 10.7 mpg-imp). In 1972, a modest frontal review placed more emphasis on the blades of the horizontal grid. Parking lamps have been moved from the bumper to between square frame headlights, which have now been laid wider apart. The V-shaped emblems made a turn on the hood and the deck cover. The new standard features included a bumper impact system, automatic parking brake, passenger assistance straps and flow through the ventilation system. The new DeVille signature script has been applied to the sides of the rear roof panels. Sales hit a record 194,811. New energy absorption bumpers were seen on all GM cars in 1973 and brought styling refinements to DeVille. Deville. were enlarged and had a complicated eggcrate design. Larger vertical rectangles housed parking lamps between wide, spaced headlights with square frames but round lenses. The bumpers ran completely forward and wrapped around each end. Vertical guards were farther away, at a point on the side of the grid. The back had a bumper with a flatter upper section of housing a niche angle license plate. Vertical border contour molds veed parallel to the fender edge shape at the back of the body. Rectangular rear signal lamps mounted horizontally were placed over and under the rear tip of the thin axle. The Cadillac script was seen on the front of the fender below the casting belt behind the wheel opening. Inside, soft-cushion door panels with larger, more durable pull-straps were new. The rear window. An illuminated vanity mirror was an option available. It was the last year for the Hardtop Coupe de Villes, an irony since it was their introduction of the hardtop that made them such a sensation in 1949. Sales set a new record at 216,243. In 1974, a wide egg grid was used. Dual round headlamps have been fitted almost a square-framed day. Further outboard were double deck wraparound parking lamps. Shorter vertical guards appeared in about the same position as before. The rear quards were flatter without the elliptical swelling. Thin belt casting was positioned less than a few centimeters. The rear had vertical ends of the bumpers, especially the back, protruding further from the body. Unlike other C body GM coupes, Coupe de Ville was not a true hardtop, instead of the big sport wide coach windows that look a true hardtop however, and would remain so until the 1977 model. A new curved instrument panel housed a new digital lye-controlled watch. The new standard features included a full garbage container. A Space Saver spare tire was standard when DeVilles were ordered with optional white sidewall steel radial tire strap. 1974 was also the introduction of the Air Cushion Restraint System. Known today as airbags, this option provided protection for front seat

occupants in the event of a head-on collision. A was located in the steering wheel, the other in the dashboard in front of the front passenger. The torpedo has been replaced by a storage compartment that can be locked under the 1976 model year. The Cadillac would neither offer airbags again until the 1990 model. A new package of options was the d'Elegance package. Similar to the Brasuitam Special Sixty package of the same name, it featured velour upholstery, lined Deluxe doors, front seatback storage pockets, deep pile carpeting, floor mats, see-through hood standup ornament and stripes accent vinyl tape. The name d'Elegance remained with the DeVille series as a package until 1984. For 1997, it became a separate model name for the sedan. Style changes for 1975 brought double rectangular headlamp lenses flanked by rectangular cornering lights wrapped around square front wings. A new cross hatched grid also appeared, with the Cadillac script on the header. The sedan now has thin operating windows, located in pillars D. The new standard equipment included front fender lamp monitors, power door locks, high-energy ignition, whitewall radial steel belt tires. 210 hp 500 V8 replaced 472 as standard engine. The electronic fuel injection became optional in March 1975. Another option was Astroroof with sliding parasols that allowed use as an electrically powered solar roof or a transparent closed skylight. A regular solar roof panel was also available. New hinged pull handles replaced the old door-pulling straps for 1975 and 1976. In 1976, the grid saw a new and finer crosshatch model. The cornering lamps received a new horizontal silver asian; taillamp Bezels also won new chrome-like trim. Eight different stripes of color accent were available. Vinyl tops have now been whole lined elk grain material. The new ornaments included sports pleats, plush velours, knits and 11 distinctive authentic skins. Coupe de Villes had a new vinyl roof whose top casting served as a continuation of the belt casting door. A controlled differential (with limited sliding) was included for additional traction. An optional lighting input and theft deterrence system was optional. The new Delco Freedom battery didn't need added water. [13] New wheel caps with turbine and wire were offered. A new option locked the doors when the transmission lever was moved to Drive. Cadillac also provided Track Master, a computerized skid prevention system that automatically pumped the rear brakes in an emergency to shorten the stopping distance. The new options included a Weather Band press button built into the stereo am/fm radio that looks for signal, cushion-style seat for d'Elegance packages, plus passenger power recliners and manual for 50/50 front seats. Of the 15 standard and six optional firemist body colors, 13 were new this year. The new standard features included Soft-Ray coloured glass, spare tyre cover, trunk mattress, washing fluid level indicator and white-walled white-walled steel-belt radial tyres. From 1975 to 1976 a small number of Coupe de Villes were in a coupe utility, similar to a Chevrolet El Camino, but much more upscale. The coachbuilding company Traditional Coach Works has manufactured 204 of these, called Cadillac Mirage, to Cadillac standards, so that one could be ordered through a participating Cadillac dealer. [14] The floor bed could carry 4 x 8 sheets flat plywood with closed tailgate, while the two-seater front cab gave the driver and passenger a plush ride. A storage area behind the seats has been used for golf clubs or small valuable items in view. A metal cover with a letout on it was available for the back bed, just like a trunk would, too. [15] Fifth generation (1977–1984) Motor vehicle Fifth generation1977 Cadillac Coupe de VilleOverviewProduction1977–1984Assembly, Linden, New JerseySouth Gate Assembly, South Gate, CaliforniaDesignerBill MitchellBody and chassisBody style4-door sedan2-door coupeLayoutFR layoutPlatformC-bodyRelatedCadillac Fleetwood BroughamBuick ElectraOldsmobile 98PowertrainEngine250 cu in (4.1 L) HT-4100 V8252 cu in (4.1 L) LC4 V6368 cu in (4.1 L) LC4 V6368 cu in (7.0 L) L33/L35 V8350 cu in (4.1 L) HT-4100 V8252 cu in (4.1 L) HT-4100 V8 4R automaticDimensionsWheelbase1977-79: 121.5 in (3,086 mm)1980-84: 121.5 in (3,086 mm)1980-84: 121.5 in (3,086 mm)Length1977-79: 221.2 in (1,453 mm)1978-84 4-door: 56.7 in (1,440 mm)2-door: 54.6 in (1,387 mm)Border weight4,000-4,400 lb (1,800-2,000 lb (kg) 1977 Cadillac Sedan de Ville 1978 Cadillac Coupe de Ville 1979 Cadillac Coupe de Ville 1979 Cadillac Coupe de Ville 1980 Cadillac Coupe de Ville 1980 Cadillac Coupe de Ville 1980 Cadillac Coupe de Ville 1984 Cadillac Sedan de Ville 1977 was the anniversary of Cadillac 75, and saw the introduction of cut-down coupes deVille and sedan. These new cars featured a larger roof line, resulting in a vehicle that was over nine inches shorter, four inches new cars featured a larger roof line, resulting in a vehicle that was over nine inches shorter. be marketed without fender skirts over the rear wheels. The old door-pulling straps came back for 1977 and on. The 500 in 3 V8 (which produced 190 horsepower) was replaced for 1977 with a 180 horsepower variant 425 in 3 V8 similar design. The reduction in size and weight has been implemented to improve fuel economy and emissions as a result of adoption by the Federal Government of the United States America's regulations on the average corporate fuel economy. For 1977, the lineup included two-door city coupe (\$9,654) and four-door ville sedan (\$9,864). \$650 package, an interior dress-up option carried over from the previous generation of DeVilles, continued for both models. The three-sided lamps, wrapped around the tail, were only a feature of 1977 (although it would reappear in 1987). The popular Coupe de Ville Cabriolet option, priced at \$348, included a half-lined back vinyl roof covering and opera lamps. An optional 7.0-litre electronic version, adding 15 horsepower (11 kW), was available for an additional \$647. Sales figures were 138,750 Coupe de Villes and 95,421 Sedan de Villes for an all-time sales record of 234,171 DeVilles sold. In addition to a redesigned grille and hood ornament, 1978 saw thin, vertical tail inset lamps in chrome caps the end of the bumper with built-in side marker lamps (Cadillac would keep this vertical tail inset lamps in chrome to a redesigned grille and hood ornament, 1978 saw thin, vertical tail inset lamps in chrome caps the end of the bumper with built-in side marker lamps (Cadillac would keep this vertical tail inset lamps in chrome caps the end of the bumper with built-in side marker lamps (Cadillac would keep this vertical tail inset lamps in chrome caps the end of the bumper with built-in side marker lamps (Cadillac would keep this vertical tail inset lamps in chrome caps the end of the bumper with built-in side marker lamps (Cadillac would keep this vertical tail inset lamps in chrome caps the end of the bumper with built-in side marker lamps (Cadillac would keep this vertical tail inset lamps in chrome caps the end of the bumper with built-in side marker lamps (Cadillac would keep this vertical tail inset lamps in chrome caps the end of the bumper with built-in side marker lamps (Cadillac would keep this vertical tail inset lamps in chrome caps the end of the bumper with built-in side marker lamps (Cadillac would keep this vertical tail inset lamps in chrome caps the end of the bumper with built-in side marker lamps (Cadillac would keep this vertical tail inset lamps in chrome tail inset lamps in chrome tail inset lamps (Cadillac would keep this vertical tail inset lamps in chrome tail inset from 1989 to 1999). New to 1978, a Phaeton package eatured a simulated convertible-top, special pin stripping, wire wheel discs, and Phaeton name plates instead of the usual Coupe de Ville or Sedan de Ville or nament on the back wings. Inside were upholstered leather seats and a leather-adorned steering wheel that match the outer color. The package was available in Cotillion White (with a Dark Brown roof). The coupe de Ville popular Cabriolet roof package was priced at \$369, while the d'Elegance package (for coupe or sedan) was available at \$689. Electronic fuel injection, which added 15 horsepower (11 kW), was available at \$744. Electronic level control - which used air-filled suspension and rear shocks - maintained the car's height level regardless of passengers and cargo weight, was available for \$140. Sales fell slightly from 1977 to 117,750 for \$10,444 Coupe de Ville, and 88,951 for Sedan de Ville, priced at \$10,668. With bigger changes coming in 1980, the 1979 models saw a few changes, which included a new lightweight aluminum hood and a new grid design with the Cadillac script on the header above the grid. The Phaeton package, now priced at \$2,029, was still available in three colors, but with two new replacement colors: Western Saddle Firemitem (with leather interior in Antique Saddle) replacing Arizona Beige, and Slate Firemitem (with leather interior in Antique Gray) replacing Platinum Silver. The d'Elegance package was again at \$725, which included Venetian velour upholstery (in four colors) with a 50/50 front seat Aerial assistance handles, Tangier carpeting, door pull handles, and d'Elegance emblems, among other beautiful. In addition to the \$783 fuel injection option, there was also the choice of a 350 in 3 LF9 diesel V8 (built by Oldsmobile) Oldsmobile) S849. The cabriolet coupe de ville package, priced at \$384, was available in 17 colors. Production rose slightly to 121,890 for Coupe de Ville (\$11,728) and 93,211 for Sedan de Ville (\$12,093). 1980 saw the interruption of the V8 7 liters, which generated power of 145 kW (194 hp) and 0-60 mph in 10.9 seconds, with a maximum speed of 187 km/h (116 mph) [16] with a maximum speed of 171 km/h (106 mph). [17] At the end of 1980, the V6 power (in the form of a 4-bbl 252 CID engine manufactured by Buick) was offered as a credit option. Cadillac has not offered as a credit option. Cadillac has not offered as a credit option. refinements, sales of Coupe de Ville fell to 55,490 (less than half of the 1979 figures) cars, while Sedan de Ville was down by almost vertical rear window on both coupe and sedan and higher, rear rear right wings capped by larger chrome taillamp frames. The cars seemed heavier and longer, although they were actually slightly shorter. Phaeton's option was discontinued, but the \$1,005 d'Elegance package remained. Coupe de Ville now wear full, bright side window surround moldings, while sedan had body color door frames with a thin chrome bead around the window opening (so used in 1977 -1979). The chrome-plastic grid held a very diplomatic design, Rolls-Royce inspired, with thick vertical bars, featuring Cadillac Brougham. Unlike pre-1980 models, the rear window for both two- and four-door models was now the same, as two-door models removed the sporty slanted rear window and adopted the formal almost vertical appearance common to sedans. Pricing for DeVille was \$12,899 for coupe; \$13,282 for the sedan. The Oldsmobile's 5.7-liter V8 diesel was still an option available at \$924, so it was the popular Cabriolet roof option for Coupe de Ville at \$350. The biggest news of 1981 was the introduction of the Cadillac engine with modulated displacement 368 in3 V8-6-4. Developed by Eaton Corporation - with design elements that have been tested for over 500,000 miles (800,000 km) - it allowed various engine computers to decide how many cylinders were needed to power the car for optimal fuel economy. The theory 8-cylinder from a full stop, 6-cylinder while driving, and only four cylinders at cruising speed. Changes in cylinder operation were seamless, and most drivers did not detect any difference in operation. However, in some cases, and component failure led to customer complaints. Cadillac defended its powerplant-controlled microprocessor and even offered customers extensive special guarantees. Hemmings Motor News described the operation of this engine in practice - the disaster does not guite cover the scope of what happened. [18] Oldsmobile's 5.7-litre V-8 diesel engine was also available. The 125-horsepower Buick V6, teamed up with an automatic transmission, returned for 1981 after a short initial offer in the spring of 1980. Coupe de Ville was priced at \$13,450, while Sedan de Ville, priced at \$13,847, now had the unique option of an available automatic seat belt system (only for front seat passengers), the shoulder point was moved from the top B-pillar to the glass frame of the upper door, and the belt coil was moved from the floor to the door itself, installed in the lower corner. With this, you could theoretically leave the seat belt locked at any time, and simply get in and out of the vehicle without having to unbuckle the seat belt. The \$150 option (which would re-appear as standard equipment on 1990 - 1992 Brougham) was only available on the V6-powered Sedan of Villes. The V6 option itself was a \$165 credit above the standard V8 in DeVille. A new grid design was made up of small squares, similar to the 1980s continued. Egg-blade 1981 cast grid was used again for 1987 and 1988 Cadillac Brougham models. A new electronic climate control panel has made it away with the sliding lever and thumbwheel in favor of a digital display, which allowed the driver to set the inner temperature to a single degree - from 65 to 85 (or max settings to 60 and 90 degrees). Option groups included the \$1,005 d'Elegance package (available on both models) and the Cabriolet package (for Coupe de Ville) for \$363. Sales increased slightly from 1980: 89,991 sedans compared to 62,724 coupes (figures include DeVille and Fleetwood models). The changes for 1982 were kept to a minimum, including a new thin vertical grid design (which was used in 1986) with the same grid over the past two years, and a new standard wheel cover design. Cadillac introduced a new aluminumblock 249-cubic-inch 4.1-liter HT v8 engine to replace the V8-6-4, which was now only available in the Fleetwood limousine through 1984. The new power plant presented a digital closed loop fuel injection system, self-contained cast iron cylinders in a cast aluminum block, and was coupled with an automatic transmission with 4 overload gears. Other included Buick V6 or Oldsmobile diesel V8. Inside, Electronic Climate Control had an updated fascia that now included an Outer Temperature button. Previously, the outside temperature button. Previously, the outside temperature button. model, \$15,249 Coupe de Ville has now been a step-up. Sedan de Ville was priced at \$15,699. Sales totals for 1983, light reworkings under the hood added 10 horsepower (now rated at 135) to the standard 4.1-liter powerplant. Meanwhile, the Buick V6 credit option has been dropped. The biggest visible change was hard to notice - while the grid design was a report from the previous year (and would be through 1986), the Cadillac script moved from the previous years (previous years), the cadillac script moved from the previous years). were amber), with satin-colored golden emblems with Cadillac wings centered on each lens. A very minor change in the back was the deletion of chrome tips on both sides of the trim lower deck cover. These small chrome tips at hey were made of a different material from bright aluminum trunk trim and late surround upper license. The coupe de Ville popular Cabriolet roof package added \$415 to its \$15,970 sticker price. While both models, including the \$16,441 Sedan de Ville, could be ordered with the \$1,150 d'Elegance package. 1983 was supposed to be the last year for the deVille back-drive, as new front-drive models would take over for 1984. However, numerous development delays caused DeVille to remain in the form of back-drive for another year. Sales figures include deVille and Fleetwood models). Due to a delay in the production of new front-drive DeVilles (which were now going to be 1985 models), 1984 was a replay for the back-wheel-drive Coupe de Ville (\$17,140) and its four-door companion, the popular City sedan (\$17,625). It would also be the last time DeVille used the V emblem under the Cadillac ridge as 1985 models and on would use the crest and crown emblem - the former Fleetwood exclusivity. Minor modifications included new lateral body color moldings and a revised exhaust system with a revamped catalytic converter. Diesel V8 has now been available at no additional charge. While the optional d'Elegance package remained at \$1,150, the Cabriolet option for Coupe de Ville increased to \$420. For 1984, sales figures show a total four-door production of 107,920 units and a further 50,840 units with doors (figures include The Ville and Fleetwood models). The new front-drive 1985 Coupe de Ville and Sedan de at the same time for almost half a year. Comparison of dimensions between 1974 and 1977 Cadillac Sedan de Ville 1974 Cadillac Sedan de Ville 1977 Cadillac Sedan mm) 76.4 in (1,941 mm) Height 54.3 in (1.453 mm) Front head camera 39.39.2 in (1.453 m Legroom 41.9 in (1,064 mm) 42.0 in (1,067 mm) 62,1 in (1.577 mm) 62,1 mm) Camera picioarelor spate. 40,1 in (1.019 mm) 41,2 in (1.046 mm) Camera soldului spate 58,0 in (1.473 mm) 55,7 in (1.415 mm) Camera umărului din spate 6 4.0 in (1.626 mm) 59.4 in (1.626 mm) 59.4 in (1.626 mm) 55,7 in (1.415 mm) Camera umărului din spate 6 4.0 in (1.626 mm) 59.4 in (1.626 mm) 59 (278 N'm) 1982–1984 250 cu in (250 in 4.1 L) HT-4100 V8 135 CP (101 kW) 190 lb ft (260 N)m) 1980–1984 350 cu in (6.0 L) L62 V8-6-1981 368 cu in (6.0 L) L62 V8-6-1981 368 cu in (6.0 L) L62 V8-6-1981 368 cu in (6.0 L) L62 V8-6-14 V8 145 CP (108 kW) 270 lb ft (370 N)m) 1977–1979 425 cu in (7.0 L) L33 V8 180 CP (130 kW) 320 lb(ft(430 N)m) 1977–1979 425 cu in (7.0 L) L35 V8 195 CP (145 kW) 320 lb 430 N'm) A sasea generație (1985–1993) A se vedea, de asemenea: Prima generație (1985–1993) A se vedea, de asemenea: Prima generație (1985–1993) A se vedea, de asemenea: Prima generație (1985–1993) A se vedea, de villeOverviewModel years1985–1993) A se vedea, de asemenea: Prima generație (1985–1993) A se vedea, de asemenea: Prima generație sasiuCorp style4-door sedan2-door coupeLayoutTransverse front-engine, front-wheel drivePlatformC-bodyRelated Cadillac Sixty SpecialCadillac Series 75PowertrainEngine4.3 L LS2 Diesel V64.1 L HT-4100 V84.5 L HT-4500 V84.9 L HT-4900 V8 Transmission4-speed TH-440-T4 automatic4-speed 4T60 automatic4-speed 4T60E automatic4imensionsWheelbase1985-88: 110.8 in (2,810 mm)1989-93 with 2 doors: 110.8 in (2,810 mm)1989-93 with 2 doors: 202.3 in (5,140 mm)1989 4 doors: 205.3 in (5,2 10 mm)1990 2 doors: 202.7 in $(5,150 \text{ mm})1991-93 \ 2 \text{ doors}: 202.6 \text{ in} (5,150 \text{ mm})1990-93 \ 4 \text{ doors}: 205.6 \text{ in} (5,220 \text{ mm})Width1985-88: 71.7 \text{ in} (1,820 \text{ rm})1990-93 \ 2 \text{ doors}: 54.9 \text{ in} (1,390 \text{ rm})1990-93 \ 4 \text{ doors}: 55.2 \text{ in} (1,400 \text{ rm})Curb weight3,500-3,900 \ b (1,600-1,800 \text{ kg}) 1985$ Cadillac Coupe de Ville 1986 Cadillac Coupe de Ville 1987 Cadillac Coupe de Ville 1987 Cadillac Coupe de Ville 1988 Cadillac Coupe de Ville 1989 Cadillac Coupe de Ville 1989 Cadillac Coupe de Ville 1989 Cadillac Sedan de Ville 1989 Cadillac Sedan de Ville (back) A 1992 Cadillac Sedan de Ville Limousine 1993 Cadillac Sedan de Ville For model year 1985, DeVille has switched to the new GM FWD C-body platform. A Fleetwood sedan variant was added to the new front-wheel drive platform and most dimensions with DeVilles (the Fleetwood Brougham nomenclature remained on the rear-wheel drive chassis until 1986, at which point the Fleetwood portion of the name was abandoned and simply became Brough Brougham from 1987 to 1992). Production of the new FWD C-body later joined the lineup in the production race. The front cover of the brochure announced the new cars as tomorrow's Cadillac. These new models were significantly smaller externally, but kept almost the entire Cadillac line of cars to front-wheel drive, leaving only Fleetwood Brougham as the only rear-wheel drive car offered by the division. The Cadillac HT-4100 V8 remained the standard engine, mounted transversely and coupled with an automatic 440-T4. Oldsmobile 4.3L V6 diesel was optional. From GM's front-drive C and H bodies, Cadillac was the only line to provide a V8 engine. The other GM vehicles were equipped with a derivative 3.0 or 3.8 V6 engine buick, or - for 1985 only - Oldsmobile 4.3L V6 diesel engine. 1985 DeVille was still available in the sedan or coupe shape. The d'Elegance package - an optional interior dress-up package with assistive handles and buttoned chairs, among other goodies - was no longer available on DeVille, but now only offered on the Fleetwood sedan. In addition to the DeVille and Fleetwood Coupes and sedan, a Fleetwood reached almost 200,000 units. For 1986, few changes marked the second year of production of the new DeVille. An anti-lock braking system, developed by Teves, has become available. A two-position automatic rear-view mirror used two electronic eyes and a small motor to fade when the headlights appeared from behind. A factory-installed cell phone joined the list of options at \$2,850. The standard space saving spare tyre now sat horizontally in the trunk, making away with small covered cubby storage in the spare tire well Year. Optional aluminium wheels had a new colour mounting centre (last year's featured design exposed capped lugs), and protective strip rub changed from black to gray. Borrowed from the Fleetwood front-wheel drive line, the narrow lower part of the 1985 DeVille casting body was replaced by a considerably wider one, and the surround simelet from the rear window gave the formal appearance of a smaller window opening. Inside, a more adapted look was applied to the seat side. The Coupe de Ville's popular cabriolet option, featuring a pin lined vinyl covering over the back half of the roof, was priced at \$698. Pricing for Coupe de Ville was \$19,669, with Sedan de Ville at \$19,990. The 4.1litre Transversely Mounted Cadillac continued compared to the previous year, but with another 5 horsepower. The 1986 Cadillac had: Type: 90 degrees, valve over head V-8. Aluminum block and cast iron heads. Travel: 249 with in (4.1 liters) Bore & amp; stroke: 3.47 x 3.31 in Compression rate: 8.5:1 Brake power: 135 hp (101 k W) at 4200 rpm Torque: 200 lbf•ft (270 N•m) at 2200 rpm Five main bearings Hydraulic valve elevators TBI VIN Code: 8 Introduced in 1986, Cadillac's Touring Sedan and Sed upholstery, and a performance improvement package, among other features. The package was available for \$2,880. In addition, touring Coupe had removable decorative louvers on the back edge of the opera side windows. 1987 saw a new front design, including revised front cornering lamps and one-piece composite headlights flanked a trapezoidalshaped grille with a bold egg-blade texture. The elongated fender caps were in the back - upping the total length by an inch and a half, but much more dramatic in appearance with new style of 3-sided tail lamp was inspired by a design used on 1977 DeVille. Unlike the new one-piece headlights, the changes to the back in 1987 had little to do with engineering, but rather, feedback from the Cadillac customer base that felt the 1985-86 car looked too short. Although the 1987 revamp was still quite similar to the 1986 model (so much, in fact, that still used the bridge cover the previous year), the design was more in tune with the look that traditional Cadillac buyers were used to. Pricing for 1987 included Coupe de Ville at \$21,316, and Sedan de Ville at \$21,659. Fleetwood d'Elegance at \$26,104, and the new Fleetwood Sixty-Special was available for \$34,850 The touring option, priced at \$2,880 above the deVille base cost, also included aluminum wheels mounted on 15-inch Goodyear Eagle GT tires. In late 1988, Cadillac discontinued the slow sale of the DeVille Touring Coupe and Sedan, although four doors would return in 1992. For 1988, Cadillac kept cosmetic changes to a minimum in of redesigned DeVille and Fleetwood models to come in the following year. To mitigate nearly \$2,000 price jump this year, several previously optional items have been made standard equipment including tilt steering column, telescopic steering wheel, trunk power release, split-front seating bench, cruise control, and variable delay windshield wipers. Under the hood was a new 155 hp 4.5 L V8 and heavy battery. Pricing rose to \$23,049 for Coupe de Ville, and \$23,404 for Sedan de Ville. The main competition of the Cadillac during this time period continued to be Lincoln, who, alongside their successful Town Car, was now fielding a new front-wheel-drive Continental (based on Ford Taurus). Continental went into production with a six-cylinder engine, so as to be considered a larger front-wheel drive platform and a V6 engine. 1989 introduced an extensive exterior redesign, which included a longer wheelbase of 113.8 inches for sedans. 155 hp (116 kW) 4.5-liter powerplant (introduced only a year earlier), dashboard, and front doors (both on coupe and sedan) were about the only items that carried over - even the luggage compartment was over 2 cubic meters (0.057 m3) higher than last year. Coupe de Ville and Fleetwood coupe have kept the interior, wheelbase and doors of the previous year - all cleverly hidden between the new front and rear style. A yes-away to the previous design is the rear shelf package on 2-door models. While the parcel rack on the four-door models received a Mercedes-Benz-inspired storage compartment with a lid, rear seat headrest panel and a long horizontal brake lamp with 3 bulbs, the two-door models still had a narrow carpeted parcel rack and pedestal brake lamp compared to the previous year. Of a special note were the composite (plastic) front wings that resisted parking-parking dings and dents, and weighed less than their steel counterparts. Previous optional equipment that was made standard for 1989 included electrically powered exterior mirrors and THE AM/FM/cassette recorder stereo system. The new options introduced this year included the driver's side airbag, compact bose player, an electric heated windscreen and a set of four reversible mats. For 1990, DeVille and Fleetwood lost their telescopic steering column, but retained the tilt function in exchange for an airbag mounted on the new standard leather trimmer steering wheel. Engine power was up to 25 horsepower (19 kW) from sequential injection of multi-port fuel. The 1990 models also received the GM PASS Key system to which used a coded electronic pelt embedded in the ignition key. Other new features for 1990 have included an unlit vanity mirror on the driver's viewfinder (a side visor mirror for passengers has been standard equipment for decades now), door door guard (previously optional), rear armrest front shell with storage and manual backrest for driver and passenger. While Lincoln's Continental didn't go well against DeVille, a new sales threat aimed directly at Cadillac came from the 1990 debut of the Toyota Lexus LS400 and The Infiniti Q45 from Nissan. In addition, the Legend of the Acura-Honda high-end label has been gaining momentum in the luxury market since its introduction 1986. In 1991, a 4.9-litre 200 hp (150 kW) 4.9-litre V8 – the largest of its type - became the new standard engine. Also, we were a grid of an inverted trapezoidal design (almost upside down from last year's egg-blade keystone design), and revised bumper and body-side moldings. The new grid held the familiar shape of the Cadillac crest itself-a tack styling that continues to this day. The grid was now attached to the front edge of the hood, and lifted along with the hood when lifted (similar to Mercedes-Benz). The secondary hood release device was at the bottom of the grid, in place of the previous location above the passenger's side headlamps. In addition to the new engine and minor front-end restyling, several previously optional features became standard this year, including anti-lock braking system, striping accent, automatic door locks, Twilight Sentinel headlight control, electrochromic inside the rear view mirror, and electric rear window and side mirror defogger. New standard features include rear seat vents, unlocking the central door from the driver's door and luggage compartment, sun visors with shaded sliding extensions, rear window lock switch, brake/transmission lock safety switch and an oil life indicator through the fuel data center. Other new featured a slide switch that provided variable-intensity lighting. A new DeVille Touring Sedan became available to the public on April 1, 1991. Only 1,500 of these models of lmited editions have been produced for 1991. [19] It was offered in 5 monochromatic paint schemes: Carmine Red; Cotillion White; Black; Grey dark metal slate; and Black Sapphire Metallic. Larger 16 x 6.5 forged aluminum wheels with a flower crown and crest center cap were fitted to the P215/60R16 Goodyear GA all season radial tires. A faster 17:1 steering gear was also used. The specific beechwood-color interior of the DeVille Touring Sedan had leather seating areas and revised chair design with full lumbar support. Both the driver's and passenger's seats were adjusted with six paths and This specific interior also featured American walnut accents on the doors and instrument panel. A wreath and a barbecue-mounted emblem replaced the traditional hood ornament. Molds of side doors feature TOURING SEDAN letters and import style exterior also included a closonne bridge cover lock cap similar to STS and Eldorado Touring Coupe. [20] For 1992, Touring Sedan continued as a limited edition option. In addition to the special features included in the first 1,500 models from 1991, it appeared on Touring Sedans, like other DeVille models, Symphony Sound stereo with cassette was standard, while the optional Music system Delco / Bose was available with cassette or single-slot CD player. Introduced for 1992, speed-sensitive suspension and traction control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension and traction control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension and traction control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension and traction control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension and traction control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension and traction control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension and traction control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension and traction control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension and traction control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension and traction control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension and traction control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension and traction control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension and traction control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension and traction control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension and traction control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension and traction control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension control (both standard on The Touring Sedan when introduced for 1992, speed-sensitive suspension control (both standard on The Touring Sedan when introduced for 1992, spee replacement came for 1994. The previously optional suspension, Computer Command Ride, introduced last year became standard equipment and now includes a new speed-sensitive steering system. Minor trim changes were made, including blackout trim in the grid (used on the 1992 Touring Sedan), and removing the chrome strip from the glass separator on the sedan's back doors. 1993 would be the last year for Coupe de Ville, which has now come standard with the previous ptional optional in sales for several years, and as a result, 1994 design has gone into production only as a 4-door. Production ceased in July 1993. Coupe de Villes and 2429 Fleetwood Coupes in 1990. The optional Cabriolet roof (standard on Fleetwood) appeared on 3,988 Coupe de Villes, while the available Phaeton roof was found on 4,453 more cars. The Phaeton roof, recreating the appearance of a convertible top, was included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring Edition package (with 4,413 built), which also included in the Spring least chosen color was Medium Dark Gray, which found its way on 193 cars that year. While all these two-door models wore standard white-wall Michelin tires, this would feature a standard aluminum style wheel (similar to Fleetwood coupe). 479 Two-door models were produced for export that year: 383 in Canada, 81 in Japan and another 15 in Saudi Arabia. The Coupe de Ville in 1990 was valued at \$26,960 and Fleetwood coupes, only 248 (out of 597 Fleetwood coupes, only 248) were equipped with optional Custom Seat Package which included rear power recliners for the front seats, and a 2-position Memory Seat function for the driver's seat). All of these machines were produced at the GM Orion Assembly plant in Michigan. The total for both models with optional leather upholstery was 9,799 (with Dark Auburn being the least chosen interior color - only 11 leather and 2 in velour were ever made). The most popular exterior color for 1991 was Cotillion White, with 2,967 models; while the least chosen color was Medium Dark Gray, of which only 58 were manufactured. Of the 10,057 Coupe de Villes, 3,397 were Spring Edition models. The optional Cabriolet roof with opera lamps (standard fleetwood coupe equipment), which covered the back half of the roof in padded vinyl, was equipped on the 1,729 Coupe de Villes, while an extra \$3,952 performed \$1,095 Phaeton simulated convertible roof. The standard cassette recorder was found in almost all models, while 1,122 opted for the Bose sound system at an additional cost (752) cassette, 370 with compact disc). Cadillac produced 164 two-door models for export, including 126 to Canada, 23 to Japan, 5 to the Persian Gulf countries, 3 to Puerto Rico and the U.S. Virgin Islands, and the remaining seven to Europe. The pricing was \$30,205 for Coupe de Ville, and \$34,675 for fleetwood coupe. [22] For 1992, Cadillac manufactured 6,980 Coupe de Ville models and an additional 291 Fleetwood coupes, only 128 were equipped with the custom seat package, a \$425 option that included rest recliners for the front seats and a two-position memory seat function for the driver's seat). All of these machines were produced at the GM Orion Assembly plant in Michigan. The most popular color for 1992 was Cotillion White, with 1,879 models; while the least chosen color was Mary Kay Pink, of which only one was manufactured. Of the 6,980 coupe de villes, 2,635 were Spring Edition models. The Cabriolet roof with opera lamps (a \$925 option, and standard equipment on Fleetwood coupe), which covered the back half of the roof in vinyl lined, was equipped on the 3572 Coupe de Villes, while an extra \$3,319 carried the \$1,095 Phaeton convertible-look roof. Only 89 standard painted-roof Coupe de Villes, while an extra \$3,319 carried the \$1,095 Phaeton convertible-look roof. and \$36,360 for fleetwood coupe. With the interruption of the Fleetwood coupe at the end of the 1992 model year, the 1993 Coupe de Ville was Cadillac's last two-door car. The previous optional suspension, Computer Command Ride, introduced last year, became standard equipment, and also included a new speed-sensitive steering system. Minor trim changes included blackout trim in the grid (see on 1992 Touring Sedan). GM built the 4711 Coupe de Villes this year. The Phaeton roof, which recreated the elegant look of a convertible top (now only a \$170 option because the Cabriolet roof was standard equipment), was found on 1,105 cars. There have been painted-roofed Coupe de Villes this year. Again, the most popular color for 1993 was Cotillion White, with 1,147 manufactured, while the least chosen color was Dark Plum, which found its way on 24 cars this year. The four-wheel edagots this year included standard design cast aluminum wheel on 2012 cars, optional \$235 wire wheel lock on 749 cars, and \$1,195 chrome-case aluminum wheel on 184 cars. Only 18 Coupe de Villes were ordered with the toll-free option of blackwall Michelin radial tires, the other 4693 models wore standard-white-wall version equipment. 3,036 had mono-tone paint, while the others had a lower accent color of the body, the breakdown by follows: Silver, 1,130; Dark red, 275; Gunmetal Gray, 177; and Beige, 93. In total, 4,168 had the standard Symphony Sound system, while 543 were ordered with the optional Bose stereo system (310 with cassette, 233 with compact disc). Almost all Coupe de Villes had leather upholstery (the most popular color was neutral, with 1236 made), as only 239 velour interior models were manufactured this year (the least chosen color cloth was Taupe, with only 24 manufactured). No Coupe de Villes were produced for export this year (the least chosen color cloth was Taupe, with only 24 manufactured). No Coupe de Villes were produced for export this year (the least chosen color cloth was Taupe, with only 24 manufactured). interruption of the Coupe de Ville at the end of the 1993 model year. For 1994, the series included the following four-door models: DeVilleOverviewAlso called Cadillac Concours (Asia)Model years1994–1999AssemblyDetroit/Hamtramck Assembly, Hamtramck, Michigan, U.S.DesignerChuck JordanBody and chassisCorp style4-door sedanLayoutTransverse front engine, front-wheel drivePlatformK-bodyRelatedCadillac SevillaPowertrainEngine4.9 L L26 V84.6 L L37 Northstar N (2,890 mm)Length1994–96: 209.7 in (5,326 mm)1997–99: 209.8 in (5,329 mm)Latime76.5 in (1,943 : 56,4 in (1.422 mm)Curb greutate4,000–4,300 lb (1.800–2.000 kg) 1994–1996 Cadillac DeVille For 1994, DeVille For 1994, DeVille has been redesigned to share the K-body platform with Sevilla. The body was redesigned, although the wheelbase remained 113.8 inches rather than the 111 inches used on Seville. Production moved to Hamtramck, Michigan. Also, for 1994, all DeVille models included a standard SRS front airbag, as well as fully digital tools with integrated messaging center, which provided important information about the vehicle condition, current speed, outside temperature and more, with controls mounted on the left side of the tool group. Also standard was a two-zone frontal HVAC system, with controls on the front passenger door panel. A six-speaker audio system with a/M-F/M-Stereo cassette was standard, with an A/M-F/M-Cassette-CD stereo being optional equipment as well as an eleven-speaker premium audio system. Premium canvas seats were standard at higher cutting levels, both with maximum power adjustments. The front and rear seat for six passengers was standard equipment on most cutting levels, while front bucket seats were optional. The general motors automatic lighting system, the HVAC system and the cruise control were all mounted on the leather-wrapped steering wheel, adjustable in tilt. The front airbag of an SRS passenger became standard equipment after a restyling in 1996, which also brought revised exterior styling and new audio systems with TheftLock coded anti-theft technology. DeVille Concours was available with the new 270 hp (201 kW) NorthD8 Northstar V8, while smaller models kept the 4.9L L26 V8 until 1996. That year, the base model took over the lower-output Northstar, while concours moved to the high-power Northstar I37 with 300 hp (220 kW). Concours DeVille replaced by the previous generation DeVille received a facelift for the 1997 model, and added the d'Elegance trim line to replace Cadillac Fleetwood. The name was shortened from Sedan DeVille to simply DeVille. New headlights and a new grille have been replaced with a double chrome trim in the DeVille base, chrome and gold trim and gold hood ornament on d'Elegance, and chrome and colorful trim body for Concours. Other features available with the D'Elegance package included and rear-lit mirrors. Concours have been given the real-time depreciation system as standard. The interior has gained a new dashboard design that hid passenger airbag seams and new door panels with front side airbags and OnStar system availability. Production of this generation ended in July 1999. Model An Motor Power Torque Base 1994–1995 4.9 L L26 V8 200 hp (149 kW) at 4000 rpm Concours 1994 4.6 L LD8 Northstar V8 270 hp (201 kW) 300 lb•ft (407 N•m) 19 95 275 hp (205 kW) at 5750 rpm 275 lb•ft (400 N•m) at 4750 rpm 1996–1999 4.6 L L37 Northstar V8 300 hp (224 kW) at 6000 rpm 295 lb•ft (400 N•m) at 4400 rpm Eighth generation (2000–2005) Vehicle Eighth g June 2005Model years2000–2005AssembleAstroit/Hamtramck Assembly, Hamtramck, Michigan, US DesignerWayne CherryBody and chassisBody style4-door sedanLayoutTransverse front engine, front tractionPlatform[23]RelatedCadillac SevillaBuick RivieraBuick LeSabreBuick Park AvenueOldsmobile AuroraPontiac BonnevillePowertrainEngine4.6 L Northstar V8Transmission4-speed 4T80 automaticsizesWheelbase115.3 in (2,929 mm)Length207.2 in (5.5.3 263 mm)Length207.2 in (1.440 mm)Curve weight3,800 lb (1,700 kg) 2003–2005 Cadillac DeVille Model Year 2000 was the first major redesign since 1994; this generation marked the transition from platform K to platform G; despite this movement GM continued to refer to it as platform K. [24] Production began in August 1999. The exterior has been completely redesigned, offering a sportier, sleeker and more aerodynamic design with a traction coefficient of 0.30. [citation required] The renovated interior featured completely new door panels and chairs, while the dashboard and radio face received only minor facelifts. Cadillac Night Vision on DeVille was the world's first night time-produced series ever offered, [25] however it was discontinued in 2004. [26] This system was developed with Raytheon and operated using a passive infrared sensor camera mounted behind the vehicle grille. Infrared radiation is raised by the sensor, processed by the computer and then displayed on the windscreen using a front car display. The information is displayed as a black-and-white image with warmer white objects, while cooler objects appear black. [27] [28] [29] As this system emits a standard NTSC composite video signal, and the parts used are somewhat easy and inexpensive to find, it has become a popular choice for mounting night-time thermal vision in other vehicles. [30] DeVille since 2000 was one of the first American production cars to offer LED lamps in automobiles, an increasingly common feature in luxury and family cars. The name d'Elegance has been replaced by DHS (DeVille High Luxury Luxury which added several cabin comfort options to include the sun shade of the power rear window and heated/massaged rear seats. The performance of DeVille Touring Sedan), and was available with stability control, continuous variable road detection suspension (CVRSS) with magnetoreological dampers, also called MagneRide, and on-board navigation. Last 2005 DeVille rolled off the Detroit/Hamtramck Assembly Line on June 23, 2005. It was replaced by restilized and renamed DTS for 2006. Model An Motor Power Torque Base / DHS 2000 4.6 L LD8 Northstar V8 275 hp (205 kW) at 5750 rpm 300 lb•ft (407 N•m) at 4750 rpm 2002–2005 275 hp (205 kW) at 5600 rpm 300 lb•ft (407 N•m) at 4400 rpm 205 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 205 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 2005 290 hp (216 kW) at 5600 rpm 285 lb•ft (400 N•m) at 4400 rpm 285 lb•ft (400 N• abbreviation dating back to the 1985 DeVille Touring Sedan package. 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