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2008 cadillac sts service manual

The identity of Cadillac as an American automotive icon made its strides in 1957 and 1958. These cars celebrated a good life with increasingly erotic styles and lurid chrome appointments, but backed up that with some genuine technical creativity. For the '57, the division's 356-inch V-8 gained 15 horsepower in standard form, to 300, and increased 20 in Eldorado, to 325, mainly thanks to a compression bump to 10:1. This Engine ad offers a rebodied 1957 Cadillac squad. The interface blocks over yet evolution, inspired by the Cadillac Orleans, Eldorado Brougham and Park Avenue shows the cars of 1954 and 1955. Entering the luxurious straiten strafing is a 1957 Cadillac Eldorado Brougham, priced at \$13,074. One of the most exciting Cadillacs of the 1950s, this low-poleless sedan on a compact 126-inch base length featured centrally open doors and a brushed stainless steel roof, the later one of Harley Earl's favorite highlights. Standard quad headlights were an industry first shared with Nash that year. Brougham's most attractive mechanical features are the air suspension, the work of engineers Lester Milliken and Fred Cowin. Based on systems used for commercial vehicles since 1952, this uses a spring air at each wheel and consists of a conical gas chamber, rubber film and pistons. Supplied by a central air compressor, the dome is constantly adjusted for load and road conditions (via valves and solenoids) for a smooth, level ride. Cadillac's system differs from the option of flying in other GM parts in opening (taking off from the outside) instead of closing. Unhappiness, cost and high complexity associated with benefits. The air dome leaks, and replaces frequently, leading many owners to junk the system in favor of ordinary coil springs. Cadillac and GM abandoned pneumatic suspension after 1960. Back to mass Cadillacs, which were heavily facelifted for 1958 in a typical GM way of that year model. The most showy caddy's yet, they drip with chrome and are less stylish than recent models. Sales are poor, though a nationwide recession is probably more to blame than style, which is, after all, in vogue. With 121,778 units, production in 1958 was the lowest since 1954. However, horsepower ratings continue to rise. The 365 V-8 was coaxed to 310 horsepower above all, but the Eldorado, where it carried 335. Predicting the future, the 1958 Cadillac De Ville became a series of 62, and the mainstay sedans were eliminated. The 62 series also gets a hard sedan with extended rear deck. All 1958 Cadillac models are available with cruise control, high pressure cooling system, two-speaker signal search radio and automatic parking brake release. A special program Eldorado introduces topless thinking that lifts itself and side windows when a sensor detects raindrops; this gimmick is alleged to have seen limited production, although probably much less even the air suspension did. A reminiscent redesign has been on tap for Cadillac's next five models. We'll check out the next immortal 1959 Cadillac. For more information on Cadillac, see: Cadillac: Learn the history of America's top luxury cars, from 1930s classics to the latest Cadillac models today. Consumer Guide To New Vehicle Prices and Assessments: Road Test Results, photos, specifications, and prices for 2007 Cadillacs and hundreds of other new cars, trucks, minivans, and SUVs.1940-1949 Cadillac: Cadillac produced some of its most beautiful cars and some of its most important technical developments – not to mention tailfin.1960-1969 Cadillac : Cadillac brings unprecedented luxury to the luxury market and is rewarded brilliantly as the 1958 Cadillacs appear, with a different style frontier ahead. That threshold was crossed with the immortal Cadillac in 1959. GM gave the largest car of its parts, the so-called C-body, a new basic design for 1959. For Cadillac, that means more curvy style thought out as a hasty answer to the revival of Chrysler's '57 Imperials. Hallmarks adverts include giant curved windshields, thin-parted roofs, thin roof pillars - and soaring fins of hero proportions, decorated with high riding bullet tailamps. Offsetting such redundancies are worthy suspension changes and improved electric power steering. In addition, a V-8 from 390 cubic meters was produced with higher power than anticipated: to 345 on Eldorados, to 325 on other models. Cadillac De Ville became a distinct series for 1959, offering hardtop sedans with four flat windows and a round six-window roof, plus a hardtop coupe. The 1959 Cadillac Series 62 doubled these body models, and added an convertible. After just two years and 704 units, the 1959 Cadillac Eldorado Brougham was completely restyled, too. Moreover, the assembly was bred out to coachbuilder Pininfarina in Italy. Only 99 Eldorado Broughams were built for the 59s, the other 101 of the 60s were almost identical. Although the appearance was clean (a preview of Cadillac's 1961 style, as it turned out), these cars were larger (on a 130-inch base base), heavier, and not put together as well (the body contained a lot of extra lead). They're collectibles now, but restoration is a chore. Also still pillarless (as it has been since 1957) is the lush 1959 Cadillac Sixty Special, now on a 130-inch basis shared with other standard models, including line-topped Eldorado Seville, Biarritz, and Brougham. Cadillac prices are generally higher for 1959, with Series 62 models at around \$5,000 and the 1959 Cadillac Eldorado going to cost \$7,400 or more. However, Cadillac built more than 142,000 vehicles for these five models, a fair increase on the year. At that time, of course, it took some foresfaring, or a certain contradictory look, to believe that American car designs had reached some strange heights with the 1959 Cadillac. But even in GM there was a feeling that everything was coming back, and and they were, starting in 1960. What is undisputed is that the 1959 Cadillacs, identified by blade fins and bullet tail lights, are one of the most reminiscent objects of the 20th century. What exactly they evoke is open to explanation, and that's part of the magic. The 1960s would evoke a cleaner, more reasonable Cadillac design, as well as record sales numbers. Read our 1960-1969 Cadillac report for more on this Cadillac era. For more information on Cadillac, see: Cadillac: Learn the history of America's top luxury cars, from 1930s classics to the latest Cadillac models today. Consumer Guide Reviews and New Vehicle Prices: Road Test Results, Photos, Specifications, and Prices for 2007 Cadillacs and Hundreds of Other New Cars, Trucks, Minivans, and SUV.1940-1949 Cadillac: Cadillac produced some of its most beautiful cars and some of its most important technical developments – not to mention tailfin.1960-1969 Cadillac: Cadillac brings unprecedented luxury to the luxury market and was rewarded with Cadillac for its 1954 introduction of longer, lower and wider cars with more power and an entirely new General Motors C-body carrying a fashionable upholstered windshield. The base length extends to 129 inches on the Cadillac Series 62 models, and to 149.8 inches on the Series 75s. Cadillac V-8 is increased in power to 230 horsepower, and the power steering wheel and windshield washer become standard across the route. A four-way front seat of power is a new option. Advertise the 1954 Cadillac Eldorado back with a standard yellow trim and genuine wire wheels, but like the standard Ragtop Series 62 and much cheaper than the 1953 Eldorado, at \$4,738. Predictably, Cadillac Eldorado sales have increased to 2,150 for the model year. That improved to 3,950 for '55, then rose 65 percent to '56, when Eldorados doubled to include a hardtop coupe, surnamed Seville, with the same \$6,556 base price as the convertible, which was renamed Cadillac Eldorado Biarritz. Eldorado became more special again after 1954, growing shark fins on round taillights. Other 1954 Cadillac models retained the taillights and small fins from previous years. Cadillac's 1954 basic design persisted through effective, evolutioned face-to-face skin tightening in 1955 and 1956. The following year, the department's first four-door hardtop, predicted to be the Sedan de Ville, immediately achieved almost as many sales as the Coupe de Ville and the standard Hardtop Series 62 combined. Cadillac sales continued nowhere but up, reaching 140,777 for 1955, a banner year for all of Detroit. But even that's a temporary plateau. Despite the challenges of a brand new Lincoln in 1956 and revived in 1957, Cadillac remains America's luxury sales leader to this day. Combined Lincoln/Imperial volume never exceeds 40,000 a year in this age; at Cadillac, which is good output for a calendar quarter. Horsepower seems to climb right along with sales. For 1955 it reached 250 in standard tune adopted compresses and improves mani mani mani people. The 1955 Cadillac Eldorado boasts 270 horsepower, thanks to its dual-barreled air conditioner as an option for other models. For 1956, the V-8 milestone received the first expansion of some, which was bored out to 365 cubic inches, good for 305 horsepower in Eldorados, 285 in other models. Horsepower will continue to climb, along with the altitude of those tailfins, as Cadillac is ready to enter an era where it will cement itself as a symbol of the American century. The 1957 and 1958 Cadillac models were brilliant - even showy for some - but creatively designed. These amazing 50s models are detailed on the next page. For more information on Cadillac, see: Cadillac: Learn the history of America's top luxury cars, from 1930s classics to the latest Cadillac models today. Consumer Guide To New Vehicle Prices and Assessments: Road Test Results, photos, specifications, and prices for 2007 Cadillacs and hundreds of other new cars, trucks, minivans, and SUVs.1940-1949 Cadillac: Cadillac produced some of its most beautiful cars and some of its most important technical developments – not to mention tailfin.1960-1969 Cadillac : Cadillac brings unprecedented luxury to the luxury market and is popularly rewarded.

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