

Cadillac Coupe de Ville (1973) full detailed specifications listing and photo gallery

(click on photo to view enlarged pictures gallery)

To refer to the information on this page please use the following link:
[http://www.automobile-catalog.com/car/1973/94175/cadillac coupe de ville.html](http://www.automobile-catalog.com/car/1973/94175/cadillac_coupe_de_ville.html)

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Identification data

Cadillac Coupe de Ville as offered for the year 1973 until September in North America

Production/sales period of cars with this particular specs: **September 1972 - September 1973**

Modelyears: **1973**

Country of origin: **USA**

Make: **Cadillac**
Model: **De Ville 05th generation 1971-1976**
Submodel: **De Ville 5th-gen. Hardtop Coupe 1971-1976**

Optional equipment:

Sales markets

Markets, where cars with this particular specifications were sold:

North America

Related models:

Powertrain

Engine manufacturer: **GM Cadillac V-8 472**

Engine type: **spark-ignition 4-stroke**

Fuel type: **petrol (gasoline)**

Fuel system: **carburetor**

Charge system: **naturally aspirated**

Valves per cylinder: **2**

Valves timing:

Additional features: **Rochester 4MV 4-barrel**

Emission control:

Emission standard:

EEC segmentation:	F (luxury cars)
Subsegment:	S-C-L (luxury coupes)
Class:	full-size luxury / luxury car
Body style:	hardtop coupe
Doors:	2
Traction:	RWD (rear-wheel drive)

Dimensions & capacities

Length:	5804 mm / 228.5 in
Width:	2027 mm / 79.8 in
Width with mirrors:	
Width folded back mirrors:	
Height:	1390 mm / 54.7 in
Wheelbase:	3302 mm / 130 in
Front track:	1608 mm / 63.3 in
Rear track:	1608 mm / 63.3 in
Ground clearance:	
Turning circle btw. walls:	14.7 m / 48.2 ft
Turning circle btw. curbs:	
Drag coefficient claimed:	
Drag coefficient estimated by a-c:	0.52
Legroom:	
1st row:	
2nd row:	
3rd row:	
Shoulder room:	
1st row:	
2nd row:	
3rd row:	

Cylinders alignment:	V 8
Displacement:	7729 cm³ / 471.7 cui
Bore:	109.22 mm / 4.3 in
Stroke:	103.12 mm / 4.06 in
Compression ratio:	8.5 : 1
Horsepower net:	164 kW / 223 PS / 220 hp (SAE net) / 3800
Torque net:	495 Nm / 365 ft-lb / 2400
Horsepower gross:	
Torque gross:	
Redline rpm:	
Car power to weight ratio net:	71.9 watt/kg / 32.6 watt/lb
Car weight to power ratio net:	13.9 kg/kW / 10.2 kg/PS / 22.8 lbs/hp
Fuel capacity:	102 liter / 27 U.S. gal / 22.4 imp. gal
Engine lubricant oil capacity:	4.7 liter / 5 U.S. qt / 4.1 imp. qt
Engine coolant capacity:	20.1 liter / 21.3 U.S. qt / 17.7 imp. qt
Battery capacity (Ah):	74

Check:
[1973 Cadillac Coupe de Ville Engine Horsepower/ Torque Curve](#)

Full performance data, accelerations chart, acceleration on gears, speed range on gears, overtaking factors etc. - click the buttons below:

Headroom:

1st row:

2nd row:

3rd row:

Hiproom:

1st row:

2nd row:

Claimed EPA passenger volume:

Calculated EPA passenger volume:

Interior length:

Interior width:

Interior height:

Trunk (cargo) capacity claimed:

Trunk (cargo) capacity SAE:

Trunk (cargo) capacity VDA:

Boot length:

Boot length max.:

Boot width:

Boot width min. (between wheel arches):

Boot height:

Loading height:

Approach angle (deg):

Departure angle (deg):

Ramp angle (deg):

Weights

Curb weight (without a driver): **2280 kg / 5026 lbs**

Weight distribution f/r (%):

Dry weight:

Shipping weight: **2234 kg / 4925 lbs**

Curb weight estimated:

Drivetrain

Gearbox: **GM Turbo Hydramatic THM-400**

Transmission type: **automatic**

Number of gears: **3**

Gear ratios (overall):

I **2.48 (7.27)**

II **1.48 (4.34)**

III **1 (2.93)**

IV **()**

V **()**

VI **()**

VII **()**

VIII **()**

IX **()**

X **()**

R **2.077**

Speed range (max speed on gears,

top gear value theor.): **(km/h/mpg)**

I: **80 / 50**

II: **134 / 83**

III: **198 / 123**

IV: **/**

V: **/**

VI: **/**

VII: **/**

VIII: **/**

IX: **/**

X: **/**

1000rpm speed: **(km/h/mpg)**

I: **19 / 11.8**

II: **31.8 / 19.8**

III: **47.1 / 29.3**

IV: **/**

V: **/**

Gross vehicle weight rating
GVWR:
Payload:
Payload estimated:
Towing weight:
unbraked:
braked:

VI: /
VII: /
VIII: /
IX: /
X: /
Torque converter
factor:
Final drive ratio
std: **2.93**
optional: **3.15**
Front brakes: **disc**
302 mm / 11.9 in
Rear brakes: **drum**
Standard tires: **L78 - 15**

Check:
1973 Cadillac Coupe de Ville
alternate wheel and tire sizes

Performance - Factory claim

Top speed:
0-60 mph (s):
0-100 km/h (s):

**Full performance data, accelerations
chart, acceleration on gears, speed
range on gears, overtaking factors
etc. - click the buttons below:**

Cadillac Coupe de Ville (1973) detailed performance and fuel economy data factory claim and ProfessCars™ estimation

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Submodel:	De Ville 5th-gen. Hardtop Coupe 1971-1976
Optional equipment:	

EEC segmentation:	F (luxury cars)
Class:	full-size luxury / luxury car
Body style:	hardtop coupe
Doors:	2
Traction:	RWD (rear-wheel drive)
Curb weight (without a driver):	2280 kg / 5026 lbs
Dry weight:	
Shipping weight:	2234 kg / 4925 lbs
Curb weight estimated:	
Engine type:	spark-ignition 4-stroke
Fuel type:	petrol (gasoline)
Cylinders alignment:	V 8
Displacement:	7729 cm³ / 471.7 cui
Horsepower net:	164 kW / 223 PS / 220 hp (SAE net) / 3800
Horsepower gross:	
Redline rpm:	
Transmission type:	automatic
Number of gears:	3
Speed range (max speed on gears, top gear value theor.):	(km/h/mpg)
I:	80 / 50
II:	134 / 83
III:	198 / 123
IV:	/
V:	/
VI:	/
VII:	/
VIII:	/
IX:	/
X:	/
Car power to weight ratio net :	71.9 watt/kg / 32.6 watt/lb
Car weight to power ratio net :	13.9 kg/kW / 10.2 kg/PS / 22.8 lbs/hp

Complete specifications of this car - click the button below:

Factory claim

Top speed:

0-60 mph (s):

0-100 km/h (s):

0-1/4 mile (s):

0-1 km (s):

Fuel consumption:

ECE 90/120/city (comb.):

EU/ADR82 urban/extra-urban/comb.:

EPA city/highway (combined):

EPA 2008 city/highway:
(combined)

AS2877 city/highway:

CND FTP city/highway:

NBR7024 city/highway/comb.:

60-mode:

10-15 mode:

JC08 mode:

Emission:

How To Prep Your Car for Long-Term Storage

Keeping Your Car in Good Running Order While You're Away

Updated: 03/16/2015 - by [Ronald Montoya](#), Senior Consumer Advice Editor

[Email](#) [Print](#)

[Comments \(2\)](#)

Covered Car Picture

Use an all-weather car cover if you cannot leave your car in a garage. | July 18, 2011 | iStockphoto

[« prev](#)[next »](#)

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There are a number of times when people need to store a vehicle for an extended period of time. Maybe you have a convertible that you love to drive in the summer, but winter is on the way. Or perhaps you're going to leave town for a job or an extended vacation. Maybe you are in the military and are being deployed overseas.

Whatever the reason for your time away from the vehicle, you'll need to put it in storage. If you simply let your vehicle sit on the street or in a garage for an extended period of time, you may return to a dead battery or — worse yet — a damaged engine, ruined tires and a rat's nest under your hood.

Here are important steps to take before you store a vehicle. They will preserve the life of the engine and ensure that your car starts when you return to it.

Keep It Covered

A garage is the ideal place to store a vehicle. This will protect it from the elements and keep it at a temperature that's relatively stable. If you don't have a garage and you can find accommodation at a reasonable price, consider putting the car in a public storage facility.

If you have to leave the car outdoors, consider getting a weatherproof [car cover](#). This will help keep the car clean and dry.

Clean It Up

It may seem counterintuitive to get the car washed when you're putting it away for months, but it is an

easy step and one that shouldn't be overlooked. Water stains or bird droppings left on the car can damage the paint. Make sure to clean the wheels and undersides of the fenders to get rid of mud, grease or tar. For added protection, give the car a coat of wax.

Change the Oil

Skip this step if you're only storing the car for a week or two. Consider getting the oil changed if you will be storing the vehicle for longer than 30 days. [Ford](#) recommends this in its owner's manuals, saying that used engine oil has contaminants that could damage the engine.

Top Off the Tank

This is another long-term car storage tip. Fill the tank with gas if you expect the car to be in storage for more than 30 days. This will prevent moisture from accumulating inside the fuel tank and keep the seals from drying out. You should also purchase a fuel stabilizer such as [Sta-bil](#), to prevent ethanol buildup and protect the engine from gum, varnish and rust. The fuel stabilizer will prevent the gas from deteriorating for up to 12 months.

Keep It Charged

An unattended battery will eventually lose its charge. Get someone to start the car every two weeks and drive it for about 15 minutes, if possible. Driving the car periodically has several benefits. It will maintain the battery's charge, help the car "stretch its legs" and keep the engine and other components properly lubricated. It is also a good idea to run the air-conditioner to keep the parts in working order and the air quality fresh.

If you cannot arrange for someone to start the car, there are two other options. The low-tech solution is to disconnect the negative battery cable. You'll likely lose the stereo presets, time and other settings. If you want to keep those settings and ensure that your battery starts the moment you return, purchase a battery tender, also known as a [trickle charger](#). This device hooks up to your car battery on one end and plugs into a wall outlet on the other. It delivers just enough electrical power to prevent the battery from discharging.

Don't Use the Parking Brake

It's usually a good idea to use the parking brake, but don't do it when you leave a car in storage. If the brake pads make contact with the rotors for too long, there is a chance that they might fuse. Instead, purchase a tire stopper, also called a [chock](#), to prevent the car from moving.

Prevent Flat Spots

Make sure your tires are inflated to the recommended tire pressure. If a vehicle is left stationary for too long, the tires could develop [flat spots](#) as the weight of the vehicle presses down on the tires' footprints. This process occurs at a faster rate in colder temperatures and with vehicles equipped with performance tires or low-profile tires.

In some cases, simply having someone drive the car for a while will bring the tires up to their normal operating temperature and get rid of any flat spots. In more severe cases, a flat spot can become a permanent part of the tire and it will need to be replaced.

If your car will be in storage for more than 30 days, consider taking the wheels off and placing the car on [jack stands](#) at all four corners. This step requires more work, but it can save you from needing a new set of tires. Your tires will be in much better shape when you return if they haven't had the weight of the vehicle resting on them for a month or more.

Keep Critters Out

A garage will keep your car dry and relatively warm. Unfortunately, those are also two things that make a garaged car attractive to [rodents](#). There are plenty of places in your car for critters to hide, and plenty of things for them to chew on. Try to cover any gaps where a mouse could enter, such as the exhaust pipe or an air intake. Steel wool works well for this. Next, spread mothballs or cotton swabs dipped in peppermint oil along the perimeter of the vehicle. The smell is said to drive mice away.

If you want to take a more proactive approach, lay down a few mousetraps and some rat poison. Just make sure someone can check the garage periodically, in case there are some casualties. Otherwise, you'll have to deal with a smell much worse than mothballs when you take the car out of storage.

Maintain Insurance

You might be tempted to cancel your auto insurance when your vehicle is in storage. Although that might initially save money, there is a chance that the insurance company will raise your rates due to the gap in coverage, which could cost you more in the long run. This can vary based on where you live and who your provider is, so contact your insurance company to see what options are available to you.

Get Back in Action

Here's a checklist of what to do when you're ready to bring your vehicle out of storage:

- Check under the hood for any evidence of rodents. Look for chewed belts, hoses, wires or nests. If you covered the muffler or air intake, remove that material before you start the car.
- Check the windshield wipers to see if the rubber is cracked or brittle.
- Check [tire pressure](#) and inflate the tires to the recommended specs.
- Check the brakes. Rust may have accumulated on the rotors. In most cases, this should go away after you drive the vehicle for a short time.
- Check [fluids](#) to make sure there have been no leaks and that they are at the recommended levels.
- If the battery cable has been disconnected, make sure that you reconnect it and that the battery terminals are clean.
- Wash your vehicle to remove any dirt that may have accumulated.

wikiHow to Store a Car

If you are going away, staying with someone, or simply participating in a large event, you may not be using your car much — or at all. In this case, you may simply forget about your wheels and leave your vehicle gathering dust — and bird poo — in the driveway. However, if your car is going to sit around for an extended period of time, more than perhaps a few weeks, you should take steps to store it properly. Otherwise, mechanical problems can arise from disuse.

Steps

1.



1

Change the oil and filter. If the car is being stored for an extended period of time, measured in years, talk to a mechanic about using oils without additives, which may include slightly caustic detergents.

2.



wikiHow to Store a Car

2

Fill the fuel tank with fresh, premium fuel. Condensation in the tank is a problem in stored vehicles, and it is widely suggested that you fill the tank completely with Premium non-alcohol fuel in order to avoid any empty space where water can accumulate. However, the gasoline can become "gummy" over time, so it is useful to add a gasoline stabilizer, which is available for lawn mowers and other seasonal yard equipment. In some areas, premium gas does not contain ethanol which is corrosive and can release water when stored for long periods. Check with gasoline company distributor.

3.



3

Make sure coolant levels are proper.

4.



4

Inflate the tires to proper pressure. If you are storing for the winter in a cold climate, check the manual for proper pressures. Over inflation while in storage may help to prevent flat spots. After storage expect some thumping tires until they are driven 10 miles (16 km) or so.

5.



5

Clean and wax the car. Be sure to wash under the car to remove any dirt, especially from the the wheel wells. Clean the interior extensively, being especially vigilant about all food scraps and particles; these can attract small animals. Removing the carpets for heated indoor storage will prevent them from becoming musty. *Do not use Armor All®* or similar products; these contain water, which may become trapped inside the car.fact

6. 6

Consider placing a sheet of vapor barrier plastic under the car on the floor if being stored indoors. This will prevent water vapor buildup in an unheated garage, and also makes it very easy to spot fluid leaks when the car is removed from storage.

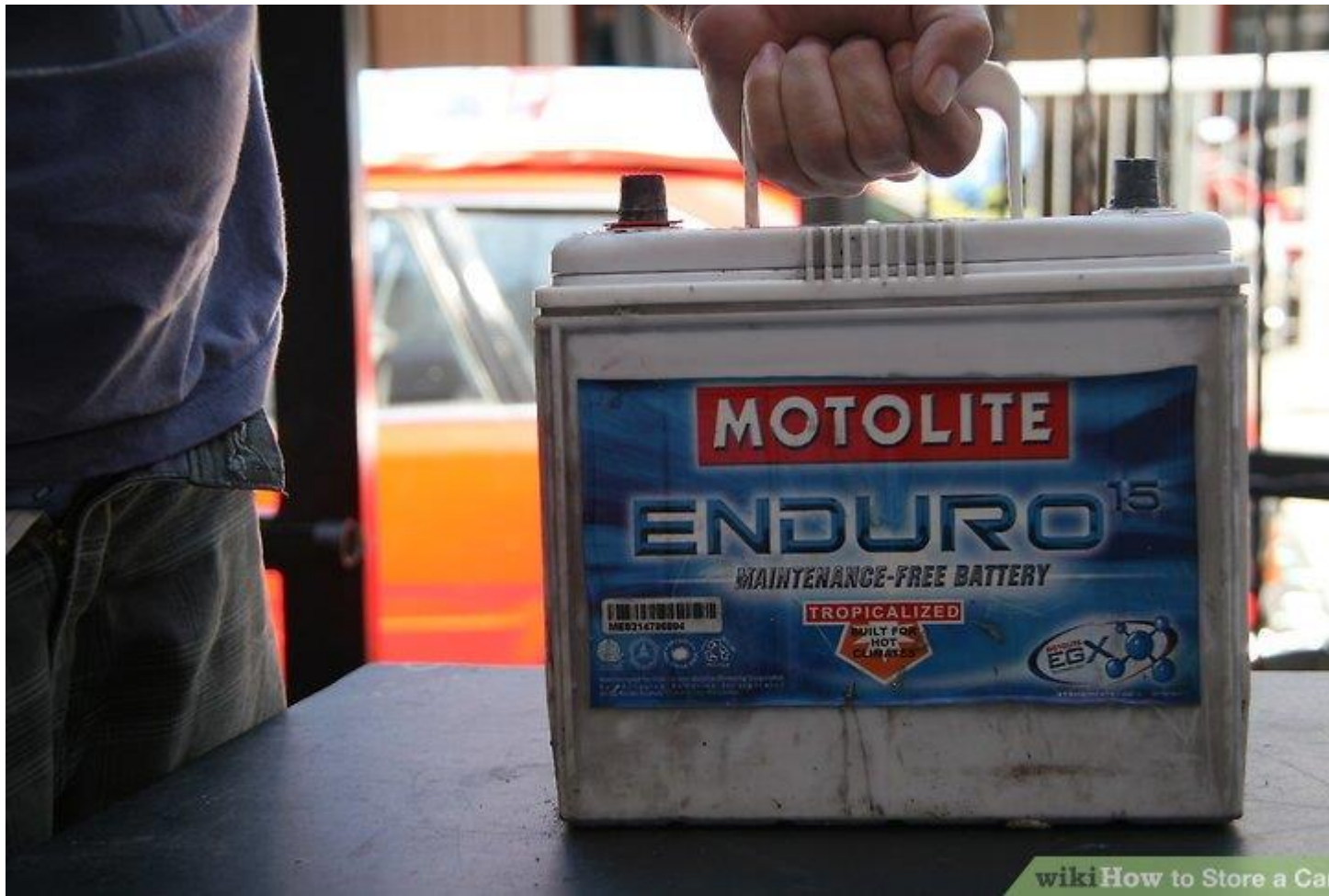
7.



7

Open a window slightly if stored indoors, but not enough to allow small animals inside. Put the top up if it's a convertible. Stuff a rag into the air intake and exhaust to prevent animals from nesting, covering this with a metal screen (1/4 inch square screen is useful here). Some suggest using strong-smelling chemicals like soap or mothballs to keep animals away, but these can leave a smell in the car.

8.



8

Use a battery maintainer if the car will be stored for more than a month. These are basically "smart" battery chargers that only turn on periodically. For short times, a few months, the maintainer can be attached to the battery while still in the car. For extended periods, if you are comfortable with basic mechanics, removing the battery and attaching the maintainer to it outside the car is a advisable. If you choose to do this, be sure to contact the car's manufacturer to ensure that this will not confuse the on-board computers, and that you have written down any needed access codes for devices such as the stereo or alarm.

9.



9

Place a piece of plastic wrap on the windshield under the wiper blades, to prevent the rubber from sticking to the glass. Better yet, remove the blades completely and store them in a warm place (perhaps beside the battery and carpets). If you remove the blades, be sure to pad the ends of the wiper arms, which can scratch the glass if inadvertently turned on. You can also leave the wipers in place and just wrap them with plain plastic wrap. This can be gently scrubbed from the window if it sticks. Alternatively, if your car has the windshield wiper arms that pop out and away from the windshield, you can store them in the "out" position

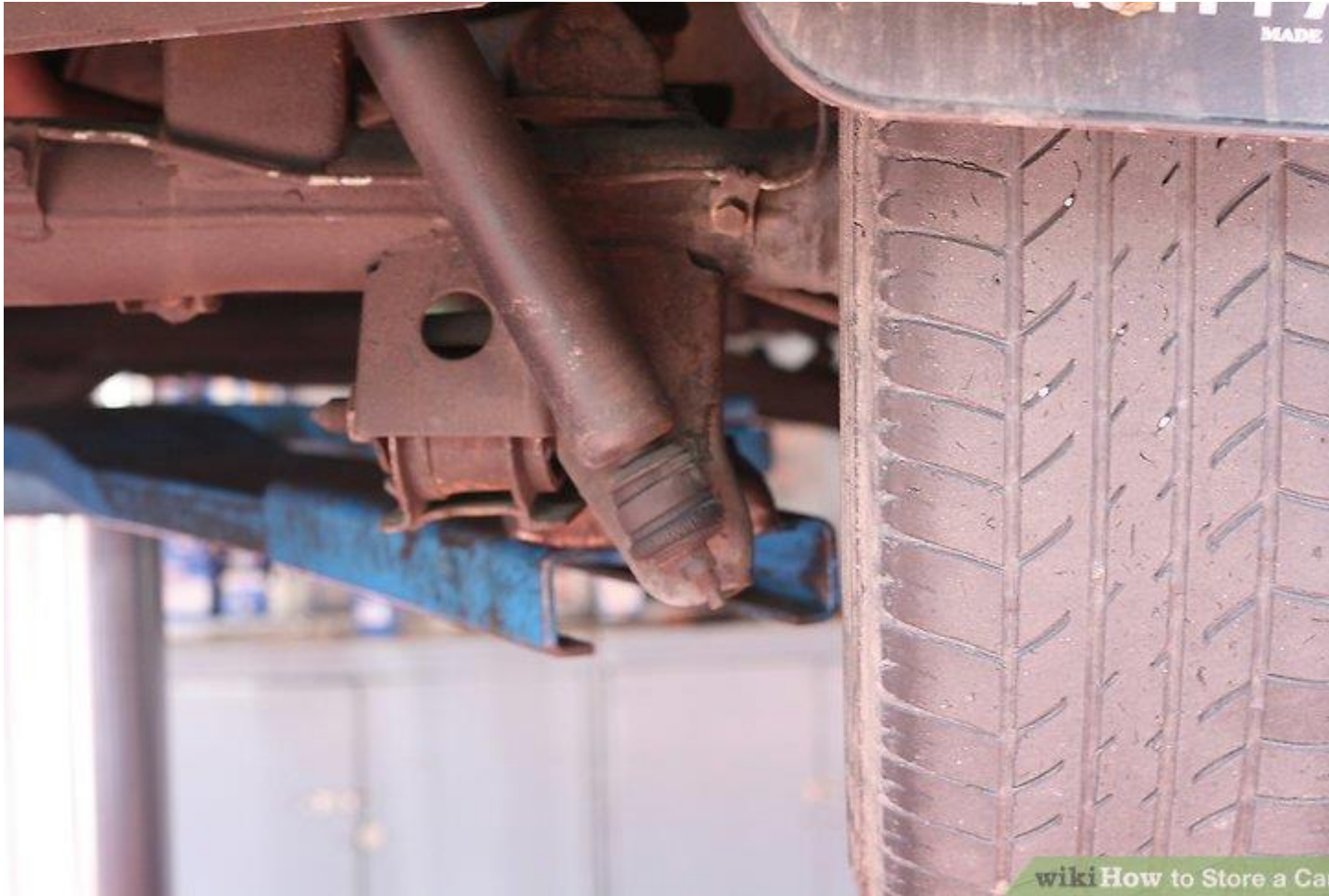
10.



10

Remove the spark plugs and spray a small amount of oil into the cylinders to prevent rusting, then insert the plugs again. Do this only if you are comfortable with basic mechanics. Special "fogging oil" is available for storing boats, and will work well here. Use of a spark plug anti-seize lubricant on the threads is always advisable, as to prevent the threads from sticking. It will make disassembly easier, when it's time to change the spark plugs. If you wish to pass on this procedure, there are fuel additives (non alcoholic) that can be added and then driven to coat upper engine parts.

11.



11

If the car will be stored for extended periods of time, it is advisable to jack it up on axle stands to avoid flat spots in the tires. "Extended" in this case depends on the type of tires; bias-ply tires need to be jacked up sooner than radials, and high-profile sooner than low-profile. A "classic" car with fat bias-ply tires should be jacked up if stored for more than a month, a modern sports car with low-profile radials should be fine for a winter.

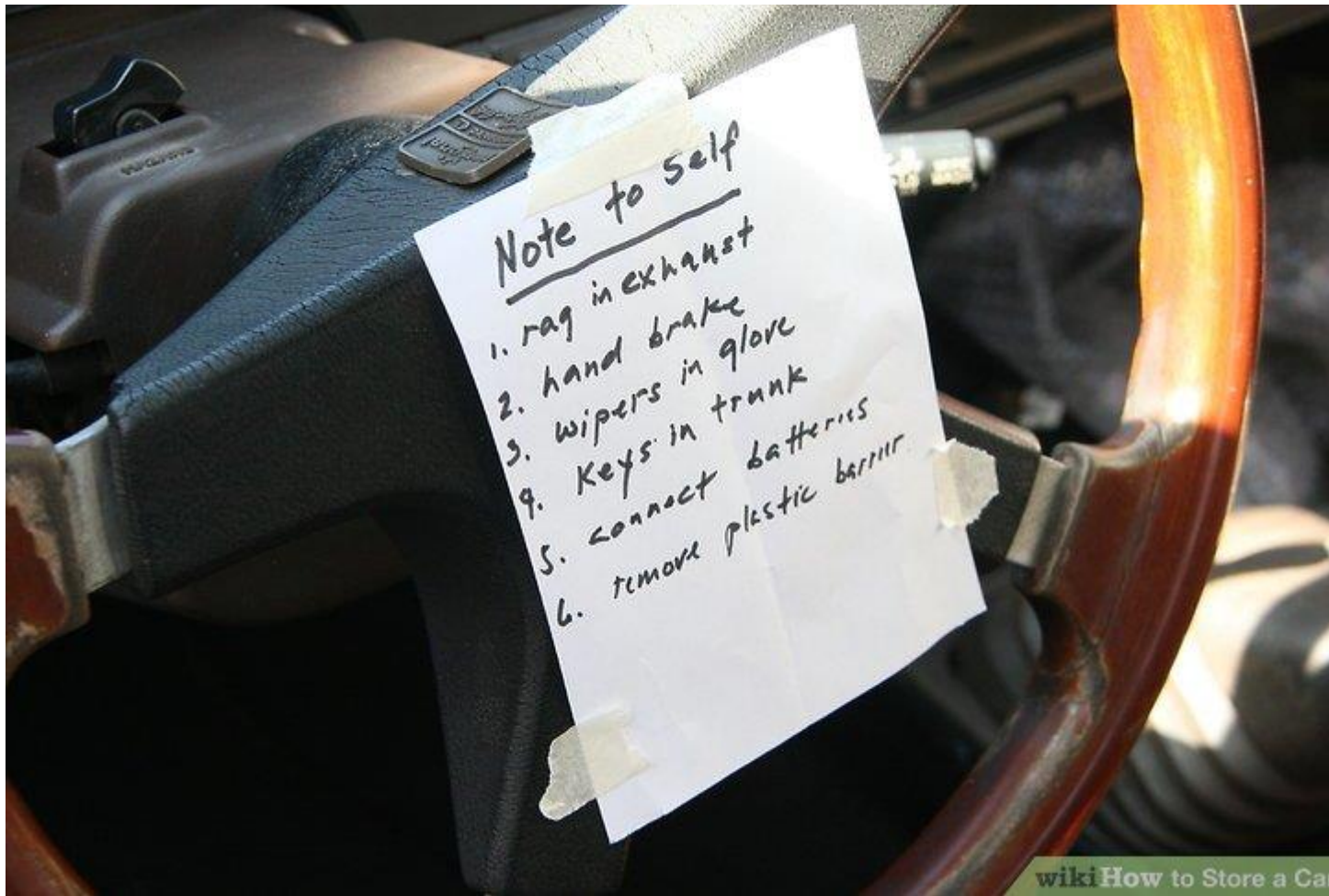
12.



12

Release the handbrake. If the brake is left on, the brake pads can stick to the rotors. Place chocks under the tires to prevent movement, which is even more effective than the brake, anyway.

13.



13

Place a note to yourself on the steering wheel outlining which optional steps above you carried out (rag in exhaust, rag in intake, carpets removed, battery removed, etc). When returning to the car in the spring, ensure all of these steps are reversed, checking them off as you go down the list. The list should contain every item separately; "rags in openings" may lead to one being left behind.

14.



14

Lock the doors. It will help in case someone tries to steal something from your car.

15.



15

Use a car cover only for outdoor storage, or in very dusty locations. Leaving the car "open" indoors allows water vapor to leave the car after humid weather.

Car Care: How to Store Your Classic Car or Sports Car

Time to put your baby away? Here's how to store your car so it's road-ready next spring.



When you store your sports car or classic car in the garage for the winter, a few simple steps and some proactive care will keep it in tip-top shape for the next outing.

By the DIY experts of The Family Handyman Magazine

Don't Risk Your Ride – Get An Extended Warranty Today Consumer Affairs

Step 1: Perform all the car care items first

- Change the oil and filter and run the engine for a few minutes to circulate the clean oil. Fresh oil provides the ultimate in corrosion protection for winter storage.
- Inject fresh grease into all grease fittings.
- Prevent corrosion on the hood latch and door hinges by spraying them with white lithium grease.
- Open the windows, doors and trunk and spray dry Teflon lube or silicone spray on all the weather stripping to keep it from bonding to the doors when the vehicle sits for long periods.

Step 2: Fill with gas and stabilize

Draining all the fuel from your car would prevent gum and varnish buildup. But it's next to impossible to do that, and even trying to do it can ruin a perfectly good fuel pump (a mistake that'll cost you \$700 including labor).

Instead, stop at an auto parts store and buy a fresh bottle of fuel stabilizer. Then fill the tank at the gas station and pour in the recommended amount of fuel stabilizer. Drive the car around for about 15 minutes to get the stabilizer mixed into the gas and spread throughout the fuel system.

Step 3: Raise the vehicle on jack stands and lower the air pressure



Forget the blocks-use jack stands

Slip a piece of plywood under the stand to prevent it from sinking into asphalt or leaving rust stains on your garage floor. Then slide the jack stands into place and lower the vehicle.

All tires “flat-spot” during storage (see “Flat Spots Are Real” below), so jack up your vehicle and set it on jack stands as shown. Then lower the tire pressure to 25 psi or so for the winter.

Flat Spots Are Real

The Internet is loaded with misinformation about which tires “flat-spot” during storage. Most sites say that bias-ply tires flat-spot but radials don’t, implying there’s no need to jack up your vehicle for storage if your tires are radials. Guess what? They’re wrong.

According to Hankook Tire America Corp. engineer Thomas Kenny, all tires can flat-spot after sitting for a while. After short-term storage (about three months), the flat spot usually goes away with a few miles of driving—but not always. Some radial tires (especially high-performance radial tires) can acquire a permanent flat spot when stored longer than six months. So get those tires off the ground during storage.

Step 4: Seal openings to keep out critters



Stuff the tailpipe

Load a steel wool pad into a sandwich bag and jam it into the tailpipe(s). Mark the bags with bright flags to remind you to remove them next spring.

Rodents love the comfy conditions inside your vehicle’s heater system, air filter box and exhaust system. To keep them out of the heater, close the fresh air inlet by starting the engine and switching the heater to the “recycle” position. Then shut off the engine and stuff steel wool and a bright reminder flag into the air filter box intake duct (the duct coming into the air filter box, not the one going to the throttle body). Finally, plug the exhaust system as shown.

Step 5: Protect the battery



Connect a battery maintainer

Connect the clamps to the vehicle battery (red to red, black to black). Then plug in the battery maintainer and set the voltage and battery type. Press start and close the hood for the winter.

There's no way your battery will stay charged over the winter. And once it loses its charge, it can freeze. Then it's toast. Either remove it and store it indoors, or keep it at full charge by hooking it up to a battery maintainer (shown is the SOLAR No. PL2110 Pro-Logix available through our affiliation with [amazon.com](https://www.amazon.com)).

Cover with a breathable fabric

If you're storing your car indoors, you can cover it with just a sheet. But if it'll be sitting outdoors, spend the bucks for a breathable water-resistant custom-fitted cover. (A waterproof tarp would trap moisture and create a perfect environment for rust.) Also, make sure you cover the tires to protect the rubber from damaging UV rays. Forget the tire dressing. It doesn't extend the life of the tire at all.

Required Tools for this Project

Have the necessary tools for this DIY project lined up before you start—you'll save time and frustration.

- Rags
- Socket/ratchet set
- Wrench set

You'll also need jack stands and a battery maintainer.

Required Materials for this Project

Avoid last-minute shopping trips by having all your materials ready ahead of time. Here's a list.

- Engine oil
- Gas stabilizer
- Grease
- Sandwich bag
- Silicone spray
- Steel wool
- White lithium grease

