

1973 CADILLAC Sedan DeVille- history

Written by Double Dragon

Thursday, 29 July 2010 19:02 - Last Updated Monday, 25 August 2014 17:26

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oneownercollectorcar.com

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GAS MILEAGE OF 1973 CADILLAC SEDAN DEVILLE WHEN NEW- 9.8 MPG

WORLD CARS 1973 claims 9.8 MPG from the Cadillac at "60% of top speed (71 MPH) over a variable run". This figure is approximate at best.

These typewritten sheets come from the files of Anthony Parker-Jervis who collected British cars and built his own cars. He meticulously tracked the operating details of this Cadillac. His notes were prepared prior to bringing the car in for service. You will be amazed at the intricate synopsis of every quirk of the Cadillac that is explained. Unfortunately his gas logs were lost at some point.

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Some info on cadillac sedan deville(1973).

Purchased about 5-6 yrs ago from a family named CLERIDER, got a good dog because:

1. Had water leak into trunk. I eventually found this was due to bad sealing at rear window area rust etc. Fixed about 4 yrs ago.
2. The transmission was working but clearly not in too good shape.
3. The rear brakes were newly relined but the front CLCD were worn past the rivets and had damaged the disc. Fixed a few days after purchase.
4. Some bad body rust especially in rear fender area. Did'nt do much about this at first.
5. The window washer not operating. Fixed with auxiliary pump.

On the better side:

1. The engine had to be abused and had recently been overhauled by you personally.
2. The air conditioner etc seemed to be in good order.
3. Nearly all other parts seemed to be working OK.

Things I did almost immediately:

1. Put in rear air 300KTS L pump and installed new front shocks.
2. Located a brand new Turbo 300 with a short shaft & had Man-Mac of New Montclair exchange rear shaft & housing for a normal sum & install the new transmission & torque converter from old tranny.
3. Fixed front brakes and rear window area of body work. See above.
4. Installed MSD cooperative discharge ignition system and anti theft electric. Also installed but soon disconnected a water injection system. The dist'nt needed it and it doesn't do the engine any good in the long run. Still there, but inoperative.
5. Bought one front tire and had all 4 wheels dynamically balanced.

Things that happened as time went on:

1. I noticed she used very little oil despite a small leak at the valve cover. Noticed on top up between oil & filter changes which I did every approx 2500 miles. At present this is slightly over 2000 on a 2000 mile tank. I'm sure she would use more oil at about 7-8000 miles. Most of my driving these days is city.
2. In 1987 took her up to a property 9000 ft. Ran down rd, steep and hot (approx 40 miles). One too hot without giving me any warning before it was too late and a hose blew. Carry spare hose & water so was able to carry on in return to Van I installed new water hoses and radiator thermostat etc and at the same time tranny cooler plus gaskets for both.
3. Later that year the fuel pump gave trouble so I hooked up a Carter electric in series with a regulator to keep going over the winter. In the spring installed a proper pump and left the Carter regulator in place to prevent hose splits by passing it. I was able to fix the pump.
4. In 88 went to Florida to do the engine with cooling of all but was unfortunate enough in that a living stone purchased a small car from the frame car I lost title before I realized what had happened. Had to complete trip & get out with about 2 in 3 pits here fixed them spots. On my return I checked in with Man-Mac & they said that all was probably OK despite the presence of some rust that the usual grinding in the pan. Rather than find around I got time to overhaul the original tranny and exchange them. A friend & I then went over the "damaged" one and found that it did'nt have anything really wrong with it so it now sits in my garage as a spare. No trouble with that tranny on this trip.
5. Meanwhile I had replaced the front track rod and the crossover exhaust pipe. The "new" pipe did not have 2 bushes that were on the "old" one. I checked this one, incidentally, with you people and the consensus was that it did'nt matter.
6. Also replaced the complete distributor assy. In 88 I noticed that there was a very slight leak at the rear seal of tranny and the drive shaft was slightly loose there. A phone check with Man-Mac resulted in their saying that it was almost certainly OK for me to go to country etc. They were right.
7. Car in 87 Man-Mac replaced the seal and rear bushing in tranny without charge. They said the shaft and cvs seemed to be OK but perhaps I had better have them checked before too long. This info is what leads me to suspect the drive shaft as the possible culprit in the very slight vibration I experienced when I went up the Coonahilla the other day.

8. 88/89/90. The tranny runs at 120-140 degrees on a straight run, even up the steep grades on the Coonahilla. This provided I keep the speedometer 5mph below an around 60-70. Blowing down it below 50mph takes 10-15 degrees higher readings if a hot day. After 1000 miles around 100-200 degrees around 120. It stays up traffic on a hot day in hill climbs the water temp goes to 110 and stays around the same. 900 on one run.- 9. June-89 87 relined all brakes, replaced water (120 vs 60) and replaced some suspect sections of fuel line and brake line at the rear where they join the (frame/rust). New steering idler and new bushings in the front upper & reassembled in new steel metal to rear upper area. Wheel alignment, MSD check up at 8000. They pointed out some of the above. Also said that I could do with a carb etc tune up. They noticed nothing wrong with the fuel system.
- 10. 1991/92. No more to say about equipment to do a tune up with the MSD hooked up. One thing I thought they did not double check was the voltage on the line to which the MSD was hooked up. They were only when MSD bypassed that the primary voltage I read approx 10 volts was a little high. Perhaps this is something to do with the coil which is not a Cadillac coil.

IMPORTANT INFO (perhaps):

1. Just after the brakes were relined I had a serious "shake" even at 20-25 mph. This would come and go, mostly "down". The people who did the brakes came to the conclusion that it was something to do with the hand brake cables binding and not releasing the hand brake properly. They lubricated the cables and slicked off the adjusting nut a couple of turns. This seemed to fix the problem but the thought remains that it is just possible that this may be the cause of the vibration. Point to note, the old drums were 11x2. The new ones are "bomber". Rear brakes only.
2. Since having the wheels dynamically balanced I bought a pair of new tires for the rear wheels. These were balanced off the car, but seemed to be OK last summer.
3. A few days ago I went up the Coonahilla to Kooloops with the object of a trip to the "land". Except for the slight vibration had no problem even at 90 on the steepest of ones. Just outside of Kooloops on the first steep hill of the gravel road she quit. After a few checks (tranny not too hot, not boiling etc) but it was a very hot day. I tried her again and she started at once. Checking the fuel pressure gauge I noted that she was bouncing between 1 & 2 inches low. I decided to back track to contact the Cadillac people. Had some trouble locating them so I went a lot of heavy traffic stop and go driving up and down the hills till 2 pm the next day so I decided to return to Van-Mac in the morning and report to him. He called me and said that he had a trouble in the 20 mph road to Merrill but as soon as I hit the freeway and speed to get me started to haul it back. I had a pressure on Joe I hooked up the "Carter" water and immediately had a steady 2.5 in. no trouble from then on. Checked it at your place on Friday afternoon and arranged this appointment.

SEVERAL WARNING: hook up any electric to ignition system unless you know the MSD. I will show you how to do this.

Must be sure to do the back-chamber with MSD hooked up as it is very easy to fault wires.

Remember always to 10 volts for ignition must be enough to activate the heavy duty MSD. I tested ahead of center of valve. This may provide the main gear (ignition) to MSD.

The voltage tested to 4 was cable between engine & coil.

A recent visit to the car in 1992. I had a problem with the fuel. Provides a function of a normal delivery before you get to the front of MSD. If found all of both made good gives a strong time of around 1000-1200. 45" x 2.5" wide to replace! The entire overall voltage has been affected. When this, so it has the effect under MSD is replaced. John did to maintain the main gear cable to MSD, for contacts, under it is broken.

