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## Cadillac srx 2006 repair manual

Cadillac's identity as an American car icon hit its stride in 1957 and 1958. These cars celebrated the good life with increasingly voluptuous styling and sinister chrome appointments, but backed up with some genuine technical creativity. For '57, the division's 356-cubic-inch V-8 got 15 horsepower in standard form, to 300, and increased by 20 in Eldorado, to 325, mostly thanks to a compression bump to 10:1. Advertising This engine powered a rebodied 1957 Cadillac lineup. The look was blockier but still evolutionary, inspired by Cadillac Orleans, Eldorado Brougham, and Park Avenue show cars in 1954 and 1955. Well into the luxury stratosphere was a production 1957 Cadillac Eldorado Brougham, priced at a princely \$13,074. One of the most interesting Cadillacs of the 1950s, this low-slung pillarless sedan on a compact 126-inch wheelbase featured center-opening doors and a roof capped in brushed stainless steel, the latter one of Harley Earl's favorite touches. Standard quad headlights were an industry first shared with this year's Nash. The Brougham most exciting mechanical feature was air suspension, the work of engineers Lester Milliken and Fred Cowin. Based on systems used for commercial vehicles since 1952, this employed an air spring on each wheel and consisted of a dome air chamber, rubber membrane, and pistons. Fed with a central air compressor, the domes continuously adjusted for load and road conditions (via valves and magnetic valves) for a smooth, level ride. Cadillac's system differed from air ride opportunities at other GM divisions in being open (taking in the air from the outside) rather than closed. Unfortunately, the cost and complexity were high in relation to the benefits. Air domes leaked, and replacements were frequent, leading many owners to the junk system in favor of conventional coil springs. Cadillac and GM gave up air suspension after 1960. Back to volume Cadillacs, which were heavily facelifted for 1958 in a way that is typical of GM this model year. The most screaming Caddys yet, they dripped with chrome and were far less elegant than recent models. Sales were poor, although a nationwide recession was probably more to blame than styling, which was, after all, in vogue. At 121,778 units, 1958 model year production was the lowest since 1954. Horsepower ratings, however, continued climbing. The 365 V-8 was lured to 310 horsepower at all but Eldorado, where it made 335. Predicting the future, the 1958 Cadillac De Ville became a 62 subseries, and column-shaped sedans were eliminated. The 62 line also got a hardtop sedan with extended rear tires. All 1958 Cadillac models were available with cruise control, high-pressure cooling system, two-speaker signal-seeking radio, and automatic parking brake release. A special show Eldorado introduced a thinking convertible top that stood up itself and side windows when a sensor detected raindrops; this gimmick supposedly saw limited production, but probably much less even air suspension did. An evocative redesign was in print for Cadillac's next model year. We'll examine the immortal Cadillac from 1959 next time. For more information about Cadillac, see: Cadillac: Learn the history of America's leading luxury car, from 1930s classics to today's latest Cadillac models. Consumer Guide New Car Reviews and Prices: Road Test Results, photos, specifications and prices for 2007 Cadillacs and hundreds of other new cars, trucks, minivans, and SUVs.1940-1949 Cadillac: Cadillac produces some of its most beautiful cars and some of its most important technical developments – not to mention tailfin.1960-1969 Cadillac: Cadillac brings unparalleled elegance to the luxury market and is rewarded with unchallenged. It's a good idea to replace the Cadillac SRX coolant every year to extend the life of the engine. The coolant used in all conventional motor vehicles, including the Cadillac SRX, is DEX-COOL. It is a well-known trade name for organic acid technology antifreeze. It's orange. GM says any coolant other than DEX-COOL will damage Cadillac's radiator. Replacing the liquid in your radiator does not require a trip auto garage. You can do it yourself. Place a 4-gallon container under the drain valve on the radiator. Open the drain valve with a 1/4-inch drive ratchet and drain the liquid into the drain tray. Do not leave the liquid in a container without a lid. Pour the liquid from the pan into a sealable container. Close the drain valve when it is emptied. Open the lid of the liquid expansion tank (overflow tank) so that air can escape while you fill the radiator. Open the cooler cover and place a large funnel in the filling spout. Pour 2 gallons of DEX-COOL antifreeze into the radiator, then pour 2 liters of distilled water into the radiator. Start the engine and let it run for five minutes to eject air out of the coolant system. Stop the engine. Top off the radiator with DEX-COOL antifreeze. Close the lid of the liquid extension tank and put the cap back on the radiator. 3-gallon drain pan1/4-inch ratchet driveSealable 4- or 5-gallon containerFunnel2 gallons of DEX-COOL antifreeze2 gallons of distilled water By Simon Foden Certain Cadillacs come equipped with Bose sound systems. For example, older versions of the Cadillac STS have a Bose 4.0 sound system, newer versions have Bose 5.1 system. The Cadillac SRX is also equipped with an integrated Bose sound system. The numeric indication in the sound system name refers to the type of surround sound used in the system. The amplifiers are basically the same in terms of design. If you experience reduced audio playback, the amplifier may need to be repaired. Exist with the sound system. To ensure that the amplifier is the cause of the problem, turn on the ignition and send an audio signal to the amplifier, either by playing a CD or turning on the radio. If there is no sound but the stereo control panel is on, the amplifier is the probable cause. If there is a sound, but it is cracked or only comes from one direction, the speakers may be the cause. Find the amplifier. The Bose amplifier in a Cadillac is typically located in the left panel inside the trunk. Pull the rug back to reveal the plastic edge panel. Use a screwdriver across the head to remove the trim panel. Turn off the ignition. Disconnect the amplifier. The Bose 4.0 amplifier in the Cadillac STS is 425 watts. This is a potentially lethal amount of power, so be careful. Remove the power cord (red), the remote cord (yellow) and the ground line (black). Tape the remote wire and ground wire to the inside of the trunk to keep them out of the way. Do not exit the power cord because you need to reconnect it for testing. Remove the amplifier. Unscrew the screws and attach the bracket to the reinforced to the bracket. Lift the amplifier out of the bracket. Open the chassis. Unscrew the lid and put it on one side. Stick the screws on to a piece of electrical tape to stop them rolling away. Connect the power cord. Turn on the ignition halfway, so the battery is ly intervention and the amplifier is on. Set your volt meter to Ohms. Place your volt meter on the first resistance in the signal chain and note the reading. Repeat this for all resistors on the pitch. If a resistance provides a zero reading, remove and replace it. Only a blown resistance gives a zero reading. See the user guide to identify the correct effect for the amplifier. If any of the transistors give a reading outside the 5% deviation limit, replace it. Turn off the engine. Use a solder to melt any loose wires between the circuit board and the IEC power supply connector. Brush the solders away and reconnect the cord. Sorry, there are no posts for the selected vehicle. There have been 6,985 real car prices submitted to this database. These are actual prices paid by real car buyers. We average prices to give you an idea of what others are paying for their new cars. Click on the vehicle of your choice to see detailed information about prices, including consumer comments, dealer ratings, and locations. Submit your car price to see how you rank relative to others. See lowest prices in your area Our car experts choose each product we have. We can make money from links on this page. The 2004 SEMA Show It's hardly a modified Caddy-lac without a TV, so Cadillac cut a few Visualogic screens into front seat headrests and hooked them up to a Microsoft X-Box for rear seat passengers. To keep the attention of passing drivers as well, the SRX Sport has a sport grille, modified front and rear fascias, 20-inch forged alloy wheels dipped in 255/50R-20 Goodyear Eagle RS-A tires hide V-series Brembo brakes with drilled rotors, and double exhaust tips hooked up to a Corsa cat-back system that increases production of 10power horsepower to 330. This content is created and maintained by a third party and imported into this page to help e-mail addresses. You may find more information about this and similar content on piano.io - Continue reading below Join conversation loading... Loading...