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The Cadillac Eldorado marque has always been reserved as a special, sporting Cadillac. First introduced in as a limited, singular production convertible, setting the stage for all future Eldorados. Before becoming its own, separate and unique model in , it was always a top-of-the-line packageâ€"sometimes as a trim option, while other years sporting unique sheet metal as it did its first year. This basic body lasted through with only minor changes. The Eldorados established the direction Cadillac took through its entire run ending in For the second generation in the E-body was enlarged, with a six-inch longer wheelbase. Again the Eldorado shared the platform with the Toronado and Riviera. Opera windows were placed in the C-pillarsâ€"the only operational windows were in the front doors. Styling was still crisp, carrying over the long-hood-short-deck proportions of the previous years. The Eldorado again shared this new GM E-body with sister divisions Oldsmobile and Buick, retaining its unique front-wheel drive. These cars were huge, with inches of length, and over pounds. Styling was more baroque, incorporating a vertical grilles in the rear-quarter panels, and rear wheel skirts making a return. With minor revisions this body lasted through In an entirely new, downsized Eldorado debuted for this third generation. Again sharing the front-wheel drive chassis and components with both the Toronado and Riviera, the styling featured an upright top, plus taunt lines and body surfaces, following the trends of the time. The new Eldorado was well received, and sales shot up to 67, units in its first year. Offered as both a coupe and convertible, the convertible was the last convertible body General Motors offered for almost 10 years. Fuel economy and emissions concerns dictated downsizing throughout the industry, and nowhere was this more evident than with the all-new Eldorado. Its smaller size with less overhangs, and lacking details to differentiate it from other GM designs of the time meant Eldorado lost much of its distinctiveness. Even front-wheel drive no longer stood out as GM purged most of its rear-wheel drive platforms embracing front-wheel drive almost across its entire product portfolio. A major facelift in kept the same wheelbase but increased overhangs, while other styling tricks restored some of what traditional Cadillac owners looked for in this segment, and sales increased substantially. The final iteration of the Eldorado was introduced in and would last 11 years. Based around the earlier E-body platform with its inch wheelbase, designers raised the H-point and beltline giving the Eldorado a heavier, more substantial proportion. Length was increased by 11 inches and width over three-inches. The Eldorado ended production there on April 22, Home Eldorado. Select Your Vehicle. It was also the first Cadillac on the new rear-wheel drive Sigma GM corporate platform featuring fully independent suspension. Introduced in as a model, the This first generation CTS ran through These were equipped with 5. Other upgrades included inch Brembo brakes, stiffer springs and anti-roll bars, and damper rates. In the new CTS debuted, which was both longer and wider. Featuring a 3. Both a six-speed manual or six-speed automatic transmission were available. Also in the coupe along with the station wagon version became availableâ€"a first ever Cadillac station wagon and the first Cadillac coupe since the Eldorado. Both were also available as CTS-Vs. The CTS was all-new, and its size increased in what seemed like an attempt to bridge the loss of the larger STS discontinued after These included a turbocharged Ecotec 2. CTS sales dropped from over Rebates in and prices cut for were attempts at picking up sales, but demand would continually drop over the next few years. After skipping the CTS-V returned with a supercharged hp 6. For an automatically heated steering wheel based on ambient cabin temperature was added, and the all-new CUE Version 3 infotainment system debuted. Cadillac ramped up the performance aspect of the CTS-V in with a supercharged 6. Advertising touted mph speeds were attainable. Home CTS. Select Your Vehicle. If you are a Cadillac enthusiast, be it late model or be it from the glorious days of yesteryear, OPGI is THE place to go shopping for the parts you want and need to make your car run better, look better, and exude that class and performance that the Cadillac brand is known for. How cool is it that Cadillac in the modern world is not just a luxury brand but a performance one that has recaptured an audience that no one ever thought that they would get back. The youth. Kids love Cadillacs these days because they have killer styling and are world-class performance cars that can be tweaked and tuned to run like the devil at the strip or handle an autocross. What too few people realize is that OPGI is HUGE in the late model Cadillac game and they have all kinds of performance options for anyone looking to warm up they late model muscular luxury car. From air intake to tuners and more, OPGI has embraced late model Caddy performance like few other places. From fuel tanks to badges, they have it ready to ship! Your email address will not be published. Share This 0. Brian Lohnes. Leave a Reply Cancel reply Your email address will not be published. The Cadillac Eldorado marque has always been reserved as a special, sporting Cadillac. First introduced in as a limited, singular production convertible, setting the stage for all future Eldorados. 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In a higher-optioned DeVille convertible was added above the standard convertible. As Cadillac tried appealing to as many tastes as possible, by they offered options in the series. By almost two thirds of all Cadillacs sold were DeVille models. A major redesign occurred in with an extensive facelift in and again in During this period the ci V8 was the only engine available. Redesigned tops for Coupe Deville, influenced by the Cadillac Florentine concept car, had heavier-looking C-pillars and a smaller rear window giving a formal look to the hardtop. Safety features included padded dash, hazard warning system, front seatback lock, and outboard seatbelt retractors. Cadillac wanted their interiors to be the most luxurious with the most combinations of trim and fabric for discerning owners. Unbelievably there were combinations for interiors in alone. The fourth generation DeVille debuted in Trim variations and the DeVille script identified them from other Cadillac series. In a facelift ushered in the federally mandated five-mph bumpers and other safety and emissions regulations. One bag was in the steering wheel and the other in the dash in front of the passenger. A new curved dash was also a change from Electronic fuel injection was available by mid, which was when the ci V8 was dropped, making the ci V8 the standard engine. With the fifth generation debuting in , we saw the first DeVilles without rear fender skirts in its history. DeVille sales held fairly steady through this period, with four-doors in the , range and coupes selling around , per year. Optional electronic fuel injection added 15hp to the standard ci V8. By a new hardtop coupe was added eliminating the opera window in the C-pillar and instead placing a regular side window in the pillar. While a great idea in theory, computer technology was not up to handling the Cadillac V deactivation engine which saw cylinders shut down during cruise mode. This engine would continue to be available in limousines but lasted only this one year in the regular Cadillac line. By all Cadillac engines featured electronic fuel injection. In a completely new front-wheel drive Cadillac debuted, downsized significantly from previous generations in an ongoing effort to improve gas mileage. For Cadillac saw significant changes made to the sedans, and also a longer wheelbase—up to Sales for Coupe DeVilles started to slide in the lates, with steadily declining sales signaling dropping Coupe DeVille after the model year. Sharing the all-new K-body GM platform sharing with the Seville limited development to a single four-door sedan. This series of DeVille ran through The DeVille would be the final version. This ended DeVille production. Home DeVille. Select Your Vehicle. It was also the first Cadillac on the new rear-wheel drive Sigma GM corporate platform featuring fully independent suspension. 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