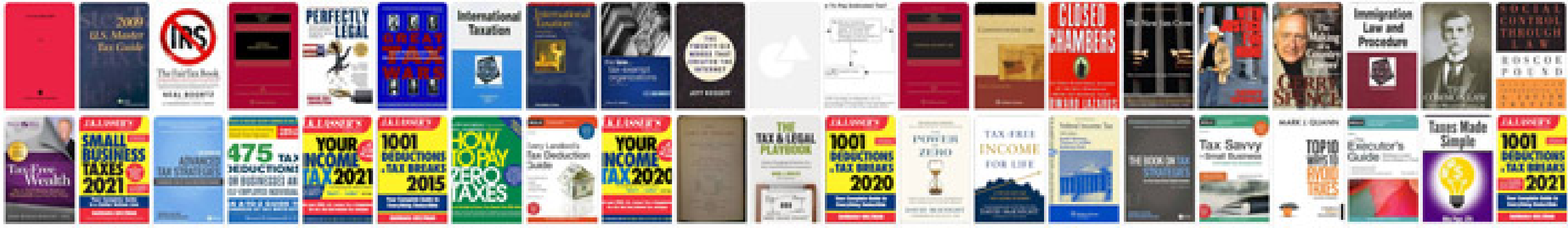

Cts cadilac

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The Cadillac CTS is an executive car that was manufactured and marketed by General Motors from to across three generations. Historically, it was priced similar to cars on the compact luxury spectrum; but it has always been sized closely to its mid-size rivals. The third generation competes directly with the mid-size luxury cars. Initially available only as a 4-door sedan on the GM Sigma platform , GM had offered the second generation CTS in three body styles: 4-door sedan, 2-door coupe, and 5-door sport wagon also using the Sigma platform â€" and the third generation was offered only as a sedan, using a stretched version of the GM Alpha platform. Wayne Cherry and Kip Wasenko designed the exterior of the first generation CTS, marking the production debut of a design language marketed as "Art and Science" first seen on the Evoq concept car. The second generation CTS-V sedan, coupe and station wagon was sold through , concurrent with the third generation standard sedan, until the third generation CTS-V was ready. Introduced in early as a model, the CTS sedan was built on GM's new rear-wheel drive Sigma platform and sported a fully independent suspension. It was the first Cadillac to be offered with a manual transmission since the Cimarron. Wayne Cherry and Kip Wasenko designed the exterior of the first generation CTS and this vehicle marked the production debut of the "Art and Science" design language first seen on the Evoq concept car. Originally powered by a 3. The 3. In Europe, the 2. For the model year, the Getrag was replaced with an Aisin AY-6 six-speed. The and CTS-Vs were equipped with the 5. Larger anti-roll bars and larger shocks were also added. The spring rate was significantly increased. The update also included a stronger rear differential and half shaft design. Brakes were In addition, GM badges were added on models. For performance enthusiasts, a high performance suspension package RPO FG2 was available as a dealer installed option. From and , the CTS-V came with the 5. From to , the previous LS6 engine was superseded by the new 6. While both engines offer the same HP and torque specifications, the LS2's benefit was a wider torque band, due to the higher displacement it offered. The only available transmission was the six-speed manual Tremec T The transmission used the skip-shift feature to conserve fuel during light loads by preventing drivers from using the second and third gears, and a dual mass flywheel to reduce "rattle" in no load conditions. The rear axle was a Getrag limited slip IRS unit with a 3. The â€" base model featured a 3. A second engine, a new 3. A 6-speed manual transmission was standard equipment on the second generation CTS and GM's 6-speed Hydra-matic 6L50 automatic transmission was available as an option on all variants. On-demand all-wheel drive was offered with both engines when equipped with an automatic transmission. The second generation CTS was wider and longer than the original, measuring Wheelbase remained unchanged at Other changes included a revamped exterior, with a new, larger grille, slimmer headlights and taillights, side air extractor vents located forward of the front doors, and new nine-spoke inch wheels, surrounding larger high-performance brake calipers and rotors. Available features on the second-gen CTS included a Bose 5. As a result, a small batch of cars which had already been shipped to Australia were transferred to New Zealand and sold via selected GM Holden dealers. Owing to their popularity, some dealers sourced further UK market spec models. During the model year, the GM badges were dropped, although early models still had GM badges. For the CTS, the front grille used higher quality materials to give a more vertical design, and the Cadillac logo was being subtly changed to give a more vibrant appearance. The biggest change was to the engine. Although kept the same 3. The coupe's unveiling surprised the media and public, stealing a great deal of attention away from the CTS-V. In November , the production version was unveiled in a press release. The coupe went into production in spring for sale in August as a model. The standard engine was a 3. Like the sedan, both six-speed manual and automatic transmissions, in either RWD or AWD configurations, were available. A CTS-V version was added for The CTS Sport Wagon is available in either rear-wheel-drive or all-wheel-drive layouts, and is powered by either a 3. The car is made for primarily the European market, where in some countries, wagons are preferred to sedans. The suspension features coil springs front and rear. The front suspension is a control arm arrangement while the rear is an independent multi-link suspension. The front brakes were increased in size to The rear brakes are Steering is speed-sensing hydraulic-assist rack-and-pinion. The steering ratio is The LSA engine has a bore x stroke of 4. The crankshaft is forged steel using powdered-metal connecting rods. Pistons are high-silicon Hypereutectic Aluminium alloy replacing the forged aluminum used in the LS9 engine. The compression ratio is 9. The cylinder heads are based on the Corvette's LS3 head and are cast from type T6 Aluminum alloy. The exhaust manifolds are cast iron. The supercharger is a twin four-lobe screw compressor -type unit displacing 1. Intake air is cooled with a water-to-air intercooler built directly into the supercharger unit. There are manual and automatic transmission choices. The manual is a Tremec TR six-speed transmission with a short-throw shifter, twin disk clutch and dual-mass flywheel. The 6L90 automatic is a paddle shift conventional planetary gearing and torque converter -based automatic six-speed. Standard features include: leather seats, lateral acceleration gauge, inch aluminum alloy wheels, Michelin Pilot Sport PS2 tires, a built-in 40GB hard drive to store music, and LED flash tracers to tell the driver when to shift. Options include polished wheels, sunroof , navigation system and, for the first time, Cadillac offers way adjustable performance Recaro seats. According to Vince Muniga, a spokesman for GM, "All high-performance projects are on indefinite hold. The engineers are moving into different areas of the organization, and they will work on Cadillacs, Buicks, Chevrolets and Pontiacs. For the model year, GM badges were dropped from near the doors, although earlier models still had the badges. The CTS-V Coupe features unique centered twin exhausts, a larger grille for air intake, and an optional "saffron" interior trim color. The quarter mile time is reported to be The CTS-V sedan achieved a lap time of The record breaking vehicle was sold in at the Barrett-Jackson Palm Beach auction. The CTS uses the 2. The twin turbocharged engine is only available in the CTS Vsport, a new trim that serves as a step between the 3. Despite carrying the CTS name, the third generation model is actually closer in size and market position to the former STS. General Motors began assembling CTS sedans intended for sale to customers on September 16, Sales began in October As customary with award winners, the magazine acquired a CTS in Vsport trim for a long-term test. Its verdict lauded the car's driving dynamics and reliability but criticized its CUE multi-media interface. The article praised the handling of the CTS stating "[The CTS] is the only car in this group that didn't just put up with hard driving, it indeed goaded its driver to go faster. The article criticized the engine for being "coarse in the upper ranges", the acceleration times, the fuel economy and the CUE entertainment system. Sales concerns led Cadillac to offer rebates to the models and lower sticker prices on the models. All engines available in the CTS are constructed from cast aluminum blocks and heads and use direct injection and variable valve timing. For the model year, the 6-speed 6L45 automatic transmission was replaced by the new 8-speed 8L45 automatic transmission, with the 8L45 also taking over duties with the naturally aspirated 3. A new 3. The third generation CTS-V includes a 6. The success of the CTS has been attributed in part to the car's placement in the sci-fi action film The Matrix Reloaded. The producers of the film were seeking a car that would complement the film's atmosphere. The first generation CTS-V sedan competed from to , winning the manufacturer's championship in and From Wikipedia, the free encyclopedia. Motor vehicle. Wayne Cherry Kip Wasenko Front-engine, rear-wheel drive Front-engine, four-wheel drive. Total combined sales of all Cadillac CTS models by year. Calendar year United States Canada Global Manual Trans 37, 49, M35 [70] [71] 57, 61, [72] 54, 57, [73] 58, [74] 38, [75] 45, [76] 55, [77] 46, [78] 32, [79] 31, 1, [80] 34, [81] [82] 19, 23, [81] [83] 15, [84] 10, [85] 11, [86] 6, [87] CTS-V Production by model year 1st Gen CTS-V [88] Model Year Total U. Total Tech Times. February 6, Archived from the original on June 24, Retrieved June 8, Car and Driver. Archived from the original on May 11, Retrieved May 9, Archived from the original on December 23, GM Authority. 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Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Second generation Cadillac CTS. Front-engine, rear-wheel drive. GM Alpha [42]. Fleetwood FWD. Sixty Special FWD. Fleetwood Brougham. Fleetwood RWD. Fleetwood Limousine. Series Personal luxury. Compact crossover. Mid-size crossover. Full-size SUV. Extended length SUV. Escalade ESV. Escalade EXT. In a field of luxury sports sedans that are directed more toward the posh end of that spectrum, the Cadillac CTS is a breath of fresh air for driving enthusiasts. Its rear-wheel-drive layout, balanced suspension, and direct steering make quick work of curvy back roads. It imparts a feeling of athleticism from which modern BMWs have drifted, and its edgy exterior styling stands out from the crowdâ€"for better or worse. The Caddy also offers all the most popular infotainment features that premium-segment buyers expect, including an onboard Wi-Fi hotspot. However, the CTS underdelivers on the luxury front: rear-seat passenger space is limited, build quality isn't consistent, and powertrain refinement is subpar. Buyers face a wide range of choices within the sport-luxury market, and the CTS is one of the better choices. In addition to its muscly power, the V-Sport model comes with performance-enhancing features such as a performance-tuned suspension, upgraded front disc brakes with Brembo four-piston calipers, and an electronic limited-slip differential. What the V-Sport's entry fee won't buy you is all-wheel drive: Like the full-bonkers CTS-V with its hp supercharged V-8 which we review separately , the V-Sport is a true driver's car exclusively driven by the rear wheels. If all-wheel traction is a necessity, you'll have to settle for one of the Caddy's other two less powerful enginesâ€"a 2. Likes: High-performance twin-turbo V-6 available, suspension encourages back-road antics, great steering. Dislikes: Unrefined powertrains, stiff ride. The base CTS's hp turbocharged four-cylinder outran the best similar-engined sedans from Europe in our acceleration testing, but its sound is less refined than those in the BMW i or the Audi A6 2. Unfortunately, the Caddy's optional hp 3. Opt for the hp twin-turbocharged 3. At our test track, the V-Sport hustled from zero to 60 mph in 4. The CTS is one of the most dynamic sedans in the mid-size-luxury segment. Steering is direct; the front wheels respond immediately to inputs, but some of our editors feel that the steering effort is artificially heavy no matter which driving mode is selected. Nonetheless, turn-in is wonderfully sharp, and the CTS seems to hunker down through corners. Body roll is well controlled, and even in aggressive maneuvers, the CTS remains composed and unruffled. The trade-off is a ride that can be harsh when driving over rough stretches of road. It doesn't punish, but it's far from the heavenly ride of the Mercedes-Benz E None of the three engines that are available in the CTS can claim the fuel-economy crown. For the most part, they fall behind the segment's most efficient powerplants. The 3. We've yet to test a four-cylinder model, which may prove to be more efficient than the V Likes: Driver-focused interior, high-tech infotainment features standard, neat hidden storage spot behind infotainment display. Dislikes: Fussy interior design, tight rear-seat space, smallish trunk. The cabin of the CTS is made from a collection of materials that run the gamut in look and textureâ€"both smooth and perforated leathers, open-pore wood, gloss-black trim, chromed plastic, and faux suede. The combination of so many different materials, as nice as they are, results in a busy interior design. The interior is arranged with the driver in mind; most of the controls are within easy reach, and the driving position is ideal for sporty driving.

Both the standard analog gauges and the optional digital gauge-cluster display are easy to read at a glance, with the latter being both better-looking and reconfigurable to show a variety of information. There's no need to check option boxes to get the CTS's high-tech infotainment system. Cadillac has made everything but navigation standard. The CUE infotainment system features an intuitive menu layout, large buttons that are easy to activate while driving, and an 8. When it comes to practicality, the CTS holds its own but is hardly the practicality king. Although it has a couple of tricks up its sleeveâ€"such as a handy hidden smartphone cubby in the dashâ€"its middling trunk capacity, high lift-over height,

peugeot 308 thermostat housing removal
1997 ford f250 bumper
wiring baseboard heater diagram

and smallish interior-storage bins make its cargo-hauling capability only average for this segment. Reviews from the nation's leading safety agencies are a mixed bag, with the National Highway Traffic Safety Administration giving the CTS five stars, but the Insurance Institute for Highway Safety scored the CTS's headlamps as Poor and the driver's-side small-overlap crash-test results as only Marginal. A comprehensive suite of driver-assistance features is available, including an automated parking feature, but most of them are optional. Key safety features include:. In a segment where a four-year warranty is the status quo, Cadillac offers each new CTS with a powertrain warrantyâ€"transferable to subsequent ownersâ€"that is good for six years or 70, miles, with courtesy transportation and roadside-assistance coverage to match. New Cars. Buyer's Guide. Type keyword s to search. View Photos. Drew Dorian. More on the Cadillac CTS. Advertisement - Continue Reading Below. More From Cadillac.