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Who's The Flash ???



Hello . . .

Thanks for showing interest in the 8.2 Litre Cadillac engine family. **My name is Courtney Hines**, president of *Flashcraft, Incorporated*, here in Albuquerque, New Mexico. Here's a brief rundown on the collective experience the **Cad Company** performance engine parts has to draw from. I've been around these big Cad's quite a while. I worked at a local Cadillac dealer years ago from 1972 until 1979. One day, a friend and fellow wrench, and I (after many "what if?" discussions), decided to make a street sleeper out of a '70 Coupe DeVille. When I woke up and realized the strip was a lot safer, I started campaigning it in brackets and Super/Street. In '77 at the NHRA Bracket Finals, I put it solidly in the 11's at 4500 lbs. at Bill Heilscher's Green Valley Race City in Texas. Now it runs in the 10's at will, and has since '83. Hence, the name **FLASH CADILLAC**. Those of you with trucks will be happy to know that most of the tow vehicles for our race cars have also been Cad-powered through the years.

It's been my privilege to work on all kinds of classic and antique Cadillacs, including a private collection of almost 200 Cadillac cars! This has given me hands-on experience with old Cads, going way back into the '30's and the mighty V-16 motors . . . Well . . . *You get the picture*. It's not just Cad 500's that **Cad Company** knows.

From 1980 'till present I have owned one of the largest independent repair facilities in Albuquerque, which gives me access to a whole lot of equipment and personnel (many ASE Master Techs, including myself), which is great for R&D. **Cad Company** was originally known to everyone as "Cadillac Motorsports Development" (CMD), which was founded in 1984, and purchased by Flashcraft, Inc, in 2001. The previous owner's experiences and technical data were graciously passed on to us (along with the **Cad Company** performance parts line). Their 16 years, and my 35 years cover a lot of Cadillac ground.

Since the acquisition of **Cad Company** in 2001, we have added greatly to our operation. For testing purposes, we have two race cars, multiple Caddy powered test vehicles from mostly stock Cadies and Big towing vehicles to full-on street / strip cars and trucks. In the mean time, we have also set up an in-house, state of the art, Land-and-Sea 2000 HP dual head water brake engine dyno with 56 data channels and 1200 RWHP Eddy Current chassis dyno with 28 data channels facility, to further improve our power program, and added a full machine shop to better control the quality of machine work in engine builds.

Looking forward to helping you with all your Caddy needs . . .

Day after day, we get calls from people who have a Cad motor but are unable to tell what year/model they're looking at. Since many 472s and 500s use the same , and the later (425 and 368) engines look similar, as well, you'll have often to have a look deeper than the block casting numbers to finally determine which species of torque animal you have there. For more detail ed info and pictures, please visit the technical section of our web site at <http://www.cad500parts.com/tech>.

Block:

The first step is to ID the block. The block casting number is found at the rear of the engine, between the intake manifold and transmission bell housing, right next to the oil pressure sending unit. The casting number is the raised, cast in number on the passenger side. See pics and ID pictures.

Note that the '68-'69 (and a few rare '70 472s) use a block that looks identical at first glance, but bears different casting numbers (ending in 6238), has smaller oil passages and does not have clearance for a 500 crank (rod bolt notches in bottom of cylinder bores). Fine for a mild street engine, but unacceptable for a serious performance engine.

Pistons:

The '68-'70 472" and '70 500 engines have the 10:1 (or 10.5:1) pistons. **Do not assume your high lift cam will work with those pistons! Those are compression reliefs, not valve reliefs.** In 1971 the compression was dropped to 8.5:1. The '74 model introduced the new large chamber heads, and the 8.25:1 compression ratio. The '74 472 sported a unique *true flattop piston*. This '74 piston has no swirl chamber, no valve reliefs, not even the 8cc depression of the '74-'76 500" piston (round dish, approx. 1/8" deep). Note the ID picture is of the current replacement piston, which has valve reliefs not present on the original. [*You cannot interchange 472 and 500 pistons due to the different compression heights*].

Crank:

500 crank casting #s are usually next to the 4th main journal. 472s are usually on the 3rd counterweight. The 425 and 368 crank is the same stroke as the 472 crank, and is physically interchangeable, but this is not recommended due to balancing and weakness issues.

Heads:

From '68-'73, the heads were of the 76cc small chamber design. These heads have 3 casting numbers. All '68/'69 and '71-'73 cars should be equipped with a smog pump from the factory, while the '70 cars were not. The '250 and '902 heads are equipped with built in smog rails, while the '950 heads were not. Not all '250 and '902 heads were drilled for smog rails, if they were installed on a non-smog '70 car, even though the extra material is in the casting. The 120cc 'large chamber' cylinder heads were introduced on the '74 472/500's and continued through 1976.

The 96cc 425 heads are very similar to the large chamber 472/500 heads, and even use the same valves, springs, etc. Many people claim that it is a good idea to use these heads on a '74-'76 472/500 short block, as it will raise your compression to 10:1. While this is accurate, it is not a good idea for several reasons.

The aluminum heads available at this time are for the 472/500 engines, and have a modern, closed chamber design, with 76cc chambers, and some use the same oversized valves as the 76cc iron heads.

For those of you considering power above all else, head flow is extremely important. Other head choice considerations include compression ratio choice. There is no off the shelf high compression piston (over 9:1) in production for the 120cc heads. As for flow, the 76cc and 120cc heads flow within a few percent (all 5 castings) with stock valves and no port work. The '423 heads flow significantly less. When ported and equipped with oversized valves, considering the same level of port work, the 76cc heads outflow the 120cc heads, making them a better choice for maximum performance. The un-porting aluminum heads outflow most ported iron heads, with the exception of our best small chamber iron heads. The aluminum heads also have much more room for porting than the best iron heads, and as a result, the best option for serious performance (over 750 HP normally aspirated) is the aluminum heads. That is not to say you cannot exceed 800 HP or more through ported iron heads, it is just not commonly done..

The Info Pages

More ID • Pulleys and Brackets

Other engine ID items:

'68 - mid '70 engines used the first generation divorced choke, with an exhaust passage around the front of the carb. These intakes have a cast rectangular box-shaped choke well. Mid'70-'73 engines do not have the heat passage around the carb, and have a round choke well with what looks like a freeze plug in the bottom of it. Many '68-'70 engines also had no EGR valve. All OEM 472/500 carbureted intakes are dual plane. Note that while electric chokes and HEI distributors were '74-up only from the factory, it is not un-common to find them retrofitted to early engines.

Most parts outside of the block, crank, pistons, and head castings are interchangeable between the 472/500 and the 425 engines. Some parts require other parts be changed for compatibility.

Finding a 500 can be difficult due to the lack of external identification. While all '70-'76 Eldorados and all '75-'76 cars (except the Seville) came from the factory with a 500, it is generally very difficult to tell if the engine is original on a 30+ year old vehicle. As for the difference between a 472 and 500, there is very little. In most cases, if they are the same year, they will be absolutely identical except for the crankshaft and pistons. For instance, there is no '472 head' and '500 head'. The head style is determined by the year, not the crank. The pistons must match the crank/head combination, or you can run into all sorts of trouble. Mixing and matching pistons, cranks, and heads is not recommended.

Pulleys and Brackets:

There are several variations of stock pulley and bracket assemblies that can be confusing to someone not familiar with Cadillac engines. Below, you will find detailed descriptions of these configurations, as well as which setups are compatible with what, and what parts have to be swapped as a group.

One way of looking at the combinations of belt configurations is to separate the features. There are essentially 2 separate systems, the PS/ AC and the water pump/ alternator/ smog pump.

The front groove on the crank pulley is for the water pump/ alternator/ smog pump. On a non-smog pulley, this groove will be further away from the timing cover, to line up with the alternator pulley. This configuration will have a 1 groove water pump pulley, and the belt will go from the front crank pulley groove -> water pump -> alternator (tensioned by the alternator). On a smog-pump equipped engine, this groove will be set back closer to the engine, and not line up with the alternator pulley. This system will have a 2 groove water pump pulley, with 1 belt going from the front crank pulley groove -> rear WP pulley groove -> smog pump (tensioned by the smog pump) and a second belt going from the water pump -> alternator (tensioned by the alternator). Removing the smog pump will leave you with a belt going from the crank to the water pump with no way to tension it. The front groove on the 2 groove water pump pulley is functionally identical to the groove on the 1 groove water pump pulley. There are aftermarket alternator brackets available, but they do not provide for the mounting of a smog pump.

The rear groove(s) of the crank pulley are for the power steering/ AC compressor. This will either be for a single wide belt or dual narrow belts (tensioned by the power steering pump). This is the difference between 2 groove vs. 3 groove crank pulleys, and 1 groove vs. 2 groove PS and AC pulleys. The AC can be removed, and a belt run from the crank to the PS directly. Removing the PS but keeping the AC leaves you with no way to tension the AC belt. The single belt groove does not line up with either of the dual belt grooves. The inner belt (closest to the engine) of the dual belt system will not clear a '74-newer water pump or an HEI distributor. Running a single narrow belt (using dual belt pulleys but eliminating the inner belt) will not work with AC (not enough traction). Around the same time that this change was made, GM also changed the way the power steering pulley mounts on the shaft. They went from a keyway pulley held on by a nut to a press on pulley which requires a special tool to remove and install. Due to the nature of rolling changes, there were both 1 and 2 groove PS pulleys for both shaft styles that can be found in late '73 / early '74.

The Info Pages Data Page

Torque Specs

Stock Rods w/ Stock Bolts: 40 Ft-Lbs	Mains : 90 Ft-Lbs	Heads : 115 Ft-Lbs
Stock Rods w/ ARP Bolts: 50 Ft-Lbs	Intake : 30 Ft-Lbs	Exhaust : 35 Ft-Lbs
Forged Rods w/ 7/16 ARP Bolts: 65 Ft-Lbs	Cam Bolts : 25 Ft-Lbs	Rockers : 55 Ft-Lbs
Valve Covers : 10 Ft-Lbs	Flex Plate : 50 Ft-Lbs	

Clearances

Ring End Gap : .017”-.020” (or as specified - WARNING: You must use KB specs with KB pistons)	
Rod Side Clearance : .015” - .035” high perf, .008”-.016” OE	Cam Endplay : .015” min
Bearings : .002”-.004” high perf, .0005”-.0028” OE	Valve/Piston : .120”
Crank Endplay : .002”-.012” (OE) (we aim for .006”)	Lifter Preload : .020”-.060”

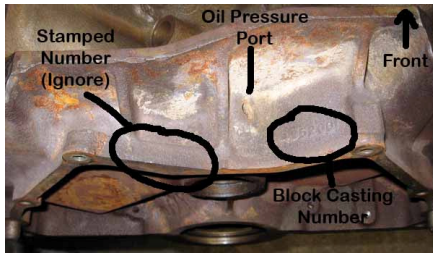
Firing Order 15634278 #1 is Pass. Front, #2 is Driver's Front

Long Block Casting Numbers 68-85 472/500/425/368										
‘68-’76 472 / 500										
Year	CID / L	VIN	Description	Block #	Bore	CR	Head #	Chamber	Crank #	Stroke
68-69	472 / 7.7		Early / High Compression	1486238	4.300	10.25:1	1486250	76	1486424	4.060
70	472 / 7.7	R	Early / High Compression	1485200	4.300	10.0:1	1486250 1497902 1495950	76	1486424	4.060
70	500 / 8.2	S	Early / High Compression	1485200	4.300	10.0:1	1486250 1497902 1495950	76	1496793 1495094	4.304
71-73	472 / 7.7	R	Early / Low Compression	1485200	4.300	8.8:1 8.5:1?	1497902	76	1486424	4.060
71-73	500 / 8.2	S	Early / Low Compression	1485200	4.300	8.5:1	1497902	76	1496793 1495094	4.304
74	472 / 7.7	R	Late / Low Compression	1485200	4.300	8.25:1	6024493 6024552	120	1486424	4.060
74-76	500 / 8.2	S	Late / Low Compression Carbureted or FI (Analog Port)	1485200 1486200	4.300	8.25:1	6024493 6024552	120	1496793 1495094	4.304
‘77-’79 425 & ‘80-’85 368										
77-79	425 / 7.0	S/T	S: Carbureted T: FI (Analog Port)	1609110	4.080	8.2:1	1609112 1609423	96	1609142R	4.060
80-85	368 / 6.0	6/9	6: Carbureted 9: DFI (TBI)	C:1615255 F:1620734	3.800	8.2:1	C:1615188 F:		1609142	4.060

Engine ID Tip: If you have a 5200/6200 block (which could be either a 472 or a 500), you can determine which you are looking at by measuring the stroke. Use a coat hanger, a marker, and a ruler or tape measure to measure the stroke through a spark plug hole. Mark the coat hanger when it is as far up and as far down as it goes while rotating the engine by hand, and measure between the marks. A 472 will be less than 4 1/8” stroke and a 500 will be 4 1/4” stroke.

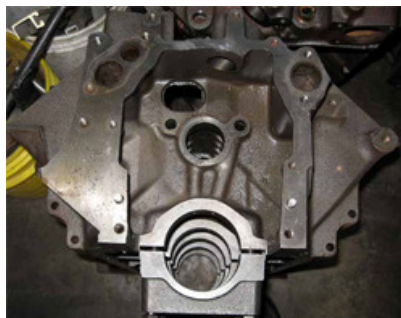
The Info Pages

Engine ID Pictures



Block casting number location
 <= 472/500 Block Rear Top View

425/368 Block Rear Top View =>
 Note Box shape on Driver's side,
 not present on 472/500 block.



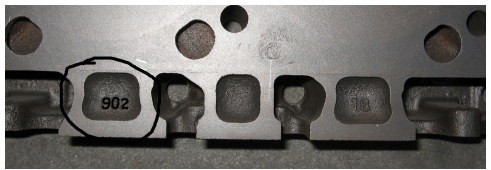
472/500 Block Front View and timing cover



425 Block Front View and 425/ 368 Timing Cover



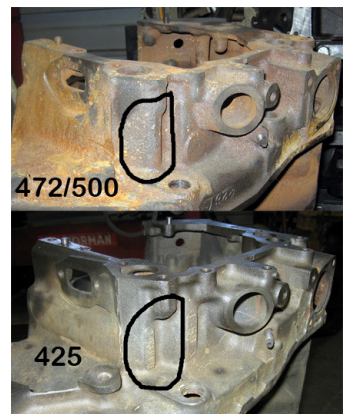
Full Head Casting Number (top of head)



Last 3 of Head Casting Number (bottom)



425 Head Casting Number
 On Exhaust Port



Block Front Top View Comparison



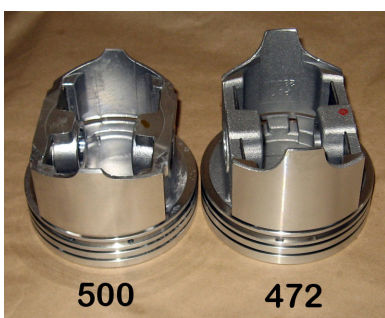
68-69 472
 'Squashed Peanut'



70 472 & 500 10:1
 'Peanut' Dish



71-73 472/500 8.5:1
 'Soapdish'



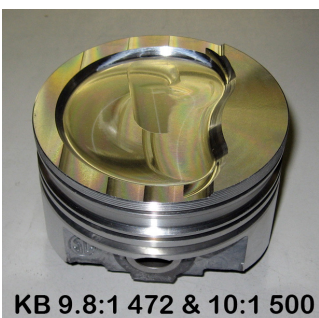
500 472



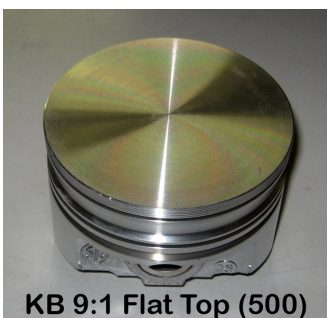
74 472 8.2:1
 Replacement Flat Top



74-76 500 8.2:1
 Round Dish



KB 9.8:1 472 & 10:1 500



KB 9:1 Flat Top (500)

Note: factory piston did not have valve reliefs.

The Info Pages Swap Info

When contemplating a swap of any kind, consider that you can put any motor in to any vehicle if you have the Time, the Patience, and the Money. Given that, you must consider how much of the those three variables, *you* have to give for *your* project.

Trying to do a swap cold turkey can be quite frustrating. Two or three weekends of hand-making brackets and braces and drilling and welding. Trial. *Error*. Trial. *Error*. Trial. **Success**. If you could simply make a call & order the right stuff, it would be so much simpler. That's how the **Universal Motor Mount Kit** was born. Having to "Frankenstein" your oil pan to get it to clear the crossmember, and ever after worrying about leaks, cracks, pickup feed, etc, is no way to go. Driving yourself crazy modifying all the Chevy brackets and pulleys to work, and, the worst part of the conversion, the big ugly torched-out notch in the cross member to clear the oil pump and filter, or choosing the bearing killer remote filter. It doesn't have to be that way.

Enter the **Universal Motor Mount Kit**... Most swaps into vehicles that already have GM or Ford side-mount engine mounts can be done with no welding by using our kit. We even offer an aftermarket rear sump oil pan you take out of the box and bolt on for a sweet drop-in on your Cad motor. Oil pump clearance blues? Not anymore. Order the '**Special Chassis" Gold (higher volume, higher pressure) Oil pump (Pg 24)** and you're good to go. That pump clears most modern chassis. Mid 50's and earlier chassis are bit squeezey and can require some wizard chassis mods to fit a big Caddy, but it'll go in. Then there's the oil pan dilemma. You're dropping your Cad into your '77 Whatever, and **clunk**. *Oil pan hits the cross member*. Just give us a call here at **Cad Company**. order up our **Rear Sump Oil pan, (Pg 17)** and VOILA! Sweetest install you'll ever see! Why spend hours cutting boiler plate and home-building a plate to bolt your Cad to the Chevy TH-400? You only need to give us a call, order the **Transmission Adapter Kit (Pg 27)**, and have at it. Takes a few minutes to take it out of the box and bolt in on! Got a Power Glide? Got a TH-350? Noooo problem. Call us up and tell us you want the **flex plate (Pg 27)** with the multi-pattern for TH-400, TH-350, Power glide and even the 700R-4. We can even setup one with other TC bolt patterns, such as Ford or Chrysler on request (but then you're on your own for the tranny adapter). Wanna run a clutch setup so you can torque test your 4-speed (or 5 or 6 speed...)? No problem again. Call **Cad Company** and order up a **Steel Billet Flywheel and Oilite pilot bushing (Pg 27)** (166-tooth ring gear for standard Caddy starter, and no custom machine work required for the pilot bushing). Whoops . . . What about headers? The tradition continues. Can't get much more simple: If one of our sets of **bolt-in headers (Pg 28)** is beyond your budget, or not applicable to your particular swap, you just buy whatever header fits your chassis, then call us up and order the **Header Flange Kit (Pg 28)**. You'll receive some bitchin' 3/8" steel flanges, and your neighborhood will never be the same!

Even with all that is available to make your swap as painless as possible, some swaps can still qive you quite a headache, just figuring out how to position the engine so it clears everything. On most of those, you will have to bite the bullet and work on your patience as much as the car. For the most popular of the 'headache' swaps, the GM G-body ('77-up Malibu, Monte Carlo, Cutlass, Regal, etc), we offer a true 'bolt-in' motor mount kit, with all of the positioning already worked out. We also offer matching tranny crossmembers and headers, and can provide (or point you in the right direction to get locally) the correct fan shroud, radiator, etc, to make the swap hassle free.

For other head-scratcher swaps, we offer support in the way of advice based on years of experience fitting these great engines into everything you can imagine. The new tech section of our industry-leading website will also offer an ever expanding list of how-to articles for various specific swaps, as well as general swap tips that will be of use in most swaps.

Good Luck, Cadders.

The Flash Says: “A final dyno tune (either engine or chassis) is strongly recommended as the final component of any performance engine build, as it is the only way to be sure you are getting the full power potential out of that combination.”

Why Build a Caddy?

Lets start with the advantages of using the 472/500 engine family as a basis for your next engine. This engine family has earned a reputation for longevity and power, partly due to the high initial build quality. You are starting with an engine with tighter specs than many new ‘high end’ cars, to include the square-ness and uniformity (lack of casting shift) usually expected only in high dollar full race engines, from the bore centers, to the deck surface, to the rotating parts centerlines, to the exceedingly high nickel content of the castings (like a ‘Bow Tie’™ block that costs more bare than your complete core engine). These engines are also very light for their size, being within 60 Lbs of a small block Chevy, while still being tougher and more wear resistant due to the high quality materials and castings. They have numerous other advantages, including easy access to the distributor and oil pump, dry (no coolant passages) intake, individual ports (not siamesed to lower production costs while hurting flow), conveniently angled spark plugs (easy access in the tightest of installations), and internally balanced, eliminating the need (and inefficiency) of external balancing.

New to Cadillacs? Things you should know:

In our experience, the most vital performance modifications are a good camshaft and the correct size valves. The head work will, in effect, amplify the effect of most other upgrades.

The Cadillac 472/500/425/368 firing order is not the same as most other engines. #1 is on the passenger side, and #4 (2nd cylinder on the driver’s side) is the companion.

There are at least 6 different timing pointers, with 6 different ‘0’ locations.

When in doubt, or if changing pulleys, find true TDC and check/ change the marks on the pulley.

Cad Company’s Universal Motor Mount Kit works in 95% of side-mount applications. and can be used to install the Cad motors into just about anything, with no welding required in most cases! Our transmission adapter kits will let you bolt up a Chevrolet trans to the Cadillac block. We stock steel billet flywheels and Oilite pilot bushings, so there’s no problem in that area, either. We also offer a rear sump 7 quart oil pan that works almost anywhere, and is worth substantial power over the restrictive factory rear sump pan.

When spending your hard earned dollars, good information is invaluable. Bad information can kill a project. Be careful who you listen to, and consider the following:

While computer simulations are not perfect, they are rarely even close on Cads

When the books, simulations, and ‘THEY’ all say something different, remember that years of experience and data from street, race, and dyno proven (or failed) combos beats guess work and rumors.

Yes, we’ve tried many things over the last 30 years, both on the dyno and at the track, that didn’t work...

There are many ways of doing things. We can’t test every possibility, but we use what we KNOW works.

The Dyno says: A stock 10:1 (76cc head) 500 makes 323 HP

The Dyno says: A stock 8:1 (120cc head) 500 makes 302 HP

The Dyno says: A serious, professionally prepped, bracket style stroker can make well over 800 HP without a power adder, through ported iron heads.

Always keep in mind while planning your project that the Caddy is a very unique engine in the performance world. Things you expect to have to do on a mild performance engine to make it work are not always necessary, even on a serious bracket engine.

Cadillacs build torque first. High RPMs to get big mathematical HP numbers are not necessarily required to make your car as fast as it can be within your limitations of suspension and traction. Especially on street tires.

Building a race car? We’ve got you covered there, too. Though some of the rules are different than those mentioned above, big power is yours for the taking - without as much exotic, high-dollar stuff as most engines require.

The Flash Says: “It would be real hard for me to try to tell you, in this catalog, or in one phone call, everything I know and have learned in 30+ years. Still, maybe by passing along a few tips and tricks, it’ll save you and me both time and trouble...”

Tips and Tricks From *The Flash*

Don't use the stock Caddy flex plate with the cutouts if you're going to be making some serious power...

When doing a swap, make sure your drive-shaft isn't too long. This can wipe out the thrust bearing and crank . . .

The two groove AC, P.S. belt system is too close to the HEI Distributor... Use the single belt system.

Before starting a fresh motor, prime the oiling system by spinning the oil pump drive 'til you get pressure. It's easy and if something's going to leak, it'll save a big mess.

The TH400 and 4L80E will handle the torque... Anything smaller will be on borrowed time.

For starters go “easy” on the gear ratio to start with on your Caddy. These are not “mouse motors”.

Use a real fan (OEM is best) and a good fan shroud whenever possible. (Far superior to electrics).

Try to retain that little strap that supports the end of the starter to the block. Without the strap, if your engine kicks back against the starter, it'll be swinging in the breeze by its wires.

Knock! Knock! Page

How to prevent (or find) that nasty noise



<p>Don't forget to bend your dipstick tube to clear the crank and block . . . The crank will definitely mangle that tube if it's not out of harm's way. . . Tink, Tink, then <i>Knock!, Knock!</i> <i>While you're at it, measure and adjust so it reads right...</i></p>	<p>It is highly recommended to check cam bearing clearance during assembly. The manual recommends .001" to .004". We recommend running a minimum of .0025" clearance and chamfering the oil hole, especially on anything with aftermarket valve springs.</p>
<p>Never attempt to make an oil pump gasket out of thicker material . . . You'll have too much gear end play, which will cause low oil pressure. Using silicone or other sealant on the gasket is also not recommended - it can get into gears and gum up the regulator valve, passages, etc, and before you know it... <i>Knock! Knock!</i></p>	<p>If you abruptly lose low RPM oil pressure, check the oil pump regulator valve. Very small debris can get between the piston and cylinder, and cause the valve to stick. Remove the filter, look through the rectangular hole, and push the piston back and let it snap back out to the stop cast into the housing. If it doesn't move freely, disassemble, clean, and debur it, or replace the pump.</p>
<p>Don't mistake your oil pump pickup tube bolts for your camshaft gear bolts. The cam gear takes 9/16" long bolts; the pickup bolts are 3/4". Get 'em in the wrong holes, and when you fire up your motor . . . <i>Knock!, Knock!</i></p>	<p>Remember to stake your oil passage plugs when re-assembling your motor. If they pop out, you'll wonder where all your oil pressure went. Tick, Tick . . . <i>Peck, Peck . . .</i> KNOCK! KNOCK!</p>
<p>On assembling your valve train, make sure your pushrods are centered in the lifters before tightening rocker assemblies. It's best to do this with the intake off so you can see what's happening. Bent pushrods, valves, or damaged lifters can result . . . <i>Clank! Clank!</i></p>	<p><i>Jingle, Jingle . . .</i> On pre-'74 motors check your balancer for bad rubber. The crank pulley covers it, and you can reach it with your fingers. If the rubber leaves the scene you'll hear a "jingling" noise, usually only when you shut off your engine.</p>
<p>The last step before final engine assembly should be to hand scrub everything with hot soapy water and blow dry with compressed air. Relying on the automated cleaning systems to get all of the machining grit out of the nooks and crannies is rolling the dice with your new engine. Contaminated oil leads to wiped out bearings ... <i>Knock!, Knock!</i></p>	<p>When doing internal upgrades on a used engine with 'coke' buildup (the black crusty stuff - essentially oil cooked into carbon crystals), do your best not to disturb the stuff, and vacuum or wash out any that comes loose. 'Black diamond dust' (fine carbon crystals) is the finest industrial abrasive money can buy. If it's floating around in your oil.... <i>Knock!, Knock!</i></p>

Dyno Test Results '76 500 • 420+ HP • 550+ Ft-Lbs

The following buildups are based on most people's expectations for street and towing engines, and are intended as a reference point. We tried numerous combinations, and chose these examples as representative of the most common type of mild buildups. Those of you looking for more serious combinations, or other applications, should keep in mind that we have many dyno and track proven combos for you as well. This is an abbreviated version of the original write-up. For more information on these and other dyno proven combination, call, email, or visit our website.

A sound bottom end is important in any buildup, and for those wishing to build serious performance packages now (or in the future based on the bottom end you build now) should consider building your bottom end with that in mind.

We'll go step by step and show you what parts give you what kind of power, keeping things truly streetable and running on pump gas. Here at Cad Company, we have dyno tested a large majority of the bolt on combinations for street applications of both the low and high compression 472/500 engines, simply following the clear, detailed installation instructions provided with the parts, and not spending time 'dyno tuning' or 'dialing in' each combination, to get a true representation of what you can expect by following these examples.

We will start with our low compression buildup. Our low compression short block was based on a '76 spec rebuild, and was built with 8:1 due to piston modification for later race combos not detailed here. All cams were installed 'straight up' as ground (some are ground advanced as shipped, and some aren't, for a reason...). The short block was bored 0.060" over, reconditioned stock rods with ARP fasteners on an OE crank turned .010/.010 (not balanced), and assembled following stock clearance specs:

Standard off the shelf cast '74-'76 8.25:1 replacement pistons (Pg 11), with valve reliefs cut, dropping it to 8:1 compression.		True Roller timing set (Pg 12)
		OE HEI distributor
Moly rings (Pg 10)	OE camshaft, new lifters	120cc heads ('74-'76) #493
Clevite rod and main bearings (Pg 10)	reconditioned OE pushrods	45° 1-angle valve job (OE valves)
Durabond cam bearings (Pg 10)	Stage I springs (Pg 12)	OE 76 manifolds and carb

And the dyno says: 493.5 Lb-Ft at 2600 RPM and 302.1 HP at 3600. While it had only dropped to 291.4 HP at 4200 RPM, keep in mind that that is where new (not 100k+ mile, 30 year old) stock spec springs begin to show substantial valve float.

At this point, the Edelbrock 2115 intake (Pg 21) was installed, retaining the Q-jet carb. Proper port sealing was assured by using our exclusive high grade composite intake gaskets (Pgs 10, 21). The results were +20 HP at peak, but our torque band was moved higher, and we lost 35 Lb-Ft at 2000 RPM and 7 Lb-Ft at the torque peak. Both with the 2115 and back to the stock intake for testing the CTA 120 TD RV cam (Pg 12), we found around 15 Lb-Ft and 25 HP either way. This combo made 512 Lb-Ft and 323 HP (same peak HP as the 2115 with the stock cam, with the torque peak at 2700 RPM) by itself, still idling smoother than most stock 454s.

Next, we put on the PCIII intake (Pg 21), which is a ported Edelbrock, with the necessary mods to enhance low-RPM transition, cylinder balance, and fit on the engine, which will be used throughout the rest of this buildup. Not worth any peak HP at this point, but improved EGT consistency and got back a few of those missing Ft-Lbs at the bottom end.

The next addition will be our CTA 205TD cam (Pg 12). This change brought a 25 HP gain, with the peak at 3800 RPM and a 30 Lb-Ft gain with a 3000 RPM peak.

Our next change was exhaust. We replaced the OE cast manifolds with 1 7/8" primary/ 3" collector block hugger (shorty) headers. While this gave us a gain of 10 HP and 15 Ft-Lbs, it made much less bottom end and midrange power, and the 1 3/4" headers have proved to be much more effective over the power band at this level.

Dyno Test Results

'70 Eldo • 525+ HP • 590+ Ft-Lbs

At this point, we upgraded our Stage II Shaft Rocker Assembly (which has now been replaced by the Stage III, Pg 15). The 10 HP gain was mostly the result of the increased ratio (1.72:1 compared to the OE 1.65:1), though on higher lift cams the increasing friction and geometry losses would make a noticeable portion of the gain. We now have 368 HP and 522 Ft-Lbs.

To take it to the next level, we bolted on a set of our Pro Street heads (see specs on the head page, Pg 13). We gained 34 HP (402) and 6 Ft-Lbs (528). Note that we only moved the torque peak up by 200 RPM while making our 34 HP gains - these are not race heads. At this point, it is still a cream puff, with a nice cruiser idle, great vacuum, and very drivable part throttle response.

Now we'll switch to mid length headers (Pg 28), which are the style that is a bolt in for the cars most of you are swapping your 500's in to. Our new line of headers (these were the non-mandrel bent style) with 1 3/4" primary tubes gave us a gain of 12 HP and 15 Ft-Lbs over and above the power we were making with the 1 7/8" primary headers, indicating that we not only improved the torque peak, but widened the curve with the smaller primaries.

Our next step was ignition. While the MSD Pro Billet distributor (Pg 25) gained only 2 HP and no torque, keep in mind that we are still working with very low RPM combos at this point. While playing with the ignition, we found that some basic tuning gave us a total of 420 HP and 547 Ft-Lbs.

The base engine for test mule #2, essentially built to '70 Eldorado specs, at 10:1 compression, similar assembly to the 8:1 test mule. The short block features Cad Company's direct replacement forged rods with ARP fasteners, and a balanced rotating assembly due to higher RPM testing to be done later, and was built using: Bone stock it pulled 323 HP and 504 Ft-Lb of torque. 'Rated' power numbers are not your friend...

cast 10:1 replacement pistons (Pg 11)	True Roller timing set (Pg 12)	OE HEI distributor
76cc heads ('68-'73) #250/902	OE 70 manifolds and OE carb (Pg 22)	Moly rings (Pg 10)
Clevite rod and main bearings (Pg 10)	Straight 45° valve job (OE valves)	reconditioned OE pushrods
Durabond cam bearings (Pg 10)	Our light duty street springs (Pg 12)	OE camshaft, new lifters

As the milder combos follow the pattern, we will skip the repetition and get to the meat and potatoes of this test. The step-by-step changes made to Mule 1 were repeated, resulting in a pull of 449 HP and 565 Ft-Lb. That shows what compression does for the milder combos. Stepping up to the SS 300 T cam (Pg 12), which can still be tuned to idle relatively smooth, and is not a monster lift spring or piston killer, gave us boosts of 28 HP and 10 Ft-Lbs, for a reading of 477 HP and 575 Ft-Lbs. At this point, the MSD ignition is making a noticeable improvement to low RPM power and idle quality.

With this combo, the Holley finally beat the Q-jet, with a gain of 3 HP and 6 Ft-Lbs, for a final power output of 480.1 HP at 5200 RPM and 581 Ft-Lbs at 3900, though it was still pulling strong with 473.4 HP and 452.4 Ft-Lbs when we quit pulling at 5500 RPM. While the Holley made higher peak numbers, the Q-jet was still the king of midrange and bottom end, and made more average power over the curve.

Windage: The Caddy has a big arm, and with it comes windage. Installation of our exclusive PC7 oil pan (Pg 17) brought a gain of 12 HP and 20 Ft-Lbs at 3000 RPM and 10HP/ 14 Ft-Lbs at 4000 RPM. The new aluminum pan has similar windage characteristics (Pg 17) as well.

Fuel: We noticed that we could carry over 4 PSI of fuel pressure through the entire run in the beginning. By the time we broke 400 HP, fuel pressure was dropping down, nearly to 2 PSI, well before the end of an 8 second pull. That is not a good thing. Keep in mind that the fuel pump's ability to keep up will be even more limited at low altitude. We cured it by swapping in our chrome high volume pump (now available with a billet steel arm, Pg 24), but some of you will chose to use an electric pump.

The Flash Says: “We realize that not everybody has access to a full service machine shop, so we offer some machine shop services to our parts customers. Feel free to call if you need anything and we’ll do our best to help you out” .

Shop Services Machining • Assembly

Balance Rods & Pistons \$150

Balance Crankshaft (customer rotating assemblies purchased from us) \$200

Balancing Crankshaft where Mallory Metal is needed, add \$200

NOTE: We can supply customers with balanced rods and pistons, and also supply you with bob weight numbers needed to balance your crank. We can fax or e-mail you the weights prior to shipping your parts so that you can have your crank all balanced and ready by the time the truck arrives with your goodies. (You should save time *and* money this way).

Fly Cut Pistons for valve clearance or compression relief \$80 - \$125

Assemble Rods & Pistons \$64

Rebuild Cylinder Heads to stock specs. \$400 (parts not included)

Includes: Vat and shot-tumble heads, magnaflux, re-work seats and guides as needed, valve job, and install springs and set to correct pressure.

Install Oversize Valves in your heads. \$700 (parts not included)

Includes: Vat and shot-tumble heads, magnaflux, re-work guides as needed, cut seats for oversized valves, set valve stem height, valve job, basic pocket blending, and install springs and set to correct pressure.

Assemble Short Block Premium service \$1049 and up

*Teardown core; vat and scrub core; bore and hone block - .010-.060; turn crank;
Block: magnaflux, install cam bearings, freeze plugs, all threads chased, debured; oil system basic mods;
Crank: radius and polish; oiling checked, reamed, and radiused
Assemble short block: incl. pre-assembly, clearance checks, adjustments, re-assembly, recheck;
Hang pistons, set crank endplay, Torque 2X.*

Assemble Long Block Premium Service \$1249 and up

As above, plus installing heads and valve train, degree cam, set lash / preload, check valve to piston clearance.

Coatings

Prices vary with type of coating and application.

Complete Engines

Cad Company can build you an engine to fit almost any application. From daily drivers to big bore strokers; from motor homes to PRO/Street... We can get you where you want to go. They're shipped turn-key, run in and base-tuned on the dyno. Because not everyone has the same needs, turn key engine customers should call or e-mail for a custom quote.

Our street engine lineup is value oriented, with combinations that provide an excellent HP per dollar ratio with good street manners and long term reliability in mind. We offer an excellent nationwide, 3 year, unlimited mileage Engine Pro warranty on most street engines. For those who want more power, but are not concerned with street manners, we also have a full line of power-only combinations, such as budget bracket style and full race engines, available as well.

We have far too many dyno-developed, street and track proven combinations to list here, so if you don't see the right setup for you, call or e-mail for a recommendation tailored to your needs. All of our engines are generally priced as turn key, but are also available as 'crate' engines, long blocks, and parts packages. All combinations listed except 8.25:1 use aftermarket forged rods. All premium combinations include shaft rockers, roller chains, Moly rings, premium bearings and gaskets, etc. In most cases, power listed is with **Cad Company** small tube headers. Turn key engines come complete from carb to pan, including fuel pump, regulator (as needed), fuel line plumbed from pump to carb, complete ignition system (including plugs, wires, coil, and MSD box as needed), new stainless timing cover, water pump, OE oil pan (configuration as needed), chrome valve covers, etc. Prices do not include installation specific items such as mounts, flex plate/ flywheel, starter, air cleaner, or exhaust. They also do not include pulleys, brackets or accessories. Additional items can be added as needed.

Most combinations can also be ordered in a budget version, with things like cast rings instead of Moly, steel freeze plugs instead of brass, non-roller timing set, etc. Depending on the combination, the budget combo can be substantially less expensive than the premium version. Eliminating the warranty and dyno time can also substantially reduce the cost, but is not recommended. Our most popular street and bracket combos are in the \$7k to \$10k range, for the turn-key premium versions, and most of these are in the 400 - 600 HP range.



*For new replacement parts, see the appropriate catalog pages.
Core parts are subject to availability.*

Exhaust Manifolds

*All reconditioned manifolds are cleaned, magnafluxed, shot peened, magnafluxed again, checked for flat gasket surfaces and machined as needed, and have new studs installed.
Reconditioned manifolds are guaranteed to not be cracked at the time of delivery. New replacement manifolds are available for some configurations.*

- '68-'76 Eldorado Driver's Side \$195**
- '68-'76 Eldorado Passenger's Side \$175**
- '68-'76 Deville Driver's Side \$175**
- '68-'76 Deville Passenger's Side \$125**
- '77-'79 Eldorado Driver's Side \$175**
- '77-'79 Eldorado Passenger's Side \$175**
- '77-'79 Deville Driver's Side \$125**
- '77-'79 Deville Passenger's Side \$125**

Oil Pans

All oil pans and timing covers are vatted and checked for defects that would cause them to be unusable, such as excessive rust on sealing surfaces, cracks, and severe warpage. These are 30-40 year old sheet metal parts, and are not perfect.

New replacement timing covers and aftermarket rear sump pans are available.

Note: '77-up oil pans may require clearancing to clear the stroke of a 500

- '68-'76 Front Sump Oil Pan All exc. Eldorado \$125**
- '68-'76 Rear Sump Oil Pan Eldorado - 2 drain plugs \$200**
- '77-'85 Mid Sump Oil Pan All exc. Eldorado \$125**
- '77-'78 Rear Sump Oil Pan Eldorado - 1 drain plug \$200**
- '80-'85 Rear Sump Oil Pan Eldorado -1 drain plug \$125**

Note: The '80-'85 Eldo pan will not clear TH425 tans, and requires a unique pickup tube.

Miscellaneous

- Intake Manifold Specify style \$50**
- Oil Slinger \$25**
- Crank Hub \$75**
- Oil Pump Drive Shaft \$50**
- Straight Water Neck \$25**
- 45° Water Neck Will not clear aftermarket intake \$25**
- '68-'76 AC Bracket Set 2 pieces, for A6 compressor \$35**
- '77-'79 AC Bracket Set 2 pieces, for A6 compressor \$35**
- '80-'85 AC Bracket Set 2 pieces, for R4 compressor \$55**
- Note: Requires 45° water neck, not included*
- Power Steering Pump Bracket Exc. 4-6-8 \$75**
- Alternator Bracket Without AIR pump \$45**
- Alternator/ AIR Pump Bracket \$25**

Rebuild Parts Rings • Bearings • Kits

Engine Builder's Kits

Premium Engine Builder's Overhaul Kit for 472/500 and 425 engines - of course, with all of the best parts. **These kits include:** Molly rings, Clevite 77 main and rod bearings, cam bearings, Fel-Pro gasket set, block hardware kit (see component list below), Gold series oil pump (standard or special chassis - see oil pump page), and our basic assembly guide.

This package is a bargain at only \$595

Add \$30 for Sealed Power rings.

Add \$15 for Federal Mogul main bearings.

Add \$20 for Federal Mogul rod bearings.

Add \$10 for Clevite cam bearings.

Please have your ring and bearing sizes ready when ordering.



Budget Overhaul Kit for 472/500 and 425 engines - no junk, but for the budget conscious. **These kits include:** Cast rings, Clevite 77 main and rod bearings, Durabond™ or Engine Tech™ cam bearings, Fel-Pro gasket set, standard freeze plug kit, OE spec oil pump (standard or special chassis - see oil pump page).

\$445

Budget Engine Builder's Master Kit for '68-'73 472 (8.5:1 compression) or '74-'76 500 (8.25:1 compression). No junk, but for the budget conscious. **These kits include:** Same as above plus: OE style timing set with steel gears, OE spec cam shaft, lifters, and pistons. \$950

Bearings

	Main Bearings	Rod Bearings	Rod and Main Kit	Cam
Durabond	--	--	--	\$45
Clevite 77™	<i>Std thru .020</i> \$130	<i>Std thru .040</i> \$75	\$185	\$50
Sealed Power / Federal Mogul	<i>Std and .010</i> \$115	<i>Std thru .040</i> \$110	\$215	\$60
RC	<i>Std thru .040</i> \$150	\$60	\$235	\$30
ACL	<i>Std thru .020</i> \$175	--	--	\$60
Engine Tech	\$call	\$call	\$call	\$call

Coated bearings available for an additional \$40 per set.

Coated cam bearings are also clearanced and radiused as needed.

Assembly Lube Clevite™ Bearing Guard \$7.50 8 oz. bottle

Rings

Sealed Power cast replacement rings (472/500/425) at Std - .060" \$75

Sealed Power or Perfect Circle Moly rings: Std - .060" \$145

Engine Tech Moly rings: .060" - .120" \$89

Childs and Albert Performance Moly rings .040" - .060" \$119

Zero Gap, Total Seal, tool steel, and other special application rings also available

Hardware

Cad Company Block Hardware Kit \$25

Includes freeze plugs (brass), cam plug, all 7 galley plugs, 4 brass disc type head freeze plugs, 2 smog rail plugs, and block/ head dowel pins.

Freeze Plug Kit (Standard) Steel \$15 Brass \$20

Rear cam plug, 6 block exp. plugs, 2 oil galley plugs, 2 threaded oil galley plugs

Rear Cam Plug \$0.75 ea 1 per engine

Block Expansion Plugs Steel \$0.75 ea Brass \$2.50 ea 6 per engine

Block Coolant Sensor Holes, Threaded Plug \$ 0-2 per engine

Oil Galley Press In Plugs \$0.35 ea 4 per engine

Oil Galley Threaded Plugs \$0.29 ea 3 per engine

Head Coolant Plug, Disc Style Steel \$0.90 Brass \$1.25

4-6 per engine

Head Coolant Plug, Cup Style Steel \$1.25 Brass \$1.25

0-2 per engine

90° Press In Water Outlet \$50 1 per engine, 425 only

Head Coolant Plug, Cup Style Steel \$0.50 Brass \$1.75

1 per engine, 425 only, replaces press in water outlet

Head Coolant Plug, Threaded Hex Drive \$9.50 0-2 per engine

Head Water Outlet Kit, Threaded 90° \$25 0-2 per engine

Note: Stock heads will have 3 plugs per head. 2 per head will be the disc type (the hole will have a step so the plug can only go in so far). The third will be one of the following:

Disc type plug like the other 2 (mostly '68-'69 engines)

The press in cup type (like a standard freeze plug) (some '68-'69 engines and 425 heads). The 425 heads will have one plug and one press in 90° heater outlet.

Threaded head plugs (pipe thread) - usually one plug and one heater outlet.

Dipstick Tube Stainless steel with chrome dipstick \$39

Dipstick Tube Polished stainless steel with chrome dipstick \$69

Dipstick Tube Bearing Correct size ball bearing \$3

for plugging extra dipstick tube hole in block like the factory used

Rebuild Parts Gaskets

Engine Gasket Sets

Fel-Pro™ Complete Engine Builder Gasket Set \$145

'68-'76 472/500 CID, Does not include intake gasket.

Fel-Pro™ Complete Engine Builder Gasket Set \$145

'77-'79 425 CID, Does not include intake gasket.

Fel-Pro™ Complete Engine Builder Gasket Set \$155

'80-'85 368 CID, Does not include intake gasket.

Fel-Pro™ lower gasket set \$70 '68-'85 472/500/425/368 CID

Does not include valve seals, head, intake, valve cover, or exhaust gaskets.

Lower Engine Gaskets

Fel-Pro™ Timing Cover Gasket Set \$29

Timing cover, water pump, fuel pump, and oil pump gaskets, and front crank seal.

Melling™ Oil Pump Gasket \$5

Fel-Pro™ Fuel Pump Gasket \$5

Fel-Pro™ Oil Pan Gasket Set \$29

Fel-Pro™ Rear Main Seal \$20



Head Gaskets

Fel-Pro™ Head Gaskets \$30 each

Recommended for most street engines up to .060" over

Corteco™ Head Gaskets \$39 each

Recommended for street and bracket engines up to .080" over

Standard Copper Head Gaskets .040" \$175/pr .020" \$190/ pr

SCE Titan Copper Head Gaskets .043" \$230/pr

For 472/500 engines. With seals around water passages, integrated O-ring (no grooves required). 4.380, 4.440, or 4.520 bore sizes available.

Valve Stem Seals

Fel-Pro™ Valve Stem Seals \$20

With retainers. For OE springs only.

Viton Umbrella Valve Stem Seals \$18

Ultra High Temp, no machine work required.

Silicone Poly Lock Valve Stem Seals \$20

High temp, requires machined guides

Teflon Poly Lock Valve Stem Seals \$35

Ultra High temp, requires machined guides



Teflon • OE • Viton

Upper Engine Gaskets and Sealants

Fel-Pro™ Valley Pan Intake Gasket \$45 *(sheet metal)*

Cad Company Composite Intake Gaskets \$20

High quality gasket material - won't burn through at crossover or come apart when wet, safe for aluminum heads and intakes

Cad Company Oversized Composite Intake Gaskets \$20

trim to fit, for raised ports

Fel-Pro™ Carb Gasket '67-'70 Q-jet w/ exhaust at carb base \$7.50

Fel-Pro™ Carb Gasket '70-'84 Q-jet w/o exhaust at carb base \$6.75

Fel-Pro™ Carb Gasket Pad '70-'84 Q-jet w/o exhaust at carb base \$6.75

Thick gasket/ pad seals slightly warped carb bases better.

Fel-Pro™ EGR Valve Gasket '70-'85 OE intakes \$2.50

Fel-Pro™ Exhaust Manifold Gaskets \$15

SCE™ Copper Header Gaskets 8 individual port gaskets \$65

Cad Company Composite Header Gaskets 1 pr \$25 *Profiled to match heads*

Graphite Header Gaskets 1 pr \$call

SCE™ 3" Copper Collector Gaskets \$30/ pr *Fits most available headers*

SCE™ 2½" Copper Collector Gaskets \$25/ pr

StaTite™ Thermostat Gasket \$2.75 *Adhesive backed for easy installation*

Fel-Pro™ Valve Cover Gasket OE cork style \$25

Fel-Pro™ Valve Cover Gasket OE rubber style \$25

Cad Company 2X Valve Cover Gaskets \$20

Double thick, nylon impregnated cork. A better seal for problem covers.

Cad Company Neoprene Valve Cover Gaskets \$20 *standard thickness*

Fel-Pro™ Valve Stem Seals with retainers \$15

Viton Umbrella Valve Stem Seals \$18 *Ultra High Temp*

Silicone Poly Lock Valve Stem Seals \$20

High temp, requires machined guides

Teflon Poly Lock Valve Stem Seals \$35

Ultra High temp, requires machined guides

GM Brush On Gasket Sealer \$20

Recommended for use around ports of EO intake valley pan, or for holding problem gaskets (such as the timing cover) in place during assembly.

16 oz can with applicator brush in lid.

Right Stuff™ Gasket Maker \$30

Tougher than RTV, not as easily removed.

Price includes 2 - 5 oz canisters and applicator gun.

Rotating Parts Pistons • Combos

The Flash says: "The meat and potatoes of building a Caddy motor are the rods and pistons you put in 'em . . . Everything else is gravy. There's no excuse to build a marginal motor just to see if it'll work. Put the good stuff in your motor right from the get-go!"

Pistons

Price includes pins, except custom forgings. For coated skirts, add \$80.

Other friction, oil shedding, and heat barrier coatings available on request.

Please Check year/ cylinder head / stroke by the casting number before ordering.

Cast and Keith Black pistons available in .030, .040, and .060 over bore sizes.

Keith Black and forged pistons are grooved for SpiroLocks for use with floating pins.

Silvolite Cast Replacement Pistons With pins \$395

472: 71-73 / 76cc heads 8.5:1 CR

500: 74-76 / 120cc heads 8.25:1 CR

425: 77-79 8.2:1 CR

RC Cast Replacement Pistons With pins \$475

472: 68-69 / 76cc heads 10.25:1 CR

472: 70 / 76cc heads 10:1 CR

472: 71-73 / 76cc heads 8.5:1 CR

472: 74 / 120cc heads 8.2:1 CR

500: 71-73 / 76cc heads 8.5:1 CR

500: 74-76 / 120cc heads 8.2:1 CR



Keith Black Pistons Hypereutectic Alloy w/ heavy duty Wrist Pins \$445

472 76 cc heads 9.8:1 CR

500 76 cc heads 10:1 CR

500 120cc heads 9.2:1 CR (13:1 w/ 76cc heads)

Probe 10:1 Forged Pistons, with valve reliefs. With pins \$599

Available in .030" .040" .060" and .080".

Grooved for SpiroLocks (included) for use with floating pins.

Venolia Forged Pistons \$699.00 and up, plus pins *custom, any compression ratio*

Piston Pins, heavy duty, standard sizes \$75.00 and up

Lightweight, gas porting, narrow rings, lightweight and sever duty pins, and other special applications available at additional cost.

Rod/ Piston Combos

I-Beam Rods and Keith Black Pistons \$699

Specify piston style when ordering.

I-Beam Rods and Probe Forged Pistons \$799

H-Beam Rods and Probe Forged Pistons \$999

Connecting Rods

ARP™ 8740 Chromoly Rod Bolts with nuts. *For OE Cast Rods* \$89.00

Cast Replacement Rods 84M ARMA steel w/ 8740 Chromoly bolts \$350.00
Shot-peened, magnafluxed, blueprinted, bearing bores resized.

Forged I-Beam Replacement Rods \$399.00

Standard Cadillac length. Equipped with bolt-thru-cap style Chromoly Bolts. Bushed for floating pins (requires pistons cut for SpiroLocks, such as KB or Forged pistons). Recommended for performance engine builds.

H Beam Rods w/ 8740 Chromoly bolts; use Cad pins and bearings \$599.00 & up
Also available in other pin/bearing sizes, lengths, etc.

Aluminum Rods available for racing applications \$Call

Billet Steel Cranks

Common Strokes (472, 500, 529/540, 552/572) \$2595

Any Other Stroke (please specify dimensions) \$2795

Stroker Kits

Basic Stroker Kit \$2,395.00

Specify heads, desired bore size, and compression. Includes stroked OE crankshaft, forged rods, forged pistons, Moly rings, and rod bearings. Rotating Assembly balanced. Makes 529 CID at .060" over, 540 CID at .100" over, and 546 CID at .120" over (.120" over is not recommended for street cars, but .100" over is safe).

H-Beam Rods add \$200

For combos up to 700 HP. Call for serious race applications.

Billet Steel Crank - add \$2300 (for kits over 540 CID)

Corteco Head Gaskets \$39 ea For combos up to .080" over bore

Cad Company SS Head Gaskets \$175 pr For combos up to .125" over bore



Rotating Parts

Vibration Dampers • Accessories

Harmonic Dampers

Innovators West Damper (SFI Certified) \$425

Billet aluminum construction, viscous (fluid) type damper.

Includes steel crank hub. Will not clear most pulleys due to the large diameter, but will not affect pulley spacing on those that will fit. Requires countersinking bottom timing cover bolts, etc.

BHJ Elastomer Damper (SFI Certified) \$525

Billet steel construction, elastomer (rubber insert) type damper.

Can be installed on stock crank hubs (hub not included). Clears most pulleys, but used with stock hub, will space crank pulley out slightly. If you will be running V-belt pulleys, we recommend either back cutting the crank pulley (billet aluminum and cast iron pulleys only) or using the offset aftermarket steel crank hub (sold separately) to correct the pulley spacing. Some early pulleys from engines with factory dampers are already offset to allow for a damper.

Billet Steel Elastomer Damper (not certified) \$call

Details will be posted on the website as soon as they become available.

Billet Steel Crank Hub \$165

Dual keyway. Offset pulley mounting flange to allow for correct pulley alignment with BHJ damper. Includes spacer for correct pulley spacing without damper.

Crank Hub Bolt Kit \$23

Helps keep the hub tight to prevent timing gear walking/ keyway damage. Clears all pulleys.

Crank Scrapers \$49

Mounts between oil pan and block. close tolerance to rotating parts to wipe off excess oil. May require minor clearancing depending on rotating part selection.

Main Girdles \$150

Steel main girdle to connect the main caps and add strength and rigidity, Recommended for high RPM (over 6000 RPM), stroker, and power adder applications.



The Flash says: "If your motor can't breathe, you aren't going anywhere with your big-inch Caddy motor. It's a classic case of spend your money in all the right places . . . I consider head-rework to be almost essential to the building a performance Cadillac engine."

Cylinder Heads Ported Iron Heads

Cylinder Head Core Charges

Core charges vary, depending on the casting numbers. Cad Company does not pay inbound freight on cores in most cases. We do accept different casting numbers than the heads you are purchasing as cores, with the exception that we do not accept 425 head cores for 500 heads. You may ship your cores ahead of time to avoid paying the core charge in the first place, or you may ship them later for a refund of the core charge. The maximum core charge refund you will receive is the amount designated for the heads you are receiving. Cores returned more than 1 year after the initial purchase of the heads will be refunded 75% of the core charge due.

76cc Head Cores \$295 250, 950, and 902 castings

120cc Head Cores \$250 493 and 552 castings

425 Head Cores \$150 423 castings

Premium Re-manufactured Stock Heads \$700

Specify 76cc, 120cc, or 425 heads. Shot-tumbled, magnafluxed, surfaced as needed, and assembled. No port work. Bronze guide-liners are installed, and seats are cut and hand lapped. Stock heads are assembled using stock size replacement valves (2.00" induction hardened intake/ 1.62" stainless exhaust), OE size performance valve springs (Stage I), Chromoly retainers, and hardened valve locks.

Super/Street Steel Heads \$1,395

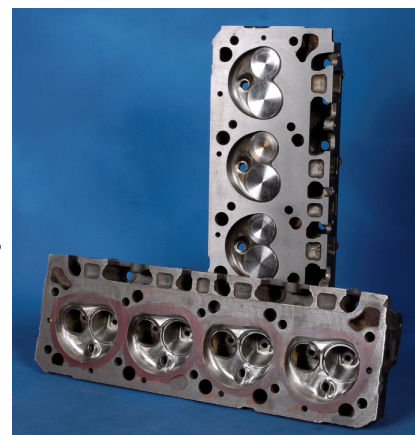
Specify 76cc, 120cc, or 425 heads. Shot-tumbled, magnafluxed, surfaced, and assembled. Intake and exhaust ports are matched to our premium gaskets. Pushrod walls on the intake side are moved back. Ports are smoothed, blended, and polished (the last 1½"). Bronze guide-liners are installed, and three angle seats are cut and hand lapped. Super/Street heads are assembled using oversize 21-4N stainless valves (2.19/1.90 for 76cc, 2.11/1.77 for 120cc and 425 heads), special spring shims, performance valve springs (single w/ damper), Chromoly retainers, and hardened valve locks. Valves are not "back cut" to ensure maximum longevity.

PRO/Street Steel Heads \$1,695

Specify 76cc, 120cc, or 425 heads. See 'Super Street' Heads above. With more port work and reworked combustion chambers.

PRO/Comp Heads \$2,195

76cc or 120cc Heads. As above, PRO/Comp cylinder heads also feature fully worked ports, radiused guides, your choice of 2.11/2.19 (street) or 2.25 (race) intake valves, spring cups, dual valve springs, lightweight Chromoly retainers, and hardened valve locks.



Aluminum Heads

At the time this is written, the aluminum heads have been on backorder for quite some time (several years). We expect the revised street heads as well as a new race style head to be available in the future. Pricing is yet to be determined, but we are expecting prices starting around \$2695 assembled. Keep an eye on our website for more information.

Valvetrain

Valves • Springs • Seals

Swirl-polished oversize Stainless valves are available in full sets of (16) for all heads, 1968 through 1979. They are ready to install with 1 1/32" stems, and any competent machine shop in your area can machine the oversize seats. *We do not recommend installing false hardened seats unless you are repairing a damaged head, nor do we recommend reusing stock valves.* With the high nickel content of the Caddy heads, and stainless valves which are very difficult to damage, you should be able to get many, many miles of trouble free operation from your upgraded heads, even on unleaded fuels.

Valve Sets		
Individual replacements available on request		
68-79 <small>(specify year/ casting no. when ordering)</small>	OE Sizes 2.00" Hardened Intake 1.62" Stainless Exhaust	\$175
68-73 <small>(250/ 950/ 902 Casting No's)</small>	2.19 intake 1.90 exhaust	\$255
68-73 <small>(250/ 950/ 902 Casting No's)</small>	2.25 intake 1.90 exhaust	\$275
74-79 <small>(493/ 552/ 423 Casting No's)</small>	2.11 intake 1.77 exhaust	\$235

Valve Spring Kits		
Stage 1 through Stage 3 include all shims, retainers, locks, and seals for installation with standard valve stem heights.		
Stage 1	OE size performance springs Up to .550 lift.	\$85
Stage 2	Oversized high performance springs Up to .600 lift.	\$135
Stage 3	Small diameter high performance springs Up to .600 lift.	\$250
Stage 4	Oversized HD dual performance springs	\$250
Stage 5	Oversized extra HD dual performance springs Up to .720 lift.	\$275

Fel-Pro™ Valve Stem Seals \$20

w/ retainers for OE springs

Viton Umbrella Valve Stem Seals \$18

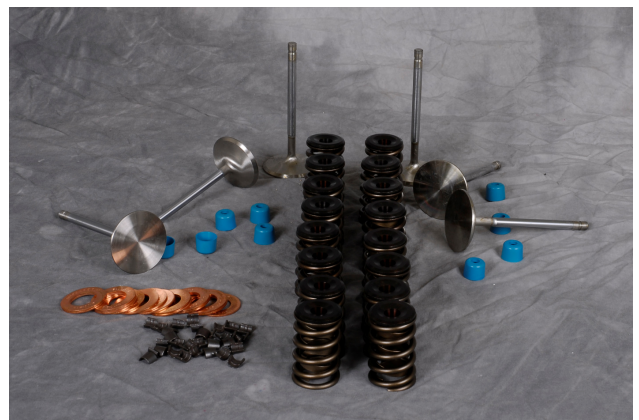
Ultra High Temp

Silicone Poly Lock Valve Stem Seals \$25

High temp, requires machined guides

Teflon Poly Lock Valve Stem Seals \$35

Ultra High temp, requires machined guides



Valvetrain Camshafts • Kits • Timing Sets

Our camshafts are ground to our proprietary specifications by reliable, long-time manufacturers. All grinds are geared toward maximizing performance, both for horsepower *and* torque. Note that these grinds are not static - the part numbers stay consistent for idle quality and approximate size, but we are constantly updating our cam profiles due to continued testing on our in house dyno and the frequent introduction of new lobe profiles, technologies, etc. As you see we have listed our most popular profiles, but with hundreds of grinds in our database, we are not limited to what you see. Due to the obvious, we do not disclose proprietary specifications. You will be provided a Camshaft Data Sheet with the purchase of a cam kit from us giving you all the spec's needed to install and degree your camshaft properly, as well as instructions for installation. We will be glad to help you with cam and kit selection when you are ready to purchase. This way, we can assure you of spending your money in the right place in the first place. ***That's what separates engine builders from phone salesmen.***

If you are looking for a specific set of specs, we'd be happy to grind you a custom stick, and recommend the appropriate spring and lifter package.

Note: 'CTA' cams are optimized for 8.5:1 engines, while the 'SS' series cams are optimized for higher compression ratios such as 10:1. Both are now available in 'Plus' versions (new lobe design) for additional power with similar idle and drivability characteristics as the standard version.

All cad company camshafts are only available ground on new billets unless otherwise specified.

We offer springs from \$85 / set and lifters from \$65 / set. Call or see our website for application and pricing.

We also offer blower and turbo versions of most cams - call for applications and pricing.

Kit Pricing is for the Camshaft, as well as appropriate lifters, springs, retainers, locks, and valve stem seals.

Cams generally come with a complimentary single-serving-size cam lube as available.

Cloyes True-Roller Timing Set \$129

Includes chain, cam gear, and crank gear with three keyways.

Cloyes Street-Roller Timing Set \$75

OE Spec Timing Set \$55

with all-steel gears

ARP™ Timing Gear Bolts \$5

Correct size, 1 pr

Bronze Distributor Gears \$45

Isky Rev Lube valve train assembly lube \$45

Brad Penn Engine Oil

By the Qt or By the Case \$call

High ZDDP Content For Maximum Cam Life



Valvetrain Camshafts • Kits

The Flash says: "All of our cam kits come with performance valve springs, lifters, Chromoly retainers, shims, locks, & seals . . . Gotta know that it'll all work together, know what I mean ?"

Street Cams			
<i>We recommend Cad Company Stage I Shaft rockers for OE and RV cams, and Stage III Shaft rockers for larger hydraulic street cam applications. 'Plus' series cams are for those who need every last bit of power.</i>			
Cam Grind	Description	RPM	Price
OE Spec	Standard Replacement Camshaft (cam only)		\$115
CTA 120 T-D	Low compression (9.2:1 or less) 'stock head' RV cam. Restoration, 3000 RPM Tractor Pulls, Towing, Direct Drive Airboat. Near stock idle quality, Best all around choice for stock heads.	1800-4200	\$365
SS 120 T-D	High compression (10:1 or more) 'stock head' RV cam. Restoration, 3000 RPM Tractor Pulls, Towing, Direct Drive Airboat. Near stock idle quality, Best all around choice for stock heads.	1800-4200	\$365
SS 120 Plus	High compression (10:1 or more) 'stock head' RV cam. Restoration, 3000 RPM Tractor Pulls, Towing, Direct Drive Airboat. Near stock idle quality, for stock heads.	1800-4200	\$405
CTA 205 T-D	Low compression (9.2:1 or less) 'ported head' RV cam. Restoration, Towing, Mild Hot Rods, Cruisers. Good Idle, Best choice for low RPM engines with ported heads.	2000-4800	\$365
SS 205 T-D	High compression (10:1 or more) 'ported head' RV cam. Restoration, Towing, Mild Hot Rods, Cruisers. Good Idle, Best choice for low RPM engines with ported heads.	2000-4800	\$365
SS 205 Plus	High compression (10:1 or more) 'ported head' RV cam. Restoration, Towing, Mild Hot Rods, Cruisers. Good Idle, Best choice for low RPM engines with ported heads.	2000-4800	\$405
CTA 250 T	Low compression (9.2:1 or less) mild street performance cam. Hot rods, gear box airboats, etc. Fair Idle, Good choice for truly streetable performance.	2200-5000	\$385
SS 250 T	High compression (10:1 or more) mild street performance cam. Hot rods, gear box airboats, etc. Fair Idle, Good choice for truly streetable performance.	2200-5000	\$385
SS 250 Plus	High compression (10:1 or more) mild street performance cam. Hot rods, gear box airboats, etc. Fair Idle, Good choice for truly streetable performance.	2200-5000	\$425
CTA 300 T	Low compression (9.2:1 or less) 'stock head' RV cam. Hot rods, gear box airboats, etc. MSD box recommended. OK Idle, Good choice for truly streetable performance.	2400-5500	\$385
SS 300 T	High compression (10:1 or more) Hot rods, gear box airboats, etc. MSD box recommended. OK Idle, Good choice for truly streetable performance.	2400-5500	\$385
SS 300 Plus	High compression (10:1 or more) Hot rods, gear box airboats, etc. MSD box recommended. OK Idle, Good choice for truly streetable performance.	2400-5500	\$425

Valvetrain Camshafts • Kits • OE Rockers

Pro Street and Race Cams			
<i>We recommend Cad Company Stage I Shaft rockers for OE and RV cams, and Stage III Shaft rockers for larger hydraulic street cam applications.</i>			
Cam Grind	Description	RPM	Price
Pro/Cad 540 H^{2C}	Bracket Racing, Street Stokers; Oval Track @ 11:1 (Stock, Modified, IMCA)	2800-5800	\$425
Pro/Cad 590 H^{3D}	Drag Racing; PRO/Street ; Oval Track 12:1 ; Truck & Tractor Pulling	2800-6000	\$495
Pro/Cad 600 H^{3D}	Very strong hydraulic: PRO/Street; Bracket Racing; Asphalt Oval Track	3000-6500	\$495
Pro/Cad 625 H^{3D}	Very strong hydraulic: PRO/Street Stokers; Bracket Racing; Tractor Pulls	3200-6800	\$525
Pro/Cad 640 H^{3D}	Very strong hydraulic: PRO/Street Stokers; Bracket Racing; Tractor Pulls	3200-6800	\$525
Pro/Cad 660 H^{3D}	Radical Hydraulic: big inch high compression Bad Cad's only !	3500-7000	\$525
Solid Cams⁴	Solid kits from \$449.	Per App	
Roller Cams⁴	Hydraulic Roller Kits from \$2195. Solid roller kits from \$1995.	Per App	



OEM Rocker Components

OEM style rocker components for stock replacement applications

Intake Rockers 1.65:1 (each) \$call 8 per engine

Exhaust Rockers 1.65:1 (each) \$call 8 per engine

T-Pedestals, OE Replacement (each) \$7.25 8 per engine

T-Pedestals, Aftermarket (each) \$call 8 per engine

Aftermarket pedestals, tougher than stock for increased reliability.

Retaining Clips (each) \$call 4 per engine

Complete Set With OE replacement pedestals \$call

Complete Set With aftermarket pedestals \$call

Complete set of 8 intake rockers, 8 exhaust rockers, 8 T-Pedestals, and 4 sheet metal retaining clips. Includes mounting hardware.

Valvetrain Rockers • Pushrods

The Flash says: “After upgrading your Cadillac big-block with go-fast goodies, you don’t want to be digging out pieces of exploded stock valve train after your first full-pedal blast. It’s much better to have one of our Cad Company shaft rocker systems keeping it all together!”

Stage I (1.6:1) Shaft Rocker Assembly w/ Pushrods \$375

Stage III (1.72:1) Shaft Rocker Assembly w/ Pushrods \$625

Stage III A (1.72:1) Adjustable Shaft Rocker Assembly \$795

Stage IV (1.73:1) Adjustable Roller Tip Shaft Rocker Assembly \$895

Stage V (1.76:1) Adjustable Roller Tip Shaft Rocker Assembly \$950

Other styles are available on request,



You just can’t beat **Cad Company’s** rocker systems when it comes to valve train stabilization. The OEM T-pedestal system is, at best, *marginal* for any kind of performance application. Over the years our shaft rocker systems have been honed and tuned to perfection thanks to everyone who has been involved with our program.

We recommend the Stage I shaft rocker assembly as a minimum for any application where longevity, dependability, and reliability are concerned. Every engine built here at Flashcraft is equipped with **Cad Company** shaft rockers. We suggest that even restoration motors upgrade to shaft rockers. Having had even brand-new OEM valve train parts fail, we just won’t send our motors out there with anything prone to failure. With hard-chromed 4130 Chromoly shafts and 6061/T6 aluminum supports, you’re in good hands. For **street cruisers, street rods, muscle motors and towing applications**, where you’re never going to see over 5,000 rpm you’ll be fine with the **Stage I setup**. However, if you’re shooting for **lots of rpm, or using high valve spring pressure and valve lifts**, the **Stage III and IV Rockers** use a one piece, full length aluminum support girdle for additional strength.

The **Stage V Rockers** use a solid, split shaft design with no through holes, for even more strength and rigidity, and are also available with stainless rockers for those who need them.

While stock pushrods may be the correct size for some adjustable setups, we recommend using custom length Chromoly pushrods with any of the adjustable rocker sets.

Pushrods

OE Replacement \$45.00 *OE or Stage III A Rockers*

Over-Length OE Replacement \$40 Available in +.030”

OE Style, Stage I, II, & III Rockers \$60.00

Chromoly, any size @ \$175 and up

Adjustable pushrod @ \$20 ea *Full credit towards custom pushrods upon return.*

Air & Fuel Delivery Intake Manifolds • Blower Kits

The Flash says: “You can shop ‘til you drop when it comes to fuel systems for the big Caddy, Or you can call Cad Company and get everything, including a high performance mechanical fuel pump, with one call.

Please check hood clearance before ordering.

Most aftermarket intakes raise the carb 4”-5” over stock height.

Cad Company PRO/Cad III Ported Aluminum Dual Plane Intake \$350.00

Use where performance gains in bottom end and mid-range (to 5500) are desired. Most effective when used with ported or aluminum cylinder heads. See gaskets and bolts below.

Edelbrock 2115 cast hi rise manifold \$299 (*less effective at low RPMs, less \$\$*)

Cad Company PRO/Cad IV Dual Plane Dominator Intake \$550.00

Use where performance gains in mid-range and top end (to 6800) are the most important, but a dual plane intake is still desired. The PC-IV features a large plenum for Dominator carburetor, intake ports raised and widened for competition cylinder heads.

Single Plane Intake

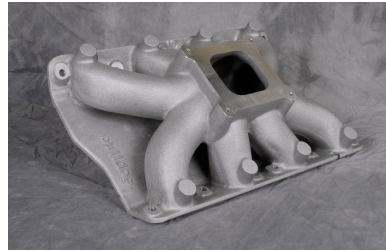
Available with standard or Dominator carb flange.

Cast-in injector bungs for fuel injection (or port-nitrous).

Options include pre-drilled injector bungs, fuel rail setups, etc.

Standard square bore (4150) style \$459

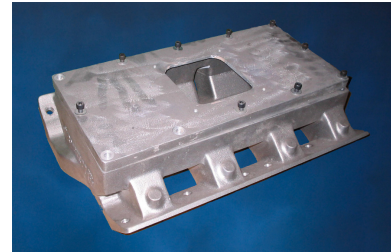
Dominator style \$479



Cast Tunnel Ram - Low Profile \$595

Does not include carb adapter (from \$75)

Large plenum, short runner competition intake. The hot ticket for running multiple carbs and high RPM. Available with cast or CNC carb adapters for various applications (*i.e. single or dual 4bbl or Dominator, 3X2, etc.*)



Blower Kit. When cubic inches aren't enough @ \$5600

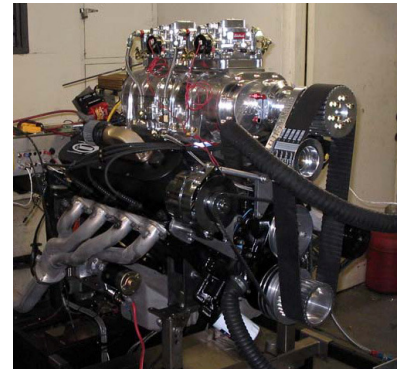
Complete with Intake, 8-71 blower plate, BDS 8-71 Blower, dual carb adapter, tensioner, belt, blower drive, billet steel crank hub, and accessory drive crank pulleys.

Makes ~ 8 PSI on most non-strokers at 1:1 drive.

For Stage II blower, add \$200 - for 10 PSI (500 CID) or 8 PSI (strokers) at 1:1 drive ratio.

Polishing, carbs, linkages, plumbing, and bigger blowers are also available.

Kit components available separately. We do not recommend running blowers smaller than 8-71.



Vintage Style 4-Deuce Intake \$550 *Specify Carb flange style.*

Fabricated steel twin-log style intake with balance tube, 2 carbs flanges on each side.

Want 6 or 8 (or more) carbs? Add more carb flanges for \$100 / pair.

Also available in kit form starting at \$300.

Composite Intake Gaskets for aluminum intakes \$20

Socket Head (Allen) Intake Bolt Kits \$20 black, \$35 Stainless Steel

EGR Block Off for OE intake, billet aluminum \$17.00

Air & Fuel Delivery

Fuel Pumps • Accessories • Air Filters

When it comes to fuel pumps, there is no such thing as too much capacity. During testing, we found that on even medium level street engines, well under 400 HP, fuel pressure supplied by the standard 'high flow' replacement pump dropped off to the point of having to stop the pull less than halfway through as the carb's fuel bowl was emptied, resulting in detonation. Note that these pulls were only 8 seconds at WOT, and most hot rods see more extended periods of WOT than that... The other consideration is too much pressure - Cad Company's High Performance fuel pumps tend to generate enough pressure to unseat the needle valve during pressure spikes, such as sudden deceleration, causing a flooded engine. Running a High Performance pump on any engine without a pressure regulator is strongly discouraged. Note that these pressure spikes could cause a ruptured fuel pump diaphragm in some cases, with or without a pressure regulator, without a return line installed. A return line will also greatly reduce the chance of vapor lock.

Fuel Pumps

OE Replacement Pump \$65 w/ or w/o return line fitting

High Perf Mechanical Fuel Pump \$159.00 *Chrome, rated at 80 GPH.*

Racing Mechanical Fuel Pump \$350 *Supports up to 1100 HP.*

Adjustable Fuel Pressure Regulator \$49

*Strongly recommended w/ Performance Pump.
W/ dual outlets for double pumpers or for
running a pressure gauge.*

Billet Steel Fuel Pump Eccentric \$40

Billet Aluminum Fuel Pump Block Off \$20



K&N Air Filter For stock air cleaner assemblies \$70

K&N 2 1/2" Air Filter For most aftermarket 14" air cleaner assemblies \$75

Moroso 5" Air Filter For spun aluminum deep dish air cleaner assembly \$35

Air Filter, 5", Stainless Mesh Element \$35

Chrome Air Cleaner flat base, includes filter \$45

Chrome Air Cleaner drop base, includes filter \$45

*Requires 1" spacer to clear stock AC compressor with stock intake.
Clears stock hood on most applications.*

Spun Aluminum Air Cleaner

Deep drop base, recommend 3 1/2" or taller filter

Venturi effect dish shape and cone built into lid to direct air into carb

Will not clear stock AC compressor. Will clear stock Caddy hood with 5" filter.

Spun Aluminum Air Cleaner Drop Base, Center mount \$35

Spun Aluminum Air Cleaner Drop Base, Offset mount \$35

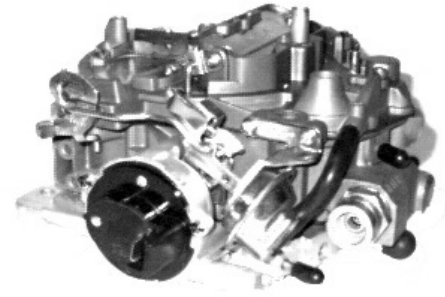
Spun Aluminum Air Cleaner Top With integral air deflection cone \$25



Air and Fuel Delivery Carburetors

Q-Jet \$395

This is a 'Stage 1.5' Quadrajet, completely remanufactured from an original Rochester core to keep the reliability and economy. These carburetors feature upgrades such as bushed throttle shafts, modified air bleeds, and more. They are tuned to our specs based on the dyno testing outlined in the Dyno Results on pages 5-7. Ideal for engines from stock to +250 HP.



Available with Cadillac or Chevy style throttle linkage. Cadillac style carbs are available with electric or divorced chokes (heat operated choke actuator not included). Please verify manifold and linkage compatibility before ordering.

Q-jet Tuning Kit \$59

If you've modified your engine - cam, intake, etc - we've found a substantial power gain can be had by re-calibrating the carb. This combination of jets, metering rods, and hangers will get you in the right range!

This is also a good starting point if your carb is way off due to previous tuning efforts.

Q-jet Rebuild Kit - gaskets, acc. pump, etc \$35

Holley Street Avenger 870 \$550

Well suited for street applications in the +150 to +300 HP range. Features include electric choke, vacuum secondaries, legendary Holley tunability, and great looks.



High Performance Carburetors

While the carburetors above are generally the best bet for most street engines, we carry a variety of other carburetors to suit every need. From the basics such as Edelbrock, Holley, Holley Dominators, and Demons to high end gas or alcohol carburetors such as those from C&S, and Quick Fuel Technologies.

Ignition Systems Distributors • Parts

The Flash says: “Your old Caddy might be running OK after 30 years, you gotta admit that the ignition system might be getting a little tired . I recommend you check out our all-new HEI or small cap electronic distributors. You’ll be good to go for years to come with one of our units...”

Cad Company Complete HEI Distributor \$389.00

OEM Shaft fully polished • Shaft end play shimmed to correct tolerances • New Wiring Harness, Module & Magnetic Pickup • Curve Kit installed and extra springs provided • Adjustable Vacuum Advance w/ Tool • High Performance Distributor Cap, Rotor & Performance Coil.

Accel Complete HEI Distributor All new, billet case \$350

Billet housing, All new construction, OE HEI style coil-in-cap design, uses stock HEI style power and tach lead connectors. Includes distributor w/ vacuum advance, pickup coil, performance module, cap, rotor, etc. Coil not included.

MSD PRO Billet Distributor All new, billet case \$315.00

Billet housing, all new precision construction, small cap style uses external coil (not included). Including Vacuum advance delete kit and mechanical advance limit bushings, as well as adjustable vacuum advance and mechanical spring kit, to make fine tuning/ setup for varying applications easy. External ignition box required.
Uses HEI style plug wires plus a coil wire.

Small Cap Billet Distributor All new, billet case \$350.00

Billet housing, all new precision construction, small cap style uses external coil (not included). Including adjustable vacuum advance and mechanical spring kit, to make fine tuning/ setup for varying applications easy. External ignition box required.
Uses HEI style plug wires plus a coil wire.
Imported.

Electronic Conversion Kits for Points Distributors

Pertronix Igniter Reads from trigger ring attached to rotor - \$119

Crane Reads from stock lobes on shaft - \$139 *Easy installation*



Ignition Systems

Wires • Electronics • Accessories

Coils

Accel HEI Coil \$75 *coil-in-cap style for OE or Accel HEI distributors only*

MSD Blaster 2 coil \$69 *points canister style*

MSD Street Blaster Coil \$119 *modern 12V square style*

Chrome Bracket and coil cover \$8 *For canister style coils*

MSD Blaster HVC Coil \$189 *For reliability under extreme conditions*

Accessories

MSD-6A Control Unit \$325

MSD-6AL Control Unit \$370 *With built in rev limiter*

Distributor Clamp Billet aluminum \$40

HEI Power / Tach pigtails Original GM part \$45

HEI Power Connector Connector only, can also be used for tach lead \$12

Tune up kit for HEI \$179

Includes Harness & Module • Curve Kit • Adjustable Vacuum Advance w/ Tool • High Performance Cap, Rotor & Performance Coil

Distributor Shims \$10 *For setting shaft endplay*

Bronze Distributor Gears \$45 *For use with steel roller cam gears*

Wires

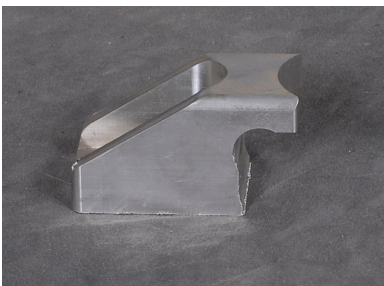
Belden 7mm Wires for points type distributors \$55

Belden 8mm Wires for HEI and aftermarket distributors \$60 *coil wire not included*

MSD 8.5mm Wires for HEI and aftermarket distributors \$125 *coil wire included*

Also available in colors - call for more information.

MSD Wire Loom Clip Kits black, simple, clean, easy to use \$25



Mag-Look HEI. Special Order Only.

Oil System Pumps • Filters

Cad Company's higher Volume, higher pressure "Gold" and "Black" oil pumps are factory new with cast iron housings.

All performance oil pumps, including the race pumps, are modified here at Cad Company, in house. In order to improve the performance of the oil pumps, each pump body is ported, radiused, and blueprinted.

The primary advantage to our oil pumps was shown quite clearly during dyno testing - the nice thing about a modern, fully equipped dyno, is that you can graph everything. When checking the oil pressure graphs, a few things became obvious. Aside from slightly higher idle oil pressure, our Gold series pump produced a nice clean pressure curve as RPM increased. The standard replacement pump did not - pressure fluctuated wildly, dropping as low as 8 PSI. Basically, the volume of oil being pushed into the oil passages was not consistently higher than the volume of oil exiting those passages during loading and unloading of the bearings, therefore causing pressure to drop, and causing potential oil starvation.

Oil Pumps

Complete new pumps with cast iron housing unless otherwise listed.

Gold series pumps features higher volume, higher pressure, and more consistency.

Special Chassis pumps feature a lower height and sharper angle where the oil filter mounts to improve oil filter clearance issues in most swaps.

OE Replacement "Standard Body" Oil Pump \$129

OE Replacement "Special Chassis" Oil Pump \$129

Gold Series "Standard Body" Oil pump \$159

Gold Series "Special Chassis" Oil pump \$159

Oil Pickup Tubes

Rear Sump Oil Pickup Tube OE Spec Imported \$75

Rear Sump Oil Pickup Tube OE Spec Made in USA \$100

Note: Cad Company Rear Sump pickup tubes fit OE '68-'79 RS oil pans and most standard depth aftermarket pans. They will not fit the '79-'85 RS oil pans.

Rear Sump Oil Pickup Tube Custom depth. Made in USA \$125

Front Sump Oil Pickup Tube OE Spec Imported \$75

Mid Sump (425) Oil Pickup Tube OE Spec Made in USA \$45



Accessories

Oil Pump Primer Tool for '66 and up Cadillacs \$20

Billet Steel Oil Pump Drive Shafts \$160

Remote Filter Adapter Specify side outlet or straight outlet \$40

Oil Cooler Adapter Sandwich style fits between filter and pump \$49

Dipstick Tube Universal, stainless steel, w/ chrome dipstick \$39

Polished Dipstick Tube Universal, stainless, w/ chrome dipstick \$69

Dipstick Tube NOS or reproduction Universal \$99

Oil Pans

Cad Company aftermarket pans are engineered for maximum performance.

They are worth 20 HP and 30 Ft-Lbs on the dyno over a stock rear sump pan, without a scraper or windage screen.

Rear Sump Oil Pan, Cast Aluminum, Finned \$375

Cast from 356 Aluminum, heat treated to T6. Fits in most swap applications. Minor clearancing may be required with some full size starters. Fasteners included. 9 1/2" deep, 7 Qt capacity. Uses stock rear sump pickup tube.

Rear Sump Oil Pan, Fabricated Steel \$525

Fabricated from mild steel, TiG welded for leak free seams. Fits in most swap applications. 7 Qt variation is 9" deep and uses stock pickup tube.

5.5 Qt variation is 8" deep and requires a custom pickup tube.

Rear Sump Oil Pan, Fabricated Aluminum \$675

Custom fabricated steel pans start at \$575

Bottom End Kit \$850

Oil pan, pickup, windage tray, crank scraper, main girdle, and main studs.



Cooling System

Water Pumps • Adapters • Water Necks

The Flow Kooler™ water pump fits the same as the OE replacement pumps, but pumps 30% more coolant at idle. If you have (or wish to prevent) a low RPM overheating problem, this pump is the trick.

Water Pumps

Please Identify 472/500, 425, or 368 engine, and 1 groove or 2 groove PS pulley.

New Replacement Water Pump \$89.00

Remanufactured Replacement Water Pump \$59

High Volume Water Pump by Flow Kooler \$159.00

Other Cooling System Components

Chevy Water Pump Adapter Kit Billet Aluminum \$75

Thermostat, Standard, 180° \$10

Thermostat, Heavy Duty, 180° \$14

Thermostat, Robert Shaw High Flow \$15 *Specify 180° or 195°*

Water Neck Billet Aluminum \$49 *Stock configuration. Includes gasket and bolts.*

Water Neck, 1" Offset Billet Aluminum \$125 *Includes gasket and bolts.*

For extra AC compressor clearance. Offset 1" toward passenger's side.

This water neck was designed for and is included in our R\$ AC bracket kit.

Radiator Cap 20 PSI \$12 *Correct pressure for Cadillac applications.*

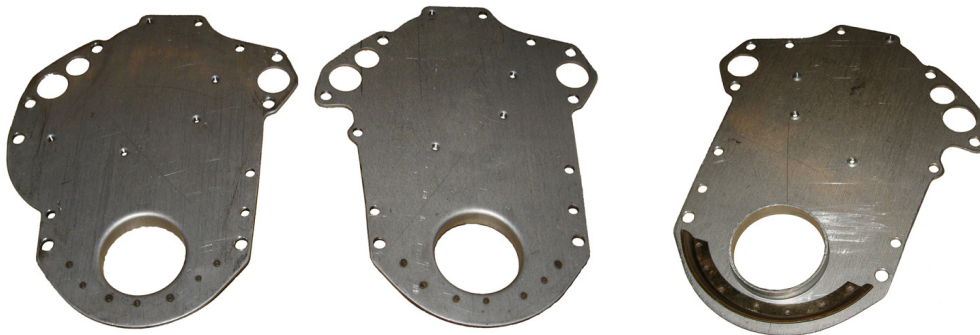
Fits most common radiators in Cadillacs and swap vehicles.

Stainless Steel Timing Covers

These high quality covers are stamped from a sheet of stainless steel, with integrated lip to support the crank seal and welded oil pan seal lip, to fit and work like the originals, but with superior looks and longer life.

472/500 Timing Cover VT1021 \$125

425/368 Timing Cover VT1022 \$125



Cast Aluminum Valve Covers

Clear most known rocker assemblies with little or no clearancing.

Flat Top Valve Covers @ \$255

3¼” tall. They’ve got an extra thick top, should you choose to engrave them. No need to worry about oil leaks from distorted gasket surfaces with these full width covers. Provided with no breather holes to allow you to put them where you want. Stainless fasteners included.

‘Dog Bone’ Valve Covers @ \$255

Similar to the flat tops, but the top surface is narrowed in the middle, for a unique look. Provided with no breather holes to allow you to put them where you want. Stainless fasteners included.

Bulldog Valve Covers @ \$255

More traditional styling and lighter weight.
Stainless fasteners included. With or without holes.

Custom Valve Covers

We have numerous CNC engraving patterns available, including a ribbed effect with or without ‘Cadillac’ script in the center, and a slick engraved flame design. See more at www.Cad500parts.com.

Powder Coating \$175 and up

Engraving \$175 and up

Polishing \$200



Chrome Valve Covers \$49

These inexpensive chrome covers add a touch of class to your Cad. These covers, with our 2X gaskets, will clear most non-adjustable rocker arm and assemblies with all but the biggest cams. 1 breather hole per cover.

Chrome Valve Covers with Cadillac Script Laser Engraved in black \$150

Valve Cover Adapters For early Cadillac valve covers \$125

Finned Aluminum Valve Covers For early Cadillac \$295

Raised fins cast into covers. With or without Offenhouser script. No breather holes.

Bits and Pieces

Cad Company 2X Valve Cover Gaskets	\$20	Chrome VC Breather	\$10
Double Thick Nylon Impregnated Cork		Chrome VC Breather w/ PCV tube	\$11
Stud and Nut Kit for Stock or Chrome Covers		Baffled PCV Grommet	\$10
Black Oxide	\$17	OE 90° PCV Grommet	\$13
Stainless Steel	\$20		

“Cadware”
Pulleys • Brackets • Accessories

Billet Pulleys

PB 1321 Crank and Water Pump Pulley \$260

2 groove crank pulley and 1 groove water pump pulley. *For single AC/PS belt and single alternator belt with no smog pump.*

Clears all dampers.

PB 1432 Crank and Water Pump Pulley \$295

3 groove crank pulley and 2 groove water pump pulley.

For single AC/PS belt and dual alternator belt with no smog pump.

Requires dual groove alternator pulley, not included.

PB 1332 Crank and Water Pump Pulley \$240

3 groove crank pulley and 2 groove water pump pulley.

For dual AC/PS belt and single alternator belt with smog pump.

Clears all dampers.

PB 1301 Timing Pointer, Billet Aluminum \$49

Matches current aluminum and some OE pulleys.

PB 1601a Alternator Pulley Billet Aluminum \$50

PB 1601b Alternator Fan Billet Aluminum (curved blade style) \$60

PB 1602 Alternator Fan & Pulley set (disc style fan w/ hidden blades) \$109

PB 1603 Dual Belt Alternator Pulley (steel) \$15

PB 1511 Power Steering Pulley Billet Aluminum, smoothie \$109

Single groove, Keyway shaft with nut.

PB 1512 Power Steering Pulley Billet Aluminum, smoothie \$109

Single groove, Press Fit.

PB 1513 Power Steering Pulley Billet Aluminum, 5 holes \$75

Single groove, keyway shaft/ nut style.

PB 1514 Power Steering Pulley Chrome Steel, smoothie \$50

Single groove, keyway shaft/ nut or Press fit style.

PB 1521 Power Steering Pulley Billet Aluminum, smoothie \$109

Dual groove, keyway shaft with nut.

PB 1522 Power Steering Pulley Billet Aluminum, smoothie \$109

Dual groove, Press fit.

Gilmer Drive Adapter for front mount Gilmer drive accessories \$call

See Rotating Parts pages for dampers and hubs.

**“Cadware”
Pulleys • Brackets • Accessories**



“Cadware” Pulleys • Brackets • Accessories

Bracket Sets

PB 3400 R4 AC Compressor Bracket Kit Billet Aluminum \$275

Uses 80s GM R4 ‘pancake’ compressor.

For maximum intake clearance, clears all Cadillac intakes except blowers.

Includes offset billet aluminum water neck.

PB 3310 Sanden AC Bracket Kit Fabricated Steel \$249

Please specify intake manifold when ordering.

PB 3600 Alternator Bracket Kit Billet Aluminum \$275

Leaves alternator in OE location. No provision for smog pump.

Heim joint style tensioner, EZ adjust by hand. Included tensioner setup is intended for use with PB3400 AC brackets - some modification may be required for other setups or non-AC engines.



Accessories

R4 AC Compressor Delco, new, single belt pulley \$400

R4 AC Compressor 4 Seasons brand, single belt pulley \$325

AC Clutch Cover Billet Aluminum, for R4 Compressor \$75

AC Trim Ring Chrome, for R4 AC Compressor (covers compressor body) \$40

Alternator Chrome, 1 wire, 100 Amp \$199

Powermaster™, includes pulley and fan.

Alternator Polished Aluminum, 1 wire, 140 Amp \$349

Powermaster™, includes pulley and fan.

Power Steering Pump (pump only) specify shaft style \$135

Power Steering Pump (pump and reservoir) specify shaft style \$165

Power Steering Pump (pump and chrome reservoir) keyway style shaft \$230

Rod Bolts ARP Chromoly with nuts \$89

Head Stud Kit ARP 4130 Chromoly with nuts, washers \$155

Main Stud Kit ARP 4130 Chromoly with nuts, washers \$95

Main Stud Kit Long, for use with main girdle \$119

Oil Pan Stud Kit Stainless, with serrated locking nuts \$25

Valve Cover Stud Kit Stainless, with serrated locking nuts \$15

Timing Cover/Water Pump Bolt Kit Stainless Socket Head \$25

Flex plate Bolts Chromoly ARP \$12

Crank Hub Bolt and Washer Kit Correct washer to clear the pulley \$23

Intake Bolt Kit Stainless Socket Head \$25

Intake Bolt Kit Black Socket Head \$15

Header Bolts Basic Black 12 Point \$12

Header Bolt Lock Washer Kit \$13



HD High Torque Starter, Made with all the good parts, not the off the shelf chain store piece. This has the extra high torque field coils, heavy duty armature, new five roller drive and copper wound high heat solenoid.

Custom built to our specs. \$149 plus core

New Starter, OE spec high torque \$159

Mini Starters From \$250

Engine Swaps **Mounts • Pans • Kits** **Trans Adapters • Crossmembers**

Motor Mounts and kits

Cadillac Side Motor Mounts Heavy duty steel caged style \$22 ea

Early Eldorado ('68-'72) Center Mount \$175 exchange

Universal Motor Mount Kit for most swaps \$95

Intended for chassis with standard style V8 side mounts.

Includes mounts, adapters, bolts, and instructions.

Can be installed with no welding.

G-Body Motor Mount Kit True bolt-in adapters \$275

Fits '78-'87 G-Body (Monte Carlo, Regal, El Camino, Cutlass, etc). Bolts in using existing V8 mount holes, locates engine to clear stock AC, etc. Uses stock Caddy mechanical fan with stock G-Body V8 radiator and fan shroud. Does not clear stock column shifters - floor shift or adjustable column shift required.

GMC Motor Home (FWD) Mount Cradle \$245

For bolting Cadillac engines in place of original Olds engine without moving the tranny. Uses original Olds rubber mount

Rear Sump Aluminum Oil Pan Finned Aluminum Casting \$375

Rear Sump Pickup Tube Fits OE and most aftermarket rear sump oil pans \$75

Low Profile Flex Fan Kit For '65-'67 Cadillac and other swaps \$175

This is the lowest-profile mechanical fan setup available. Used in '67-older Cadillac swaps, and other applications where space is limited.

Transmission Adapters

Transmission Adapter Kit Cadillac 472/500/425 engine to Chevy trans \$129

This kit adapts the Cad 472/500/425 to a Chevy V8 bell housing bolt pattern. Made from 5/16" steel plate, CNC cut. Built to transfer the Cadillac torque through the rest of the drive train without the failures common with light duty adapters. Supplied with a mounting bolt kit and 1 piece machined shims to set your converter end play.

Billet TC Locator Extension Bushing (IF you need it) \$20

Transmission Adapter Kit 472/500/425 engine to '64-'67 Cad TH400 \$149

Tubular Cross Member Kit For '65-'73 Cadillac RWD \$150

Tubular Cross Member Kit For '74-'79 Cadillac RWD \$175

Tubular Cross Member Kit For G-Body \$175

Fits '78-87 G Body with clearance for up to 3 1/2" dual exhaust. Made to bolt in stock location on frame, sturdy MIG-welded tube construction. For TH400. Includes adapter for using standard TH400 mount with Cadillac TH400 trans.

Transmission Flexplates • Flywheels Bell Housings • Tranny Parts

Transmissions

TH400 Built in house to match your custom built engine. \$1100 and up, w/ converter

Gear Vendors Overdrive Complete kits including electronics \$2595 and up.

TH200R4 Built by CPT to match your engine combo. \$3695 and up, w/ converter.

Flex Plates, Flywheels, Etc

When hooking up a Caddy to a Chevy or GMC converter, you have to keep in mind that the bolt pattern on the converter must match the hole pattern on the flex plate. TH-400 converters generally have the “large” diameter pattern, but light duty trannies (Glides, TH-350, 700R4, and TH200) have a smaller pattern. You cannot safely drill out the stock flex plate because the smaller circle falls on the stress ridge on the Cad flex plate. Three holes in there and your chances of blowing the middle out of the flex plate are pretty good. All of our aftermarket and OE replacement flex plates and flywheels have a Cadillac 166 tooth ring gear for use with a stock Cadillac style starter. All are zero balanced like stock and compatible with any 472/ 500/ 425/ 368 Cadillac engine.

OE Spec Stamped Steel Flex Plate Stock replacement, solid style \$75

Performance Stamped Steel Flex Plate, Dual pattern, SFI certified \$175

Billet Steel Flex Plate Multi-pattern TH400, Alison (6 bolt), and light duty \$285

Billet Steel Flywheel Fits most 10” through 12” car/ light truck clutches. \$345

Billet Steel Flywheel For pull-type clutches, such as LS1 style. \$450

Cadillac Pilot Bushing For manual transmission \$35

No crank removal or precision machining required in most cases.

For standard GM car/ light truck input shaft size.

Cadillac Drive Hub 1 3/8” 10 Spline \$245

Billet Steel drive hub for Brent Trans and similar.

Splines hardened to R53 for long life.

Universal Scatter Shield \$345

With correct Caddy bolt pattern.- no adapter needed. Scatter shields include block plate and fasteners. Fits all popular GM transmissions except T5. Use standard, cable, or hydraulic linkage. Adjustable pivot available for \$20 additional charge.

Lakewood Scatter Shield \$435

With correct Caddy bolt pattern.- no adapter needed. Scatter shields include block plate and fasteners. Fits most Muncie / Saginaw and BW T10 transmissions. Designed for use with mechanical clutch linkage. Approved by all major racing sanctioning bodies and meets SFI 6.1 specifications.



Exhaust Headers • Flange Kits

Cad Company Mandrel Bent Mid Length Headers

Easy fit, properly designed for Cad applications.

Fully CNC mandrel bent heavy gauge tubing, jig welded,
with 3/8 flanges machined flat after welding for a perfect seal.

Small Tube - 1¾" Primaries / 3" 3 Bolt Collectors \$495

Large Tube - 2" Primaries / 3½" Slip-fit Collectors \$595

Prices are uncoated, depending on tube size. Ceramic coating available from \$325.

Note: Headers for non-stock applications are designed to fit with no further modification, assuming the engine is mounted in the location we mount them. Different installations may require custom fitting.

‘68-’76 RWD Cadillac (All exc. Eldorado and Seville)

‘77-’79 RWD Cadillac (All exc. Eldorado and Seville)

‘68-’79 Eldorado (All exc. Small body ‘79)

G-body (‘78-’87 Monte Carlo, Malibu, El Camino, etc.)

Truck (Chevy Trucks ‘73-’87, fits some older and newer trucks, F-bodies, etc as well)

Block Huggers (*street rod style, center exit*): \$395

GMC Motorhomes (FWD) \$795 non-mandrel \$595

Lakes Headers side exit for street rods \$495

Muffler Baffles for Lakes Headers \$200 (kit) \$250 (installed)

Plasma Cut Header Flange Kit \$78

For those less common swaps, we stock a header flange kit that’ll work in just about any swap. Here’s the concept: You buy whatever common big-block header fits your chassis. Slice and dice the existing flanges off the headers. Heat and bend the appropriate tubes until on center with Caddy port centers. Square up the tubes, tuck ‘em inside the Caddy flanges and you’re just a trial fit away from having it all done. Also used for building custom headers in the car when that is the best path to take.

All flanges are 3/8" thick to provide a good seal..

Fel-Pro™ Exhaust Manifold Gaskets \$15.00

SCE Copper header gaskets, 8 individuals \$50.00

Cad Company Asbestos Composite Header Gaskets \$25.00

Graphite Header Gaskets \$call

SCE Copper 3" Collector Gaskets, 1 pr @ \$25.00

SCE Copper 3½" Collector Gaskets, 1 pr @30

Header Bolt Set 12 point black oxide bolts \$16 *Call for other styles.*

Header Bolt Lock Washers \$13

Header Bolt Anti-Seize available on request

New Replacement Exhaust Manifolds

‘68-’76 Eldorado Left Side Manifold, New \$295

‘68-’76 RWD Left Side Manifold, New \$295

For reconditioned original manifolds, see core parts page.

The Flash says: "The right tool for the right job - it's more than just a saying. And why not look good doing it?"

**Miscellaneous
Tools • Books • Hats**

Cap With Logo Low profile, Velcro closure, one size fits most, Khaki \$10

Cap With Logo Low profile, Velcro closure, one size fits most, Maroon \$10

Chilton Manual '67-'89 Cad w/ wiring & vacuum diagrams \$30

Doc Fromahder's Big Inch Cad book \$29



Oil Primer Tool with triangular end to prevent drill slippage \$20

Blue Dykem Layout Fluid 4 oz bottle, brush on \$18

Moroso Power/Speed Slide Rule Calculator \$16

For calculating power/ weight/ ET/ MPH (1/4 mile) and gear/ tire/ RPM/ MPH.

Oil Filter Cutoff Tool Professional Grade \$85

For inspecting the contents of your old oil filter to catch minor internal engine problems before they become big ones. Why fool around with dime-store cutters that are as likely to cut you as the filter?

TDC Piston Stop Bolts to head bolt holes \$20

Valve Spring Compressor Top-side style \$45

For changing valve springs with heads on the engine. Air hose required, below.

Spark Plug Hole Air Hose \$15

Screws into spark plug hole, hooks to compressed air line to hold valves in place while changing springs

Business Policies

Ordering • Payment • Shipping

When ordering parts from Flashcraft, there are multiple payment options to make things convenient for you. There are [5] ways to pay:

Payment:

- 1) **Credit Card** We accept **VISA, MasterCard, Discover, and American Express**. We can authorize your payment electronically within minutes necessary, though our standard policy is to charge at the time of shipping. When we take your order we'll ask you for **a) Your name** as it appears on the card **b) The credit card number** **c) The expiration date** of the card **d) Your billing address** and **e) The verification number for the credit card** - this is the 3 digit number at the end of the printed card # on the back of your Visa, MC, or Discover (on the signature line) or the 4 digit # printed (not stamped) on the front of your AMEX card.
- 2) **Pre-Payment** We'll advise you of your parts total as well as shipping & handling charges so you can mail or expedite your payment. Orders paid with personal checks may be held until the check clears. There is a \$35 charge for returned checks. To avoid the delay, you'll need a Cashier's check, Bank Check or Money Order.
- 3) **C.O.D.** No problem, other than we have a limit of \$1,000.00 on COD orders. At the time of your order, we'll advise you of the exact total you'll need to have ready for the delivery driver, including shipping, handling, COD fee (8.00) and insurance. That way you'll have a Certified Check, Bank or Postal Money Order all ready & waiting.
- 4) **Online Purchase** You can place your order online, and pay through PayPal's Secure Server with Visa, MasterCard, Discover, American Express, or electronic check.

Shipping: Unless otherwise specified, we ship via Fed Ex ground. We can also ship via UPS, Yellow Freight, and US Postal Service.

Shipping Charges are generally based on Fed Ex rates (ground, express, international, etc). Additional charges may apply for other shipping methods.

We charge a flat 2% for handling and insurance (4% express and international) which is applied to the total of your parts before the addition of shipping charges based on our costs.

International: Any applicable taxes, levies, duties, and/or other charges associated with international shipments not collected by us prior to shipping are the responsibility of the recipient.

As with any mail order business, our prices are subject to change without notice.

Warranty: Most of the products we carry are expected to be used in an environment well outside the range of the original intended use of the engine. In addition, many items are low production specialty parts. As such, most items have no warranty expressed or implied as to fit, finish, durability, or fitness for purpose. We will do our best to work with you to solve the issue in the most efficient manner possible. In addition, some products carry a manufacturer's warranty that may or may not be of any use.

If you have any questions as to our policy on a specific item or situation, please feel free to ask.

Absolutely no parts can be returned without authorization. Restocking fees may apply.

Special order items are not returnable.

Refunds are generally sent as a company check via USPS.

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What does Cad Company do?

Products

Cad Company offers a wide selection of products primarily aimed at the '68-'76 472 and 500 CID Cadillac engines. Many of these products also fit the '77-'85 425 and 368 CID engines, and there are also a few parts specific to those engines available. Our product range is the largest in the business, with many exclusive products, and many products that are simply more effective than the alternatives, due to our extensive development program. We do carry parts for other Cadillac engines, but the range of products available is much smaller.

Technical Support

Cad Company provides technical support for '68-'85 472, 500, 425, and 368 CID engines. Limited support is also available for the '49-'67 331, 365, 390, and 429 CID engines. Technical support is available by phone during our regular business hours, as well as via e-mail. If you have internet access, we recommend visiting our website at www.cad500parts.com and checking out the Tech section (currently under development as this is written). Many common questions not answered in the info-pages section of our catalog are or will soon be answered there.

Custom Items and Product Development

Our R&D department is constantly working on improving existing products and developing new ones. We also do made-to-order items on occasion. Most of our R&D time is spent on making more power within a given level of drivability. While some vendors test only the high end, big \$\$\$ stuff, and others simply guess at what works, we test everything from the very mild to the outrageous in an effort to provide the best parts available to everyone in the Cadillac engine family, regardless of their particular application. While others may claim to put some of their profits toward development, Cad Company has consistently made new and/or improved products available, month after month, year after year, as well as being a major force behind the introduction of most of the products made by major aftermarket manufacturers.

Other Notes of Interest

- We would like to thank Bill Fouch photography and model Julie for the hard work that went into some of the pictures you see in this catalog, and many others that you will find throughout the website.
- Cad Company is going on 25 years in business. Keep an eye out for our special anniversary promotions in the coming year.
- Make your voice heard. Visit www.semasan.com for the latest news on pending automotive legislative action nationwide, as well as contact information for your representatives.

Cad Company

8.2 Litre Performance Parts



TM



Originators of 8.2 Liter Performance

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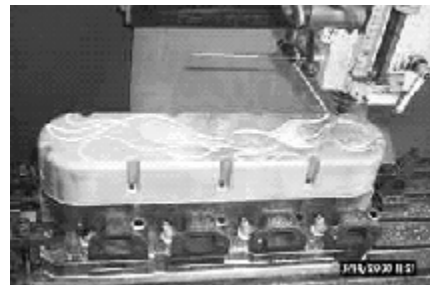
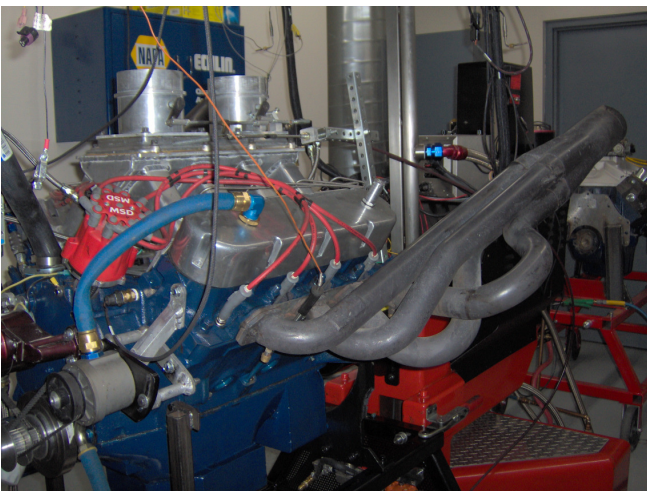
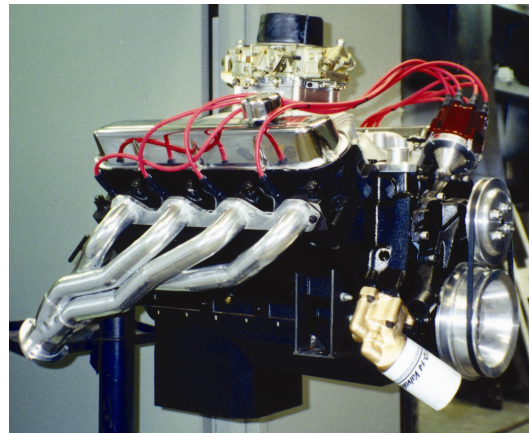
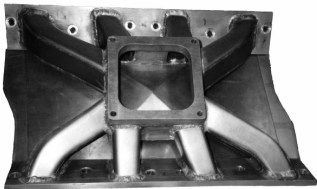
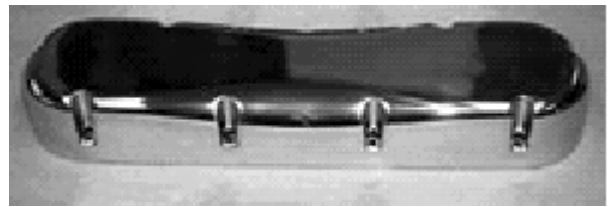
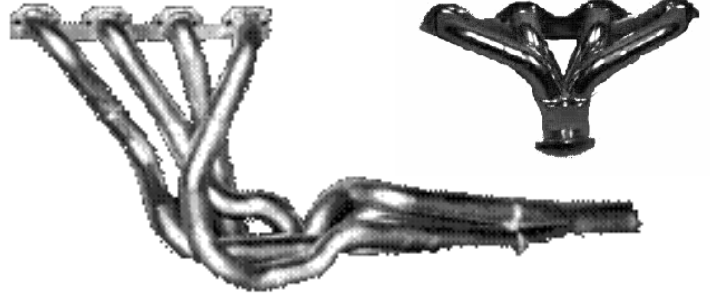
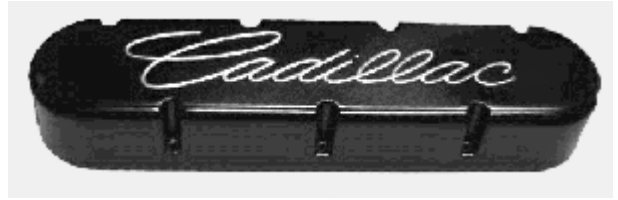
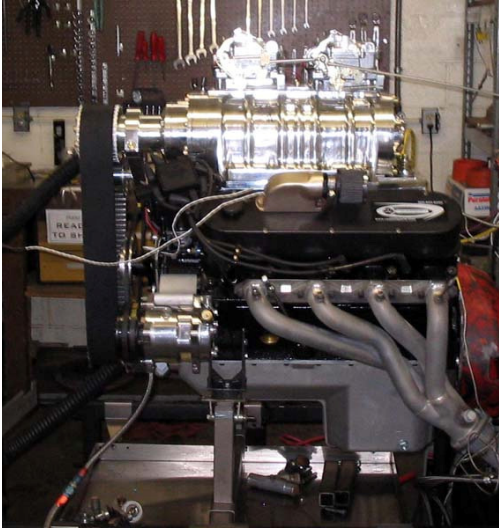
Cad Company

8.2 Litre Performance Parts

Cad Company has been the originator of performance parts for the Cadillac 8.2 Litre engine for over 24 years. These parts and products are often copied, but hey . . . You know what they say about the most sincere form of flattery. Without the requests and support of CMD, some of the major manufacturer's products wouldn't have made it to the drawing board. Our development program has been in overdrive lately, continuing to bring you new products, and improve upon existing ones. We are devoted to providing the best parts, customer service, and technical support in the Cadillac performance parts business. We are always eager to hear ideas for improvements and new products, and will take all suggestions into consideration, so don't hesitate to call or e-mail with your requests.

We will continue as originators of 8.2 Litre performance parts . . . *C.H.*





The Flash - 35+ years of tire smoke



TM



Originators of 8.2 Liter Performance



Phone (505)823-9340 Fax (505)797-0627
Shop online @ www.cad500parts.com