

2004 Cadillac CTS-V

Cadillac Motor Division, 100 Renaissance Center, Detroit, Mich. 48265-1000; www.cadillac.com

At a Glance

0-60 mph **5.0 sec**

0-¼ mile **13.4 sec**

Top speed **163 mph**

Skidpad **0.87g**

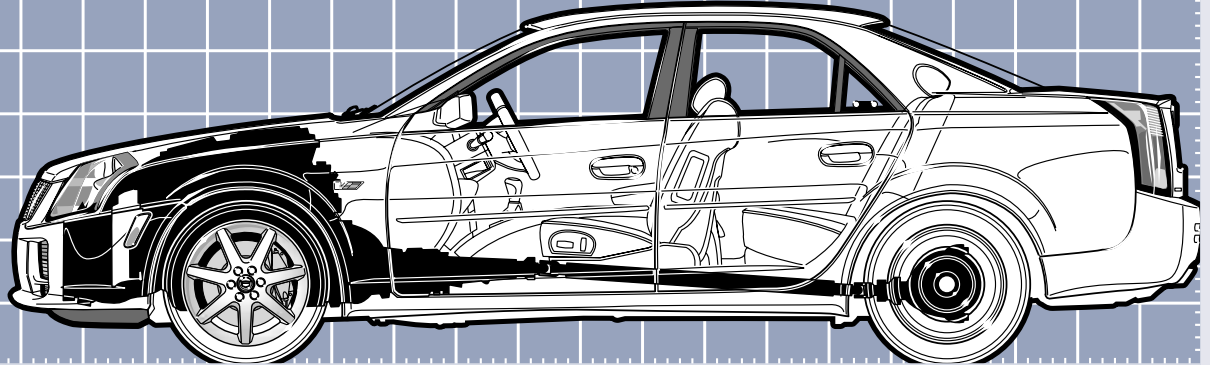
Slalom **66.0 mph**

Brake rating **excellent**

List Price: **\$49,995**

Price as Tested: **\$50,690**

Price as tested incl std equip. (ABS, front airbags, side-impact airbags, side curtain airbags, yaw control, traction control, Brembo brakes, run-flat tires, DVD navigation system, OnStar, XM satellite radio, dual-zone climate control, pwr seats, mirrors and windows, leather upholstery, xenon headlamps, keyless entry, anti-theft system, tilt steering wheel, split-folding rear seat, AM/FM stereo w/6-disc in-dash CD changer, remote trunk release), dest charge (\$695).



SCALE: 10 IN./254mm DIVISIONS
DRAWING BY TIM BARKER

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SPECIFICATIONS

Engine

Type.....aluminum block & heads,
V-8
Valvetrain.....ohv 2-valve/cyl
Displacement.....350 cu in./5665 cc
Bore x stroke.....99.0 x 92.0 mm
Compression ratio.....10.5:1
Horsepower (SAE).....400 bhp @ 6000 rpm
Bhp/liter.....70.6
Torque.....395 lb-ft @ 4800 rpm
Redline.....6500 rpm
Fuel injection.....elect. sequential port
Fuel.....premium unleaded,
91 pump octane

Warranty

Basic warranty.....4 years/50,000 miles
Powertrain.....4 years/50,000 miles
Rust-through.....6 years/100,000 miles

Chassis & Body

Layout.....front engine/rear drive
Body/frame.....unit steel
Brakes: Front.....14.0-in. vented discs
Rear.....14.4-in. vented discs
Assist type.....vacuum assist, ABS
Total swept area.....659 sq in.
Swept area/ton.....383 sq in.
Wheels.....cast alloy, 18 x 8½
Tires.....Goodyear Eagle F1
Supercar EMT run flats,
P245/45ZR-18 96W
Steering.....rack & pinion,
vari pwr asst
Overall ratio.....16.5:1
Turns, lock to lock.....3.4
Turning circle.....36.0 ft
Suspension
Front: upper & lower A-arms, coil springs,
tube shocks, anti-roll bar
Rear: multilink, coil springs,
tube shocks, anti-roll bar

General Data

Curb weight.....3890 lb
Test weight.....4070 lb
Weight dist (with
driver), f/r, %.....54/46
Wheelbase.....113.4 in.
Track, f/r.....61.1 in./61.4 in.
Length.....191.5 in.
Width.....74.9 in.
Height.....58.7 in.
Ground clearance.....6.4 in.
Trunk space.....12.8 cu ft

Accommodations

Seating capacity.....5
Head room: Front.....39.0 in.
Rear.....36.0 in.
Seat width: Front.....2 x 17.0 in.
Rear.....54.0 in.
Front-seat leg room.....43.5 in.
Rear.....26.0 in.
Seatback adjustment.....50 deg
Seat travel.....8.5 in.
Rear-seat knee room.....24.5 in.

Drivetrain

Transmission: 6-speed manual
Gear Ratio Overall ratio (Rpm) Mph
1st 2.97:1 11.08:1 (6500) 46
2nd 2.07:1 7.72:1 (6500) 66
3rd 1.43:1 5.33:1 (6500) 96
4th 1.00:1 3.73:1 (6500) 137
5th 0.84:1 3.13:1 (6500) 163
6th 0.56:1 2.09:1 (4300) 163
Final drive ratio.....3.73:1
Engine rpm @ 60 mph in top gear.....1600

Instrumentation

180-mph speedometer, 8000-rpm
tachometer, fuel level, coolant temp, oil temp,
gear-oil temp, tire pressure, lateral-g sensor

Safety

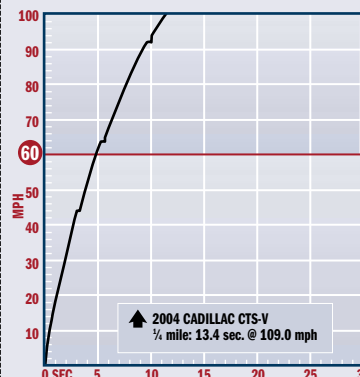
front, side and curtain airbags
anti-lock braking
yaw control, traction control
seatbelt pretensioners
run-flat tires, OnStar
(all standard equip.)

PERFORMANCE

Acceleration

Time to speed	Seconds
0-30 mph	2.1
0-40 mph	2.8
0-50 mph	3.9
0-60 mph	5.0
0-70 mph	8.3
0-80 mph	6.4
0-90 mph	9.4
0-100 mph	11.4

Time to distance	
0-100 ft	3.0
0-500 ft	7.5
0-900 ft	10.6
0-1320 ft (¼ mile)	13.4 @ 109.0 mph



Braking

Minimum stopping distance
From 60 mph.....115 ft
From 80 mph.....202 ft
Control.....excellent
Brake feel.....excellent
Overall brake rating.....excellent

Subjective ratings consist of excellent, very good, good, average, poor; na means information is not available.

Fuel Economy

Our driving.....17.1 mpg
EPA city/highway.....18/26 mpg
Cruise range.....280 miles
Fuel capacity.....17.5 gal.

Handling

Lateral acceleration
(200-ft skidpad).....0.87g
Balance.....mild understeer
Speed through
700-ft slalom.....66.0 mph
Balance.....neutral
Lateral seat support.....good

Interior Noise

Idle in neutral.....50 dBA
Maximum in 1st gear.....79 dBA
Constant 50 mph.....66 dBA
70 mph.....71 dBA

Test Notes:

Acceleration runs in the V are an exercise in finding just the right amount of wheelspin and minimizing axle tramp. We believe GM's claim of 4.6 seconds to 60, but suspect it's possible only by speed shifting, which we don't do. The Brem-

bo brakes work phenomenally, hauling this 3900-lb. Caddy to a stop as quickly as a Porsche 911, with excellent control. Top-notch suspension tuning enables the V to slice through the slalom 5 mph more quickly than a stock CTS.

Test Conditions:

Temperature	Humidity	Elevation	Wind
66° F	58%	150 ft	calm