

# 1976 Cadillac DeVille

4dr Sedan • 8-cyl. 500cid/190hp 4bbl

#1 Concours condition

**\$25,100**

↗ +239.2%

#2 Excellent condition

**\$17,400**

↗ +222.2%

#3 Good condition

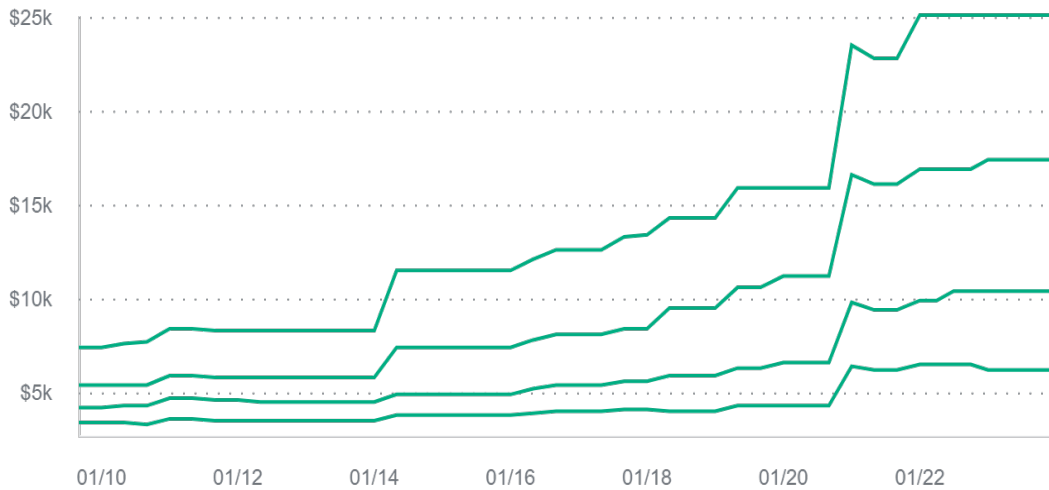
**\$10,400\***

↗ +147.6%

#4 Fair condition

**\$6,200**

↗ +82.4%



## Value adjustments

**+\$1,000**  
for sunroof.

## Model description

Cadillac redesigned its entire line in 1971, softening the outline and lowering and lengthening the remaining nine models in the lineup. The pillared four-door sedan was replaced by a four-door hardtop in the Sedan de Ville and new Calais line, while the Fleetwood Sixty Special and long-wheelbase Fleetwood Seventy Five retained central pillars. The only convertible offered was now in the redesigned front-wheel drive Eldorado.

The Calais and DeVille rode on a new 130-inch wheelbase, the Fleetwood Sixty Special was 133 inches long and the nine-passenger Seventy Five was stretched to 151.5 inches. The Fleetwood Seventy Five was now a massive 20-foot long. Chassis were strengthened and the 472-cubic inch V8 was now standard, except for the Fleetwood which used a 500-cubic inch V-8. By cutting down the front and rear fenders and carrying the hood line through to the rear the new cars were lower and more elegant than their predecessors.

A three-month strike at GM began just when the new models were introduced and new cars didn't start reaching customers until early 1971. As a result production of the DeVille models fell from 181,719 to 135,426 divided almost 50/50 between Coupe and Sedan de Villes, almost all with vinyl roofs. The lower level Calais model attracted only 6,929 buyers, evenly split between coupes and sedans and lacking vinyl tops. The 1971 Sedan de Ville was the most popular luxury car in the world, but reduced compression ratios cut the power drastically.

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## Vehicle's condition classification

### #1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

### #3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

### #2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

### #4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.