

1973 Cadillac Fleetwood 75

4dr Sedan • 8-cyl. 472cid/220hp 4bbl

#1 Concours condition

\$28,600

↗ +204.3%

#2 Excellent condition

\$21,000

↗ +187.7%

#3 Good condition

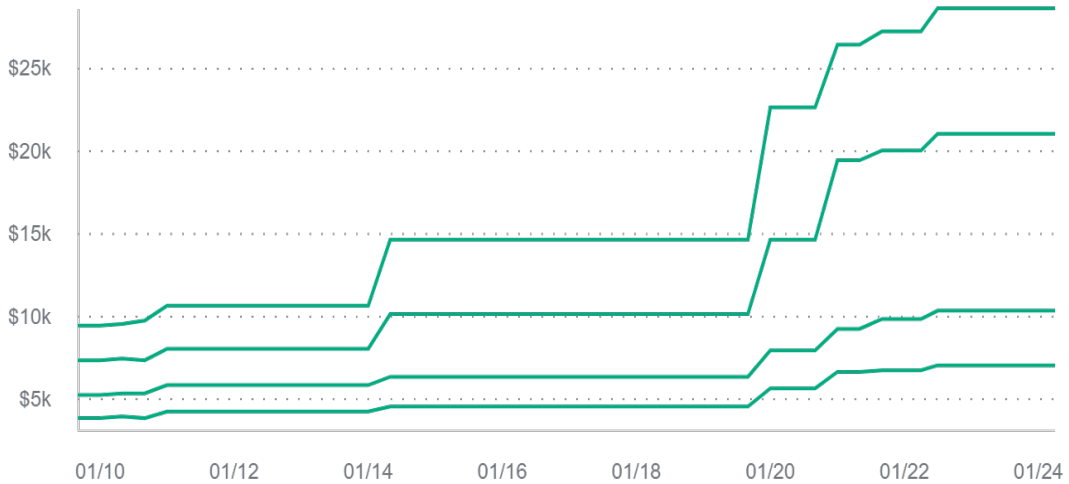
\$10,300*

↗ +98.1%

#4 Fair condition

\$7,000

↗ +84.2%



Value adjustments

+\$1,000
for sunroof.

Model description

If an American buyer desired a US-built limousine or large sedan (limousine without divider) in this era, the Fleetwood 75 was the only choice. Chrysler's Imperial had given up the game after 1970 when it sold six limousines, all of which were factory authorized conversions by coachbuilder Stageway. That was quite a step down from when Italian coachbuilder Ghia had supplied Imperial limousines up until 1965, but it was much more affordable for buyers. The 1965 car had been priced at \$18,500 and the Stageway car was priced at \$15,000 at its 1967 introduction.

Cadillac's limousine-sized car sales, meanwhile, generally ran about 2,000 units per year, but the recession-wracked US market only saw about 1,600 units for 1971, plus a bit over 2,000 related commercial chassis. The commercial chassis were generally used by coachbuilders such as S&S, Miller-Meteor and Superior for construction of hearses and ambulances.

The 1971 cars were all-new, with sedans and limousines riding on a 151.5-inch wheelbase and commercial chassis on a 157.5-inch wheelbase. The engine was Cadillac's relatively light, very modern, efficient and powerful 472 cubic inch V-8 backed by the Turbo-Hydramatic 400 automatic transmission. Virtually all luxuries were standard, and the sedan was priced at a relatively reasonable \$11,869, with the limousine listed at \$12,008. In contrast, the 1970 Imperial limousine had been listed at \$16,500.

1972 saw sales increase to the usual 2,000 units per year plus about 2,500 commercial chassis. Few changes were evident, or needed. 1973 saw a slight increase of about 100 sedans and limousines, but a reduction in sales of 300 commercials. New regulations were soon coming into play that would remove these chassis from the basis of ambulances, leaving only hearses to carry on the tradition of coachbuilt Cadillacs.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

1975 found the Cadillac-built 500 cubic inch V-8 under the hood, and a catalytic converter to clean up emissions under the floor. This was the year after the regulations killed off the coachbuilt ambulance business, so commercial chassis sales shriveled down to just over 1,300 units for the year. 1976 was a good year, with about 1,900 sedans and limousines and just over 1,500 commercial chassis, a slight uptick for both categories. Of course, this was the last year of the very large and conventional Cadillacs, with all cars (including the Fleetwood 75) being down-sized from 1977 on.

Needless to say, the wealthiest people generally purchased these cars new, while some of the sedans were purchased as mourner's cars for funeral parlors to complement their new Cadillac hearses (known as a "coach" in the business). Today, the limousine is generally valued at some 50 percent more than the sedan.

Body styles

4dr Limousine

4dr Sedan

Engine types

8-cyl. 472cid/220hp 4bbl

1971-1976 Cadillac Fleetwood 75 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$54,000	\$1,375	\$30,000	64

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.