

# 1983 Cadillac Fleetwood Brougham

4dr Sedan • 8-cyl. 239cid/135hp DFI

#1 Concours condition

**\$17,500**

↗ +7.4%

#2 Excellent condition

**\$12,600**

↗ +6.8%

#3 Good condition

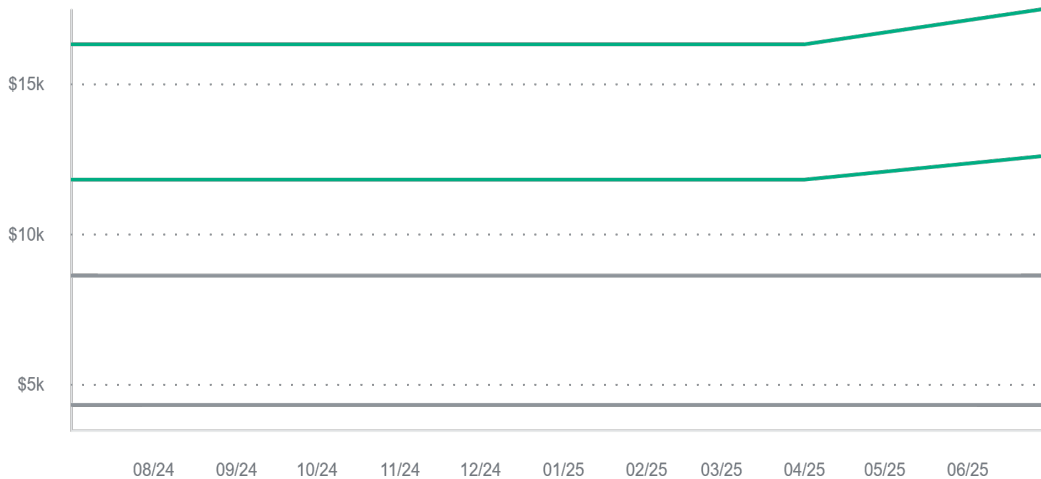
**\$8,600\***

↔ 0%

#4 Fair condition

**\$4,300**

↔ 0%



NOTE: The chart displays price changes for the last year.

## Model description

The OPEC fuel crisis is the reason for this generation of Cadillac's existence. GM was simply forced to bring the bulk and excessive mass of its largest cars down to something not seen since the early 1950s. The all-new 1977 Fleetwood Brougham was lighter, shorter and narrower.

For 1977, the big-block Cadillac V-8 engine was reduced in both bore and stroke, resulting in 425 cubic inches instead of the prior 500, but with a power reduction of only 10 hp to 180 total. The new cars were vastly better in every way, with interior and trunk room being broadly similar to the prior cars. This was partly due to the new car having a thinner door and more intelligent design overall, allowing for plenty of stretch-out room inside for six corn-fed Americans. The trunk could still hold several golf bags or plenty of luggage as the situation required. Fuel consumption was reduced as well.

Sales went up year-over-year from 24,500 to 28,000, so the new "fleeter" Fleetwood Brougham had gained immediate public acceptance.

As was expected, the standard equipment list for the cars was extensive, and the option list nearly as long. The d'Elegance option added special pillow contoured seats in velour with matching interior trim on door panels, special wheel covers and also special pinstripes.

The 1978 cars were changed little, as were 1979 cars. Halfway through the 1979 model year, the Oldsmobile-supplied 350 cid diesel V-8 engine was made an option on the Fleetwood Brougham. 1980 brought the addition of a two-door Fleetwood Brougham and a bore reduction for the Cadillac V-8 engine to 368 cid. This resulted in a 150 hp rating, with the fuel injection version limited to the Eldorado and Seville lines. Maximum torque was inevitably reduced as well: 265 lb-ft compared to 320 lb-ft at 2000 for the larger 425 engine of 1977-79.

The 1981 cars brought an aide to fuel efficiency with the addition of electrical mechanisms to shut off valves to either two or four of the cylinders when under light load. This was made standard equipment across the board, except on the Seville that had the Oldsmobile diesel V-8 engine standard that year. Cadillac hailed the technical advance, but the electronics did not prove to be reliable in the field. A Buick-produced 252 cid V-6 engine was a "delete option" on the Fleetwood Broughams. This was the first non-V-8 Fleetwood for many decades, and the Oldsmobile diesel continued to be optional at extra cost.

\*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.



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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.