

1971 Cadillac Eldorado

2dr Convertible • 8-cyl. 500cid/365hp 4bbl

#1 Concours condition

\$62,500

— 0%

#2 Excellent condition

\$37,000

— 0%

#3 Good condition

\$15,600*

— 0%

#4 Fair condition

\$7,500

— 0%



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

Value adjustments

+\$1000
for sunroof

Model description

Unintentionally perhaps, Cadillac signaled the end of the 1960s when it redesigned its entire lineup at the same time. The entire range was bigger, smoother, more elegant, and less powerful. The engines lost about 15 percent of their output, with compression ratios dropping in preparation for unleaded gas. The cars didn't have battering ram bumpers and pathetic performance – yet. That was still two or three years away.

This was also the first year where horsepower was calculated in net SAE terms. The reduced numbers may have cheered insurance companies, but they were depressing after the ebullient 1960s. The 365 bhp claimed for the Eldorado in 1971 would be calculated at 235 net SAE horsepower only two years later.

The redesigned 1971 Cadillac Eldorado was an over-the-top statement with a long hood and short deck. The wheelbase extended 6 inches to 126, and the car was much more massive than its predecessor.

A 365 bhp, 500 cid V-8 was standard and power was delivered through the side-by-side, chain-driven Turbo-Hydramatic transmission like the previous Eldorado. The rear suspension was now by coil springs, though the front still featured torsion bars. Front disc brakes were standard, but had plenty of work to do given the increased weight. Automatic level control was fitted and anti-skid control at the rear was optional.

The body was heavily sculptured, especially the rear, while the vertically textured rectangular grille was a new development. Front fenders were chiseled with a vertical crease, and wind-splits behind the enormous doors looked like they came from the mid-1950s. Fender skirts made a reappearance, and to top it all a convertible was introduced just when everybody else was deleting soft tops from the lineup.

Base price for the Eldorado Coupe was \$7388 and \$7751 for the convertible, though it was easy to approach \$11,000 with numerous options. Thanks to the convertible, sales rose to 27,368, with 20,568 Coupes and 6800 convertibles. Even so, a three-month strike by auto workers lasted from the announcement of new models at the end of September until mid-December. Cadillac sales overall fell to the lowest total in several years.

The Eldorado was available with an optional leather interior and a bench front seat with folding center armrest. Other popular options included air conditioning, power sunroof, tilt/telescopic steering column, remote trunk release, rear window defogger, special carpet package, AM/FM radio, AM/FM stereo with 8-track (\$416), vinyl roof, power seat, power door locks, cruise control, and tinted glass.

Magazine road tests indicated that 1971 Eldorado had slowed down from the 1970 model, since it was larger and heavier. From a standing start, 60 mph came up in 9.8 seconds and a quarter-mile in 17.06 seconds at 83 mph. Gas mileage was estimated at 10 to 12 mpg.

Body styles

2dr Convertible

2dr Hardtop Coupe

Engine types

8-cyl. 500cid/365hp 4bbl

1971-1978 Cadillac Eldorado stats

Number produced **	Highest sale	Lowest sale	Most recent sale	Sales
6,800	\$57,225	\$694	\$10,750	57

** Number produced is specific to this year and configuration.

Equipment

Additional Info

Vehicle Length: 221.6 in

Wheelbase - Inches: 126.3 in

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.

#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

#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.

#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.

*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.