Youtube cadillac cts v

With the Cadillac CTS-V , the premium brand set its sights on building an American performance sedan briefly a coupe and a wagon, too that was capable of beating the best competitors from Europe. A new video from Cars Evolution chronicles the changes to the sporty Caddy over 15 model years and three generations. It made horsepower kilowatts instead of the hp kW in the 'Vette. To handle the power in comparison to a regular CTS , the engineers added components like a revised suspension with larger anti-roll bars and Brembo brakes. The output figures were the same as the LS6, but the bigger powerplant offered a wider torque band. These models also had an improved rear differential. The second-gen CTS-V came for the model year, and it introduced some major upgrades. Rather than the previous naturally aspirated V8, there was now the LSA 6. A six-speed automatic was available in addition to the six-speed manual. The ride received a huge improvement from the MagneRide damping system. Cadillac also began offering the CTS-V in different body styles. For the model year, a coupe and wagon joined the sedan. The third-gen CTS-V replaced the previous model in A supercharged 6. The ability to get a manual transmission was gone, and the only choice now was an eight-speed automatic. This iteration was brief, lasting until just the model year. The good news is that the CT5 Blackwing should pick up the torch by reportedly offering around hp kW. Source: Cars Evolution via YouTube. Ad Microsoft. Full screen. Cadillac CTS â€" present ; 5 engines, displacement from 2. Slideshow continues on the next slide. Load Error. Microsoft and partners may be compensated if you purchase something through recommended links in this article. Found the story interesting? Like us on Facebook to see similar stories. I'm already a fan, don't show this again. Send MSN Feedback. How can we improve? Please give an overall site rating:. Privacy Statement. Opens in a new window Opens an external site Opens an external site in a new window. Coronavirus update: New contactless services to help keep you safe. They were awesome. The best car buying experience I ever had! Trever and Big John are the best. Thanks guys! Love my shaker Challenger. He stayed late on a Friday to meet with me and the car was ready to test drive I would use Preferred Sales again. They answered all the questions we asked on phone. Were very accommodating when we went to look at car. Great dealership have dealt with them in the past, my eyes are just bigger than my pockets right now.. After 30 years in the auto industry dealing with cj and town and country they achieved what I strived for in my career! Will buy from them again, thanks! I brought this beautiful truck. The salesman was great. Excellent communication and service. I loved the look of the Jeep. I just was not the right buyer for the deal. Internet manager was honest and did a great job. These guys were great! I referred other people along with a family who brought as well. Highly recommended. Car was on the outside parking, completely out of shape, not ready to be sold. Never called back, but their email system is insufferable. Very frustrating. Wastes your time. Dealer sold vehicle the day before my appointment to go and look at it. Called to confirm appointment and dealer did not mention the car was sold. Wasted over two hours of my time. Our sales consultant - Jay - got in touch right away and answered all our questions. Very Smooth process all the way. We could not have asked for better service. Thank you Jay , for a great experience. Excellent service from the sales staff, I hope we can do this again sometime in the future! I just bought this car and what a ride! The salesman was Great Jaber Sawsan and Anthony in finance really made me feel as if the car was mine as soon as I walked through the door. I would recommend this place, in and out just like Fred Haas got right back to me which was excellent. They were able to answer all my questions and were friendly. I made an appointment to see the Lexus. I was very disappointed. This dealer does what's necessary to ensure the customer has the best experience possible. I am very pleased with the deal we got on our car. When I mentioned using a power of attorney to have someone sign for me they stopped responding. Got helped by Christopher Lopez cool guy he was helpful and made the process easy. Thanks to him I got my hands on a beautiful Camaro 2ss. Contacted quickly by sales manager, James Way. Very easy to speak with, helpful and professional. Apparently, my trade is not worth as much in Hilton Head as it is in Myrtle Beach. We could make a deal but still, a good experience. Listing was accurate, customer service was spot on. Enjoyed the process of getting the car. Bought the truck. Paid less than advertised and took my trade ins 2. She took the time to make sure I understood. Great person. They Answered,and Cindy Ortega the Associate that took care of everything was very professional. Dan Q was awesome! Very responsive and helpful. I did not end up buying the car but would more definitely recommend this dealership and Dan. We'll help you find great deals among the millions of vehicles available nationwide on CarGurus, and we'll provide you with dealer reviews and vehicle history for each one. After all, over 30 million shoppers use CarGurus to find great deals on used cars and new cars in their area. And when it's time to get rid of your old ride, sell your car simply and securely on CarGurus. Once you're ready to narrow down your search results, go ahead and filter by price, mileage, transmission, trim, days on lot, drivetrain, color, engine, options, and deal ratings. And if you only want to see

cars with a single owner, recent price drops, photos, or available financing , our filters can help with that too. All Years to All Years. Radius 10 mi 25 mi 50 mi 75 mi mi mi mi mi Nationwide. Best deals first. CarGurus User. Private Seller: Billy. CarGurus Pay. Private Seller: Lucas. Miami, FL Message Seller. Image Not Available. Authorized Cadillac Dealer. The most amazing car ever. Plenty of room , comfortable. Every bell and whistle you could ever want! Cruises around town perfectly and turns into an absolute rocket ship when you want it to. And had room for my 5 year olds car seat! I am also in the market to purchasing the same vehicle. My choose is black. This car is awesome. Many a family had no choice of a sports car with four doors. Cadillac has a winner with the CTS-V, but only if the new owner specifies a 6 speed manual transmission. Why Use CarGurus? Cadillac dealers in Atlanta GA. Cadillac dealers in Chicago IL. Cadillac dealers in Dallas TX. Cadillac dealers in Houston TX. Cadillac dealers in Los Angeles CA. Cadillac dealers in Miami FL. Cadillac dealers in New York NY. Cadillac dealers in Philadelphia PA. Cadillac dealers in Washington DC. The Cadillac CTS-V is a great example of getting the best of both worlds, serving as a practical companion during the week and turning into a track-day weapon on the weekend. It also comes with an adjustable suspension and high-performance brakes to give it absurdly high levels of capability. These German high-performance sedans typically have nicer-looking interiors and more in the way of advanced infotainment features. Yet we like the CTS-V all the same. This bold American sedan easily matches the world's best when it comes to performance, and it does so at a more affordable price. The V version packs a supercharged 6. You can only get it with an eight-speed automatic transmission and rear-wheel drive. Only one trim level is available. Standard equipment highlights include inch wheels, summer performance tires, Brembo performance brakes, an electronic limited-slip differential, a magnetically controlled adaptive suspension, an automatic parking system, xenon headlights, and keyless ignition and entry. The CTS-V also has forward collision warning, blind-spot and rear cross-traffic warning systems, lane departure warning and intervention, and rearview and curb-view parking cameras. Inside the cabin, you'll find dual-zone automatic climate control, power-adjustable front seats with heating, manual thigh extenders and power-adjustable bolsters , driver-seat memory settings, leather and simulated-suede upholstery, a heated power-adjustable steering wheel, and a simulated-suede headliner. Cadillac also fits the CTS-V with a The Carbon Fiber package adds a carbon-fiber hood vent, spoiler, front splitter, and rear diffuser. Also available as stand-alone options are ventilated front seats, Recaro performance front seats, an onboard data and video recorder, a simulated-suede steering wheel and shift knob, as well as a sunroof. Our findings remain applicable to this year's CTS-V. The balance, performance and exclusivity of the vehicle show when driven. The sound is devilish. Fit and finish is excellent and so far no major issues with 17k miles on the car. Only minor problem was with the transmission. GM has a correction with a multiple flush and different fluid. Recaros are firm but comfortable. Way more fun to drive and reminds me of the old school muscle car days. In only cars so they are limited. Carbon fiber package makes the car look striking. More reliable and way more fun! Write a review. See all 1 reviews. Its turbocharged V6 isn't as raucous or powerful as the CTS-V's supercharged V8, but handling and braking capabilities are very similar. Although these two share similar design elements, the ATS-V is smaller in every dimension. If you frequently transport passengers, consider the CTS-V. It's the more comfortable choice. Between the two, the M5 is more civilized and well thought out. The M5's all-wheel drive also gives it four-season drivability. The aggressive styling award goes to the CTS-V. The Charger Hellcat isn't a bona-fide luxury car, but it has plenty going for it. It has more cargo space and rear-seat space than the CTS-V. The Charger also has more power. Ultimately, deciding between them boils down to your choice of the CTS-V's scalpel versus the Charger Hellcat's sledgehammer. The greatest Cadillacs once sprouted grand fins and taillights inspired by the Space Age. Packing the same supercharged V8 as the Corvette Z06, the CTS-V boasts an incredible horsepower that sends it from 0 to 60 mph in about 4 seconds. Meanwhile, it has the same classy styling and abundant feature content and, thanks to a sophisticated suspension, it still manages to deliver a comfortable ride. The CTS-V suspension features Magnetic Ride Control, or magnetically controlled adjustable dampers that not only provide a comfortable ride but also tremendous handling capability. A stiff body structure, excellent steering, upgraded Brembo brakes, a race-derived traction control system and high-performance Michelin Pilot Super Sport tires round out the sporty highlights. It's a true driver's car that can compete with the best high-powered sedans from BMW and Mercedes-Benz. Now, if you're drawn to a full-size luxury sedan with hp, chances are that fuel economy isn't exactly high on your priority list. Nevertheless, the CTS-V isn't the gas hog you might assume thanks to an eight-speed automatic transmission and cylinder deactivation. As a Cadillac, and one of the most expensive ones at that, the CTS-V comes standard with an abundance of features at a price that undercuts its competition. A self-parking system, Apple CarPlay and Android Auto, a navigation system,

and a speaker Bose sound system are some of the noteworthy standard features. You can also add some extra features courtesy of the Luxury package or Recaro performance seats. Its cabin isn't quite as well put together as some of its German competitors, and its tech interface isn't our favorite, but on the whole, this Cadillac is every bit an engineering achievement that Americans can be proud of. Maybe not landing-a-man-on-the-moon proud, but it's certainly far more impressive than tailfins. And if it seems like your type of luxury car, make sure to check out the Edmunds inventory pages to help find the perfect CTS-V for you. Available styles include 4dr Sedan 6. Edmunds consumer reviews allow users to sift through aggregated consumer reviews to understand what other drivers are saying about any vehicle in our database. Detailed rating breakdowns including performance, comfort, value, interior, exterior design, build quality, and reliability are available as well to provide shoppers with a comprehensive understanding of why customers like the CTS-V. Edmunds experts have compiled a robust series of ratings and reviews for the Cadillac CTS-V and all model years in our database. Our rich content includes expert reviews and recommendations for the CTS-V featuring deep dives into trim levels and features, performance, mpg, safety, interior, and driving. Edmunds also offers expert ratings, road test and performance data, long-term road tests, first-drive reviews, video reviews and more. This review was written by a member of Edmunds' editorial team of expert car reviewers. Our team drives every car you can buy. We put the vehicles through rigorous testing, evaluating how they drive and comparing them in detail to their competitors. We're also regular people like you, so we pay attention to all the different ways people use their cars every day. We want to know if there's enough room for our families and our weekend gear and whether or not our favorite drink fits in the cupholder. Our editors want to help you make the best decision on a car that fits your life. Simply research the type of car you're interested in and then select a car from our massive database to find cheap vehicles for sale near you. Once you have identified a used vehicle you're interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Cadillac CTS-V. Edmunds has deep data on over 6 million new, used, and certified pre-owned vehicles, including rich, trim-level features and specs information like: MSRP, average price paid, warranty information basic, drivetrain, and maintenance , features upholstery, bluetooth, navigation, heated seating, cooled seating, cruise control, parking assistance, keyless ignition, satellite radio, folding rears seats ,run flat tires, wheel type, tire size, wheel tire, sunroof, etc. Edmunds also provides tools to allow shopper to compare vehicles to similar models of their choosing by warranty, interior features, exterior features, specifications, fuel economy, vehicle dimensions, consumer rating, edmunds rating, and color. Is it better to lease or buy a car? Ask most people and they'll probably tell you that car buying is the way to go. And from a financial perspective, it's true, provided you're willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It's also good if you're someone who likes to drive a new car every three years or so. Popular searches. My notifications My Account. Review Features Competitors Save. View Photos. Appraise this car. Other years. List Price Estimate. ZIP Code. See all for sale. If you can get a test sit, consider the available Recaro performance seats; they're great on a track or mountain road, but less so on the daily commute. Scorecard Overall 8. The CTS-V shines with its combination of classic American muscle and state-of-the-art handling capabilities, giving it a leg up on its staunchest German rivals. Others have evolved into softer and more comfort-oriented machines; Cadillac has only sharpened its edges and packed on more muscle. Taking just 4. The biggest issue with having hp on tap is finding enough road to relish it. The ultra-solid brakes are an excellent match to the engine and easy to modulate. The pedal travel is short, firm and reassuring. Emergency braking is executed without much noise or drama, needing only feet of asphalt to stop from 60 mph. The steering response isn't as crisp as we'd expect, but the effort in Touring mode feels spot-on and delivers decent feedback. Track and Sport modes are a little heavy for typical driving and clearly tuned for stability demands at higher speeds. Layers of electronic safety nets make the CTS-V manageable for virtually any driver. Turn them off, and experienced drivers will enjoy skating around on all that torque with relative ease. The amount of tire grip available borders on ludicrous. The transmission's shifting can get a bit uneven and rough, even in Touring mode. This might be expected of a dual-clutch automatic, but not the CTS-V's automatic transmission. Throttle response is otherwise smooth and user-friendly. Speed, agility and proper seat support are priorities with this car, so you may want to consider something else if you're expecting a rocket-powered couch. The optional Recaro performance seats deliver excellent support and adjustability. The cushions and armrest padding are on the firm side, but that's to be expected. They even performed well on a lengthy road trip. Unfortunately, this upgrade can't be paired with ventilation. This Caddy is pleasant over smooth highways, but

bumpier streets will reveal its true stiff-legged nature, even in Touring mode, which can get tiring. In fact, we didn't notice much separation between any of the magnetic suspension settings during casual driving. Wind noise is well-isolated, but a moderate amount of road noise finds its way into the cabin, a likely trade-off for sticky tires. Under hard acceleration, the supercharger whine is most prominent. Cadillac's efforts to up its interior game are apparent but flop when it comes to execution. The capacitive controls look slick, but they aren't as easy to operate as dials or real buttons. Also, the basics, such as easy access to seat adjustment controls, have been grossly overlooked. The infotainment system response times are quick. But the tilted screen isn't sufficiently recessed, so glare and fingerprints are highly visible and distracting. The steering wheel buttons require too much physical effort and lack convenient placement. Front-seat access is great; the doors open wide. The seat height makes it easy to slip right in. The rear door apertures are smaller and have less head clearance due to a sloping roofline. Space is generous in the front seats but not so much in the rear. The front buckets have solid backs and sit low, so there's not a lot of room for feet or knees in back. With adults, four is optimal due to a short middle seat that straddles a wide center tunnel. The thick front and rear pillars and small sideview mirrors don't lend themselves to great visibility. The parking cameras aren't great in low-light situations. Tight panel tolerances, a leather dash, carbon trim and contrast stitching all look stylish and of high quality. Ambient lighting is also subtle and well-done. What doesn't look great is the heavy use of chrome trim and thin, simulated-suede surfaces. Other brands do it better. Narrow door pockets, a smaller glovebox and armrest bin, and a nook behind a motorized cover constitute the cabin storage options. The trunk volume is lackluster at Cadillac updated its tech interface for , and we have yet to sample it. Sponsored cars related to the CTS-V. Most helpful consumer reviews 5 out of 5 stars, Most Fun in a Performance Sedan!! Lane Keep Assist Warns the driver should the car start to drift from its lane and can take corrective steering action if needed. Cadillac CTS-V vs. People who viewed this also viewed 3. What about cargo capacity? When you're thinking about carrying stuff in your new car, keep in mind that the CTS-V has And then there's safety and reliability. Learn more. Look for specific complaints that keep popping up in the reviews, and be sure to compare the CTS-V's average consumer rating to that of competing vehicles. Edmunds' expert testing team reviewed the CTS-V and gave it a 8. Safety scores, fuel economy, cargo capacity and feature availability should all be factors in determining whether the CTS-V is a good car for you. Other versions include: 4dr Sedan 6. CTS-V variants include 4dr Sedan 6. Sign Up. Need we remind you these are seriously twisted times? Without prompt intervention, Bartholomew JoJo Simpson, that lovable fourth-grade cartoon cutup, will never see his 11th birthday. Homer is dumping Marge for a younger woman. Former down-home darling Miley Cyrus might be the instrument of some secret society. And in our own world, zero-emission vehicles are vying for garage space with modern muscle cars. What we need to weather this maelstrom is a car we can trust. Something fast and fun, an automobile suitable for commuting that will broom cerebral cobwebs with every brush of the right pedal. An American Pharoah, if you will. Cadillac has raised both hands to answer this call. This segment could use a spritz of vitality. A supercharged and intercooled 6. Smart electronic controls regulate the eight-speed automatic transmission, electrically assisted power steering, magnetorheological dampers, and limited-slip differential. Recaro sport seats and Michelin Pilot Super Sport tires on forged aluminum wheels enhance traction inside and underneath. A smattering of carbon-fiber components, including the hood, help the CTS-V beat the curb weights of its enemies by to pounds. This is pharmaceutical-grade stuff. Simply leaving the console shifter in D in any driving mode above Tour runs the engine to within rpm of the rpm redline before upshifts, while also providing the right gear for hustling out of bends. Saving that booster rocket for the corner exit rewards you with big speed at the end of the straight. Working the quick, hefty steering is the best isometric exercise you can enjoy sitting down, though you must concentrate to sense the faint feedback from the front tires. Note to Cadillac: A more congenial surface for bracing a left knee against the door panel would be welcome. Chief engineer Tony Roma and Brembo engineer Benjamin Pohl acknowledge that such an option was considered but rejected on cost grounds and the desire to configure the base car in track-ready form. To achieve that objective, the six-piston fro

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nt and four-piston rear calipers grab four of the largest vented-iron rotors in captivity. The fronts are The pedal feels happy in its work, with deceleration directly proportional to the applied pressure and minimal droop during hot lapping. Bolted-in aluminum centers save

weight, and a patented ferritic nitro-carburizing process heat treating in a nitrogen-rich atmosphere improves durability while discouraging corrosion. Displacement: cu in, cc Power: hp rpm Torque: lb-ft rpm. New Cars. Buyer's Guide. Type keyword s to search. Today's Top Stories. The Best Sedans of Best EVs and Hybrids of Best Pickup Trucks of Best Minivans and Vans of Best Station Wagons of View Photos. More on the CTS-V. Expand Collapse. This content is created and maintained by a third party, and imported onto this page to help users provide their email addresses. You may be able to find more information about this and similar content at piano. Advertisement - Continue Reading Below. More From Instrumented Tests.