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## Book Descriptions:

# cadillac catera manual transmission

As a rebadged variant of the Opel Omega B — the Catera was manufactured by Opel in Russelsheim, Germany, shared GM's GM V platform and reached a production of approximately 95,000 over five model years. The Catera received a facelift in 2000 with revised nose, tail, wheels, interior trim, mirrors, optional HID headlamps, stiffer suspension settings, and side airbags. The GM 4L30E automatic transmission was manufactured at GM's plant in Strasbourg, France. In the US market, the platform was used for the Pontiac GTO, which was an almost identical derivative of the Holden Monaro coupe. Both were manufactured by GM Holden in Australia. These performance coupes were themselves derived from the sedan platform that originated in the Australian market as the VT-series Holden Commodore in 1997. The European version, known as the Opel Omega, was discontinued in 2003. By using this site, you agree to the Terms of Use and Privacy Policy. Of the 1 OEM and aftermarket parts brands we carry, some of the most popular are National. Buy with confidence by leveraging past customer experiences of our aftermarket and OEM parts. Browse our top Cadillac Catera Manual Transmissions products below, order online to ship to your home, or head into your nearest Advance Auto Parts location to get started. Below are some of the most popular brands and their top Manual Transmissions offerings. Some of the highest-rated National Manual Transmissions products that will fit your Cadillac Catera are Popular National parts include Enroll now and start getting rewarded it's easy. Your first stop should be Advance Auto Parts with an inventory of 2 Manual Transmission Seals parts for your Cadillac Catera. That inventory means we either have the exact brand part you need, or plenty of options to compare. If you're interested in a specific brand of Cadillac Catera Manual Transmission Seals products, we carry popular brands like National. <http://gestionarival.com/userfiles/ford-escort-mk5-manual-download.xml>

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Reading through other customer experiences can help you make that final decision. Or, examine the part in person at your nearest Advance Auto Parts location. Search for the trusted brands you prefer, compare prices when you can, and make sure you get the part you need to keep your Cadillac Catera humming! Enroll now and start getting rewarded it's easy. Renault may never send a Twingo your way; Lancia keeps the Dedra at home, and Ford has no plans to import its cute little Ka. But General Motors heard your prayers, rebadging the German-built Opel Omega as the Cadillac Catera the one that zigs. Only it's not quite the same car. And while both are appealing vehicles, the changes that G.M. made say a lot about the differences between European and American tastes in automobiles. Or, more accurately, what G.M. thinks is needed to sell a fine European sedan as a Cadillac. The Opel Omega is G.M.'s bread-and-butter car in Europe. Stripped to basics and equipped with a 2-liter engine, it is an exceptional roomy mid-sized family sedan. Gussied up with leather, gadgets galore and a muscular 200-horsepower, 3-liter V6, it competes with the less potent versions of the BMW 5 Series and the Mercedes-Benz E-Class. An Omega station wagon sells well. And there is even a fuel miserly diesel engine sedan aimed at the taxicab market. I test-drove the Omega in between one with a four-cylinder engine displacing 2.5 liters and generating 155 horsepower. Labeled the Edition Sport, it came with a beefed-up suspension, zillion-way adjustable cloth bucket seats by Recaro and

huge 17inch wheels with highperformance, lowprofile tires from Pirelli. The Omegas body, inspired by windtunnel testing, is neither beautiful nor playful, and it seems dated in an era of bigeyed Mercedes, ovoid Tauruses and retro roadsters. But it took only a few minutes behind the wheel to understand why the Omega has made so many friends in

Europe. <http://www.hurtglass.pl/upload/ford-escort-mk6-manual-pdf-download.xml>

The 16valve engine was exceptionally quiet, betraying none of the rasp typical of fourcylinder power plants. The fivespeed manual transmission was creamysmooth and precise, more like the gearbox of a Honda than the bruteforce shifters found on G.M.s American muscle cars. The wheel was surprisingly light to the touch and the suspension seemed a bit too willing to give on bumps. Once on the highway, though, the speedsensitive steering firmed up nicely. And while the body rolled a bit hard on curves, the big tires remained glued to the asphalt. Since this was Germany, where the more modern and lightly traveled Autobahns still lack speed limits, I was able to test the mettle of the Omega at fiercer velocities. At 80 miles an hour, it felt as solid as a Bavarian dumpling. At 110 the dumpling gave signs of wanting to float, but was still easy to control. And that tough little engine, which ran up to the 6,500r.p.m. red line without complaint, never seemed to labor. I didnt get a chance to drive the American version in so demanding a setting. But a week in the hills of northwest Connecticut offered ample opportunity to compare and contrast, as they used to say on English Lit exams in college. It is derived from the toposheline Omega with the V6. But G.M. fiddled with the trim to make it blend with the rest of the Cadillac line, adding the signature grille and crest, garish aluminum wheels and a broad swath of reflective red plastic to the rear end. Inside, the optional leather seats are very comfortable, but less supportive than the clothcovered Recaros of the Omega. A bland but functional console and every conceivable gadget complete the cosmetic makeover. So far, so bad. But looks arent everything. The Catera comes only with a fourspeed automatic. Its a very smooth electronic transmission, though, that anticipates the drivers needs and can be set in sport mode for more aggressive shift points.

Whats more, it is coupled to an engine tuned to deliver more oomph from a stoplight along with a pleasing growl, sacrificing passing power at Autobahn speeds. Combined with steering and an accelerator pedal that feel heavier than the Omega Sports, and a traction control that lets you drive hard without wiggling the rear end on rough roads, the overall effect is gratifyingly Germanic solid, surefooted and lots more fun than, say, a Lexus ES 300. As a driving machine, the Catera easily holds its own against the Infiniti I30, the Acura 3.2TL and the MercedesBenz C280. You have to wonder, though, whether tarting up the Omega and calling it a Cadillac really makes sense. The idea, of course, is to recruit new customers before all the old ones are in nursing homes and to manage the job at minimal cost to capitalhungry General Motors. The CATERAs brand manager at G.M., David Nottoli, said, Catera buyers have an average age of 52, just three years above the median age for buyers of all entryluxury cars and 12 years younger than the average for Cadillac buyers. And women seem to like the cars nonmacho appearance half of Catera buyers are women, compared with 30 percent for the rest of the Cadillac line. But it seems a pity to burden the Catera with Cadillacs geezer heritage. Indeed, after driving the lighter, sportier version of the Omega with its manual transmission and clean if boring styling, it seems a pity that G.M. doesnt sell less luxurious Omega models here that might bring 30somethings into the fold. I, for one, would happily trade the bells and whistles including the airconditioned glove box and what the press kit calls tasteful woodgrain accents for a sticker price that would put the Catera in the range of, say, the Nissan Maxima. INSIDE TRACK Cadillacs succulent dish could use Opels spicier seasoning.

You may order presentation ready copies to distribute to your colleagues, customers, or clients, by visiting Chrysler didnt do so well with Simca 1204s or Plymouthbadged Hillman Avengers in the American marketplace though the Simcabased Omnirizon did very well. Ford USA moved quite a few Capris and Fiestas during the 1970s, then bombed with the Merkur Scorpio and XR4Ti. General

Motors tried, over and over, to get Americans to buy Opels some sold by Buick dealers, others actually badged as Buicks, and I still see the occasional Kadett, GT, or Manta in junkyards to this day. For the 1997 model year, still stinging from the not-so-great sales of the Turin-Hamtramck-built Cadillac Allante, GM took the Opel Omega B and applied Cadillac badges. The result was the Catera, and I found this silver '98 in a Denver self-service yard recently. It should have been able to compete with European luxury sedans in North America because it was a European luxury sedan. This one was in nice shape until the end, with all the original manuals still in the glovebox. Things didn't go so well. Check your inbox to get started. Please consider whitelisting Autoblog. But ads are also how we keep the garage doors open and the lights on here at Autoblog and keep our stories free for you and for everyone. And free is good, right. If you'd be so kind as to whitelist our site, we promise to keep bringing you great content. Thanks for that. And thanks for reading Autoblog. A drop-down menu will appear. The exact text will differ depending on the actual application you have running. It only takes a few seconds. Please follow the instructions below to enable JavaScript in your browser. Coupe Market Share Is Down 60 Percent Over the Last Decade Sufficient Cateras remain, however, to ensure that examples will show up in wrecking yards from time to time; in this series, we've seen this '97, this '98, and now today's find. Just 77,582 miles on the clock— that's just about new.

With a 200-horse twin-cam V6 under the hood and rear-wheel drive but no manual transmission option, The General hoped to claw back some formerly Detroit-centric car shoppers who'd switched to BMWs in the 1980s. "I'd been doing the BMW thing for a while. I just thought I'd see what else was out there." Sadly for GM, their German-built Cadillac didn't break any sales records. The interior does seem nice, though. "Ziggy," the Catera's cartoon duck mascot, didn't help the car's image as much as GM had hoped. There's a Catera racing in the 24 Hours of LeMons, and we always have high hopes for it. On paper, it should be able to compete with the BMW E30s and Alfa Milanos. However, the Catera's weak points— engine, transmission, suspension, brakes, electrical system, ECU, fuel system— have conspired to limit the car's on-track time. Maybe its next race will be different. The good news for Catera racers is that parts are cheap and plentiful— you can find them in the junkyard or just buy a whole parts car on Craigslist for 300 bucks. My problem is, I've never been attracted to GM cars for one reason or another. I did a short two-year lease on an EXT when trucks were in. It was OK, but when I looked at what the German cars were doing I fell out of love with Cadillac. The XTS is my favorite Caddy, but despite having an interior which is the best on the American market including the Tesla Model S, there are signs of cost-cutting that shouldn't be there. There should be motorized thigh cushions and motorized headrests. The seat was as hard as a rock, the center console was enormous and intruded on my knees, it had a big looming dashboard, and it felt very claustrophobic. This was compared with the DTS the previous year, which was easily the most comfortable car, if not seat, I had ever sat down in. Give me a 300 any day. Many of them are now roughly the size of Coleman coolers. Not every car needs a console. I know too many people who only buy one brand and never enter another showroom.

To me, test drives are fun. I no longer care about automotive reviews because so many of them have driving impressions which are the opposite of mine. I couldn't afford it at the time, but it's just as well, because I preferred the comparatively nimble and quieter Camry LE which I wound up buying. The XTS has more interior space so you don't lay more than sit and her STS seats are as HARD AS A ROCK. Sure enough, the lumbar control IS confusing, and I found the seats hard and had too much thigh extension in its shortest position. I was really disappointed with the rear seats, at least compared to the LS, 7-series and S-Class. At least it had thigh support, which new the Impala in the same showroom didn't have. I'll never understand why these have a reputation in Europe for being bombproof but in the US they're known for being headgasketastic. A LS1 as well. It's the easiest car I've serviced so far. And then I learned the meaning of the word "torque". My brother-in-law did the valve timing job twice in less than 30k miles and swore he'd never buy a Cadillac again. There were

other similar sized and shaped "sport" sedans available for a lot less money and were more reliable. Had to buy the tools from the UK. Not an easy job I got it done in about 6 hours after a few times losing hold of the cam sprockets, but the car gave us another 30k of trouble free service before a major accident took it out. It did leak a decent amount of oil out the valve covers, and the thermostat was failed open causing cold weather OBD2 codes, but I just fed it oil and got my emission inspections done in the summer, as it looked like a major pain to get too. I'm more of a "better is the enemy of good enough" type as far as maintenance, and do all my own work, so maybe its in the eye of the beholder. If I had paid dealer prices for "fixing" all these minor things I'm sure I would be pissed. I don't really believe everything I read online anymore.

The bearings would go bad prematurely and allow the timing belt to skip, frequently before 60,000 miles. This is an interference engine so that would result in bent valves, which is bad enough, but the valves would contact the pistons right out on the edge causing the top ring land to get pinched, trapping the ring in place and leading to rapid bore wear and oil consumption. You can imagine owners feelings when they had sunk a couple thousand dollars into a cylinder head rebuild after a timing belt pulley failure and then a few thousand miles later they find that they need a new engine. GM eventually issued updated idler pulleys, but it was too late the cars reputation was sealed. Other than few and far between enthusiasts, you have to get evrrything from Germany since GM has long abandoned the Catera, and most owners of them are not of the type to put up with the difficulties involved in that. I just thought I'd see what else was out there." And that valve from a Chevy dealer was even a good bit cheaper than the Cadillac version. Those fancy boxes are expensive. Made it to 77K and BANG! Smooth, quiet, fast. But you have to change that belt AND the pulleys ontime! I saw my first one on Easter saturday 1997 at Shearer in Burlington Vermont. It was the first RWD glimmer of hope from GM since the cancellation of the B bodies. It was an unmitigated disaster. I felt so bad for him because the dealer just couldn't seem to fix the car's electrical problems. In the end he dumped the car and went back to Buick. At least you can keep them running. At that time it was understood that RWD would be limited to trucks, F body and Y body. I just couldn't understand why would anyone regard this car as "stately". It has an almost identical front end of a gen 1 of recent history Malibu. That car itself is a proof of poor design and engineering by GM. A more intelligent person would go to Toyota, which is far better at making bland cars.

He was an engineer, an aide to Queen Elizabeth II, a stately gentleman and above all a Canadian veteran of a war that began in this country in September 1939. The treatment Canadian soldiers received from the Japanese Imperial Army is well documented and something for which the Government of Japan only delivered an apology in December 2011. He was a great man from another time and I am honoured to have known him. Now in terms of calling someone's father an idiot or loser or whatever, yes that makes him a dick, but also remember this is someone that thinks that honda using some F1 tech., from the early 90's, in thier current engines makes them something special, above and beyond. Holden and Chevy in other parts of the world have similar vehicles. Lumina SS FTW. Cadillac Crap!! A little bit of rust, and the headlights have yellowed, but otherwise it runs as well as the day we bought it. But it seems it doesn't have the status or aspirational appeal of that junk yard Catera. Shame they quit selling them. Gm kept changing the alignment specs. I think they swapped three complete sets of tires for him until they figured it out. The car was heavy but felt very solid at speed. It felt much more substantial and luxurious than the STS which replaced it. GM cheapened the interior in subsequent years. Plastic replaced the leather. The vertical bumperettes were removed after a few years too Easier just to buy a CTSV, of course, but still, it'd be fun if it could be made to work. I used to work and drive by a high end used car dealer that specialized in stocking current style Mustangs, Camaros, and 2004-2006 GTO's. Many a lunch hour I thought of stopping by to see how close to affording I was to one of the GTO's. I know the body design is controversial, but it has a lot of nice ingredients. It's an Opel, and that used to be a good sign.

Did Opel Omega share a similar reputation in Europe for blown head gaskets, other drivetrain troubles, and electric woes, and were Europeans just more forgiving about reliability issues, as they seem to be with certain VW models. And if this Catera had multiple driveability issues, what was the warranty period length that forced it into a wrecking yard. What a shame. A guy I know has two Omegas at the moment, an early V6 petrol and a very late V6 petrol. To say he loves them would be an understatement. I think Americans have been spoiled by brands like Toyota and Honda which seem to need next to no maintenance. I thought seriously about buying one new back in 2005. You could do a lot worse for an interesting daily driver if you don't mind the gas bills. Just like the STS released with the HT4900 or whatever rather than waiting a few months for the NS to be ready just killed caddy all over again. Just a few simple things here and there in my opinion the reatta and the original STS along with the Aurora, which I am negotiating on one right now, are some of the most beautiful designs of their time all time, just GM's half baked, push it out the factory, take the crap we give you destroyed them all would love to have reatta, just why the hell did they make a performance coupe a nonperformance coupe And we're gonna put the DeVille standard radio fascia in. And then get the shifter from the Malibu. Every other part will be only for this car. It'll be way awesome. Should have dropped an LS1 in there, gave it a proper gearbox and called it a day. I've already used the money to pay off some credit card debt anyway." Sheila hung up on Steve. Sheila cried. Sheila observed the dials on the battery charger hooked to the Catera. It was initially a device that was once foreign to her. She was now wellversed in its operation. "Good charge", she noted. She removed the cable clamps from the Caddy's heavilyscarred battery terminals. Sheila slid into the operator's position.

The cheap, crap feel of the Misery Grey leather interior reminded her of a gyno chair. Why had this not been an issue when they initially looked the car over. Had she looked at the dreadful interior for more than a minute, this whole ordeal could have been avoided. The unlit panel still did nothing. Steve had told her it was just a fuse somewhere. "Maybe it shows how in the book.", she thought. Her ass was freezing, but at least the back heater still had life in it. She turned on the rear seat heaters for the kids. Maybe if they even worked at all. It was yet another thing on the car that her and dad just assumed worked when they perused it during the illfated Craigslist purchase. The way her luck was going with this godforsaken car, the heater elements were more likely to just burst into flames. "This car sucks.", said Tommy. "I want our old car back." The Catera had been functioning more like an electric car than a gas one. Charge the battery when you get home. Watch that gauge. Don't let it hit 11. That's bad news. Fortunately, she was about to make it to the service center. She began to dwell on thoughts of the old Taurus wagon. The Catera was about to alter that perspective. She had regrettably passed on a nice Caravan at a cheap price. She was now kicking herself for her stodgy disposition towards minivans. "Idiot!!", she thought while choking back tears. Many small problems plagued the Catera. This car had turned herself and her normally car savvy pop into a couple of dupes. The problem was found quickly. "Just the battery m'am. The family left, and Sheila admired the healthy voltmeter. She was surprisingly slightly delighted by her new purchase, now that it wouldn't leave them stranded. "Now we need that fuse." Jen responded, "What's a fuseeeee." "It's the part that makes the heater work.", she informed her child. He opened the glove box, and grabbed the thumbworn owner's manual. The offending fuse was located, and he went to inspect it.

He noted the wide variety of nonspec amperage fuses inserted in the tampered panel. "Oh crap. Looks like it's still good.", he thought while the pilot light of an ulcer lit in his stomach. He put a new fuse in anyway, which had no success in lighting the dead heater control. Pops threw the owner's guide to the passenger floorboard in frustration. A pamphlet fell out of the binder. On it, was Ziggy the duck, appearing to laugh and mock his feeble attempt at repair. Had he been armed with his 1911, he might be inclined to shoot that duck right in the face. A new climate control head was necessary, followed by a blower motor. After some frustration, the mechanics located some of Mr. Steve's handiwork, a broken heater control valve that had been bypassed. Paula needed to rid

herself of the Catera before anything else went wrong. The squealing sound from the front of the engine sounded ominous. There was a muffled bang, and then the motor was no more. Sheila clutched her kids along the center divider and sobbed as the Cadillac was winched up the flatbed. I've seen more than a few late 90's Eldorados and STSs puffing white smoke while idling at the gas station while the downtrodden owner in a jersey and mesh shorts buys a pack of smokes. They were stuck with a bunch of cast iron monster engines that were as bulletproof as the Fuehrer Bunker, but sucked gas like they were designed by Arab oil sheiks. There was the horrendous diesel followed, by the even worse V864. Then came the aluminum block HT4100, another crap pile that grenaded before the warranty was up. Unfortunately, by this time every other serious car maker was fielding modern overhead cam V8s. Hell, you get a more modern V8 in a Ford pickup. The 4.9 could be easily understood by anyone who had worked on a Chevy smallblack back in 1957. Engineers at real car companies were pointing and laughing. Great, except in the field it was crap. The Sh1tstar never met a fluid it didn't like to leak or burn.

Worse, these engines could be counted on to puke up their head gaskets the same way Lindsay Lohan can be counted on to puke up Grey Goose. Despite the fact that it was only a question of when the gaskets would go kablooeey, and not if, the repair was impossible. As you can guess, lots of people chose not to repair these cars. Eldorado had it standard on MY92 and it was still available on base Eldo in MY93. The engine was also available on MY9195 Deville and Fleewood FWDs. The engine is generally a good one, had some odd coolant procedure due to the alum block but otherwise reliable. Except Fleetwood to MY96, I pretty much avoid every Cadillac after MY95, they were all pretty much junk. Or maybe she should go take a look at that Caravan again. Could've fixed a lot of the car's problems. When a car that clean and low miles ends up scrapped, you know it was a total POS. Its a 2001 Catera Sport and aside from the broken ashtray, inop sunroof, and a bad window regulator, its in surprisingly great shape. Definitely a lot of car for the money. I know these cars are problematic, but its twelve years old. Keep things in perspective. I have plenty of perspective. And only 77k miles Poor availability and high cost make them a throwaway when the engine lets go. Sadly there were quite a few ways these engines could die. Constantly in the shop for repairs. It's a shame GM never Americanized these with either a far more reliable LS1 or the 3800SC. I guess the DOHC was a selling point. In Europe these competed against the EClass and 5Series. I always wondered how the reliability of these was in Europe. Could it have been as bad as the European or Aussie versions or do they just have a greater tolerance for unreliable vehicles Those shops that make the investment charge an arm, leg, and first born child for the service. But we had reservations I really can't remember what they were.

Had the plastic manifold issue had reared its ugly head a bit sooner, I probably would have had it swapped out while the front clip was completely removed and it would have been easier. If GM was stupid enough to have it be longer on the Cadillac version then they got what they deserved. The first owner can afford the maintenance. The second owner probably can, but sells the car before it needs much. The third and subsequent owners buy them because they are a cheap luxuride and run them into the ground. And in the case of cars with timing belts that can be a short run. See Porsche 944 for the ultimate example of this. An accident took the car at 130000 miles. The engine was actually smooth and refined with a broad torque curve. And it lasted a lot longer than my LS1 did I know, impossible!!!!. I assure you, this don't zig. It was just a rebodied GM we were all used too. The people who were buying BMW and Mercedes would never have considered a Lincoln or a Cadillac for that matter. They need to stop chasing the Germans and start producing American style luxury. I think GM is thinking along those lines; the upcoming big RWD sedan will be a very clear indicator of where they're taking the brand. They didn't want it to compete with the Stype, but that meant it also couldn't compete with the real players in the midsized luxury class, which were better than the Stype in many ways. Blaming customers for not buying a Mitsubishi Diamante lookalike with a flexible body structure and intentionally mediocre engine options is just plain wrong. Pretty much

everyone that says how happy they were with their LSs bought them used, which isn't a business model for a manufacturer. I don't doubt that a fast depreciating LS was a good bargain ride for people that got good ones, but it was always meant to be a compromise for new car buyers. That ain't luxury. I set up a test drive and received a Catera jacket with a broken zipper.

Anyway there was no room between my left shoulder and the car door so I didn't buy it. Same problem with the 370 coupe. From reading these comments, probably just as well. Captive imports traditionally have not done very well here. There, the local Caddy dealer had a booth with an ATS on display. The sales guy did a pretty fair job of extolling the car's fine points, they offered me a free TShirt, black with a white Caddy logo on the shirt. The shirt was made of cotton one step above rag quality, and instead of a nice airbrush logo, it was cheap embossed screen paint. This cheap P.O.S. teeshirt shows just the opposite. The ones near my house are always littered with junk that makes hiking through them an experience in itself. The dithering British commander surrendered when they should have fought on. In my view one is foolish to pay BMW money for fake BMWs both in 1997 and today. Similar to this one, is had fairly low miles 81k I think, and I thought the interior was fantastic, handled nice, and had good get up and go. But with all the possible reliability issues and the fact it doesn't have a clutch pedal, I passed. Kinda a shame it didn't have a better engine. The only problem was badge snobbery. Saying you drive a BMW sounded a lot better than saying you drive an Opel. I wonder how many of those have blown up. The Catera was, to put it kindly, unremarkable, but it was still a decent effort, and more importantly, it was a 200% improvement over the last "sport sedan" Caddy tried. We just won't mention the name of that car. Everything they're doing right today started with that car. But I don't think it would have succeeded without the Catera before it to at least introduce people to the idea of a Caddy sport sedan that wasn't a joke. Now THERE'S a sleeper. I don't see too many of these anymore and there fading away pretty fast. Kinda interesting cars though. Also they offered v8s in limited numbers of these but I've never seen one in the wild.