

... FACTORY TUNED



ALPINE iDA - X001



MTX THUNDER AXE
HIGH-END COMPONENTS



MTX THUNDER AXE
HIGH-END COMPONENTS



MTX THUNDER AXE
HIGH-END COMPONENTS



MTX THUNDER AXE
HIGH-END COMPONENTS



MTX THUNDER 9500



POWER STATION
CAPACITOR



POWER STATION
CAPACITOR



MTX THUNDER 9500



MTX THUNDER TA5302



MTX THUNDER TA5302



MTX THUNDER TA5601



OPTIMA YELLOW TOP



MTX THUNDER TA5601



Ⓐ TECH SPECS 1956 CADILLAC SEDAN DeVILLE

AUDIO/VIDEO: Alpine iDA-X001 source unit (hidden in dash insert behind a drop-down door); two 1,000-Watt MTX Thunder TA5601 mono-block amps; two 550-Watt MTX Thunder TA5302 two-channel amps; two MTX 12-inch Thunder 9500 subwoofers; four MTX Thunder Axe component speaker sets (in the front doors and the rear package tray); two StreetWires Power Station 1-farad capacitors; StreetWires Ultra Flow power cables, ground terminals, distribution blocks and accessories; and an Optima Yellow Top battery installed by Street Legal Customs (Royal Oak, Michigan).

BODY/PAINT: Shaved handles, emblems, trim and antenna; Cadillac "Doddless" relocated and recessed into hood line; 300 louvers; custom stainless windshield trim; black painted grille; Hella driving lights in lower bumper openings; filled side skirts with custom body lines; motorcycle headlights with chrome bullets; extended side intakes; '48 Ford taillights with custom taillight bullets molded into bumper ends; twin frenched electric rear antennas; wrap-around rear window reduced to limo size; Carson-style top covered in Mercedes-Benz Haartz cloth and a recessed firewall. Bodywork by Murray

Pfaff and Matt Shames (Watertown, New York). Body paint is Glossant Dark Silver Poly with Ultra-Violet Purple and Ice Pearl flames and scallops and Galaxy Green pin striping. Pfaff designed and laid out the graphics. Charlie Vickerie (Waterford, Michigan) painted it and Jeff Shea (Warren, Michigan) hand striped it.

INTERIOR: P's Trim Shop (Hemlock, Michigan) created the black leather, purple suede and gray leather interior, featuring Nissan bucket seats embossed with Cadillac Eldorado emblems; custom door and dash inserts (by Pfaff); 1960 Cadillac instrument cluster with Classic Instruments gauges; Ididit tilt steering wheel column; modified 1960 Cadillac leather wrapped steering wheel; 2006 Impala center console; custom stainless door sills with embossed leather inserts; overhead console with lights and storage compartment; Vintage Air rear mount AC/heat system; SPAL power windows and remote alarm system; and Painless 18-circuit wiring harness (wired by Tom Gardner).

ENGINE/TRANSMISSION: A 500-horsepower,

500-cubic-inch, V-8 (built by Richard Potter), with a Holley 850 Street Avenger carburetor; custom-machined Offenhauser 365 Cadillac-finned aluminum valve covers; polished alumina Edelbrock intake manifold; MSD 6A ignition; Koken air cleaner; Earl's braided black lines and fittings; and Tuff Stuff chrome engine accessories. Mated to a TH400 transmission (built by Detroit Gearbox) with a B&M Quicksilver shifter. Coan 2500-rpm stall torque converter and a polished aluminum "devil skull" shift knob.

CHASSIS/SUSPENSION: Stock frame modified and C-notched to clear engine components and the transmission; stock '56 Cadillac front suspension; stock '76 Cadillac rear-end; and Air Ride Shockwave air bag suspension system with digital remote control (mounted in center console).

WHEELS: Right side: modern one-off 18-inch Billet Specialties designed by Pfaff; left side: traditional 15-inch U.S. Wheel Supreme.

TIRES: Right side: Goodyear 235/50-18 F1 radials; left side: BF Goodrich 225/70-15 Silvertown radials.