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Contact Information:

2005 Cadillac STS V8 AWD - \$2,800



2005 Cadillac STS

VIN: 1G6DC67A850199612

condition: **fair**

cylinders: **8 cylinders**

drive: **4wd**

fuel: **gas**

odometer: **158000**

paint color: **white**

title status: **clean**

transmission: **automatic**

type: **sedan**

Selling my 2005 Cadillac STS with the V8 and AWD. It is a 1SG package car and as such it is quite heavily loaded with options and features. If you are looking at these cars, you do not want the V6. You want the V8. More reliable and obviously more power (320 hp). It is surprisingly fun to drive, and quite good in the snow.

The car drives well, has NO LIGHTS on dash of any kind, and has a good RI sticker through May 2023. It has good matching tires front and rear. Lots of tread.

All pictures available here (a few more not shown due to CL limit):
<https://1drv.ms/u/s!An5lt1BKvFKdgoZ4u4vztbmYuPAtrQ?e=BdrE3x>

If anyone is interested and/or not local I can make a video of the car. Just ask.

Feature summary:

- White diamond tricoat paint
- 18 inch wheels. Stock it came with 235/50s on the front and 255/45s on the rear but I upgraded to 255/45s all around to allow for a full tire rotation. The wheels are the same size and this is a legit configuration.
- 4 auto down/up windows
- Factory remote start

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- Keyless entry with keyless ignition. Keep key in pocket and front doors unlock and open when you pull the handle. This was quite advanced for 2005. I have two sets of keys.
- Heated and ventilated front seats with power and memory on the driver's side (just power on passenger side).
- Heated steering wheel
- Heated rear seats
- Dual zone auto climate with rear temperature and airflow control
- Sunroof
- 8" power tilting navigation touchscreen with BOSE Studio 15 audio. This is a VERY good sounding car audio system. It has analog aux-in so you can do audio via a Bluetooth receiver (I can recommend the one I use in my other cars). It actually has analog video input, but I've never used it. It plays DVD movies on the screen, too (not while driving).
- TPMS (tire pressure monitoring)
- 5 speed automatic transmission with Sport and Manual shift modes
- Northstar V8 with 320 hp and 315 lb-ft. This is the heavily redesigned engine (last generation) for rear wheel drive applications and as such does NOT have the head gasket issues of the late 90s Northstars. In fact, my wife's car has this same engine and similar mileage - no issues at all. It's a nice running engine. Good power.
- FE3/F55 sport suspension. This means it is calibrated for handling, more like a BMW. If you are looking for a floaty ride, look elsewhere. This car handles. Also has the magnetorheological shocks and it all works perfectly. It has Touring and Performance mode.
- Rear auto load leveling
- The 1SG cars also came with a special ZF steering rack and it's probably the best steering GM car short of the Alpha cars (ATS/CTS) that came much later.
- HID headlights, washers and auto high beams
- Automatic windshield wipers
- Power tilt/telescoping steering wheel
- Factory (yes, really) Bluetooth phone integration. It's not great compared to modern stuff but it does work.
- Has the GPS firmware update so the clock sets automatically from the GPS signal.
- Stability control, traction control, ABS, air bags all over the place, etc.

Every single thing I just described works perfectly.

There is probably more I am forgetting.

Maintenance history/summary.

I have done a lot to this car over the years. I will summarize:

- Spark plugs around 126k
- It's had regular maintenance like oil changes, engine filters, cabin filters, fuel filter, coolant, brake fluid and even power steering fluid.
- Several transmission fluid changes (with filter)
- Serpentine belts
- Anti-roll bar bushings and links, front and rear.
- New battery in 2017
- New front shocks @ 155k
- Front upper and lower control arms. I accidentally pulled apart the right front axle when doing the lower control arms so it has a new right front axle, too.
- I think I've done two ride height sensors. They are easy.
- New transmission cooler at 155k. The lines were leaking.
- Replaced all rear brake lines from in front of the fuel tank to each caliper with copper nickel.

- I have run nothing but 93 octane. It will run fine on 87 but you may lose a few ponies.

I'm sure there's more but that's a good summary. Mechanically, the only real issue is it needs engine mounts and I have brand new OEM ones to go with the car, if you want them. Or you can just drive it.

Cosmetically, the only other issue with the car is rust. You can see it in the pictures, in the rear wheel well areas. Should make a very nice winter beater, for example. Happy to answer any questions or show the car.





