

# OLDSMOBILE

- 14 HORSEPOWER  
SIX CYLINDER ENGINE
- 87 HORSEPOWER  
EIGHT CYLINDER ENGINE
- FREE WHIPPING  
WITH DASH CONTROL
- SYNCHRO MESH  
SILENT SHIFT TRANSMISSION
- SILENT SECOND GEAR
- RIDE REGULATOR AND DOUBLE ACTION  
HYDRAULIC SHOCK ABSORBERS
- ENGINE OIL  
TEMPERATURE REGULATOR
- FULL PRESSURE LUBRICATION  
INCLUDING PISTON RING
- DOWN-DRAFT CARBURETION
- ENGINE DECARBONATOR



**PRECISION** *and*  
**HIDDEN VALUES**

*Six and Eight*

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OLDS MOTOR  
WORKS

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PRECISION

AND

HIDDEN VALUES

OF THE

NEW OLDSMOBILE

SIX AND EIGHT



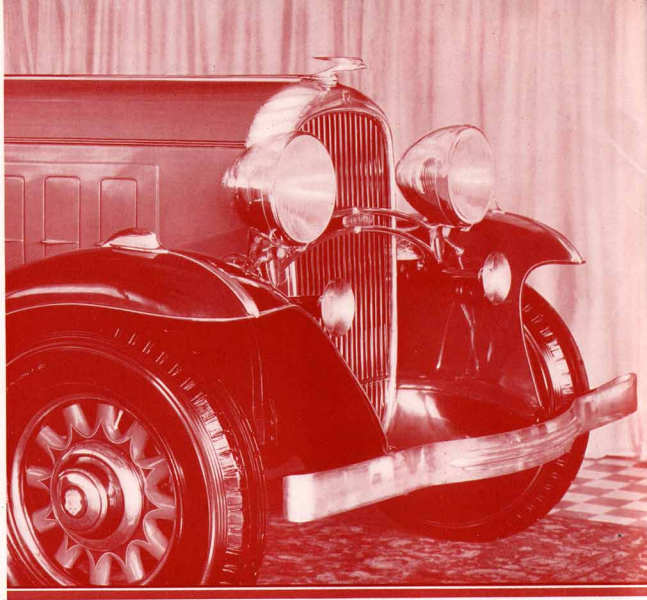
TWO FINE CARS BY AMERICA'S OLDEST MOTOR CAR MANUFACTURER

OLDSMOBILE PRESENTS ITS  
TWO GREATEST ACHIEVEMENTS

. . . A FINER SIX AND A  
BRILLIANT STRAIGHT EIGHT

Oldsmobile's dual offering for 1932 . . . a larger, finer, faster Six . . . and a brilliant new Straight Eight . . . makes available two moderately-priced automobiles in which advanced engineering and high quality of materials and of workmanship are combined to achieve the greatest values ever presented by America's oldest automobile manufacturer.

● ● Every quality characteristic of Oldsmobile has been notably emphasized and improved. Most obvious, perhaps, is the greater beauty in Oldsmobile's new streamline styling which accords so gracefully with the increased length of the new cars. Their added comfort, due among other reasons to larger, roomier bodies, is equally apparent. And as to their performance, the mere act of sitting in the driver's seat at once gives the impression that these cars are extraordinarily responsive and capable. ● ● To test . . . and prove . . . the accuracy of this impression you need only spend a few minutes with a new Oldsmobile out on the highway. It is a genuine pleasure to put it through its paces . . . to enjoy the thrill of its spirited performance . . . to have first hand knowledge of a car that is modern in every detail. ● ● But even this will not tell you everything you should know about the new Oldsmobile Six and Eight. To become fully acquainted with all phases of their value you should see them through the eyes of the engineers who designed them . . . the skilled workmen who so carefully build them . . . men who are in the habit of looking beyond paint and upholstery for the hidden values which lie underneath.

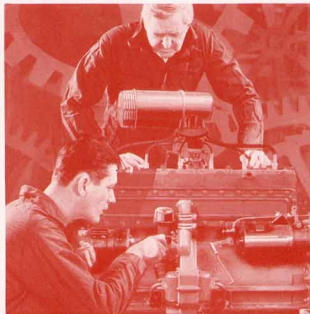


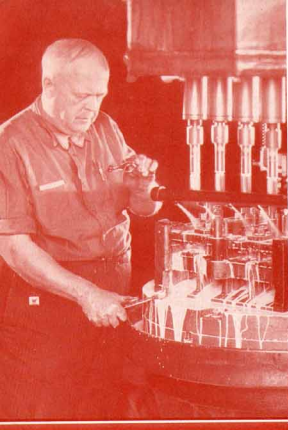
That is the first purpose of this book . . . to enable you to make just such an examination of the new Oldsmobile Six and Eight. The details of their design and construction are completely illustrated on the following pages. The function of each essential part is explained in such a way that, even the reader who is not of a mechanical turn of mind may understand what it contributes to motoring satisfaction. ● ● But there is an additional object which Oldsmobile seeks to accomplish by telling you these facts about its products. Back of Oldsmobile's dependability, long life,

economy and many other advantages, there is still another group of contributing factors. Less tangible than fine machines, precision instruments and high quality materials . . . but no less vital in their relationship to Oldsmobile value . . . these factors are the ideals of the Oldsmobile organization. ● ● It is Oldsmobile's desire to bring you a fuller appreciation of the significance of these ideals, which are best described in terms of Oldsmobile's conception of its four-fold responsibility to owners . . . to design progressively . . . to build faithfully . . . to sell honestly . . . and to service sincerely. ● ● **OLDSMOBILE DESIGNS PROGRESSIVELY** because it wishes each car to embody the best that modern automotive engineering has to offer. Retaining those fundamentals which long usage has proved sound and desirable . . . Oldsmobile at the same time gives its owners the full benefit of the latest advancements in automotive design. For, in addition to their own fine facilities, Oldsmobile engineers enjoy the constant cooperation of the General Motors Research Laboratories and the General Motors Proving Ground with their extensive resources. ● ● **OLDSMOBILE BUILDS FAITHFULLY** because it desires its products to be uniformly good . . . in every case the concrete embodiment of all that Oldsmobile's engineers intend

them to be. This means that Oldsmobile cars are built of the finest materials . . . to the most exacting limits of accuracy . . . by workers who have adopted as their slogan "Anything short of my best is not acceptable". ● ● **OLDSMOBILE SELLS HONESTLY** because no other method would be consistent with its general policy, nor with the widespread owner loyalty which Oldsmobile cars enjoy. It recognizes toward the buyer the responsibility to present only the facts about Oldsmobile cars. Overstatement of their merit and value . . . however slight . . . is never tolerated. For it is upon facts . . . not statements . . . that such good will as Oldsmobile's must be founded. ● ● And finally . . . **OLDSMOBILE SERVICES SINCERELY** because its interest in its cars continues far beyond the time of purchase. To have . . . not just "owners" . . . but rather "enthusiastically satisfied owners" . . . has always been Oldsmobile's objective. This calls for a liberal Owner Service Policy . . . the terms and spirit of which are conscientiously carried out by Oldsmobile dealers everywhere. ● ● Strict adherence to these ideals has enabled Oldsmobile . . . through the years . . . to gain for its products a good will which it prizes highly. It has likewise made possible the development of the two finest of these products . . . the new Six and the new Straight Eight for 1932.

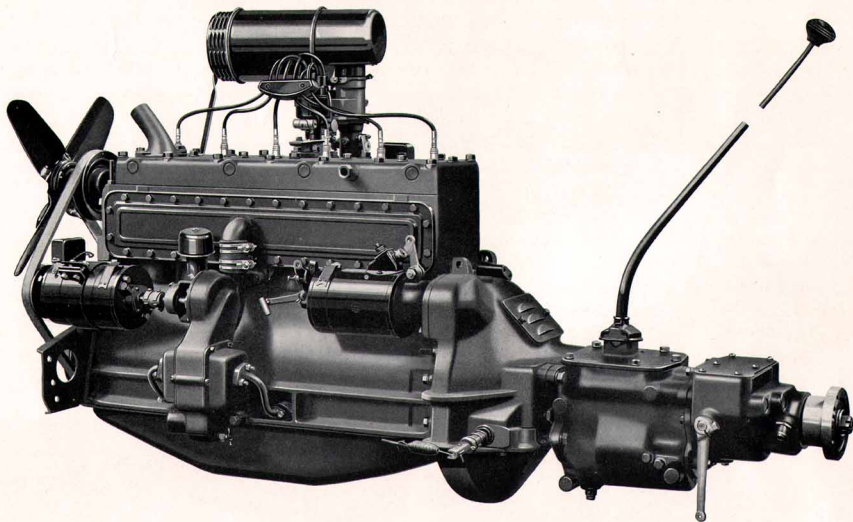
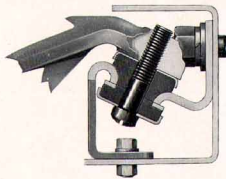
TO DESIGN PROGRESSIVELY . . . TO BUILD FAITHFULLY . . . TO SELL HONESTLY . . . TO SERVICE SINCERELY



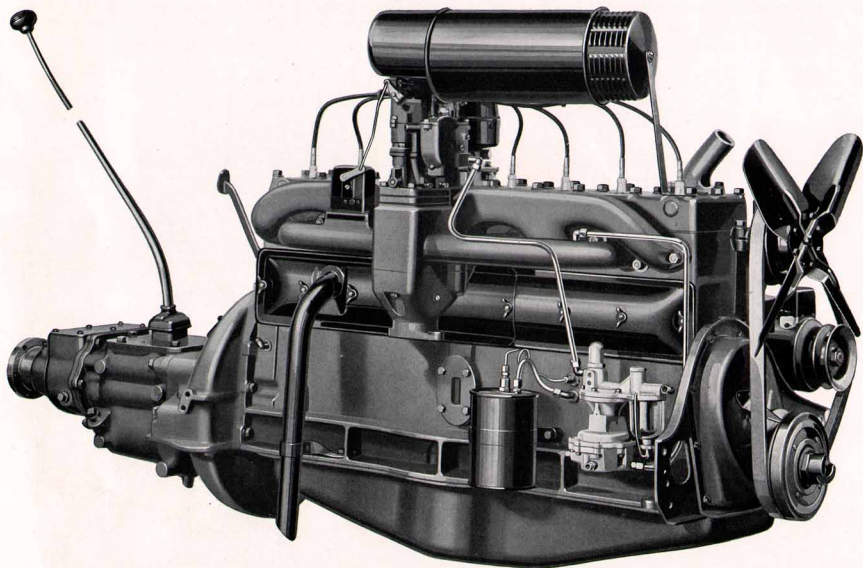


Fine tools and precision machines, many of them specially designed, supplement the skill and care exercised by Oldsmobile workers.

**FRONT ENGINE SUPPORTS . . .** Four rubber engine supports . . . two in front and two at the rear . . . cushion the power plants of the new Six and Straight Eight. At the front end these rubber supports are set at an angle . . . scientifically determined . . . to most effectively absorb engine vibration.



**NEW 74-HORSEPOWER SIX-CYLINDER ENGINE . . .** Larger and more powerful than ever, the engine of the new Oldsmobile Six is an outstanding example of advanced engineering. With a bore of  $3\frac{3}{16}$  inches . . . a stroke of  $4\frac{1}{2}$  inches . . . the new Six has a piston displacement of 213 cubic inches and develops 74 horsepower. This means that there is abundant power for every requirement . . . delivered smoothly and quietly and with characteristic Oldsmobile economy. In addition to this increased size, numerous other improvements and refinements in the engine of the new Oldsmobile Six assure owners a finer order of all-round performance and a still greater measure of dependability and long life.

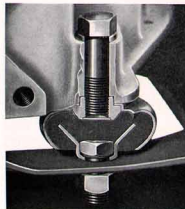


**NEW 87-HORSEPOWER STRAIGHT EIGHT ENGINE . . .** The engine of the new Oldsmobile Straight Eight combines the inherent smoothness and flexibility of the eight with the stamina and quality which have become traditional with Oldsmobile. It has a bore of 3 inches and a stroke of  $4\frac{1}{4}$  inches, resulting in 240 cubic inches of piston displacement. The great power thus provided makes the Straight Eight a remarkably fine performer all through its entire speed range. Its swiftness on hill or straightaway compares favorably with that of cars far higher in price. It is alert, responsive and delightfully quiet under all operating conditions. In short, the new Oldsmobile Straight Eight is a car that does all things well.



All cylinders are triple-gauged for size and shape to assure absolute accuracy and uniformity throughout . . . and resulting long life.

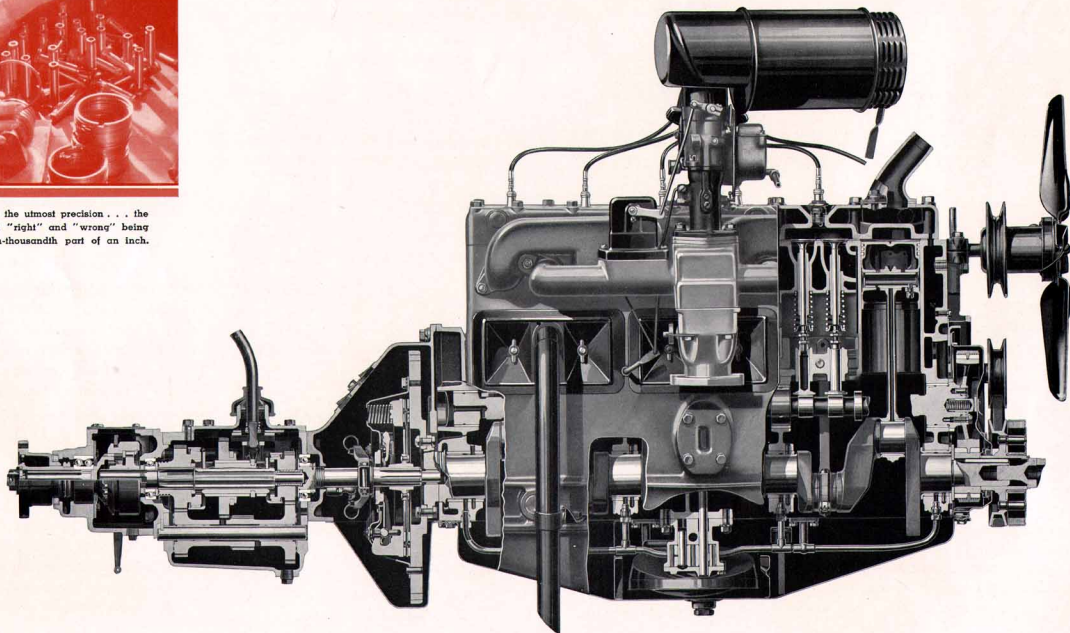
**REAR ENGINE SUPPORTS . . .** Firmly imbedded in blocks of live rubber, the rear engine supports of the Oldsmobile Six and Straight Eight prevent any metal-to-metal contact between the power plant and the chassis frame.



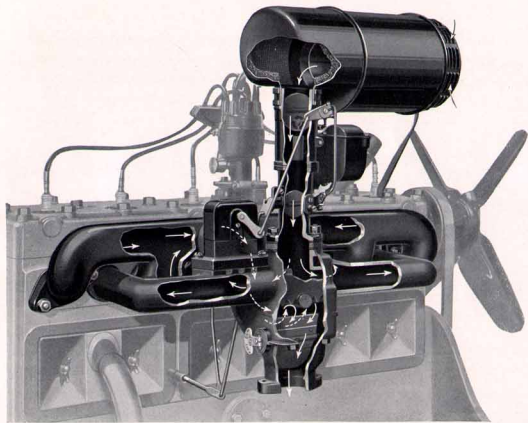


**EFFICIENT ENGINE DESIGN . . .** In their fundamental design the new Oldsmobile Six and the Straight Eight are identical . . . both being high-compression engines of the quiet and highly efficient L-head type. Each has improved down-draft carburetion which not only adds to power but facilitates starting in cold weather . . . a heavy, fully counter-weighted and balanced crankshaft, fitted with a vibration damper to assure smoothness at all speeds . . . full pressure lubrication to all bearings, including piston pins, reached through rifle-drilled connecting rods . . . and the oil temperature regulator, which enables the oil to heat quickly in cold weather, and retain its body in warm weather and at sustained high speeds.

Inspections call for the utmost precision . . . the difference between "right" and "wrong" being as little as the ten-thousandth part of an inch.

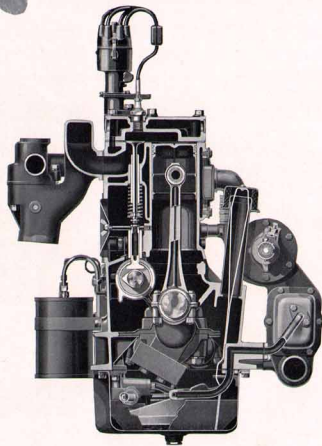




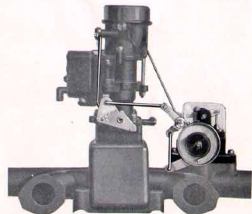


**DOWN-DRAFT CARBURETION . . .** Among the chief sources of power, smoothness and efficiency in the new Oldsmobile Six and Eight is down-draft carburetion, a method which allows the air-stream to pass downward from the carburetor rather than upward. This means that the air-stream is not obliged to lift the gasoline in its passage to the cylinders . . . and a larger-than-ordinary air passage can be employed. Thus an unusually large volume of explosive mixture passes freely through the carburetor and into the engine . . . resulting in easier starting, increased power, faster acceleration and higher speed. A coordinated linkage between the starter pedal and throttle control provides new starting ease and freedom from stalling. Oldsmobile's carburetor action is unusually quiet . . . due to an efficient resonance-type intake silencer. Built integral with the air cleaner, this device contributes materially to Oldsmobile's quietness of operation. An additional feature of Oldsmobile's carburetion is automatic heat control . . . assuring highly efficient carburetion at all driving speeds.

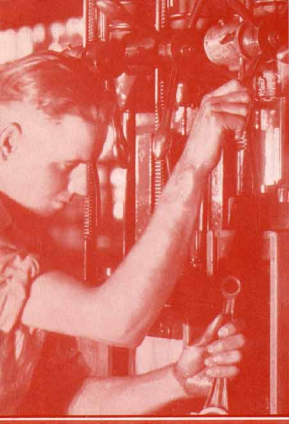
**SIMPLE AND ACCESSIBLE . . .** The cross section illustration of the Oldsmobile Six, shown below, gives an excellent idea of the simplicity and accessibility which characterize the design of both the Six and the Straight Eight engines. The effect of these desirable qualities is to increase dependability of operation and lower the cost of maintenance . . . two outstandingly important advantages which have always been major contributors to the thorough satisfaction of Oldsmobile ownership.



Carburetor efficiency . . . a vital factor of economy . . . is determined with scientific precision by testing performance in a mercury-sealed compartment.

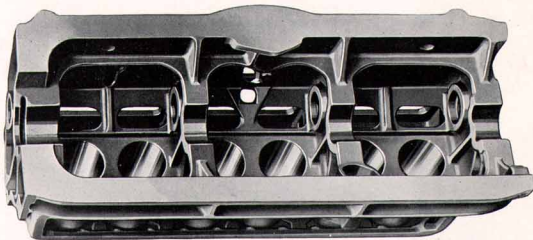


**AUTOMATIC CHOKE . . .** Replacing the ordinary choke control, usually found on the instrument board, the Oldsmobile Six and Eight have an automatic choking device operated by a thermostat on the manifold, assuring the proper choke opening under all conditions.



Rife drilling of connecting rods . . . to carry engine oil under pressure to the piston pins . . . is an excellent example of the hidden values in Oldsmobile.

**DOUBLE-RIBBED CRANKCASE . . .** A splendid example of the structural strength and sturdiness of the Oldsmobile Six and Eight, the crankcase is remarkable for its great rigidity. The large main bearings are supported by heavy, bridge-type trusses, which not only serve as a solid bed for the crankshaft, but also lend great additional strength to the entire case. The design of the crankshaft is such that adjacent to each throw there is a wide, sturdy main bearing . . . four in the Six and five in the Eight . . . to assure absolute accuracy of alignment of engine parts, and proper distribution of the load over all bearing surfaces.



**PRESSURE LUBRICATED PISTON PINS . . .** The pistons of the Oldsmobile Six and Eight are of close-grained iron, light in weight, and remarkable for long wear. Connecting rods of finest drop-forged steel are rife-drilled throughout their length to supply oil under pressure to piston pins. This feature . . . unusual except in the highest priced cars . . . is vital to quiet operation and long life. Finally, pistons and connecting rods are carefully matched in sets . . . assuring correct balance within each Oldsmobile engine.

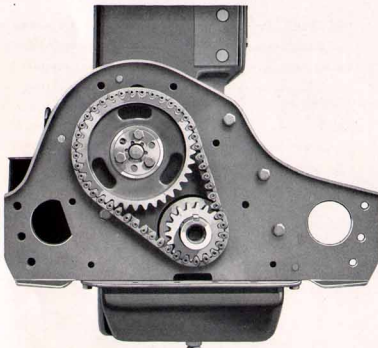


**COUNTER-WEIGHTED CRANKSHAFT . . .** No one feature of Oldsmobile's construction, in the new Six and the Straight Eight, contributes more to smoothness and luxury of performance than their fully counter-weighted and balanced crankshafts, forged of the finest steel. Balanced both statically and dynamically, and fitted with the latest type vibration damper, they assure perfect smoothness throughout the entire speed range. The flywheel has a steel starter gear shrunk into place . . . to assure maximum durability.



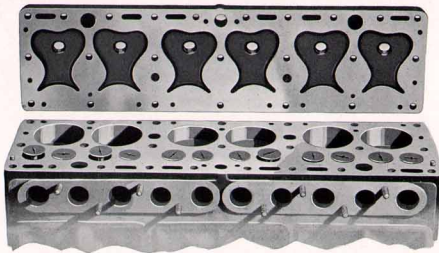


**PRECISION-BUILT CAMSHAFTS . . .** The camshafts used in the new Oldsmobiles are drop-forged from special formula steel and mounted in pressure-lubricated bronze bearings. Cam surfaces and bearing journals are hardened and ground to the most exacting specifications. The low-velocity rise of the cam contour promotes quiet valve action and affords long life for valve faces and valve seats. The centrally-located spiral gear drives the distributor and oil pump, while an eccentric cam actuates the fuel pump.



**SILENT TIMING CHAIN . . .** The silent front-end drive . . . a wide, flexible timing chain operating in a constant bath of oil . . . is used on both the Six and the Straight Eight. It drives the camshaft from the crankshaft sprocket. Constant alignment, proper tension, durability and quietness of operation are noteworthy features of this silent timing chain. The generator . . . with thermostatic control of charging rate . . . is driven by a V-type belt from the crankshaft pulley.

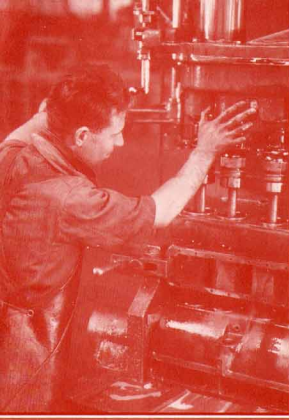
**CYLINDER HEADS . . .** The Oldsmobile Six and Straight Eight cylinder heads, perfected after years of development in the General Motors Research Laboratories and proved by thousands of miles of testing on the General Motors Proving Ground, give to each car all the advantages of high-compression performance and, in addition, an unusually high degree of smoothness. Both the roof and the walls of the combustion chamber are so designed and shaped that the combustion of the compressed gas is restricted . . . midway between the spark plug and the piston head . . . controlling the explosion so that it delivers the maximum efficiency and smoothness in developed power.



The mirror-like smoothness to which all cam and bearing surfaces are ground is among the important factors contributing to quiet operation.

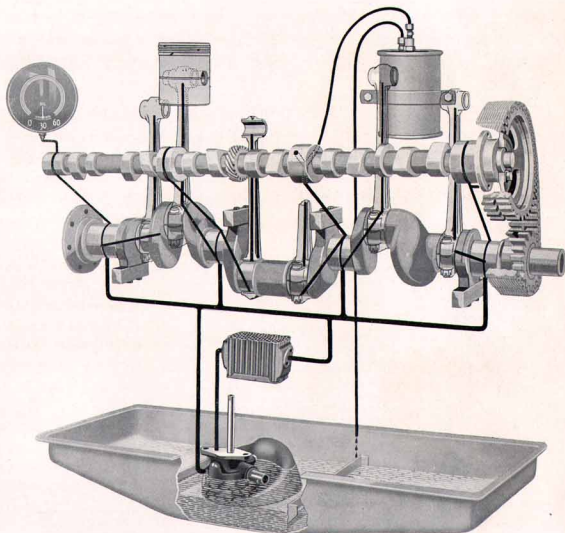


**ENGINE DECARBONIZER . . .** This new feature, operated by a foot controlled plunger, injects decarbonizing fluid into the engine through the intake manifold. This fluid softens and loosens the carbon so that it is expelled through the exhaust.

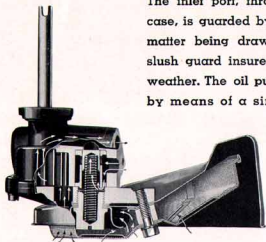


Honing the cylinder bores of the new Oldsmobiles to a hard, glass-like finish is an operation calling for precision machinery of the most modern type.

**FULL PRESSURE LUBRICATION . . .** The diagram at the right shows Oldsmobile's efficient engine lubricating system. The paths of travel which oil follows under pressure from the crankcase through the engine and back again are indicated by black lines. The gear-type pump delivers oil to the oil temperature regulator and then at equal pressure to each of the large main bearings, after which it passes through the drilled crankshaft to all connecting-rod bearings. From these, oil is forced through rifle-drilled passages in the connecting rods to the piston pins. Drilled passages in the crankcase webs carry oil from the main bearings to the camshaft bearings, and from the front camshaft bearing to the timing chain.

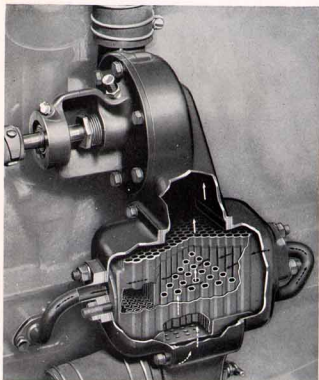


**GEAR-TYPE OIL PUMP . . .** A positive-action, gear-type oil pump, located in the bottom of the crankcase in both the new Oldsmobile Six and the Straight Eight, is submerged in oil so that it is always primed. The inlet port, through which oil is drawn from the case, is guarded by a mesh screen to prevent foreign matter being drawn into the circulating system. A slush guard insures an adequate flow of oil in cold weather. The oil pump is operated from the camshaft by means of a single coupling. This construction permits removal of the pump without disturbing the driving gears . . . another feature of simplicity and economy in the event that service is required.



**OIL FILTER . . .** In the new Oldsmobiles an efficient oil-filtering device removes destructive foreign materials from the engine oil. This process is continuous when the engine is running, and the feed of oil to the filter is controlled by a clog-proof regulating mechanism.



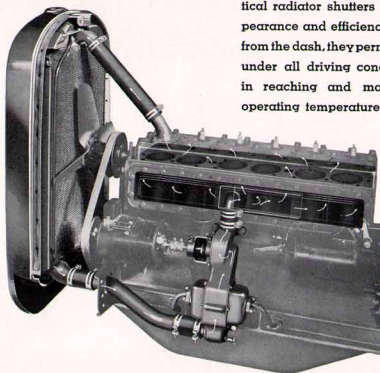


**OIL TEMPERATURE REGULATOR . . .** A new feature of the utmost importance on the Oldsmobile Six and the Straight Eight is the oil temperature regulator. This unit has two principal functions. It enables the oil to heat quickly in cold weather, largely eliminating the condensation which would otherwise be present . . . and it keeps the oil cool and full-bodied in warm weather or when the car is being driven at sustained high speeds. It also tends to equalize the temperature of the engine oil and the water in the cooling system, resulting in a more uniform temperature throughout the engine. The oil temperature regulator is an important contribution to Oldsmobile's improved performance, economy, dependability and long life.

**ENGINE TEMPERATURE GAUGE . . .** A large, easy-to-read engine temperature gauge, on the instrument panel, gives the exact temperature of water . . . not in the radiator, but in the engine . . . showing at a glance the actual operating temperature.



**UNIFORM COOLING . . .** Water, at the temperature for the best cooling efficiency, is forced through the engine by a centrifugal-type water pump, located on the side of the crankcase and driven by the fan belt. The pump shaft operates in a well-oiled bronze bearing and a precision-type ball bearing. Only one packing gland is required . . . thus reducing to a minimum the possibility of pump leakage. The flow of water is directed through a manifold-like passage inside the cover plate on the left side of the engine. From ports in this passage water of a uniform temperature is distributed to various points throughout the cylinder block . . . flowing freely through generous cooling spaces between the valve seats into the cylinder head water jackets. Water circulation about the cylinders is by natural heat convection. Spacious water passages throughout, and the generous radiator capacity, contribute to the great efficiency of Oldsmobile's cooling system.

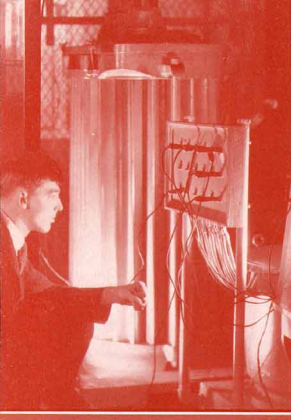


**RADIATOR SHUTTERS . . .** Oldsmobile's vertical radiator shutters contribute to both appearance and efficiency. Operated manually from the dash, they permit efficient heat control under all driving conditions . . . especially in reaching and maintaining the proper operating temperature during cold weather.



Every possible test which an automobile may encounter in actual use is given Oldsmobile on the General Motors Proving Ground. Here is the "bath-tub."



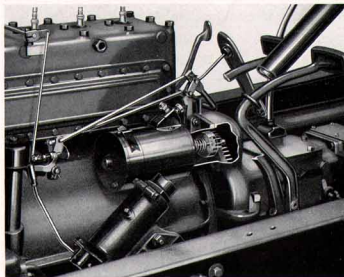


The rich experience of General Motors Research Laboratories supports and supplements the broad technical knowledge of Oldsmobile engineers.

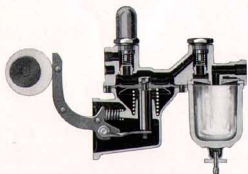
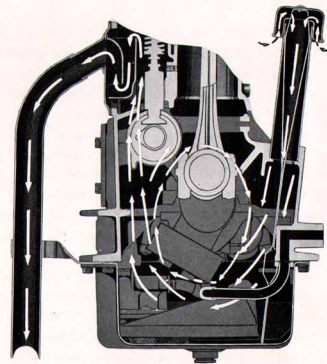
**POSITIVE-ENGAGING STARTER . . .** Quiet operation and freedom from breakage or sticking are assured by Oldsmobile's improved positive-engaging starter mechanism. When the starter pedal is depressed, the starter gear first moves into mesh with the teeth of the fly-wheel . . . then, as the pedal is further depressed, a contact switches on the starting motor. A special linkage which connects the starter and the throttle, automatically opens the throttle as the starter pedal is depressed.



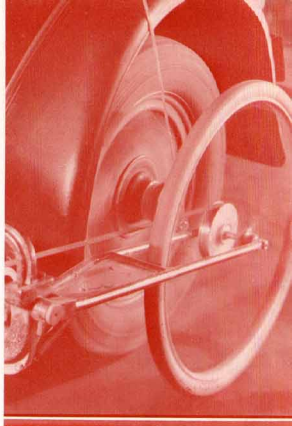
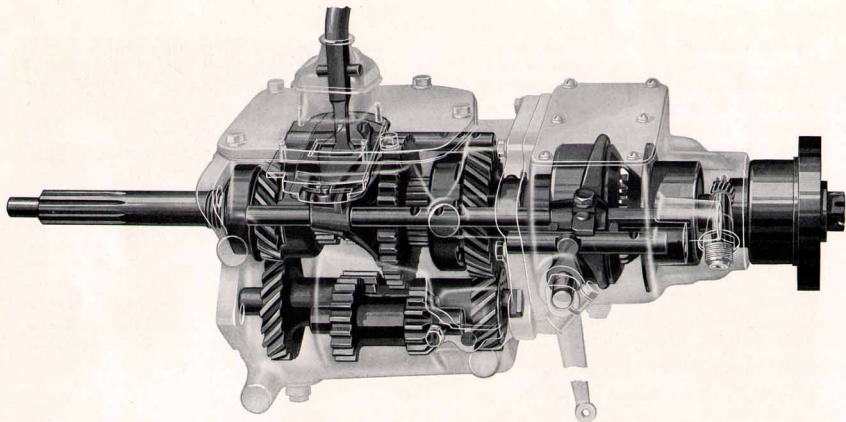
**AIR CLEANER AND SILENCER . . .** Both Oldsmobile engines . . . the Six and the Straight Eight . . . are equipped with a combination air-cleaner and carburetor intake silencer. Dust and other injurious abrasives entering with the air are caught on oil-saturated copper gauze and prevented from reaching the interior of the engine. In addition, the sound of air entering the carburetor is effectively silenced in resonance chambers.



**CRANKCASE VENTILATION . . .** In all internal combustion engines, water vapors are produced by condensation. Excessive dilution of engine oil by gasoline and water is prevented by Oldsmobile's efficient crankcase ventilating system . . . particularly commendable because of its silent and absolutely unfailling action. There are no parts to get out of order because it employs no working parts. When the car is in motion, air rushing past the ventilator pipe, beneath the car, creates a partial vacuum. This vacuum draws the air from the crankcase and carries off fuel and water vapors before they can mix with the oil. As air is removed, it is continually replaced by fresh air, drawn from outside through the oil filler tube, which is protected by an air cleaner. Excessive oil dilution is thus prevented.



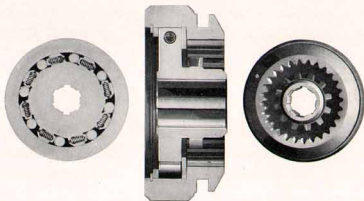
**ENGINE-DRIVEN FUEL PUMP . . .** The fuel pump, automatically lubricated, is mounted on the crankcase and is engine-driven through the camshaft. An integral filter strains the gasoline before it passes to the carburetor. The design of the pump prevents flooding when the engine is idling and assures an adequate flow of fuel on a hard pull or when traveling at high speed.



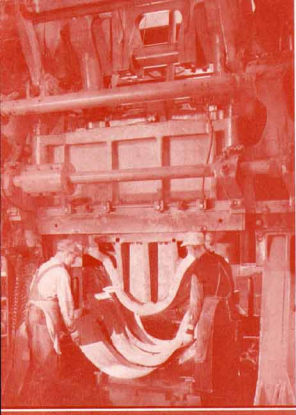
A "fifth wheel," travelling beside the car, measures car speed electrically with great precision, at General Motors Proving Ground, near Milford, Michigan.

**FREE WHEELING WITH SYNCRO-MESH SILENT-SHIFT TRANSMISSION . . .** Both the new Oldsmobile Six and the Straight Eight offer an ingenious combination of free wheeling with the Syncro-Mesh Silent-Shift Transmission. The advantages of this transmission with its constant-mesh silent second gear are already familiar to Oldsmobile owners. It eliminates gear clashing. Gear speeds are automatically synchronized so that gear shifting is reduced to an easy, uninterrupted movement of the gear shift lever. Driving in traffic or through mountainous country is easier because the downward shift, from high to second, can be made smoothly and silently without reducing car speed. And now Oldsmobile brings still further advantages through the addition of the improved free wheeling unit illustrated at the right. The driver of the new Six or the Straight Eight may free wheel as he likes in any forward speed . . . changing at will from free wheeling to conventional drive by

merely manipulating the control button located on the instrument panel. When free wheeling, gear shifting in the three forward speeds can be performed without depressing the clutch. The free wheeling unit is a simple, sturdy, one-way over-running clutch consisting of two sections . . . an outer casing, or sleeve, and an inner hub, or cam. Between the outer sleeve and the inner

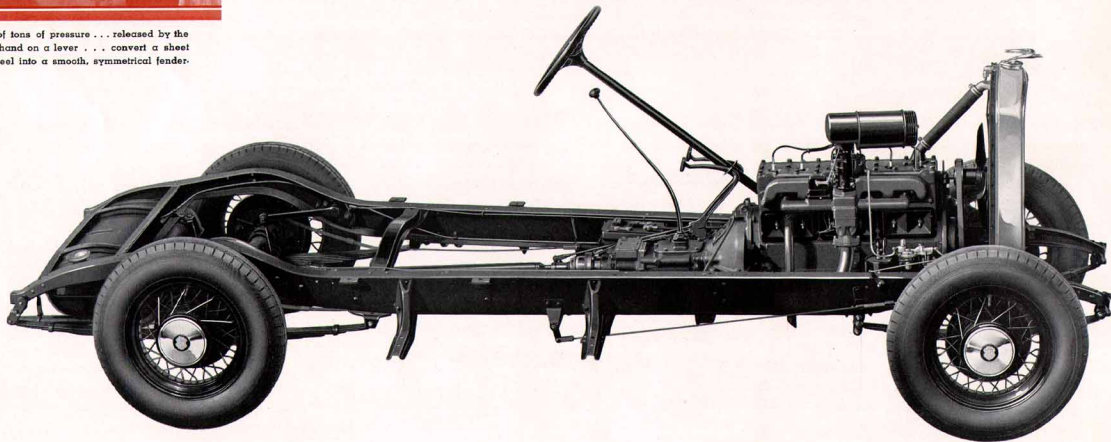


cam is a series of hardened steel rollers which run in slightly tapered raceways. When accelerating or driving under power in the free wheeling position, the power from the engine is delivered to the inner hub, or cam. This in turn drives the outer sleeve through the rollers which are forced to the narrow ends of their raceways. When coasting in the free wheeling position, the engine slows down and the inner hub does likewise, while the momentum of the car keeps the outer sleeve spinning . . . thus carrying the rollers to the wide end of their raceways and instantly breaking the driving connection with the wheels. When returning from free wheeling to conventional drive the control knob on the instrument panel is pulled out. This causes the free wheeling unit on the transmission shaft to slide backwards, locking the inner cam with the driving collar. Shifting into reverse gear while free wheeling in the new Oldsmobile automatically locks the transmission in conventional drive.



Hundreds of tons of pressure . . . released by the touch of a hand on a lever . . . convert a sheet of heavy steel into a smooth, symmetrical fender.

**BALANCED CHASSIS . . .** Combining the all-important factors of sound engineering, high quality materials, excellent workmanship, and balance, Oldsmobile's chassis is, to the mechanically minded, a masterpiece of efficient design, and a source of lasting satisfaction to the owner who likes to forget mechanical details through thousands of miles of uninterrupted service. A model of simplicity . . . and generously rubber-cushioned throughout . . . Oldsmobile's chassis remains staunch and quiet after thousands of miles of steady service. While the wheelbase has been increased to 116½ inches, the tapered frame permits a short turning circle of only 39 feet. Long, flexible springs assure restful riding comfort. The front springs are specially designed to insure stability and safety at high speeds.





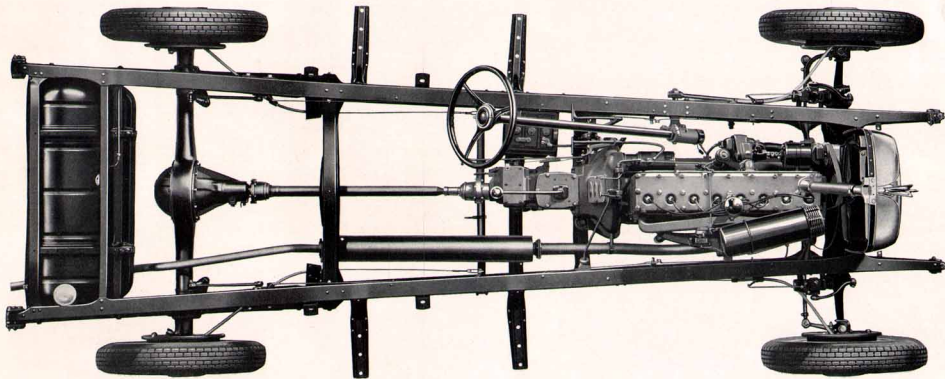


**SPRING SHACKLES . . .** Self-adjusting spring shackles connect the rear ends of both front and rear springs to the frame in a manner that eliminates annoying shackle rattles. The hollow steel pins of hardened steel, filled with heavy oil, automatically lubricate the spring shackles.

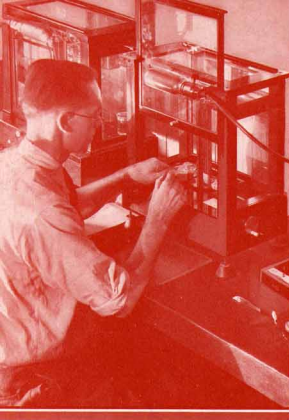


**UNIVERSAL JOINTS . . .** Universal joints of improved design . . . built to give thousands of miles of service without additional lubrication . . . are used in the new Six and Eight. The front joint has a rubber-cushioned hub which adds much to their smooth, silent operation.

**UNUSUAL ROADABILITY . . .** The rugged, clean-cut chassis of the new Oldsmobile Six and Eight provides an unusually high degree of roadability. Even distribution of weight is partly responsible for this. Another contributing factor is the low center of gravity made possible by the frame kick-up at the rear. Still another is the increased tire width . . . resulting in greater road traction . . . which not only adds to roadability, but means increased safety as well.



The Speedway at the General Motors Proving Ground . . . where Oldsmobile's ability to withstand sustained top speed has been proved.

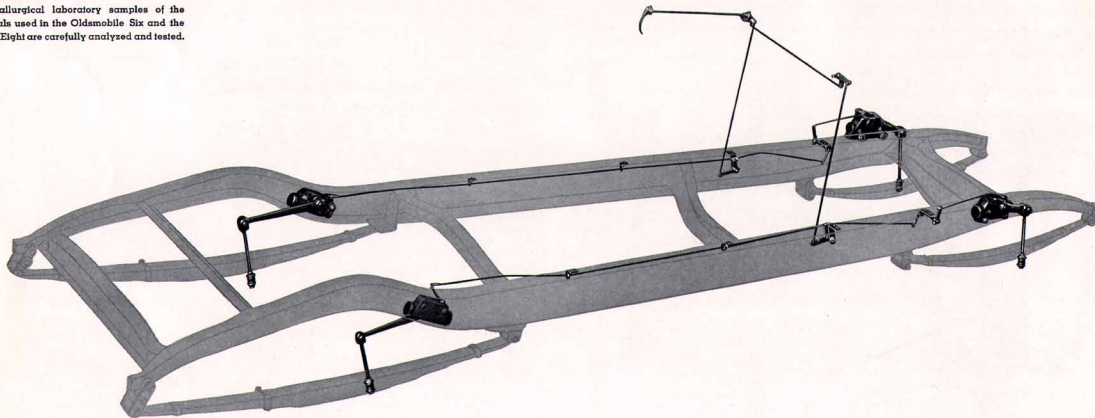


In the metallurgical laboratory samples of the various metals used in the Oldsmobile Six and the new Straight Eight are carefully analyzed and tested.

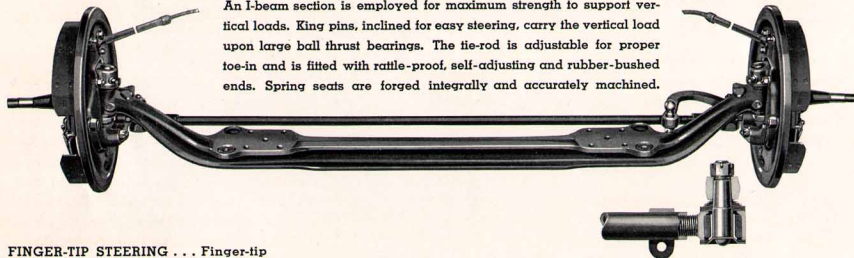
**RIDE REGULATOR** . . . One of the most important features leading to improved riding comfort in the 1932 Oldsmobile Six and the new Straight Eight is the Ride Regulator . . . a new development which ranks with the shock absorber itself in the contribution it brings to the pleasures of motoring. The function of the Ride Regulator is to enable the driver to adapt the action of the shock absorbers to the speed of the car, the number of passengers and the conditions of the road. He does this by means of a lever, conveniently mounted on the instrument panel, and which is connected to each of the four Double-Action Hydraulic Shock Absorbers, as shown in the illustration below. The range of control of the shock absorbers over the springs is very wide . . . giving the driver the choice of any desired spring action from the "free", easy, pliable movement to the "tight" or firm action. This enables him to select the adjustment best suited to the road, load and speed conditions at the moment.



**DOUBLE-ACTION HYDRAULIC SHOCK ABSORBERS** . . . Four improved Double-Action Hydraulic Shock Absorbers with rigid steel links, mounted in adjustable anti-rattle rubber fittings, combine with the Ride Regulator to make comfort and riding ease outstanding attributes of the new Oldsmobile Six and Eight. By means of the double-action feature, control is exercised not only over the compression of the car springs upon impact, but also over the rebound which follows.



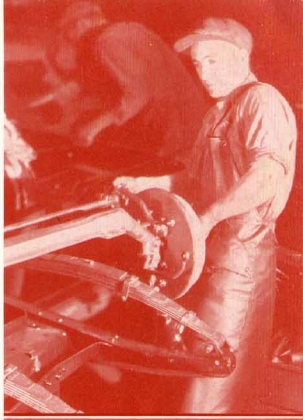
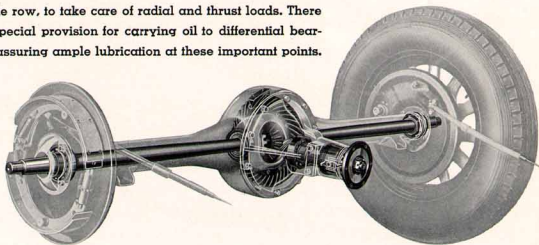
**STURDY FRONT AXLE . . .** Ruggedness characterizes the front axle of the new Oldsmobile Six and Eight. It has ample strength to withstand the stresses imposed by high speeds and front wheel brakes. An I-beam section is employed for maximum strength to support vertical loads. King pins, inclined for easy steering, carry the vertical load upon large ball thrust bearings. The tie-rod is adjustable for proper toe-in and is fitted with rattle-proof, self-adjusting and rubber-bushed ends. Spring seats are forged integrally and accurately machined.



**FINGER-TIP STEERING . . .** Finger-tip steering and ease of parking are provided in the new Oldsmobiles by this roller bearing, worm-type steering gear. Its large bearing surface insures safety and durability. Ball and roller bearings give free motion. The steering column is adjustable to permit a steering position which, in combination with the adjustable seat, exactly suits the individual driver. The steering wheel is reinforced with a steel core.



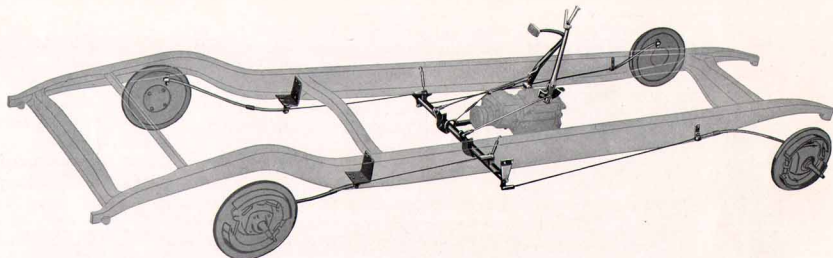
**SEMI-FLOATING REAR AXLE . . .** Oldsmobile's semi-floating rear axle . . . found in both the Six and the Straight Eight . . . is notable for its combination of simplicity and great strength. Ring and pinion gears of solid, heavy construction are contained in a sturdy, single-piece housing. The driving pinion is mounted in two sets of ball bearings, one designed to carry the radial load, and the second, a double row, to take care of radial and thrust loads. There is a special provision for carrying oil to differential bearings assuring ample lubrication at these important points.



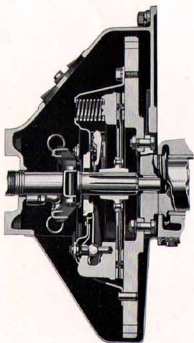
"Anything short of my best is not acceptable" . . . this is the slogan adopted and practiced by the members of the entire Oldsmobile factory organization.



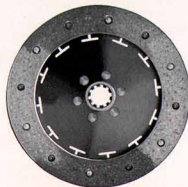
The heat treating of small parts . . . performed with meticulous care . . . means hidden value in the form of thorough dependability and long life.



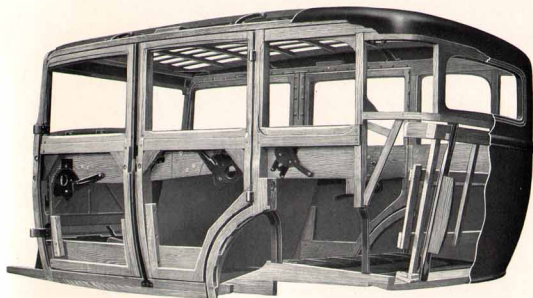
**DUO-SERVO FOUR-WHEEL BRAKES . . .** Four-wheel brakes, of the two-shoe, single-anchor, internal-expanding type, give safety at all speeds. The total braking area has been increased to 181 square inches, to suit modern driving conditions and free wheeling. Quick, positive, yet easy control is obtained by compounded leverages that make use of the self-energizing action of the brakes themselves to multiply the braking effect. The entire mechanism is sealed against water and dirt. Two shoes in each drum, front and rear, are cam-operated. Cams are self-centering to assure smooth action and proper shoe contact with the 12-inch drum so that the entire area of the molded brake lining, which is 1¾ inches wide, is utilized. The linings are thus enabled to operate at full efficiency for an unusually long period. The entire action of Oldsmobile's braking system is quick and positive, yet smooth at any speed. The hand parking brake, on both the Six and the Straight Eight, actuates the brakes on all four wheels.



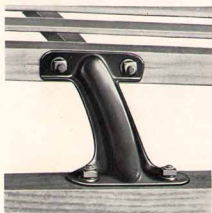
**SINGLE-PLATE CLUTCH . . .** Oldsmobile's clutch construction is noteworthy for two outstanding qualities. The first is durability. The second is smooth operation. A most successful combination of these advantages is achieved, largely because of the striking simplicity of the clutch construction. It is of the single-plate type and includes a self-aligning clutch throw-out bearing of compressed baked carbon graphite which requires no lubrication or attention throughout the life of the car. Oldsmobile's clutch is positive and quiet in action and operates with unusually light pedal pressure.



**SMOOTH, FLEXIBLE CLUTCH ACTION . . .** The above illustrations show two views of Oldsmobile's single-plate clutch. It is exceptionally flexible and smooth, the action being easy at all times.



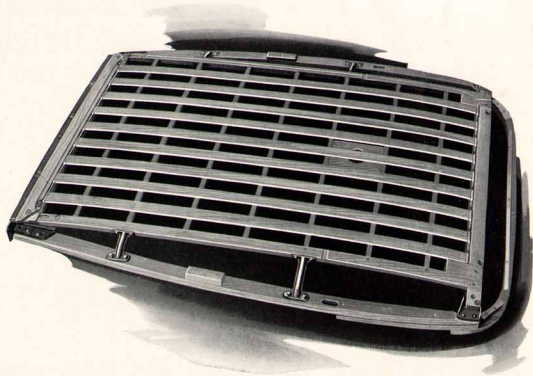
**REINFORCED BODY JOINTS . . .** Every point subject to stresses and strains is scientifically strengthened by means of a heavy malleable iron or forged steel brace. Each brace is designed with mathematical accuracy for the stresses it will have to withstand. Reinforcement of this type is one reason for the strength of Oldsmobile's bodies by Fisher. Another advancement is the elimination of all wood-to-wood contacts at body joints. An example is the pressed steel brace, shown below, which securely unites roof and body members. This keeps the body tight and quiet. Bolts at body frame joints can be reached easily and tightened in the same manner as chassis bolts.

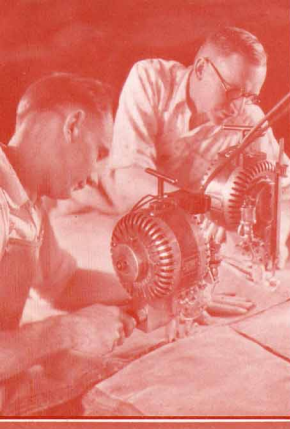


**SOUND-PROOFED BODIES BY FISHER . . .** Oldsmobile's Fisher body construction combines the advantages of wood and steel . . . a wood frame for greatest strength and resiliency . . . steel forgings and stampings for strongest reinforcement. All bodies are sound-proofed through the application of an effective sound-deadening material, which is generously used throughout. They are also fully insulated . . . making them warm in winter and cool in summer. Smooth, perfectly formed body panels, and the painstaking methods employed in applying lacquer, assure a finish which remains bright and unbroken through long service. The roof of each closed car is a separate assembly of sturdy roof rails, bows, and slats . . . securely mortised, glued, screwed and bolted to the body framework. Anti-squeak material separates wood and metal to assure quiet service.



In Fisher composite body construction . . . steel reinforces wood . . . and wood reinforces steel . . . to assure maximum safety, comfort and durability.





Fine upholstery fabrics are precisely tailored for Oldsmobile Fisher bodies by experienced workmen. The illustration shows the use of the electric cutter.



**EMBLEM OF QUALITY . . .** Known far and wide as the emblem of high quality in motor car bodies, this Fisher trade-mark is backed by a body-building experience which dates back to the inception of the closed car. Because of these years of experience, Oldsmobile's bodies by Fisher incorporate definite superiorities not surpassed in any other car at or near its price.

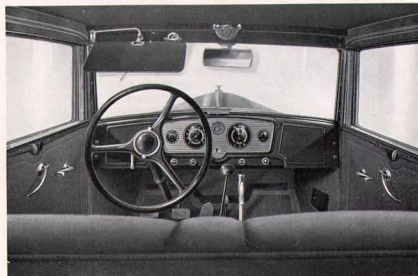
#### INSTRUMENT PANEL . . .

Oldsmobile's instrument panel is of the newest aeronautical design, with large dial-type speedometer . . . combined engine temperature and oil pressure gauge . . . electric gasoline gauge . . . ammeter . . . ride regulator lever . . . free wheeling and radiator shutter controls . . . light button . . . and cigar lighter. All instruments are indirectly lighted and have large numerals and pointer indicators for easy reading.



**ADJUSTABLE FRONT SEAT . . .** Oldsmobile's adjustable front seat is another important contribution to driving comfort. An accessible, easy-to-operate regulator of the quick-acting type enables the driver to change the seat position almost instantly by the release of a small handle at the left side of the seat. The seat is rolled backward or forward without effort to the desired position and is locked in place by merely releasing the handle. The seat cushions have Marshall type springs.

**SAFETY AND CONVENIENCE FEATURES . . .** Many unusual driving conveniences are provided for Oldsmobile owners. A large-size cowl ventilator assures coolness and comfort in warm weather. An interior sun visor with universal joint for adjustment at any angle shields the driver's eyes from sun or headlight glare. A non-glare windshield eliminates light reflections, thus adding to safety and comfort during night driving. At the rear are two reflector-type tail and stop lamps with special safety-type lens. The Fisher Vision-Ventilating windshield construction permits of direct or indirect air circulation. The large steering wheel, with its narrow rim, is restful to the hand. The position of both the steering wheel and the front seat is adjustable, to suit the requirements of the individual driver.



# • • • Specifications of the 1932 Oldsmobile Six and Eight • • •

## SIX-CYLINDER ENGINE

ENGINE—Bore, 3½ inches; stroke, 4½ inches; displacement, 213.3 cubic inches, 8½ C.C. rating, 214.5 h.p. Dynamometer test, 74 h.p. at 3200 r.p.m. Engine mounted on rubber, four point suspension.

CYLINDERS—L-head, with crankcase in one block of special nickel-alloy cast-iron. Ample water jacketing between all cylinders.

MAIN BEARINGS—Five special analysis bronze ball. Rabbit lined bearings. Front, 2¼ inches x 1¼ inches; 2nd, 2½ inches x 1½ inches; 3rd, 2½ inches x 1½ inches; 4th, 2½ inches x 1½ inches.

CRANKSHAFT—Fully counter-weighted and fitted with vibration damper. Drop-forged of heat-treated high carbon steel and balanced both at rest and in motion. Drilled passages provide oil distribution to connecting rod bearings, 33.5½ inches long, weights 60 pounds.

CONNECTING RODS—Drop-forged of special steel, I-beam type, 9 inches long. Lower bearing, 1½ inches in diameter, 1½ inches long. Drilled throughout entire length for pressure lubrication of piston pins.

PISTONS—Cast of special gray iron. Electro-plated, permitting a close fit and reducing the breaking-in period. Fitted with two compression rings and one oil control ring above piston pin. Piston pin, .8554—8558 inch in diameter, 2½ inches long, locked in piston.

VALVES—Intake, alloy steel, 1½ inches in diameter; exhaust, Silchrome steel, 1½ inches in diameter. Removable guides. Valve lifters, of mushroom type, rotate in removable brackets in groups of four and are completely enclosed.

CAMSHAFT—Drop-forged from heat-treated special steel, mounted in four pressure-oiled bearings. Front bearing, 2¼ inches x 1½ inches; 2nd, 2½ inches x 1½ inches; 3rd, 2½ inches x 1½ inches; 4th, 1½ inches in diameter x 1½ inches long.

TIMING CHAIN—Silent chain, two sprockets, 1¼ inches wide, drives the camshaft and operates in a cast oil bath.

LUBRICATING SYSTEM—Pressure feed to all main, connecting rod and camshaft bearings and to piston pins, with spray to other parts. Gear-type oil pump submerged in oil pan, driven by vertical shaft from camshaft, equipped with effective oil filter. Pressure gauge on instrument panel and quantity gauge on crankcase. Oil capacity, 6 quarts. Equipped with oil temperature regulator.

FUEL SYSTEM—16 gallon tank mounted at rear of frame. Electric gauge on the instrument panel. Fuel pump feed to carburetor.

COOLING SYSTEM—Harrison honeycomb type radiator with chromium-plated shell and manually-controlled shutters. Capacity 18½ quarts. Forced circulation by centrifugal pump, located on side of crankcase. Four-blade fan, driven by V-type belt.

CARBURETOR—Down-draft, with automatic choke; automatic heat control; and combination air cleaner and air intake silencer.

IGNITION—Delco-Remy distributor, mounted in accessible position on top of cylinder head.

GENERATOR—Delco-Remy, mounted at left front of engine; furnished with cut-out relay and thermostatic current control. Entirely automatic in operation and driven by belt.

STARTING MOTOR—Delco-Remy, with positive mechanical engagement of starting gear. Linkage between starting motor pedal and throttle control insures easy, positive starting without carburetor flooding.

CLUTCH—Single dry disc, 8½ inches in diameter. Noiseless, flexible, requires no lubrication or adjustment. Clutch release bearing of baked carbon-graphite is self-lubricating and self-aligning.

TRANSMISSION—Synco-Mesh, with silent second gear. Combined with Free Wheeling. Three speeds forward and reverse.

TRANSMISSION GEAR RATIO—1st speed, 2.90 to 1; 2nd speed, 1.66 to 1; 3rd speed, direct reverse, 3.87 to 1.

## SIX AND EIGHT CHASSIS

WHEELBASE—116½ inches; turning circle, 39 feet; road clearance, 6 inches.

BATTERY—6-volt storage battery.

LIGHTING—Chromium-plated, large diameter, bullet-type headlamps with filling beams, controlled from convenient pedal switch on floor board. Fender lamps and two tail lights, one on each side. Lighting switch on instrument panel.

HORNS—Two Delco-Remy, dual-vibrator type, synchronized for tone.

UNIVERSALS—Spicer, all-metallic, at both front and rear.

PROPELLER SHAFT—Tubular, 2 inches in diameter.

REAR AXLE—Semi-floating, beam-type, pressed steel, one-piece housing. Annular ball bearings throughout. Improved spiral bevel shaft gear. Two large ball bearings, one double and one single, in front of piston. Oilway lubrication to differential and piston shaft bearings. Gear ratio, 4.58 or 4.77 standard. Clearance for Jack, 6½ inches (with tire flat).

BRAKES—Fully enclosed, internally expanding, two shoe, single-anchor, duo-servo type, front and rear. Parking or hand brake operates on both front and rear wheels. Total brake area, 181.88 square inches. 12-inch drums. Moulded lining, 1¼ inches long.

FRONT AXLE—Drop-forged, heat-treated, I-beam between spring seats. Reverse Elliott type. Rattle-proof, self-adjusting ends on tie-rod. Jack clearance, 8¼ inches.

SPRINGS—Semi-elliptic. Front, 35½ inches long; rear, 54½ inches long; both 2 inches wide. Fitted with self-adjusting shackles.

STEERING GEAR—Semi-reversible, roller-bearing, worm type. Steering column braced to instrument board and adjustable to various positions. Ratio, 17 to 1.

FRAME—Channel section pressed steel, 6 inches deep. Width of channel, 3 inches. Five cross members rigidly gusseted to frame.

TIRES—7 x 6.00, non-skid balloon cords.

WHEELS—Choice of five wire or five demountable painted wood wheels on all models standard equipment.

SHOCK ABSORBERS—Four Lovejoy double-action hydraulic shock absorbers, combined with ride regulator, standard equipment.

CHASSIS LUBRICATION—High pressure system.

RUNNING BOARDS—Steel, rubber-ribbed and integral with dust shields.

FENDERS—One-piece, seamless, full-width type.

BODY TYPES—Four-Door Sedan, Two-Door Sedan, Sport Coupe, Business Coupe, Convertible Roadster and Patrician Sedan.

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*Olds Motor Works reserves the right to make changes in prices and specifications without incurring any obligation to install same on cars already sold. Bumpers and spare tire extra on all models. You can purchase your new Oldsmobile on the easy G. M. A. C. plan of deferred payments and buy your car regular monthly income. G. M. A. C. financing rates are unusually low.*  
*Ask your Oldsmobile dealer for details.*

## OLDS MOTOR WORKS

Lansing . . . Michigan

FORM NO. 10—PRINTED IN U. S. A.

## EIGHT-CYLINDER ENGINE

ENGINE—Bore, 3 inches; stroke, 4¼ inches; displacement, 240.0 cubic inches, N. A. C. rating, 225.8 h.p. Dynamometer test, 87.1 p. at 3350 r.p.m. Engine mounted on rubber, four point suspension.

CYLINDERS—L-head, with crankcase in one block, of special nickel-alloy cast-iron. Ample water jacketing between all cylinders.

MAIN BEARINGS—Five special analysis steel ball. Rabbit lined bearings. Front, 2¼ inches x 1¼ inches; 2nd, 2½ inches x 1½ inches; 3rd, 2½ inches x 1½ inches; 4th, 2½ inches x 1½ inches; 5th, 2½ inches x 1½ inches.

CRANKSHAFT—Fully counter-weighted and fitted with vibration damper. Drop-forged of heat-treated high-carbon steel and balanced both at rest and in motion. Drilled passages provide oil distribution to connecting rod bearings, 38-3¼ inches long, weights 83 pounds.

CONNECTING RODS—Drop-forged of special steel, I-beam type, 9 inches long. Lower bearing, 2¼ inches in diameter, 1½ inches long. Drilled throughout entire length for pressure lubrication of piston pins.

PISTONS—Cast of special gray iron. Electro-plated, permitting a close fit and reducing the breaking-in period. Fitted with two compression rings and two oil control rings above piston pin. Piston pin, .8554—8558 inch in diameter, 2½ inches long, locked in piston.

VALVES—Intake, alloy steel, 1½ inches in diameter; exhaust, Silchrome steel, 1½ inches in diameter. Removable guides. Valve lifters, of mushroom type, rotate in removable brackets in groups of four and are completely enclosed.

CAMSHAFT—Drop-forged from heat-treated special steel, mounted in six pressure-oiled bearings. Front bearing, 2½ inches x 1½ inches; 2nd, 2½ inches x 1½ inches; 3rd, 2½ inches x 1½ inches; 4th, 2½ inches x 1½ inches; 5th, 2½ inches x 1½ inches; 6th, 1½ inches in diameter x 1½ inches long.

TIMING CHAIN—Silent chain, two sprockets, 1¼ inches wide, drives the camshaft and operates in a cast oil bath.

LUBRICATING SYSTEM—Pressure feed to all main, connecting rod and camshaft bearings and to piston pins, with spray to other parts. Gear-type oil pump submerged in oil pan, driven by vertical shaft from camshaft, equipped with effective oil filter. Pressure gauge on instrument panel and quantity gauge on crankcase. Oil capacity, 7 quarts. Equipped with oil temperature regulator.

FUEL SYSTEM—16 gallon tank mounted at rear of frame. Electric gauge on the instrument panel. Fuel pump feed to carburetor.

COOLING SYSTEM—Harrison honeycomb type radiator with chromium-plated shell and manually-controlled shutters. Capacity, 18½ quarts. Forced circulation by centrifugal pump, located on side of crankcase. Four-blade fan, driven by V-type belt.

CARBURETOR—Down-draft, with automatic choke; automatic heat control; and combination air cleaner and air intake silencer.

IGNITION—Delco-Remy distributor, mounted in accessible position on top of cylinder head.

GENERATOR—Delco-Remy, mounted at left front of engine; furnished with cut-out relay and thermostatic current control. Entirely automatic in operation and driven by belt.

STARTING MOTOR—Delco-Remy, with positive mechanical engagement of starting gear. Linkage between starting motor pedal and throttle control insures easy, positive starting without carburetor flooding.

CLUTCH—Single dry disc, 8½ inches in diameter. Noiseless, flexible, requires no lubrication or adjustment. Clutch release bearing of baked carbon-graphite is self-lubricating and self-aligning.

TRANSMISSION—Synco-Mesh, with silent second gear. Combined with Free Wheeling. Three speeds forward and reverse.

TRANSMISSION GEAR RATIO—1st speed, 2.90 to 1; 2nd speed, 1.66 to 1; 3rd speed, direct reverse, 3.87 to 1.



FULL AUTOMATIC CHOKE

RESONANCE-TYPE  
CARBURETOR SILENCER

CO-ORDINATED STARTER  
AND THROTTLE

COUNTER-WEIGHTED  
CRANKSHAFT WITH BALANCER

LONGER WHEELBASE —  
LARGER, ROOMIER BODIES

SOUND-PROOFED FISHER  
BODY CONSTRUCTION

ROLLER BEARING  
STEERING GEAR

CONTROLLED COOLING WITH  
FULL-LENGTH RADIATOR SHUTTERS

WEATHERPROOF  
INTERNAL-EXPANDING BRAKES

3 WIRE OR 3 DEMOUNTABLE  
WOOD WHEELS

OLD  
SMO  
BILE

P R O D U C T O F G E N E R A L M O T O R S

*Six and Eight*