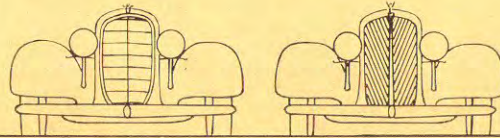




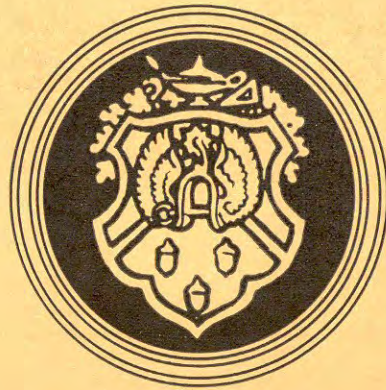
OLDSMOBILE

PRODUCT OF
GENERAL MOTORS

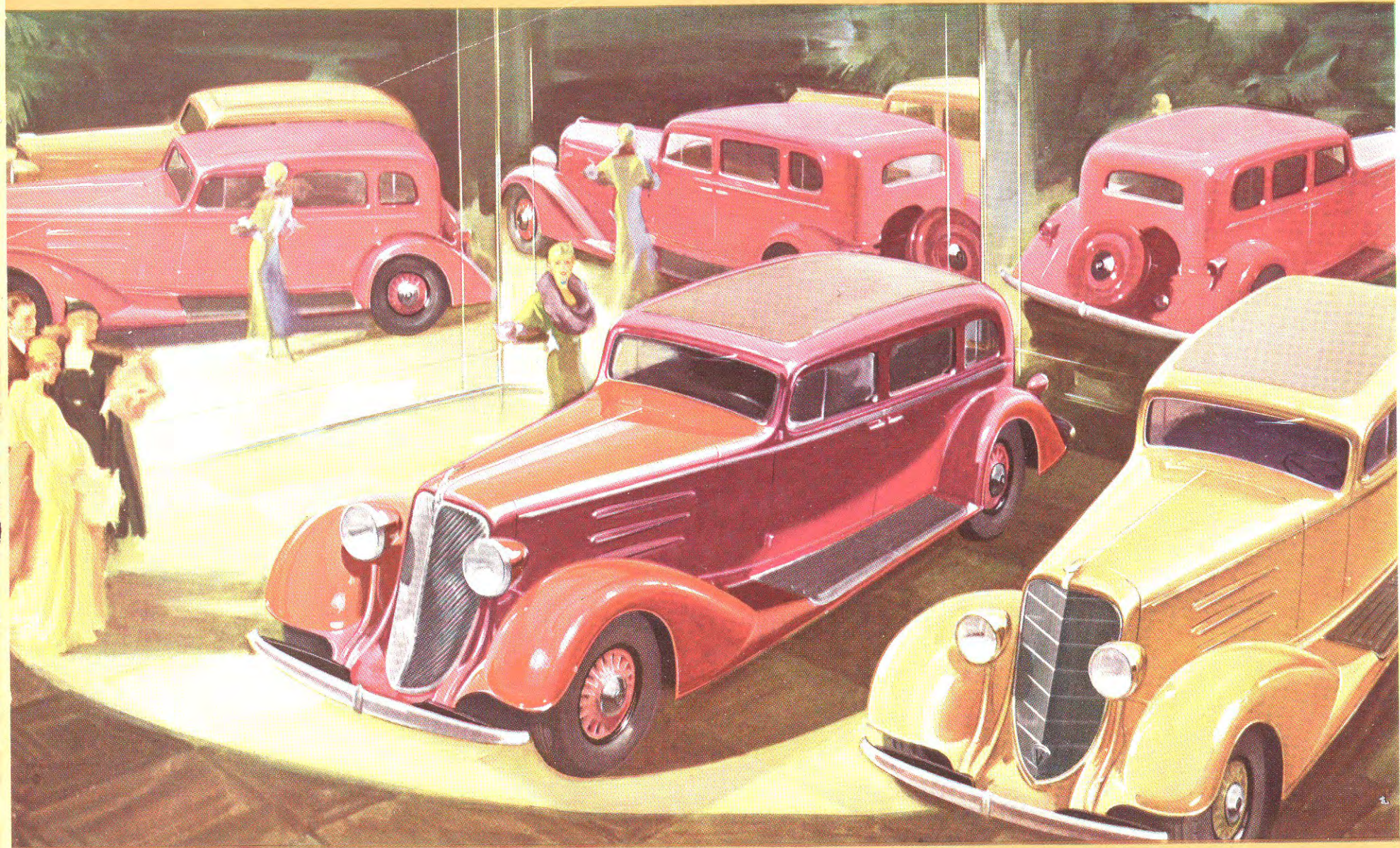


OLDSMOBILE

6



8



OLDSMOBILE *for* 1933

STYLE leadership that expresses the most advanced ideas of smartness, good taste and true distinction in modern automobile design.

PERFORMANCE leadership that combines great swiftness, quick response, and flashing pickup with perfect control.

DURABILITY leadership that assures every owner many thousands of miles of continuous, trouble-free and economical service.

PRICE . . . the lowest in ten years . . . establishing the Oldsmobile Six and Straight Eight as the outstanding value leaders of their field.

The OLDSMOBILE SIX *for* 1933

ADVANCED WINDSTREAM STYLING

LARGER AND LOWER BODIES

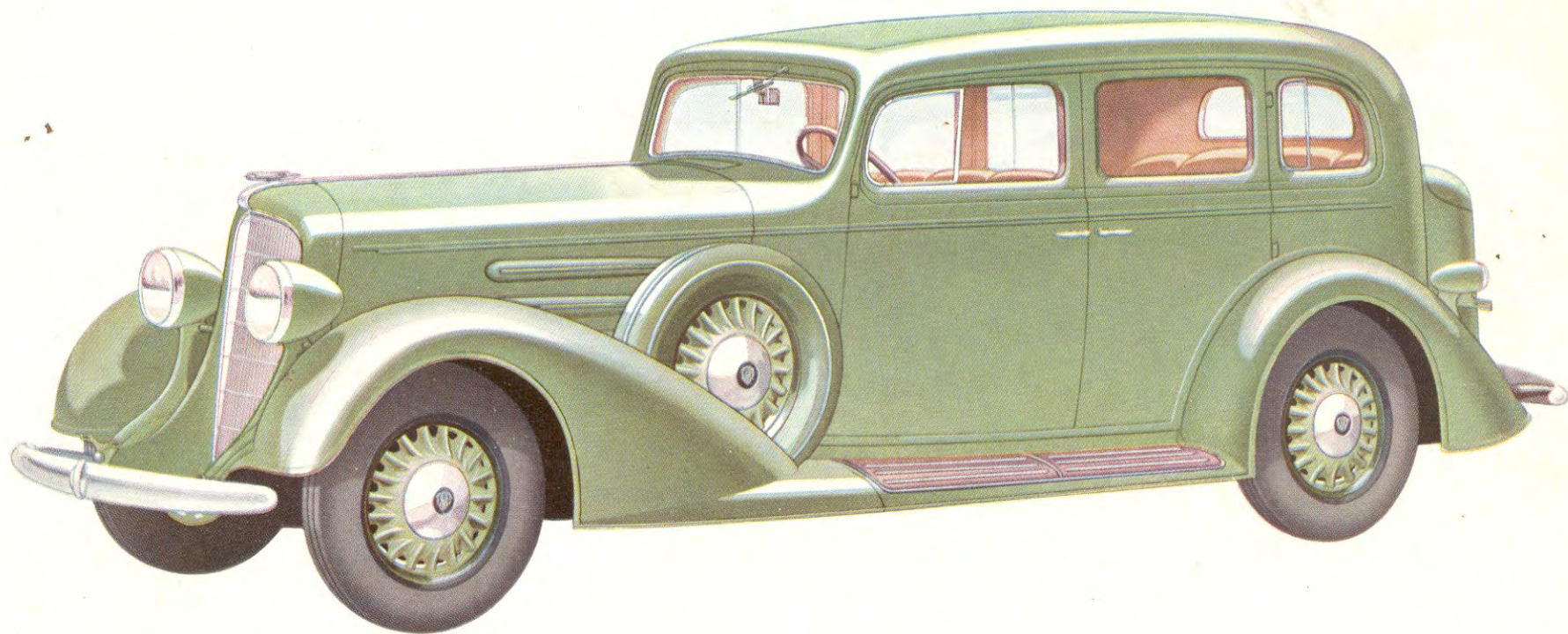
INCREASED POWER AND SPEED

GREATER SMOOTHNESS

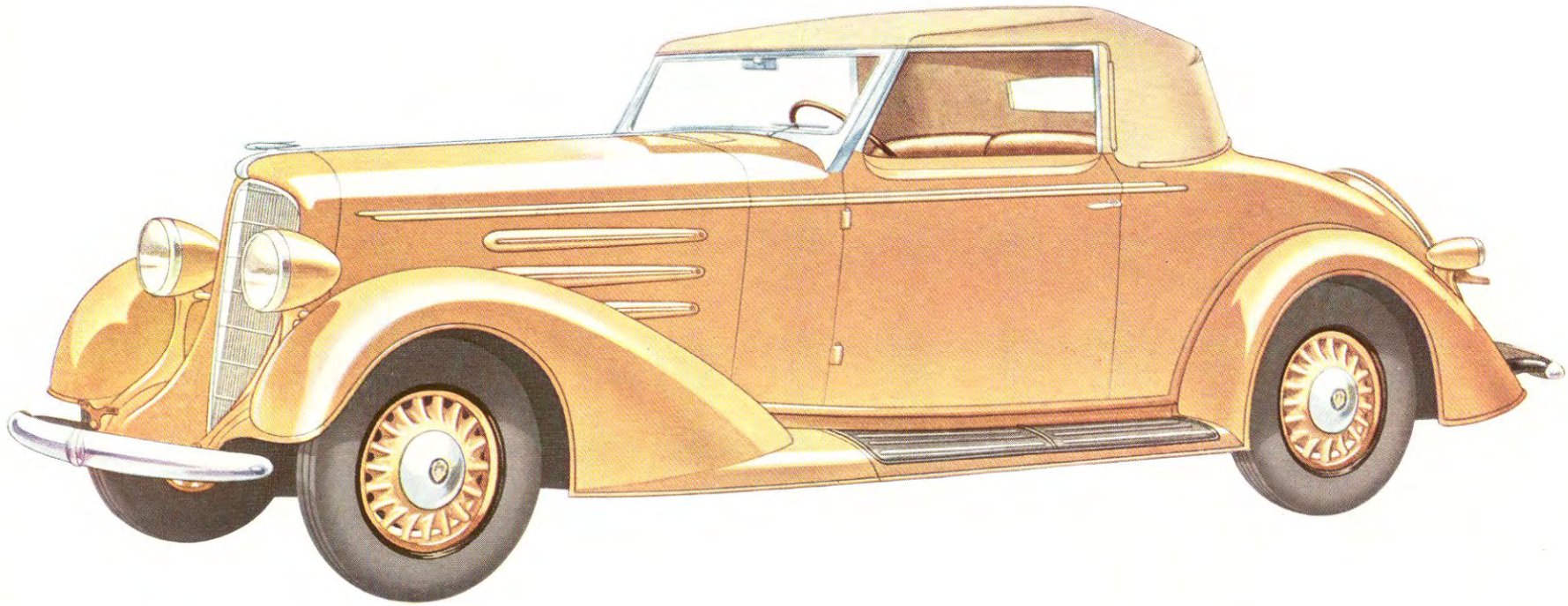
FISHER NO DRAFT VENTILATION

GREATER SAFETY . . . MORE ECONOMY

A triumph of **BALANCED EXCELLENCE** *in everything essential to motoring pleasure, comfort and satisfaction.*

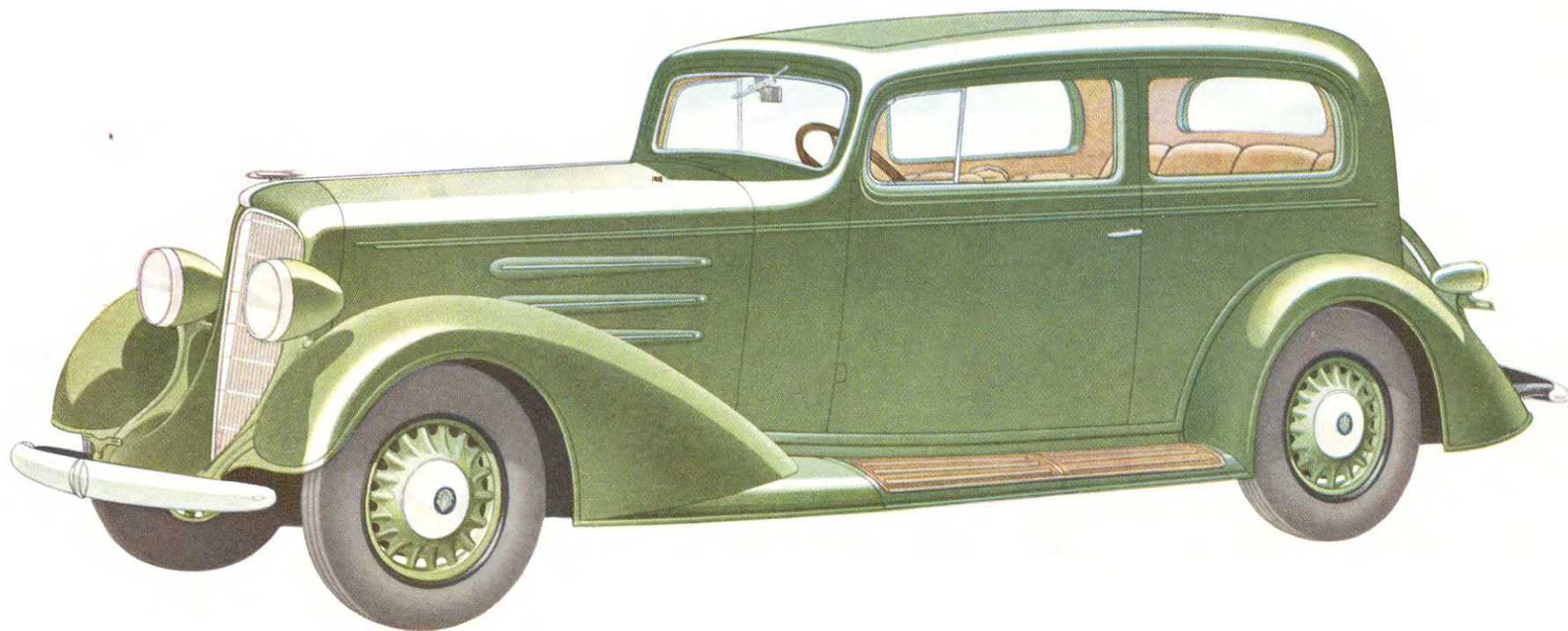


The
**FIVE-PASSENGER
TOURING SEDAN**

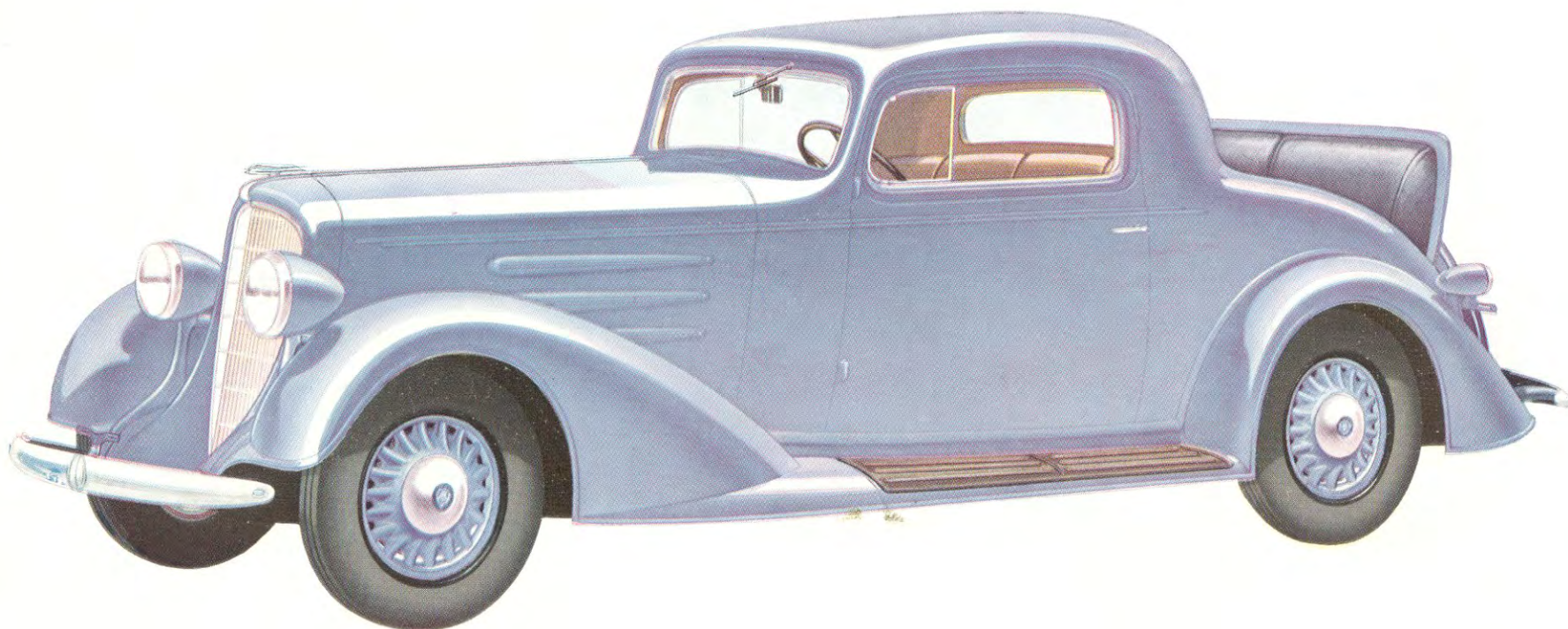


The
**CONVERTIBLE
COUPE**

OLD SM OBILE SIX

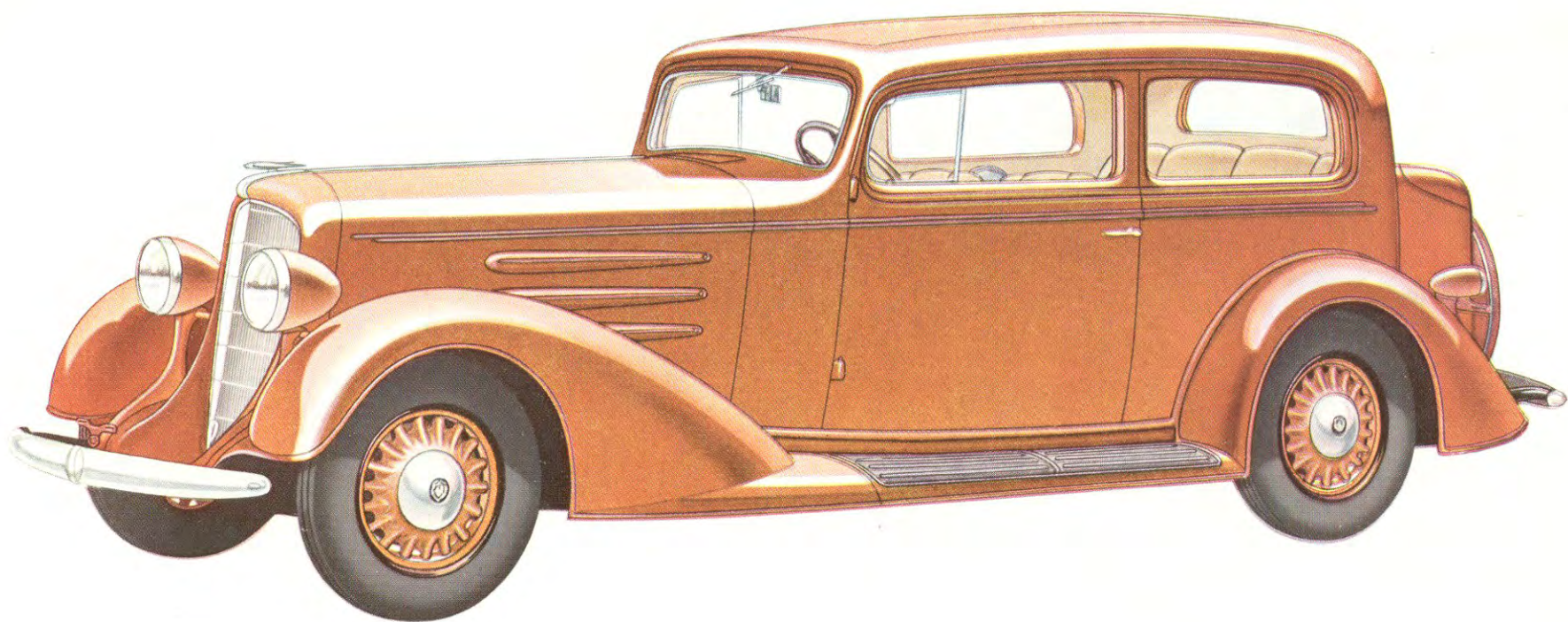


The
**FIVE-PASSENGER
COUPE**

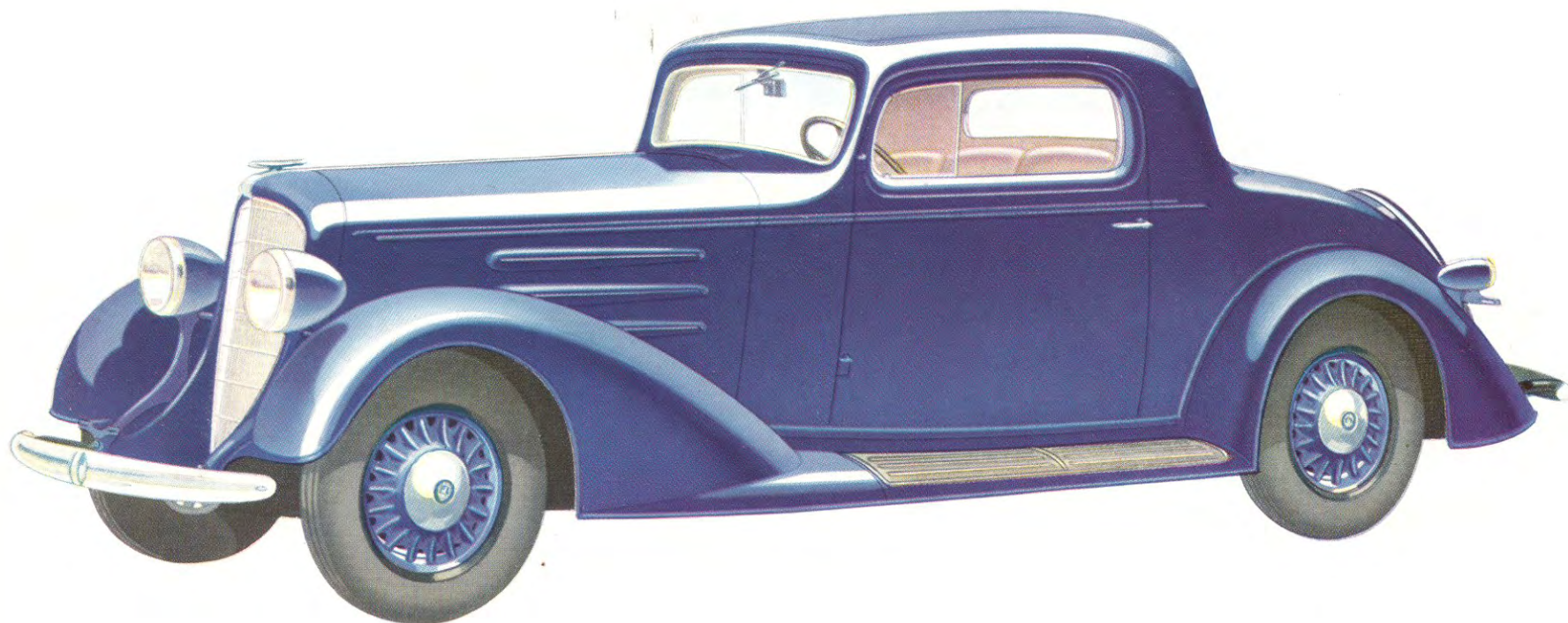


The
**SPORT
COUPE**

6
O L D S M O B I L E S I X

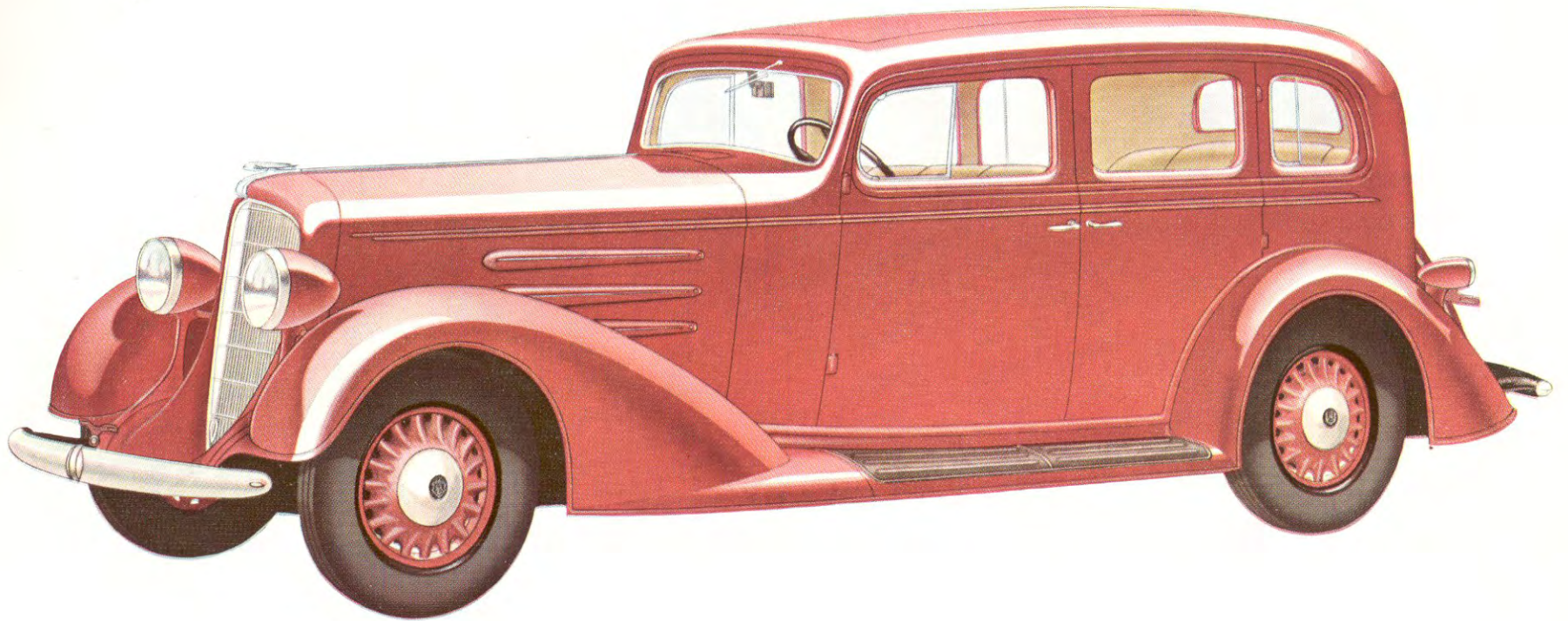


The
**FIVE-PASSENGER
TOURING COUPE**



The
**BUSINESS
COUPE**

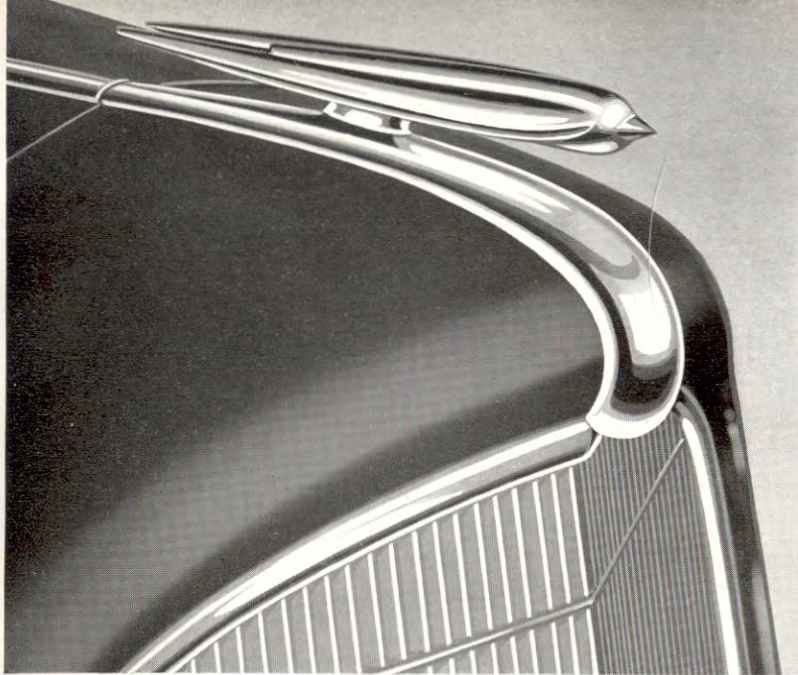
O L D S M O B I L E S I X



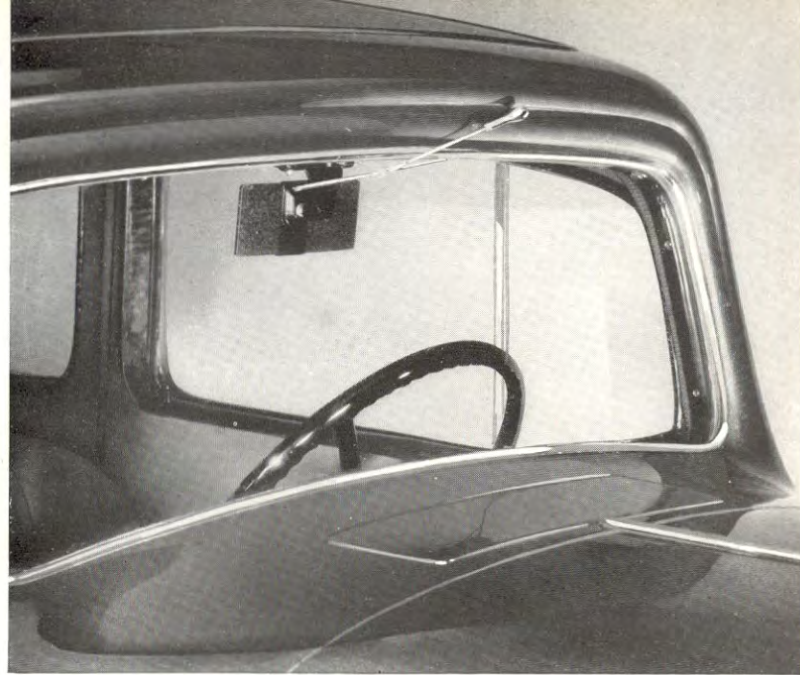
The
**FIVE-PASSENGER
SEDAN**

CLOSE-RANGE
EXAMINATION
OF THE
EXTERIOR
OF THE
OLDSMOBILE SIX
REVEALS
HOW PERFECTLY
ITS DESIGNERS
HAVE ACHIEVED
STYLE LEADERSHIP

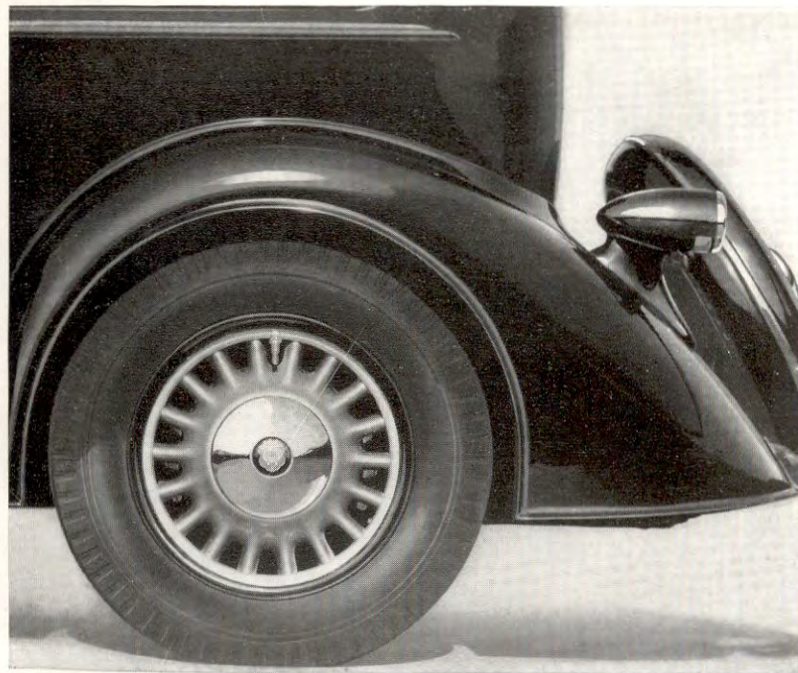




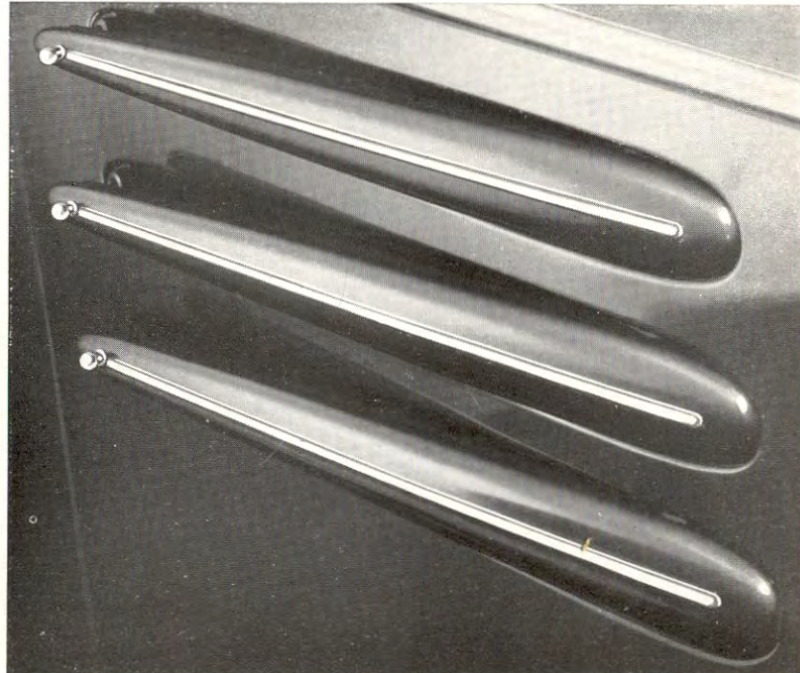
This attractive theft-proof ornament takes the place of the ordinary radiator filler cap which, on the Oldsmobile Six, is conveniently located under the hood on the left side.



The sloping stationary windshield, of shatter-proof safety glass, provides maximum vision and is set at the same angle as the radiator grille to give the car perfect balance of line.



Oldsmobile's smart new steel wheels with chromium hubs are easily cleaned and its modern fender valances hide the under-carriage and protect the body from wheel splash.

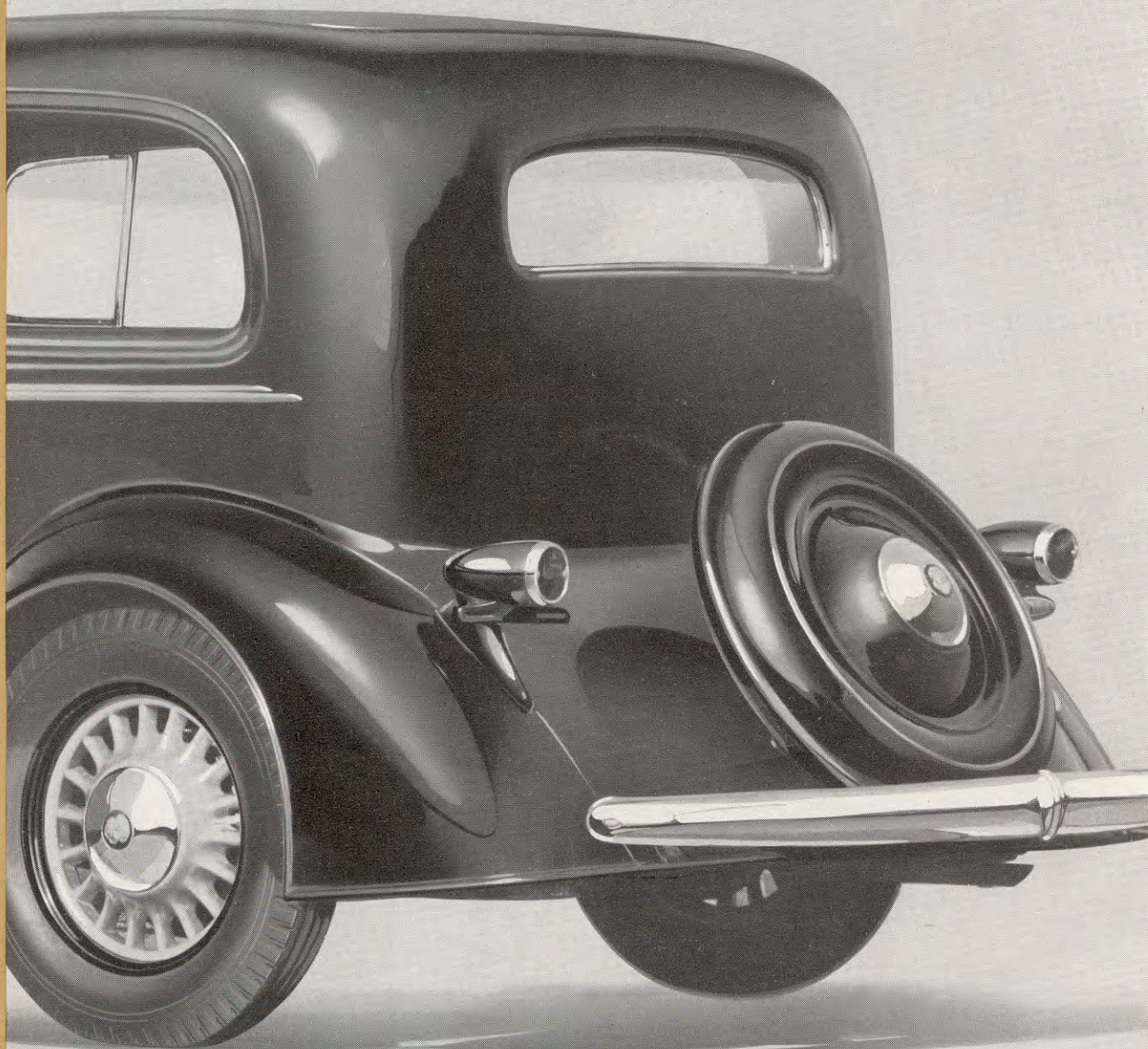


These striking new hood louvres of wind-stream design were originated by Oldsmobile. They provide ample engine ventilation and contribute materially to the beauty of the car.



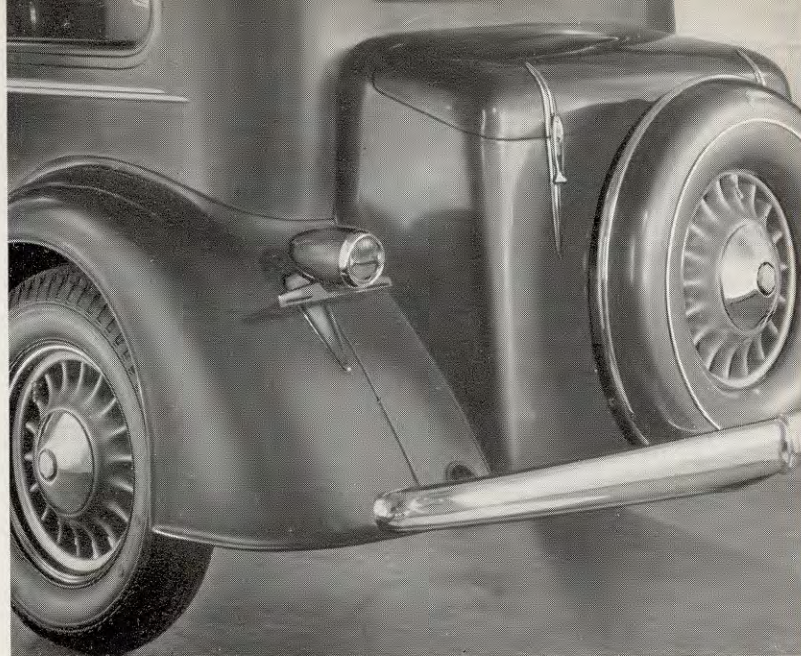
SIX

THE
SMART
AND MODERN
BEAUTY OF THE
OLDSMOBILE SIX
BECOMES STILL
MORE PLEASING
AS YOU STUDY
ITS DETAIL

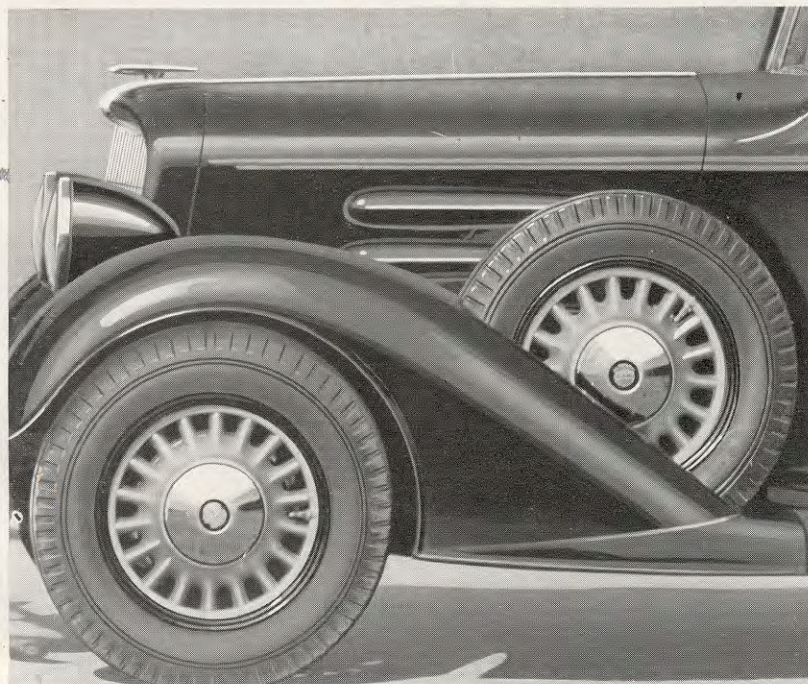




The Oldsmobile Six has two smart, bullet-shaped, combination stop-and-tail lamps, one on each back fender, which match the head lamps and balance the rear end design.



Touring sedans and touring coupes are equipped with trunks that have been designed as an integral part of the car, harmoniously blending with the stylish lines of each model.



Spare tires and wheels are securely mounted in fender wells on all six-wheel models. The built-in locking device is fully accessible, although it is completely hidden from view.



Another attractive feature is the split-wind door handle that turns free from the bolt when the door is locked, giving protection against theft and adding to the beauty of the car.



SIX

EVERYDAY
OCCURRENCES

LIKE

THESE ARE THE

RESULT OF

OLD-FASHIONED

VENTILATION

IN CAR

INTERIORS



"Won't you please shut your window John? It's awfully drafty back here."



"It's too drafty with both front windows open. Would you mind shutting yours?"



"I do wish you wouldn't smoke. The wind from your window blows it right in my face."

"This mist is dangerous. A little air would keep it off . . . but it's too cold to have the window open."



"Sorry we have to sit in this stifling heat . . . but if I open the window the rain will come in."



"Here comes some more dust! That means close the window again or run the risk of



**NO MORE OF THIS
IF YOU DRIVE
AN OLDSMOBILE**



**IT HAS
FISHER
NO DRAFT
VENTILATION
INDIVIDUALLY
CONTROLLED**

THE ROOMY,
LUXURIOUS INTERIOR
OF THE
OLDSMOBILE SIX . . .
VENTILATED THE
FISHER NO DRAFT
WAY . . . PROVIDES
AN UNUSUALLY HIGH
DEGREE OF COMFORT
FOR DRIVER
AND PASSENGERS





SIX

FISHER
NO DRAFT
VENTILATION . . .
INDIVIDUALLY
CONTROLLED . . .
IS THE GREATEST
CONTRIBUTION TO
MOTORING COMFORT
SINCE THE
INTRODUCTION OF
THE CLOSED BODY



Perfect ventilation for each passenger without annoying drafts.



All smoke instantly carried out through the ventilating window.



Excellent ventilation without letting rain into the inside of the car.



Ventilation controlled according to each person's individual preference.



Ample ventilation enjoyed by everyone, even on dusty roads.



Windshield and all interior glass kept clean of frost and "clouding."

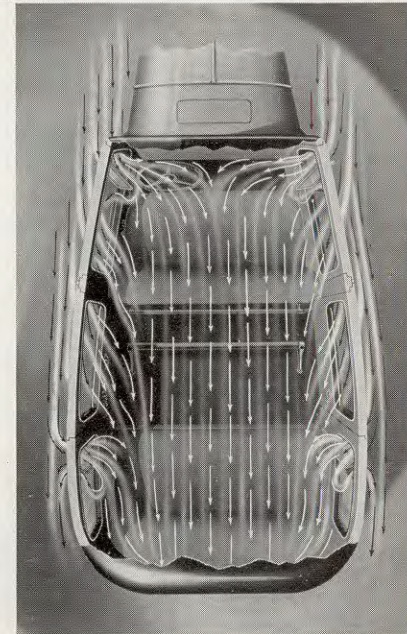


Driver's window down, ventilator open. Arrows show how air flows across windshield, preventing clouding in stormy weather

Now, every occupant of an Oldsmobile can regulate the ventilation to suit himself. Fisher Body has perfected a scientific ventilation system for closed cars which forever ends the discomfort of annoying drafts.

Fresh air is deflected into the body by the car's motion and circulated throughout the body without any draft. By means of this circulation, stale air and smoke are instantly carried out through the Fisher ventilators.

The No Draft Ventilators are oscillating panes of shatter-proof glass constituting the forward part of front-door windows in all closed models and rear quarter windows of sedans. Each ventilator can be turned through a wide arc to give just the degree of ventilation and volume of air desired by the passenger.



All windows and ventilators open for hot weather driving. Ventilators "scoop" air in and direct it throughout the car.

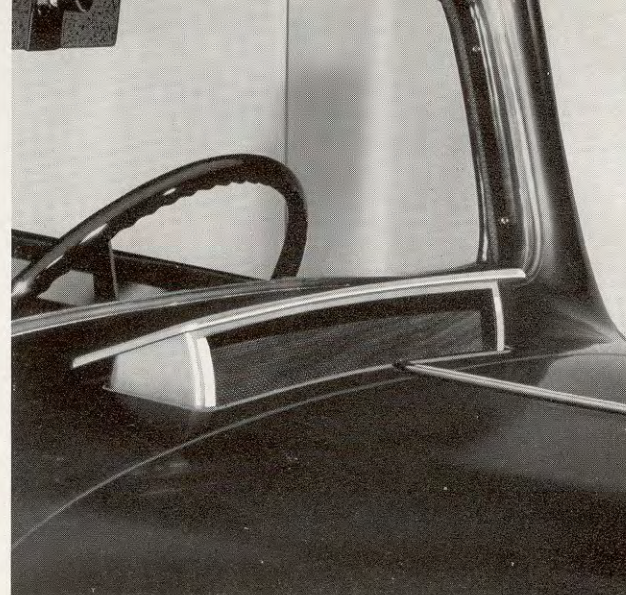


SIX

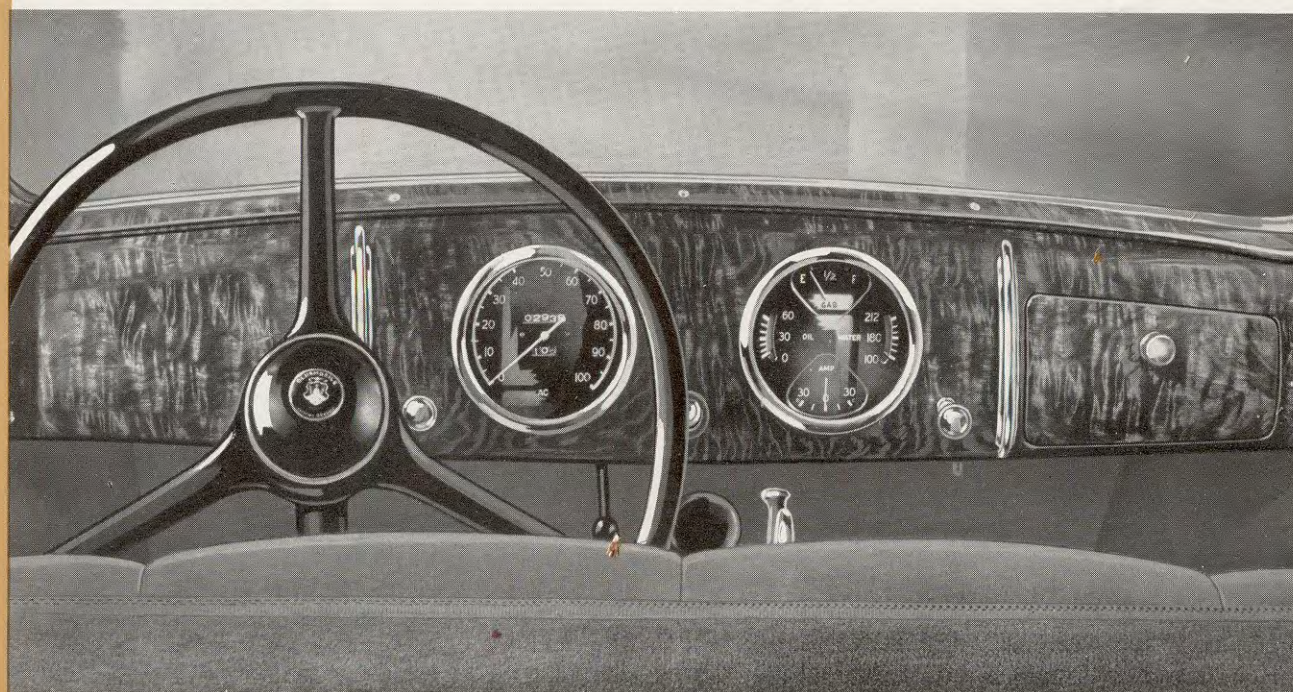
MANY HIGHLY
DESIRABLE
COMFORT AND
CONVENIENCE
FEATURES
HAVE BEEN BUILT
INTO
THE INTERIOR
OF THE
OLDSMOBILE SIX



The interior sun visor is quickly adjustable from both front and side and can be tilted to any desired angle to protect the driver's eyes.



The cowl ventilator is operated by a lever underneath the instrument panel. A fine mesh screen is located inside the ventilator.



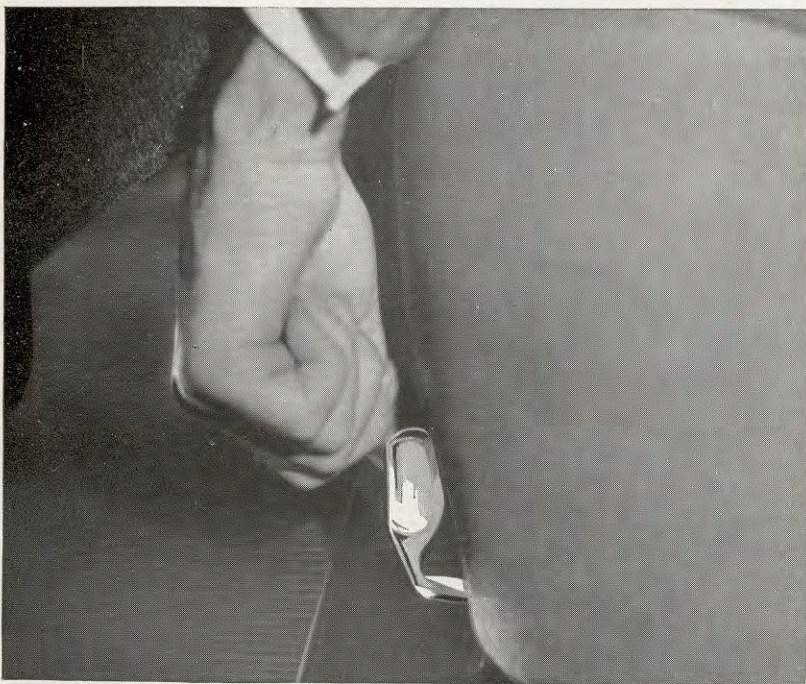
The instrument panel of the Oldsmobile Six is handsomely finished. Two large airplane-type dials in the center give all instrument readings at a glance and are indirectly illuminated, as is the ignition lock keyhole. A convenient parcel compartment is located on the right.



Arm rests and assist cords are provided for the comfort and convenience of passengers. An attractively-designed and practical ash receiver is also provided in the rear compartment.



Each door is easily locked from the inside by merely pressing down a button located on the lower window moulding. It can also be locked from the outside without the key.



The front seat is quickly and easily adjustable. By simply pushing a lever, located at the bottom of the cushion, the seat can be moved to and locked in any desired position.

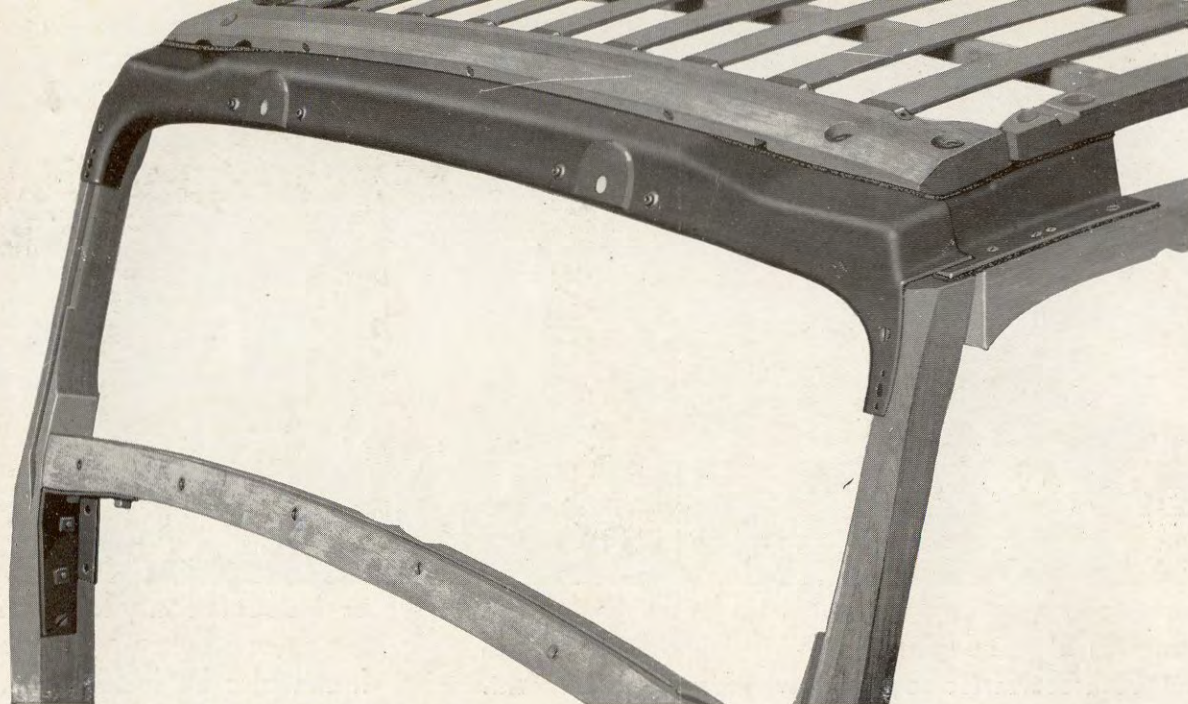


Both front and rear compartments have wide, deep, form-fitting seats which provide luxurious comfort. High quality springs in the cushions hold the seats firmly in shape.

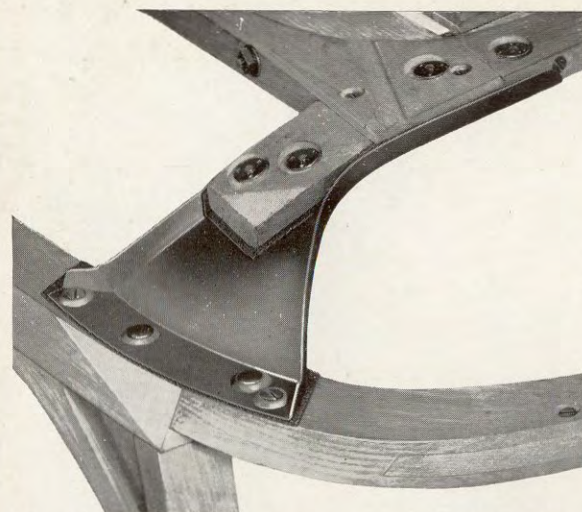


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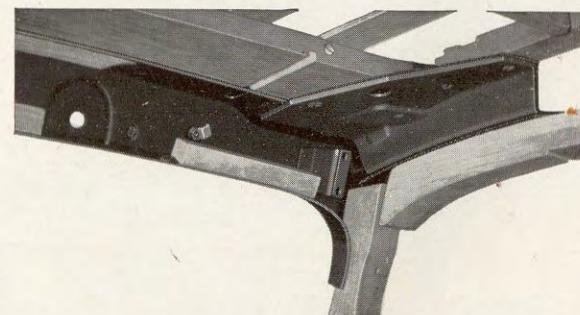
OLDSMOBILE'S
BODIES BY FISHER
ARE OF
SUPER-SAFE
COMPOSITE WOOD
AND STEEL
CONSTRUCTION . . .
QUIET,
STURDY,
AND
LONG-LIVED



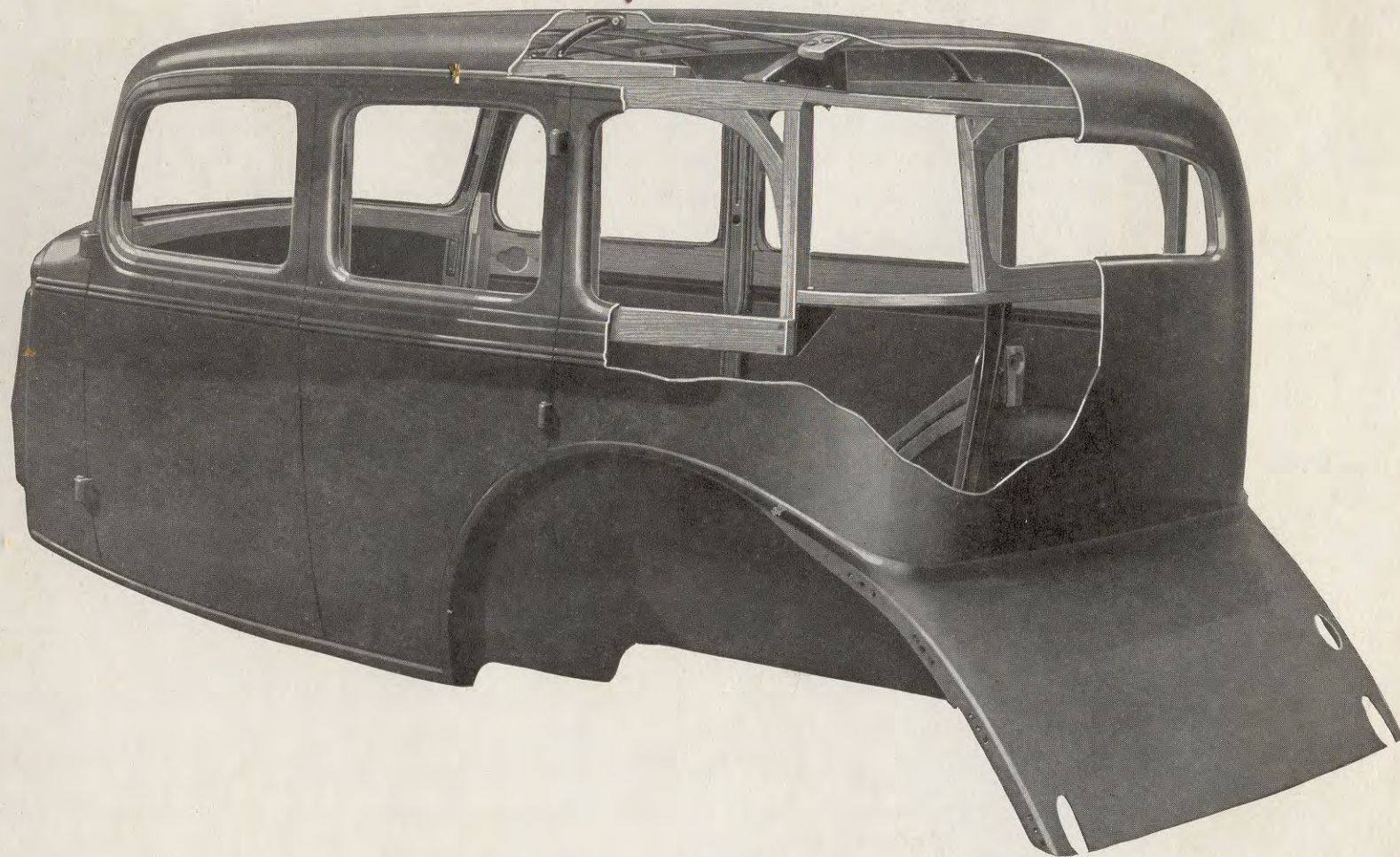
An all-steel header board joins the front corner posts and provides rigid support for the roof. This type of construction adds great strength to the front end of the body.



Steel reinforcing braces are used throughout the Oldsmobile body to securely unite and strengthen the minor units. All bolts at body frame joints are easily accessible for tightening.



At all points in the Oldsmobile body where stress and strain occur, framework members are securely joined with pressed steel. This eliminates all wood-to-wood contact.



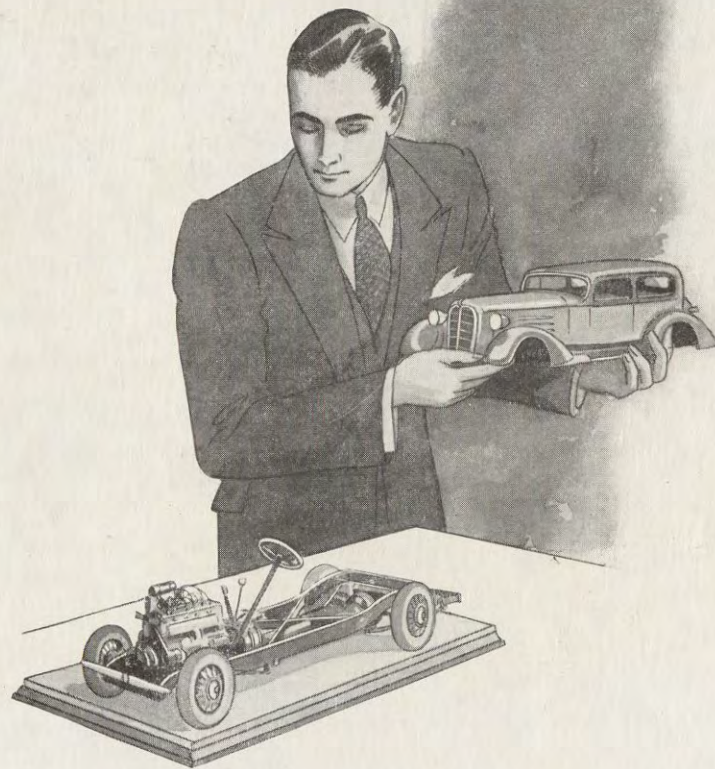
Oldsmobile's Fisher body is of composite wood and steel. This type of construction insures greater safety, comfort and durability. Wood framework is reinforced by pressed steel ... and with wood reinforcing steel and steel reinforcing wood, the maximum amount of strength and flexibility is provided. Steel body panels are placed over the framework and welded together. All bodies are sound-proofed and weather-proofed against cold, rain and heat, with special insulating material. A radio aerial is built into the roof of all closed models.



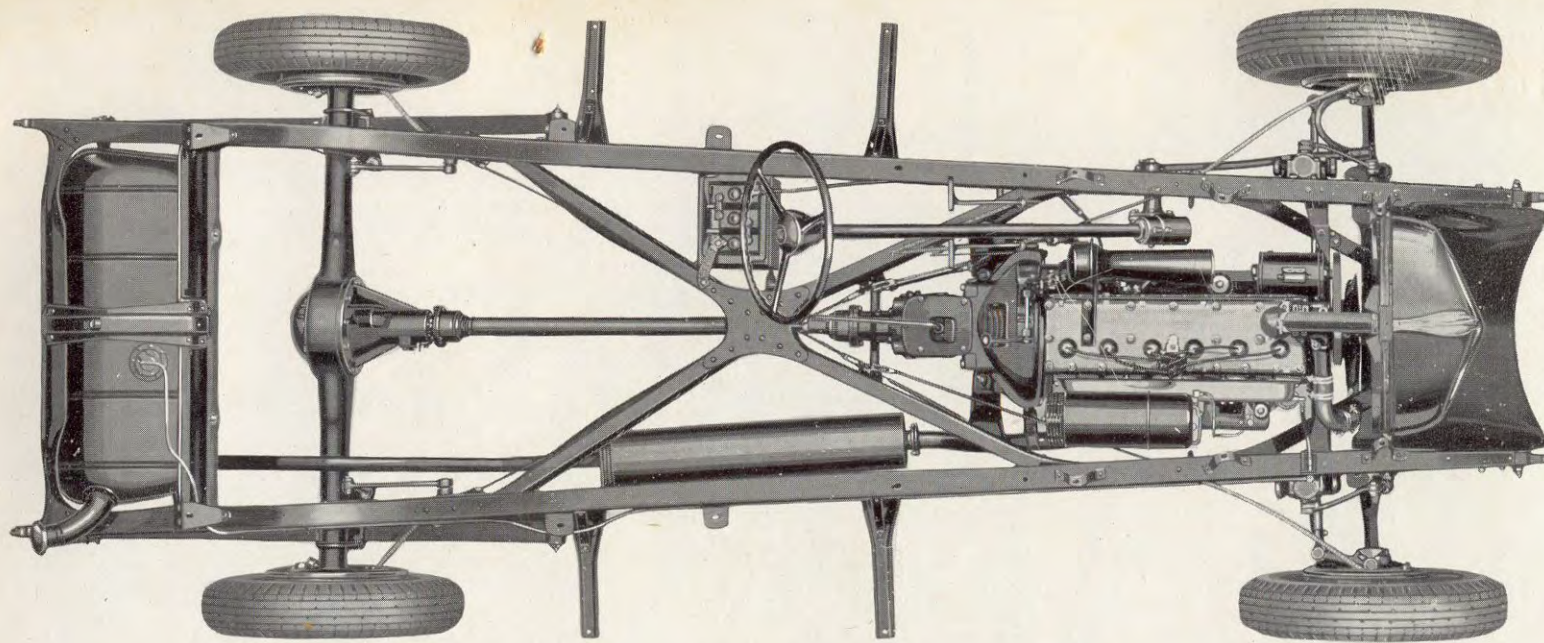
SIX

★ OLDSMOBILE SIX ★

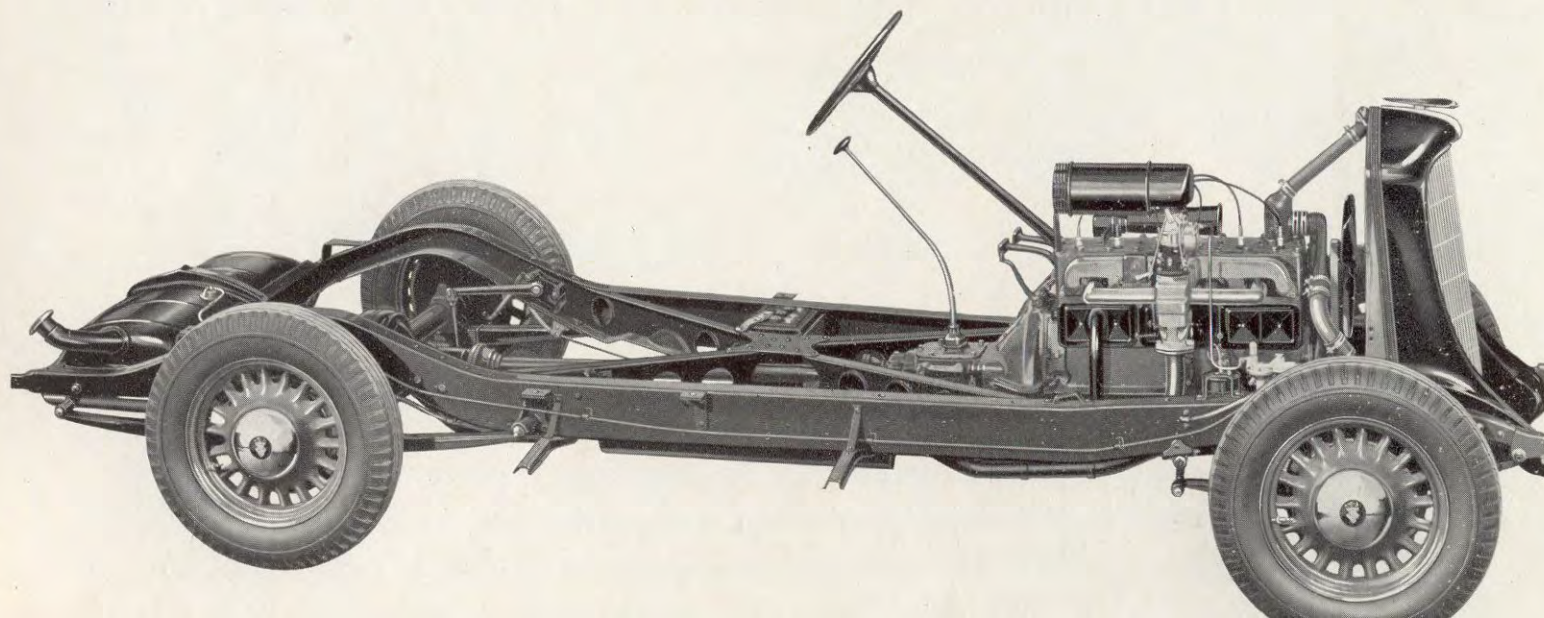
THE OLDSMOBILE SIX
IS NEW
AND MODERN
IN APPEARANCE
AND EMBODIES
MANY
MECHANICAL
IMPROVEMENTS
. . . BUT IT IS
UNCHANGED IN
BASIC MECHANICAL
EXCELLENCE



The Oldsmobile Six for 1933 offers many improvements from both an appearance and mechanical standpoint. Its smart new body lines establish it as the style leader of the year—while its more powerful engine sets new high standards of motor car performance. Although this year's car looks distinctly different and embodies many important mechanical refinements, it is fundamentally unchanged in basic engineering design. There is nothing experimental about the 1933 Oldsmobile Six. It is a tested, proved and finished product.

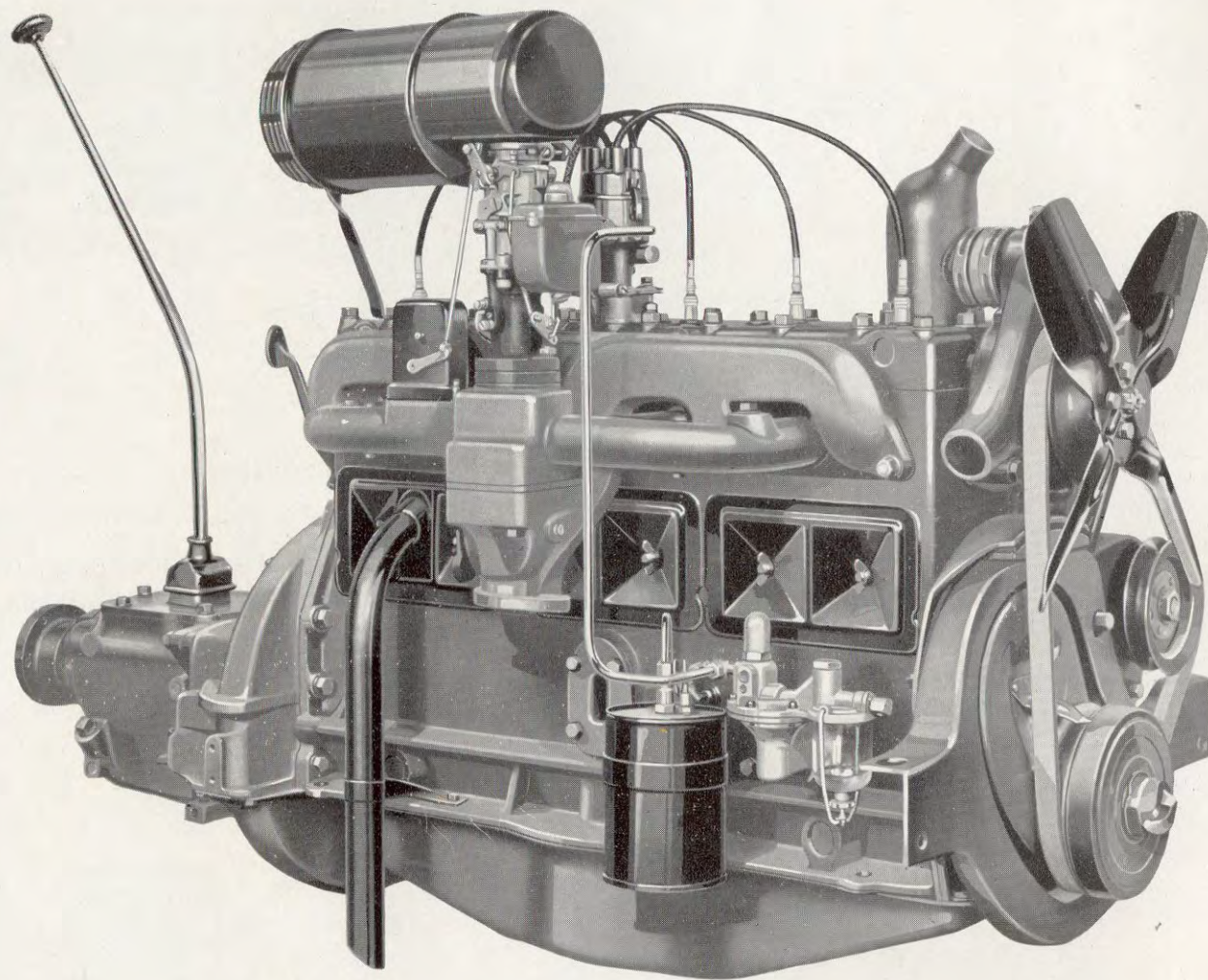


The 115-inch wheelbase Oldsmobile Six chassis is clean-cut in design and unusually rugged in construction. The entire chassis is engineered as a unit in order to secure correct weight distribution. This, together with the increased tread width, gives the car an unusually high degree of roadability. So sturdily is the Oldsmobile chassis built that it takes the hardest punishment and remains quiet even after thousands of miles of service—thereby contributing to longer car life.

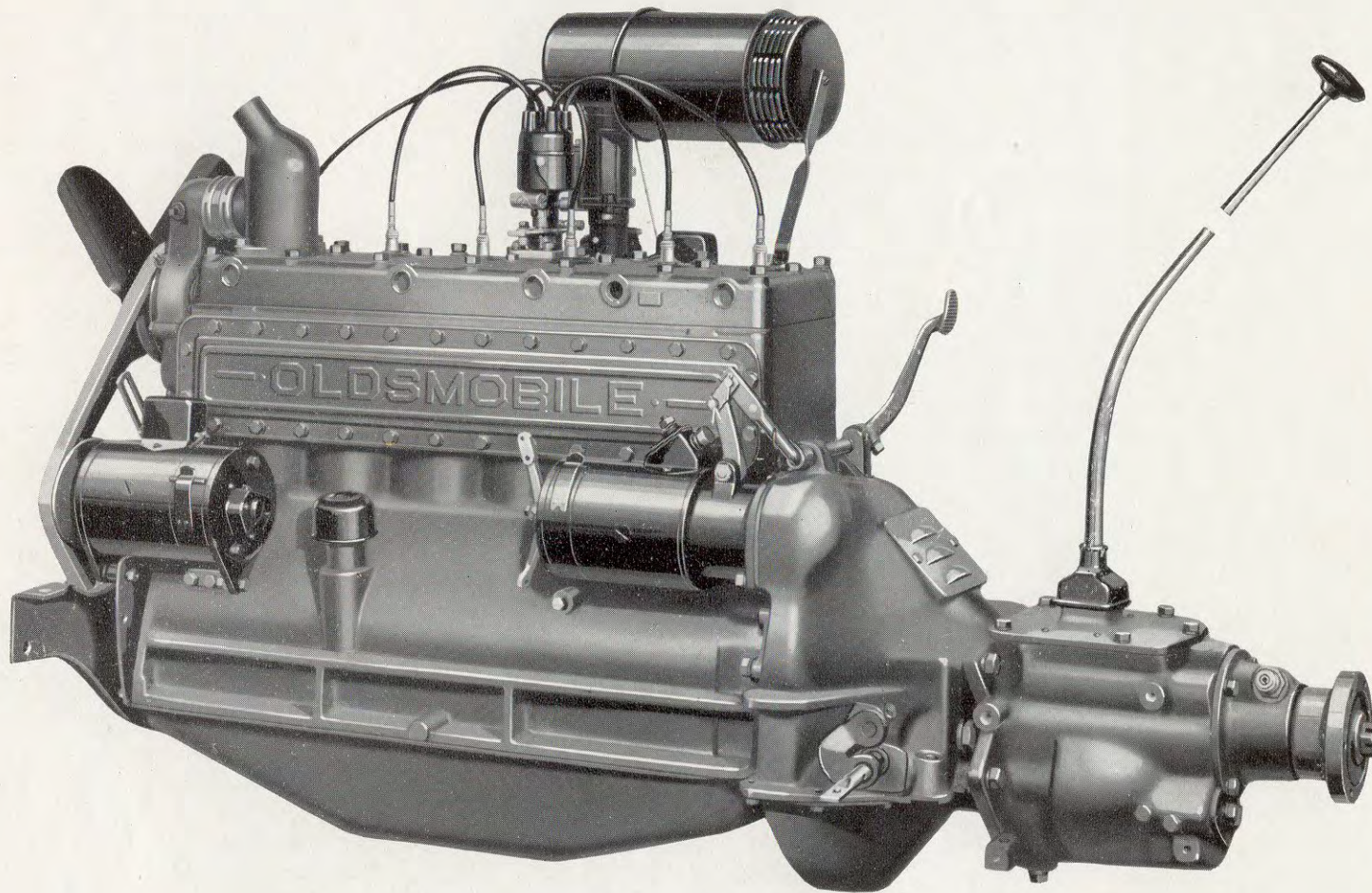


SIX

SMOOTHER . . .
MORE POWERFUL . . .
MORE BRILLIANT
IN PERFORMANCE . . .
OLDSMOBILE'S
BIG 80-HORSEPOWER
ENGINE
IS DESIGNED
TO GIVE
DEPENDABLE,
ECONOMICAL
SERVICE



The Oldsmobile Six engine is of L-head design. The advantages of this type of power plant have long been recognized. They are: simplicity of construction, accessibility of parts and efficiency of operation. Improved and refined, the Oldsmobile Six is designed to give high-compression performance, using regular grades of gasoline. The orderly arrangement of all units is evidence of the painstaking care which has been given to the designing of its every detail.



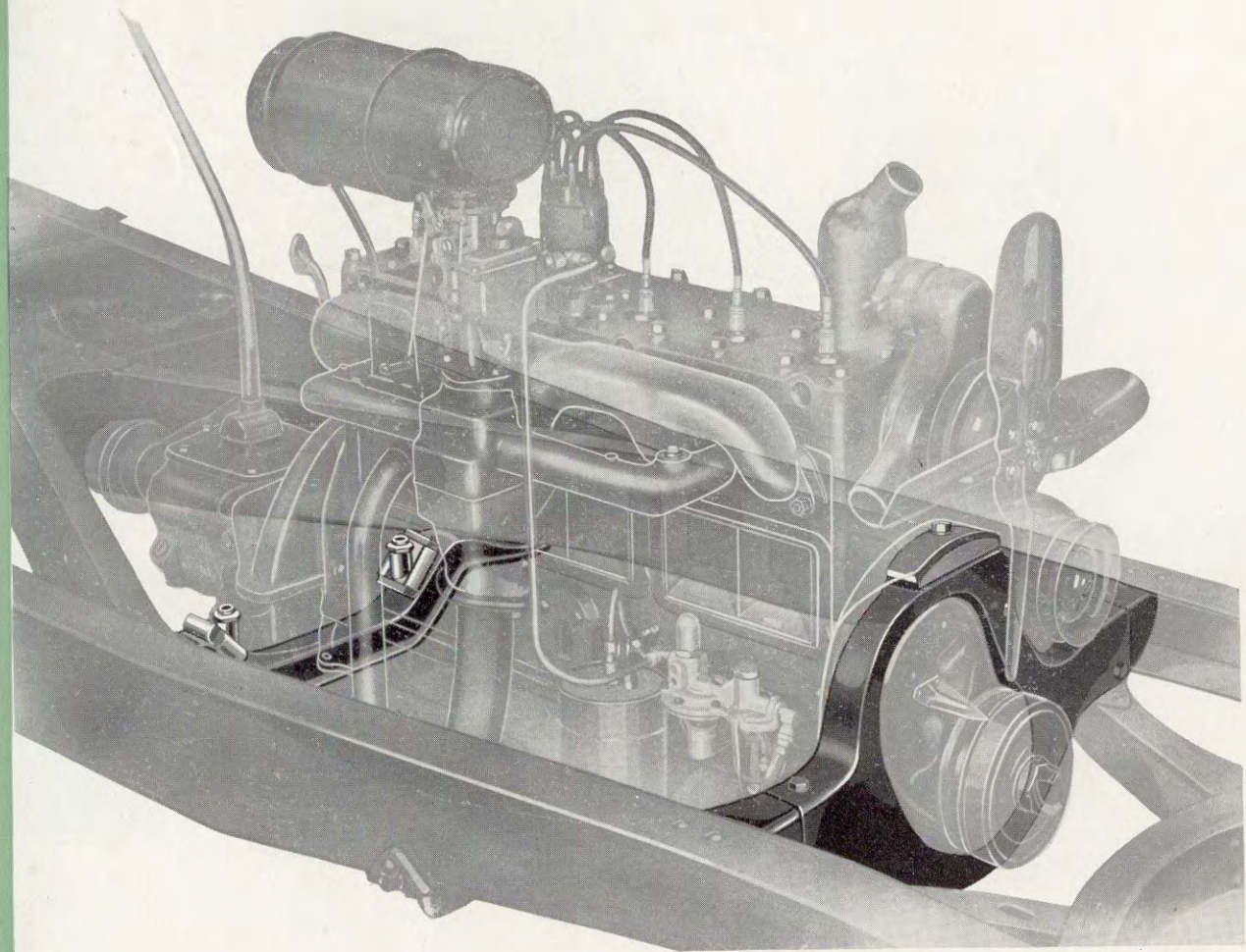
The Oldsmobile Six engine has a bore of $3\frac{3}{8}$ inches and a stroke of $4\frac{1}{8}$ inches, giving it a total piston displacement of 221.4 cubic inches. It develops 80 horsepower at 3200 revolutions per minute, giving the Oldsmobile Six high top speed and abundant power for climbing hills. It is smooth in operation, unusually quiet, and has in-built stamina to stand up under the hardest conditions of service. This engine is an outstanding example of Oldsmobile's balanced engineering—one of the important reasons why the Oldsmobile Six does all things well.



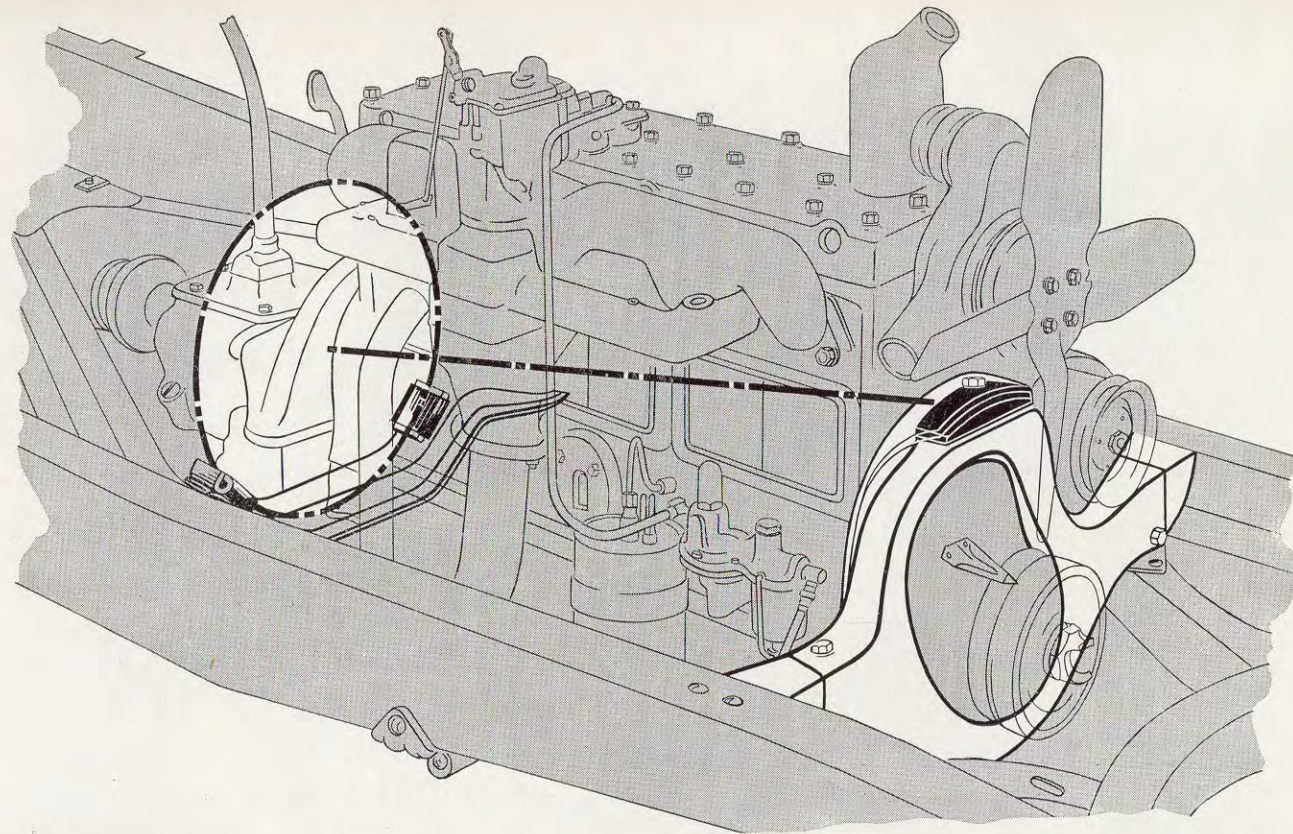
SIX

★ OLDSMOBILE SIX ★

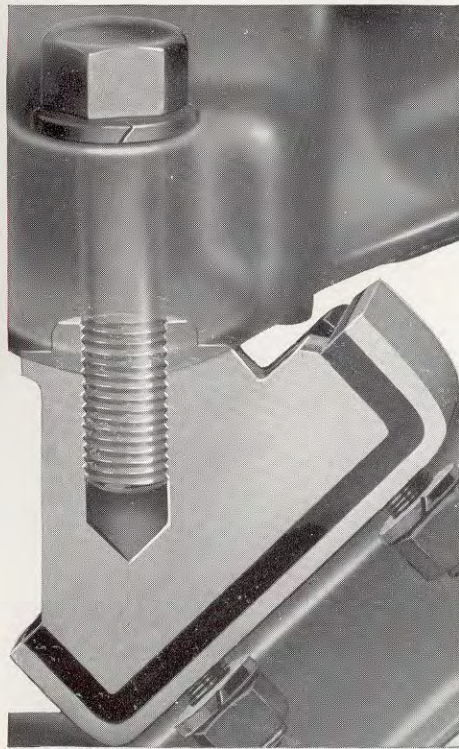
AN UNUSUALLY
HIGH DEGREE
OF OPERATING
SMOOTHNESS
IS ACHIEVED BY
THREE FLEXIBLE
RUBBER-CUSHION
ENGINE MOUNTINGS
. . . . A NEW AND
ADVANCED METHOD
OF POWER PLANT
SUSPENSION



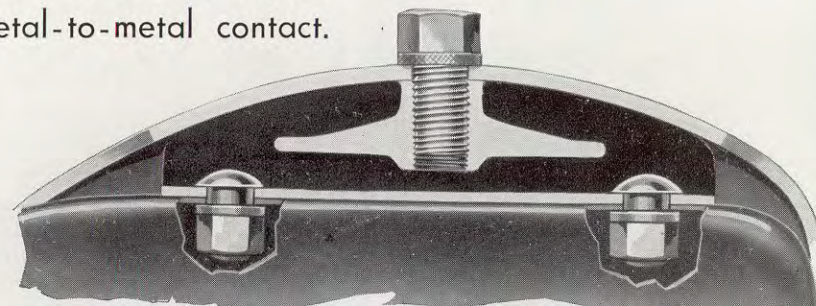
The Oldsmobile Six engine is suspended at three points in soft rubber. The front mounting is located just below the water pump. The two rear mountings are located underneath the clutch housing at the right and left and are set at a 45° angle which places them within the imaginary circle in which the engine tends to rotate.



A line drawn from the elevated front engine mounting through the imaginary circle in which the rear mountings are located would pass through the engine's center of gravity. This is the natural axis around which the engine would turn were it not held in place. The mountings allow the engine to rock sufficiently to absorb the power impulses, so that no vibration is transmitted to the frame.

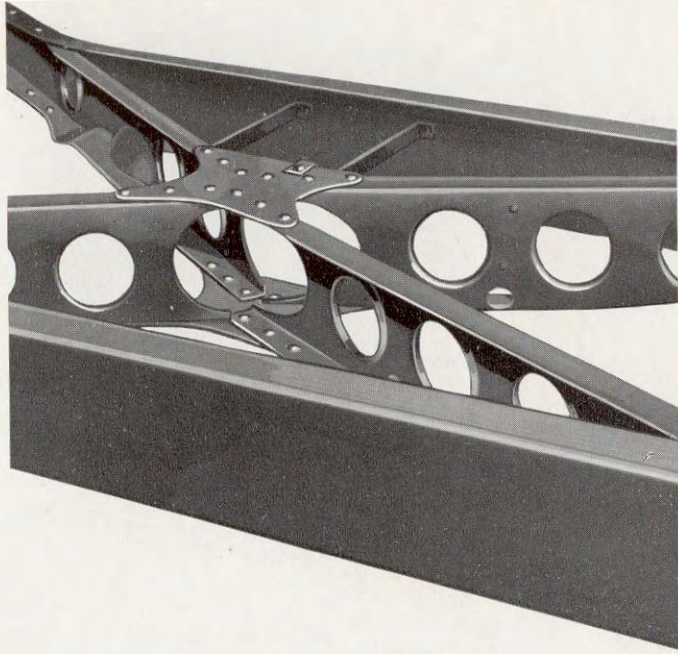


The mountings are built of soft, live rubber, permanently bonded to steel, so designed that there is no metal-to-metal contact.

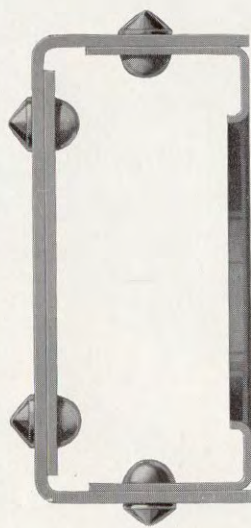


SIX

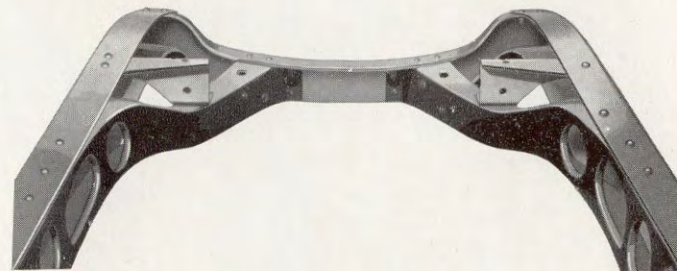
THE RUGGED,
DOUBLE-DROP
X-TYPE FRAME
GIVES A
LOWER OVER-ALL
HEIGHT . . .
LOWER CENTER
OF GRAVITY
. . . AND
GREATER RIGIDITY
TO THE
ENTIRE CHASSIS



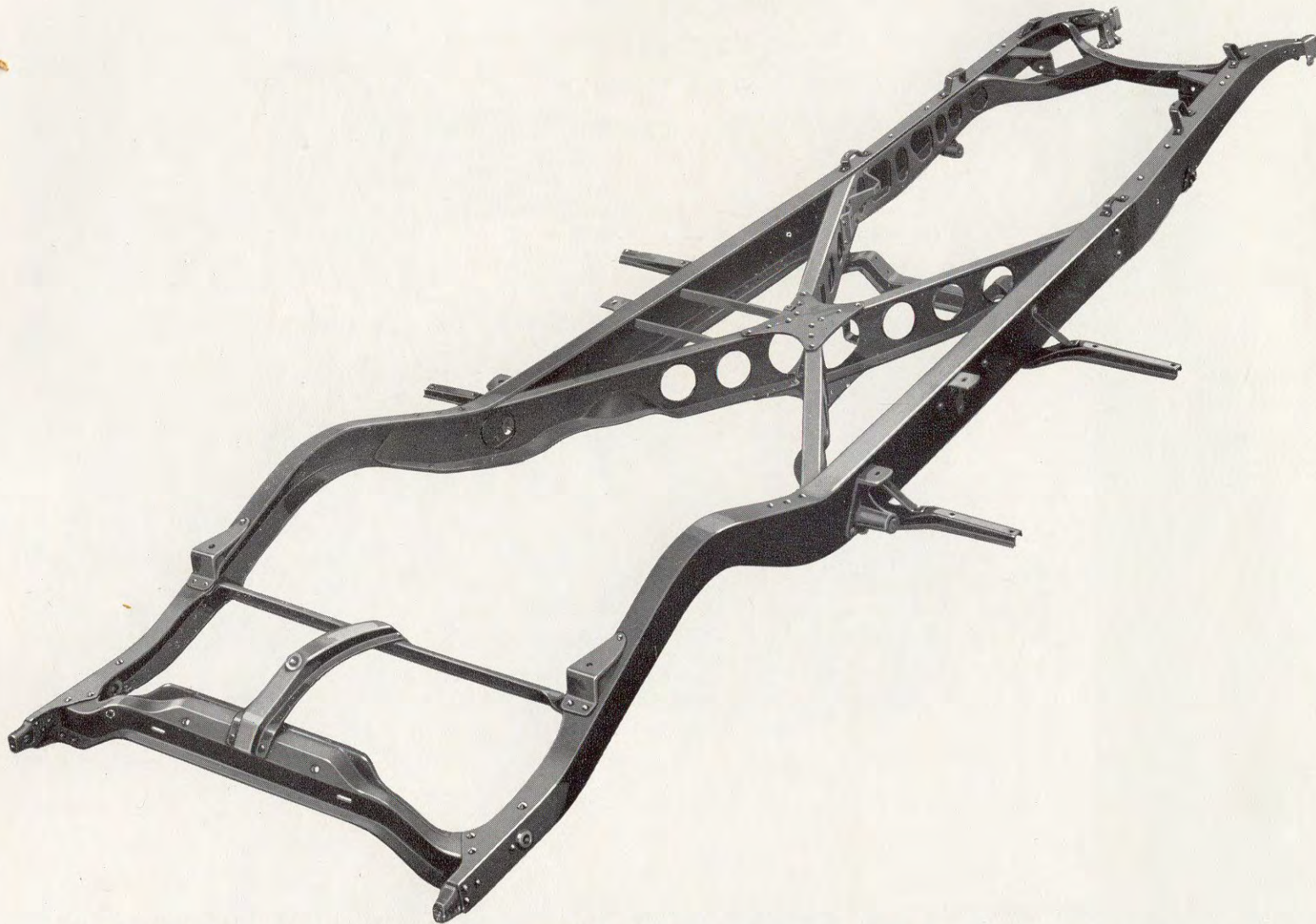
To reinforce the double-drop frame an X-type cross member has been employed. This brace prevents "twist" and adds rigidity to the frame.



The legs of the X-type cross-member have been carried forward within the side rails forming a box-like structure, as illustrated below.



At the front cross-member they curve and meet, as illustrated above. This type of construction stabilizes the front-end of the car.

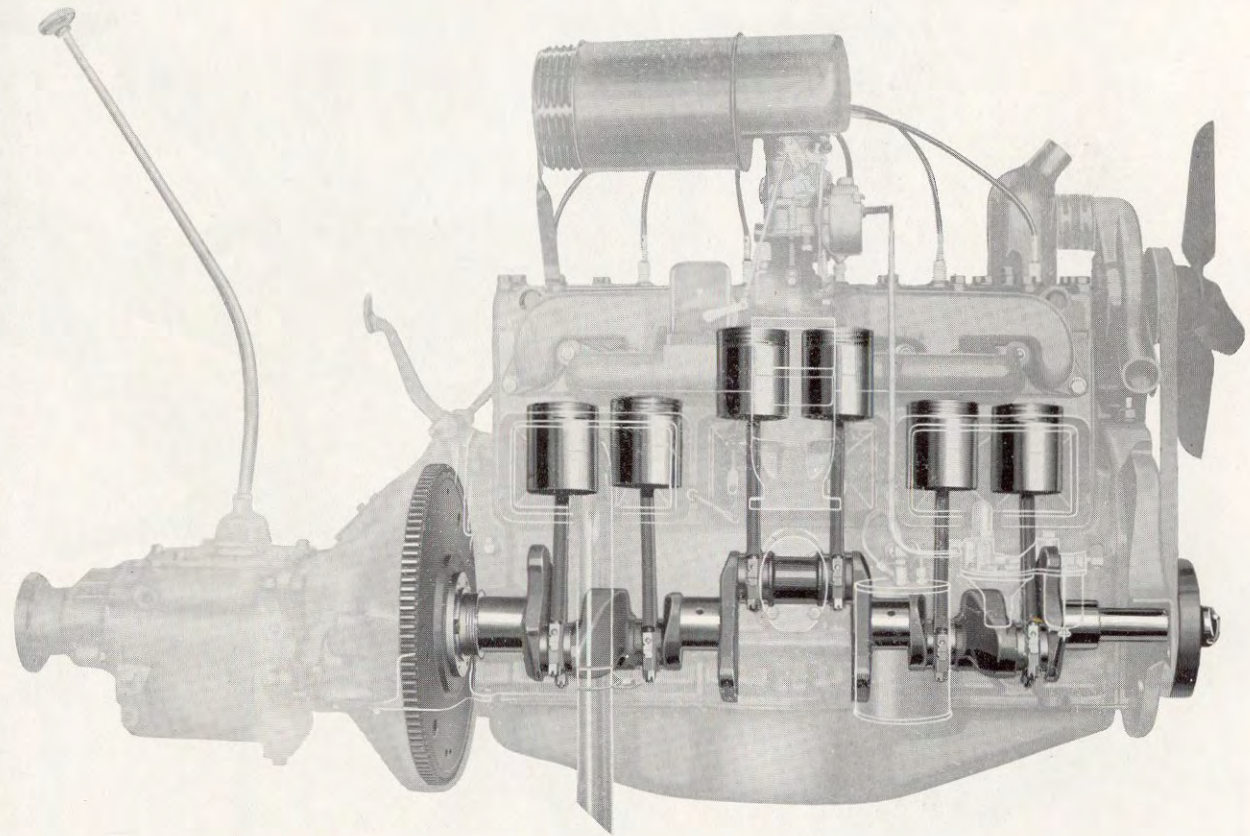


Oldsmobile's double-drop X-type frame provides many advantages. "Double-drop" means that the side members are "kicked-up" over the front and rear axles. This brings the section of the frame upon which the body is mounted closer to the ground, giving the car a lower over-all height without sacrificing head-room or road-clearance. As a result, the car has a lower center of gravity, making it safer on curves. The X-type cross member materially strengthens the frame and gives rigidity to the entire chassis. This also increases driving safety as it makes the car more stable on rough roads.

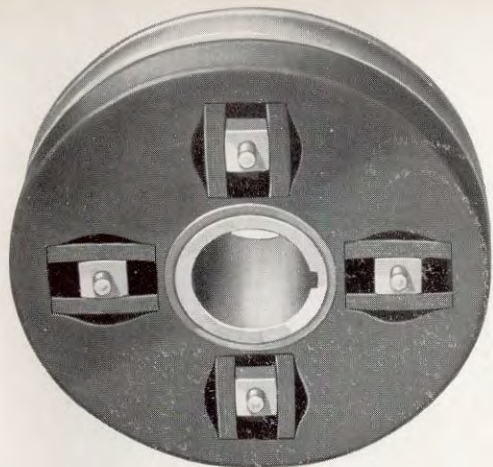


SIX

THE ENTIRE
CRANKSHAFT
ASSEMBLY IS
DYNAMICALLY AND
STATICALLY
BALANCED
TO ASSURE
SMOOTHNESS
OF OPERATION
AND
LONGER
ENGINE LIFE



One of the most important factors contributing to Oldsmobile's smoothness of operation is its perfectly balanced crankshaft assembly. Not only is the crankshaft dynamically and statically balanced, but also each piston and connecting rod assembly is held to accurate weight to assure correct balance. In addition, the flywheel and vibration damper are accurately balanced. The balancing of the crankshaft assembly is an excellent example of Oldsmobile's precision methods of manufacturing.

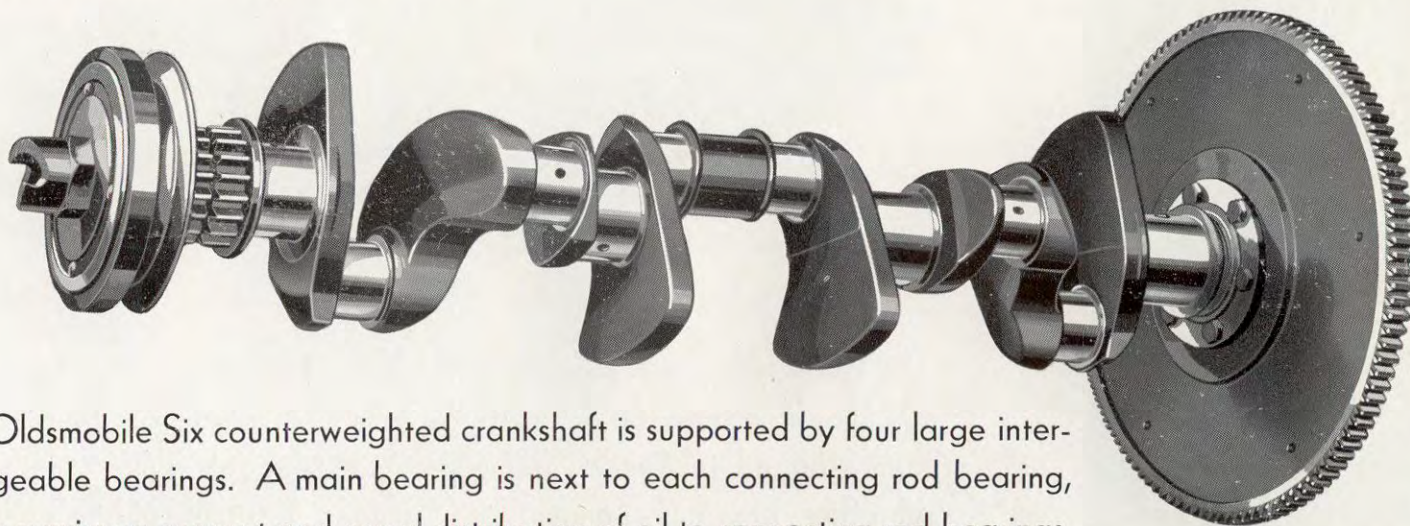
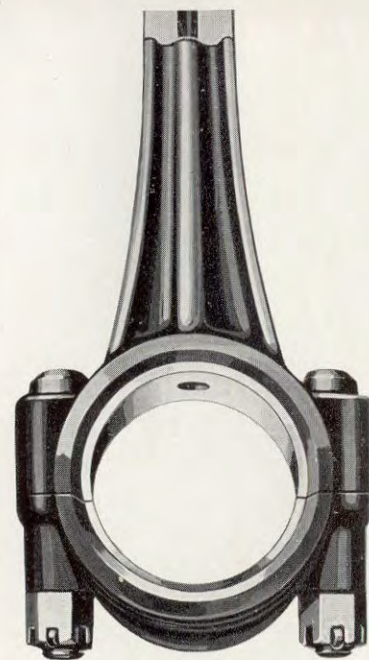


The damper on the front end of the crankshaft effectively counteracts the small amount of torsional vibration which is inherent in all high-powered engines.

The light-weight cast-iron pistons are electroplated with a metal that has self-lubricating and friction-reducing qualities. This treatment of the pistons shortens the breaking-in period, prolongs the life of the pistons and prevents scoring of the cylinder walls.



After years of research, experiment and test, a new type of connecting rod bearing has been developed which is used for the first time in the 1933 Oldsmobile Six engine. It is a thin wall, interchangeable bearing that is much longer lived.

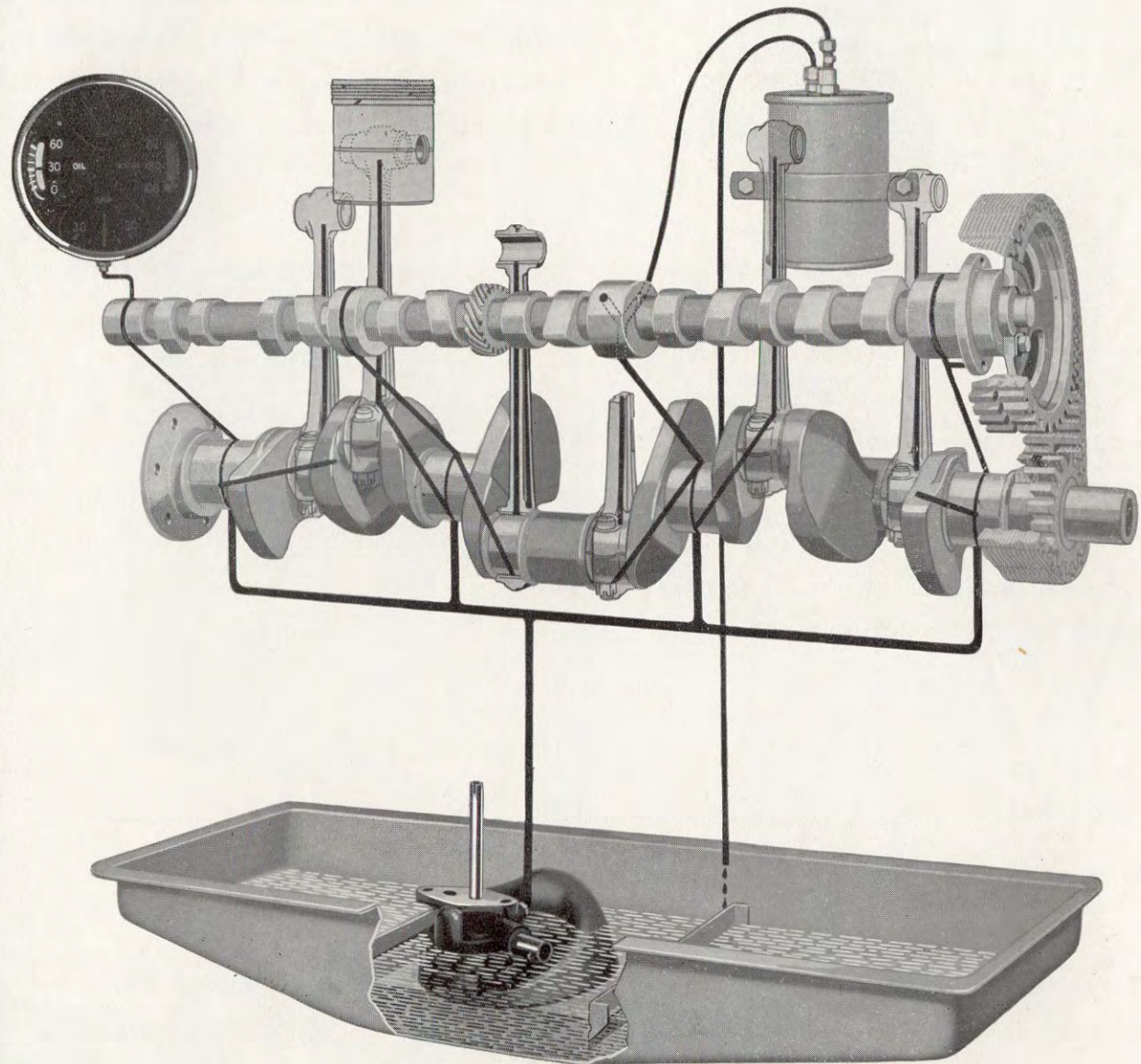


The Oldsmobile Six counterweighted crankshaft is supported by four large interchangeable bearings. A main bearing is next to each connecting rod bearing, giving maximum support and equal distribution of oil to connecting rod bearings.

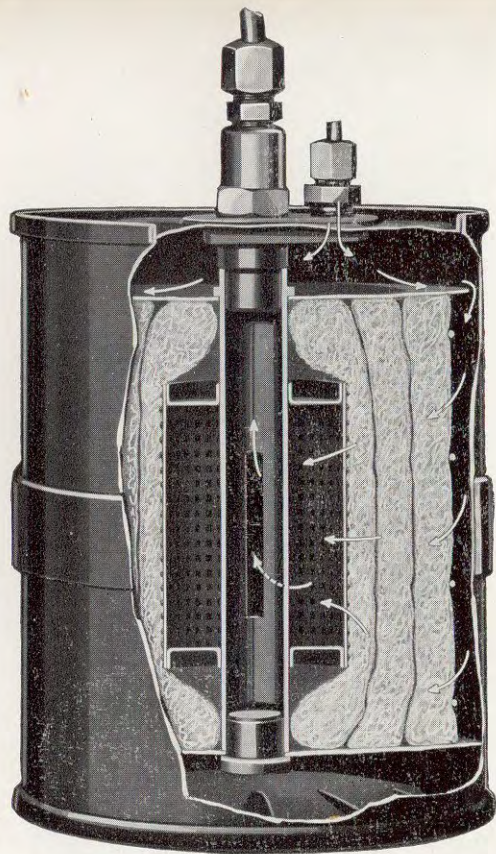


SIX

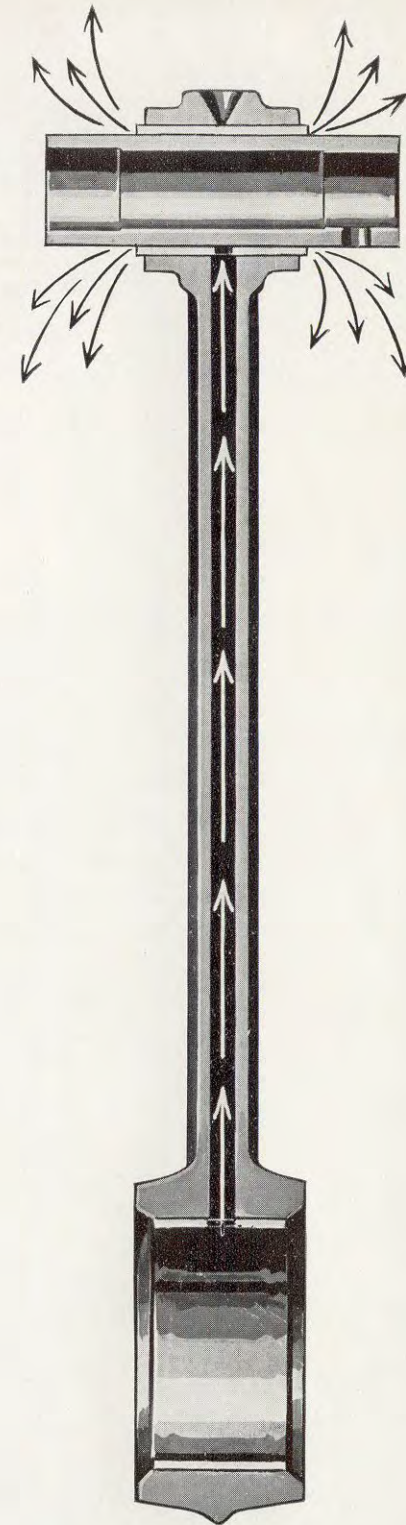
A FULL
FORCE-FEED
LUBRICATION SYSTEM
SENDS OIL
FROM THE
CRANKCASE
UNDER
HIGH PRESSURE
TO ALL MOVING
ENGINE PARTS
OF THE
OLDSMOBILE SIX



The above diagram shows Oldsmobile's force-feed lubrication system. Oil lines lead from the pump to the four main crankshaft bearings. From there the oil is forced under pressure through drilled passages to all other principal points. This assures positive engine lubrication.

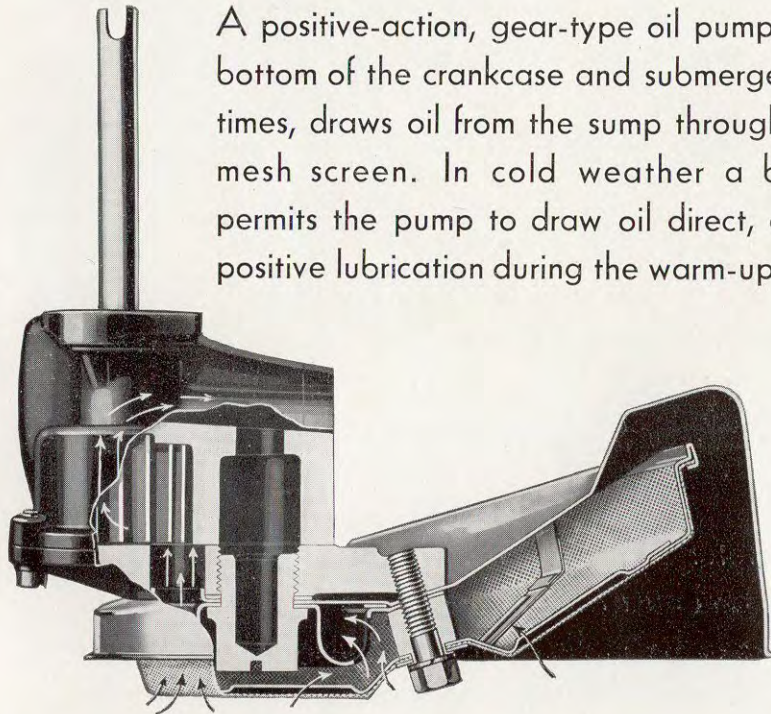


Connecting rods are made of the finest drop-forged steel and are rifle-drilled throughout their entire length to supply oil under pressure to the piston pins.



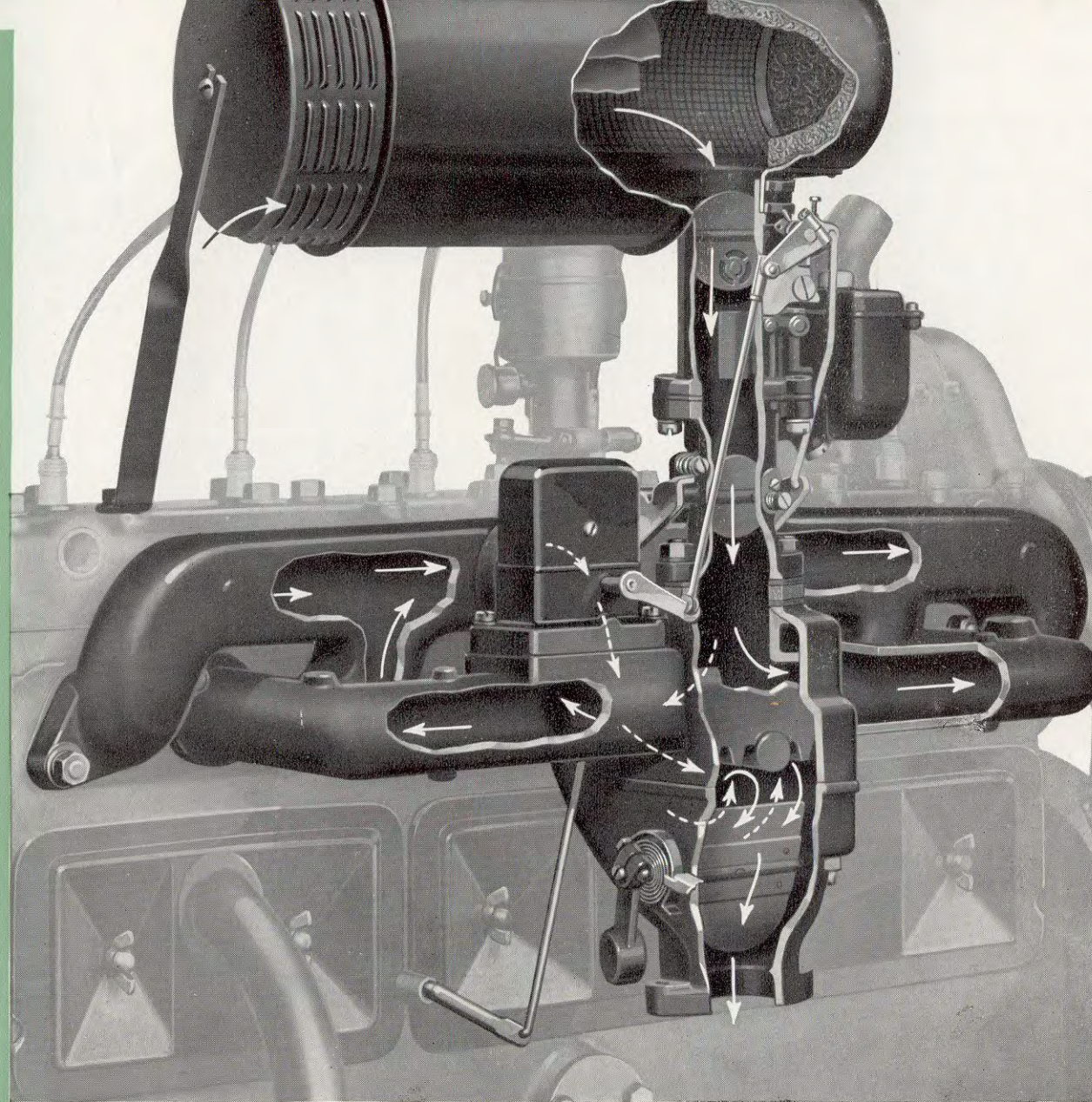
To remove harmful dirt and foreign matter from the lubrication system, Oldsmobile provides an oil filter. Should this device become clogged, a special by-pass allows the oil to flow around the filter and lubrication is maintained.

A positive-action, gear-type oil pump, at the bottom of the crankcase and submerged at all times, draws oil from the sump through a fine mesh screen. In cold weather a by-pass permits the pump to draw oil direct, assuring positive lubrication during the warm-up period.

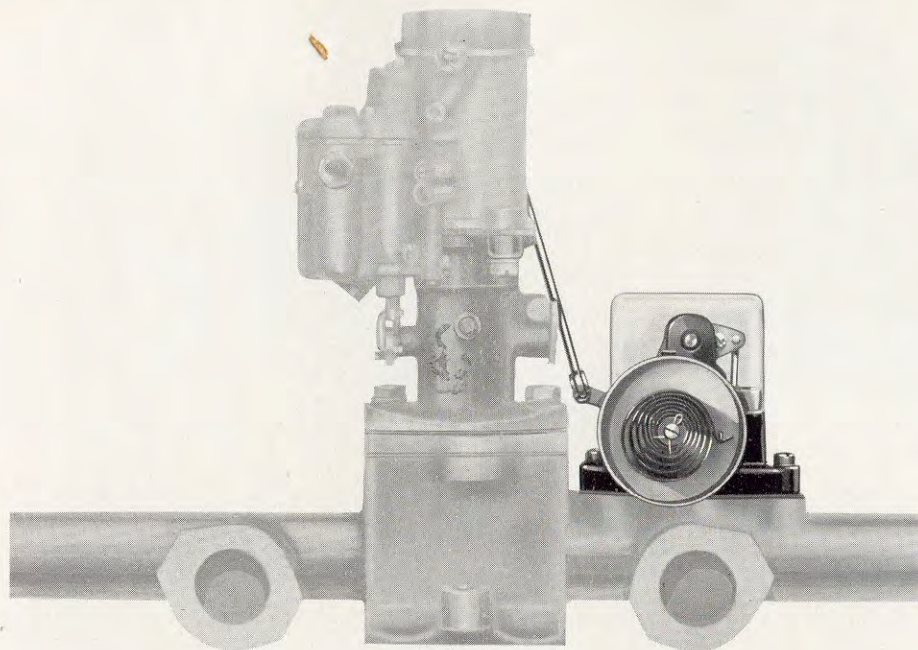


SIX

OLDSMOBILE'S
DOWN-DRAFT
CARBURETOR,
AUTOMATIC CHOKE
AND COORDINATED
STARTER
AND THROTTLE
COMBINE TO PROVIDE
EASIER STARTING
AND MAXIMUM
OPERATING
EFFICIENCY

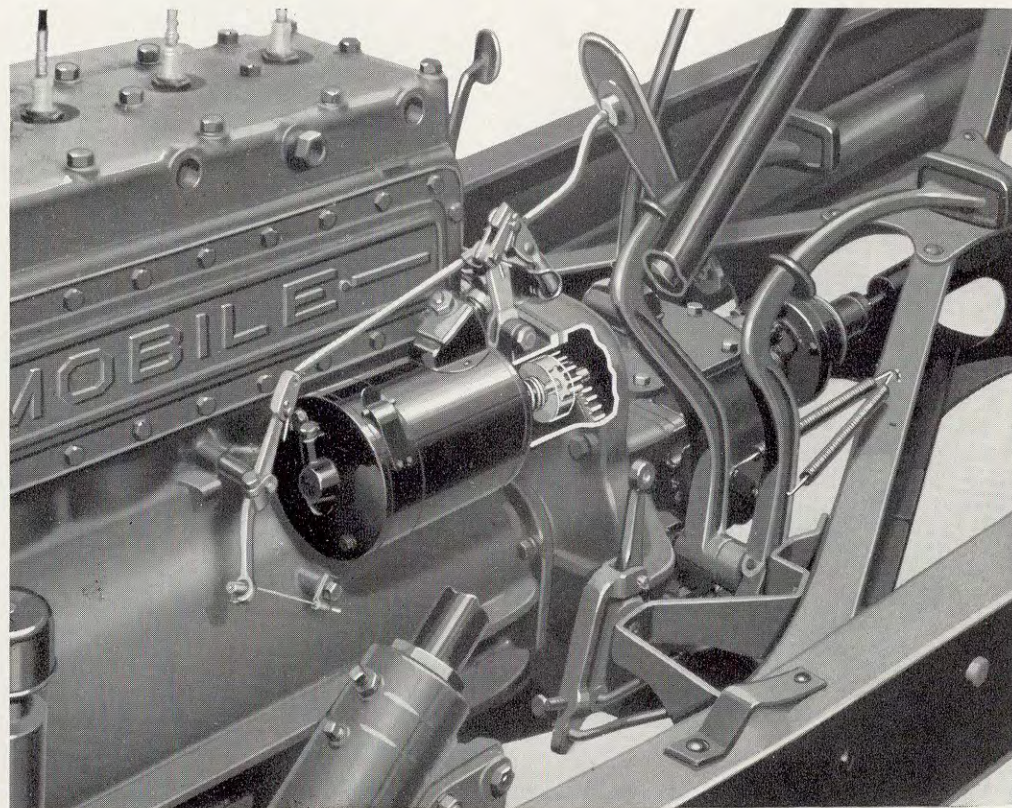


The improved down-draft carburetor on the Oldsmobile Six is equipped with a large air cleaner, intake silencer and back-fire arrester. An automatic heat control unit regulates the temperature of the intake manifold, insuring uniform vaporization of all carburetor fuel mixtures throughout the entire speed range of the car.



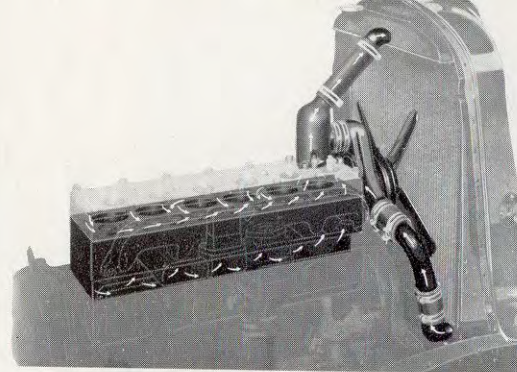
Connected to the carburetor air intake valve is an automatic choke which is thermostatically controlled. It completely eliminates manual choking and insures correct carburetion during the engine warm-up period.

Each time the starter pedal is depressed the engine throttle is automatically advanced. This advances the engine idling speed and prevents stalling during the warming-up period. The throttle is automatically returned to idle-speed as soon as the engine reaches the proper operating temperature.

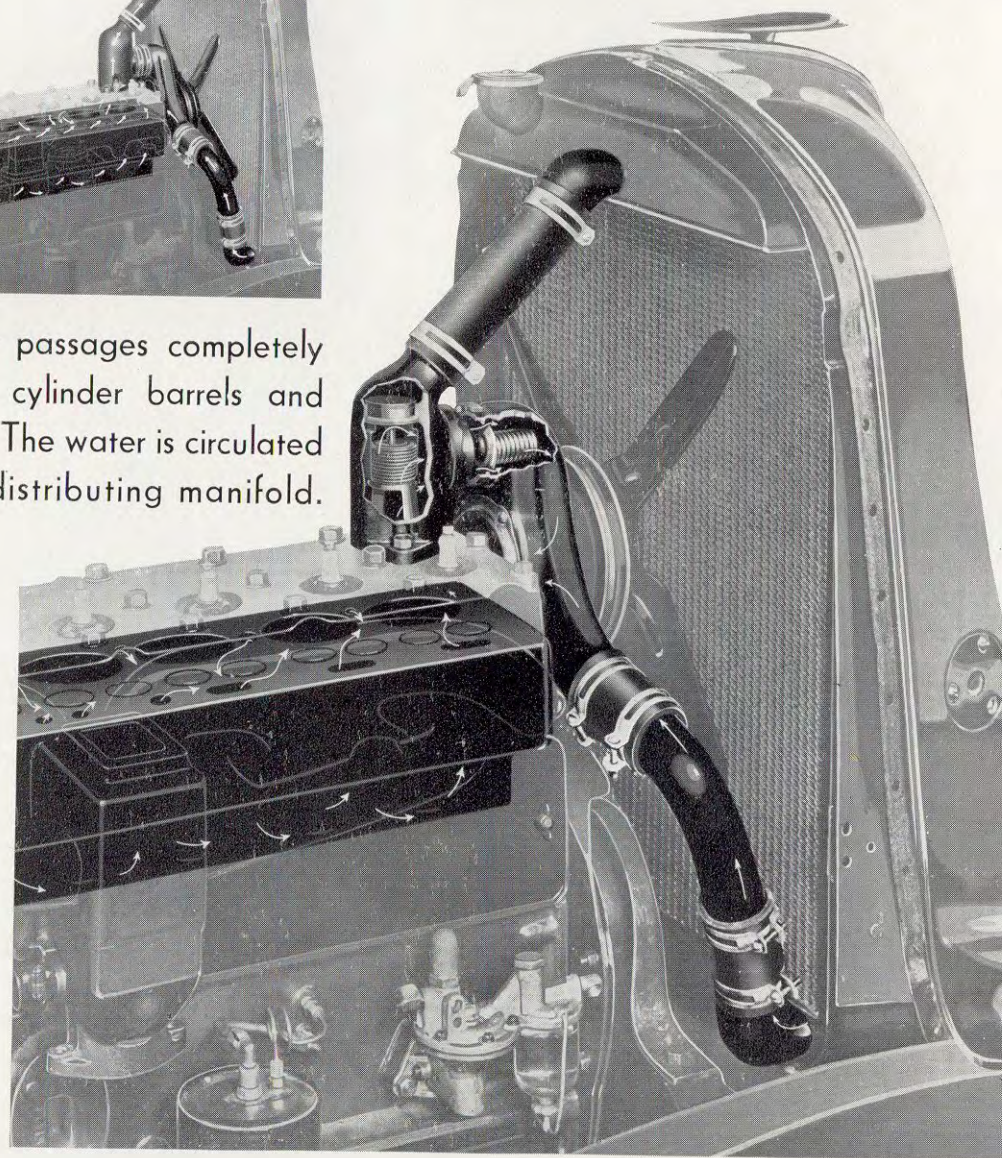


SIX

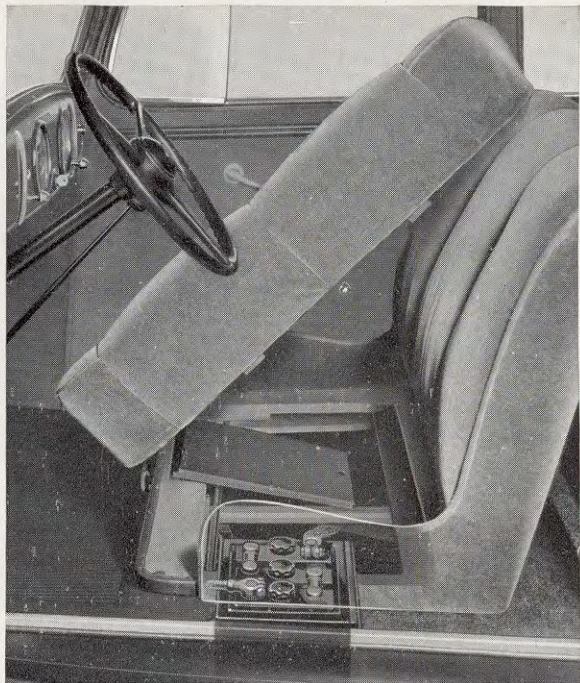
THESE
ADVANCED
FEATURES
OF THE
OLDSMOBILE SIX
CONTRIBUTE
TO
MORE EFFICIENT
OPERATION
AND
GREATER EASE
OF MAINTENANCE



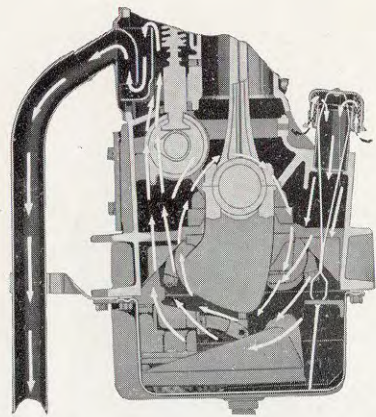
Large water passages completely encircle the cylinder barrels and valve seats. The water is circulated through a distributing manifold.



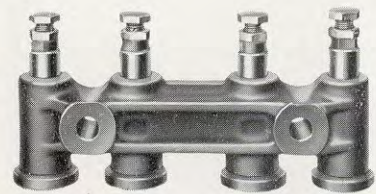
During the engine warming-up period, a thermostatically controlled valve cuts off the flow of water to the radiator. A spring-loaded by-pass valve then allows the water to circulate throughout the engine until it has reached the proper operating temperature, at which time the thermostatically controlled valve opens and the water is permitted to circulate throughout the entire cooling system.



The battery is located under the front seat at the left where it is easily accessible for inspections or removal.



Crankcase ventilation reduces oil dilution. Harmful vapors are sucked out of the crankcase by the vacuum created in the ventilator pipe.



Tappets, in special cast iron brackets, can be easily removed for inspection or adjustment without disturbing cylinder-head or camshaft

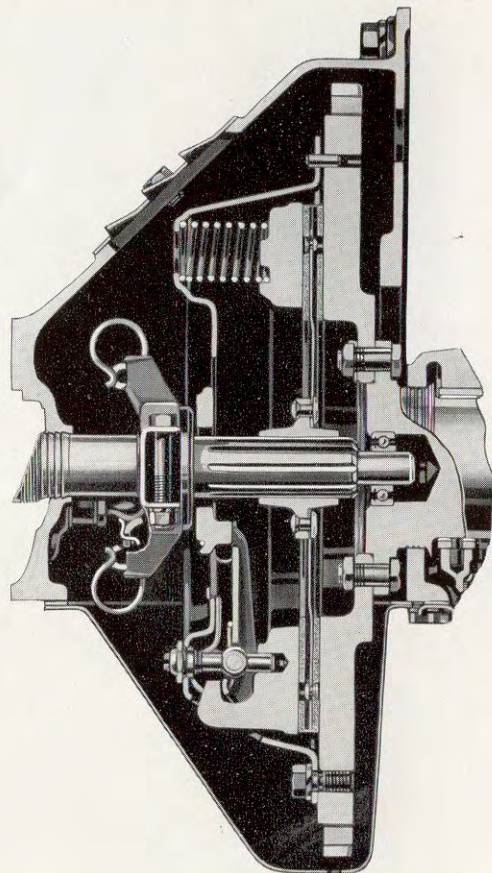


The engine decarbonizer, operated by a pedal located in the driver's compartment, injects a chemical preparation into the engine combustion chambers which loosens all carbon and gummy deposits. The loosened carbon accumulations are expelled through the exhaust



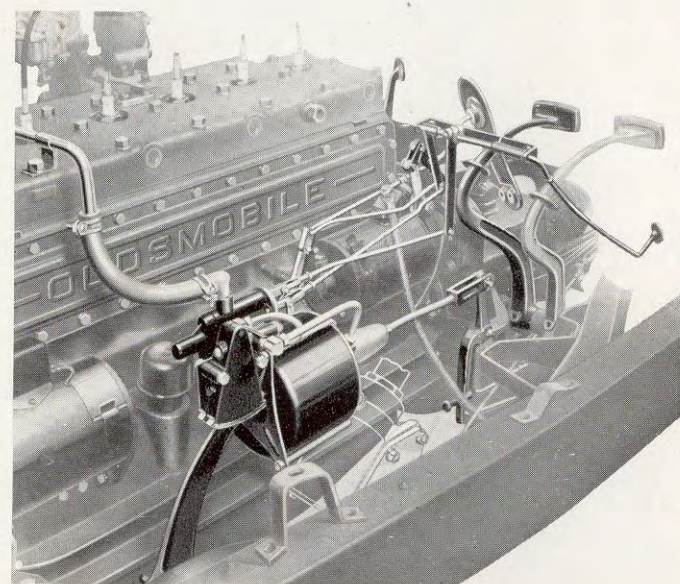
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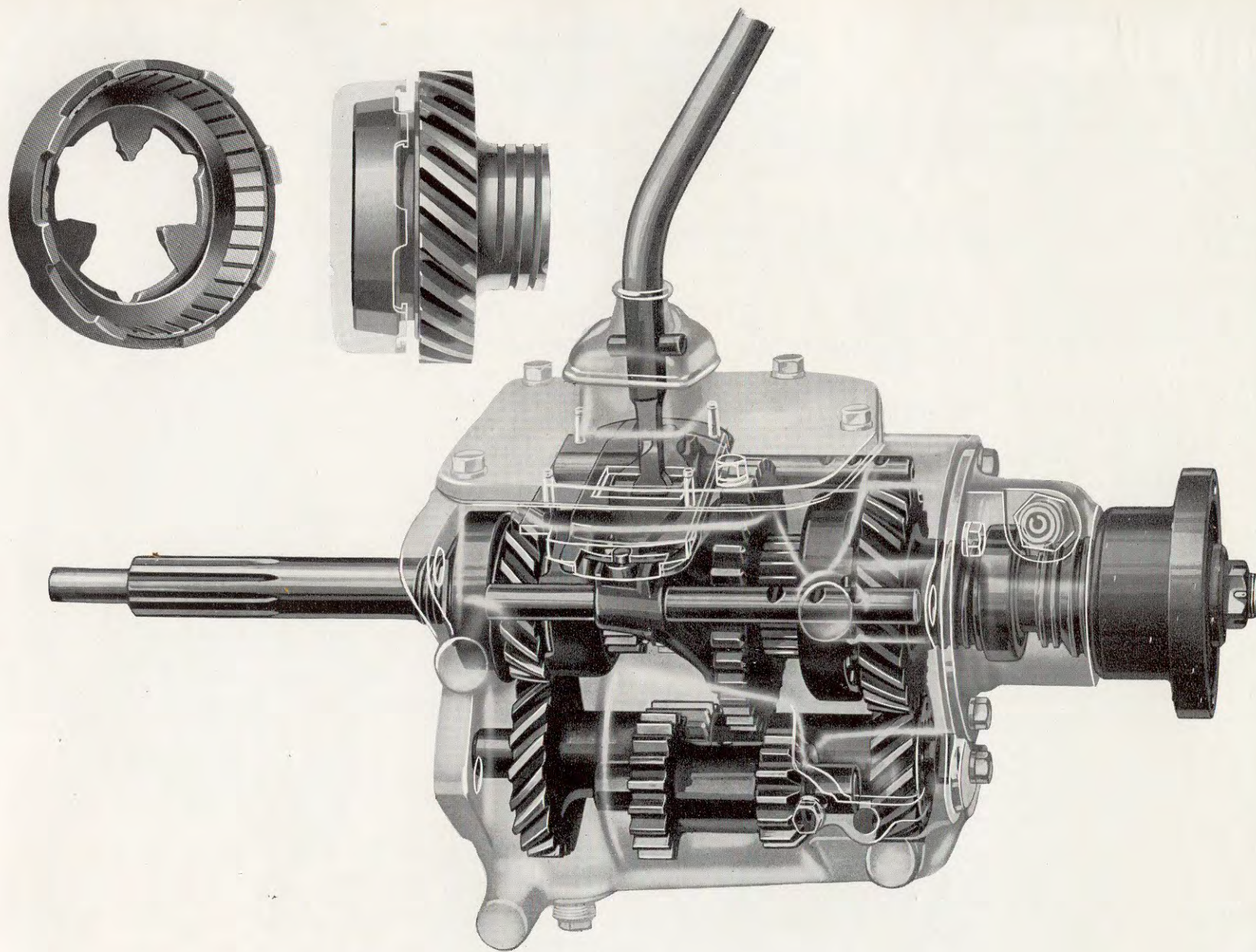
THE
SOFT-ACTION CLUTCH
AND
SYNCHRO-MESH
TRANSMISSION
OF THE
OLDSMOBILE SIX
ARE DESIGNED
TO INSURE
EFFORTLESS,
SMOOTH,
SILENT OPERATION



The Oldsmobile Six Clutch is a single-plate, dry-disc, type. It engages positively and smoothly at all times. To cushion the engagement action, a rubber hub is located in the front universal joint of the propeller shaft. The clutch release bearing is an oilless type—long-lived, permanently quiet in service.

Oldsmobile's Automatic Clutch is controlled by a button on the floorboard. Vacuum from the intake manifold is used to operate the clutch. Smooth operation is assured by a pendulum valve which is actuated by the movement of the car... this feature is optional at slight additional cost.





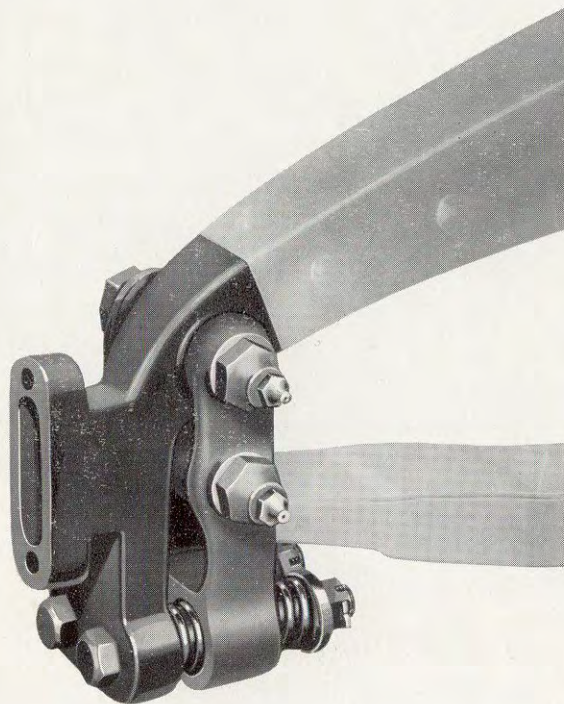
Oldsmobile's improved Syncro-Mesh Transmission, with its helical-cut silent second gear, makes shifting practically effortless. Gears can be changed quickly and easily without clashing, at any speed—from second to high or from high to second. This is accomplished by two sets of synchronizing cones and collars, one of which is shown at the upper left. When the driver shifts gears, these cones and collars cause the engaging gears to be brought to the same speed so that they mesh without clashing.



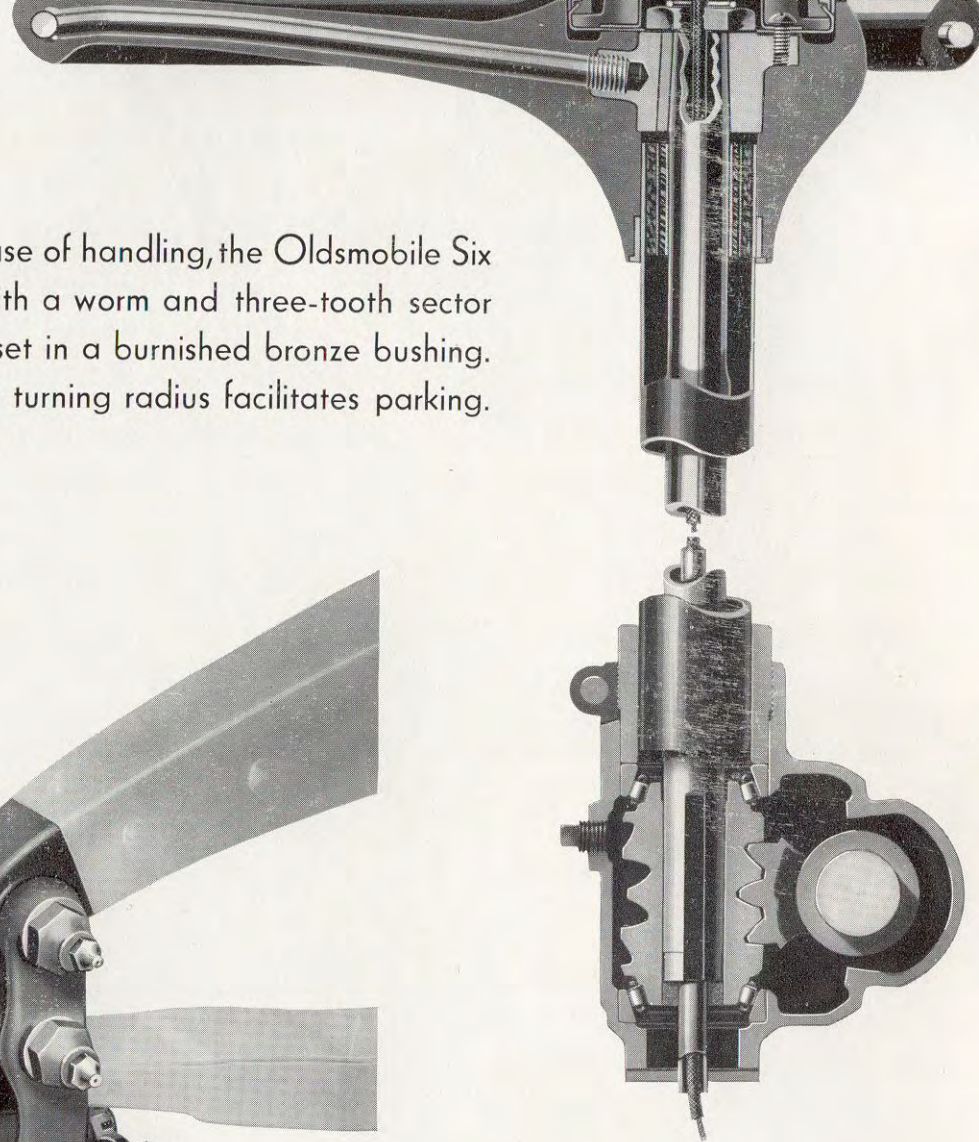
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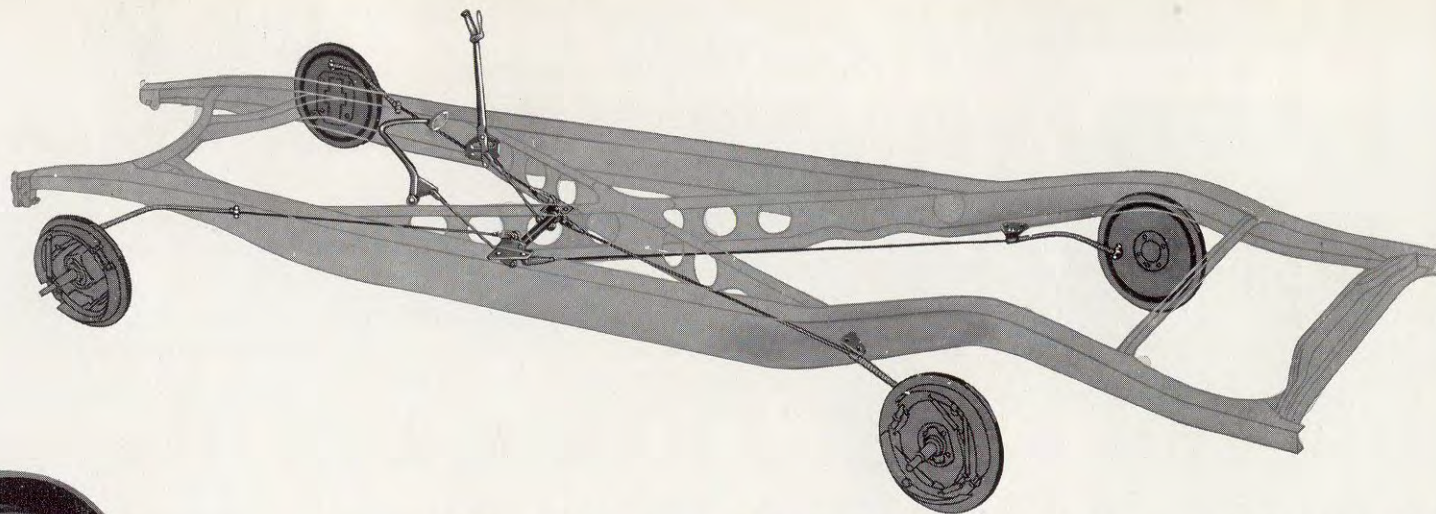
INCORPORATED
IN THE
OLDSMOBILE SIX
ARE MANY
SIGNIFICANT
IMPROVEMENTS
THAT MAKE
FOR GREATER
DRIVING EASE
AND
MORE POSITIVE
CAR CONTROL

For greatest ease of handling, the Oldsmobile Six is equipped with a worm and three-tooth sector steering gear set in a burnished bronze bushing. The car's short turning radius facilitates parking.

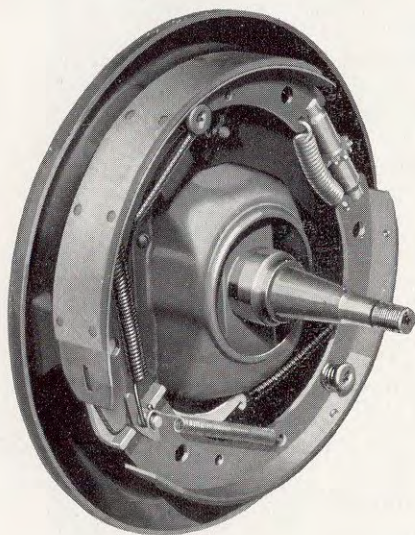


The left-front spring of the Oldsmobile Six is equipped with a spring-type road shock eliminator. This device eliminates "shimmying" and road tramp and, in addition, prevents any shocks from being transmitted to the steering wheel.

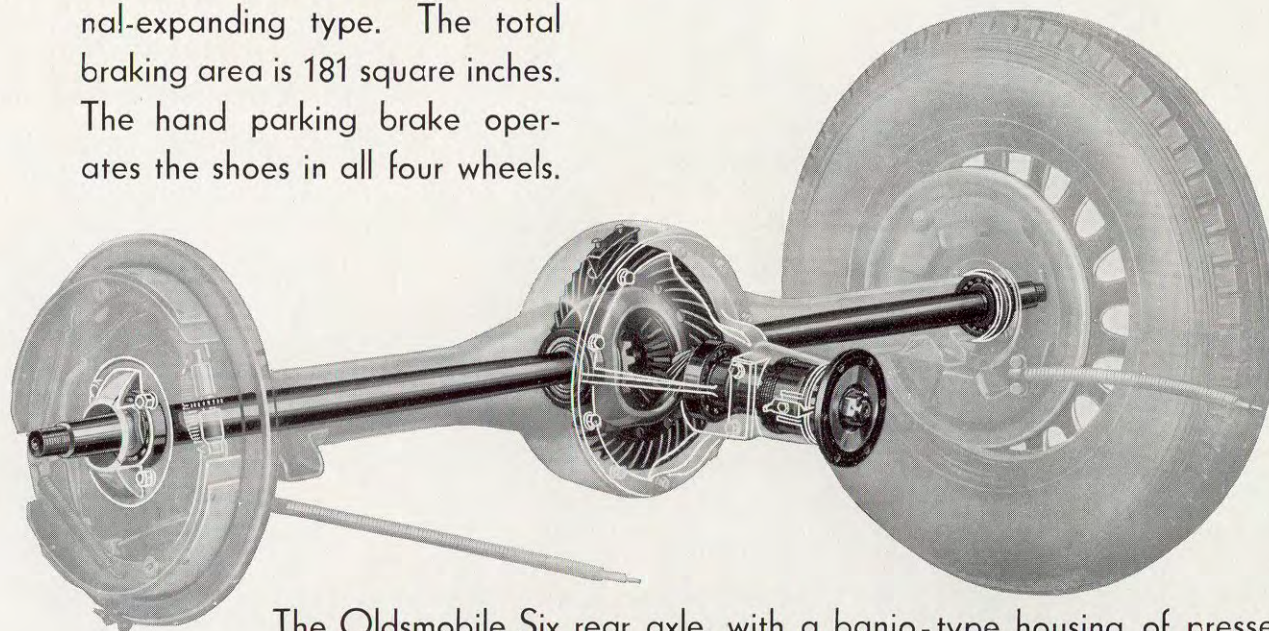




Oldsmobile's improved 4-wheel mechanical brakes are of the controlled servo-action type, the motion of the car being utilized to increase the braking action. This and the new cable-controlled hook-up provides smoother, more positive brake operation with lighter pedal pressure.



Each brake assembly consists of two shoes of single anchor, internal-expanding type. The total braking area is 181 square inches. The hand parking brake operates the shoes in all four wheels.

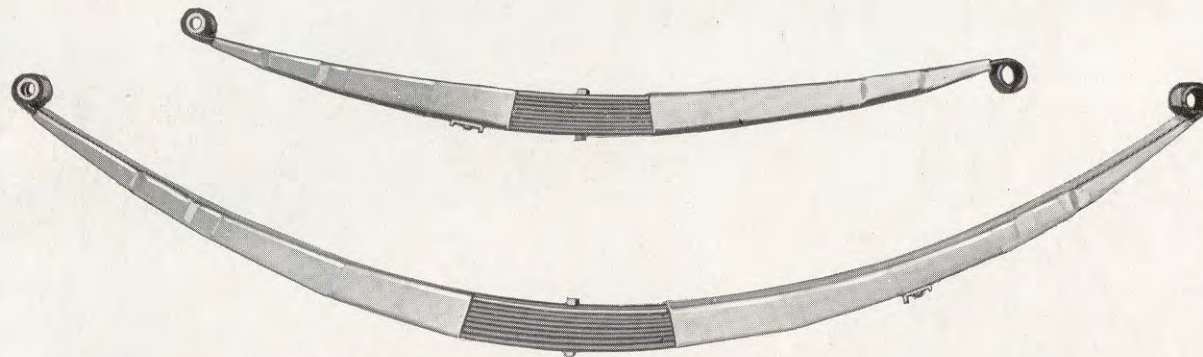


The Oldsmobile Six rear axle, with a banjo-type housing of pressed steel, is a semi-floating type, with improved spiral bevel gears and large ball bearings. Its construction and design assure quiet, trouble-free operation.

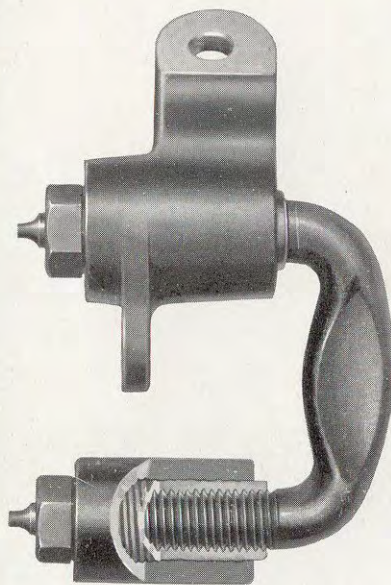


SIX

SMOOTH, EASY RIDING
IS ASSURED
IN THE
OLDSMOBILE SIX
BY
DOUBLE-ACTING
SHOCK ABSORBERS,
LONG SPRINGS
WITH
METAL COVERS
AND
THREADED SHACKLES



The springs of the Oldsmobile Six are extra long. They are equipped with metal covers which keep out dirt and water and retain the original lubricant placed between the spring leaves when they are assembled. This eliminates all spring squeaks.



Threaded spring shackles on the Oldsmobile Six completely eliminate side-sway. They are self-adjusting—and do not require frequent lubrication.

Four double-acting hydraulic shock absorbers provide positive spring control under all road and load conditions. They are connected to the frame and axle by steel links with rubber insulators at both ends so there is nothing to break, wear or rattle.



A NEW CAR WARRANTY . . . LIBERAL SERVICE POLICY . . . AND NATIONAL LUBRICATION SERVICE ASSURE OWNER SATISFACTION



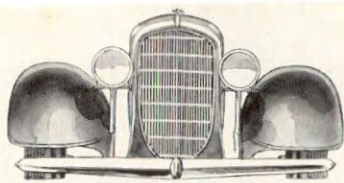
To assure complete owner satisfaction, Oldsmobile gives each buyer a liberal Owner Service Policy, together with an identification card which enables the owner to get service from any authorized Oldsmobile dealer. The Owner Service Policy is a guarantee against any defects in workmanship or

material for 90 days or 4000 miles, whichever is completed first. In addition, Oldsmobile furnishes each purchaser with a National Lubrication Service Coupon Book, which entitles the owner to twelve periodic lubrications as specified—this service is available at any authorized Oldsmobile Service Station in the United States.



SIX

BASE
YOUR CHOICE
OF A
NEW CAR
ON THESE
FUNDAMENTALS
★ ★ ★
COMPARISONS
ENABLE YOU
TO ESTIMATE
THE TRUE VALUE
OF AN
AUTOMOBILE



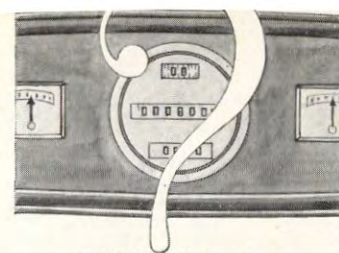
**COMPARE the
STYLE**

Oldsmobile is a car you will be proud to own. Its smart beauty establishes it as the style leader and protects you against the cost and disappointment of obsolescence.



**CHECK the
PERFORMANCE**

In every phase of performance, the 1933 Oldsmobile demonstrates its all-round superiority. On grades and on the straight-away it is responsive, powerful and swift.



**CONSIDER the
DURABILITY**

Oldsmobile assures long car life by advanced engineering, quality materials and precision manufacturing. Over 300,000 Oldsmobile owners testify to its durability.



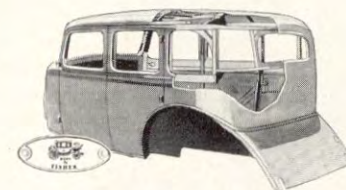
**INVESTIGATE the
ECONOMY**

The Oldsmobile Six is extremely economical to own and operate. Proof of this is its popularity among many business concerns which keep accurate transportation costs.



**TRY the
COMFORT**

Oldsmobile has Fisher No Draft Ventilation, roomy interiors, form-fitting cushions, adjustable driver's seats . . . in short, every comfort feature of cars much higher in price.



**STUDY the
BODY CONSTRUCTION**

Oldsmobile's insulated body by Fisher is of composite seasoned hardwood and heavy steel . . . the safest, strongest and most satisfactory type of construction known.



**HAS IT MODERN
ENGINEERING?**

Oldsmobile's advanced engineering is the result of many years of experience in fine car building . . . and is supplemented by the extensive resources of General Motors.



**HOW ABOUT
the HIDDEN QUALITY?**

Oldsmobile is relentless in its attention to even the smallest details . . . for although hidden from view they are tremendous in their contribution to motoring satisfaction.



**DO OWNERS
RECOMMEND IT?**

Oldsmobile is widely known as "The car that owners recommend." . . . And what is more truly indicative of a car's actual worth than the opinion of its purchasers?

★ ★ ★ **S P E C I F I C A T I O N S** ★ ★ ★

O F T H E O L D S M O B I L E S I X

ENGINE—Bore, $3\frac{3}{8}$ inches; stroke, $4\frac{1}{8}$ inches; displacement, 221.4 cubic inches. N. A. C. C. rating, 27.34 h.p. Dynamometer test, 80 h.p. at 3200 r.p.m. Engine mounted in rubber on three-point controlled cushioned mountings.

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

MAIN BEARINGS—Four special analysis steel back, babbitt lined bearings: Front, $2\frac{15}{16}$ inches x $1\frac{1}{2}$ inches; 2nd, $2\frac{3}{4}$ inches x $1\frac{9}{16}$ inches; 3rd, $2\frac{3}{4}$ inches x $1\frac{9}{16}$ inches; 4th, $2\frac{3}{4}$ inches x $1\frac{3}{4}$ inches.

CRANKSHAFT—Fully counterweighted 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. $33\frac{7}{8}$ inches long, weight, 71 pounds.

CONNECTING RODS—Drop-forged of special steel. I-beam type, 9 inches long. Lower bearing, steel-back removable type $1\frac{7}{8}$ inches in diameter, $1\frac{3}{8}$ 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, $3\frac{1}{16}$ inches long, locked in piston.

VALVES—Intake, alloy steel, $1\frac{5}{8}$ inches in diameter; exhaust, Silchrome steel, $1\frac{1}{2}$ 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 bearings, $2\frac{1}{4}$ inches x $1\frac{9}{16}$ inches; 2nd, $2\frac{3}{8}$ inches x $1\frac{1}{8}$ inches; 3rd, $2\frac{1}{16}$ inches x $1\frac{1}{8}$ inches; 4th, $1\frac{13}{16}$ inches x $1\frac{13}{16}$ inches in diameter.

TIMING CHAIN—Silent chain, two sprocket, $1\frac{1}{4}$ inches wide, drives the camshaft and operates in a bath of oil.

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.

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

COOLING SYSTEM—Harrison vee-type radiator with thermostatic control and recirculation system. Capacity, 17 quarts. Forced circulation by centrifugal pump, located at front of cylinder block. Four-blade fan, driven by V-type belt.

CARBURETION—Down-draft, with automatic choke, and automatic throttle advance upon starting; automatic heat control, combination air cleaner and intake silencer, and "Remo Injector" decarbonizer.

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

GENERATOR—Delco-Remy, mounted at left front of engine; furnished with cutout 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 $9\frac{1}{8}$ inches in diameter. Noiseless, flexible, it requires no lubrication or adjustment. Clutch release bearing of baked carbon-graphite, is self-lubricating and self-aligning. Manual operation standard. Automatic clutch optional at slight additional cost.

TRANSMISSION—Synco-Mesh, with silent second gear. Three forward speeds and reverse. Rubber cushioned hub on the rear end.

WHEELBASE—115 inches; turning circle, 39 feet; road clearance, $8\frac{1}{2}$ inches.

BATTERY—6-volt, 13 plate, 86-ampere hour capacity. Lighting—large diameter bullet-shaped headlamps with tilting beams controlled from convenient pedal switch on floor board. Dual tail lamps. Lighting switch on instrument panel.

REAR AXLE—Semi-floating, banjo type, pressed steel housing. Equipped with annular ball bearings throughout. Improved spiral bevel ring gear. Two large ball bearings, one single, one double, in front of pinion. Positive lubrication to differential and pinion shaft bearings. Gear ratio 4.56 to 1.

BRAKES—Fully enclosed, internal-expanding, cable operated, two-shoe single anchor, controlled-servo type. Parking or hand brake operates on all four wheels. Total braking area 181.28 square inches.

FRONT AXLE—Drop-forged, heat treated I-beam between spring seats. Reverse Elliott type. Rattle-proof rubber bushed self-adjusting tie rod end connections requiring no lubrication.

SPRINGS—Semi-elliptic: Front, 35 inches long, 2 inches wide. Rear, $54\frac{1}{2}$ inches long, 2 inches wide. Fitted with threaded type shackles. Metal spring covers are part of the standard accessory equipment.

STEERING GEAR—Semi-irreversible, three-tooth worm and sector type. Worm gear mounted on tapered roller bearings. Steering column adjustable. Ratio 16 to 1.

FRAME—Double-drop X-type with X joining side rails to form a rigid box member construction. Channel 6 inches deep, $\frac{9}{16}$ inches thick, flange width, $2\frac{1}{2}$ inches.

TIRES—17 x 5.50 non-skid balloon cords.

WHEELS—Demountable, pressed steel. Spare mounted on rear.

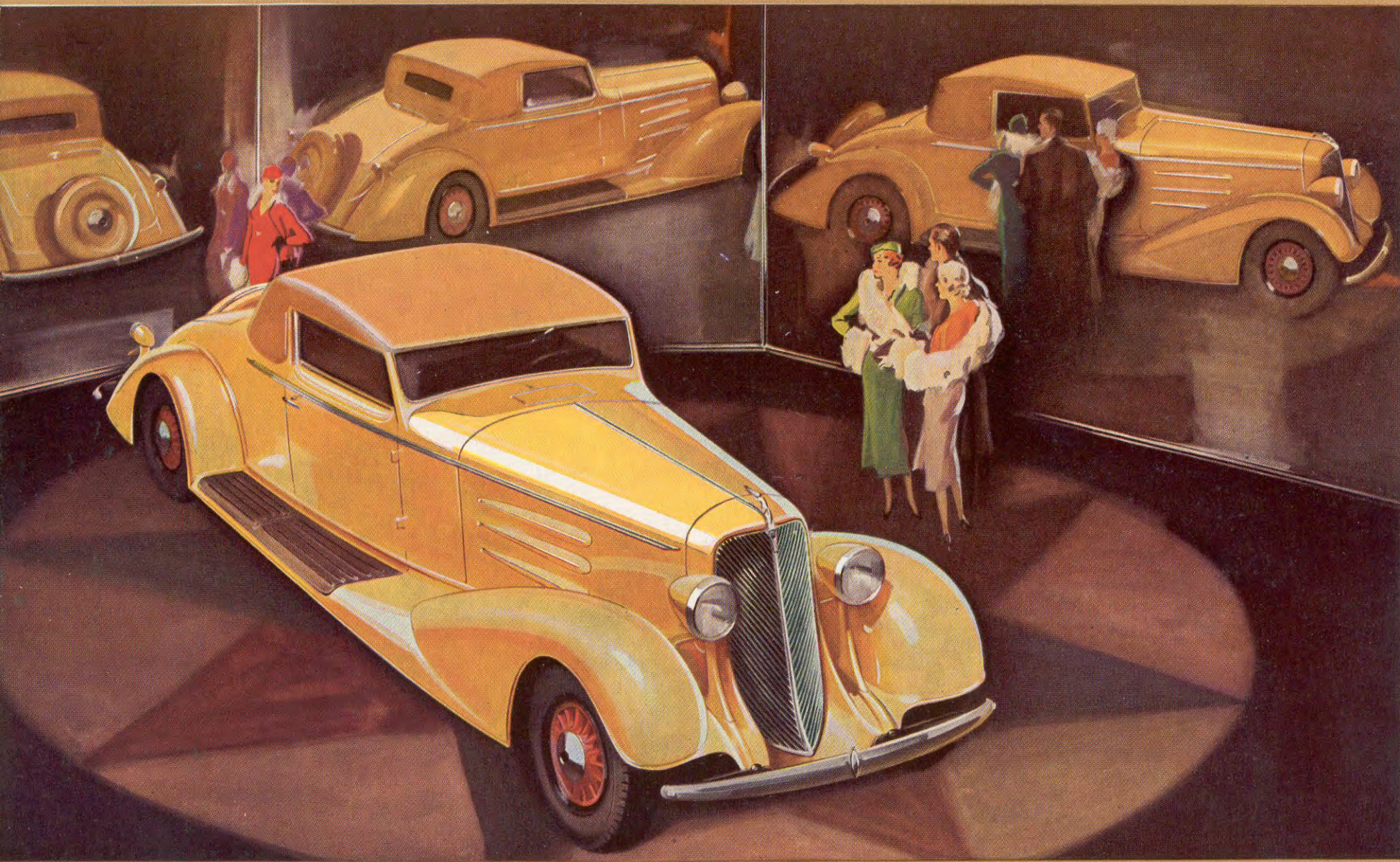
SHOCK ABSORBERS—Four Lovejoy double action hydraulic shock absorbers standard equipment.

CHASSIS LUBRICATION—Zerk high pressure system.

BODY TYPES—Four-Door Sedan, Four-Door Touring Sedan, 5-Passenger Coupe, 5-Passenger Touring Coupe, Convertible Coupe, Sport Coupe and Business Coupe.

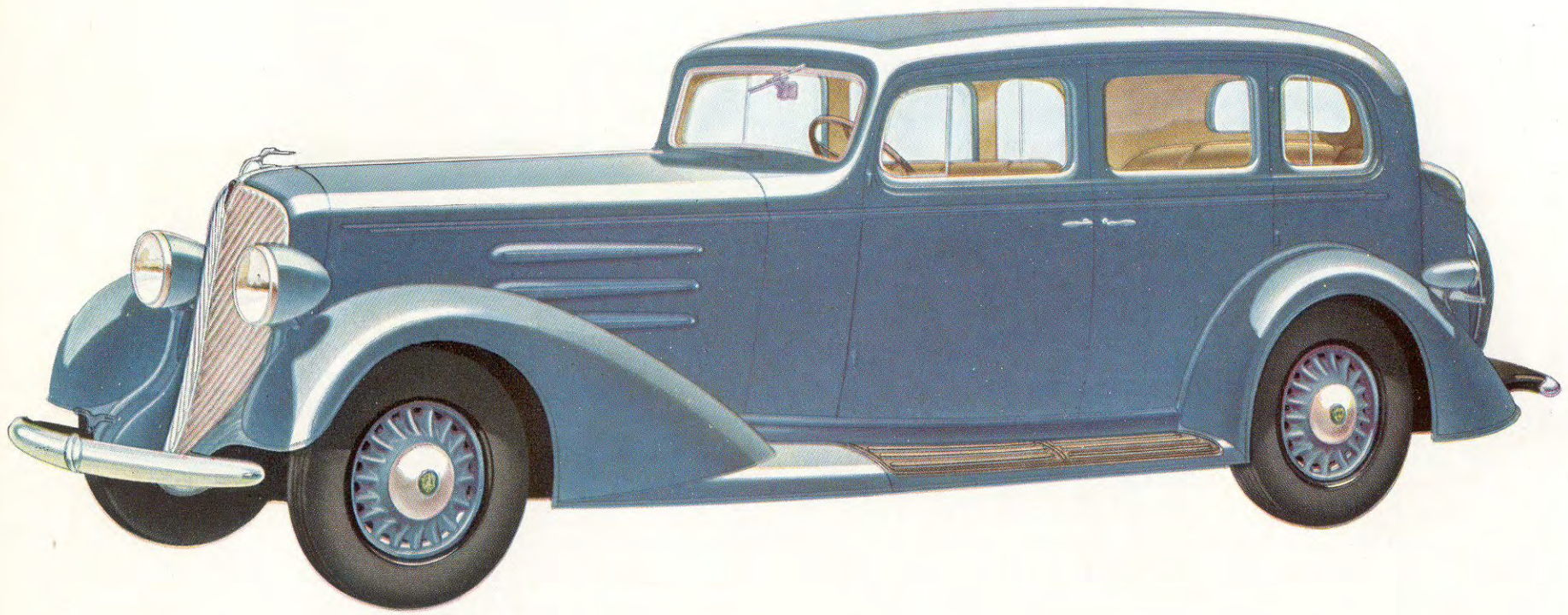


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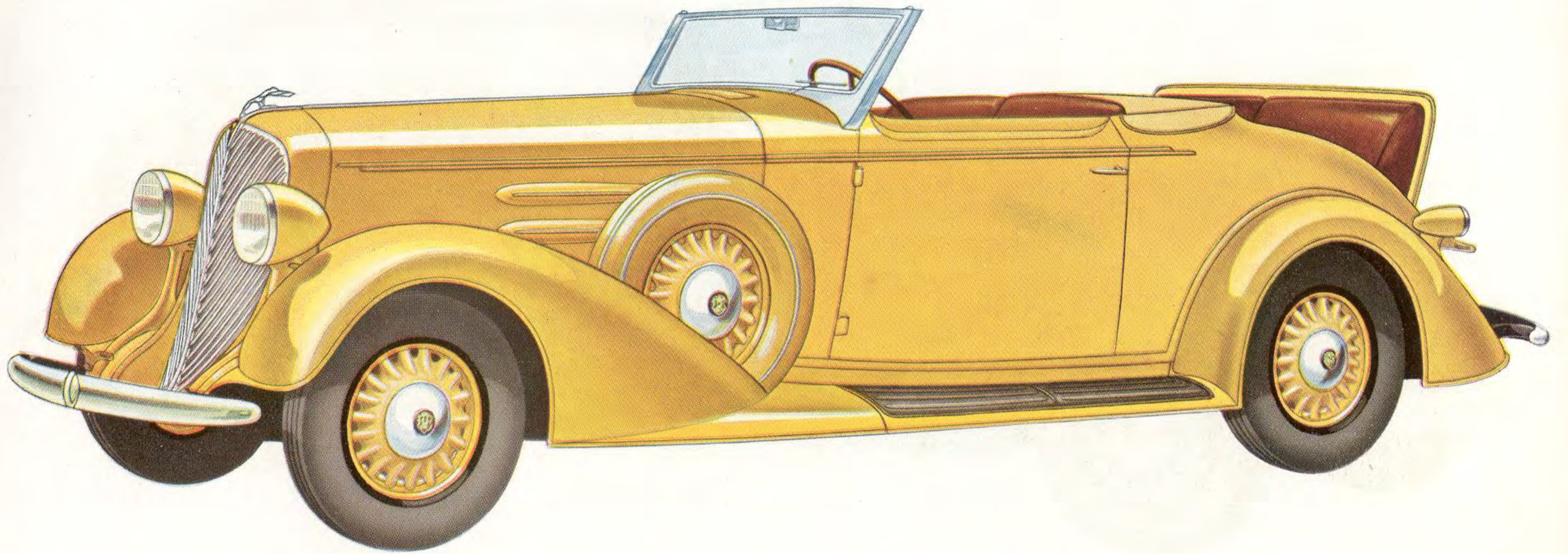
- ★ STRIKING BEAUTY
- ★ BRILLIANT PERFORMANCE
- ★ GREATER SMOOTHNESS
- ★ FISHER NO DRAFT VENTILATION
- ★ LUXURIOUS COMFORT
- ★ ROOMIER, LOWER BODIES
- ★ LONGER WHEELBASE
- ★ ADVANCED ENGINEERING
- ★ BALANCED EXCELLENCE

★ THE OLDSMOBILE
STRAIGHT EIGHT *for* 1933

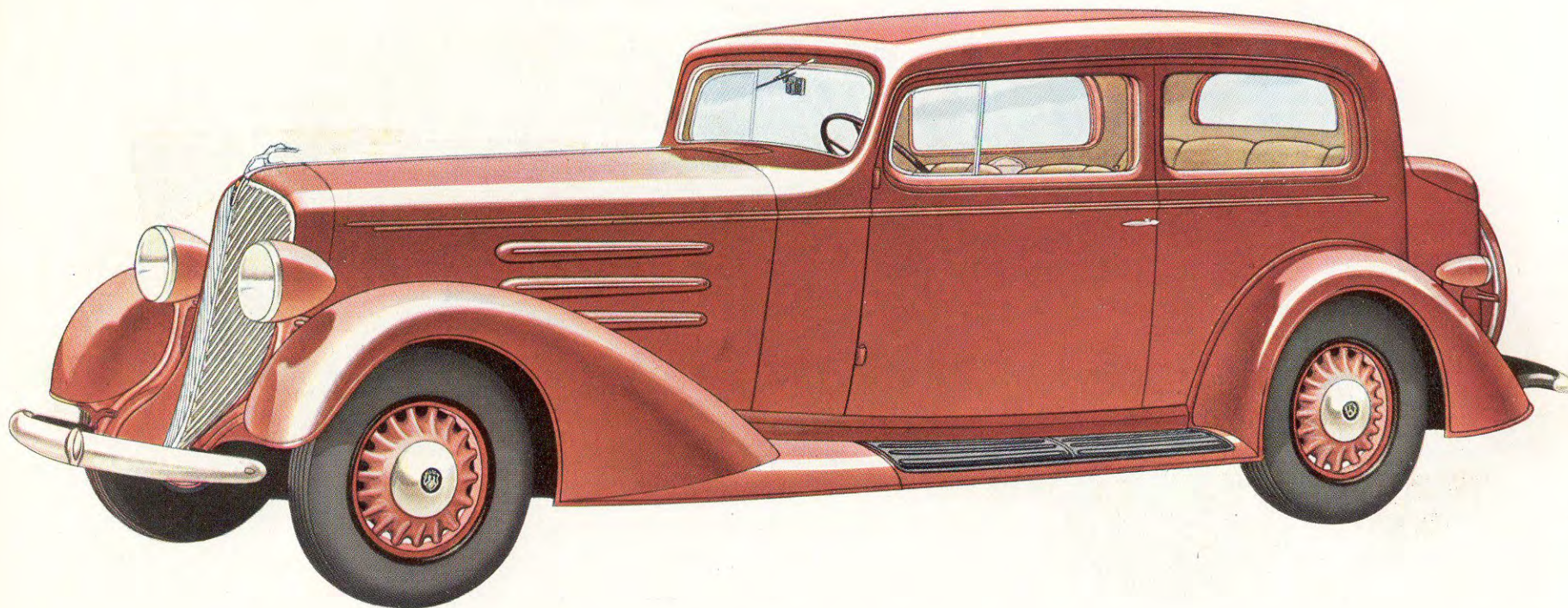


The
**FIVE-PASSENGER
TOURING SEDAN**

OLDSMOBILE EIGHT

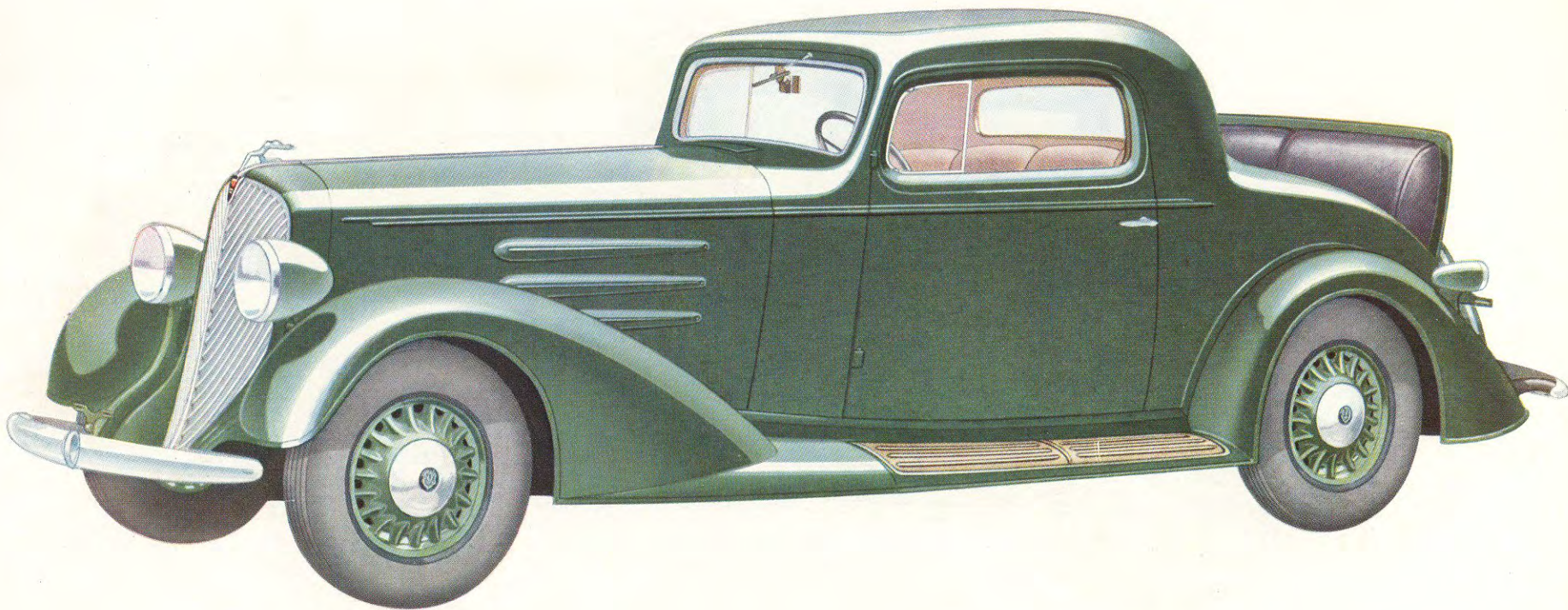


The
**CONVERTIBLE
COUPE**

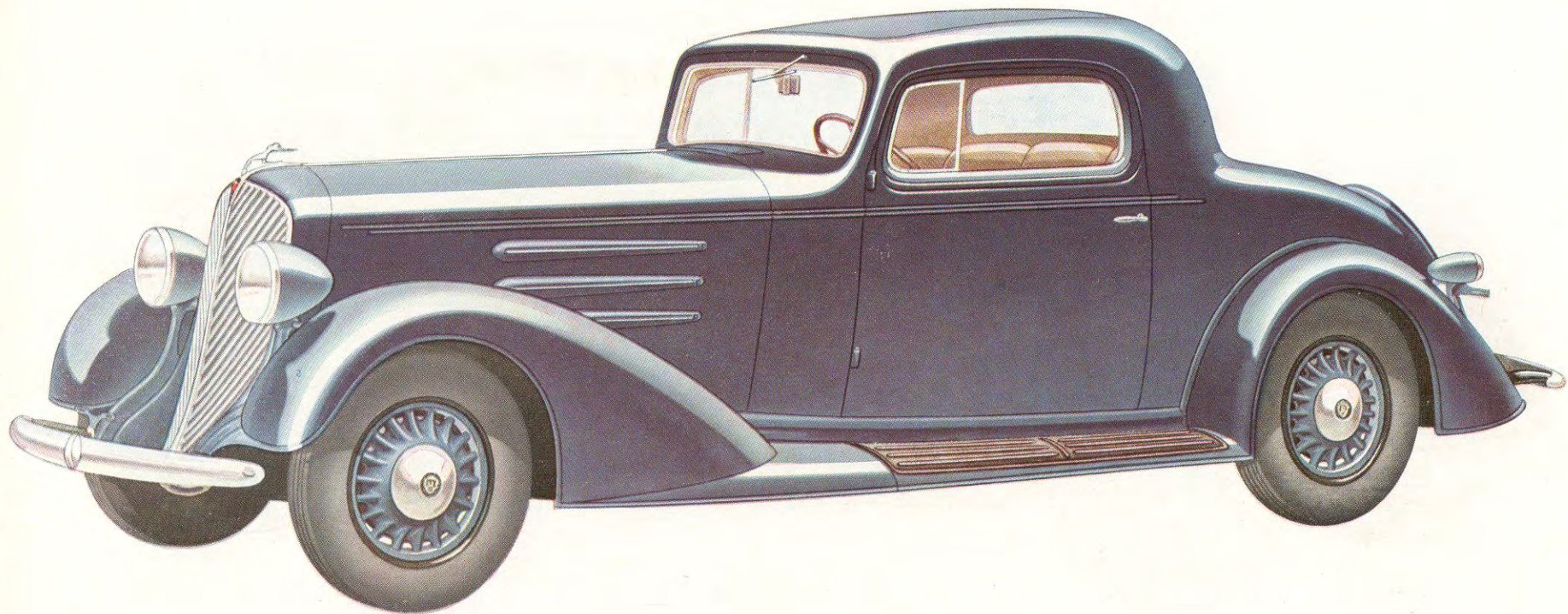


The
**FIVE-PASSENGER
TOURING COUPE**

OLDSMOBILE EIGHT

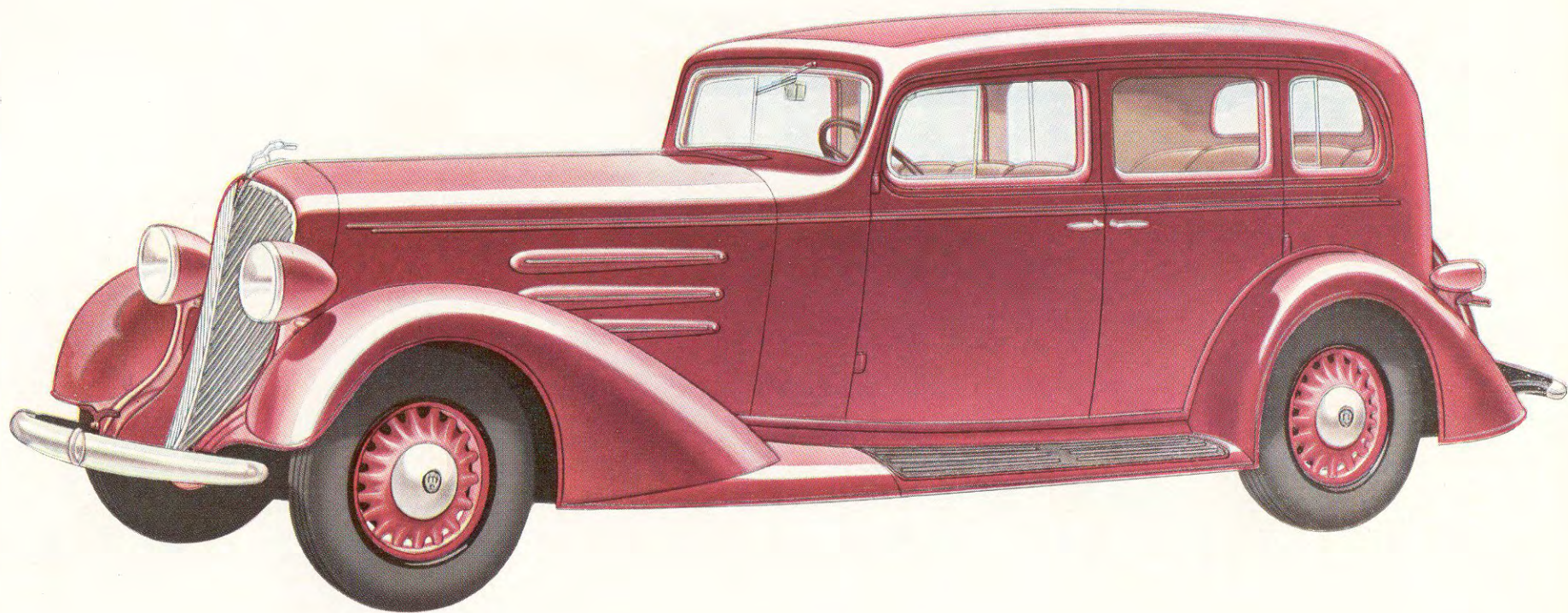


The
**SPORT
COUPE**



The
**BUSINESS
COUPE**

OLDSMOBILE EIGHT



The
**FIVE-PASSENGER
SEDAN**

THE STYLE
LEADER . . .
OLDSMOBILE'S
STRAIGHT EIGHT
FOR 1933

. . . A SMARTLY
DISTINCTIVE CAR
WITH LINES
THAT SET
A NEW VOGUE
IN AUTOMOBILE
DESIGN

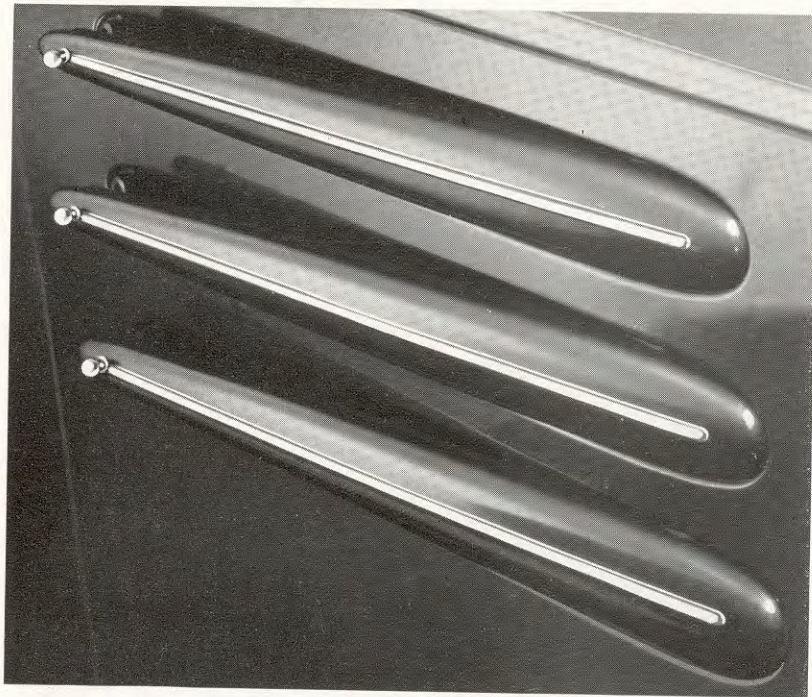




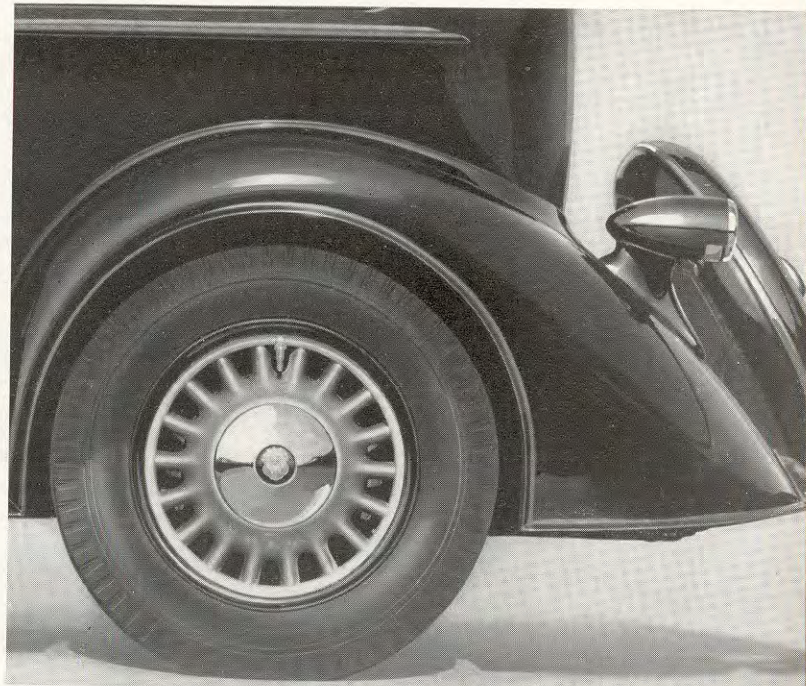
The radiator ornament is permanently fixed in place, and as a result is theft-proof. The radiator filler cap is located under the hood on the left, where it is easily accessible.



The sloping windshield with its narrow corner posts affords maximum vision. It is stationary and set at the same smart angle as the radiator grille. The glass is shatter-proof.



To provide ample engine ventilation, Oldsmobile has created striking hood louvres which also enhance the beauty of the car's wind-stream design. The louvres open outward.

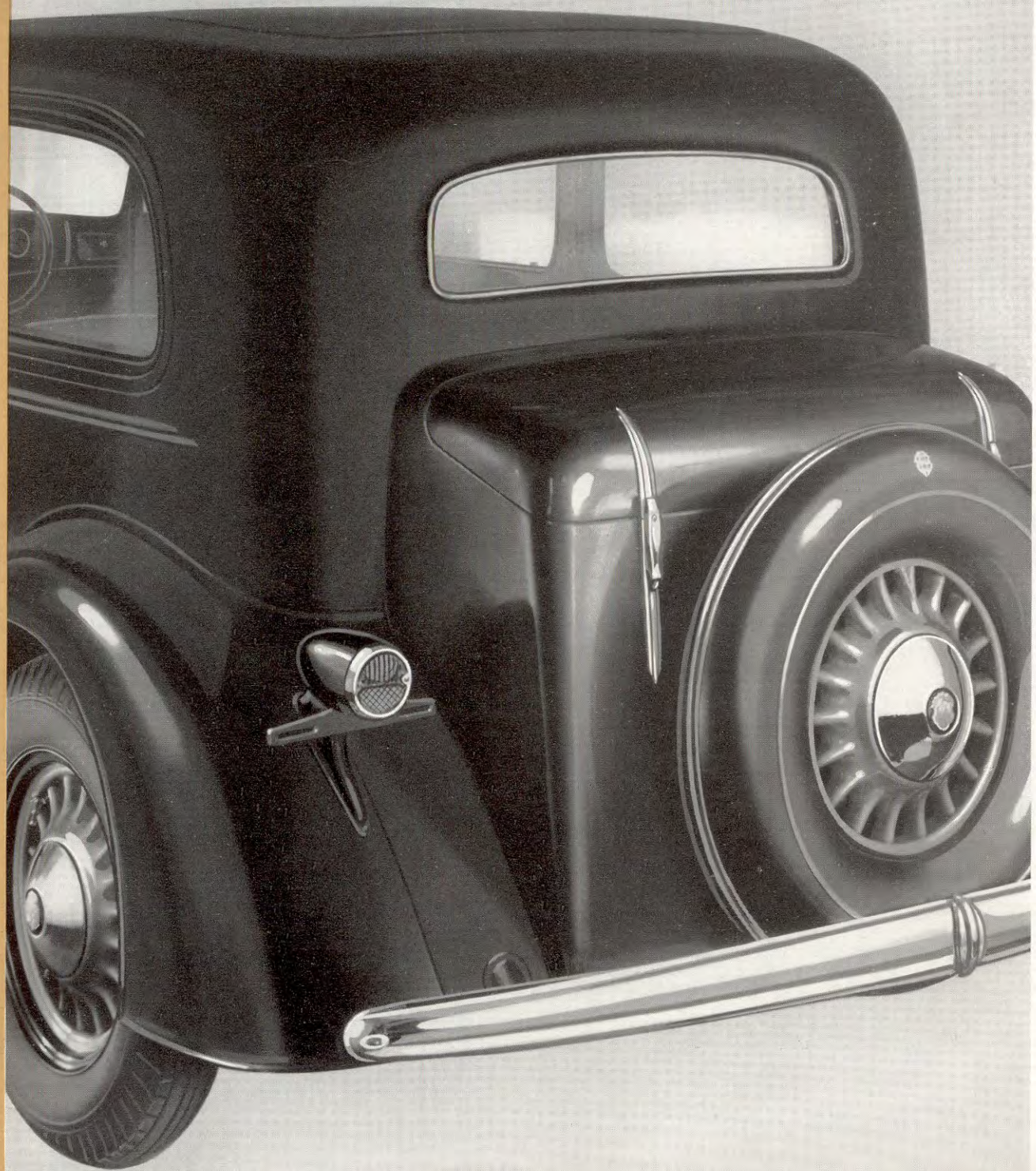


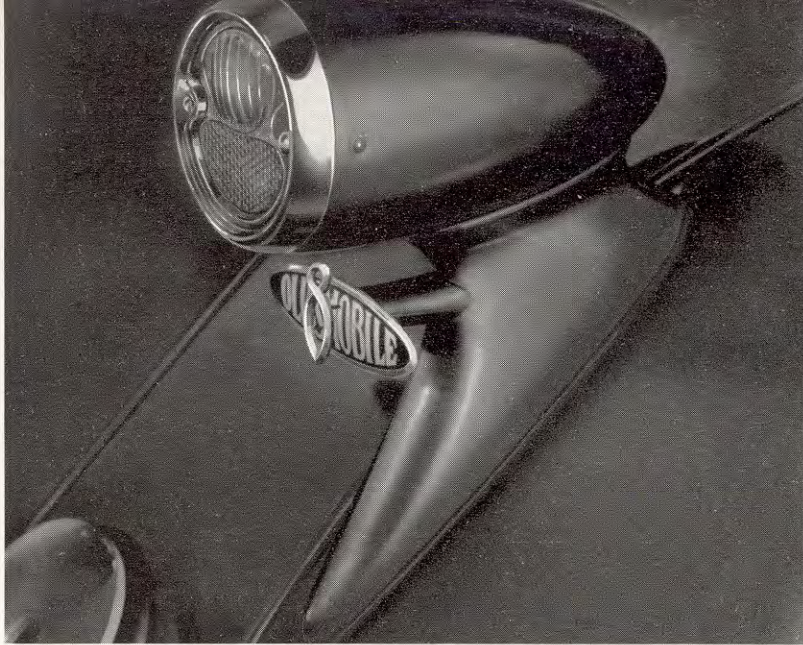
The undercarriage of the Oldsmobile is concealed by fender valances which also protect the body from wheel splash. The pressed steel wheels with chromed hub caps are easily washed.



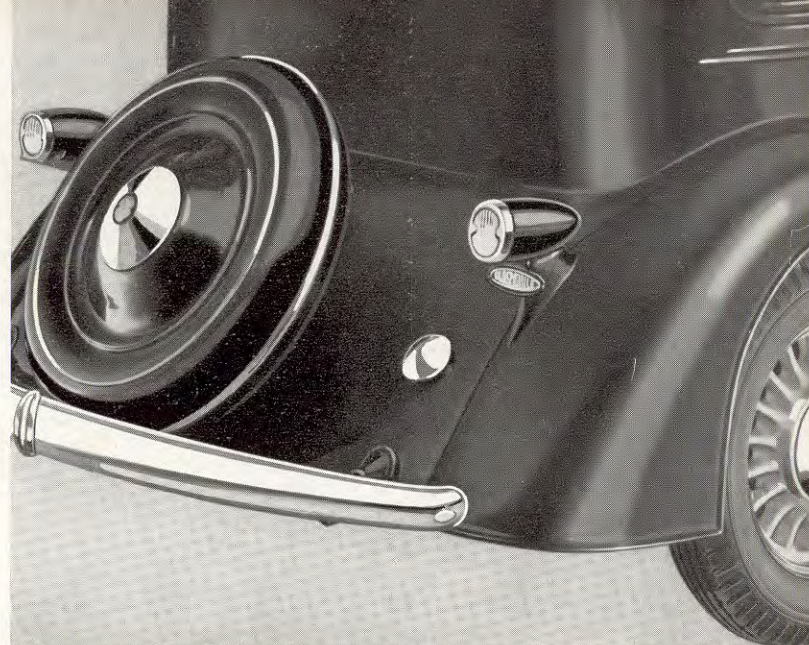
EIGHT

THE BODY
OF THE
OLDSMOBILE EIGHT
IS STYLISHLY
LONG AND LOW
... WITH
WIND-STREAM
LINES
THAT SWEEP
GRACEFULLY
FROM BUMPER
TO BUMPER

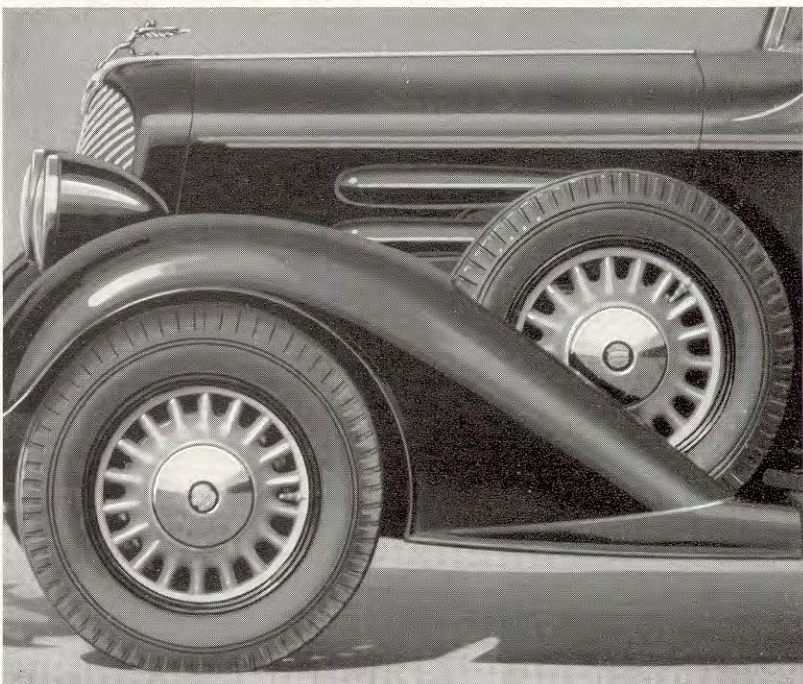




Matching the front head lamps, two bullet-shaped combination stop-and-tail lamps are mounted on the back fenders of the Oldsmobile Eight balancing the car's rear-end design.



The back body panel sweeps down to cover the gasoline tank and running gear, while the spare tire is mounted on an angle. This gives the rear end a smart appearance.



All six-wheel Oldsmobile Eight models are equipped with two spare tires and wheels which are securely mounted in fender wells. The locking device is accessible, yet hidden.



Even the door handles are of wind-stream design, in keeping with the car's body lines. When the door is locked, the handle turns free from the bolt, providing protection against theft.



EIGHT

EVERYDAY
OCCURRENCES

LIKE

THESE ARE THE

RESULT OF

OLD-FASHIONED

VENTILATION

IN CAR

INTERIORS



"Won't you please shut your window John? It's awfully drafty back here."



"It's too drafty with both front windows open. Would you mind shutting yours?"



"I do wish you wouldn't smoke. The wind from your window blows it right in my face."

"This mist is dangerous. A little air would keep it off . . . but it's too cold to have the window open."



"Sorry we have to sit in this stifling heat . . . but if I open the window the rain will come in."



"Here comes some more dust! That means close the window again or run the risk of getting it in our eyes."



NO MORE OF THIS
IF YOU DRIVE
AN OLDSMOBILE



IT HAS
FISHER
NO DRAFT
VENTILATION
INDIVIDUALLY
CONTROLLED

THE ROOMY,
LUXURIOUS INTERIOR
OF THE
OLDSMOBILE EIGHT...
VENTILATED THE
FISHER NO DRAFT
WAY . . . PROVIDES
AN UNUSUALLY HIGH
DEGREE OF COMFORT
FOR DRIVER
AND PASSENGERS





EIGHT

FISHER
NO DRAFT
VENTILATION . . .
INDIVIDUALLY
CONTROLLED . . .
IS THE GREATEST
CONTRIBUTION TO
MOTORING COMFORT
SINCE THE
INTRODUCTION OF
THE CLOSED BODY



Perfect ventilation for each passenger without annoying drafts.



All smoke instantly carried out through the ventilating window.



Excellent ventilation without letting rain into the inside of the car.



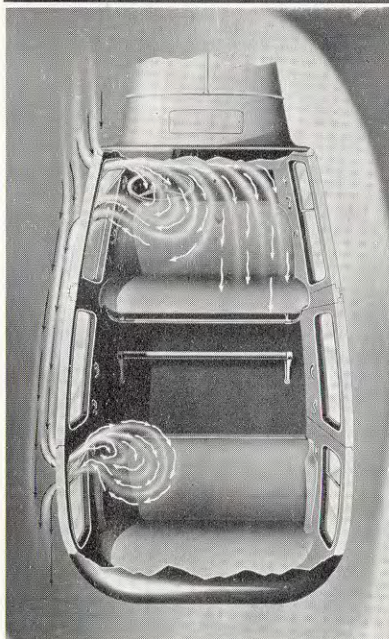
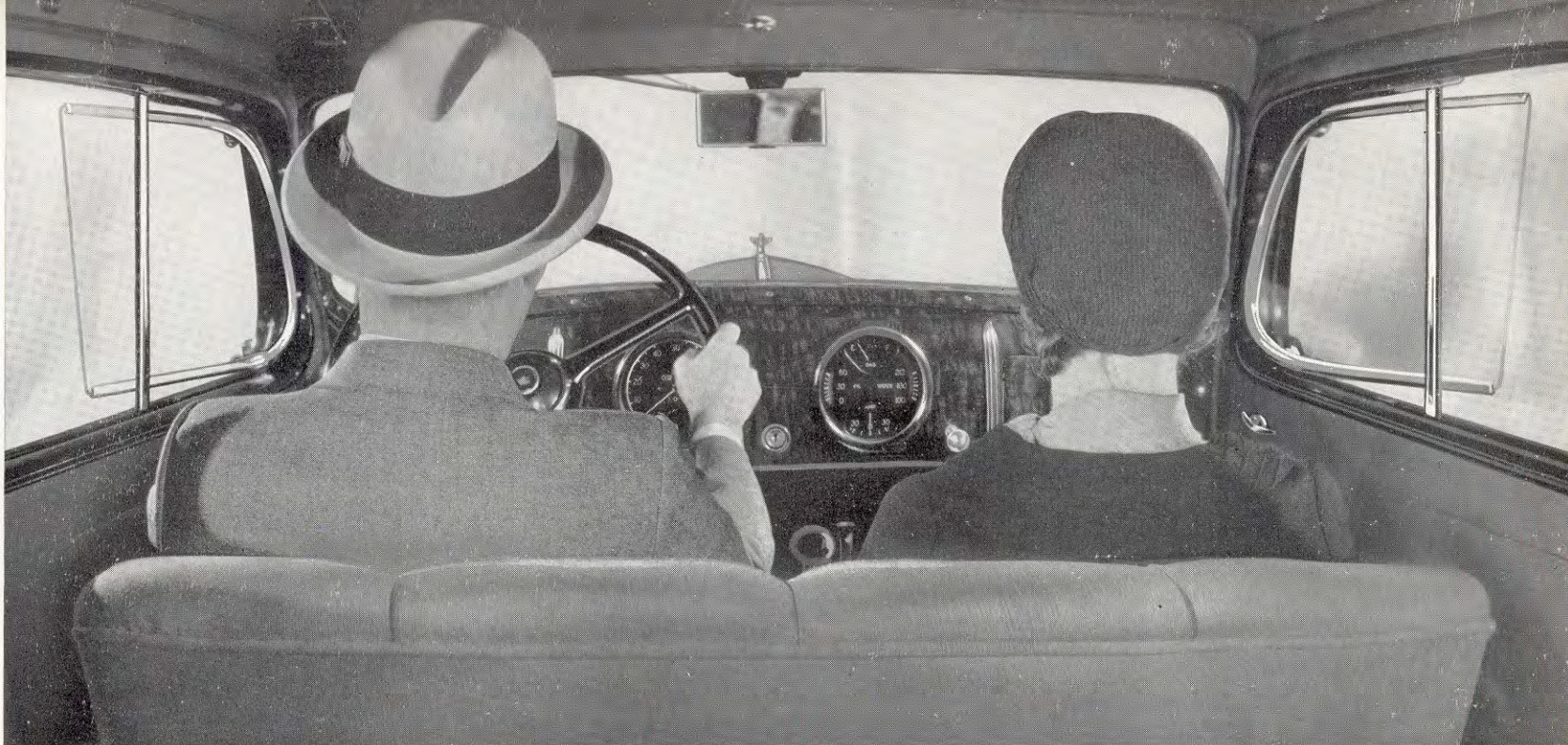
Ventilation controlled according to each person's individual preference.



Ample ventilation enjoyed by everyone, even on dusty roads.



Windshield and all interior glass, kept clean of frost and "clouding."

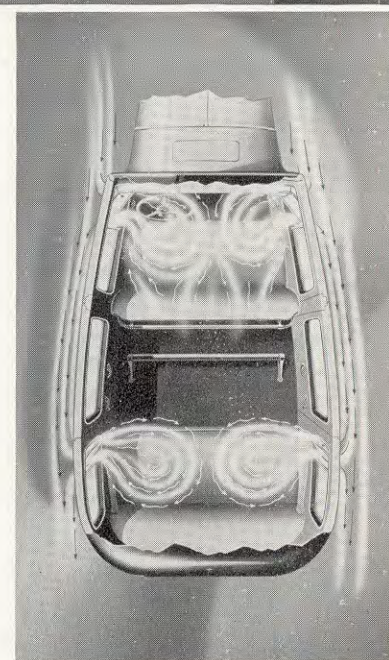


Driver's ventilator and window open, and rear ventilator open. Arrows show how ventilation reaches those who desire it.

Now, every occupant of an Oldsmobile can regulate the ventilation to suit himself. Fisher Body has perfected a scientific ventilation system for closed cars which forever ends the discomfort of annoying drafts.

Fresh air is deflected into the body by the car's motion and circulated throughout the body without any draft. By means of this circulation, stale air and smoke are instantly carried out through the Fisher ventilators.

The No Draft Ventilators are oscillating panes of shatter-proof glass constituting the forward part of front-door windows in all closed models and rear quarter windows of sedans. Each ventilator can be turned through a wide arc to give just the degree of ventilation and volume of air desired by the passenger.



All ventilators open and all windows closed. Arrows show how each occupant receives fresh air without swirling drafts.

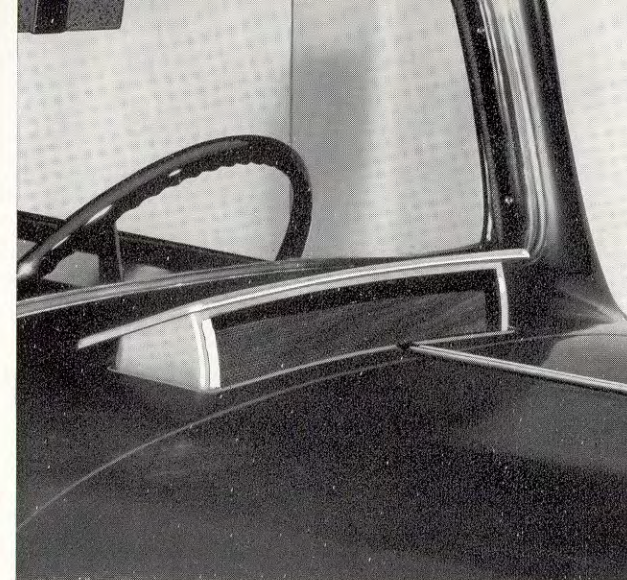


EIGHT

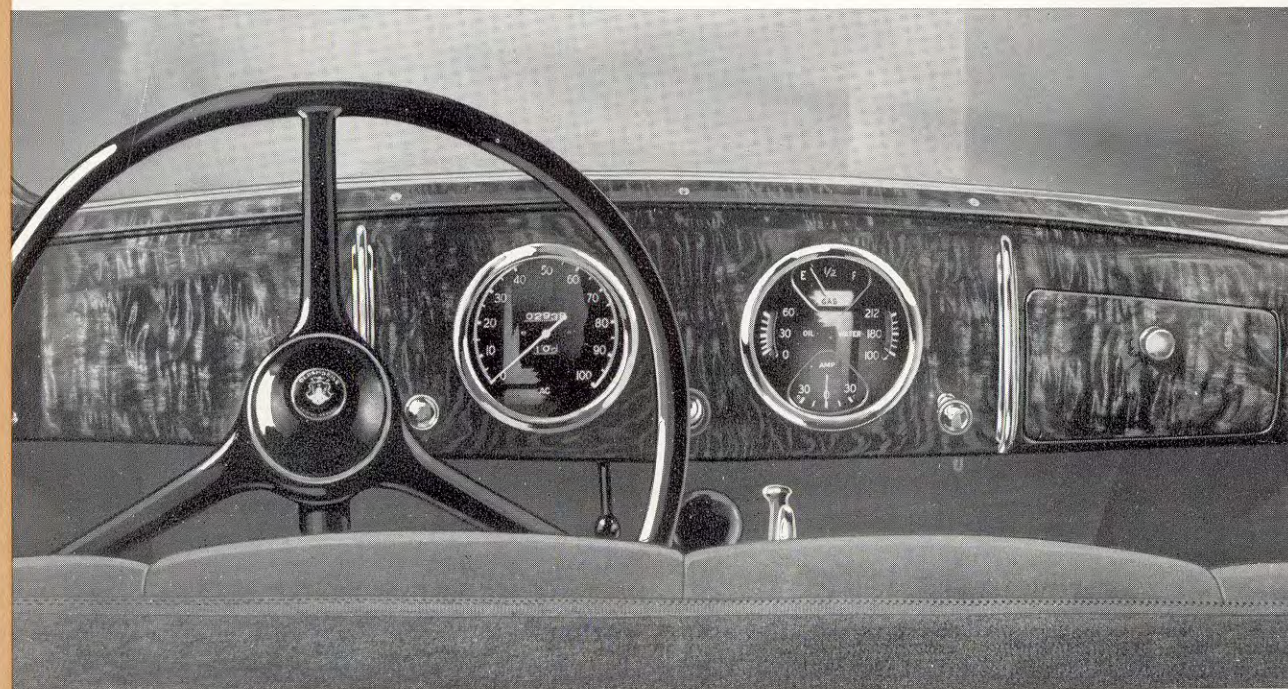
HERE ARE
SOME OF THE
MANY
IMPORTANT
COMFORT AND
CONVENIENCE
FEATURES
TO BE
FOUND IN
THE INTERIOR
OF THE
OLDSMOBILE EIGHT



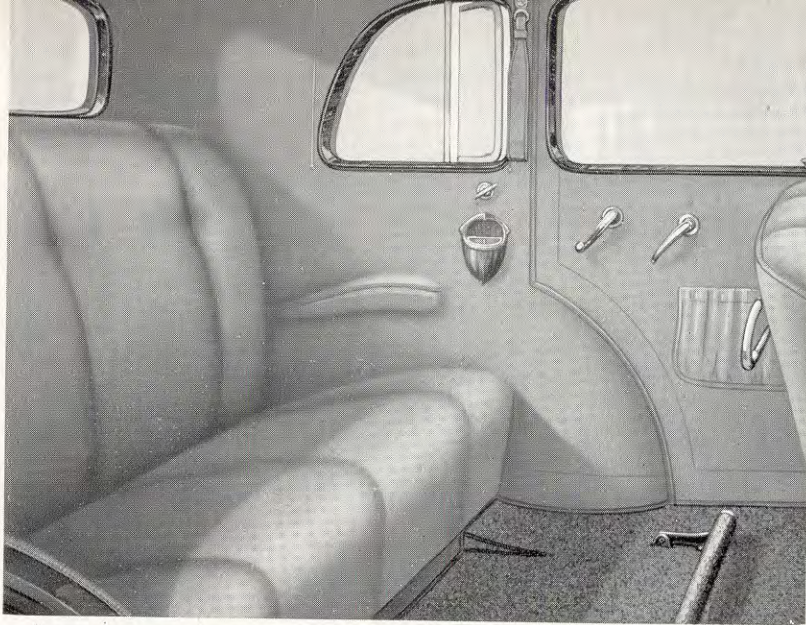
The interior sun visor is quickly adjustable from both front and side and can be tilted to any desired angle to protect the driver's eyes.



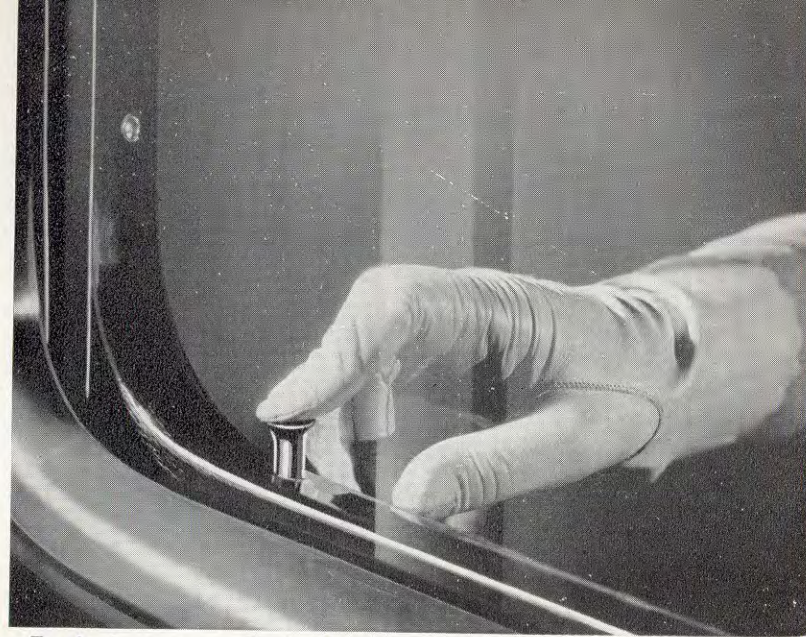
The cowl ventilator is operated by a lever underneath the instrument panel. A fine mesh screen is located inside the ventilator.



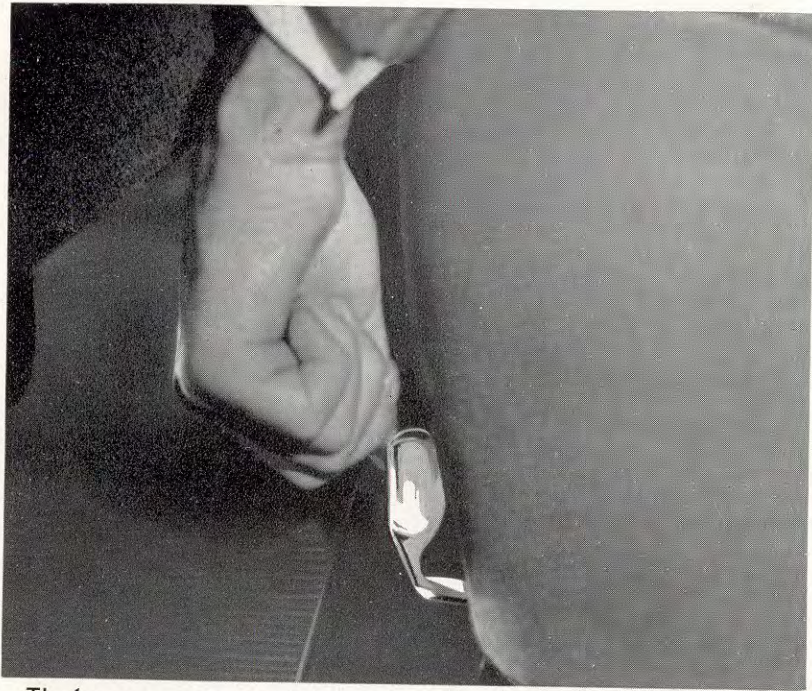
The instrument panel of the Oldsmobile Eight is handsomely finished. Two large airplane-type dials in the center give all instrument readings at a glance and are indirectly illuminated as is the ignition lock keyhole. A convenient parcel compartment is located on the right.



Arm rests and assist cords are provided for the comfort and convenience of passengers. An attractively-designed and practical ash receiver is also provided in the rear compartment.



Each door is easily locked from the inside by merely pressing down a button located on the lower window moulding. It can also be locked from the outside without the key.



The front seat is quickly and easily adjustable. By simply pushing a lever, located at the bottom of the cushion, the seat can be moved to and locked in any desired position.

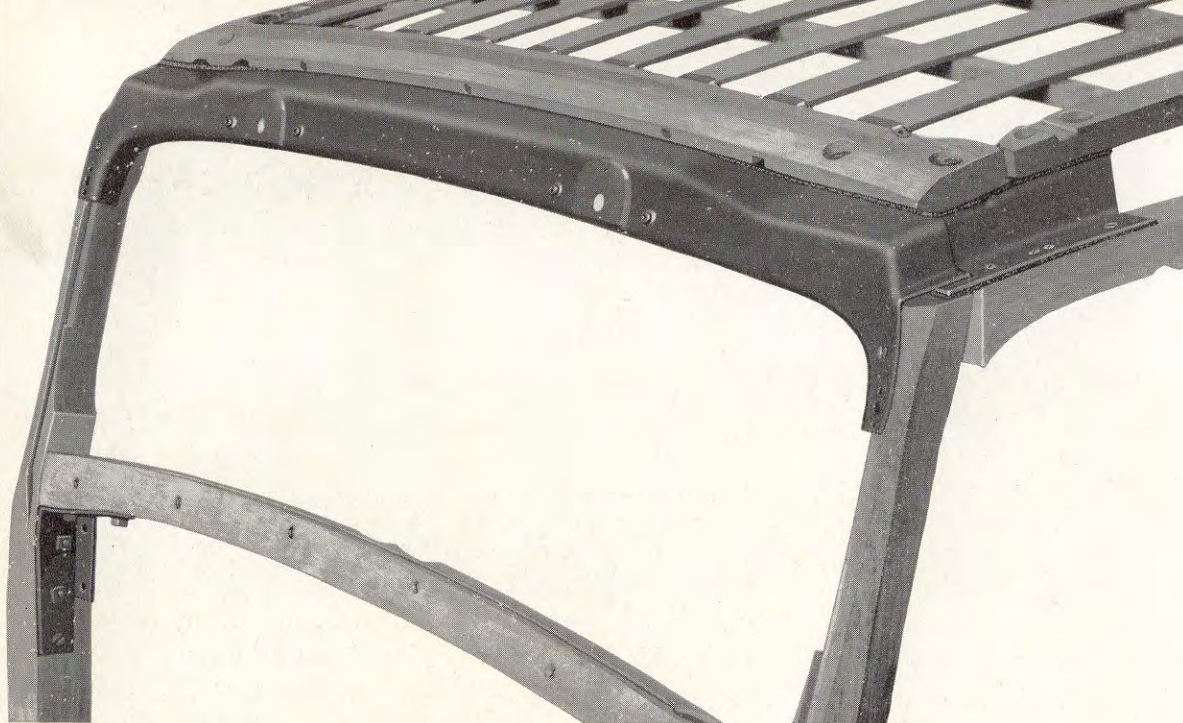


Both front and rear compartments have wide, deep, form-fitting seats which provide luxurious comfort. High quality springs in the cushions hold the seats firmly in shape.

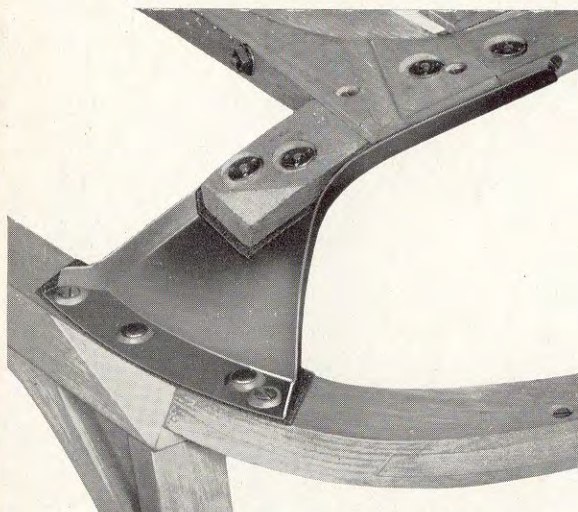


EIGHT

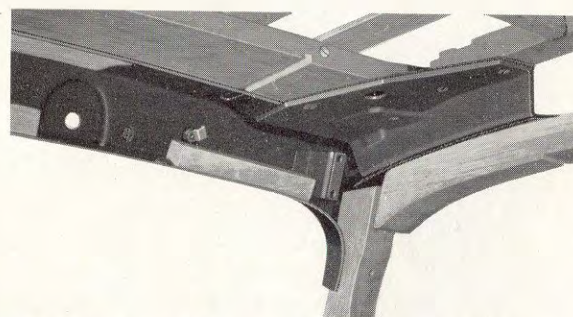
OLDSMOBILE'S
BODIES BY FISHER
ARE OF
SUPER-SAFE
COMPOSITE WOOD
AND STEEL
CONSTRUCTION ...
QUIET,
STURDY,
AND
LONG-LIVED



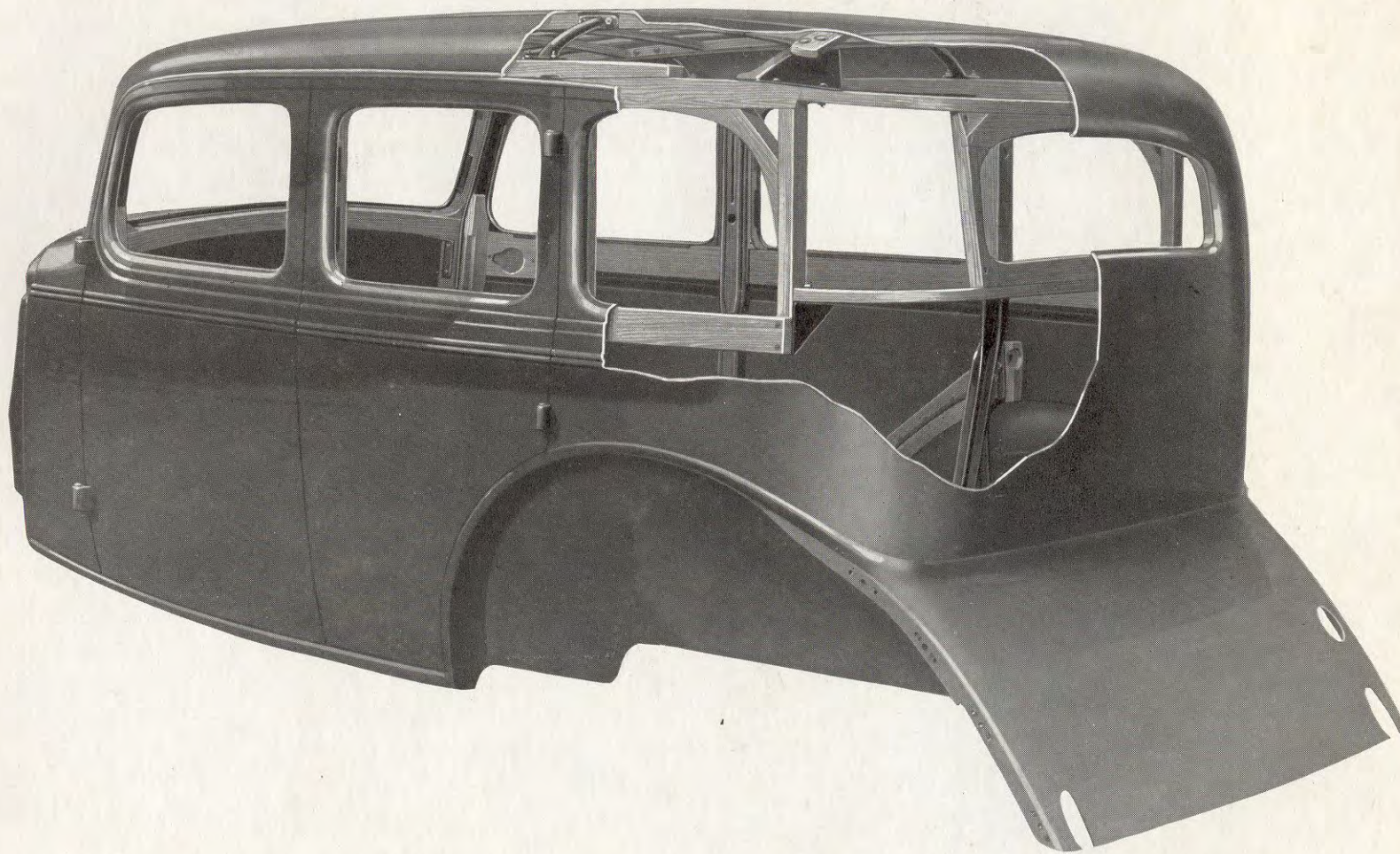
An all-steel header board joins the front corner posts and provides rigid support for the roof. This type of construction adds great strength to the front end of the body.



Steel reinforcing braces are used throughout the Oldsmobile body to securely unite and strengthen the minor units. All bolts at body frame joints are easily accessible for tightening.



At all points in the Oldsmobile body subject to stress and strain, framework members are securely joined with pressed steel. This eliminates all wood-to-wood contact.

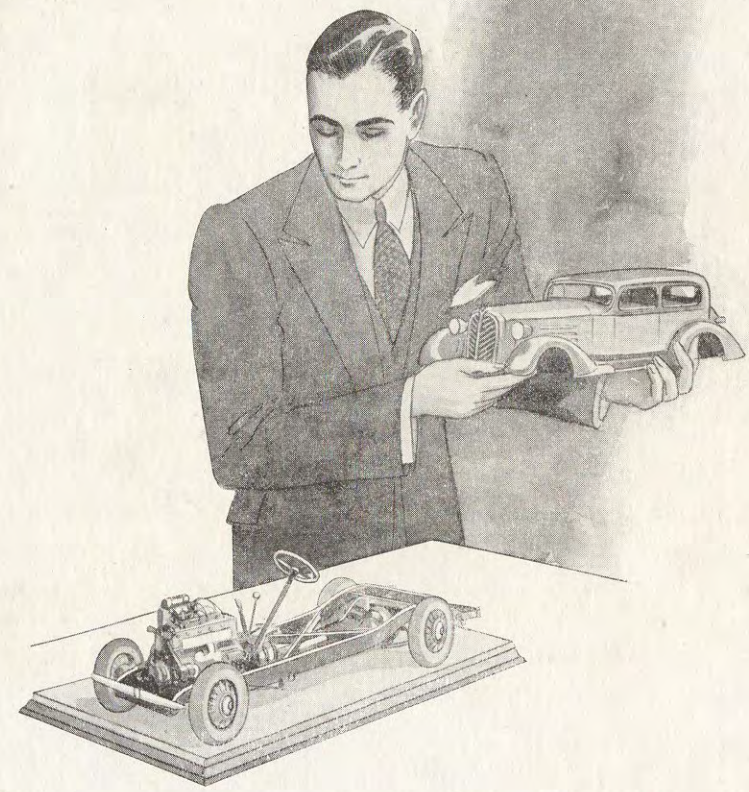


Oldsmobile's Fisher body is of composite wood and steel. This type of construction insures greater safety, comfort and durability. Wood framework is reinforced by pressed steel . . . and with wood reinforcing steel and steel reinforcing wood, the maximum amount of strength and flexibility is provided. Steel body panels are placed over the framework and welded together. All bodies are sound-proofed and weather-proofed against cold, rain and heat, with special insulating material. A radio aerial is built into the roof of all closed models.

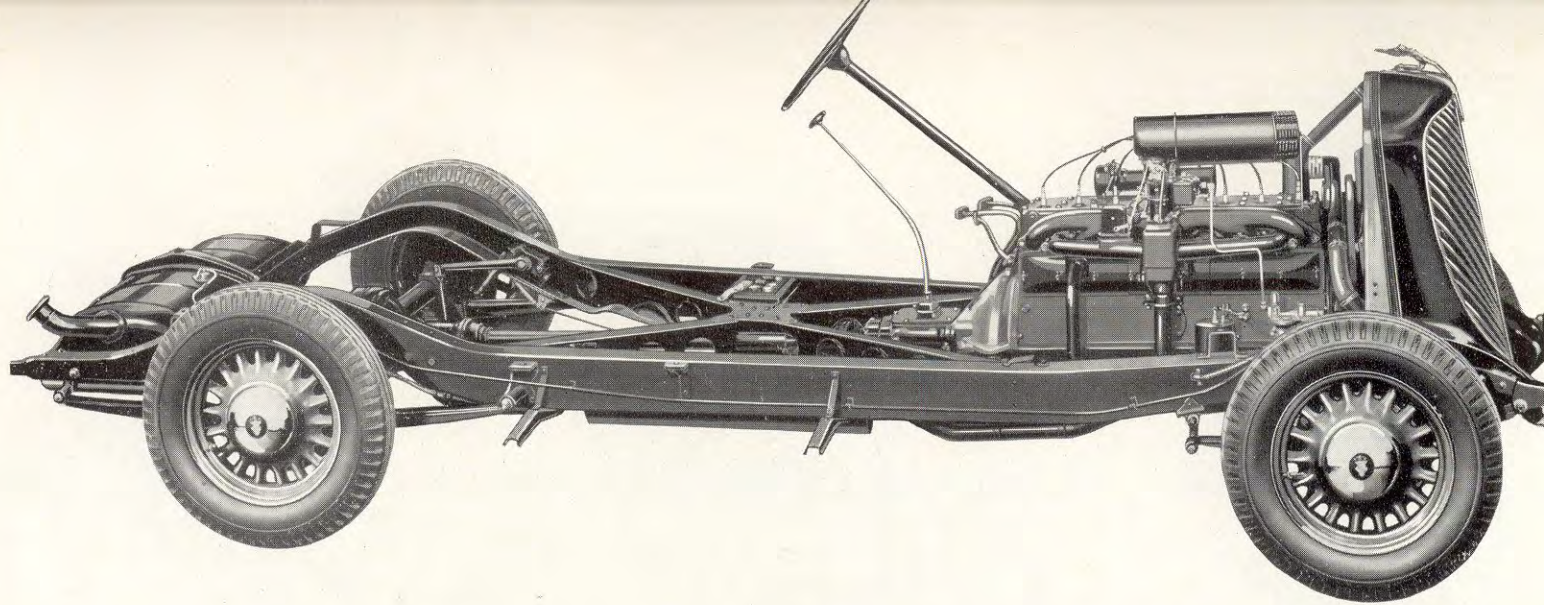


EIGHT

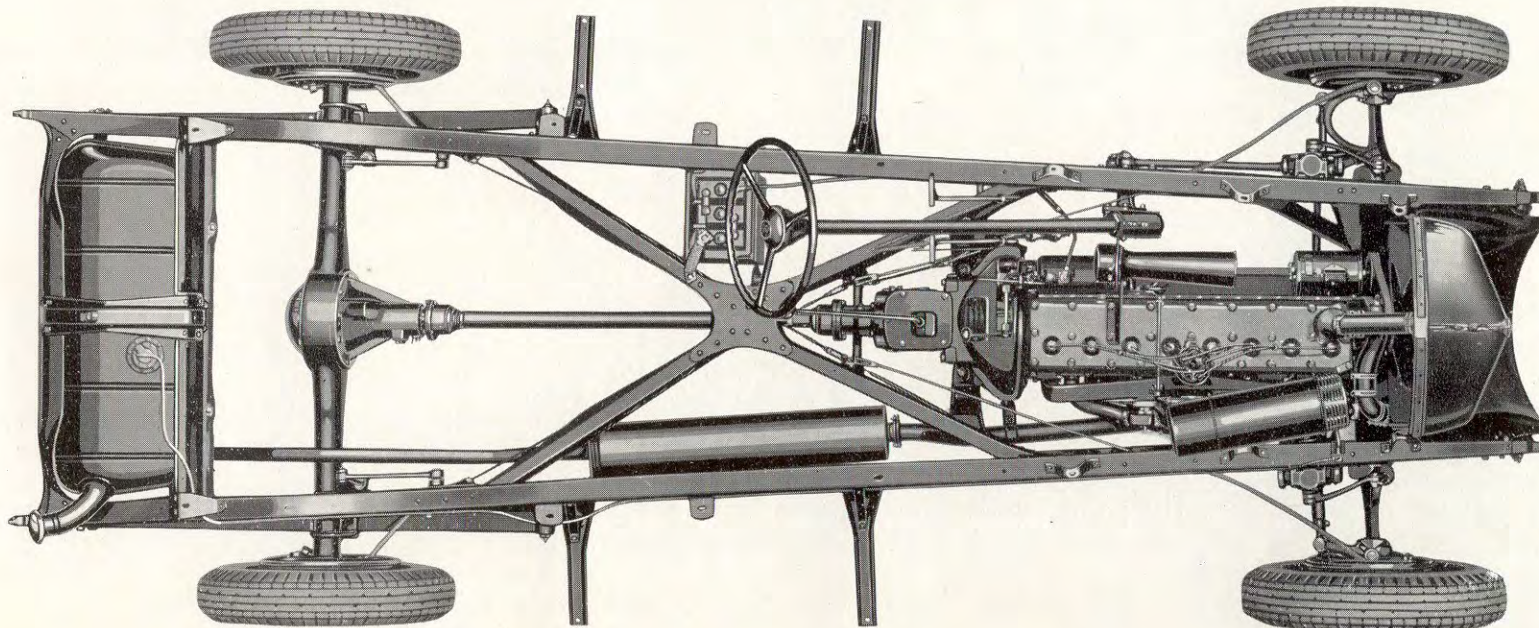
THE OLDSMOBILE
EIGHT IS NEW
AND MODERN
IN APPEARANCE
AND EMBODIES
MANY
MECHANICAL
IMPROVEMENTS
. . . BUT IT IS
UNCHANGED IN
BASIC MECHANICAL
EXCELLENCE



The Oldsmobile Eight for 1933 offers many improvements from both an appearance and mechanical standpoint. Its smart new body lines establish it as the style leader of the year—while its more powerful engine sets new high standards of motor car performance. Although this year's car looks distinctly different and embodies many important mechanical refinements, it is fundamentally unchanged in basic mechanical excellence. There is nothing experimental about the 1933 Oldsmobile Eight. It is a tested, proved and finished product.

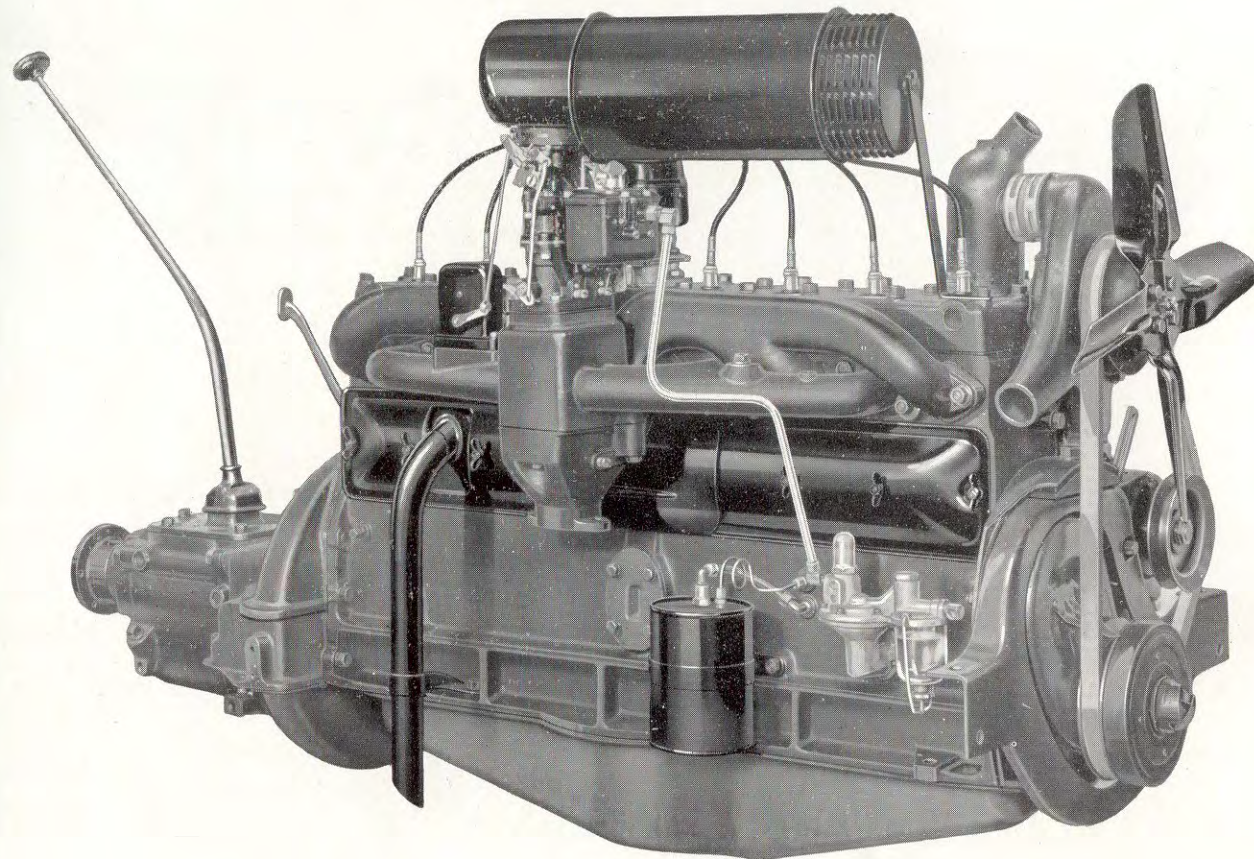


The 119-inch wheelbase Oldsmobile Eight chassis is engineered as a unit in order to secure correct weight distribution. This, together with the increased tread width and lower center of gravity, gives the car an unusually high degree of roadability. And because the chassis is perfectly balanced, it provides greater driving safety. So sturdily is the Oldsmobile chassis built that it takes the hardest punishment and remains quiet even after thousands of miles of service.

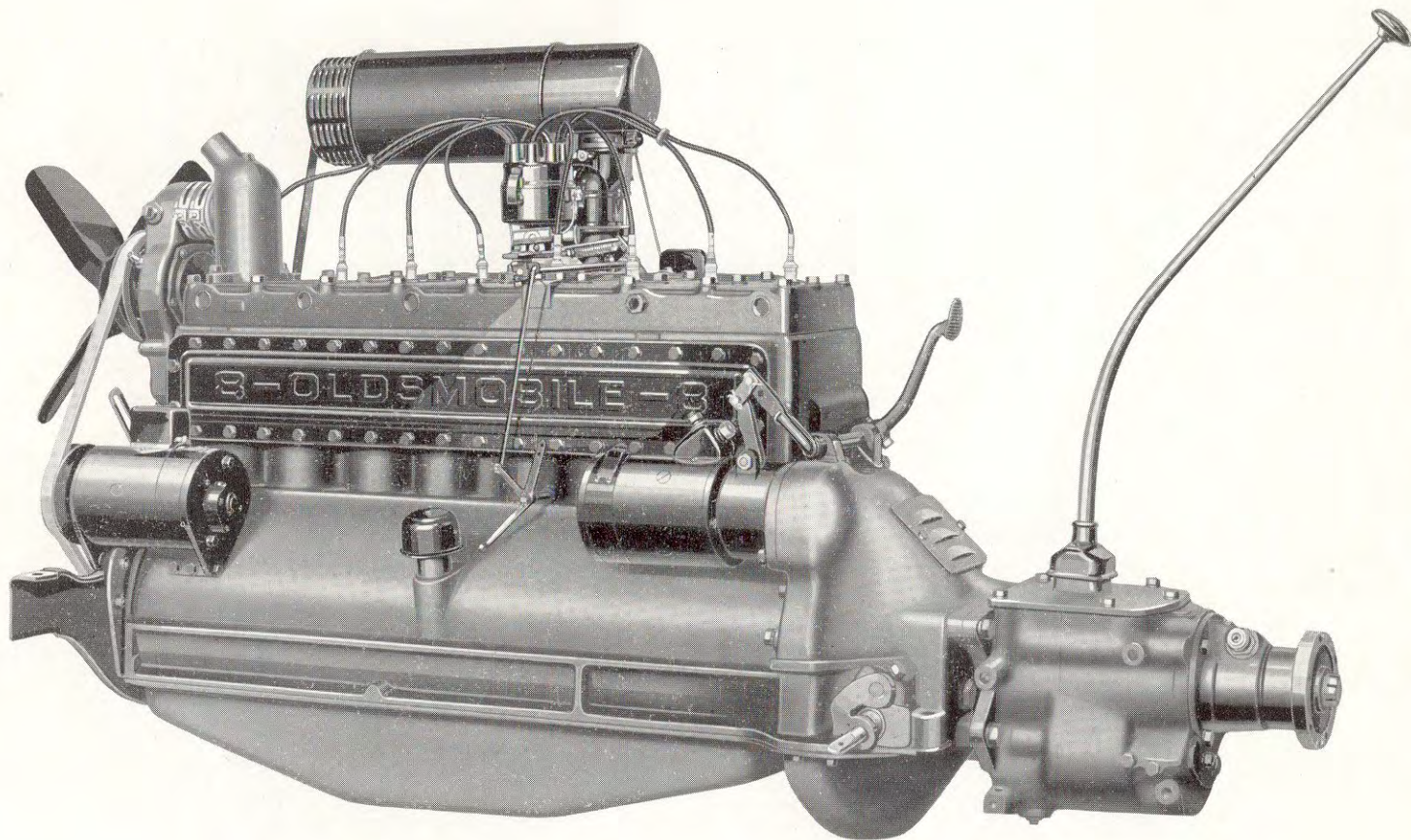


EIGHT

OLDSMOBILE'S
IMPROVED EIGHT-
CYLINDER ENGINE
DELIVERS
90-HORSEPOWER
PERFORMANCE
... FLASHING
ACCELERATION
... GREATER
TOP SPEED
AND SMOOTHER
OPERATION



The Oldsmobile Eight engine is of L-head design. This type of power plant has long been recognized for such advantages as simplicity of construction, accessibility of parts and efficiency of operation. Improved and refined, the Oldsmobile Eight is designed to give high-compression performance, using regular grades of gasoline. The orderly arrangement of all units reflects the care which has been given to the designing of its every detail.

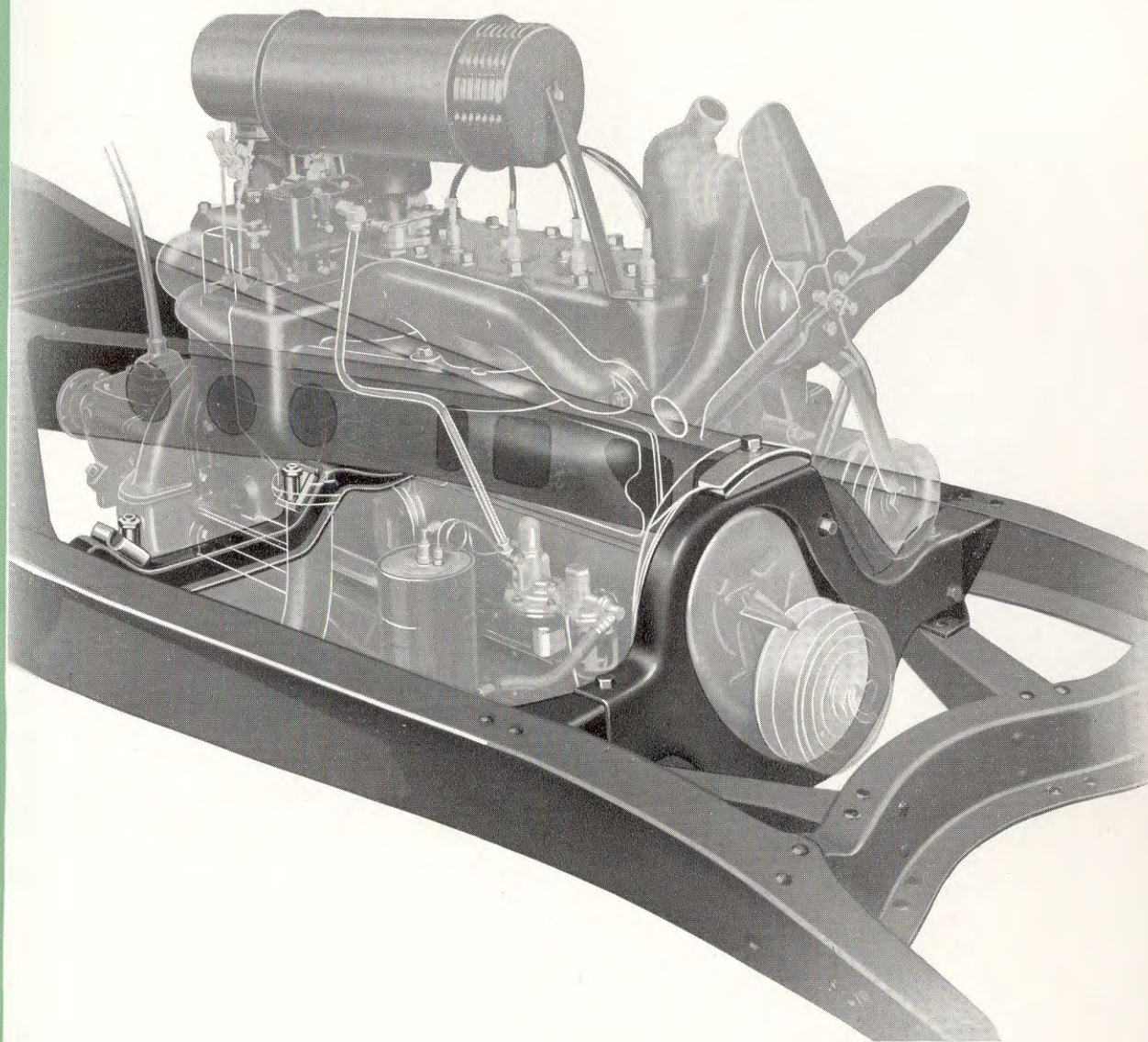


The Oldsmobile Eight engine has a bore of 3 inches and a stroke of $4\frac{1}{4}$ inches, giving it a total piston displacement of 240.3 cubic inches. It develops 90 horsepower at 3350 revolutions per minute, giving the Oldsmobile Eight high top speed and abundant power for climbing hills. It is smooth in operation, unusually quiet, has in-built stamina to stand up under the hardest conditions of service. This engine is an outstanding example of Oldsmobile's balanced engineering—one of the important reasons why the Oldsmobile Eight does all things well.

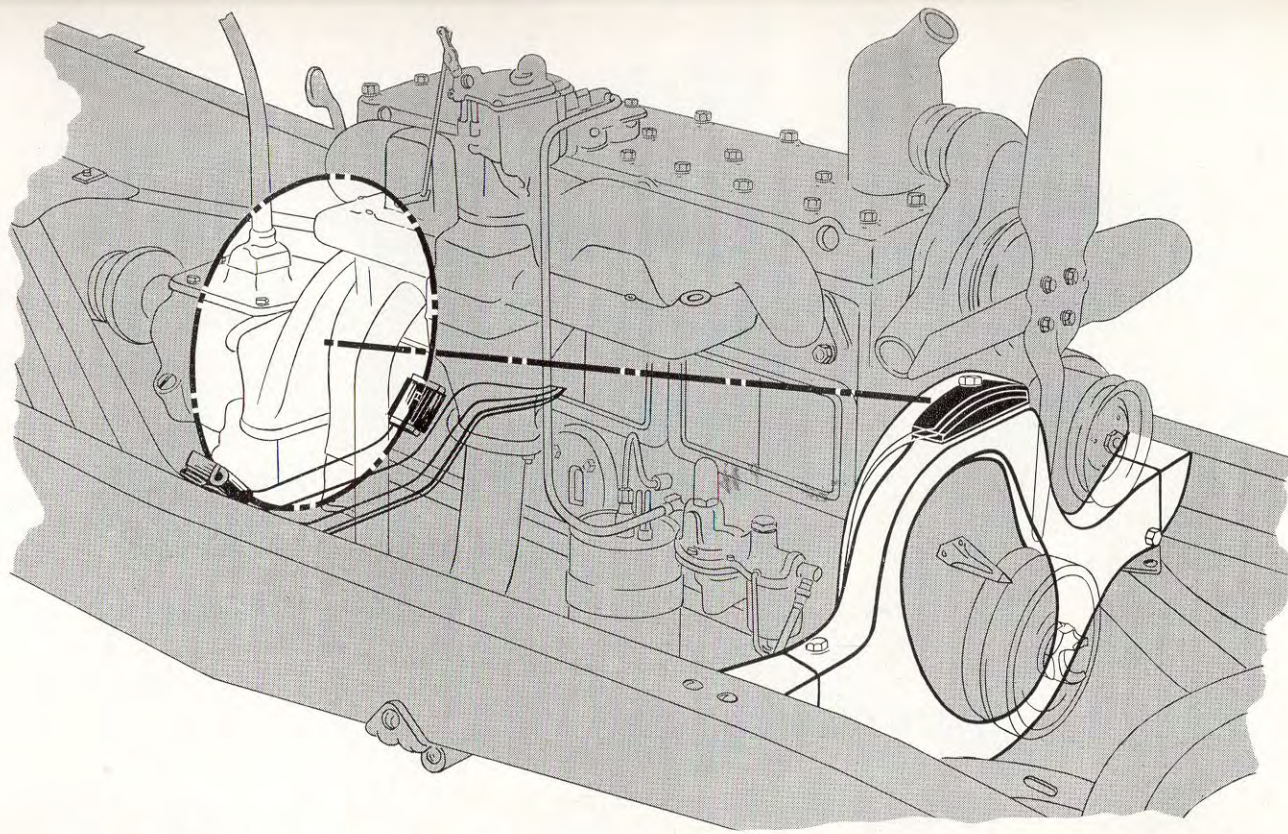


EIGHT

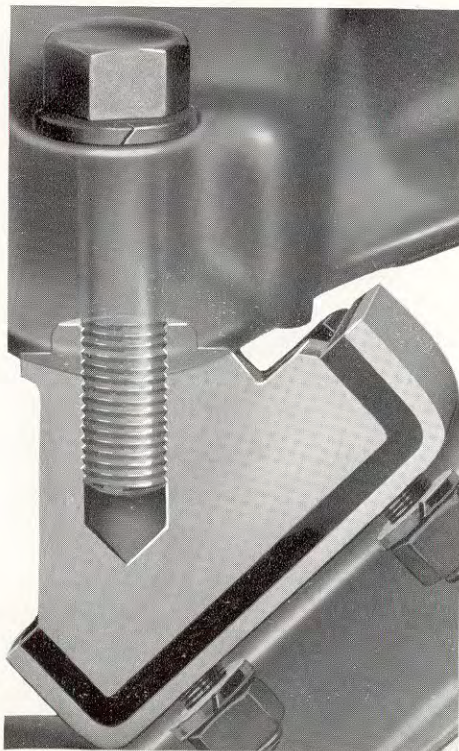
AN UNUSUALLY
HIGH DEGREE
OF OPERATING
SMOOTHNESS
IS ACHIEVED BY
THREE FLEXIBLE
RUBBER-CUSHION
ENGINE MOUNTINGS
. . . A NEW AND
ADVANCED METHOD
OF POWER PLANT
SUSPENSION



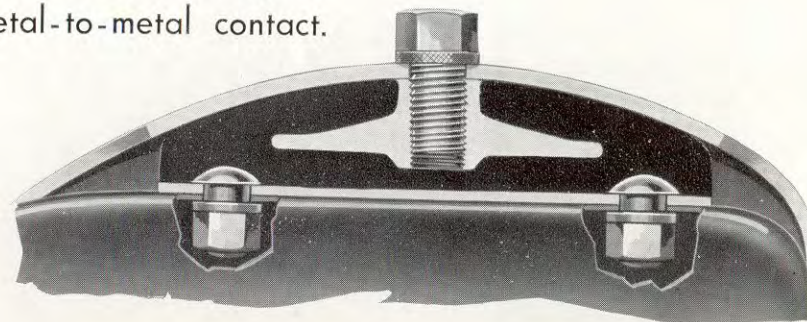
The Oldsmobile Eight engine is suspended at three points in soft rubber. The front mounting is located just below the water pump. The two rear mountings are located underneath the clutch housing at the right and left and are set at a 45° angle which places them within the imaginary circle in which the engine tends to rotate.



A line drawn from the elevated front engine mounting through the imaginary circle in which the rear mountings are located would pass through the engine's center of gravity. This is the natural axis around which the engine would turn were it not held in place. The mountings allow the engine to rock sufficiently to absorb the power impulses, so that no vibration is transmitted to the frame.

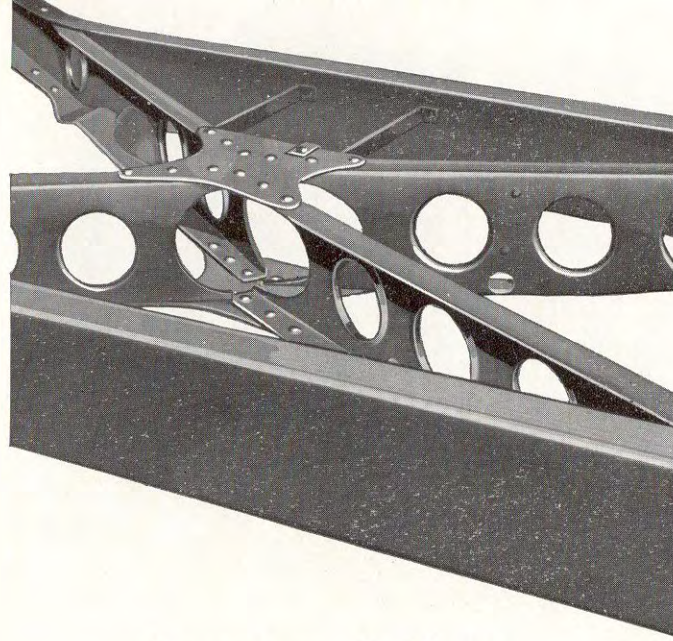


The mountings are built of soft, live rubber, permanently bonded to steel, so designed that there is no metal-to-metal contact.

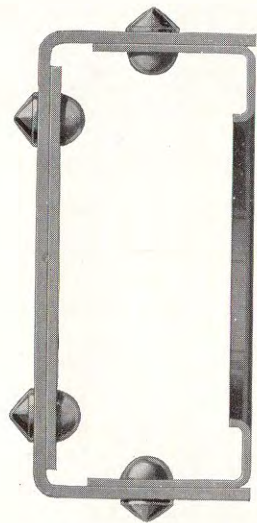


EIGHT

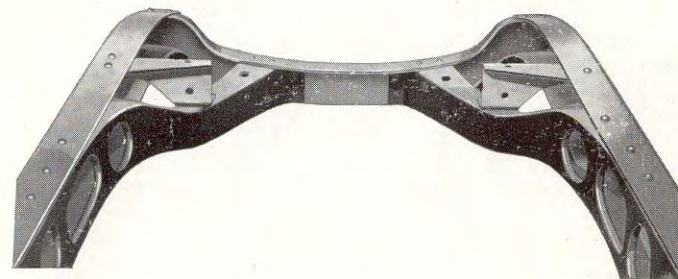
A RUGGED
DOUBLE-DROP
X-TYPE FRAME
REDUCES THE
OVERALL HEIGHT
... LOWERS
THE CENTER
OF GRAVITY
... AND GIVES
GREATER RIGIDITY
TO THE
ENTIRE CHASSIS



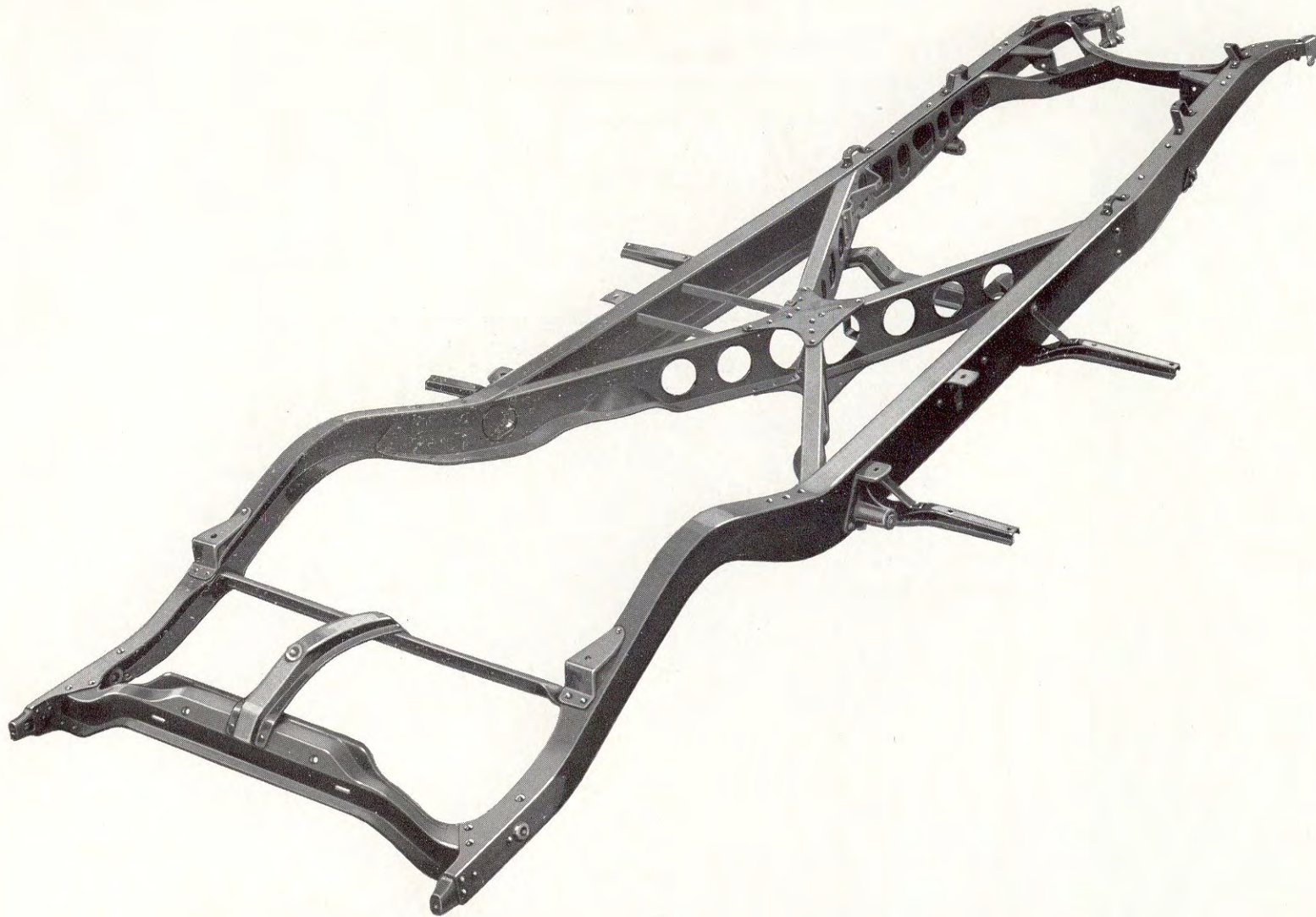
To reinforce the double-drop frame an X-type cross member has been employed. This brace prevents "twist" and adds rigidity to the frame.



The legs of the X-type cross-member have been carried forward within the side-rails forming a box-like structure, as illustrated below.



At the front cross-member they curve and meet, as illustrated above. This type of construction stabilizes the front-end of the car.

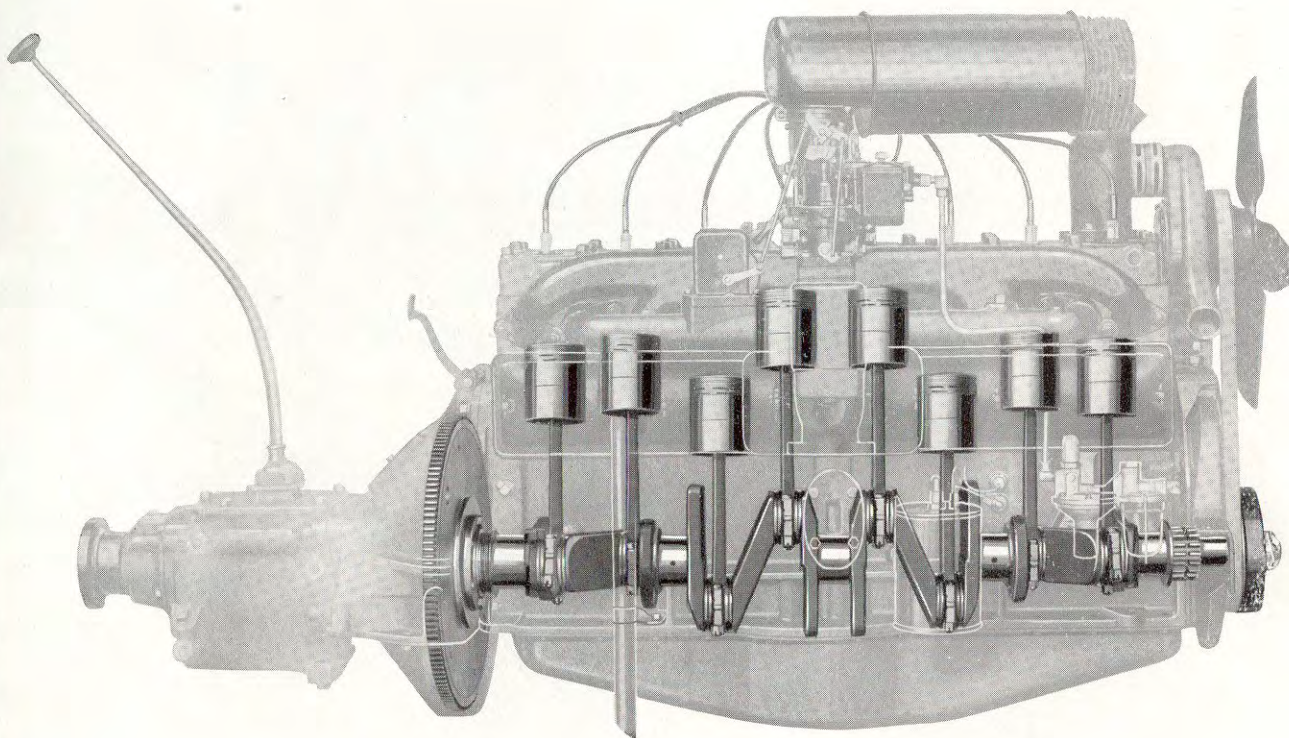


Oldsmobile's double-drop X-type frame provides many advantages. "Double-drop" means that the side members are "kicked-up" over the front and rear axles. This brings the section of the frame upon which the body is mounted closer to the ground, giving the car a lower over-all height without sacrificing head-room or road-clearance. As a result, the car has a lower center of gravity, making it safer on curves. The X-type cross member materially strengthens the frame and gives rigidity to the entire chassis. This also increases driving safety as it makes the car more stable on rough roads.

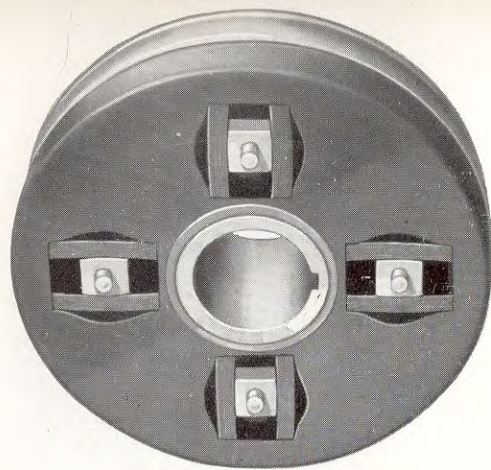


EIGHT

THE
ENTIRE
CRANKSHAFT
ASSEMBLY IS
DYNAMICALLY
AND STATICALLY
BALANCED
TO ASSURE
SMOOTHNESS
OF OPERATION
AND LONGER
ENGINE LIFE



One of the most important factors contributing to Oldsmobile's smoothness of operation is its perfectly balanced crankshaft assembly. Not only is the crankshaft dynamically and statically balanced but also each piston and connecting rod assembly is held to accurate weight to assure correct balance. In addition, the flywheel and vibration damper are accurately balanced. The balancing of the crankshaft assembly is an excellent example of Oldsmobile's precision methods of manufacturing.

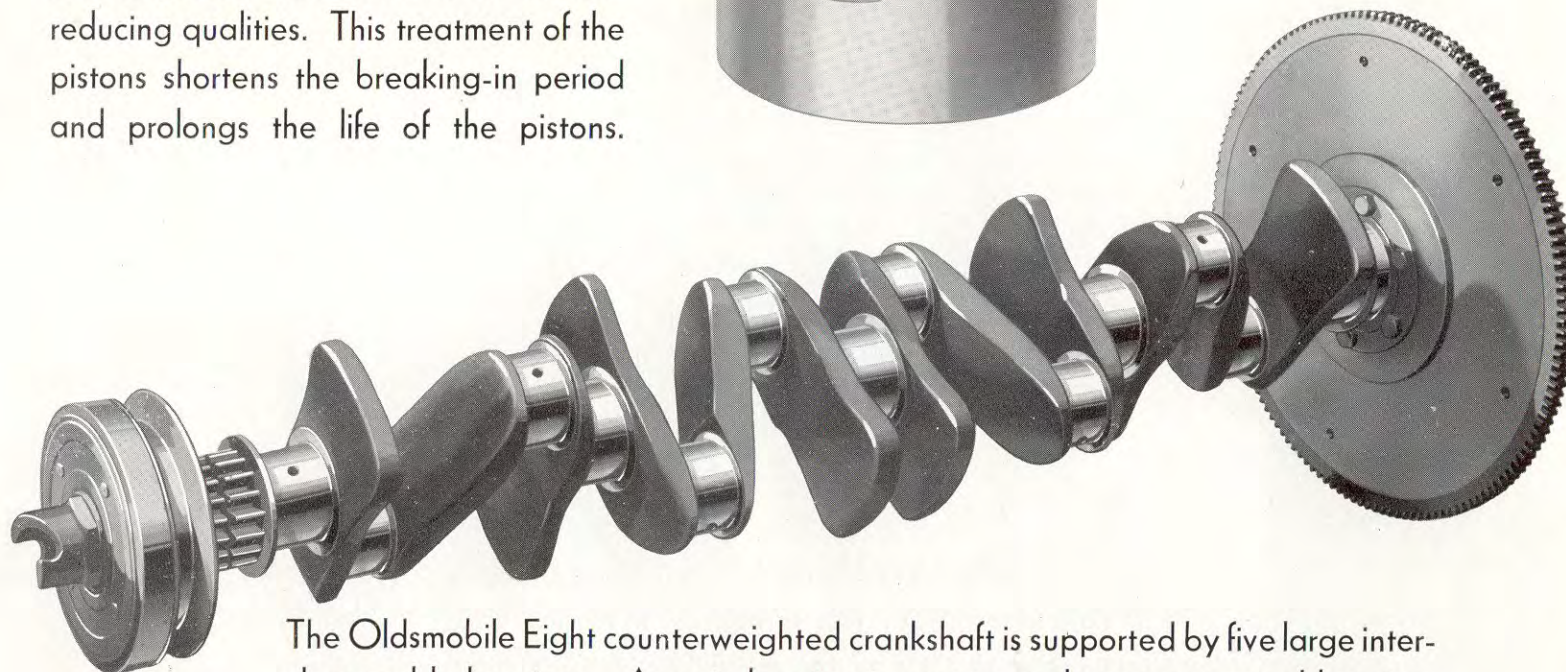
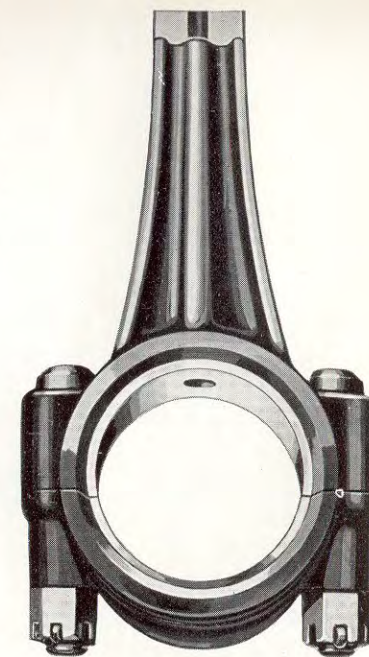


The damper on the front end of the crankshaft effectively counteracts the small amount of torsional vibration which is inherent in all high-powered engines.

The light-weight cast-iron pistons are electro-plated with a metal of friction-reducing qualities. This treatment of the pistons shortens the breaking-in period and prolongs the life of the pistons.



After years of research, experiment and test, a new type of connecting rod bearing has been developed which is used for the first time in the 1933 Oldsmobile Eight engine. It is a thin wall, interchangeable bearing that is much longer lived.

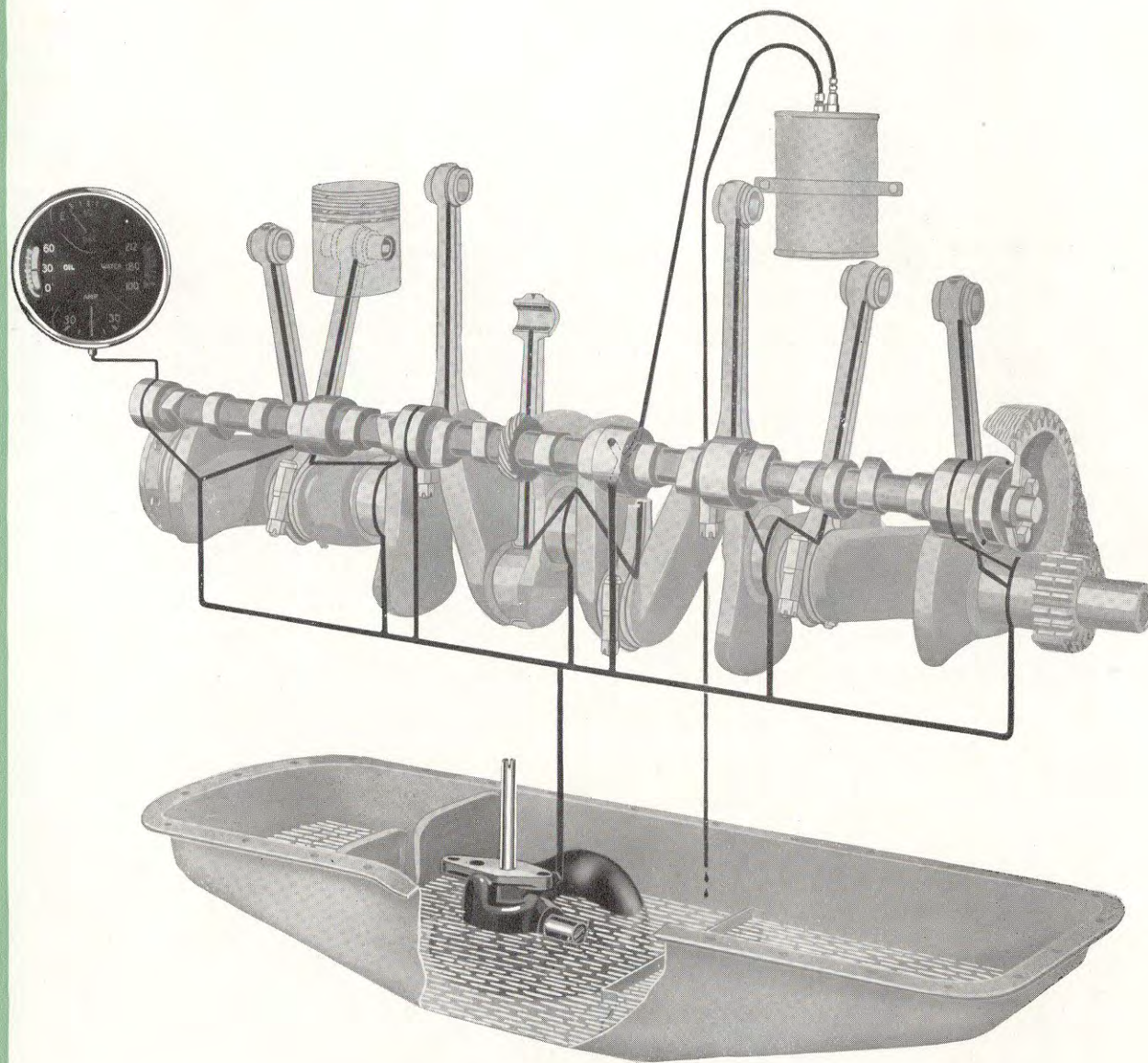


The Oldsmobile Eight counterweighted crankshaft is supported by five large interchangeable bearings. A main bearing is next to each connecting rod bearing, giving maximum support and equal distribution of oil to connecting rod bearings.



EIGHT

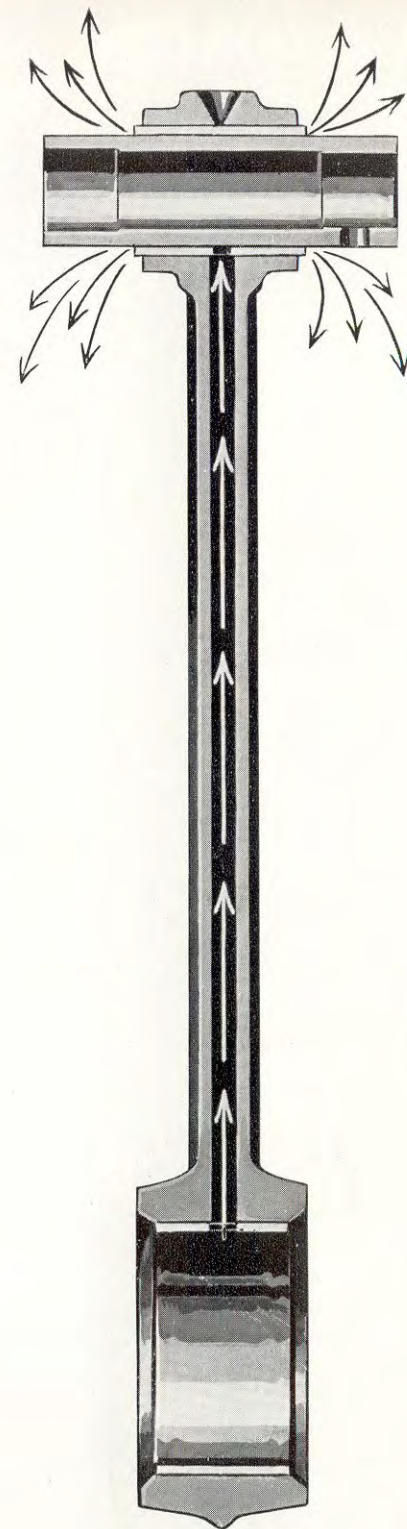
A FULL
FORCE-FEED
LUBRICATION SYSTEM
DELIVERS OIL
FROM THE
CRANKCASE
UNDER
HIGH PRESSURE
TO ALL MOVING
ENGINE PARTS
OF THE
OLDSMOBILE EIGHT



The above diagram shows Oldsmobile's force-feed lubrication system. Oil lines lead from the pump to the five main crankshaft bearings. From there the oil is forced under pressure through drilled passages to all other principal points. This assures positive engine lubrication.

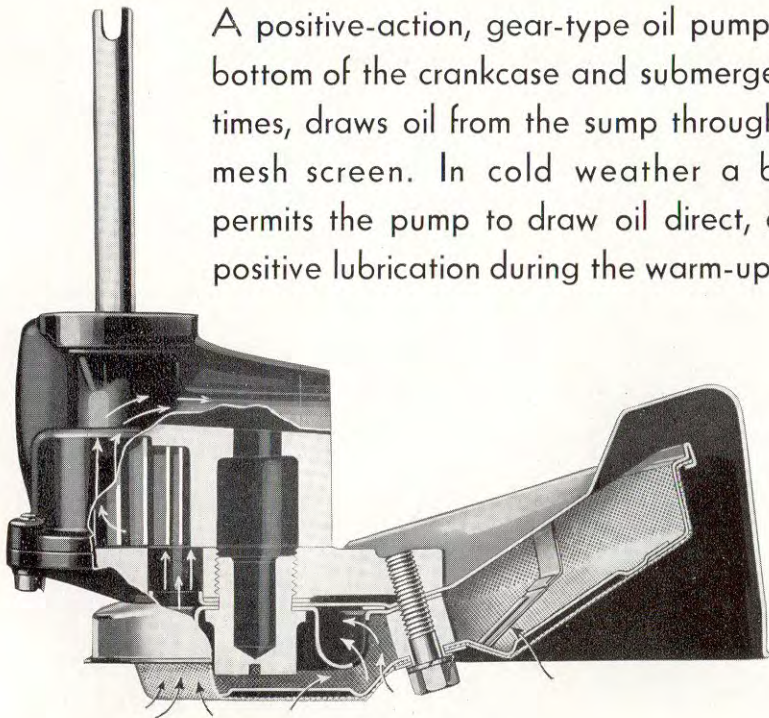


Connecting rods are made of the finest drop-forged steel and are rifle-drilled throughout their entire length to supply oil under pressure to the piston pins.



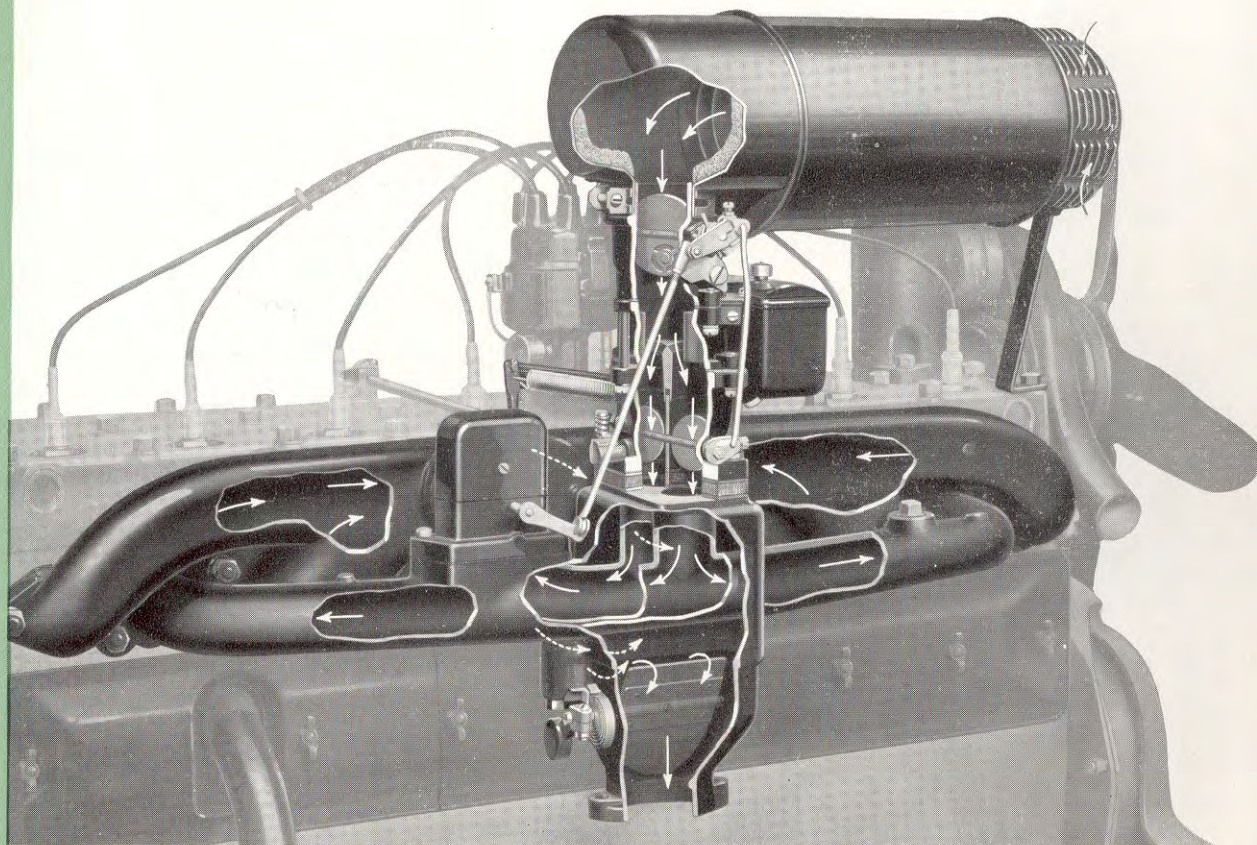
To remove harmful dirt and foreign matter from the lubrication system, Oldsmobile provides an oil filter. Should this device become clogged, a special by-pass allows the oil to flow around the filter and lubrication is maintained.

A positive-action, gear-type oil pump, at the bottom of the crankcase and submerged at all times, draws oil from the sump through a fine mesh screen. In cold weather a by-pass permits the pump to draw oil direct, assuring positive lubrication during the warm-up period.

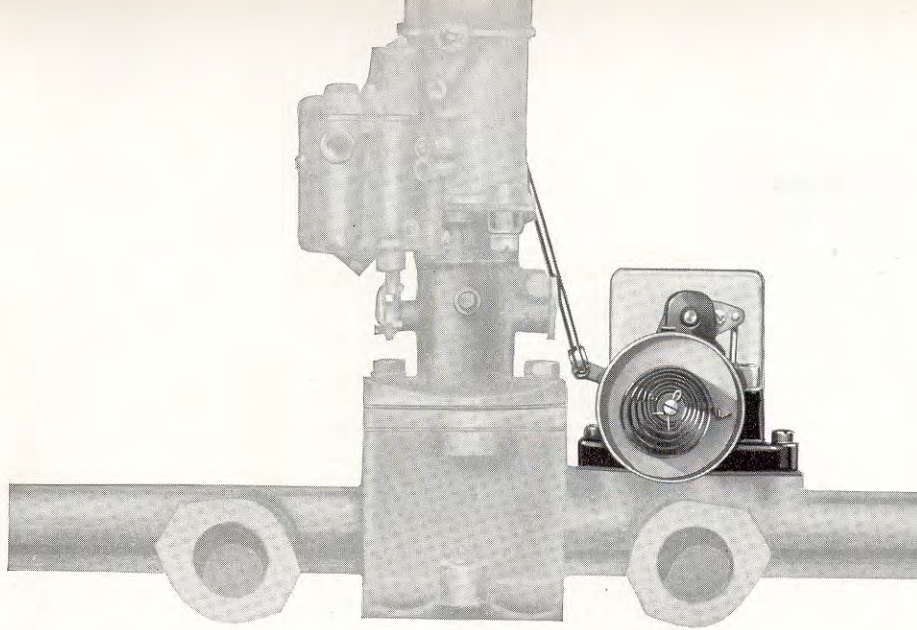


EIGHT

OLDSMOBILE'S
DOWN-DRAFT
CARBURETOR,
AUTOMATIC CHOKE
AND COORDINATED
STARTER AND
THROTTLE
COMBINE TO PROVIDE
EASIER STARTING
AND MAXIMUM
OPERATING
EFFICIENCY

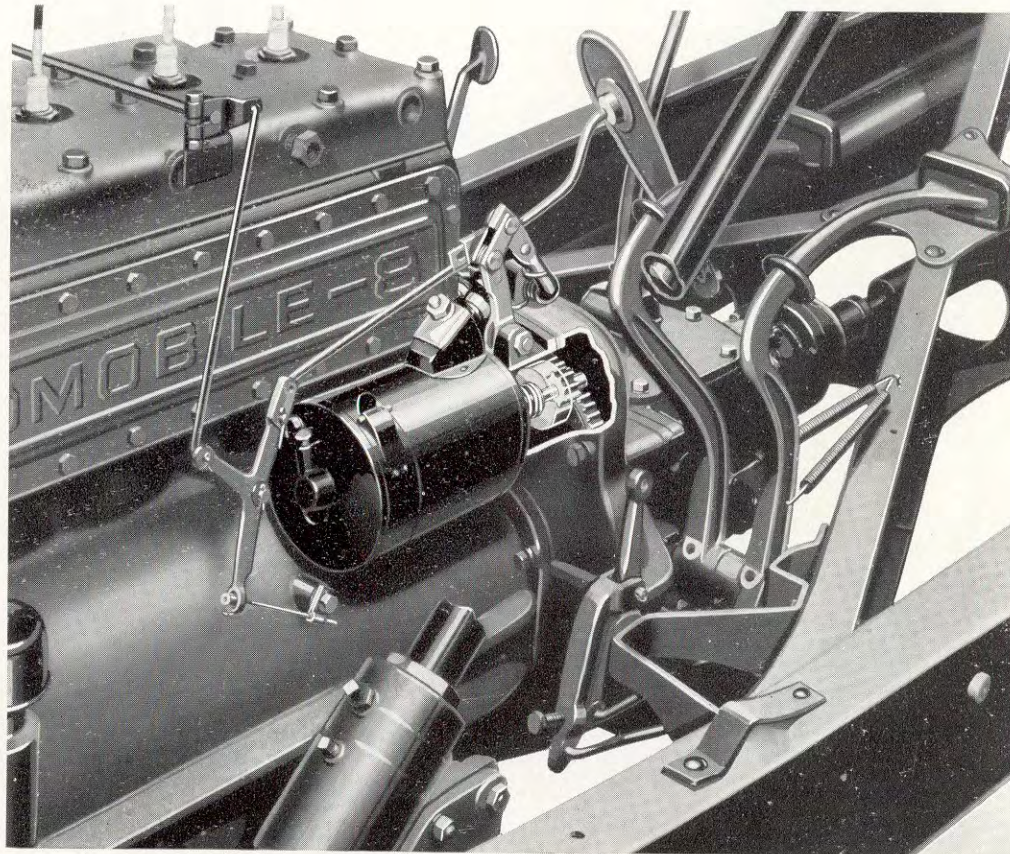


Dual carburetion is an important feature of the Oldsmobile Eight. Two efficient down-draft carburetors are cast in one piece. This duplex carburetor is equipped with a large air cleaner, intake silencer and back-fire arrester. An automatic heat control unit regulates the temperature of the intake manifold, insuring uniform vaporization of all carburetor fuel mixtures throughout the entire speed range of the car.



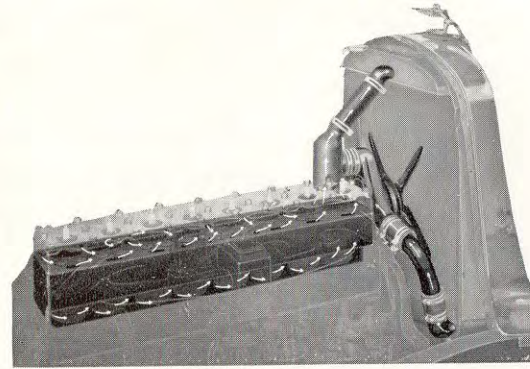
Connected to the carburetor air intake valve is an automatic choke which is thermostatically controlled. It completely eliminates manual choking and insures correct carburetion during the engine warm-up period.

Every time the starter pedal is depressed the engine throttle is automatically advanced. This insures a proper flow of gasoline to the carburetor while starting and warming up the engine. The throttle is automatically returned to idle speed as soon as the engine reaches the proper operating temperature.

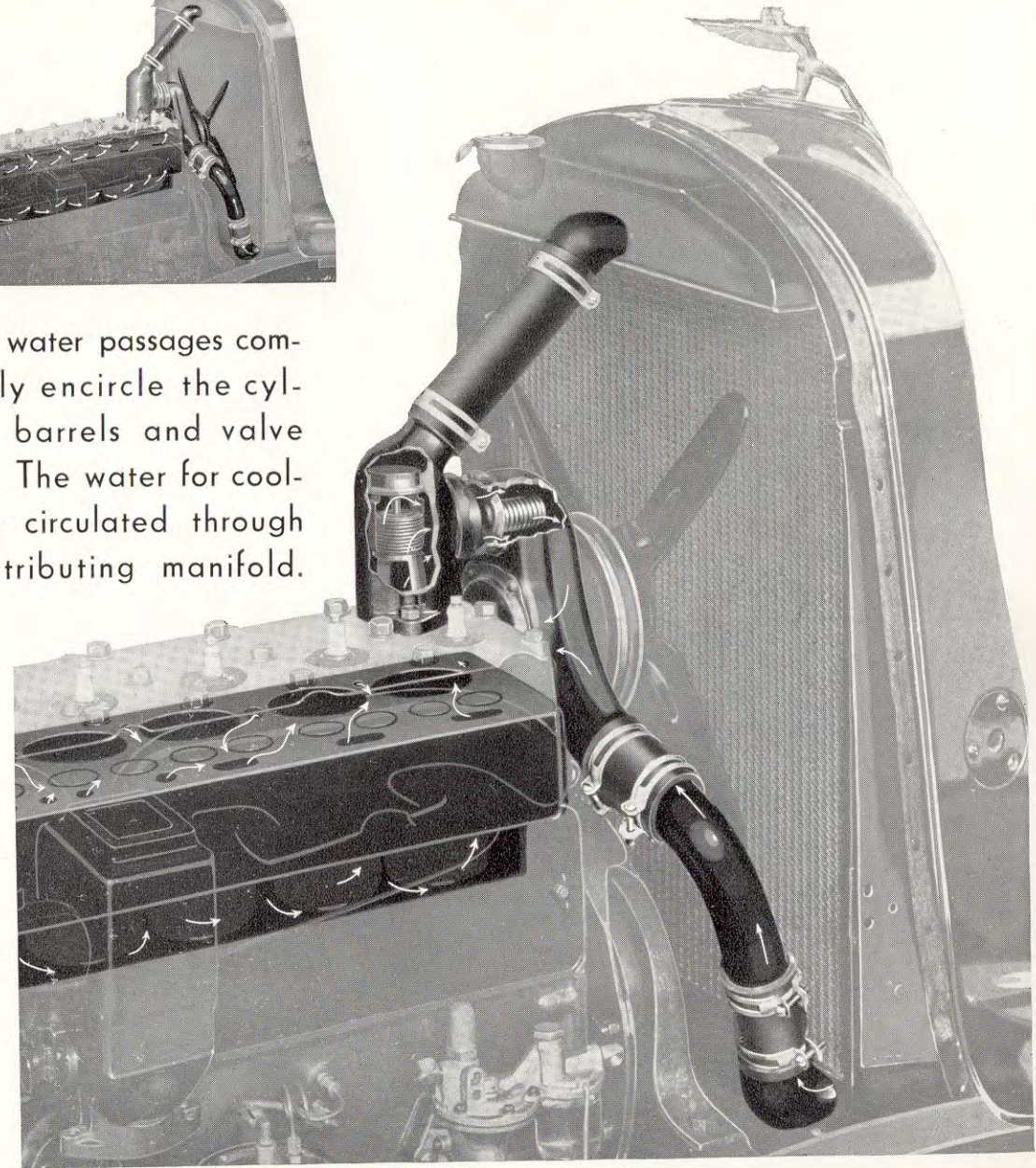


EIGHT

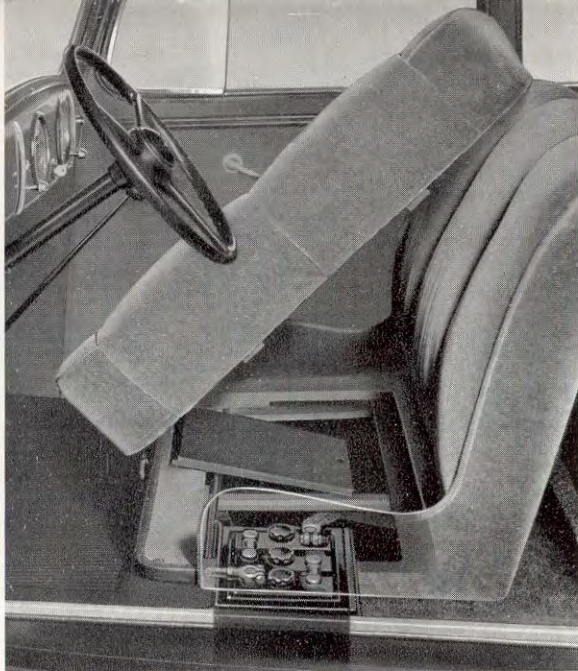
THESE
ADVANCED
FEATURES
OF THE
OLDSMOBILE EIGHT
CONTRIBUTE TO
MORE EFFICIENT
OPERATION AND
GREATER EASE
AND ECONOMY
OF MAINTENANCE



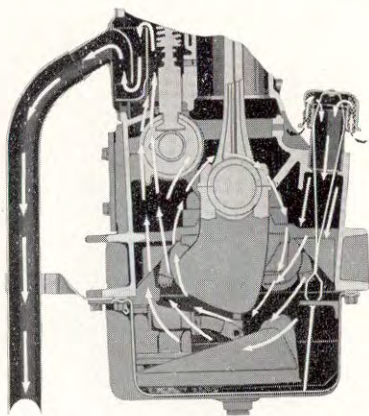
Large water passages completely encircle the cylinder barrels and valve seats. The water for cooling is circulated through a distributing manifold.



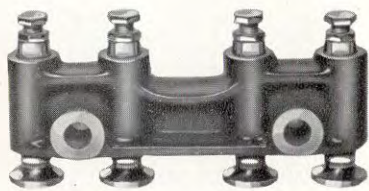
During the engine warming-up period, a thermostatically controlled valve cuts off the flow of water to the radiator. A spring loaded by-pass valve then allows the water to circulate throughout the engine only until it has reached the proper operating temperature, at which time the thermostatically controlled valve opens and the water is permitted to circulate throughout the entire cooling system.



The battery is located under the front seat at the left where it is easily accessible for inspections or removal.



Crankcase ventilation reduces oil dilution. Harmful vapors are sucked out of the crankcase by the vacuum created in the ventilator pipe.



Tappets, in special cast iron brackets, can be easily removed for inspection or adjustment without disturbing cylinder-head or camshaft.

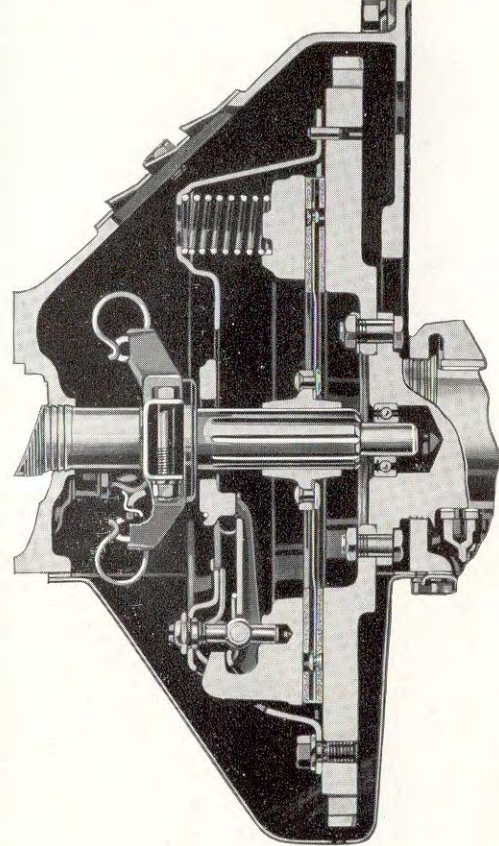


The engine decarbonizer, operated by a pedal located in the driver's compartment, injects a chemical preparation into the engine combustion chambers which loosens all carbon and gummy deposits. The loosened carbon accumulations are expelled through the exhaust.



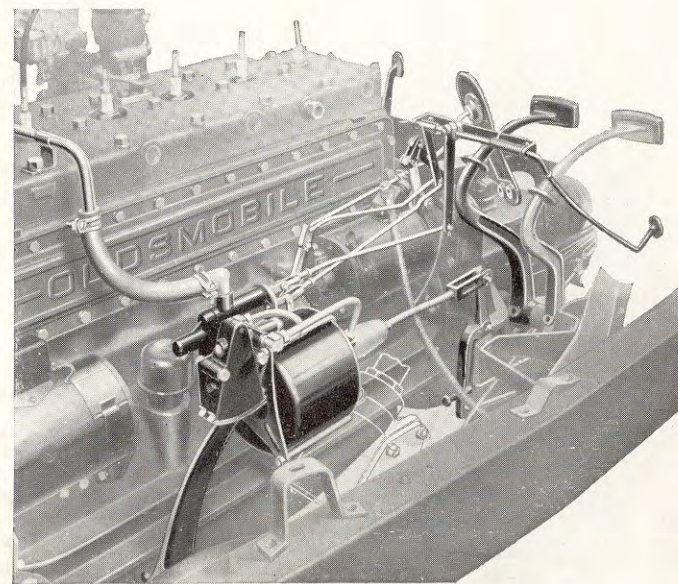
EIGHT

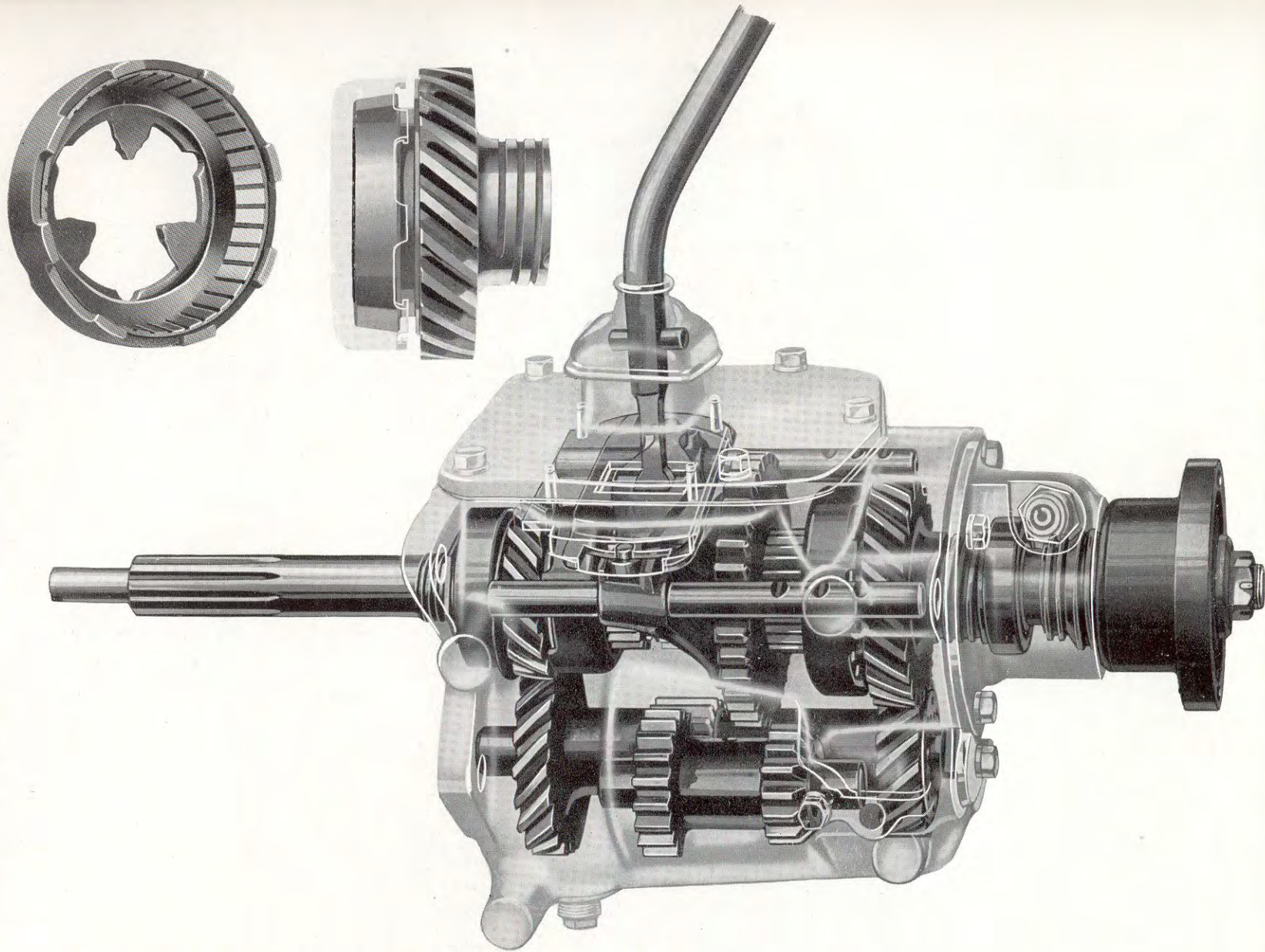
THE
SOFT-ACTION CLUTCH
AND
SYNCRO-MESH
TRANSMISSION
OF THE
OLDSMOBILE EIGHT
ARE DESIGNED
TO INSURE
EFFORTLESS,
SMOOTH,
SILENT OPERATION



The Oldsmobile Eight Clutch is a single-plate, dry-disc, self-adjusting type. It engages positively and smoothly at all times. To cushion the engagement action, a rubber hub is located in the front universal joint of the propeller shaft. The clutch release bearing is an oilless type—long-lived and permanently quiet in service.

Oldsmobile's Automatic Clutch is controlled by a button on the floorboard. Vacuum from the intake manifold is used to operate the clutch. Smooth operation is assured by a pendulum valve which is actuated by the movement of the car . . . this feature is optional at slight additional cost.





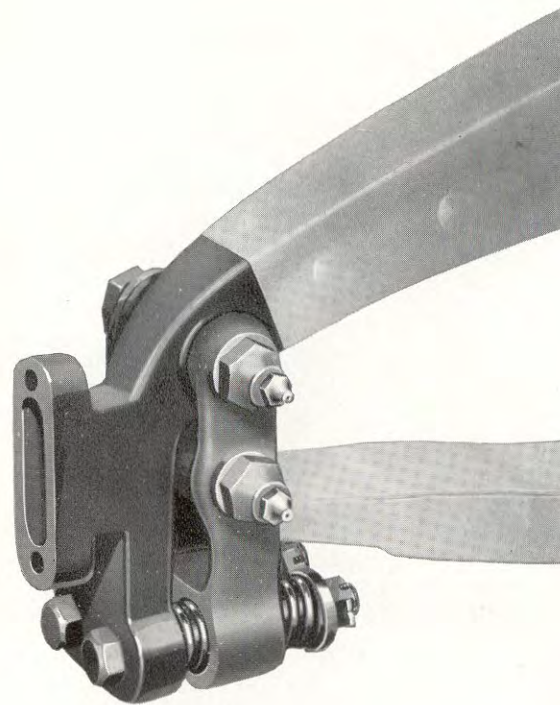
Oldsmobile's improved Syncro-Mesh Transmission, with its helical-cut silent second gear, makes shifting practically effortless. Gears can be changed quickly and easily without clashing, at any speed—from second to high or from high to second. This is accomplished by two sets of synchronizing cones and collars, one of which is shown at the upper left. When the driver shifts gears, these cones and collars cause the engaging gears to be brought to the same speed so that they mesh without clashing.



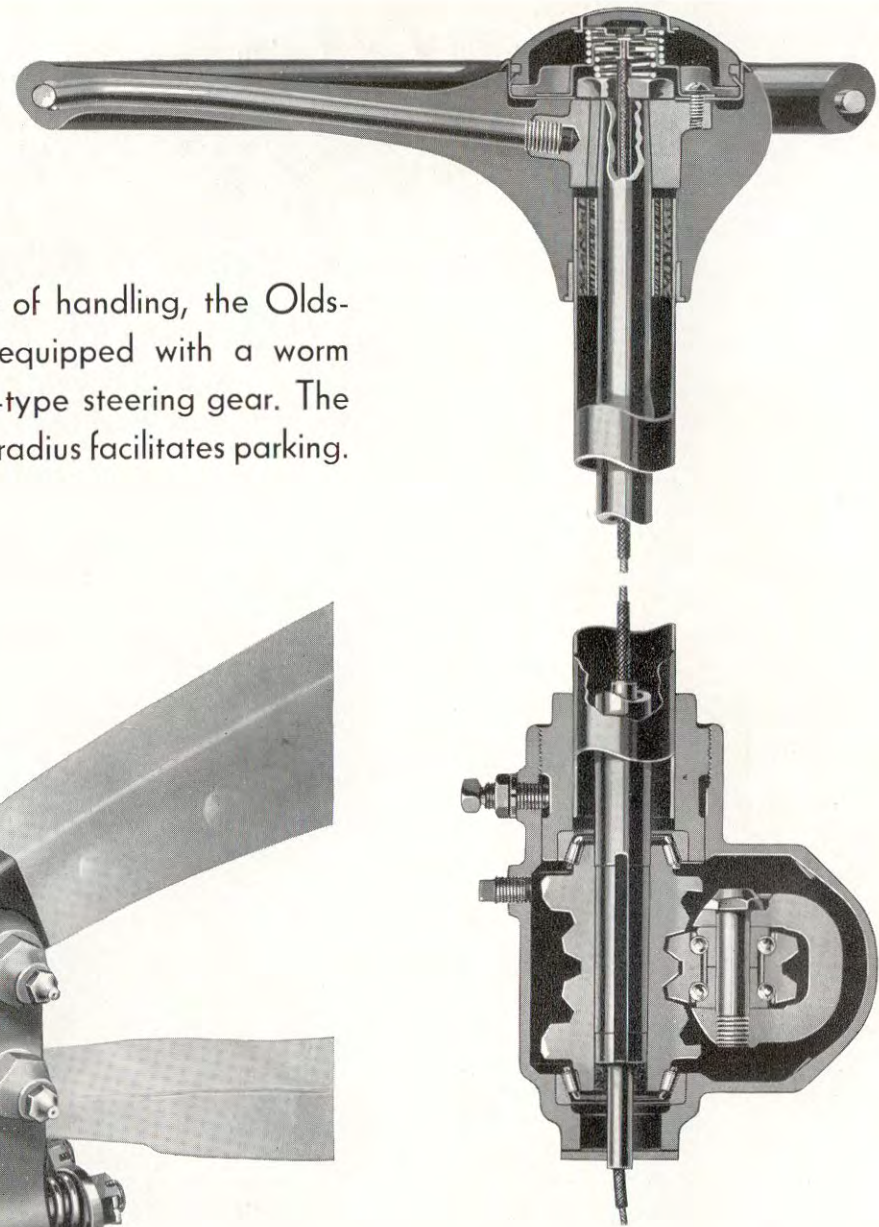
EIGHT

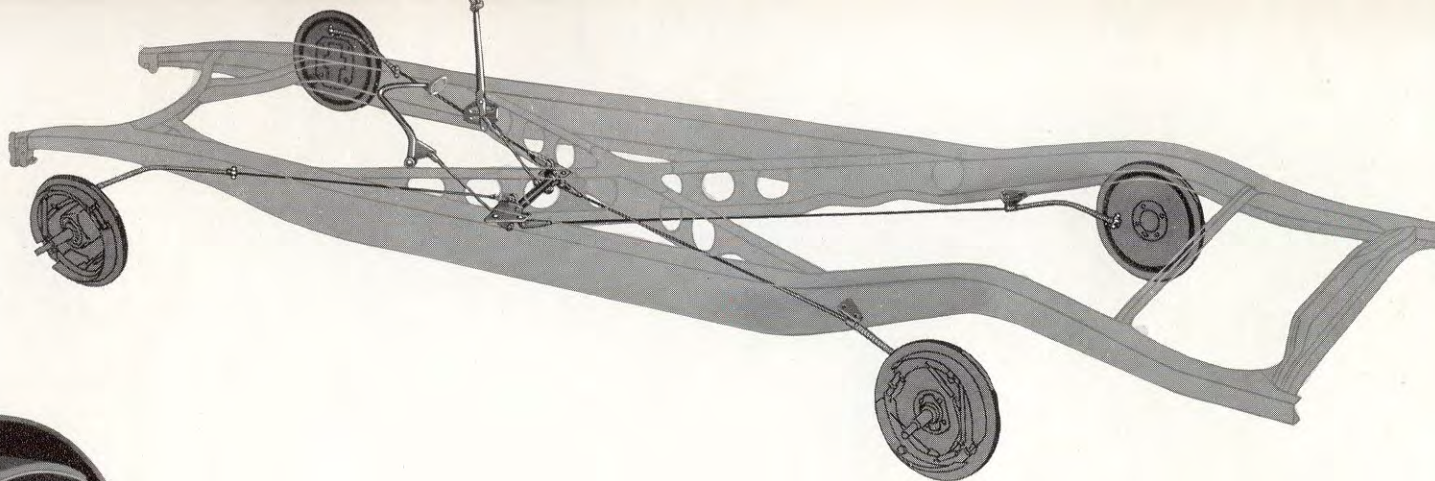
INCORPORATED
IN THE
OLDSMOBILE EIGHT
ARE MANY
SIGNIFICANT
IMPROVEMENTS
THAT MAKE
FOR GREATER
DRIVING EASE
AND MORE
POSITIVE
CAR CONTROL

For greatest ease of handling, the Oldsmobile Eight is equipped with a worm and double roller-type steering gear. The car's short turning radius facilitates parking.

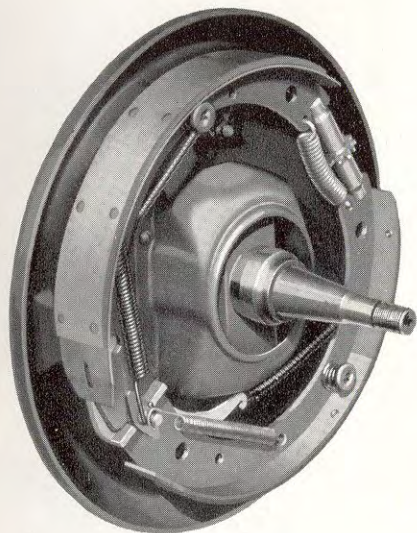


The left-front spring of the Oldsmobile Eight is equipped with a spring-type road shock eliminator. This device eliminates "shimmying" and road tramp and, in addition, prevents any shocks from being transmitted to the steering wheel.

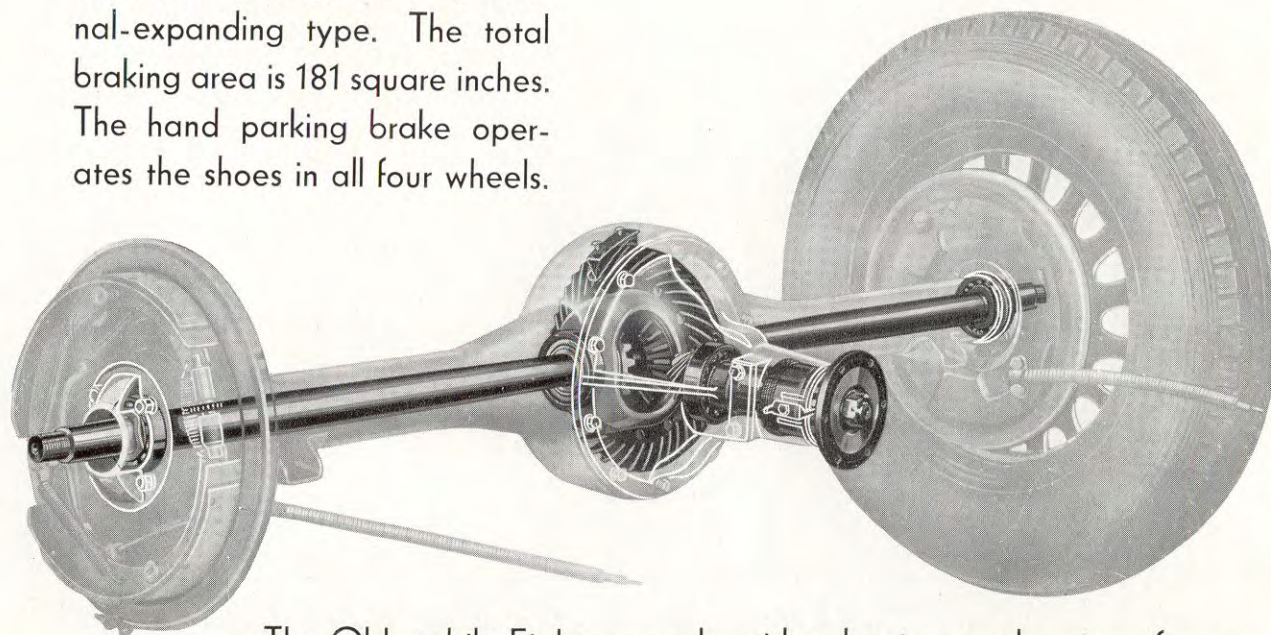




Oldsmobile's improved 4-wheel mechanical brakes are of the controlled servo-action type, the motion of the car being utilized to increase the braking action. This and the new cable controlled hook-up provides smoother, more positive brake operation with lighter pedal pressure.



Each brake assembly consists of two shoes of single anchor, internal-expanding type. The total braking area is 181 square inches. The hand parking brake operates the shoes in all four wheels.

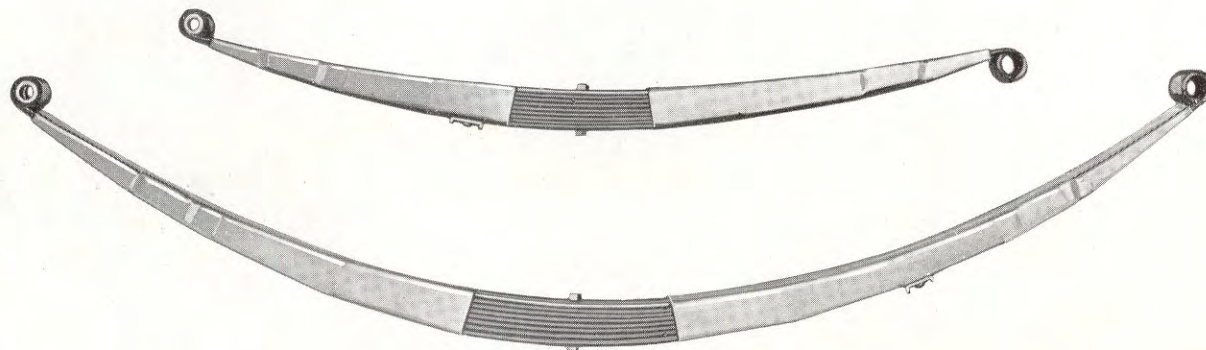


The Oldsmobile Eight rear axle, with a banjo-type housing of pressed steel, is a semi-floating type, with improved spiral bevel gears and large ball bearings. Its construction and design assure quiet, trouble-free operation.

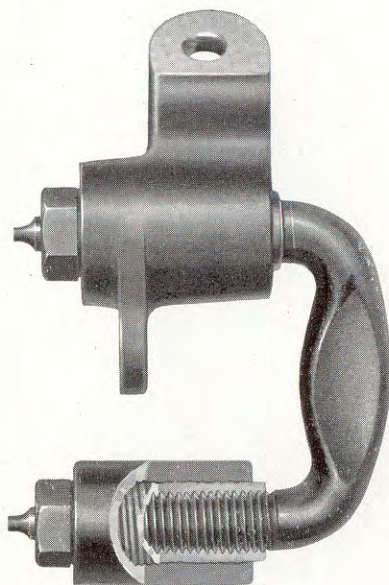


EIGHT

SMOOTH, EASY RIDING
IS ASSURED
IN THE
OLDSMOBILE EIGHT
BY
DOUBLE-ACTING
SHOCK ABSORBERS,
LONG SPRINGS
WITH
METAL COVERS
AND
THREADED SHACKLES



The springs of the Oldsmobile Eight are extra long. They are equipped with metal covers which keep out dirt and water and retain the original lubricant placed between the spring levers when they are assembled. This eliminates all spring squeaks.



Threaded spring shackles on the Oldsmobile Eight completely eliminate side-sway. They are self-adjusting—and do not require frequent lubrication.

Four double-acting hydraulic shock absorbers provide positive spring control under all road and load conditions. They are connected to the frame and axle by steel links with rubber insulators at both ends so there is nothing to break, wear or rattle.



A NEW CAR WARRANTY . . . LIBERAL SERVICE POLICY . . . AND NATIONAL LUBRICATION SERVICE ASSURE OWNER SATISFACTION



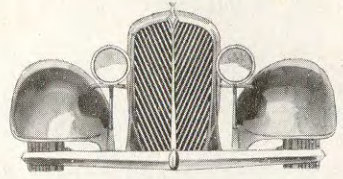
To assure complete owner satisfaction, Oldsmobile gives each buyer a liberal Owner Service Policy, together with an identification card which enables the owner to get service from any authorized Oldsmobile dealer. The Owner Service Policy is a guarantee against any defects in workmanship or

material for 90 days or 4000 miles, whichever is completed first. In addition, Oldsmobile furnishes each purchaser with a National Lubrication Service Coupon Book, which entitles the owner to twelve periodic lubrications as specified—this service is available at any authorized Oldsmobile Service Station in the United States.



EIGHT

BASE
YOUR CHOICE
OF A
NEW CAR
ON THESE
FUNDAMENTALS
★ ★ ★
COMPARISONS
ENABLE YOU
TO ESTIMATE
THE TRUE VALUE
OF AN
AUTOMOBILE



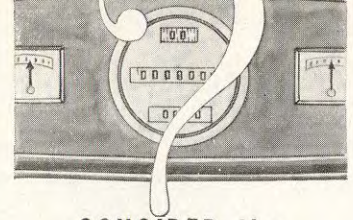
**COMPARE the
STYLE**

Oldsmobile is a car you will be proud to own. Its smart beauty establishes it as the style leader and protects you against the cost and disappointment of obsolescence.



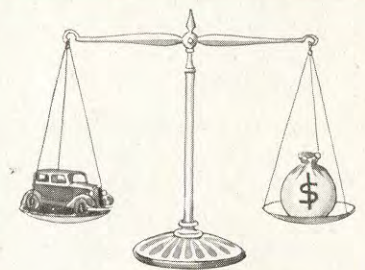
**CHECK the
PERFORMANCE**

In every phase of performance, the 1933 Oldsmobile demonstrates its all-round superiority. On grades and on the straight-away it is responsive, powerful and swift.



**CONSIDER the
DURABILITY**

Oldsmobile assures long car life by advanced engineering, quality materials and precision manufacturing. Over 300,000 Oldsmobile owners testify to its durability.



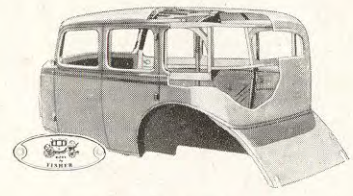
**INVESTIGATE the
ECONOMY**

The Oldsmobile Six is extremely economical to own and operate. Proof of this is its popularity among many business concerns which keep accurate transportation costs.



**TRY the
COMFORT**

Oldsmobile has Fisher No Draft Ventilation, roomy interiors, form-fitting cushions, adjustable driver's seats . . . in short, every comfort feature of cars much higher in price.



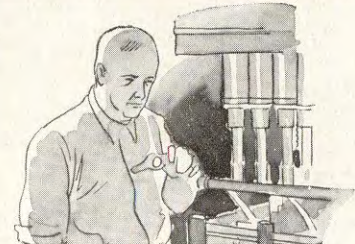
**STUDY the
BODY CONSTRUCTION**

Oldsmobile's insulated body by Fisher is of composite seasoned hardwood and heavy steel . . . the safest, strongest and most satisfactory type of construction known.



**HAS IT MODERN
ENGINEERING?**

Oldsmobile's advanced engineering is the result of many years of experience in fine car building . . . and is supplemented by the extensive resources of General Motors.



**HOW ABOUT
the HIDDEN QUALITY?**

Oldsmobile is relentless in its attention to even the smallest details . . . for although hidden from view they are tremendous in their contribution to motoring satisfaction.



**DO OWNERS
RECOMMEND IT?**

Oldsmobile is widely known as "The car that owners recommend." . . . And what is more truly indicative of a car's actual worth than the opinion of its purchasers?

★ ★ ★ SPECIFICATIONS ★ ★ ★

OF THE OLDSMOBILE EIGHT

ENGINE—Bore, 3 inches; stroke, $4\frac{1}{4}$ inches; displacement, 240.3 cubic inches. N. A. C. C. rating, 28.8 h.p. Dynamometer test, 90 h.p. at 3350 r.p.m. Engine mounted in rubber, on three-point controlled cushioned mountings.

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 back, babbit lined bearings: Front, $2\frac{1}{4}$ inches x $1\frac{5}{8}$ inches; 2nd, $2\frac{1}{8}$ inches x $1\frac{1}{4}$ inches; 3rd, $2\frac{1}{2}$ inches x $1\frac{3}{8}$ inches; 4th, $2\frac{1}{8}$ inches x $1\frac{1}{4}$ inches; 5th, $2\frac{5}{8}$ inches x $1\frac{9}{16}$ inches.

CRANKSHAFT—Fully counterweighted 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. $38\frac{1}{8}$ inches long, weighs 93 pounds.

CONNECTING RODS—Drop-forged of special steel. I-beam type, 9 inches long. Lower bearing, steel back removable type, $2\frac{1}{4}$ inches in diameter, $1\frac{3}{8}$ 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, $2\frac{1}{16}$ inches long, locked-in piston.

VALVES—Intake, alloy steel, $1\frac{9}{16}$ inches in diameter; exhaust, Silchrome steel, $1\frac{1}{16}$ 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, $2\frac{5}{16}$ inches x $1\frac{9}{32}$ inches; 2nd, $2\frac{1}{4}$ inches x $1\frac{1}{16}$ inches; 3rd, $2\frac{3}{16}$ inches x $1\frac{1}{16}$ inches; 4th, $2\frac{1}{8}$ inches x $1\frac{1}{16}$ inches; 5th, $2\frac{1}{16}$ inches x $1\frac{1}{16}$ inches; 6th, $1\frac{13}{16}$ inches x $1\frac{3}{16}$ inches in diameter.

TIMING CHAIN—Silent chain, two sprocket, $1\frac{1}{4}$ inches wide, drives the camshaft and operates in a bath of oil.

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.

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

COOLING SYSTEM—Harrison Vee-type radiator with thermostatic control and recirculation system. Capacity, 19 quarts. Forced circulation by centrifugal pump, located at front of cylinder block. Four-blade fan, driven by V-type belt.

CARBURETION—Duplex down-draft, with automatic choke and automatic throttle advance; automatic heat control, combination air cleaner and intake silencer and "Remo Injector" decarbonizer.

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

GENERATOR—Delco-Remy, mounted at left front of engine; furnished with cutout 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, $9\frac{7}{8}$ inches in diameter. Noiseless, flexible, requires no lubrication or adjustment. Clutch release bearing of baked carbon-graphite is self-lubricating and self-aligning. Manual operation standard. Automatic clutch optional at slight additional cost.

TRANSMISSION—Synco-Mesh, with silent second gear. Three forward speeds and reverse. Rubber cushioned hub on the rear end.

TRANSMISSION GEAR RATIO—1st speed, 2.90 to 1; 2nd speed, 1.66 to 1; 3rd speed, direct; reverse, 3.67 to 1.

WHEELBASE—119 inches; turning circle, 42 feet; road clearance, $8\frac{1}{2}$ inches.

BATTERY—6-volt, 13 plate, 98 ampere hour capacity. Lighting—large diameter bullet-shaped headlamps with tilting beams controlled from convenient pedal switch on floor board. Dual tail lamps. Lighting switch on instrument panel.

REAR AXLE—Semi-floating, banjo type, pressed steel housing. Equipped with annular ball bearings throughout. Improved spiral bevel ring gear. Two large ball bearings, one single, one double, in front of pinion. Positive lubrication to differential and pinion shaft bearings. Gear ratio, 4.56 to 1.

BRAKES—Fully enclosed, internal-expanding, cable operated, two-shoe single anchor, controlled servo-mechanical type. Parking or hand brake operates on all four wheels. Total braking area, 181.28 square inches.

FRONT AXLE—Drop-forged, heat treated I-beam between spring seats. Reverse Elliott type. Rattle-proof rubber bushed self-adjusting tie rod end connections requiring no lubrication.

SPRINGS—Semi-elliptic: Front, 35 inches long, 2 inches wide. Rear, $54\frac{1}{2}$ inches long, 2 inches wide. Fitted with threaded type shackles. Metal spring covers are part of the standard accessory equipment.

STEERING GEAR—Semi-irreversible worm and double roller type. Worm gear mounted on tapered roller bearings. Steering column adjustable. Ratio, 17 to 1.

FRAME—Double-drop X-type with X joining side rails to form a rigid box member construction. Channel 6 inches deep, $\frac{9}{16}$ inches thick, flange width, $2\frac{1}{2}$ inches.

TIRES—17 x 6.00 non-skid balloon cords.

WHEELS—Demountable, pressed steel. Spare mounted on rear.

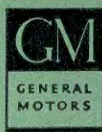
SHOCK ABSORBERS—Four Lovejoy double-action hydraulic shock absorbers standard equipment.

CHASSIS LUBRICATION—Zerk high-pressure system.

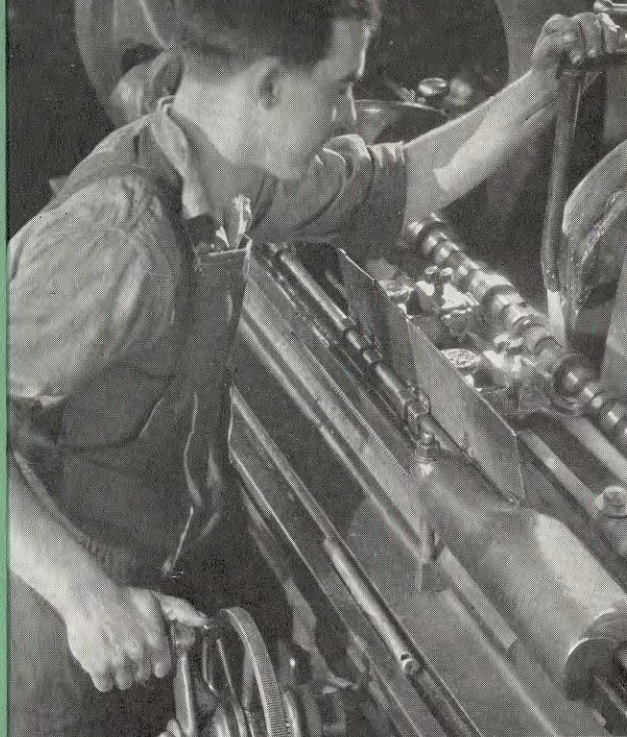
BODY TYPES—Four-Door Sedan, Four-Door Touring Sedan, 5-Passenger Touring Coupe, Convertible Coupe, Sport Coupe and Business Coupe.



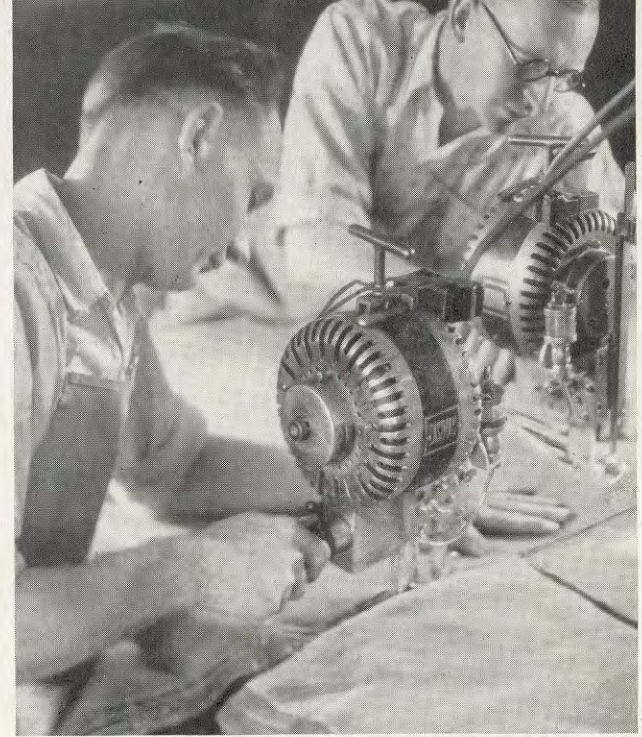
EIGHT



OLDSMOBILE . . .
AMERICA'S OLDEST
AUTOMOBILE
MANUFACTURER . . .
IS A MEMBER
OF THE
GENERAL MOTORS
FAMILY . . . THE
OLDSMOBILE FACTORY
IS ONE OF THE
MOST MODERN
IN THE INDUSTRY



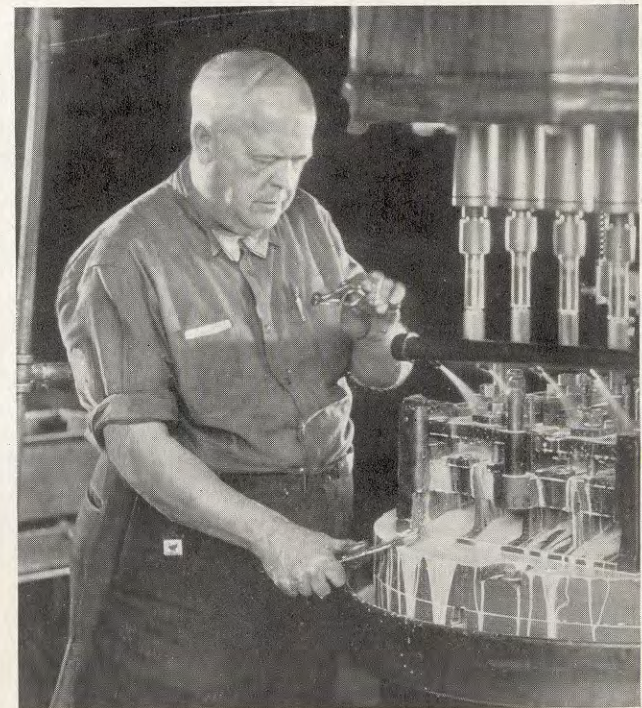
The mirror-like smoothness to which all cam and bearing surfaces are ground contributes to quiet operation.



Fine upholstery fabrics are tailored by experienced workmen. This shows the use of the electric cutter.



All cylinder barrels are triple-gauged for size and shape to insure accuracy, uniformity and long life.



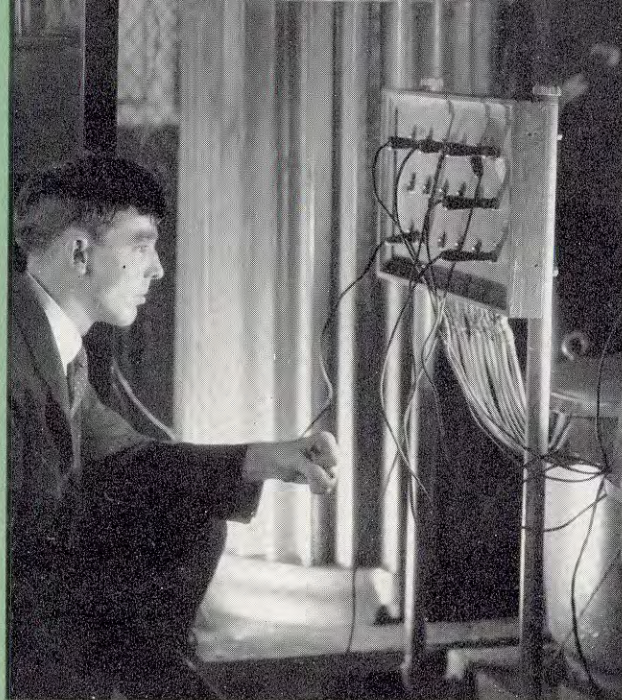
Fine tools and precision machines, many of them specially designed, supplement the skill of workmen.



The Oldsmobile plant, located at Lansing, Michigan, covers 87 acres of ground. The factory buildings, containing 2,704,495 square feet of floor space, are clean and light, providing ideal working conditions.



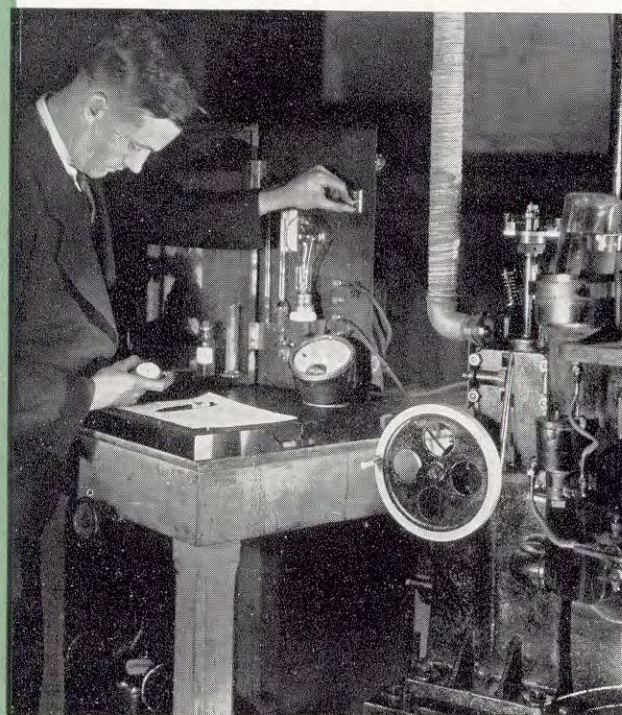
THE WIDE
SCIENTIFIC
EXPERIENCE
OF THE
GENERAL MOTORS
RESEARCH
LABORATORY
SUPPLEMENTS THE
BROAD TECHNICAL
KNOWLEDGE OF
OLDSMOBILE
ENGINEERS



Oldsmobile's electrical equipment is thoroughly tested in the laboratory by trained scientists.



Carburetor efficiency is determined with scientific accuracy in a mercury-sealed compartment.



There is no guess-work. The laboratory is equipped with the most up-to-date precision testing devices.



By means of this wind tunnel the cooling efficiency of radiators and fans is accurately established.



The General Motors Research Laboratory, located in Detroit, Michigan, is known throughout the engineering world for its many scientific discoveries which have contributed materially to automotive progress.



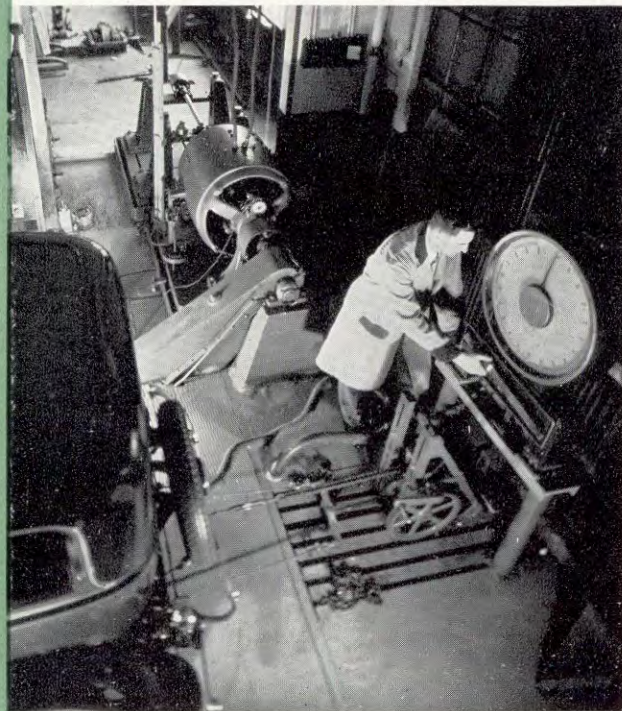
THE
OLDSMOBILE SIX
AND
STRAIGHT EIGHT
HAD TO PASS
HUNDREDS OF
EXACTING TESTS
UNDER GRUELLING
CONDITIONS
ON THE
GENERAL MOTORS
PROVING GROUND



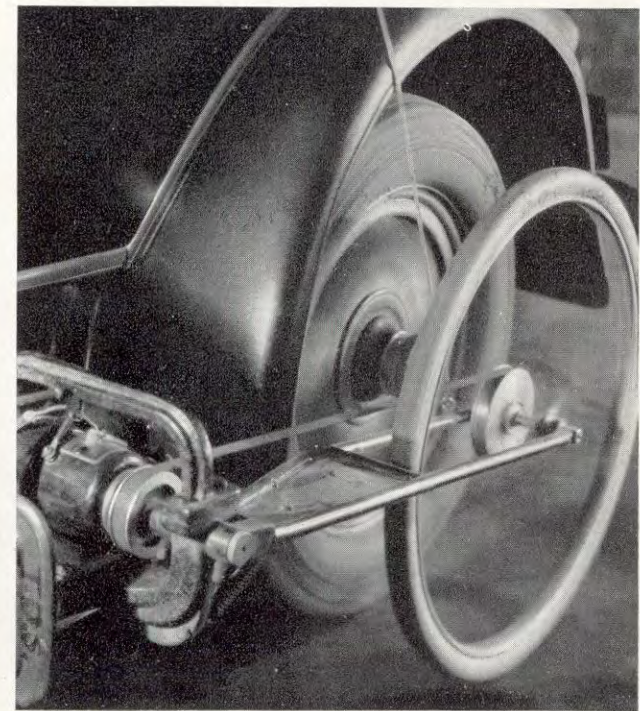
The "Bathtub" . . . an automobile has to be absolutely weather-proof to pass this rigorous test.



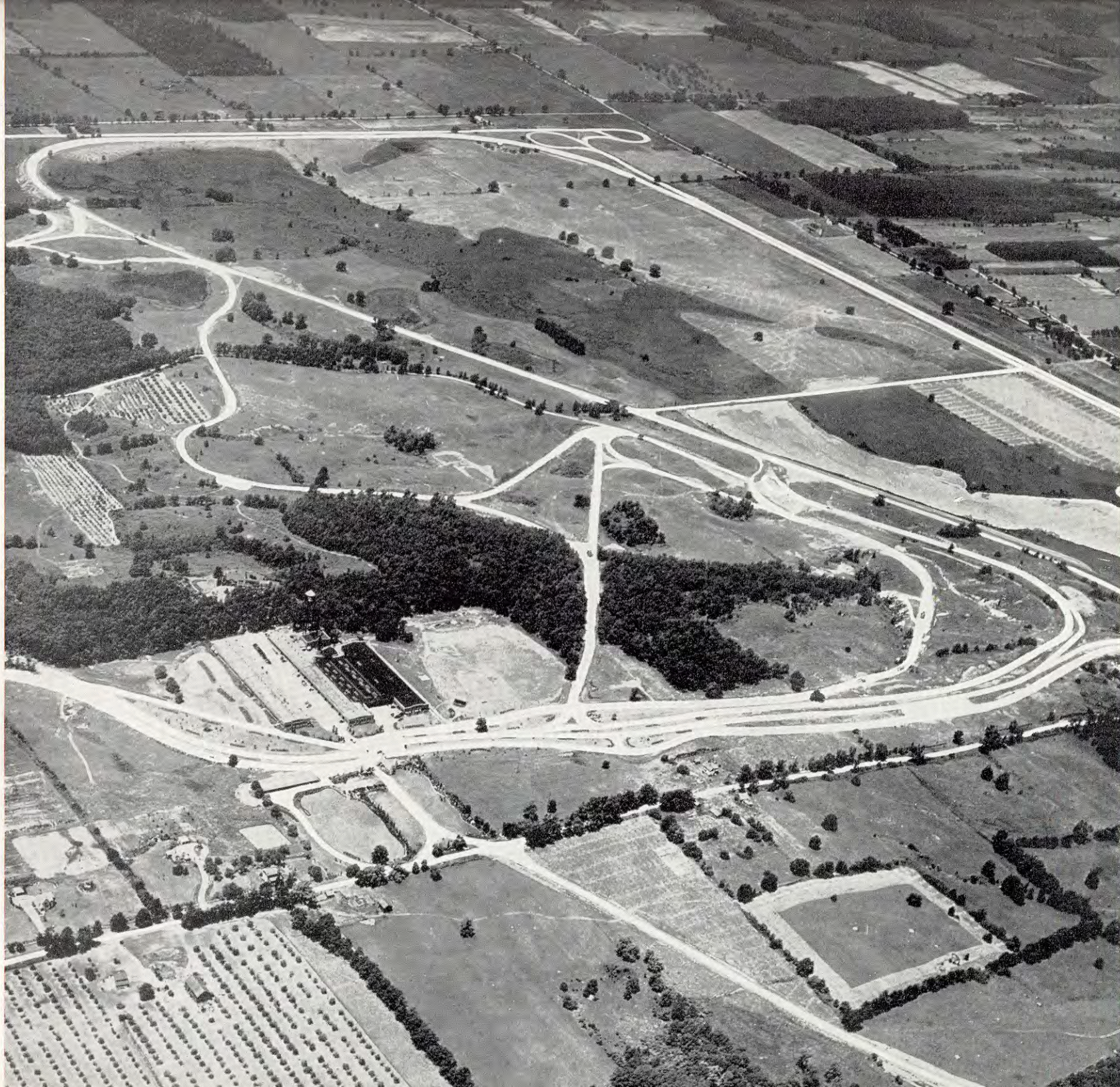
The Speedway . . . where cars prove their ability to withstand the strain of hours of top speed driving.



Cars are thoroughly tested in the laboratory as well as on the road at the General Motors Proving Ground.



This fifth wheel traveling beside the car measures its road speed electrically with absolute precision.



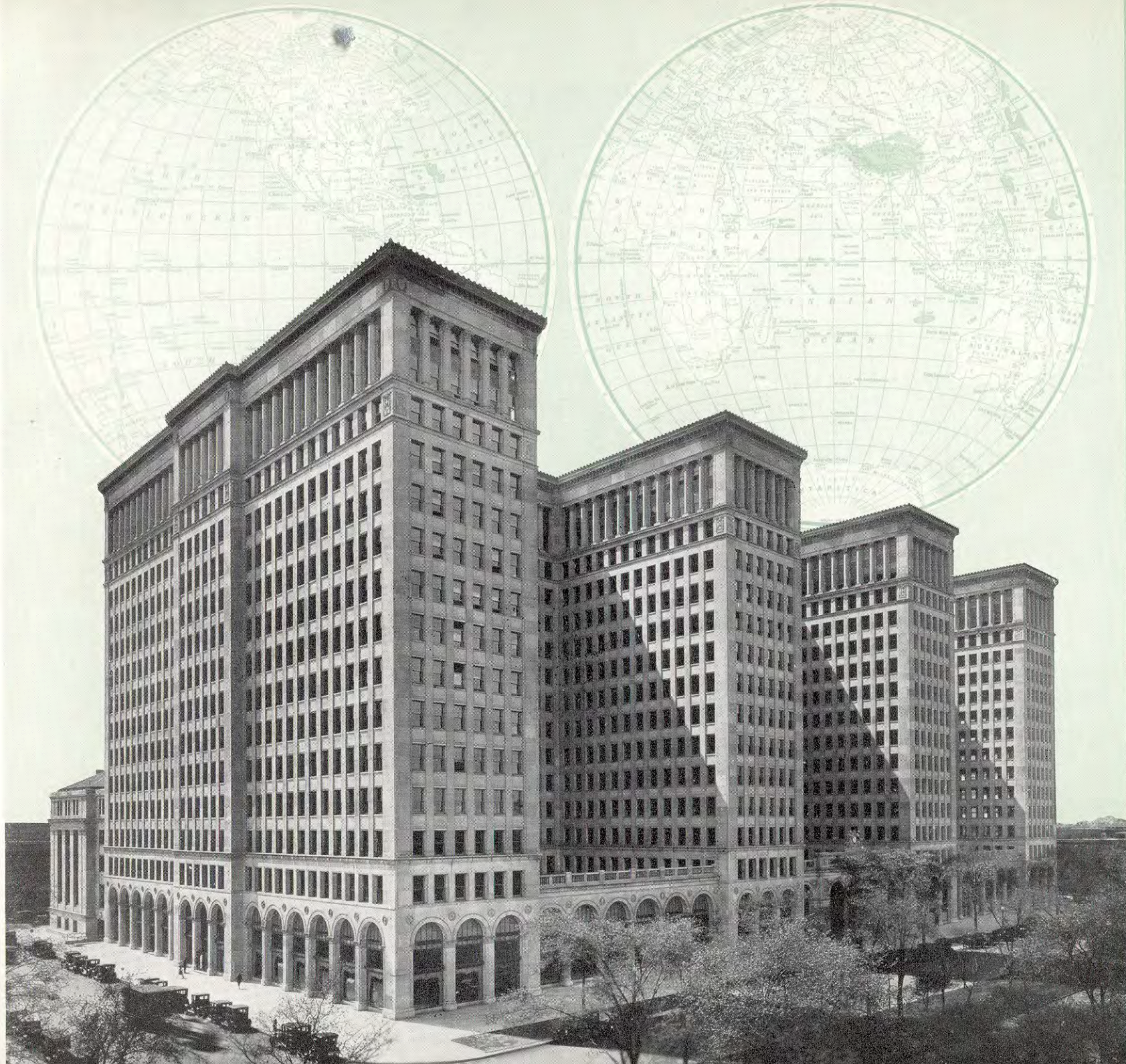
The General Motors Proving Ground, a 1268-acre tract of land located near Milford, Michigan, is recognized as the world's finest automobile outdoor testing laboratory.



YOUR PURCHASE OF
 AN OLDSMOBILE
 CAN BE
 FINANCED THROUGH
 THE GENERAL
 MOTORS ACCEPTANCE
 CORPORATION . . .
 AN IMPORTANT
 UNIT IN
 GENERAL MOTORS'
 WORLD-WIDE
 ORGANIZATION



The G.M.A.C. plan provides an easy and economical method for buying a new Oldsmobile out of income. Payments may be spread over a period of time convenient to the purchaser. This low cost service includes complete insurance against fire, theft and collision . . . through General Exchange Insurance Corporation, also a unit of General Motors.



The General Motors Corporation, with home offices in Detroit, Michigan, has many factories and branches located throughout the entire world.

★ ★ GENERAL INDEX ★ ★

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