

# BUICK

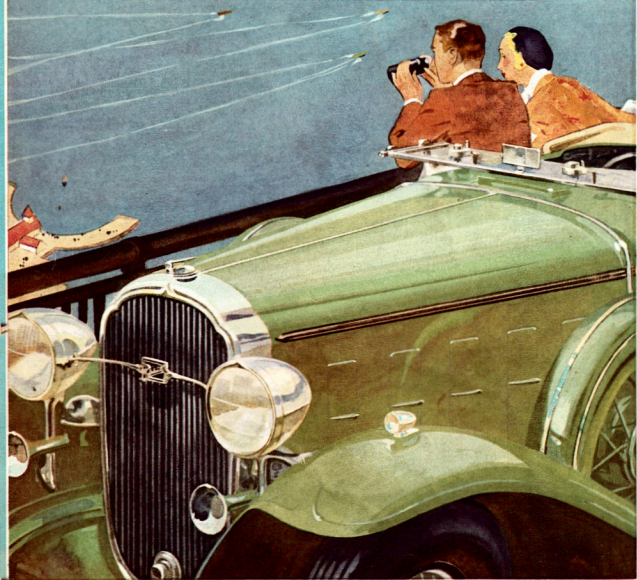
S T R A I G H T - E I G H T S

SERIES 32-90-134 INCH WHEELBASE

SERIES 32-80-126 INCH WHEELBASE

SERIES 32-60-118 INCH WHEELBASE

## 1932



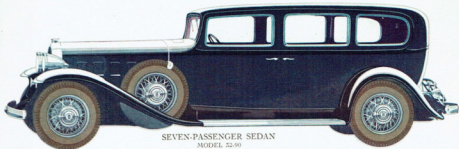






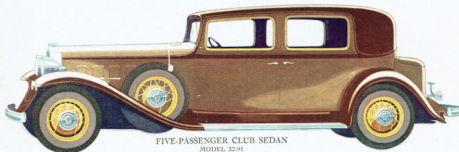






SEVEN-PASSENGER SEDAN

MODEL 22-90  
*With its high floor, this sedan lower than the corresponding model for 1931, the model provides increased comfort.*



FIVE-PASSENGER CLUB SEDAN

MODEL 22-91  
*This is an entirely new Buick model—streamlined and exceptionally smart with its fine herring-bone front and side interior.*



FIVE-PASSENGER SEDAN

MODEL 22-97  
*A companion car to the Seven-Passenger Sedan, this model provides increased interior room—ideal for five.*



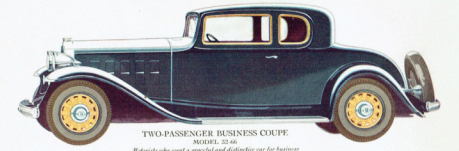
FIVE-PASSENGER VICTORIA COUPE

MODEL 22-96  
*Ten inches have been added to the length of the passenger compartment of this model, providing the comfort enjoyed in a sedan.*



FIVE-PASSENGER VICTORIA TRAVELER COUPE

MODEL 22-98  
*This model is distinguished by its large, wide-angle built-in metal trunk, fitted with the body exterior and matching the body in color and chrome trim.*



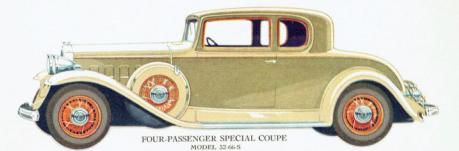
TWO-PASSENGER BUSINESS COUPE

MODEL 22-94  
*Retains the well-proven and distinctive car for business or personal use, will surely appreciate the advantages offered by this model.*



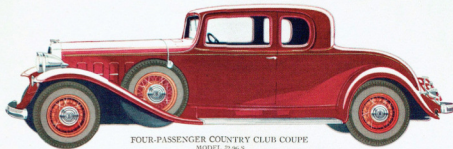
FIVE-PASSENGER SEDAN

MODEL 22-92  
*Extra space for five passengers is provided in this beautiful sedan, one of the most popular models in this series.*



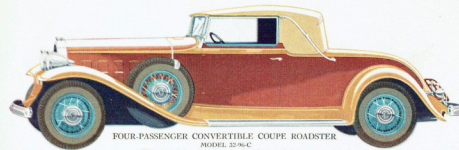
FOUR-PASSENGER SPECIAL COUPE

MODEL 22-98-8  
*Attractive colors and smart detailing accords the model favor of this popular model.*



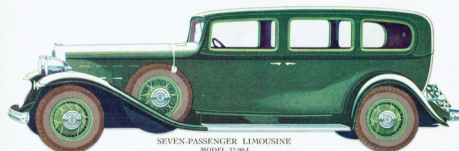
FOUR-PASSENGER COUNTRY CLUB COUPE

MODEL 22-96-3  
*This Coupe model, with ramble roof, has a conventional but pretentious handle for carrying golf clubs and suitcase.*



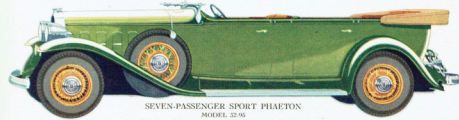
FOUR-PASSENGER CONVERTIBLE COUPE ROADSTER

MODEL 22-96-C  
*With its wide-angle front fenders, side doors, and streamlined windshield that folds forward over the roof, this fine, smart handle-up convertible combines the advantages of smart and modern.*



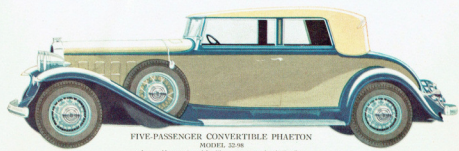
SEVEN-PASSENGER LIMOUSINE

MODEL 22-93-L  
*Designed for use as either a chauffeur-driven or an owner-driven car, this model provides the advantages of a custom-built limousine.*



SEVEN-PASSENGER SPORT PHAETON

MODEL 22-94  
*This bus, which sport car control for the steering function in rear body frame, its wire or wood wheels, trunk with and trunk rack are standard equipment.*



FIVE-PASSENGER CONVERTIBLE PHAETON

MODEL 22-98  
*A specially smart model, either wire or wood, the convertible Phaeton has all the distinguishable marks of a custom-built car.*



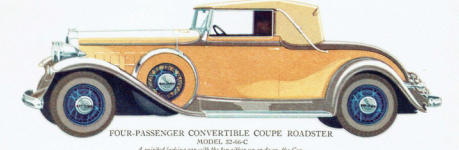
FIVE-PASSENGER SEDAN

MODEL 22-97  
*Provided especially low for a car of such size and quality, this model meets demands for both practicality and economy.*



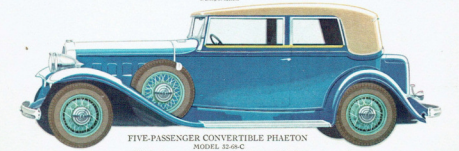
FIVE-PASSENGER VICTORIA COUPE

MODEL 22-96  
*Keeps completely current with the latest and best passenger and motor cars for 1932 in its size and make. The Victoria Coupe is particularly pleasing model.*



FOUR-PASSENGER CONVERTIBLE COUPE ROADSTER

MODEL 22-96-C  
*A smart-looking car with the low floor as in sedan, the Convertible Coupe with handle-up provides smart, all-around transportation.*



FIVE-PASSENGER CONVERTIBLE PHAETON

MODEL 22-94-C  
*This handsome, wide-body, seven-passenger model for five passengers has a convertible body—ideal for its maximum 10th body size.*

# BUICK

VALVE-IN-HEAD STRAIGHT EIGHTS  
WITH THE NEW WIZARD CONTROL

## 1932

★

### SERIES 32-90

134-INCH WHEELBASE

Series 32-90 is offered in nine luxurious and diversified models, giving a selection which meets practically every requirement for fine transportation. Every detail of exterior and interior construction bears witness to the care which Buick has taken to make each car surpassingly fine . . . the most distinguished and most desirable Buick of all time.

### SERIES 32-80

126-INCH WHEELBASE

Two models are offered in Series 32-80, both designed for motorists who seek, in somewhat smaller, less expensive cars, the same beauty, luxury and engineering advancements provided in the Series 32-90. Like the larger Buicks, these models are available in a choice of several colors with harmonizing trim and either wood or wire demountable wheels may be chosen.

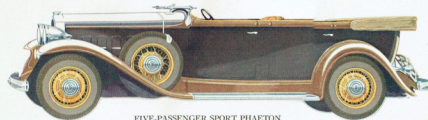
### SERIES 32-60

118-INCH WHEELBASE

For those who want Buick quality, style, performance and dependability in a smaller, lower-priced car, Buick offers Series 32-60 in seven handsome and popular body types. Differing from the larger Buicks only in size and in some few details of interior finish, these cars are considered by many the greatest value Buick has ever offered.



Buick's new Wizard Control, combining new Automatic Clutch, new Free Wheeling and new Silent-Second Synchromesh Transmission, imparts wonderful new ease, pleasure and safety to driving.



FIVE-PASSENGER SPORT PHAETON

MODEL 22-94  
*Looks smart like any other Buick, but this model stands out of the most distinctive cars on the road. It is available in duplicate form—described in the Series 32-90 Sport Phaeton.*



# SPECIFICATIONS

1952 Buick Valve-in-Head Straight Eights SERIES 32-90; 32-80; 32-60

## ENGINE

*With the introduction of the 1952 models, Buick gives the world another great Valve-in-Head Engine. The superiority of the Eight as Buick builds it has been proven in the hands of over 120,000 owners. Its mighty motor easily travels at a consistent speed of 80 miles per hour. Its hill-climbing ability, its smooth performance on the open road and its fast getaway leave little to be desired.*

**TYPE**—Buick Valve-in-Head eight cylinders in line, cast as a unit with upper half of crankcase. Four-point suspension with flexible rubber mountings, front and rear.

**BORE AND STROKE**—Series 32-90 and 32-80— $3\frac{1}{2}$ " x 5"; Series 32-60— $3\frac{1}{2}$ " x  $4\frac{1}{2}$ ".

**DISPLACEMENT**—Series 32-90 and 32-80—344.8 cubic inches; Series 32-60—272.6 cubic inches.

**HORSEPOWER**—Series 32-90 and 32-80—104. With high compression—115. Series 32-60—90. With high compression—96. Fast acceleration, outstanding hill-climbing ability and capable of consistent speed of 80 miles per hour.

**S.A.E. RATING**—Series 32-90 and Series 32-80—35.12; Series 32-60—30.02.

**PISTON**—Cast iron of Buick design. Two compression rings and one oil ring.

**CONNECTING RODS**—Drop forged steel, heat-treated. Improved I-beam type.

**CRANKSHAFT**—Drop forged, heat-treated. Fully counterweighted and balanced with improved ring-type torsion balancer. Equipped with slotted springs in spring bank. Weight with counterweight and balancer; Series 32-90 and 32-80—144 pounds; Series 32-60—115 pounds.

**MAIN BEARINGS**—Five steel-backed babbitt bearings stepped in size.

**TIMING GEARS**—Positive drive. Silent. Require no adjustment.

**FUEL SYSTEM**—Marvel duplex-type carburetor. Bubble proof. Automatic heat control with manual control on instrument panel. A.C. fuel pump and gasoline strainer. Fuel line mounted outside of frame. Insulated from frame to gasoline pump. Improved intake silencer and air cleaner with heat shield.

**WATER COOLING SYSTEM**—New design cellular-type radiator with core area of 467 square inches, rigidly mounted. Automatic thermostatically controlled shutters. Centrifugal pump, gear driven by generator shaft. 19-inch four-blade fan driven by  $\frac{3}{8}$ " V-belt. Fan lubricated by pressure feed from self-contained oil pump.

**ENGINE OIL TEMPERATURE REGULATOR**—Modern high speed driving demands that engine oil be cooled as well as the water. Pioneered by Buick, the Engine Oil Regulator prevents the oil from over-heating. The regulator also warms the oil quickly in cold weather. It consists of a radiative self-draining type core, enclosed in a shell, bolted to the engine directly above water pump. Oil under pressure circulates between the passages of core. Regulation is controlled by water from cooling system passing through the core. Assures positive lubrication—increases life of bearings and engine, without any moving parts.

## LUBRICATION SYSTEM

**FEED**—35-pound pressure from gear pump to main, connecting rod, and camshaft bearings and rocker arm shaft. Gravity feed to timing gears, valve stems and generator front bearing. Capacity Series 32-90 and 32-80, 12 $\frac{1}{2}$  quarts, refill 9 quarts. Series 32-60 capacity 11 $\frac{1}{2}$  quarts, refill 8 quarts.

**OIL FILTER**—A.C. Removes impurities from oil and protects working parts against abrasive actions of dust and other matter.

**CRANKCASE VENTILATION**—Counterweights, balancer and crankshaft act as blower forcing fumes and vapor out of engine and entirely clear of car, preventing dilution of oil in crankcase.

**CHASSIS**—Zerk lubrication system. Every point easily reached.

## WIZARD CONTROL

*Major automotive advancement of the past two decades, combining three great features—New Automatic Clutch, New Free Wheeling, New Silent-Second Synchro-Mesh Transmission—bringing wonderful new ease and pleasure to driving.*

**AUTOMATIC CLUTCH**—Consists of a vacuum cylinder connected to the intake manifold through a control valve and selector valve. Control valve operated by toe button at left of clutch pedal on floor board. Selector valve is mounted on transmission and connected to the shifting mechanism. When shifting to any gear a valve is automatically selected to give a smooth and positive clutch engagement.

**FREE WHEELING**—Simply press control button on the floor board with foot and release accelerator pedal—Buick free wheeling is instantly controlled by removing foot from the control button as the clutch is immediately engaged, thereby making a positive connection with engine instantaneously.

**TRANSMISSION**—Improved Silent-Second Synchro-Mesh with helical gears. Selective gear type. Three speeds forward and one reverse. Chrome nickel steel gears, hardened and ground insuring quietness and long life. Countershaft mounted in roller bearings. Fingertip non-clashing gear shifting giving quick getaway in traffic.

**CLUTCH**—Series 32-90 and 32-80 positive release double-plate type with 121.72 square inch surface area. Series 32-60 positive release single-plate type with 91.82 square inch surface area. Both clutches smooth and easy in operation and ample capacity for free wheeling. Angular contact-type clutch release bearing. Ball bearing type clutch pilot bearing.

**TORQUE TUBE**—Fully encloses propeller shaft, from dirt, dust, and water. Insures perfect alignment between propeller shaft and rear axle. Relieves springs of all driving strain. Only one universal joint automatically lubricated from transmission.

**REAR AXLE**— $\frac{3}{4}$ -floating type; two pinion differentials; bevel ring and pinion supported by ball bearings. One-piece housing rigid and oil tight. Improved heavy ribbed differential carrier. Bronze thrust washers back of differential pinions and side gears.

## CHASSIS

*With characteristic Buick thoroughness the backbone of the car—the chassis—has been improved for 1952. New type springs—Ride Regulator, adjustable to load, road and speed—improved double-acting shock absorbers, are a few of these engineering achievements. Each one tested and tried on the great General Motors Proving Ground.*

**FRAME**—Double-drop type; constructed of heavy cold-rolled steel side channel  $7\frac{3}{4}$ " deep with 6 cross members for Series 32-90 and 32-80; Series 32-60—7" deep with 6 cross members. Center cross member heavy box-section type. Whole construction exceptionally rugged.

**STEERING GEAR**—Worm-and-roller type. Mounted in roller bearings fully adjustable. Adjustable steering column, steering ratio for Series 32-90 and 32-80 20 to 1; Series 32-60—17 to 1. Steering wheel is three steel spoke type with hard rubber moulded over frame.

**FRONT AXLE**—Reverse-Elliott type with drop forged I-beam section, plain bronze knuckle bearings. Vertical thrust ball bearings.

**FRONT SPRINGS**—Semi-elliptic overslung type. Series 32-90 and 32-80— $37\frac{3}{4}$ " long; Series 32-60— $36\frac{7}{8}$ " long. New design spring leaves with curled ends providing new riding comfort. New threaded-type spring shackle automatically adjusted to wear with threads acting as reservoir for lubricants.

**REAR SPRINGS**—Semi-elliptic underslung type. Series 32-90 and 32-80— $58\frac{3}{4}$ " long,  $2\frac{1}{4}$ " wide; Series 32-60— $55\frac{1}{4}$ " long,  $2\frac{1}{4}$ " wide. New design spring leaves with curled ends providing new riding comfort. New threaded-type spring shackle automatically adjusted to wear with threads acting as reservoir for lubricant.

**ROAD SHOCK ELIMINATOR**—Absorbs the road shocks and prevents them from being transmitted to the steering gear.

**SHOCK ABSORBERS**—Improved double-acting, hydraulic type front and rear.

**RIDE REGULATOR**—Consists of rods operating from cross-shaft mounted on center box cross member. Rods connected to metering pins in each shock absorber. Control lever mounted on steering column within easy reach of driver. Wide range of adjustment to meet road condition, load and speed.

**BRAKES**—Four-wheel Buick controlled Servo internal expanding mechanical type. Dirt proof housing for cable control to front wheel brakes. Braking surface—189 square inches for Series 32-90 and 32-80; Series 32-60—155.3 square inches. Positive and smooth acting.

**HAND BRAKES**—Same as service.

**TIRES**—Series 32-90—18 x 7.00 (6-ply); Series 32-80—18 x 7.00 (4-ply); Series 32-60—18 x 6.00 (4-ply).

**WHEELS**—Five painted wire or 12-spoke painted demountable wood wheels are optional at no additional cost. Drop-center rims. Sport Phaeton models, six wheels same as above, with fender wells and trunk rack standard equipment at no extra cost.

**GRAVEL DEFLECTORS**—Special rubberized fabric mounted to rear end of running boards preventing stones and gravel from destroying the finish of wheels and hub caps.

## ELECTRICAL SYSTEM

*Buick recognizes the fact that the car of today must operate in all kinds of weather. To insure easy and quick starting under adverse conditions, the efficiency of the entire electrical system has been increased materially with a larger battery and an increased starting gear ratio.*

**SYSTEM**—Delco-Remy two-unit 6-volt, 17 high plate 135-amp hour Delco Battery Series 32-90 and 32-80; 15 high plate 120-amp hour Delco Battery for Series 32-60. Starting gear ratio 17.35 to 1. Thermostatic generator control. Double breaker arm distributor, single coil and A.C. spark plugs. Chromium-plated bullet-shaped headlamps with fender parking lamps to match. Dual tail lamps equipped with reflecting glass. Electric gasoline gauge.

**INSTRUMENT PANEL**—Walnut finish complete with new pointer-type speedometer, electric gasoline gauge, ammeter, oil pressure gauge, water temperature indicator, all directly or indirectly lighted. Instruments are located directly in front of driver, easily visible between the spokes of steering wheel. Ash tray with cover is mounted on top in center of panel, in all closed models. Heat control, light switch, choke and spark buttons within easy reach of driver. Large glove compartment equipped with special lock and key is at the right side of panel.

## SPECIAL EQUIPMENT

*Buick dealers are in a position to equip your car with Buick approved accessories at reasonable prices. They add to the sheer joy of motoring and reflect good taste. Following is special equipment at additional cost:*

Single bar bumpers; metal, fabric or fabric with stainless steel binding tire covers; clocks; cigar lighters; heaters; tire locks and clamp; stainless steel spoke wire or natural wood wheels; stainless steel trim rings; trunks and trunk racks.

In addition to the Series 32-90 on 134" wheelbase; Series 32-80 on 126" wheelbase; Series 32-60 on 118" wheelbase, the complete Buick line also includes the Series 32-50 on 114" wheelbase at lower prices.

*The Buick Motor Company reserves the right to make changes in specifications at any time without incurring any obligation to install them on cars previously sold.*

**BUICK MOTOR COMPANY, FLINT, MICHIGAN**  
Division of General Motors Corporation

WHEN BETTER AUTOMOBILES ARE BUILT . . . BUICK WILL BUILD THEM