

BRIEF SPECIFICATIONS

402 PONTIAC "6" LINE

1932.

Prepared by -
Engineering Department
Oakland Motor Car Company
Division General Motors Corporation.

Note: Items underlined are new for
this model.

ENGINE.

Type 6 Cylinder "L" head.
 Bore 3-5/16"
 Stroke 3-7/8"
 Displacement 200 cubic inches.
 Compression Ratio 5.1 to 1 Std. 6 to 1 Optional
 Compression-pounds per sq.in. 113 - 115 Std. 132-134 Optional

CYLINDER BLOCK.

New cylinder block cast en-bloc, with individual exhaust ports; better water circulation around exhaust valves; crankcase extends 2-5/8 inches below center line of crankshaft; well ribbed inside giving exceptional vertical strength and stiffness; lateral rigidity is also provided by liberally proportioned ribs running full length on outside of crankcase opposite crankshaft. Flywheel housing in conjunction with new cast iron transmission support completely seals flywheel, starting motor and clutch.

CYLINDER HEADS

Cylinder heads in two units - permits removing one at a time for inspection or valve grinding without removing distributor or disturbing timing. New combustion chamber design and location of spark plug.

Thermostat to control water circulation built into cylinder head water outlet manifold.

Compression ratio 5.1 to 1 Std. 6 to 1 Optional
 Compression Pressure (Lbs. per Sq. In.) 113 - 115 Std. 132-134 Optional

CRANKSHAFT

New three bearing type with integral counterweights, statically and dynamically balanced. Drilled for full pressure oiling. Weight 61 pounds.

Oil seal at front and rear of crankshaft.

CRANKSHAFT BEARINGS.

New steel backed, babbitt faced, interchangeable main bearings.