

NEWS ABOUT
TWO **HOT** NEW
BUICKS!

exciting as Spring



... AND THE OTHER GREAT '62 BUICKS, TOO, FROM



BUICK'S UNLEASHED A *WILDCAT!*



... THE NEW FULL-SIZE, SPORTS-STYLE CAR

CUSTOM EQUIPMENT at no extra cost! All of these comfort and convenience features are included as standard equipment on Wildcat: Turbine Drive Transmission • 325-Horsepower Wildcat 445 Engine • Heater and Defroster • Rear Seat Speaker • Foam-padded Bucket Front Seats • Electric Clock • Deluxe Steering

Wheel • Automatic Trunk Light • License Plate Frame • Aluminum Front Brake Drums • Electric Windshield Wipers • Step-On Parking Brake • Instrument Panel Safety Pad • Directional Signals • All-Vinyl Front Bucket Seats • Foam Rubber Headlining and Sun Shades • Chrome-plated Roof Bows

• Center Console • Tachometer • Console-mounted Transmission Selector Lever • Carpeting • Custom Top Covering • Wildcat Wheel Covers • Rear Floor Area Courtesy Light (mounted at rear of console) • Dual Exhaust • Full 15-inch Wheels • Custom Bright Exterior Mouldings.

The Buick Wildcat is an entirely new idea in driving pleasure. It combines the verve of sports-car styling, handling characteristics and power with the comfortable roominess of a full-size family car. Make no mistake, the Wildcat is designed strictly for American driving. It has the same built-in quality and reliability of other full-size 1962 Buicks . . . yet Buick Wildcat offers you thrilling sports-car styling and driving not to be found in other full-size cars.

SPORTS-CAR WALLOP—A standard-equipment, four-barrel Wildcat V-8 engine puts 325 horsepower at your command for booming get-up-and-go lightning-like passing acceleration.

SPORTS-CAR HANDLING—You get arrow-straight tracking, even in crosswinds, and precision cornering, because the front wheels carry more of the car weight. Advanced Thrust design has accomplished this by moving the engine forward and positioning it over the front wheels.

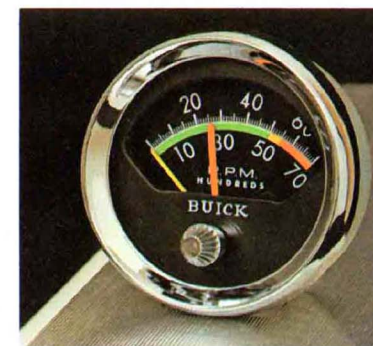
SAFE, SURE STOPS EVERY TIME—Buick's superior brakes have been described as "the best in the industry." Here's why: stop-and-go driving builds up heat in brake drums—Buick's fin-cooled *aluminum* drums "soak up"—and get rid of—heat faster. The going's safer—brake linings last longer, and maintenance costs less.

SPORTS-CAR STYLING—On the inside, contoured bucket seats in rugged Seville-grain vinyl and a center console with tachometer are standard equipment on the new Wildcat. Turbine Drive shift lever is mounted in the console. Chrome roof bows accent the headlining. Headlining is foam rubber, making Buick's famous quiet ride even quieter. On the outside, a white or black vinyl sheath for the crisp Landau top is standard equipment. You can select *your* exterior finish from among 15 exciting colors.

FULL-SIZE BUICK ROOMINESS AND COMFORT—Just like other full-size Buicks, the new Wildcat has man-size headroom, front and back. There's "stretch-out" legroom for the front seat passenger and, with contoured bucket seats, all the comfort of your favorite easy chair. And in the back seat, there's ample knee room for six-footers.



Bucket seats available in Fawn, Red, Blue, and White vinyl.



Illuminated tachometer shows engine operating rpm's.



Center console provides storage space between driver and front seat passenger.

See us—Try the exciting New Wildcat for yourself!

HERE'S MORE EXCITING
NEWS FROM BUICK!



BUICK

SKYLARK GOES CONVERTIBLE!

CUSTOM FEATURES ARE STANDARD EQUIPMENT

Skylark Convertible is equipped with: 190-Horsepower Skylark Aluminum V-8 • 3-Speed Synchromesh Transmission • Heater and Defroster • Electric Windshield Wipers • Directional Signals • Dual Sliding Sun Shades • All-Vinyl Front Bucket Seats • Foam-padded Seats—Front and Rear • Cigarette Lighter • Custom Bright Exterior Mouldings • Full Instrument Panel Safety Padding • Paddle-Type Arm Rests • Skylark Wheel Covers • Skylark Steering Wheel • Rear Passenger Compartment Courtesy Lights • Ash Tray and Glove Compartment Lights • Full Carpeting • Power-operated Top • Dual Horns • Single Transverse Muffler.

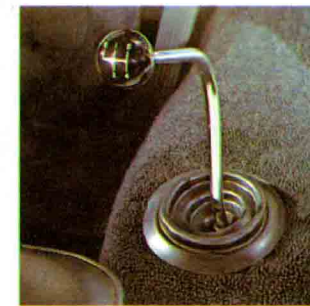
THE NEW LIMITED-EDITION BUICK FOR SUN-LOVERS—Buick Skylark, America's most sought-after sports coupe in the "Happy-Medium Size," now has a new running mate. Sun-lovers who want something *different* and *distinctive* in a Convertible will love this new Skylark. Just like its hard-top companion, only a limited number of Skylark Convertibles will be available. See us soon; let us arrange for you to drive this exciting new Buick.

UNIQUE POWER PLANT—The Skylark Aluminum V-8 (standard equipment) develops 190 horsepower and 235 lbs.-ft. of torque. With its four-barrel carburetor and 11-to-1 compression ratio, this light-weight, power-packed engine gives the new Skylark Convertible amazing zip and go.

STICK SHIFT OR AUTOMATIC TRANSMISSION—Control the power of your new Skylark Convertible the way *you* want. Standard transmission is the 3-speed synchromesh. Optional, is a 4-speed synchromesh transmission with floor-mounted shift control—all four forward gears are synchronized. For those who prefer the convenience of an automatic, Dual-Path Turbine Drive is also available as an option.

BIG-BUICK RIDE—Road roughness is ironed out by Control Arm suspension like that of the full-size Buick. This feature gives the Skylark Convertible a sports-car-handling feel—provides stability for flat, level cornering.

DISTINCTIVE STYLING . . . INSIDE AND OUT—From its power-operated top to its turbine-style wheel covers, the Skylark Convertible is styled sleekly, cleanly . . . differently. Pick *your* exterior from 15 pleasing colors. Inside, contoured bucket seats in rugged vinyl, luxurious carpeting, paddle-type arm rests and deluxe door-trim pads . . . all standard equipment . . . carry out the high styling of this fine car.



All-Vinyl bucket seats available in Red, Black, White, Blue, and Saddle.

Floor-mounted control for 4-speed synchromesh transmission.



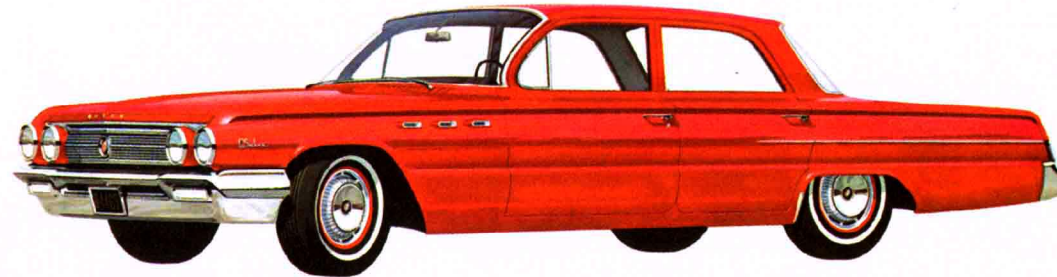
BUICK SKYLARK SPORTS COUPE—If you favor a unique, new-size car, but prefer a hardtop, you'll want to see the Skylark Sports Coupe. Its famous Skylark Aluminum V-8 engine, delivering 190 horsepower, may be matched to the transmission of your choice: Dual-Path Turbine Drive, if you prefer an automatic transmission; the new four-speed synchromesh transmission with floor-mounted stick shift; or, the standard three-speed synchromesh transmission. Come in soon—discover the pleasure and excitement in driving the Skylark Sports Coupe.



Next, the exciting full-size Buicks—
LeSabre, Invicta and Electra 225!



Buick LeSabre 2-door Sports Coupe



Buick LeSabre 4-door Sedan

LESABRE... LOWEST PRICED OF THE FULL-SIZE BUICKS

LESABRE—The economy-minded Buick—is easy on your budget when you buy it. You get Buick's smooth Turbine Drive transmission, Buick's fin-cooled aluminum brakes and Buick's famous *smooth*

ride—all at no extra cost. LeSabre's easy on your budget as you *drive* it, too. You can even have it equipped with the economical regular-gas V-8 engine option, at no extra cost!



Buick LeSabre 4-door Hardtop



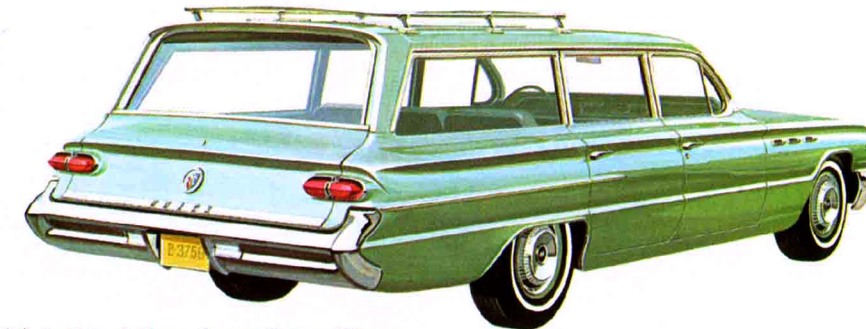
Buick LeSabre 2-door Sedan

INVICTA... TOP PERFORMER IN THE MEDIUM-PRICE RANGE

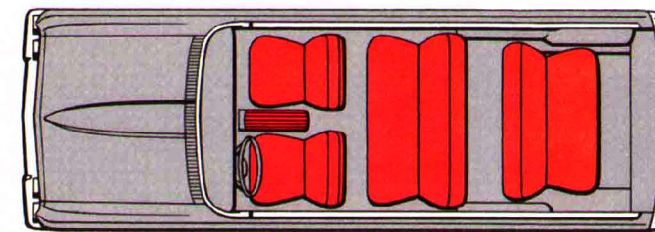
The '62 Invicta is designed for those who have long distances to travel and limited driving time. Heart of this husky Buick is the 325-horsepower V-8 engine. And, like all full-size '62 Buicks, Invicta offers arrow-straight handling and smooth, quiet riding comfort. If you're a long distance driver, check the advantages Invicta offers, and select your favorite body style from five models.



Buick Invicta Convertible



Buick Invicta 4-door, 2-seat Estate Wagon

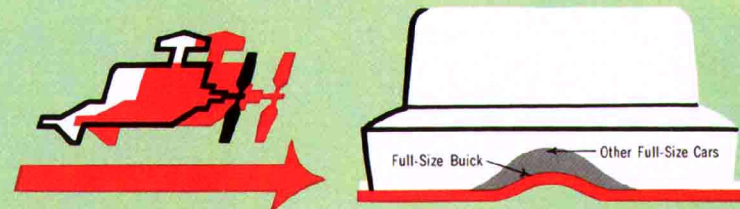


Seating arrangement in the Buick Invicta 4-door, 3-seat Estate Wagon equipped with bucket seats (optional).



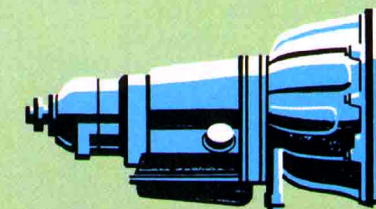
Buick Invicta 4-door Hardtop

**BUICK
QUALITY-
ENGINEERED
FEATURES**



FLATTER FRONT FLOOR—Advanced Thrust design has moved the engine and transmission forward, drastically reducing the front floor tunnel. Buick's front floor tunnel is now seventy percent lower than some competitive makes. With Buick, *both* front seat passengers have comfortable foot room.

**BUICK QUALITY-
ENGINEERED FEATURES**



SMOOTH TURBINE DRIVE TRANSMISSION—Assures safer, surer going on ice, mud or rain-slick roads. Turbine Drive gives you snappy acceleration, quick thrust for passing on the highway, and smoothness through the complete driving range. Turbine Drive is standard equipment in all Electra 225, Invicta and LeSabre series.



Buick Electra 225 4-door Hardtop



Buick Electra 225 Convertible

ELECTRA 225... THE BIGGEST, MOST LUXURIOUS OF ALL BUICKS

Outside, inside and under the hood, Electra 225 is obviously one of the finest cars on the road today. Electra 225 offers the 325-horsepower Wildcat V-8 engine and elegant interiors of finest fabrics and top-grain leathers. An array of comfort and convenience features are standard equipment. Come see the Electra 225—you'll see why it's one of the finest cars built, and you'll be surprised to learn that you can own it for much less than comparable makes.



Buick Electra 225 4-door Sedan

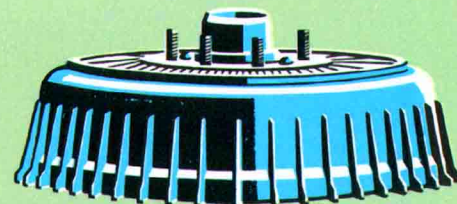


Buick Electra 225 2-door Sport Coupe



Buick Electra 225 4-door Riviera Sedan

BUICK QUALITY- ENGINEERED FEATURES



FIN-COOLED ALUMINUM BRAKES—Aluminum "soaks up" heat built up by stopping, and gets rid of it faster. Buick brake drums are finned to increase the cooling area. They dissipate heat *before* it can do harm, so you get safe, sure stops every time, and maintenance costs less.



Buick Special Convertible



Buick Special 4-door Sedan

BUICK SPECIAL... LOWEST PRICED OF THE "HAPPY-MEDIUM SIZE" CARS

Here's the Buick that costs less than many models of the low-price names. With its standard V-6 engine, the Buick Special rivals the compacts in gas economy! Available as options: the 155-horsepower Fireball Aluminum V-8 or the 190-horsepower Skylark Aluminum V-8. Test-drive this "Happy-Medium Size" Buick soon . . . see how easy it drives and parks. After you've owned the model of your choice for a time, you'll like how well it looks after your wallet.



Buick Special 4-door, 3-seat Station Wagon
(also available with 2 seats)



Buick Special 2-door Coupe

BUICK SPECIAL QUALITY FEATURES

THE HAPPY-MEDIUM SIZE CAR—18 inches shorter than popular full-size cars. Buick Special is fun to drive, so easy to park, easy to run in and out of your garage.
STICK SHIFT OR AUTOMATIC TRANSMISSIONS—Standard Special transmission is a three-speed synchromesh built for rugged, heavy-duty service.

New 4-speed synchromesh, geared to let you up-shift at optimum performance points, with floor-mounted shift lever, is optional with V-8 engines only.

If you prefer an automatic, Buick offers dual-path turbine drive, combining gears and fluid-driven turbine for snappy acceleration, plus maximum smoothness.



Buick Special Deluxe 4-door Sedan

BUICK SPECIAL DELUXE
THE HIGH-STYLED "HAPPY-MEDIUM SIZE" CAR

If you like easy driving and parking, but prefer luxurious styling, come see the '62 Buick Special Deluxe. Three engine choices: the standard 155-horsepower Aluminum V-8; the 190-horsepower Skylark V-8 (at slight extra cost); or the new gas-saving V-6—for less than the standard V-8!

Conservative tight-weave fabrics and rugged vinyls, in a variety of decorator hues, plus deep pile carpeting and custom-padded cushions give Buick Special interiors an air of distinction.



Buick Special Deluxe 4-door,
2-seat Station Wagon

BIG-BUICK RIDE—Control Arm Suspension, like that on full-size Buicks, irons out road roughness, provides stability for flat, level cornering.

SKYLARK ALUMINUM V-8 ENGINE—For superlative performance, Buick

offers the 190-horsepower Skylark Aluminum V-8. Standard equipment on the Skylark Sports Coupe and the new convertible, the Skylark Aluminum V-8 engine is available at modest extra cost on the Special series—for even less on Special Deluxe models.

V-6 OR V-8

THE NEW FIREBALL V-6 ENGINE IS NOW AVAILABLE IN BOTH THE BUICK SPECIAL AND BUICK SPECIAL DELUXE SERIES — No matter which Buick Special series you prefer, you have a choice of power plants: the Fireball V-6 (standard in Buick Special series); the Fireball Aluminum V-8 (standard in the Buick Special Deluxe series); or the sparkling 190-horsepower Skylark Aluminum V-8 (optional in both series).

NEW FIREBALL V-6—Led Motor Trend editors to select the Buick Special as “Car Of The Year.” This 90° V-6 engine develops 135 horsepower and averages better torque output, acceleration and fuel economy than in-line sixes of comparable horsepower.

FIREBALL ALUMINUM V-8—The engine that swept its class in the 1961 Mobilgas Economy Run by delivering 25.09 miles per gallon! Secret of this unique V-8’s economy is that it is made of aluminum. The Fireball Aluminum V-8 delivers 155 horsepower and good performance on regular gas.

SPECIFICATIONS

ENGINES	WILDCAT 410	WILDCAT 375	WILDCAT 445
	(Std. Engine)	(Regular Gas Engine)	
Available on	LeSabre	LeSabre*	LeSabre** Invicta Electra 225
Type	90°V8	90°V8	90°V8
Displacement—Cu. in.	401	401	401
Horsepower @ 4400 R. P. M.	280	265	325
Max. Torque	424 @ 2400 R.P.M.	412 @ 2400 R.P.M.	445 @ 2800 R.P.M.
Compression Ratio	10.25 to 1	9.0 to 1	10.25 to 1
Carburetor	2-Barrel	2-Barrel	4-Barrel
Transmission	Turbine Drive	Turbine Drive	Turbine Drive

*Optional at no extra cost **Optional at extra cost

Engine Lubricating System: Main bearings, connecting rods and camshaft bearings pressure lubricated. Piston pins splash lubricated. Cylinder walls splash and nozzle lubricated. Normal oil pressure 40 at 1600 r.p.m. Full-flow oil filter standard on all models. Crankcase capacity (refill less filter): 4 quarts. **Fuel System:** Two- or four-barrel carburetor according to engine chart above. Standard automatic choke. Mechanical fuel pump. Two-stage gasoline filter with fine filter in fuel tank and extra-fine filter at the carburetor. Oil-impregnated polyurethane air cleaner. Exhaust-type intake manifold heat control. Twenty-gallon fuel capacity. **Engine Cooling:** Pressure system. Choke-type circulation thermostat. Centrifugal water pump. Capacity: 18.5 quarts with heater. **Exhaust System:** Single muffler for both banks of cylinders is mounted crosswise to the frame. Heavy zinc and aluminum coatings of muffler parts promote long life. Dual exhaust optional on all models except Estate Wagons. **Electrical:** Twelve-volt electrical system. Five-position starter-ignition switch. **Transmission:** Turbine Drive standard on LeSabre, Invicta and Electra 225. Turbine Drive is a torque converter type of transmission, fully automatic with two turbines, a variable-pitch stator and a fixed-vane stator. Maximum torque ratio in DRIVE range at stall, 3.4 to 1. Total oil capacity (refill): 12 quarts. **Propeller Shaft:** Hide-Away Drive Shaft is slightly angled to reduce tunnel height in rear seat. Angled sections are connected by a special constant-velocity universal joint that insures vibrationless transfer of power to rear axle. Shaft is connected to transmission and rear axle by needle bearing universal joints. **Rear Axle:** Hypoid gears, semi-floating. Gear ratios with Wildcat 445, 3.23 to 1, with other engines, 2.78 to 1. Rear wheel bearings permanently lubricated. Transfer of driving forces through rubber-mounted arms connected to frame. Positive traction differential optional on all models. **Frame:** Safety-X-Frame with box-section cross-members and tubular center section through which propeller shaft passes. Extra-heavy body side rails add extra strength. **Suspensions:** Independent ball-joint

front suspension with link-type stabilizer bar. Three-link-type rear suspension with track bar. Coil springs front and rear. Rear springs loaded through lower control arms. Direct acting hydraulic shock absorbers front and rear. New suspension geometry means there’s no “squat” when you start, no “dive” when you stop. **Brakes:** Hydraulic, self-energizing. Air-cooled finned, aluminum brake drums front; finned cast iron drums rear. Total lining area: 197.32 sq. in. Step-On parking brake operating through rear service brake shoes. Power brakes standard on Electra 225, optional on Invicta and LeSabre. **Wheels and Tires:** Disc-type wheels. Size: LeSabre, 6.00" x 15", “K”-type flange; Invicta and Electra 225, 6.00" x 15", “L”-type flange. Tires: LeSabre and Invicta, 7.60" x 15"; Electra 225, 8.00" x 15". Oversize tires optional on Invicta. Whitewall tires optional on all models. **Steering:** Manual recirculating ball steering standard on LeSabre and Invicta. Overall ratio: 33.0 to 1. Easy Power Steering standard on Electra 225, optional on Invicta and LeSabre. Overall ratio: 20.7 to 1. Flexible coupling in power gear screens out vibration.

EXTERIOR DIMENSIONS	LeSabre	Invicta	Electra 225	Estate Wagon
Overall Length	214.1"	214.1"	220.1"	213.6"
Overall Width	77.9"	77.9"	77.9"	77.9"
Overall Height	56.4"	56.4"	57.0"	57.9"
Wheelbase	123.0"	123.0"	126.0"	123.0"
Tread—Front	62.1"	62.1"	62.1"	62.1"
Tread—Rear	61.0"	61.0"	61.0"	61.0"

INTERIOR DIMENSIONS	Leg Room Front	Leg Room Rear	Head Room Front	Head Room Rear	Shoulder Room Front	Shoulder Room Rear
LESABRE						
2-dr. Sedan	44.5"	41.0"	38.8"	37.5"	58.8"	57.3"
2-dr. Sport Cpe.	44.5"	38.8"	37.6"	38.2"	58.7"	57.5"
4-dr. H-top	44.5"	41.4"	38.9"	37.3"	58.8"	57.8"
4-dr. Sedan	44.5"	41.4"	38.8"	37.5"	58.8"	57.8"
INVICTA						
4-dr. H-top	44.5"	41.4"	38.9"	37.3"	58.8"	58.7"
Est. Wagon	44.6"	40.5"	38.5"	39.4"	58.9"	57.9"
Convertible	44.5"	39.0"	38.5"	38.0"	58.9"	51.0"
ELECTRA 225						
4-dr. Sedan	44.5"	44.4"	39.4"	38.7"	58.7"	57.3"
2-dr. Sport Cpe.	44.4"	41.6"	38.0"	38.1"	58.5"	57.1"
4-dr. H-top	44.5"	44.4"	39.4"	38.7"	58.7"	57.3"
4-dr. Riviera Sedan	44.5"	42.0"	38.0"	38.1"	58.6"	57.3"
Convertible	44.4"	41.2"	38.8"	37.8"	58.8"	50.9"

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BUICK SPECIAL SPECIFICATIONS

Fireball Aluminum V8 Engine: 90 degree, valve-in-head type. Cylinder block, cylinder head, pistons, intake manifold, timing chain cover, water pump cover and many smaller parts of aluminum alloy. Cast iron cylinder liners. Displacement 215 cu. in. Compression ratio, 9.0 to 1. Horsepower, 155 @ 4600 rpm. Maximum torque, 220 foot pounds @ 2400 rpm. Optional Skylark Aluminum V8 engine: horsepower, 190 @ 4800 rpm.; maximum torque, 235 foot pounds @ 3000 rpm. Compression ratio: 11.0 to 1. Four-barrel carburetor standard. Firing order: 1-8-4-3-6-5-7-2. Splash and pressure lubrication system. Crankcase capacity, 4 quarts (refill less filter). Normal oil pressure, 33 @ 2400 rpm. Full-flow oil filter standard. Two-barrel carburetor. Mechanical fuel pump. Water intake manifold heat control. Pressure liquid cooling system. Centrifugal water pump. Cooling system capacity: 13.5 quarts with heater. Twelve-volt electrical system. Five-position starter-ignition switch. **Fireball V6 Engine:** 90 degree, valve-in-head type. Displacement 198 cu. in. Compression ratio 8.8 to 1. Horsepower, 135 @ 4600 rpm.; Maximum torque, 205 foot pounds @ 2400 rpm. Firing order 1-6-5-4-3-2. Splash and pressure lubrication system. Crankcase capacity, 4 quarts (less filter refill). Normal oil pressure 33 @ 2400 rpm. Full-flow oil filter optional. Two-barrel carburetor. Mechanical fuel pump. Exhaust-heated intake manifold. Pressure liquid cooling system. Cooling system capacity: 12.0 quarts with heater. Twelve-volt electrical system. Five-position starter switch. **Transmission:** Three-speed synchromesh transmission standard on both Special and Special Deluxe. 4-speed synchromesh optional at extra cost on Special with Skylark Aluminum V8 and Special Deluxe, Dual-Path Turbine Drive transmission optional at extra cost on Special and Special Deluxe. In Dual-Path transmission approximately 64 per cent of driving effort transferred hydraulically and 36 per cent mechanically after up-shift. Transmission is fully automatic with a "down-shift" for passing in the 18-55 mph. range. **Propeller Shaft:** Hide-Away Drive Shaft is slightly angled to reduce tunnel height. Angled sections are connected by a special constant-velocity universal joint that insures vibrationless transfer of power to the rear axle. Shaft is connected to transmission and rear axle by needle-bearing universal joints. **Rear Axle:** Hypoid gears, semi-floating. Gear ratios: automatic transmission, 3.08 to 1; manual transmission, 3.36 to 1.* Rear wheel bearings permanently lubricated. **Body and Frame:** Fully unitized body with integral body-frame construction. **Suspension:** Independent ball-joint front suspension. Four-link rear suspension. Coil springs front and rear. Rear springs are loaded through lower control arms. Direct-acting, hydraulic shock absorbers front and rear. Driving forces from axle to body-frame are through rubber-bushed rear links. **Brakes:** Air-cooled cast iron brake drums front and rear. Total lining area, 129.87 sq. in. Pull-type parking brake operating through rear service brake shoes. Power brakes optional at extra cost except on V6 air-conditioned models. **Steering:** Manual recirculating ball steering standard on both sedan and station wagon. Overall ratio, 26.18 to 1. Power steering optional. Overall ratio 20.8 to 1. **Wheels and Tires:** Disc-type wheels. Size 4.50" x 13", "J" type flange. Buick Special tire size: 6.50" x 13". Fifteen-inch wheels are optional at extra cost. (Not available on 3-seat station wagons and convertibles.) White sidewall tires are optional at extra cost.

*Also with Skylark Aluminum V8—with standard or automatic transmission.

<i>Dimensions</i>	<i>Sedan</i>	<i>Coupe</i>	<i>Convertible</i>	<i>Station Wagon</i>	<i>Deluxe Sedan</i>	<i>Deluxe Wagon</i>
Overall Length	188.4"	188.4"	188.4"	188.4"	188.4"	188.4"
Overall Width	71.2"	70.9"	70.9"	71.2"	71.2"	71.2"
Overall Height	52.8"	52.4"	52.4"	54.1"	52.8"	54.1"
Wheelbase	112.1"	112.1"	112.1"	112.1"	112.1"	112.1"
Tread, Front	56.0"	56.0"	56.0"	56.0"	56.0"	56.0"
Tread, Rear	56.0"	56.0"	56.0"	56.0"	56.0"	56.0"
Leg Room, Front	44.5"	44.0"	45.1"	44.4"	44.1"	44.1"
Leg Room, Rear	40.0"	36.8"	36.1"	37.2"	39.9"	37.2"
Head Room, Front	38.1"	38.3"	39.1"	38.6"	38.1"	38.6"
Head Room, Rear	36.7"	36.3"	36.7"	38.0"	36.4"	38.0"
Shoulder Room, Front	55.3"	55.2"	55.2"	55.2"	55.3"	55.3"
Shoulder Room, Rear	53.5"	53.1"	53.1"	53.4"	53.5"	53.4"

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BUICK MOTOR DIVISION, GENERAL MOTORS CORPORATION, FLINT 2, MICHIGAN

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BUICK SPECIAL SPECIFICATIONS

Fireball Aluminum V8 Engine: 90 degree, valve-in-head type. Cylinder block, cylinder head, pistons, intake manifold, timing chain cover, water pump cover and many smaller parts of aluminum alloy. Cast iron cylinder liners. Displacement 215 cu. in. Compression ratio, 9.0 to 1. Horsepower, 155 @ 4600 rpm. Maximum torque, 220 foot pounds @ 2400 rpm. Optional Skylark Aluminum V8 engine: horsepower, 190 @ 4800 rpm.; maximum torque, 235 foot pounds @ 3000 rpm. Compression ratio: 11.0 to 1. Four-barrel carburetor standard. Firing order: 1-8-4-3-6-5-7-2. Splash and pressure lubrication system. Crankcase capacity, 4 quarts (refill less filter). Normal oil pressure, 33 @ 2400 rpm. Full-flow oil filter standard. Two-barrel carburetor. Mechanical fuel pump. Water intake manifold heat control. Pressure liquid cooling system. Centrifugal water pump. Cooling system capacity: 13.5 quarts with heater. Twelve-volt electrical system. Five-position starter-ignition switch. **Fireball V6 Engine:** 90 degree, valve-in-head type. Displacement 198 cu. in. Compression ratio 8.8 to 1. Horsepower, 135 @ 4600 rpm.; Maximum torque, 205 foot pounds @ 2400 rpm. Firing order 1-6-5-4-3-2. Splash and pressure lubrication system. Crankcase capacity, 4 quarts (less filter refill). Normal oil pressure 33 @ 2400 rpm. Full-flow oil filter optional. Two-barrel carburetor. Mechanical fuel pump. Exhaust-heated intake manifold. Pressure liquid cooling system. Cooling system capacity: 12.0 quarts with heater. Twelve-volt electrical system. Five-position starter switch. **Transmission:** Three-speed synchromesh transmission standard on both Special and Special Deluxe. 4-speed synchromesh optional at extra cost on Special with Skylark Aluminum V8 and Special Deluxe, Dual-Path Turbine Drive transmission optional at extra cost on Special and Special Deluxe. In Dual-Path transmission approximately 64 per cent of driving effort transferred hydraulically and 36 per cent mechanically after up-shift. Transmission is fully automatic with a "down-shift" for passing in the 18-55 mph. range. **Propeller Shaft:** Hide-Away Drive Shaft is slightly angled to reduce tunnel height. Angled sections are connected by a special constant-velocity universal joint that insures vibrationless transfer of power to the rear axle. Shaft is connected to transmission and rear axle by needle-bearing universal joints. **Rear Axle:** Hypoid gears, semi-floating. Gear ratios: automatic transmission, 3.08 to 1; manual transmission, 3.36 to 1.* Rear wheel bearings permanently lubricated. **Body and Frame:** Fully unitized body with integral body-frame construction. **Suspension:** Independent ball-joint front suspension. Four-link rear suspension. Coil springs front and rear. Rear springs are loaded through lower control arms. Direct-acting, hydraulic shock absorbers front and rear. Driving forces from axle to body-frame are through rubber-bushed rear links. **Brakes:** Air-cooled cast iron brake drums front and rear. Total lining area, 129.87 sq. in. Pull-type parking brake operating through rear service brake shoes. Power brakes optional at extra cost except on V6 air-conditioned models. **Steering:** Manual recirculating ball steering standard on both sedan and station wagon. Overall ratio, 26.18 to 1. Power steering optional. Overall ratio 20.8 to 1. **Wheels and Tires:** Disc-type wheels. Size 4.50" x 13", "J" type flange. Buick Special tire size: 6.50" x 13". Fifteen-inch wheels are optional at extra cost. (Not available on 3-seat station wagons and convertibles.) White sidewall tires are optional at extra cost.

*Also with Skylark Aluminum V8—with standard or automatic transmission.

Dimensions	Sedan	Coupe	Convertible	Station Wagon	Deluxe Sedan	Deluxe Wagon
Overall Length	188.4"	188.4"	188.4"	188.4"	188.4"	188.4"
Overall Width	71.2"	70.9"	70.9"	71.2"	71.2"	71.2"
Overall Height	52.8"	52.4"	52.4"	54.1"	52.8"	54.1"
Wheelbase	112.1"	112.1"	112.1"	112.1"	112.1"	112.1"
Tread, Front	56.0"	56.0"	56.0"	56.0"	56.0"	56.0"
Tread, Rear	56.0"	56.0"	56.0"	56.0"	56.0"	56.0"
Leg Room, Front	44.5"	44.0"	45.1"	44.4"	44.1"	44.1"
Leg Room, Rear	40.0"	36.8"	36.1"	37.2"	39.9"	37.2"
Head Room, Front	38.1"	38.3"	39.1"	38.6"	38.1"	38.6"
Head Room, Rear	36.7"	36.3"	36.7"	38.0"	36.4"	38.0"
Shoulder Room, Front	55.3"	55.2"	55.2"	55.2"	55.3"	55.3"
Shoulder Room, Rear	53.5"	53.1"	53.1"	53.4"	53.5"	53.4"

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