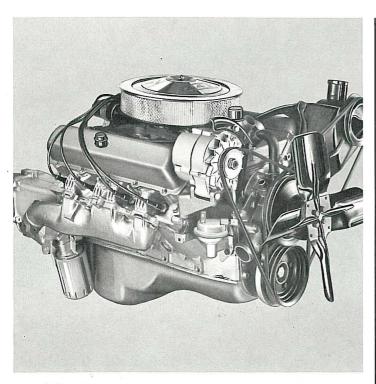
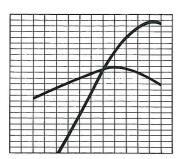


THEREIS MORE ACTION ...



4-4-2 Performance V-8

The 400-cubic-inch block beats out balanced action with up to 360 horsepower. Rugged, the man wants to know? As a rock! Extra-large valves, specially designed intake manifold, Fire-Swirl combustion. Things like that. So turn it on. Tinker with it. Make it dance to your tune.

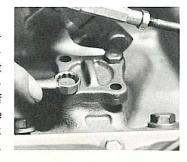


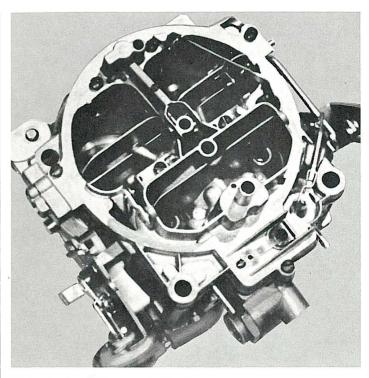
Curve "Ahead"

The 4-4-2 peaks at high rpm —5000 for power, 3600 for torque. And you'll never be late because of weight. The pounds per horsepower reading makes light of things . . . down to a remarkable 9.87 to 1 on the low-priced Club Coupe.

Heat Riser Cutoff

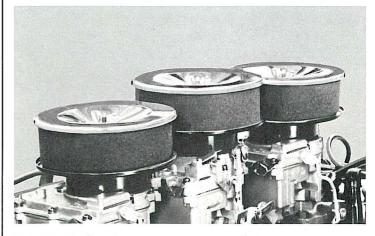
Exclusive on the 4-4-2 Tri-Carb. For peak breathing efficiency at the high end, just pull two bolts from the crossover valves on either side of the center carb, rotate the covers 90° and bolt them back down. So simple it's beautiful.





Quadrajet 4-Barrel Carburetor

Great, standard step-out feature for the 1966 4-4-2. Includes smaller primary bores, a more sensitive automatic choke! A hard-working team for cruising economy! And when you step out and cut in with the bigger flow capacity of the secondaries, watch it! 350 horsepower jump to it, like *now!*



Tri-Carb Option

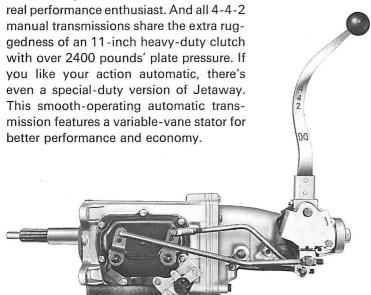
4-4-2, plus 3 deuces . . . how about that? A 4-4-2 equipped with the new Tri-Carb option puts out 360 horsepower. For normal cruising the center 2-barrel means economy, for passing power the two end 2-barrels cut in. All three carbs feature maximum-flow air cleaners.

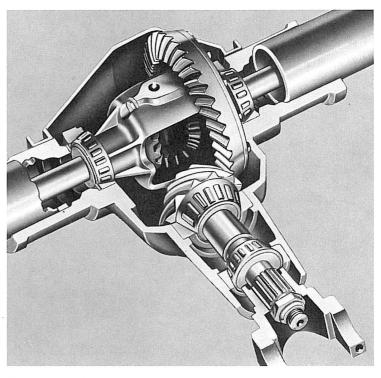
IN THE PALM OF YOUR HAND



Five for fun

The 4-4-2's geared for it! Name your kind of action. Then pick the transmission that fits. The standard 3-speed column-shift manual has all forward speeds fully synchronized. The snappy floor-mounted version, featuring a Hurst shifter, is a variation. Or you can score with four-on-the-floor. 4-4-2 offers two of 'em. A regular wide-ratio, 4-speed fully synchronized job has a short-throw Hurst shifter complete with reverse detent. The other is a special close-ratio four-on-the-floor tailored for the



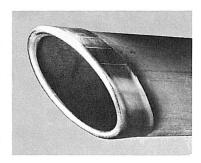


A range of ratios

Eight ways to custom tailor the torque to the rear tires! That's how many rear axle ratios the 4-4-2 offers. They meet virtually any driving need or desire. Factory-installed rear axles come in ratios of 3.23-, 3.55- or 3.90-to-1 with manual transmission . . . and 3.23-, 3.55- or 3.90-to-1 with the special-duty Jetaway. For even more performance, tell your Olds dealer to order 4.11-to-1 . . . or even a 4.33-to-1 ratio. And the Anti-Spin option available on all 4-4-2 rear axles is something else. Provides more drive traction when the going's toughest.

2-Inch Pipes

Another performance feature included with the 4-4-2 option is a special low-restriction exhaust system. The exhaust pipes are a full two inches in diameter to cut down engine back pressure, improve engine breathing.

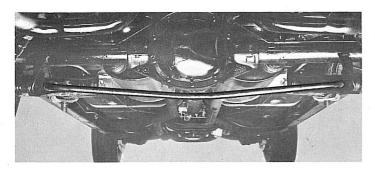


AND THE GOING IS GREAT!



Special Handling

4-4-2 is a moving machine and then some. Oldsmobile didn't stop with power and torque curves . . . the chassis is engineered to make 4-4-2 a stand-out on highway curves. Handling's exceptional. Chassis components are extra rugged. 4-4-2 melts away the miles with its own brand of stamina. You come on *strong* wherever you go in a 4-4-2.

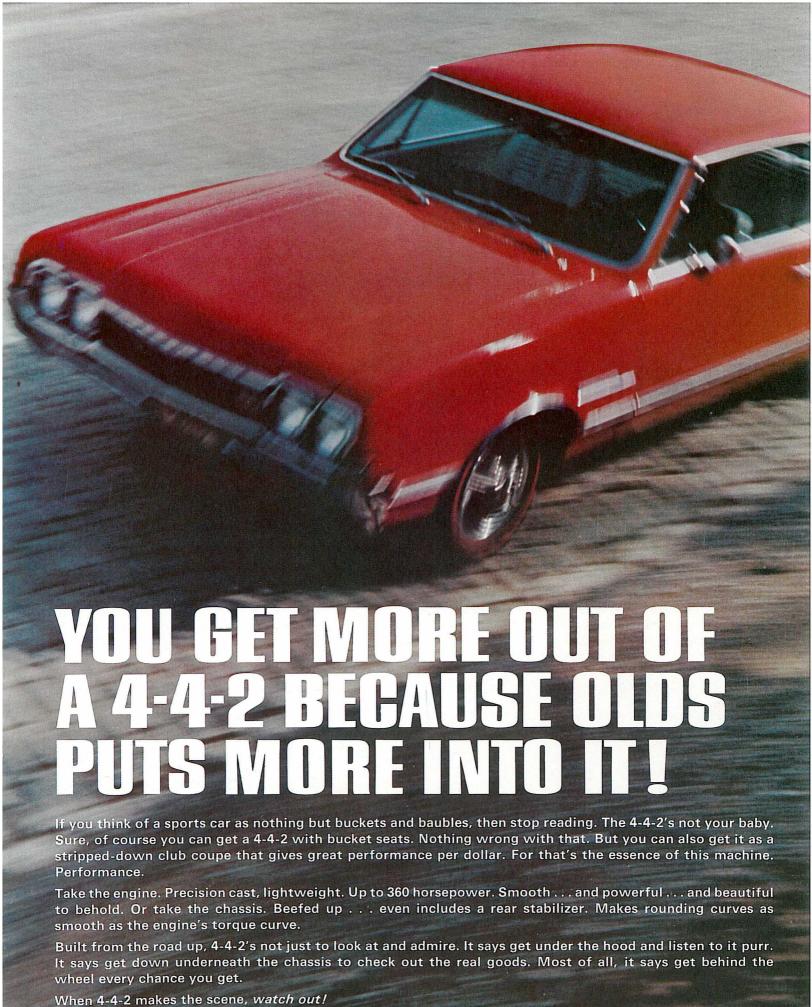


Steady as She Goes

Front and rear stabilizer bars head the list of special 4-4-2 heavy-duty chassis features. The diameter of these bars is 0.937" at the front and 0.875" at the rear. Spring rates on the 4-4-2 are stiffer than normal. Significantly stiffer. With 425 lb./in. front spring rating, the increase is almost 40% . . . with 144 lb./in. rear spring rating, the increase is over 50%. Heavy-duty front and rear shocks, too. They contribute to 4-4-2 stability. Interested in smooth, flat cornering? Who isn't! Check out a 4-4-2 at every turn.

Rugged and Reliable

A car with this kind of action needs more in cooling and electrical equipment. The 4-4-2's heavy-duty radiator and 12-volt, 70-amp.-hr. battery fill the bill with no sweat. The clutch is heavy-duty. So are the propeller shaft . . . front engine mountings . . . and the wheels with extra-wide rims and Red-Line nylon-cord tires.





SPECIFICATION

ENGINE

GEN	ER	A	L
-----	----	---	---

Horsepower	@ soon thu			
	Quadrajet)			
	@ 5000 rpm			
	Tri-Carb)			
Torque440	lbft. @ 3600 rpm			
Piston Displacement				
Bore Spacing	25 in hetween centers			
Bore and Stroke				
Firing Order1-8				
Compression Ratio10.				
Cylinder Block and Heads Material Cas	t Alloy Iron			
Fuel recommended Pre				
Idle Speed:	4			
With Manual Transmission	rnm in Noutral			
With Manual Hansinission	ipin in Neutral			
With Automatic Transmission550				
Pistons: Aluminum-Alloy Autothermic Design with				
Ground, Tin-Plated, Steel-Strut-Reinforced Skin	t			
Piston Pins: Pressed in Rod				
Connecting Rods: Weight 31.08 oz.; Bearing T	vne Steel-Backed			
Aluminum Moraine 400; Bearing C				
0.0026 in.	icarance 0.0005			
	#1 11 D			
Crankshaft: Material A.I.S.I. #1049 Modified;	vibration Damper			
Tuned Rubber; End Thrust Taken by	#3 Bearing: End Play			
0.004-0.008 in.				
Main Bearings: Material Steel-Backed Aluminum	Moraine 400: Journal			
Diameter 3.000 in.; Bearing Ove				
in. (#1, 2, 4), 1.194 in. (#3), 1.624 i				
Cylinder Head Volume: 76.00 cc ± 1.00 cc	n. (#3)			
Cylinder Head Gasket: Thickness 0.023-0.027 in.; Volume 0.326-				
	1.; <u>volume</u> 0.326-			
0.391 cu. in.				
Min. Deck Clearance: 0.002 in.				
Total Combustion Chamber Volume: 86.29 cc				
Carburetor: Type 4-Barrel Quadrajet; Primary Th	rottle Bore 1.375			
in.; Secondary Throttle Bore 2.250 in.				
Type Tri-Carb; Center Throttle Bore 1.688 in.; End				
Throttle Bore 1.688 in.	1.000 III., <u>Liiu</u>			
TIMING				
Camshaft: Material Cast Alloy Iron; Bearings	5 Steel-Backed			
Durex; Drive Chain				
Valve Train: Type Independent, for Each Valve;	Lifters Hydraulic			
Rocker Ratio 1.6 to 1	Litters Hydraulic,			
Valves: Intake	F.1			
	Exhaust			
Max. Head Diameter 2.067 in.	1.629 in.			
Seat and Face Angle30°	45°			
Max. Lift 0.472 in.	0.472 in.			
Valve Timing: Intake	Exhaust			
Valve Opens30° BTC	78° BBC			
V. I. O	70 000 -			

Type90° V-8 Overhead Valve

ELECTRICAL SUPPLY

Duration286°

Overlap58° Outer Valve Spring Pressure and Length:

Coil: Model . . . Delco Remy 1115216-T-3153-A Spark Plugs: Model . . . AC 44S; Gap . . . 0.030 in.

Battery: Model . . . Delco Remy 1980568; Voltage Rating and No. of Plates . . . 12/77; Ampere-Hour Rating . . . 70; Terminal Grounded . . . Negative Delcotron: Model . . . Delco Remy 1100705

Valve Closed ... 84 lb. max. @ 1.670 in.

Valve Open ... 194 lb. max. @ 1.270 in.

Ignition Timing (crankshaft degrees) ... 7½° BTC @ 850 rpm

Distributor: Model ... Delco Remy 1111042; Centrifugal Advance (crankshaft degrees) ... Start, 0.2° @ 650 rpm; Intermediate
Points, 12-16° @ 1800 rpm; Maximum, 20-24° @ 4000 rpm;

Breaker Gap ... 0.016 in.; Cam Angle ... 28-32°

Coil- Model ... 28-32°

28° ATC

286°

Intake and Exhaust

COOLING-LUBRICATION-EXHAUST

Cooling: Radiator Cap Relief Valve Pressure . . . 15 psi; Radiator Core Type . . . Cross Flow; System Capacity with Heater . . . 17.5 qt.

Lubrication: Normal Oil Pressure . . . 30-45 lb. @ 50 mph; Oil Intake Lubrication: Normal On Pressure . . . 30-45 ib. . . 30 inpn, on historical Stationary; Oil Filter . . . Full Flow

Exhaust: Type . . . Dual; Exhaust Pipe Diameter . . . 2 in.; Mufflers . . . Acoustically Tuned, Opened-Up Mufflers without Resonators

TRANSMISSIONS

3-Speed Fully

Synchronized: Shift . . . Column Shift Std., Hurst Floor Shift Opt.; Gear Ratios . . . First 2.42-to-1, Second 1.61-to-1, Third 1.00-to-1, Reverse 2.33-to-1.

4-Speed Fully

Synchronized: Shift . . . Hurst Floor Shift; Wide Gear Ratios . . . First 2.52-To-1, Second 1.88-to-1, Third 1.46-to-1, Fourth 1.00-to-1, Reverse 2.60-to-1; Close Gear Ratios . . . First 2.20-to-1, Second 1.64-to-1, Third 1.28-to-1, Fourth 1.00-to-1, Reverse 2.27-to-1.

NOTE: A Close-Ratio Transmission is recommended with rear axle ratios of 3.90-to-1 and higher.

Clutch (Manual

Transmissions): Pressure Plate Springs . . . Flat—2450 lbs.; Effective Plate
Pressure . . . 2450 lbs.; Clutch Facing Thickness . . . 0.150
in.; Clutch Facing Outside and Inside Dia. . . . 11.0 x 6.5 in.

Special-Duty Jetaway

Automatic: Shift . . . Column Shift; Floor Shift Available with Opt. Sports Console; Gear Ratios . . . Low 1.76-to-1, High 1.00-to-1, Reverse 1.76-to-1.

REAR AXLES

Factory-Installed

Axle Ratios: With 3-Speed Manual Transmission . . . 3.23-to-1, 3.55-to-1, 3.90-to-1*; With 4-Speed Manual Transmission . . . 3.55-to-1, 3.90-to-1*; With Jetaway Transmission . . . 3.23-to-1, 3.55-to-1, 3.90-to-1*;

Dealer-Installed

Axle Ratios: Part No. 9780491 . . . 4.11-to-1; Part No. 9780492 . . . 4.33to-1. NOTE: If a 4.11-to-1 or 4.33-to-1 ratio is to be dealer-installed, the buyer should order a 3.55-to-1 or 3.90-to-1 axle from the factory.

*All ratios available with Anti-Spin differential.

CHASSIS

Frame Type . . . Open Center, Perimeter Type Guard-Beam.

Front Suspension: Type . . . Independent Coil Spring with Counter-Dive; Spring Size . . . 11.4 in. Design Height, 3.60 in. I.D., 121.5 in. Length, 0.650 in. Dia.; Spring Rate . . . 425 lb./in.; Wheel Rate . . . 124 lb./in.; Stabilizer Heavy-Duty Bar, SAE 1070 Material, 0.937 in. Dia.

Rear Suspension: Type . . . Coil-Spring, Heavy-Duty, Four Link, Twin Triangle; Spring Size . . . 8.52 in. Design Height, 5.50 in. I.D., 0.560 in. Dia.; Spring Rate . . . 144 lb./in.; Wheel Rate . . . 130 lb./in.; Stabilizer . . . Heavy-Duty Bar, SAE 1070 Material, 0.875 in. Dia.

Brakes: Type . . . Self-Energizing, Self-Adjusting; Drum Type . . . Centrif-ugal Cast Iron; Lining Area . . . 155.6 sq. in.; Drum Diameter

Steering: Type . . . Ball Nut; Gear Ratio . . . 24.0-to-1 Manual; 20.0-to-1 Heavy-Duty Manual; 17.5-to-1 Power Steering; Turning Diameter ... 41.0 ft.

WEIGHT	Shipping Weight (lbs.)	Pounds per Horsepower
Club Coupe	3454	9.87
Deluxe Holiday Coupe	3502	10.01
Cutlass Sports Coupe	3506	10.02
Cutlass Holiday Coupe	3523	10.07
Cutlass Convertible	3629	10.37

STANDARD FEATURES

4-4-2 Grille • 4-4-2 Emblems • 4-4-2 Front Fender Vents • 4-4-2 Taillamps and Rear Panel • 4-4-2 Performance V-8 Engine • Heavy-Duty Fully Synchronized 3-Speed Manual Transmission • Heavy-Duty Clutch with Manual Transmission • Heavy-Duty Front and Rear Shock Absorbers • Heavy-Duty Front and Rear Springs . Heavy-Duty Front and Rear Stabilizer Bars • Heavy-Duty Radiator • Heavy-Duty Propeller Shaft • Heavy-Duty Front Engine Mountings . Heavy-Duty Battery . Oversize Dual Exhaust . Heavy-Duty Wheels (14 x 6K Rim)(1) • 7.75 x 14" Red-Line Nylon-Cord Tires (2)

(1) If chrome wheels (N98) are ordered, regular 14" wheels are furnished. (2) If whitewall tires (P26) are ordered, 7.75 x 14" rayon-cord tires are furnished.