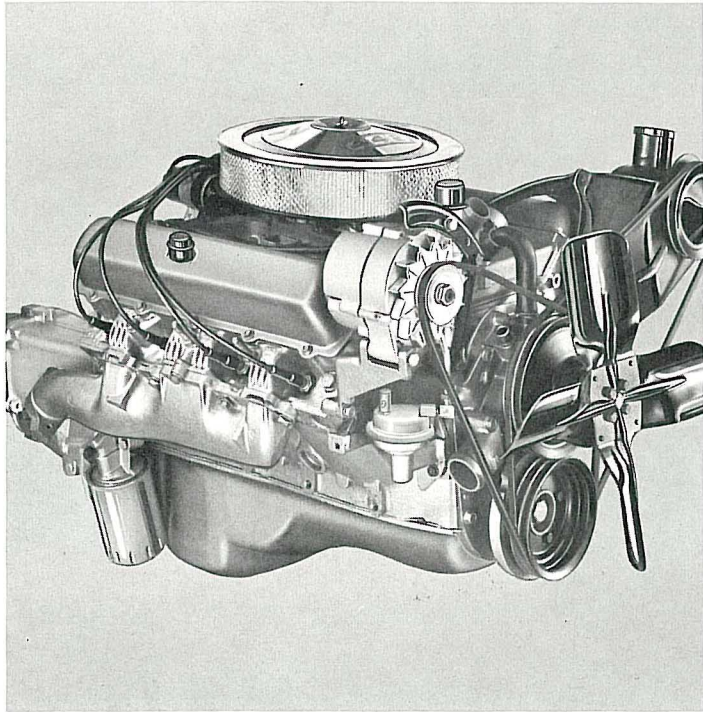




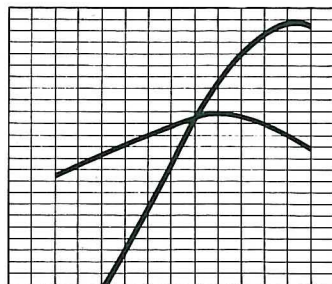
**LOOKING
FOR
ACTION?**

THERE IS 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.

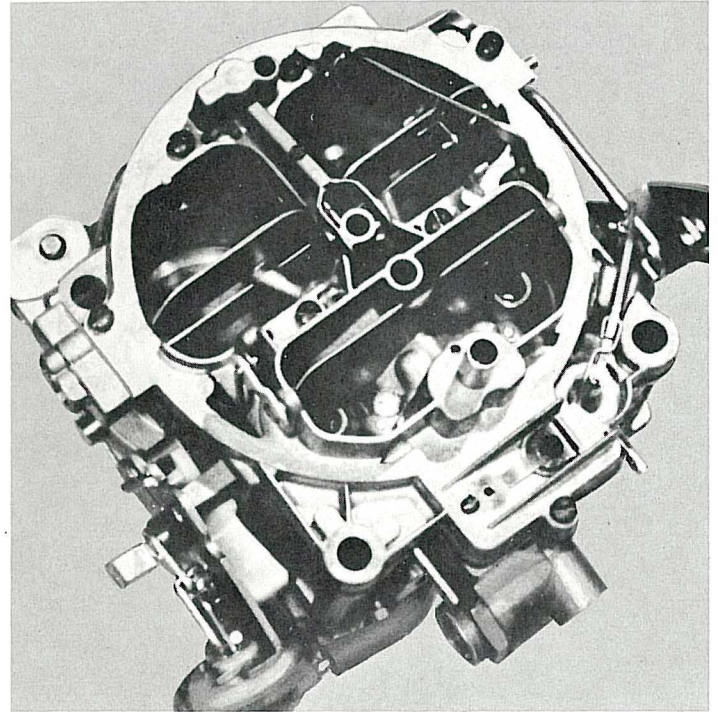
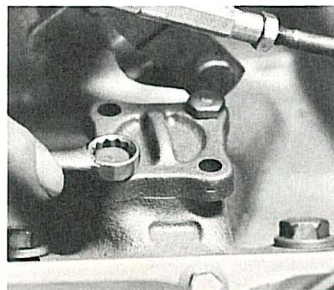


Curve "Ahead"

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 cross-over valves on either side of the center carb, rotate the covers 90° and bolt them back down. So simple it's beautiful.



Quadrajets 4-Barrel Carburetor

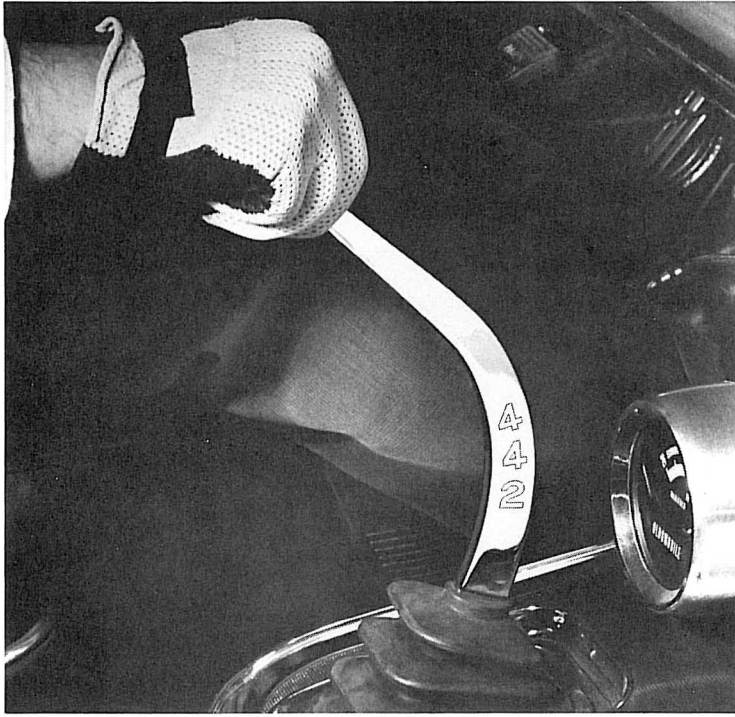
Great, standard step-out feature for the 1966 4-4-2. Includes smaller primary bores, a more sensitive automatic choke! A hard-working team for cruising economy! And when you step out and cut in with the bigger flow capacity of the secondaries, watch it! 350 horsepower jump to it, like *now!*



Tri-Carb Option

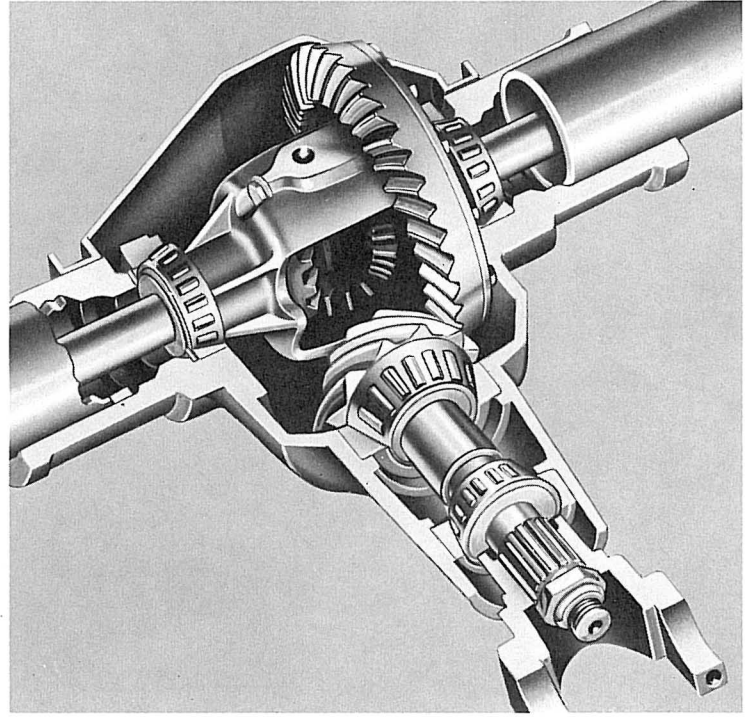
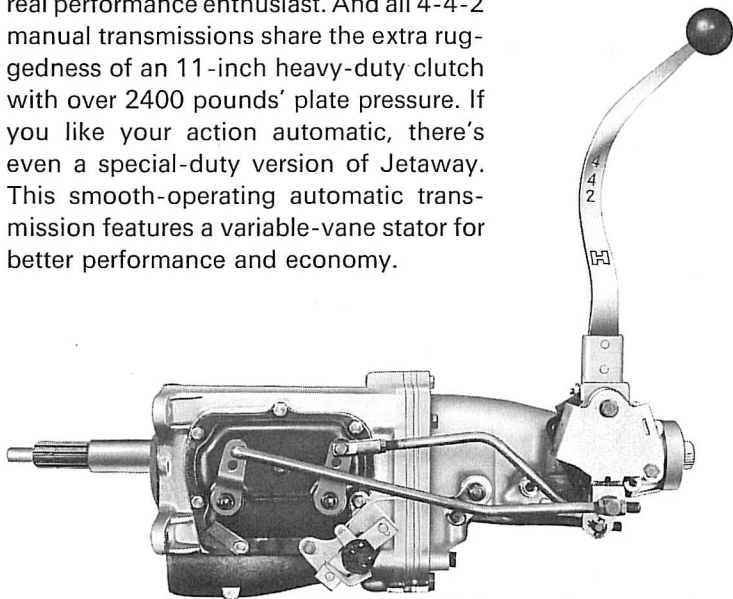
4-4-2, plus 3 deuces . . . how about that? A 4-4-2 equipped with the new Tri-Carb option puts out 360 horsepower. For normal cruising the center 2-barrel means economy, for passing power the two end 2-barrels cut in. All three carbs feature maximum-flow air cleaners.

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 real performance enthusiast. And all 4-4-2 manual transmissions share the extra ruggedness of an 11-inch heavy-duty clutch with over 2400 pounds' plate pressure. If you like your action automatic, there's even a special-duty version of Jetaway. This smooth-operating automatic transmission features a variable-vane stator for better performance and economy.

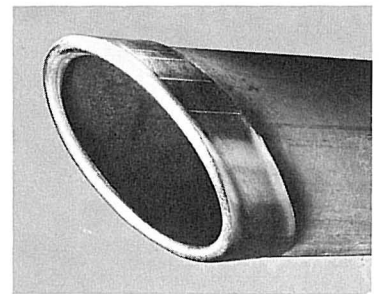


A range of ratios

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.

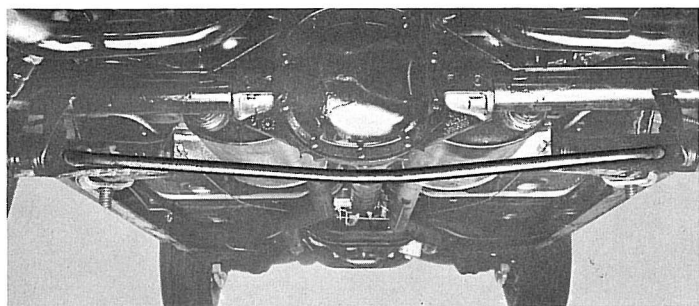


AND THE GOING IS GREAT!



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.



YOU GET MORE OUT OF A 4-4-2 BECAUSE OLDS PUTS MORE INTO IT!

If you think of a sports car as nothing but buckets and baubles, then stop reading. The 4-4-2's not your baby. Sure, of course you can get a 4-4-2 with bucket seats. Nothing wrong with that. But you can also get it as a stripped-down club coupe that gives great performance per dollar. For that's the essence of this machine. Performance.

Take the engine. Precision cast, lightweight. Up to 360 horsepower. Smooth . . . and powerful . . . and beautiful to behold. Or take the chassis. Beefed up . . . even includes a rear stabilizer. Makes rounding curves as smooth as the engine's torque curve.

Built from the road up, 4-4-2's not just to look at and admire. It says get under the hood and listen to it purr. It says get down underneath the chassis to check out the real goods. Most of all, it says get behind the wheel every chance you get.

When 4-4-2 makes the scene, *watch out!*

