

1964 Oldsmobile

No. 8

PRODUCT SELLING INFORMATION

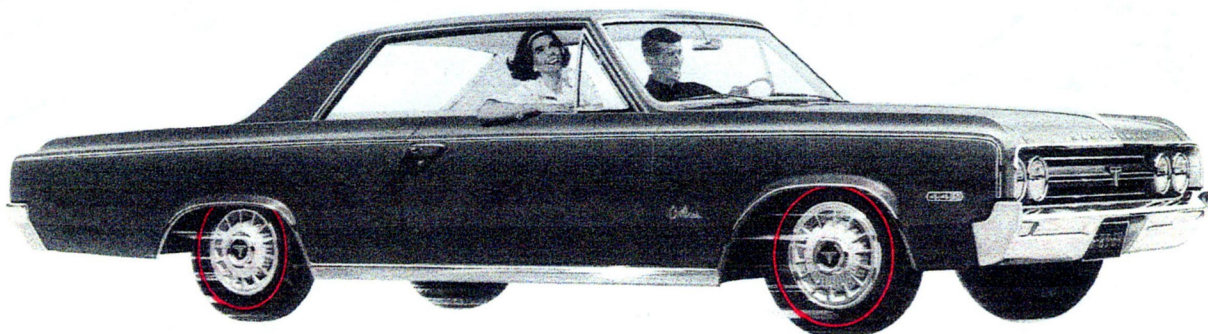
FOR OLDSMOBILE
SALESMEN



A *Hot New Number...*

OLDS **442**

Police Needed It—Olds Built It—Pursuit Proved It



New "4-4-2" Features Deliver
Superb Performance!

4

-BARREL CARBURETION plus high-lift cams boost power of the "4-4-2" Ultra High-Compression V-8 to 310 h.p.—up 20 h.p. over Cutlass V-8.

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-ON-THE-FLOOR stick shift synchromesh transmission captures every power advantage both up and down the entire gear range.

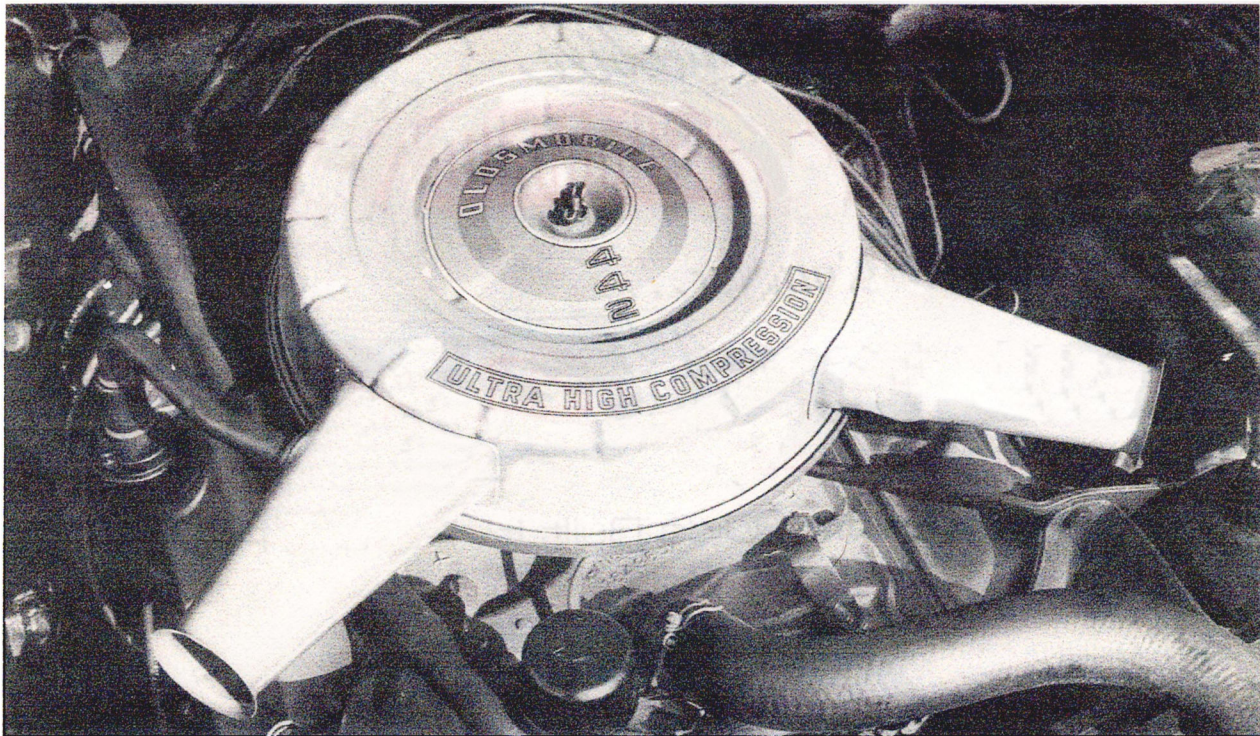
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DUAL EXHAUSTS—complete dual exhaust system features less back pressure for better performance . . . aluminized for longer life.

PLUS:

- Heavy-duty shocks and springs provide smoother cornering . . . better pitch control.
- New rear stabilizer bar reduces roll, provides flatter cornering, better handling.
- Dual snorkel air cleaner improves engine breathing.
- Higher lift camshaft helps boost power performance.
- Extra-high-quality rod and main bearings mean longer life in high-performance driving.

NOTE: Order under Option #B09...Available in any F-85 V-8 model except station wagon



Sensational New Power Team Gives "4-4-2" That Extra Performance!

The "4-4-2", with a 4-speed synchromesh transmission, has a 330-cu.-in. V-8 engine designed to deliver more power than ever before. At 5200 rpm, it develops 310 h.p. . . . 20 h.p. more than a standard Cutlass V-8! And there is 355 lb.-ft. of torque at 3600 rpm. Owners get the kind of power from the "4-4-2" that can push its weight around easily!

The power team of the "4-4-2" is a proved performer! It has been used by law enforcement agencies who needed a car that could accelerate rapidly, pursue at high speeds and idle for long periods without stalling. That same power team is now available in any F-85 V-8 except station wagons.

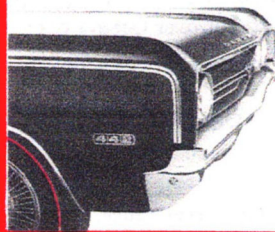
Many new engineering improvements have been added throughout the entire car. A new camshaft gives higher valve lift and longer overlap. The dual snorkel air cleaner provides better engine breathing. New, heavy-duty aluminum crankshaft bearings mean longer life in a high-performance engine.

The excellent handling of the "4-4-2" matches its outstanding power performance. Heavy-duty springs are rated at 410 lb. in the front and 160 lb. in the rear. *This is an increase of 30% over the standard Cutlass V-8.* The front stabilizer bar is bigger for better control of lean

and roll on high-speed cornering . . . and the "4-4-2" is *one of the few* American cars to have a heavy-duty rear stabilizer bar . . . to improve performance handling characteristics.

Every way you look at it . . . "4-4-2" adds up to outstanding performance from a sensational performer!

New Low-Profile "Red-Line" Tires Are Standard on the "4-4-2"



This 7.50 x 14" Red-Line tire has a lower, wider contour to reduce flexing and heat build-up. It also has a tough nylon cord body for extra durability and safety. The red line on the tire is an action identification for the "4-4-2"!

Three Bright "4-4-2" Medallions . . . One On Each Front Fender And One On The Rear Deck . . . Let You Know That This Is Oldsmobile's **Hot** New Number!

OLDSMOBILE... **WHERE THE ACTION IS!**