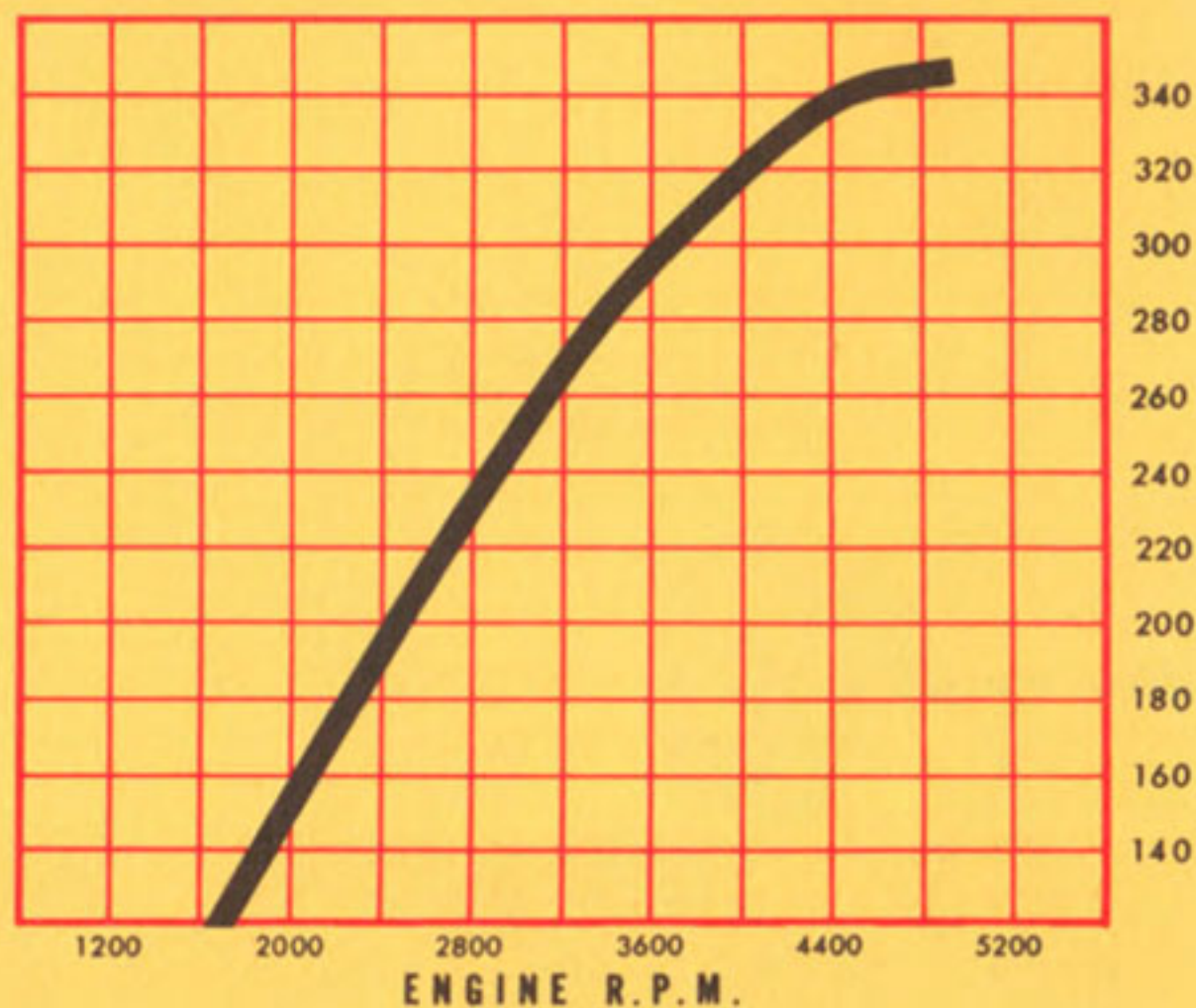


THE
“INSIDE TRACK”
ON OLDS’
HOTTEST
NUMBER . . .

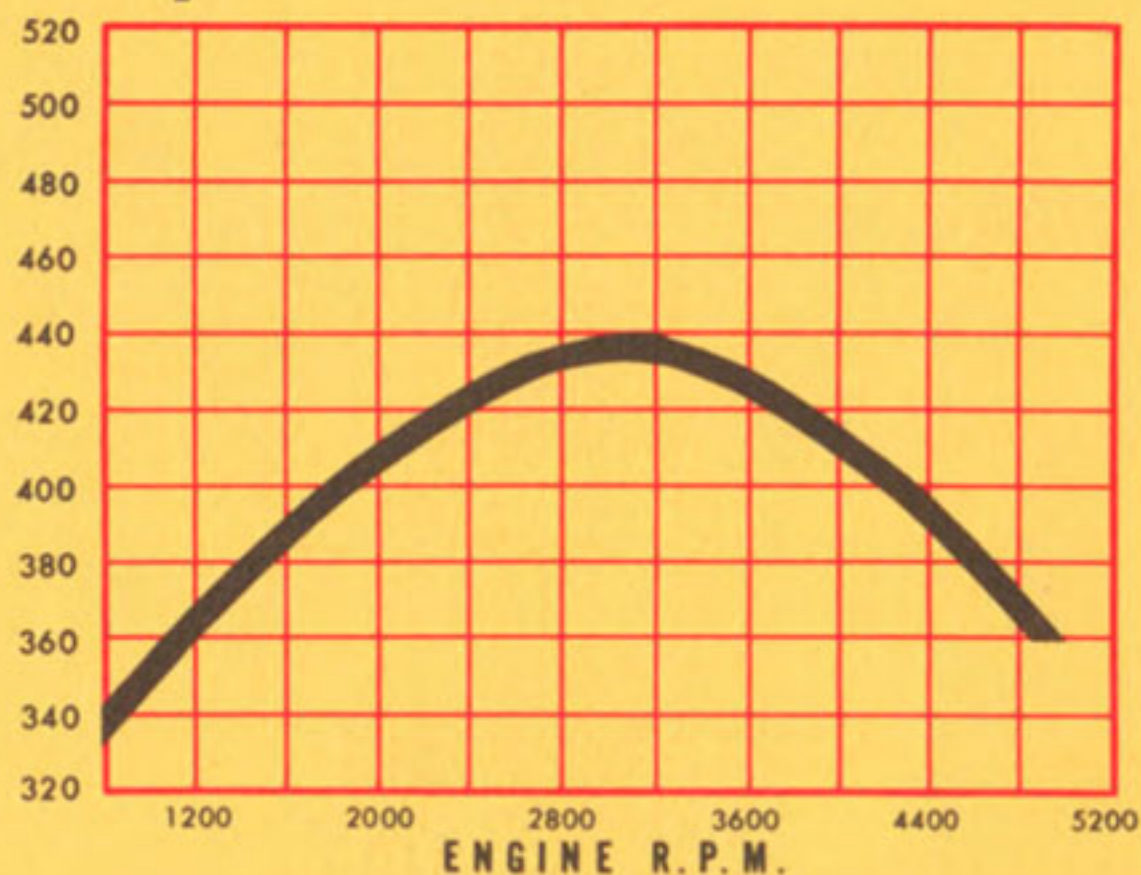


442

The HORSEPOWER Story



The TORQUE Story



STANDARD FEATURES ON ALL 4-4-2s

- Heavy-Duty Guard-Beam Frame
 - Heavy-Duty Front and Rear Shock Absorbers
 - Heavy-Duty Front and Rear Springs
 - Heavy-Duty Delcotron
 - Heavy-Duty Radiator
 - Heavy-Duty Propeller Shaft
 - Heavy-Duty Front Engine Mountings
- Heavy-Duty Clutch with Synchronesh
 - Heavy-Duty Battery
 - Oversize Dual Exhaust
 - Heavy-Duty Front and Rear Stabilizer Bar
 - Heavy-Duty Wheels
 - 7.75 x 14" Red-Line Nylon Tires
 - Special 4-4-2 Grille; Emblems
 - Simulated Rear Fender Scoops

AVAILABLE FACTORY-INSTALLED AXLE RATIOS

With 3- or 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

OTHER AVAILABLE AXLE RATIOS (Dealer-Installed Package)

4.11 to 1

4.33 to 1

1. All ratios available with anti-spin differential.
2. If a 4.11 or 4.33 ratio is to be dealer installed, the buyer should order a 3.55 or 3.90 axle from the factory.

4-4-2 AVAILABLE IN FOLLOWING BODY STYLES

	Shipping Weight (lbs.)	MSRP*
Club Coupe	3398	\$2605
Sports Coupe	3450	2799
Holiday Coupe	3474	2940
Convertible	3576	3139

*Manufacturer's Suggested Retail Prices. Includes reimbursement for Federal Excise Tax and suggested dealer delivery and handling charge.

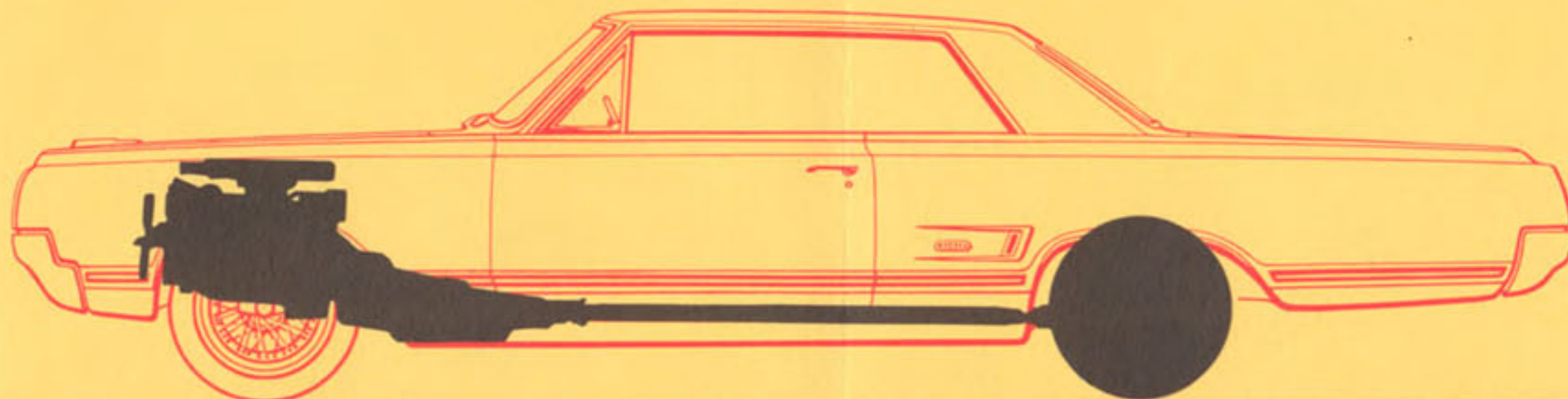
Some of the convenience and appearance features shown in this folder are available at modest extra cost. Information is available at your dealer's.

Oldsmobile reserves the right to make changes at any time without notice in materials, trim, equipment, specifications and models, and to discontinue models.

CHECK THESE SPECS

against the world's leading high-performance sports cars

Oldsmobile's engineering team has developed another great performance champion—4-4-2! Every model has a low pound-per-horsepower ratio, comparable to that of leading sports cars. The 4-4-2 has both a front and rear stabilizer bar . . . a reinforced frame . . . and a heavy-duty suspension for superb sports car handling. And with 345 hp . . . it's like dropping a '64 Starfire Engine into a lightweight '65 Cutlass body.



POWER PLANT

Type	90° V-8, O.H.V.
Horsepower	345 @ 4800 rpm
Displacement	400 Cubic Inches
Torque	440 lb.-ft. @ 3200 rpm
Bore	4.000 Inches
Stroke	3.975 Inches
Compression Ratio	10.25 to 1
Carburetor	4-Barrel
Fuel Type	Premium
Pound-per-Horsepower	10.06 (Holiday Coupe) 10.00 (Sports Coupe) 10.36 (Convertible) 9.85 (Club Coupe)
Exhaust System	2-in. Dual, Opened-Up Mufflers and No Resonators
Valve Train	
Lifters	Hydraulic
Springs	Tuned, with Inner Damper
Valve Size—Intake (in.)	2.000
Exhaust (in.)	1.625
Crankshaft	
Main Bearing Length (in.)	5.559
Main Bearing Dia. (in.)	3.000

DRIVE TRAIN

TRANSMISSION

3-Speed Manual (std.)

Shift	Column Shift
Gear Ratios	2.59 to 1 (1st) 1.60 to 1 (2nd) 1.00 to 1 (3rd) 3.33 to 1 (reverse)

4-Speed Manual (fully synchronized)

Shift	Floor Shift
Gear Ratios	2.20 to 1 (1st) 1.64 to 1 (2nd) 1.28 to 1 (3rd) 1.00 to 1 (4th) 2.27 to 1 (reverse)

Special-Duty Jetaway Automatic

Shift	Column Shift Floor Shift*
Gear Ratios	1.76 to 1 (low) 1.00 to 1 (high) 1.76 to 1 (reverse)

AXLE RATIOS

For Axle Ratio options, see back cover.

*Available only with optional console.

CHASSIS

Frame Type	Open Center, Perimeter Type Guard-Beam, Heavy-Duty
Front Suspension	
Type	Independent Coil-Spring with Counter-Dive
Spring Rate (lb./in.)	425
Wheel Rate (lb./in.)	127
Stabilizer	Heavy-Duty Bar
Rear Suspension	
Type	Coil-Spring, Heavy-Duty, Four-Link, Twin-Triangle
Spring Rate (lb./in.)	144
Wheel Rate (lb./in.)	130
Stabilizer	Heavy-Duty Bar
Brakes	
Type	Self-Energizing, Self-Adjusting Centrifugal Cast Iron Drum
Lining Area (sq. in.)	155.6
Drum Diameter (in.)	9.5
Steering	
Type	Ball Nut
Gear Ratio	24.0 to 1
Turns (lock to lock)	5.56
Turning Diameter (ft.)	41.0