



MEET THE CAR THAT OLDS BUILDS FOR PEOPLE ON THE GO



442 THE ROAD CAR / RALLY MACHINE IN STREET CLOTHING!

Paint striping. Louvered hood. Twin pipes. Red-Line tires. With all this dash and distinction, people get excited about the 4-4-2 even before they look under the hood.

That's what happens when you pack so much pure sports car action onto a chassis as classy as this. Who'd expect a car that looks so sweet to be such a rugged, responsive performer . . . a genuine rally machine?

But here's the real beauty of it—a lightweight, 400-cubic-inch Rocket V-8 with a smooth disposition and a deceptively short fuse. It comes with floor-mounted stick shift; heavy-duty clutch, gears and wheels;

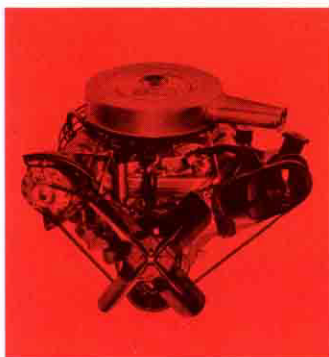
high-performance prop shaft and rear axle. The car also gets a beefed-up suspension system that lets it steer, stop, and straighten out curves as though it were on rails.

It's got all the goodies you'd expect in a big-time sports machine, plus all the comforts of a Sunday car . . . bucket seats, padded visors and panel, wall-to-wall carpeting—the works.

But don't take our word for it. Take one for a ride. Ask for it (by number) at your Oldsmobile Dealer's!

400-CUBE ROCKET V-8

The 4-4-2 Rocket V-8 gives you more standard performance features than many cars offer as options: 400 cubes; 350 horsepower; 10.5-to-1 compression ratio; high-performance cam; oversize valves; full dual exhausts. Tune it and tinker with it to your heart's desire!



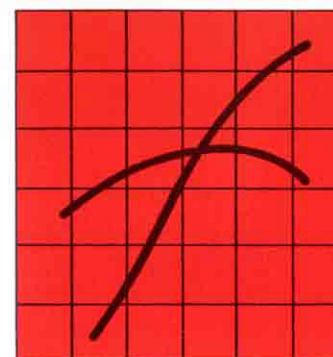
HIGH- PERFORMANCE DRIVE TRAIN

4-4-2's transmission and rear axle are geared to go . . . built to stay on the go! Manual transmissions are fully synchronized; the 11-inch heavy-duty clutch handles 2450 pounds' plate pressure; rear axle uses 31 splines and an 8.50-inch ring gear for exceptional strength.



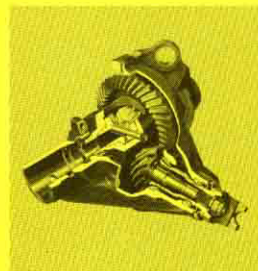
440 LB.-FT. TORQUE

Here's a great step-out feature for those who want performance plus! 4-4-2's perfectly mated engine torque curve and drive train produce ideal acceleration characteristics: the engine peaks at high RPM—5000 for power, 3600 for torque!



A FULL HOUSE OF PERFORMANCE FEATURES...STANDARD ON 4-4-2!

QUADRAJET 4-BARREL CARBURETOR—Quadrajet design features small primary bores for cruising economy when you want it . . . big-capacity secondaries for peak power when you need it!

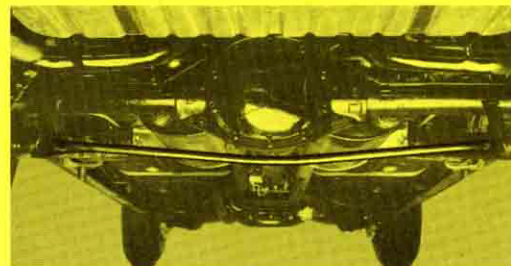


WIDE RANGE OF AXLE RATIOS—Oldsmobile's 4-4-2 offers a raft of axle ratios: factory-installed include 3.08-, 3.23-, 3.55-, and 3.90-to-1 at no extra cost—plus 3.42- and 3.91-to-1 in extra-cost performance packages with heavy-duty shafts, bearings and differential gears. (Optional dealer-installed ratios of 4.11- and 4.33-to-1 also are available at extra cost.)

HURST SHIFTER—Floor-mounted Hurst Competition Shifter is standard with 3-speed and 4-speed fully synchronized manual transmissions. Short-throw design and narrow pattern across neutral put more action in the palm of your hand!

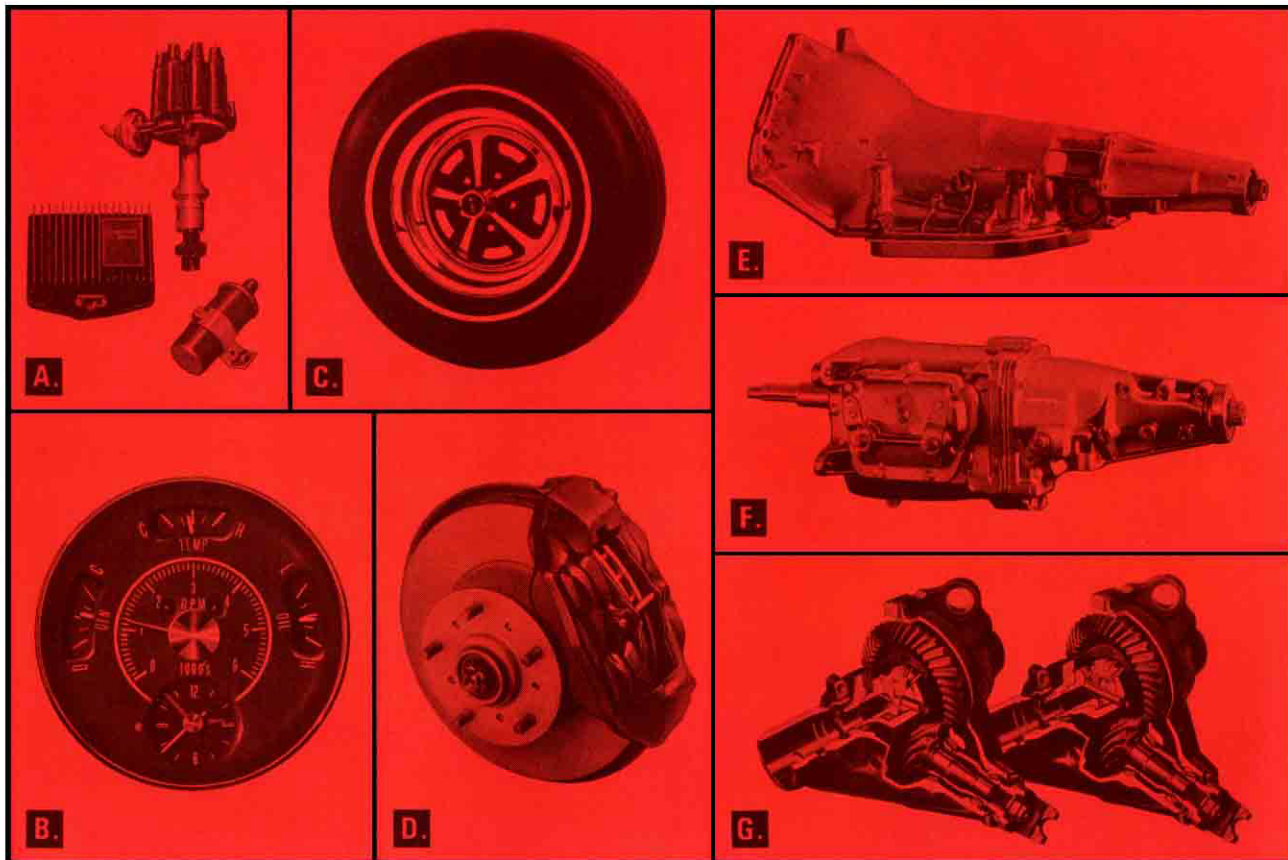


HEAVY-DUTY SUSPENSION—4-4-2's special suspension system includes sway bars front and rear, high-rate coil springs and heavy-duty shock absorbers. The result is a smooth, stable ride, flat cornering, more positive control in every driving situation!



442 OPTIONS AND ACCESSORIES

FROM DISC BRAKES TO UHV, GO THE LIMIT IN PERFORMANCE EQUIPMENT!



A. UHV Transistorized Ignition System—Eliminates breaker points and condenser of standard ignition. Improves performance, minimizes tune-ups and timing adjustments, permits use of a variety of plug gaps without power loss.

B. Rocket Rally Pac—Compact instrument cluster lets driver monitor engine performance at a glance. Includes tachometer, electric clock, ammeter, oil pressure and temperature gauges.

C. Super Stock Wheels—Husky, competition-styled wheels feature polished-chrome trim rings and

wheel nuts, 5-spoke "spiders". Slotted vents draw in air, help cool brakes.

D. Power Front Disc Brakes—Recommended for strenuous driving and severe braking. Advantages are excellent straight-line stopping, consistent pedal feel, and long lining life.

E. 4-4-2 Turbo Hydra-Matic—Specially built for high-performance usage and perfectly mated to the 4-4-2 engine. Two automatic torque-boosting actions make passing, maneuvering, faster and easier. This transmission may be downshifted at

any time when resulting RPM does not exceed 5200.

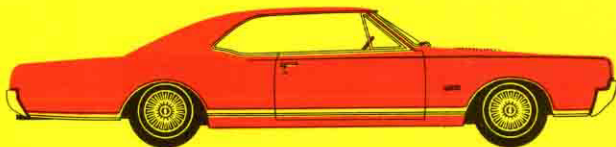
F. Four-Speed Fully Synchronized Transmission—Available with standard or special fast-shifting gear ratios. Helical-cut, forged-steel gears are fully synchronized in all forward speeds. Teams with Hurst shifter for maximum control of engine/car speed.

G. Anti-Spin Rear Axle—Automatically directs power to the wheel with the most traction. Provides positive traction in snow, ice, mud, sand. Available in a variety of ratios.

Force-Air-Induction System (Olds Part No. 230309)—Recommended for sustained high-performance. Cold air is drawn in from scoops above and below parking lights, routed through pressure tubes to produce ram effect in carburetor. Includes high-speed camshaft, chrome valve covers and air cleaner. Battery is mounted in trunk. (Dealer-installed only.)

Accessories and other features described in this catalog are optional at extra cost unless otherwise specified. A full price list for all models and options is available at your nearest Olds Quality Dealer's.

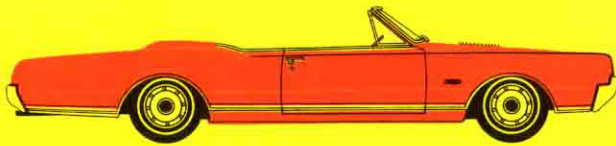
3 VARIATIONS ON THE SAME SWINGING THEME!



4-4-2 HOLIDAY COUPE



4-4-2 SPORTS COUPE



4-4-2 CONVERTIBLE

OLDSMOBILE RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME, WITHOUT NOTICE, IN PRICES, COLORS, MATERIALS, EQUIPMENT, SPECIFICATIONS AND MODELS, AND ALSO TO DISCONTINUE MODELS.

OLDSMOBILE



DIVISION

MARK OF EXCELLENCE

442

SPECIFICATIONS

ENGINE

Type.....90° V-8 Overhead Valve
Horsepower.....350 @ 5000 rpm (350 @ 5400 rpm with Force-Air-Induction System —W30 option)
Torque.....440 lb.-ft. @ 3600 rpm (440 @ 4000 rpm with W30 option)
Piston Displacement.....400 cu. in.
Bore Spacing.....4.625 in. between centers
Bore and Stroke.....4.000 x 3.975 in.
Firing Order.....1-8-4-3-5-6-7-2
Compression Ratio.....10.50-to-1 (11.00-to-1 max.)
Cylinder Block and Head Material.....Cast Alloy Iron
Fuel Recommended and Tank Capacity.....Premium Gasoline, 20 gal.
Idle Speed:
 With Manual Transmission.....600 rpm in Neutral
 With Automatic Transmission.....550 rpm in Drive
Pistons: Aluminum-Alloy Autothermic Design with Flat Head and Cam-Ground, Tin-Plated, Steel-Strut-Reinforced Skirt
Piston Pins: Pressed-in Rod
Connecting Rods: *Weight* . . . 31.08 oz.; *Bearing Type* . . . Steel-Backed Aluminum Moraine 400; *Bearing Clearance* . . . 0.0005-0.0026 in.
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 Overall Length* . . . 0.975 in. (#1,2,4), 1.194 in. (#3), 1.624 in. (#5)
Cylinder Head Volume: 75.00 cc (min. 71.9)
Cylinder Head Gasket: *Thickness* . . . 0.023-0.027 in.; *Volume* . . . 5.342 cc min.
Min. Deck Clearance: 0.002 in.
Total Combustion Chamber Volume: 86.29 cc (79.31 min.)
Carburetor: *Type* . . . 4-Barrel Quadrajets; *Primary Throttle Bore* . . . 1.375 in.; *Secondary Throttle Bore* . . . 2.250 in.

TIMING

Camshaft: *Material* . . . Cast Alloy Iron; *Bearings* . . . 5 Steel-Backed Moraine M100; *Drive* . . . Chain
Valve Train: *Type* . . . Independent, for each Valve; *Lifters* . . . Hydraulic; *Rocker Ratio* . . . 1.6-to-1
Valves:
 Intake.....Exhaust
 Max. Head Diameter.....2.067 in. 1.629 in.
 Seat and Face Angle.....30° 45°
 Max. Lift.....0.472 in. 0.472 in.
Valve Timing:
 Intake.....Exhaust
 Valve Opens.....30° BTC (44°*) 78° BBC (90°*)
 Valve Closes.....76° ABC (84°*) 28° ATC (38°*)
 Duration.....286° (308°*) 286° (308°*)
 Overlap.....58° (82°*) 58° (82°*)
Outer Valve Spring Pressure and Length:
 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 1111188; *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* . . . Delco-Remy 1115216-T-3153-A
Spark Plugs: *Model* . . . AC 44S; *Gap* . . . 0.030 in.
NOTE: UHV (Ultra-High-Voltage) Transistorized Ignition System Available.

ELECTRICAL SUPPLY

Battery: *Model* . . . Delco-Remy 1980036; *Voltage Rating and No. of Plates* . . . 12/77; *Ampere-Hour Rating* . . . 70; *Terminal Grounded* . . . Negative
Delcotron: *Model* . . . Delco-Remy 1100767

COOLING-LUBRICATION-EXHAUST

Cooling: *Radiator Cap Relief Valve Pressure* . . . 15 psi; *Radiator Core Type* . . . Cross-Flow; *System Capacity with Heater* . . . 16.2 qt.
Lubrication: *Normal Oil Pressure* . . . 35-50 lb. @ 1500 rpm; *Oil Intake* . . . Stationary; *Oil Filter* . . . Full-Flow
Exhaust: *Type* . . . Dual; *Exhaust Pipe Diameter* . . . 2.25 in.; *Mufflers* . . . Acoustically Tuned, Straight-Through Mufflers and Resonators

TRANSMISSIONS

3-Speed Fully Synchronized: *Shift* . . . Hurst Floor Shift; *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; *Special 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.
Clutch (Manual Transmissions): *Pressure Plate Springs* . . . Flat; *Effective Plate Pressure* . . . 2450-2750 lb.; *Clutch Facing Thickness* . . . One 0.150 in. and one 0.135 in.; *Clutch Facing Outside and Inside Dia.* . . . 11.0 x 6.5 in.
Turbo Hydra-Matic: *Shift* . . . Column Shift; Floor Shift Available with Opt. Sports Console; *Gear Ratios* . . . Low 2.48-to-1, Super 1.48-to-1, High 1.00-to-1, Reverse 2.08-to-1.

REAR AXLES

Factory-Installed Axle Ratios: *With 3-Speed Manual Transmission* . . . Std. 3.23-to-1; Opt. 3.08-, 3.42-, 3.55-, or 3.90-to-1; *With 4-Speed Wide-Ratio Transmission* . . . Std. 3.55-to-1; Opt. 3.23- or 3.42-to-1; *With 4-Speed Special-Ratio Transmission* . . . Std. 3.90-to-1; Opt. 3.42-, 3.55-, or 3.91-to-1; *With Turbo Hydra-Matic* . . . Std. 3.08-to-1; Opt. 3.23-, 3.42-, 3.55-, 3.90-, or 3.91-to-1. NOTE: 3.42- and 3.91-to-1 axles are extra-cost heavy-duty axles. All ratios available with Anti-Spin Differential.
Dealer-Installed Axle Ratios: Part No. 9780491 . . . 4.11-to-1; Part No. 9780492 . . . 4.33-to-1. NOTE: If a 4.11- or 4.33-to-1 ratio is to be dealer-installed, buyer should order a 3.55- or 3.90-to-1 axle from factory.

CHASSIS

Wheelbase . . . 115 in. Track . . . 58.0-in. front, 59.0-in. rear.
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 with Dual Master Cylinder Hydraulic System; *Drum Type* . . . Centrifugal Cast Iron; *Lining Area* . . . 156.3 sq. in.; *Drum Diameter* . . . 9.5 in.
Opt. Power Front Disc Brakes: *Rotor Type* . . . Vented Cast Iron.
Steering: *Type* . . . Ball Nut with Energy-Absorbing Steering Column; *Gear Ratio* . . . 24.0-to-1 Manual; 20.0-to-1 Heavy-Duty Manual; 17.5-to-1 Power Steering; *Turning Diameter* . . . 41.7 ft.

WEIGHT

	Shipping Weight (lb.)	Pounds per Horsepower
4-4-2 Sports Coupe	3452	9.86
4-4-2 Holiday Coupe	3469	9.91
4-4-2 Convertible	3575	10.21

STANDARD FEATURES

4-4-2 Grille • 4-4-2 Emblems • 4-4-2 Louvered Hood • 4-4-2 G.T. Paint Stripes on Fenders • 4-4-2 Rocket V-8 Engine • Heavy-Duty Fully Synchronized 3-Speed Manual Transmission with Hurst Floor Shift • 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 • Dual Exhausts • Heavy-Duty Wheels (14 x 6" Rim)(1) • F70 x 14" Wide-Tread Red-Line Nylon-Cord Tires(2)
(1) Super Stock Wheels available.
(2) 7.75 x 14" White-Line Nylon-Cord Tires available.

*With Force-Air-Induction System, Option W30.

Litho in U.S.A.