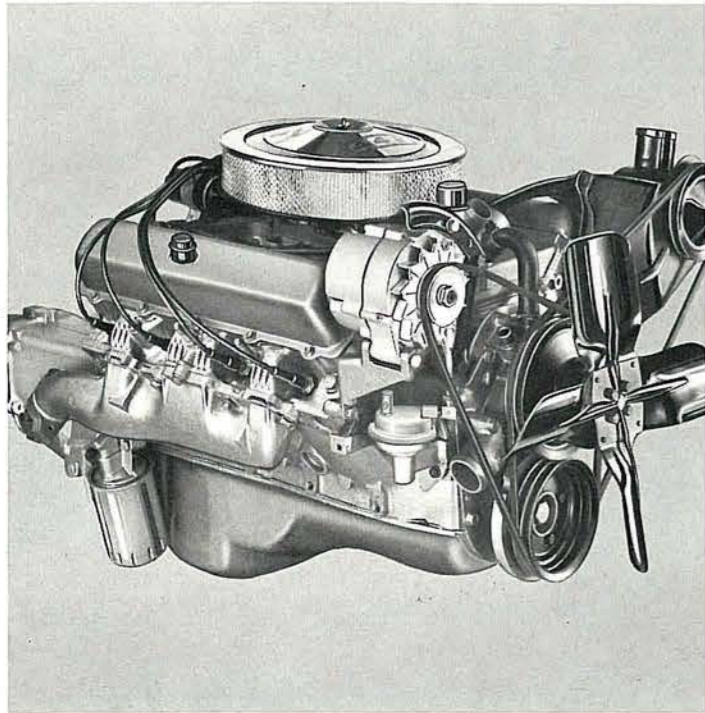




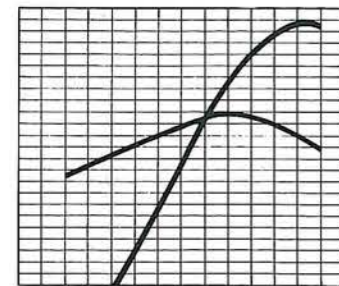
**LOOKING
FOR
ACTION?**

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.

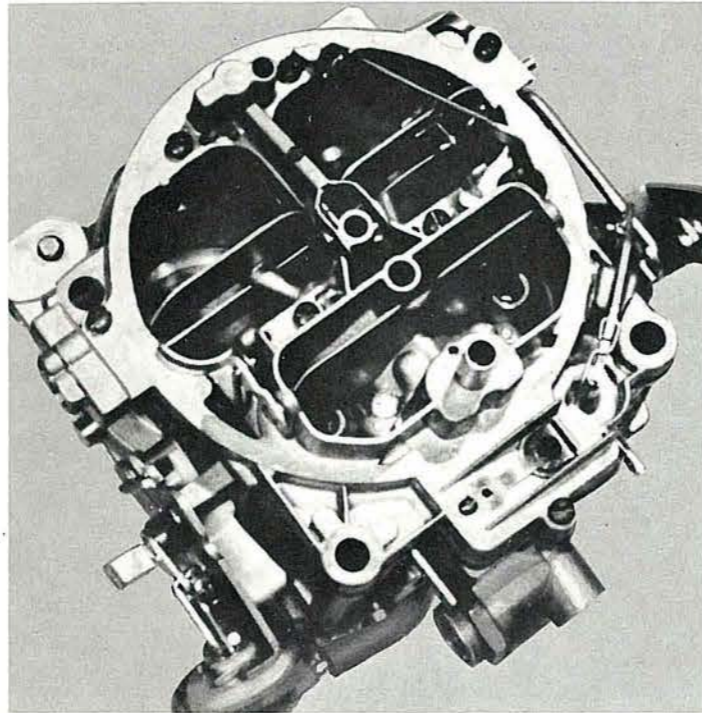
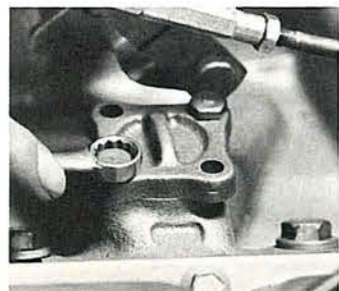


Curve "Ahead"

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.

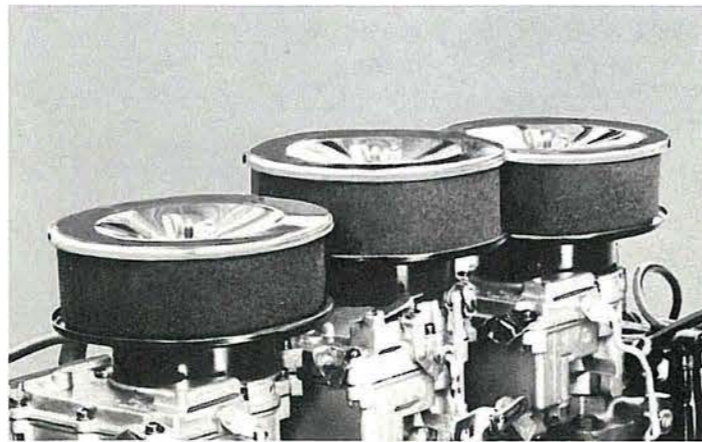
Heat Riser Cutoff

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.



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.



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

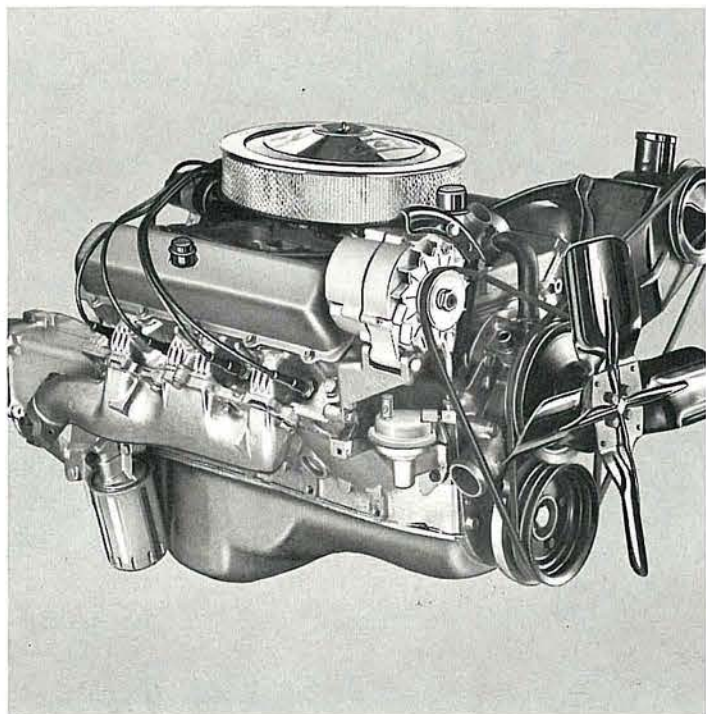
If you think of a sports car as nothing but buckets and baubles, then stop reading. The 4-4-2's not your baby. Sure, of course you can get a 4-4-2 with bucket seats. Nothing wrong with that. But you can also get it as a stripped-down club coupe that gives great performance per dollar. For that's the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

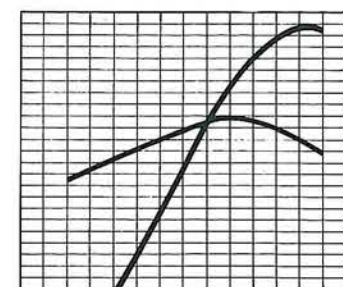
When 4-4-2 makes the scene, *watch out!*

THERE IS MORE ACTION... IN THE PALM OF YOUR HAND AND THE GOING IS GREAT!



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.

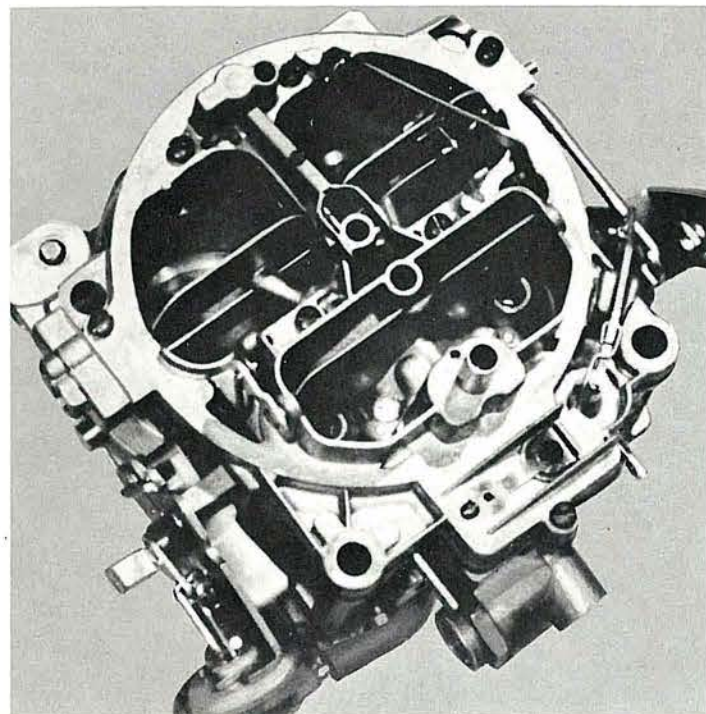
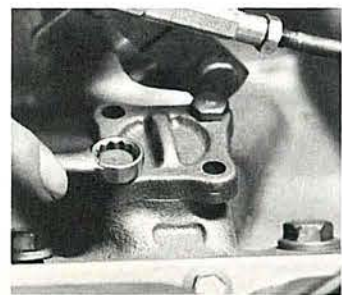


Curve "Ahead"

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Heat Riser Cutoff

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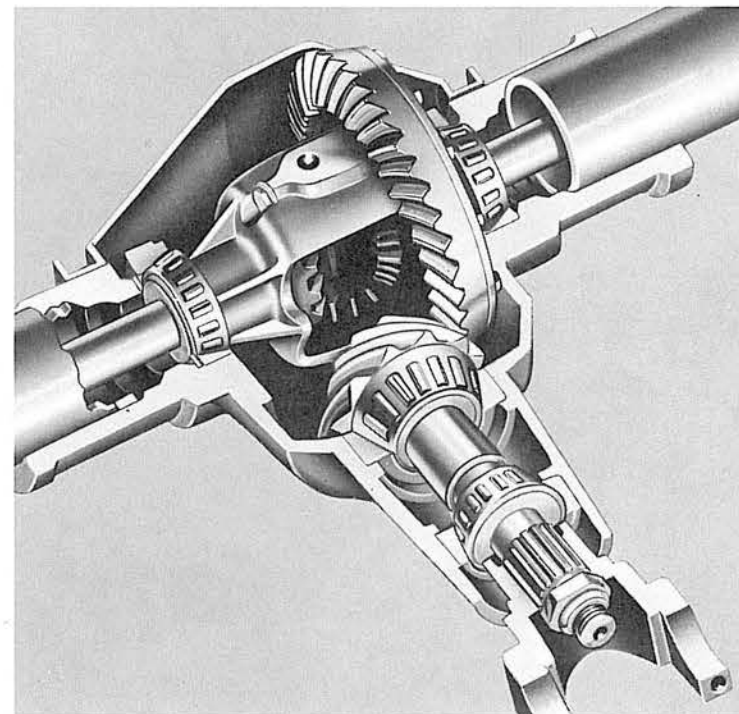
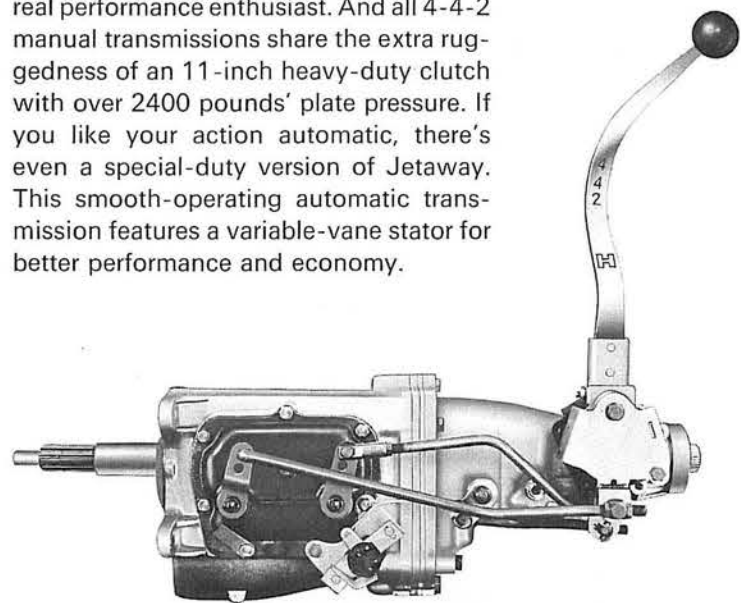
Tri-Carb Option

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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.

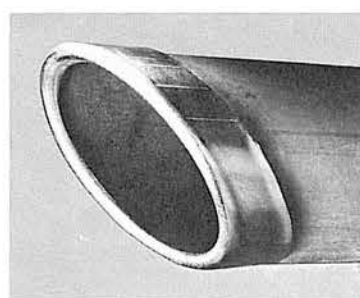


A range of ratios

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.

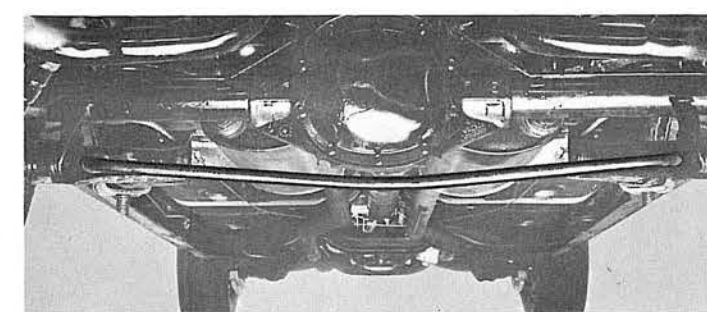
2-Inch Pipes

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.



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.



SPECIFICATIONS

ENGINE

GENERAL

Type 90° V-8 Overhead Valve
 Horsepower 350 @ 5000 rpm
 (Quadrajct)
 360 @ 5000 rpm
 (Tri-Carb)
 Torque 440 lb.-ft. @ 3600 rpm
 Piston Displacement 400 cu. in.
 Bore Spacing 4.625 in. between centers
 Bore and Stroke 4.000 x 3.975 in.
 Firing Order 1-8-4-3-6-5-7-2
 Compression Ratio 10.50 to 1
 Cylinder Block and Heads Material Cast Alloy Iron
 Fuel recommended Premium Gasoline
 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: 76.00 cc ± 1.00 cc
 Cylinder Head Gasket: Thickness . . . 0.023-0.027 in.; Volume . . . 0.326-
 0.391 cu. in.
 Min. Deck Clearance: 0.002 in.
 Total Combustion Chamber Volume: 86.29 cc
 Carburetor: Type . . . 4-Barrel Quadrajct; Primary Throttle 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.

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
 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	78° BBC
Valve Closes	76° ABC	28° ATC
Duration	286°	286°
Overlap	58°	—

 Outer Valve Spring Pressure and Length: **Intake and Exhaust**
 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 (crank-
 shaft 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.

ELECTRICAL SUPPLY

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

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
 . . . 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 . . . 4.33-
 to-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
 . . . 9.5 in.

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.





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.

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442 SPECIFICATIONS

ENGINE

GENERAL

Type 90° V-8 Overhead Valve
 Horsepower 350 @ 5000 rpm (Quadrajett)
 360 @ 5000 rpm (Tri-Carb)
 Torque 440 lb.-ft. @ 3600 rpm
 Piston Displacement 400 cu. in.
 Bore Spacing 4.625 in. between centers
 Bore and Stroke 4.000 x 3.975 in.
 Firing Order 1-8-4-3-6-5-7-2
 Compression Ratio 10.50 to 1
 Cylinder Block and Heads Material Cast Alloy Iron
 Fuel recommended Premium Gasoline
 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: 76.00 cc ± 1.00 cc
 Cylinder Head Gasket: Thickness 0.023-0.027 in.; Volume 0.326-0.391 cu. in.
 Min. Deck Clearance: 0.002 in.
 Total Combustion Chamber Volume: 86.29 cc
 Carburetor: Type 4-Barrel Quadrajett; Primary Throttle 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.

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
 Valves:
 Max. Head Diameter 2.067 in.
 Seat and Face Angle 30°
 Max. Lift 0.472 in.
 Valve Timing:
 Intake
 Valve Opens 30° BTC
 Valve Closes 76° ABC
 Duration 286°
 Overlap 58°
 Exhaust
 1.629 in.
 45°
 0.472 in.
 Exhaust
 78° BBC
 28° ATC
 286°
 —
 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 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 Delco Remy 1115216-T-3153-A
 Spark Plugs: Model AC 44S; Gap 0.030 in.

ELECTRICAL SUPPLY

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

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 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 4.33-to-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 Centrifugal Cast Iron; Lining Area 155.6 sq. in.; Drum Diameter 9.5 in.

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.



LOOKING FOR ACTION?