

AMA Specifications—Passenger Car

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MANUFACTURER	OLDSMOBILE DIVISION	CAR NAME	4-4-2 SUPPLEMENT*
MAILING ADDRESS	LANSING, MICHIGAN	MODEL YEAR	1966
		ISSUED:	
		REVISED (●)	

NOTES:

1. The Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
2. UNLESS OTHERWISE INDICATED:
 - a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
 - b. Nominal design dimensions are used throughout these specifications.

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BODY—TYPES AND STYLE NAMES—

Body type, number of passenger & style names; use manufacturer's code for series & body style.

- 33407 Club Coupe
- 33617 Deluxe Hardtop Coupe
- 33807 Cutlass Coupe
- 33817 Cutlass Hardtop Coupe
- 33867 Cutlass Convertible Coupe

4-4-2 option supplement to 1966 F-85 AMA Specifications.

* All items identical to F-85 V-8 except where noted.

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GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL		Additional Information Page No.:	
			4-4-2
Wheelbase (L101)			
Track	Front (W101)		
	Rear (W102)		
Maximum Overall Dimensions	Length (L103)		
	Width (W103)		
	Height (H101)		
Transmission (Specify trade name - opt., not available)	Manual - 3 speed	15	
	Manual - 4 speed	15	
	Overdrive	15	
	Automatic	16	
Axle ratio	Manual - 3 speed	17	3.55:1
	Manual - 4 speed	17	3.55:1
	Overdrive	17	N.A.
	Automatic	17	3.23:1
Tire size		18	7.75x14
Engine	Type, no. cyl., valve arr.	3	
	Fuel system (Carb., other)	10	
	Bore and stroke	3	4.000 x 3.975
	Piston displ., cu. in.	3	400
	Std. compression ratio	3	10.50:1
	Max. bhp at engine rpm	3	350 @ 5000
	Max. torque at rpm	3	440 @ 3600

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 MODEL _____ 4-4-2

ENGINE—GENERAL

Type, no. cyls., valve arr.	90° OHV V-8	
Bore and stroke (nominal)	4.000 x 3.975	
Piston displacement, cu. in.	400	
Bore spacing (C/L to C/L)	4.625	
No. system (front to rear)	L. Bank	1-3-5-7
	R. Bank	2-4-6-8
Firing order	1-8-4-3-5-6-7-2	
Compres. ratio (nominal)	10.50:1	
Cylinder Head Material	Cast Iron	
Cylinder Block Material	Cast Iron	
Cylinder Sleeve-Wet, dry, none	None	
Number of mounting points	Front	Two
	Rear	One
Engine installation angle	4°	
Taxable $\frac{\text{Dia}^2 \times \text{No. Cyl.}}{\text{horsepower}}$ 2.5	51.20	
Publishing max. bhp* @ eng. RPM	350 @ 5000	
Publishing max. torque* (lb. ft. @ RPM)	440 @ 3600	
Recommended fuel regular - premium	Premium	
Idle speed(spec. neutral or drive)	Manual	600N
	Automatic	550 in Dr. or 600 in Dr. W/A/C

ENGINE—PISTONS

Material	Aluminum Alloy		
Description and finish	Autothermic, cam grind, tin plate, steel strut		
Weight (piston only) oz.			
Clearance (limits)	Top land	.0115-.022	
	Skirt	Top	.0005-.0020
		Bottom	.0005-.0010
Ring groove depth	No. 1 ring	.208-.218	
	No. 2 ring	.208-.218	
	No. 3 ring	.195-.205	
	No. 4 ring	-	

*Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

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MODEL	4-4-2				

ENGINE—RINGS

Function (top to bottom)	No. 1, oil or comp.		Compression
	No. 2, oil or comp.		Compression
	No. 3, oil or comp.		Oil
	No. 4, oil or comp.		None
Compression	Description - material, coating, etc.	Cast Iron - Upper Ring - Chrome Plated O.D.: Taper Face Garphotox Lower Ring: Taper face	
	Width	#1 - .0775-.0780	#2 - .0770-.0780
	Gap	.013-.023	
Oil	Description - material, coating, etc.	Two Rails - Spring Steel Chrome Plated Spacer: Cold Roll Spacer Steel	
	Width	Rails: .0235-.0252	Spacer: .137-.134
	Gap	Rails: .015-.035	Spacer: ends butt together
Expanders		None	

ENGINE—PISTON PINS

Material	SAE 1019 Steel		
Length	3.126		
Diameter	.9803-.9807		
Type	Locked in rod, in piston, floating, etc.		Pressed in rod
	Bushing	In rod or piston	None
		Material	-
Clearance	In piston	.0003-.0005	
	In rod	.0008-.0016 Press	
Direction & amount offset in piston	.060 to R.H. of cylinder bore centerline		

ENGINE—CONNECTING RODS

Material	SAE 1140 Steel		
Weight (oz.)	41.08		
Length (center to center)	6.996-7.000		
Bearing	Material & Type		Moraine 400 (GM 3889 Aluminum) Steel Backed
	Overall length		.821-.831
	Clearance (limits)		.0005-.0026
	End play		(.004-.009) Preferred .002-.013 2 rod per crankpin

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ENGINE—CRANKSHAFT

Material		A.I.S.I. #1049 Modified		
Vibration damper type		Tuned rubber		
End thrust taken by bearing (No.)		Three		
Crankshaft end play		.004-.008		
Main bearing	Material & type		Moraine 400 (GM 3889-M Aluminum) Steel Backed	
	Clearance		1, 2, 3 & 4-.0005-.0021 #5 - .0020-.0034	
	Journal dia. and bearing overall length	No. 1	3.00 x .975	
		No. 2	3.00 x .975	
		No. 3	3.00 x 1.194	
		No. 4	3.00 x .975	
		No. 5	3.00 x 1.624	
		No. 6	-	
No. 7		-		
Dir. & amt. cyl. offset		-		
Crankpin journal diameter		2.4988-2.5003		

ENGINE—CAMSHAFT

Location		Center		
Material		GM 120M Alloy cast iron		
Bearings	Material	Steel backed babbitt GM4195 or CGB#F-11		
	Number	5		
Gear or chain		Chain		
Type of Drive	Crankshaft gear or sprocket material		GM 85M, Sintered iron ASTM-B-310-56T SAE 1118, 1140, 1141, 1146	
	Camshaft gear or sprocket material		Diecast Aluminum SAE #308-#101 Nylon teeth Optional Cast Iron	
	Timing chain	No. of links	48	
		Width	.875 Morse	
Pitch		.500		

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)		Standard	
Valve rotator, type (intake, exhaust)		None	
Rocker ratio		1.6:1	
Operating tappet clearance (indicate hot or cold)	Intake	None	
	Exhaust	None	
Timing marks on flywheel, damper, other		Camshaft Sprocket	

(Continued)

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ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	AMT - 21°	SMT - 30°	
		Closes (°ABC)	AMT - 77°	SMT - 76°	
		Duration - deg.	AMT - 278°	SMT - 286°	
	Exhaust	Opens (°BBC)	AMT - 71°	SMT - 78°	
		Closes (°ATC)	AMT - 31°	SMT - 28°	
		Duration - deg.	AMT - 282°	SMT - 286°	
Valve opening overlap		AMT - 52°	SMT - 58°		
Intake	Material		SAE #1041 SAE #1047 Steel		
	Overall length		4.677		
	Actual overall head dia.		2.067-2.057		
	Angle of seat & face		30°		
	Seat insert material		None		
	Stem diameter		.3432-.3425		
	Stem to guide clearance		.0010-.0027		
	Lift (@zero lash)		AMT - .430	SMT - .472	
	Outer spring press. and length	Valve closed (lb. @ in.)	76-84 - 1.670		
		Valve open (lb. @ in.)	180-194-1.270		
	Inner spring press. and length	Valve closed (lb. @ in.)	Damper		
		Valve open (lb. @ in.)	--		
	Exhaust	Material		GM #N82152 Steel	
		Overall length		4.665	
Actual overall head dia.		1.629-1.619			
Angle of seat & face		46° & 45°			
Seat insert material		None			
Stem diameter		.3427-.3420			
Stem to guide clearance		.0015-.0032			
Lift (@zero lash)		AMT - .432	SMT - .472		
Outer spring press. and length		Valve closed (lb. @ in.)	76-84 - 1.670		
		Valve open (lb. @ in.)	180-194 - 1.270		
Inner spring press. and length		Valve closed (lb. @ in.)	Damper		
		Valve open (lb. @ in.)	--		

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Splash
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Pressure
	Cylinder walls	Pressure

(Continued)

AMT - Automatic Transmission.
 SMT - Standard Transmission.

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ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. @ engine rpm)	30-45 @ 50 MPH
Oil pressure sending unit (elect. or mech.)	Electric
Type oil intake (floating, stationary)	Stationary
Oil filter system (full flow, partial, other)	Full Flow
Filter replacement (element, complete)	Complete
Capacity of crankcase, less filter-refill (qt.)	4
Oil grade recommended (SAE viscosity and temperature range)	Above 32°F - SAE 10W30, SAE 20W Below 32°F - SAE 10W30, SAE 10W Below 0°F - SAE 5W20, SAE 5W
Engine Service Requirement (MM, MS, etc.)	

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)	Two straight thru muffler and resonator
Exhaust pipe dia. (O.D., wall thickness)	2.25 x .076
Branch (O.D., wall thickness)	.048 x 2.00
Tail pipe diameter (O.D. & wall thickness)	.048 x 2.00

ENGINE— CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Positive Crankcase Ventilation
	Optional	None
Control Unit	Make and model	AC Dual Valve
	Location	Valve Cover
	Energy source (manifold vacuum, carburetor air stream, other)	Manifold Vacuum and Carburetor Air
	Control method (variable orifice, fixed orifice, other)	Fixed Orifice
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Intake Manifold & Air Cleaner
	Air inlet (breather cap, carburetor air cleaner, other)	Breather Cap
	Flame arrestor (screen, check valve, other)	Screen

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ENGINE—EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)					
Air Injection Pump	Type	Air Injection Vane			
	Displacement	19.3 cu. in.			
	Drive ratio	1.25 to 1			
	Drive type	Belt			
	Relief valve (type)	Spring Loaded Poppet			
	Filter (describe)	Polyurethane			
Air Injection System	Air distribution (head, manifold, etc.)	Air Manifold			
	Point of entry	Cylinder Head Exhaust Port			
	Injection tube I.D.	.257			
	Check valve type	Diaphragm			
	Backfire protection (type)	Manifold Air Bleed Valve			
Carburetor	Make				
	Model				
	Barrel size				
	Idle speed	<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Drive</td> <td></td> </tr> <tr> <td style="padding: 2px;">Neutral</td> <td></td> </tr> </table>	Drive		Neutral
Drive					
Neutral					
Distributor	Aux. Adv. Systems (type)				
	Make				
	Model				
	Cent'fgal adv. in crank degrees @ eng. rpm.	Start (rpm)			
		Intermed. points deg. @ rpm			
		Max. deg.@rpm.			
Vacuum adv. in. crank degrees @ eng. rpm	Start (in Hg)				
	Intermed. points deg.@ in. Hg Max. deg.@ in.				
Vacuum Source		Ported			
Timing - Crank degrees @ rpm					
Cooling System (describe changes)		Thermostat vacuum switch add to advance ignition timing at idle with high coolant temperatures			
Exhaust System (describe changes)		None			

Carburetor - Distributor & timing same as standard car.

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ENGINE—FUEL SYSTEM

(See supplemental page for Details of Fuel Injection, Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger.

Carburetor

Fuel Tank	Refill capacity (gals.)	<u>20</u>
	Filler location	<u>Behind License Plate Rear Bumper</u>
Fuel Pump	Type (elec. or mech.)	<u>Mechanical</u>
	Locations	<u>Right Front on Block</u>
	Pressure range	<u>7 3/4 - 9 PSI</u>
Vacuum booster (std., optional, none)		<u>None</u>
Fuel Filter	Type	<u>Sintered Bronze & Saran Type</u>
	Locations	<u>Carburetor & Fuel Tank</u>
Carburetor	Choke type	<u>Automatic</u>
	Intake manifold heat control (exhaust or water)	<u>Exhaust</u>
	Air cleaner type	Standard
Optional		<u>None</u>

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
<u>4-4-2</u>	<u>400</u>	<u>Fully Synchro (3 Speed) (4 Speed) Jetaway</u>	<u>Rochester</u>	<u>4 MV</u>	<u>1</u>	

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ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)		Pressure	
Radiator cap relief valve pressure		15 PSI	
Circulation thermostat	Type (choke, bypass)	Choke	
	Starts to open at (°F)	180°	
Water pump	Type (centrifugal, other)	Centrifugal	
	GPM @ 1000 pump rpm	22	
	Number of pumps	1	
	Drive (V-belt, other)	V-Belt	
	Bearing type	Ball	
By-pass recirculation type (internal, external)		External	
Radiator core type (cellular, tube and fin, other)		Tube & center	
Cooling system capacity	With heater (qt.)	16.9	
	Without heater (qt.)	16.2	
	Opt. equipment-specify (qt.)	19.3	
Water jackets full length of cylinder (yes, no)		Yes	
Water all around cylinder (yes, no)		Yes	
Radiator hose	Lower	Number and type (molded, straight)	One molded
		Inside diameter	1.75
	Upper	Number and type (molded, straight)	One molded
		Inside diameter	1.50
	By-pass	Number and type (molded, straight)	One molded
		Inside diameter	.7
Fan	Number of blades & spacing		4 @ 76°
	Diameter		18.00
	Ratio-fan to crankshaft rev.		.8486
	Fan cutout type		Clutch A/C only
	Bearing type		Ball
*Drive belts (indicate belt used by letter)	Fan		50.82 Std. (A) 49.62 A/C (B)
	Generator or alternator		Same as above
	Water Pump		Same as above
	Power Steering		61.70 Std. (C) 63.74 A/C (D)
	Air Conditioning		61.00 (E)

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V											
Nominal length (SAE)	19.41	18.81	24.85	25.87	24.50						
Width	.380										

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ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		1983508 Delco Remy	
	Voltage Rtg. & Total Plates		12V-77 Plates	
	SAE Designation & Amp Hr. Rtg.		25TA-70 Amp. Hr.	
	Location		Engine Compartment - Front L. H. Side	
Terminal grounded		Negative		
Generator or Alternator	Make		Delco Remy	
	Model		1100705	
	Type and rating		Diode rectifying	
	Output at engine idle (neutral)		2.33	
	Ratio—Gen. to Cr/s rev.		Charge on idle	
Regulator	Make		Delco Remy	
	Model		1119515	
	Type		Vibrating contact	
	Cutout relay	Closing voltage @ generator rpm	None	
		Reverse current to open	None	
	Regulated	Voltage	13.5-14.4	
		Current	One-self regulating	
	Voltage test conditions	Temperature	120°F	
Load		Less than 10 amps		
Other		Upper Contacts		

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Delco Remy
	Model		1107330-T-2446
	Rotation (drive end view)		Clockwise
	Engine cranking speed		Not specified
	Test conditions		80°F
	No load test	Amps	70-105
Volts		10.6	
RPM (min)		3800	
Motor control	Switch (solenoid, manual)		Solenoid
	Starting procedure		Turn ignition key against spring load to full clockwise position. Cars equipped with automatic transmissions must be in park or neutral to start.

(Continued)

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ELECTRICAL—STARTING SYSTEM (cont.)

Motor Drive	Engagement type		
	Pinion meshes (front, rear)		
	Number of teeth	Pinion	
		Flywheel	Manual Auto.
	Flywheel tooth face width		Manual
Auto.			

ELECTRICAL—IGNITION SYSTEM

Coil	Transistorized - Std., Opt., N.A.		N.A.
	Make		
	Model		
	Amps	Engine stopped	
Engine idling			
Distributor	Make		Delco Remy
	Model		1111042
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	0°-2° @ 650 RPM
		Intermediate points deg. @ rpm.	12°-16° @ 1800 RPM
		Max. deg. @ rpm.	20°-24° @ 4000 RPM
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	0° @ 7 in. Hg
		Intermediate points, deg. @ in. Hg.	2.5°-8.2° @ 10"
			9.4°-15.2° @ 13"
			16.5°-20.0° @ 16.7"
	Max. deg. in. Hg.	21.5° @ 22 in.	
Breaker gap (in.)		.016	
Cam angle (deg.)		28°-32°	
Breaker arm tension (oz.)		19-32	
Timing	Crankshaft deg. @ rpm.		7.5° @ 850 RPM
	Mark location		Pulley hub
Spark Plug	Make		AC
	Model		AC 44S
	Thread (mm)		14mm
	Tightening torque (lb. ft.)		30
	Gap		.030
Coble	Conductor type		
	Insulation type		
	Spark plug protector		

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ELECTRICAL—SUPPRESSION

Locations & type

ELECTRICAL—INSTRUMENTS AND EQUIPMENT

Speed-ometer	Make	
	Trip odometer (yes, no)	
Charge indicator—type		
Temperature indicator—type		
Oil pressure indicator—type		
Fuel indicator—type		
Other		
Windshield wiper	Make	
	Type—Standard	
	Type—Optional	
	Vacuum booster provision	
	Washer provision	
Horn	Type	
	Number used	
	Amp draw (each)	

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type		Borg & Beck Single Plate
Type pressure plate springs		Flat
Total spring load (lb.)		2450
No. of clutch driven discs		1
Clutch facing	Material	Woven Asbestos
	Outside & inside dia.	11.0 x 6.5
	Total eff. area (sq. in.)	123.7
	Thickness	.140
	Engagement cushioning method	Flat Springs
Release bearing	Type & method of lubrication	Ball Permanent
Torsional damping	Methods: springs, friction material	Coil Spring-Steel

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DRIVE UNITS—TRANSMISSIONS

Manual 3-speed (std. or opt.)	Standard
Manual 4-speed (std. or opt.)	Optional
Manual with overdrive (std. or opt.)	N.A.
Automatic (std. or opt.)	Optional

DRIVE UNITS— MANUAL TRANSMISSION

		3	4	Optional	
Number of forward speeds					
Transmission ratios	In first	2.42:1	2.52:1		
	In second	1.61:1	1.88:1		
	In third	1.06:1	1.46:1		
	In fourth	-	1.00:1		
	In reverse	2.33:1	2.60:1		
Synchronous meshing, specify gears		1-2-3	1-2-3-4		
Shift lever location		Column	Floor		
Lubricant	Capacity (pt.)				
	Type recommended				
	SAE viscosity number	Summer			
		Winter			
Extreme cold					

DRIVE UNITS— MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

Type (planetary or other)			
Manual lockout (yes, no)		NOT	
Downshift accelerator control (yes, no)			
Minimum cut-in speed			
Gear ratio			
Lubricant	Capacity (pt.) (Overdrive only)	AVAILABLE	
	Separate filler (yes, no)		
	Type recommended		
	SAE viscosity number	Summer	
		Winter	
Extreme cold			

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DRIVE UNITS—PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)	
	Lubrication (fitting, prepack)	
Universal joints	Make	
	Number used	
	Type (ball and trunnion, cross, other)	
	Bearing	Type (plain, anti-friction)
Lubric. (fitting, prepack)		
Drive taken through (torque tube or arms, springs)		
Torque taken through (torque tube or arms, springs)		

DRIVE UNITS—REAR AXLE

Description		
Limited Slip differential, type		
Drive Pinion Offset		
No. of differential pinions		
Ring gear O.D. (std. ratio)		
Pinion adjustment (shim, other)		
Pinion bearing adj. (shim, other)		
Wheel bearing type		
Lubricant	Capacity (pt.)	
	Type recommended	
	SAE viscosity number	Summer
		Winter
Extreme cold		

REAR AXLE RATIO TOOTH COMBINATIONS

(See page 4 for axle ratio usage)

Axle ratio		3.55	3.23
No. of teeth	Pinion	11	13
	Ring gear	39	42

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DRIVE UNITS—WHEELS

Type & material		
Rim (size and flange type)	Std.	14 x 6K
	Opt.	N.A.
Attachment	Type (bolt or stud)	
	Circle diameter	
	Number and size	

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	7.75 x 14
	Type - Nylon, etc.	Nylon
Rev/mile at 50 mph.		775
Inflation press. (cold)	Front	24
	Rear	24
Optional tires - size and ply		N.A.

BRAKES—SERVICE

Type (duo-servo, disc, balanced, etc.)		
Self adjusting (std., opt., N.A.)		
Hydraulic system type (single, dual, etc.)		
Power brake make & type (remote, integral, etc.)		
Effective area (sq. in.) *		
Gross lining area (sq. in.) **		
Swept drum area (sq. in.) ***		
Percent brake effectiveness—front		
Drum or Rotor	Diameter	Front
		Rear
	Type and material	
	Rotor (vented or solid)	
No. pistons per caliper		
Wheel cylinder bore	Front	
	Rear	
Master cylinder bore		
Available pedal travel		
Line pressure at 100 lb. pedal load		
Shoe clearance adjustment		

(Continued)

* Excludes rivet holes, grooves, chamfers, etc.

** Includes rivet holes, grooves, chamfers, etc.

*** Total swept area for four brakes:
Widest lining contact width for each brake x its drum circumference.

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 MODEL _____ 4-4-2

STEERING (cont.)

Power	Type (coaxial, linkage, etc.).			
	Make			
	Gear	Type		
		Ratios	Gear Overall	
	Pump driven by			
	Number wheel turns			
Linkage	Type			
	Location (front or rear of wheels, other)			
	Drag link (trans. or longit.)			
	Tie rods (one or two)			
Steering Axis	Inclination at camber (deg.)			
	Bearings (type)	Upper		
		Lower		
		Thrust		
Wheel Alignment (range at curb weight and preferred)	Caster (deg.)			
	Camber (deg.)		Range $-1/4^{\circ}$ to $+1/2^{\circ}$	
	Toe-in (outside track inches)			
Steering spindle & joint type				
Wheel spindle	Diameter	Inner bearing		
		Outer bearing		
	Thread size			
	Bearing type			

AMA Specifications—Passenger Car

MAKE OF CAR OLDSMOBILE MODEL YEAR 1966 DATE ISSUED _____ REVISED ^(*) _____

MODEL _____ 4-4-2

SUSPENSION—GENERAL

(See Supplemental page for details on Air Suspension)*

Provision for car leveling	
Provision for brake dip control	
Provision for acc. squat control	
Special provisions for car jacking	
Shock absorber front & rear	Type
	Make
	Piston dia.
Other special features	Rear stabilizer bar

SUSPENSION—FRONT

Type and description		
Spring	Type	
	Material	
	Size (coil design height & I.D.; bar length x dia.)	11.4" design height 3.60 I.D. 121.5 long .650 dia.
	Spring rate (lb. per in.)	425
	Rate at wheel (lb. per in.)	124
Stabilizer	Type (link, linkless, frameless)	
	Material & bar diameter	SAE 1070 .937 dia.

SUSPENSION—REAR

Type and description		
Drive and torque taken through		
Spring	Type	
	Material	
	Size (length x width, coil design height & I.D.; bar length & dia.)	8.52 design height 5.50 I.D. .560 dia.
	Spring rate (lb. per in.)	144
	Rate at wheel (lb. per in.)	130
	Mounting insulation type	
	If leaf	No. of leaves Shackle (comp. or tens)
Stabilizer	Type (link, linkless, frameless)	Linkless
	Material	SAE 1070
Track bar type		

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