

ROCKET BOOSTER KIT

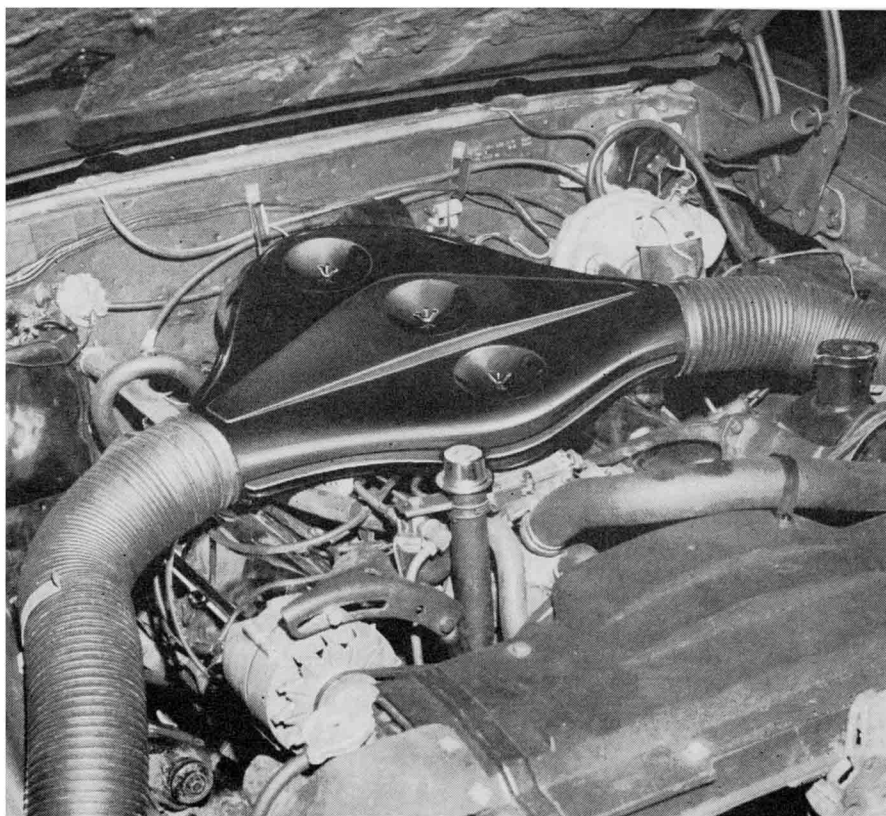
Put your Olds into orbit with a flock of new go goodies, direct from the factory. Add three carbs, give it the special treatment, and a set of rear end gears plus cam if you like. It's all for more zoom...

BY BUD LANG

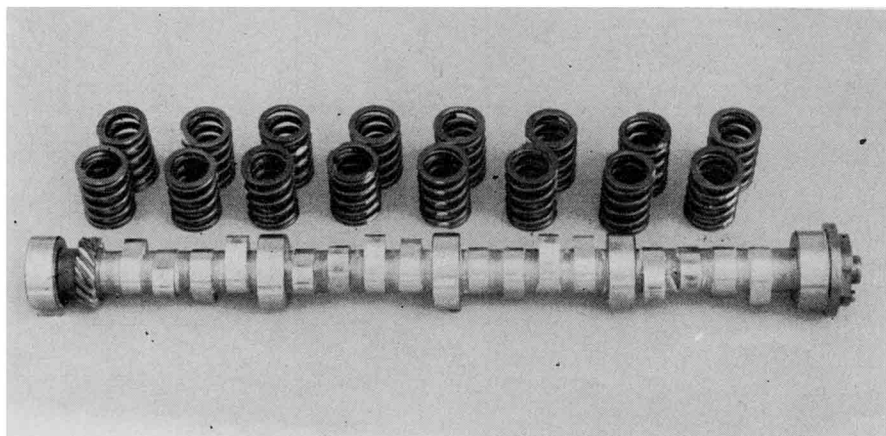
DURING A RECENT trip to Detroit on various assignments for Car Craft, I accidentally came across a series of new factory options for the very popular Oldsmobile 4-4-2. This is the model that sports 400 cubes, four-on-the-floor, and twin pipes. Generally, when one hears of a factory offering optional equipment, the first thing that comes to mind is performance, and in our game, that means power which in turn can be put to good use at the local drag strip.

Having been of the notion that General Motors Corporation frowned on any type of racing activity (though they probably watch with pride everytime a GM car shuts down the competition at any drag meet), I couldn't quite figure this one out. It was at Hurst Performance Center in Madison Heights, Michigan (a Detroit suburb) that these Olds options came to light. Dave Landrith and Paul Phelps, both Hurst employees, were busy installing a new cam into Dave's 400 inch engine, which was from his personal 4-4-2. When queried as to what kind of cam was going into the block, they just grinned and said "stocker." My mammy didn't raise no fools, so I proceeded to do a bit of snooping. The next thing I discovered was that the battery had been installed in the trunk, conveniently over the right rear wheel. Then I learned they had a new Manta-Ray shaped air cleaner shroud complete with twin flexible air ducts which would tie into plastic intake bezels located in slots in the front bumper. Man, what were these guys doing? This stuff wouldn't be allowed in stock classes! But how wrong I was.

When they finally "came clean" it was discovered by this writer that Olds agencies can supply owners of 4-4-2's equipped with tri-power manifolds the exact same package Landrith had; complete with part numbers (so the material is stock after-all), and to their knowledge it was known as an outside air induction system (W-30 Option) for the 4-4-2. Since every part has a separate



The Oldsmobile outside air induction kit for the tri-power equipped V-8's is a real chrome plated beauty. Flexible ducts from dual bumper mounted scoops deliver cool air under a slight positive ram to carbs, improving car performance a respectable amount.



An optional camshaft of 308 degrees duration and heavy-duty heat-treated valve springs and dampeners are also available. Known as the the 57-D high performance camshaft assembly, it can be purchased alone, like other pieces shown, or with air induction unit.

number, any and all of the products can probably be purchased as you see fit. No doubt, the same option package can be ordered *factory* installed if you're in the market for an Olds 4-4-2, thereby saving considerable bucks.

Included in this package are the items mentioned above along with a heavy-duty oil pump and special pump relief valve spring, chrome valve covers and oil filler cap and heavy duty valve springs and dampeners to work with the cam. By now you're probably thinking as I did . . . aren't these goodies high performance products. Well, let's take a look at these pieces, and what they will do for you.


In the first place, when you install the large air cleaner shroud assembly on your engine, what occurs is cool outside air is delivered to the carburetors under a slight positive ram to increase car performance. Now you aren't blowing the engine, or dumping in more fuel; you're just replacing that hot, expanded air surrounding the engine, which would normally find its way into the carbs, with cool, dense air. Right there the

engine will immediately respond by delivering better performance at any engine speed. It has to; that's how it is designed. Because the engine is breathing better, you can now drop in a cam with longer duration, like 308 degrees, and take advantage of the added benefits of the air package. Since jetting and carburetor sizes have not been altered, the engine isn't exactly being modified; the factory options are just getting more out of the engine than was possible with the former equipment.

Because the outside air package's ducts are routed alongside each cylinder head, it was more convenient to locate the battery in the trunk. This is accomplished with a special retainer assembly.

Landrith later ran his 4-4-2, after he installed the W-30 option package and a set of 4.11:1 gears, through the quarter at 105.20 mph with an e.t. of 13.80 seconds. For rubber he was running a set of Goodyear Sports Car tires, not exactly the best for dragging, but sharp looking. Another buddy of his who owns the same model of car, with the same

package, added headers and cheater slicks for a go at the lights. His time was an improved 108.02 mph in only 12.83 seconds. His car was tuned and he was also pulling 4.33:1 gears. In either case, the times are better than strictly stock, and since this package *is stock* according to the book, it would be a wise move to pick up on one if you run at the drags once in a while. If you don't and still want a better running engine, it's still a smart move. Once that engine starts to breathe better, you'll not only feel the difference, but you'll help cut down on smog emission problems. Then at least you'll be accomplishing something if you're not setting drag records.

Listed below are part numbers for many of the pieces described above. The 4.11:1 gears and a large capacity radiator are also available from Olds agencies. 

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| 397358 | 3-2 barrel carburetor assembly. |
| 397199 | Heavy duty oil pump. |
| 397200 | Special oil pump relief valve spring. |
| 397206 | Heavy duty valve spring and dampener assembly. |
| 397328 | 57-D high performance cam shaft assembly. |
| 397131 | Chrome valve cover assembly. |
| 397130 | Chrome oil filter cap. |
| 397201 | Tri-carb air cleaner shroud assembly. |
| 397106 | Luggage compartment battery retainer assembly. |
| 396984 | Front bumper air intake duct — right. |
| 398985 | Front bumper air intake duct — left. |
| 397310 | Bumper air intake bezel — right. |
| 397311 | Bumper air intake bezel — left. |
| 396996 | Front bumper primary bar. |



Equipped with Hurst custom wheels and Goodyear sports car tires, Landrith has little trouble laying down rubber from both tires upon hard acceleration. Gets a bit of smoke for our camera doing it.

At right, Paul Phelps lubes the 57-D cam with Lubri-Plate just before stuffing it back into Landrith's 400 incher. Precautions of this nature will prevent galling of the camshaft when engine is fired up.

Far Right — Since Dave's 4-4-2 already is equipped with cooling slots in the front bumper, he had only to move the parking lights to mount the plastic intake bezels. Bezels are attached to bumper by 2 bolts.

