

1968 Oldsmobile 442



Summary

This vehicle looks to have been well kept with minor issues of note. I found no obvious signs of the vehicle having prior major accident or flood damage. There are minor misc. scratches around the vehicle. Normal for mileage and most too small to see in photos. These scratches are in the clear coat which can be buffed out, and do not effect the paint. The underside shows areas of minor surface rust. See pictures. The exterior shows very little wear with what is considered to be appropriate for the mileage of the vehicle.

The interior looks complete but there are a few items to mention. The steering wheel shows cracks due to age. There is light wear to the seats. Normal for mileage. There is broken piece of trim on one of the rear seat bottoms. See pictures. The inner door panels show wear consistent with age and mileage. The interior trim shows normal wear consistent with age and mileage. The carpet shows normal wear consistent with age and mileage. The accessories are functional.

I found no issues on the test drive, but the rear differential is seeping fluid. The engine had plenty of power and there were no misfires or smoking. The transmission shifted as designed with no harsh engagement or slipping. The steering was responsive and the suspension was firm and the vehicle handled well. There were no abnormal vibrations or odd noises. The brakes were firm with no pulsation felt. See below and pictures for more info.

Inspection Info

Please take 100+ photos and a walk around video. Note that these photos will be used in an on-line auction so please be sure to include (in addition to the usual inspection photos) photos that show the entire car - ¾ views of the front, rear and side photos along with photos that show the full engine and photos of the interior and underneath. Please be sure to have pleasing back grounds that do not include additional people. For the walk around video, please no talking and take in a landscape view (no portrait) with the engine running. Keep in mind when inspecting and writing up that this vehicle is an antique. Also please reach out to the owner of the vehicle prior to the inspection to confirm date/time/location, etc. Thanks!











Vehicle Information

Year	1968
Make	Oldsmobile
Model	442
VIN	344878M25264
Stock No.	N/A
Mileage	27636
Engine Cylinders	8 Cylinder
Exterior Color	Blue
Interior Color	Black
Interior Material	Vinyl
Engine Number	N/A
Transmission Number	N/A
Fuel Type	Gas























Drivetrain

Transmission	Automatic
Drive Type	Rear Wheel Drive






















Road Test

Road Test	 Good
Engine Starting Easily	 Good
Engine running well after Started	 Good
Transmission performance	 Good
Clutch Performance	 Good
Differential Performance	 Good
Wheel Bearing Performance	 Good
Braking Performance	 Good
Suspension Performance	 Good
Steering Performance and Alignment	 Good























Exterior

Wiper Blades	 Good
Windshield Washer	 Good
Body Panel Alignment	 Good
Scratches	 Issues
There are minor misc scratches around the vehicle. Normal for mileage and most too small to see in photos. These scratches are in the clear coat which can be buffed out, and do not effect the paint.	
Paint Condition	 Good
Seals	 Good
Rust	 Issues
The underside shows areas of minor surface rust. See pictures.	
Exterior Lights	 Good
Power Door Mirrors	 Good
Bumpers	 Good
Side Moldings	 Good
Underbody/Frame Condition	 Good
Glass	 Good
Floors	 Good
Rockers	 Good
Quarter Panels	 Good
Body Filler Used	 Good
Hood	 Good
Doors	 Good
Dings	 Good
Dents	 Good
Chrome	 Good

Interior

Steering Wheel	 Issues
The steering wheel shows cracks due to age.	
Horn	 Good
Seat Condition	 Issues
There is light wear to the seats. Normal for mileage. There is broken piece of trim on one of the rear seat bottoms. See pictures.	
Heated Seats	 Good
Seat Belts	 Good
Clock	 Good
Radio/Navigation/DVD	 Good
Inner Door Panels	 Issues
The inner door panels show wear consistent with age and mileage.	
Dash	 Good
Dash Lights Working	 Good
Heater	 Good
Carpet	 Issues
The carpet shows normal wear consistent with age and mileage.	
Floor Mats	 Good
Signs of Smoking?	 Good
Headliner	 Good
Blower Motor	 Good
Instrument Cluster/Gauges	 Good
Unusual Odors	 Good
Window Function	 Good
Interior Trim	 Issues
The interior trim shows normal wear consistent with age and mileage.	
Sun Visors	 Good

Mechanical

Air Filter	 Good
Battery Condition	 Good
Charging System	 Good
Cooling Fan Condition Mechanical/Electronic	 Good
Hoses and Clamps Age/Cracking	 Good
Radiator Condition	 Good
Engine Coolant Condition	 Good
Belts	 Good
Power Steering System	 Good
Power Steering Fluid Condition	 Good
Engine Oil Condition	 Good
Engine Oil Leaks	 Good
Transmission Fluid Condition	 Good
Transmission Fluid Leaks	 Good
Brake System Condition	 Good
Brake Fluid Leaks	 Good
Differential leaks	 Issues
The rear differential is seeping fluid.	
Muffler System	 Good
Shocks and bushings Condition. Leaking?	 Good
Ball Joints and Tie Rods	 Good
Radiator Cap Sealing Properly	 Good
Coolant Leaks	 Good

Tire / Wheels

Manufacturer	
Driver's Front Tire	BFGoodrich
Passenger's Front Tire	BFGoodrich
Driver's 1st Axle Outer Tire	BFGoodrich
Passenger's 1st Axle Outer Tire	BFGoodrich
Size	
Driver's Front Tire	215/70R14
Passenger's Front Tire	215/70R14
Driver's 1st Axle Outer Tire	215/70R14
Passenger's 1st Axle Outer Tire	215/70R14
Tire Condition	
Driver's Front Tire	No Issues
Passenger's Front Tire	No Issues
Driver's 1st Axle Outer Tire	No Issues
Passenger's 1st Axle Outer Tire	No Issues
Wheel Condition	
Driver's Front Tire	No Issues
Driver's 1st Axle Outer Tire	No Issues
Passenger's Front Tire	No Issues
Passenger's 1st Axle Outer Tire	No Issues
Tire Tread	
Driver's Front Tire	8/32
Passenger's Front Tire	8/32
Driver's 1st Axle Outer Tire	9/32
Passenger's 1st Axle Outer Tire	9/32
Spare Tire	Yes

Vehicle Images















1968 Cutlass 442 W-30

















Carburetor Selection Guide

Vacuum Secondary Carb Chart

Vacuum Secondary carbs are typically used in street applications where performance and economy are important considerations or in race applications where a car has limited traction and needs a "hit" that can be tailored to the traction available.

Engine Size	Engine Type		
	Mild	Hot	Wild
300	390 cfm	600 cfm	650 cfm
350	600 cfm	650 cfm	750 cfm
400	650 cfm	750 cfm	750 cfm
450	750 cfm	750 cfm	850 cfm
500	750 cfm	850 cfm	950 cfm
550	850 cfm	950 cfm	950 cfm

Double Pumper Carb

Double Pumper carbs are typically used in an application where maximum performance is required and economy is not a consideration. Double pumpers have progressive mechanical fueling and are ideal for the hard core enthusiast.

Engine Size	Engine Type	
	Mild	Hot
300	n/a	600 cfm
350	600 cfm	650 cfm
400	650 cfm	750 cfm
450	750 cfm	800 cfm
500	750 cfm	850 cfm
550	850 cfm	950 cfm

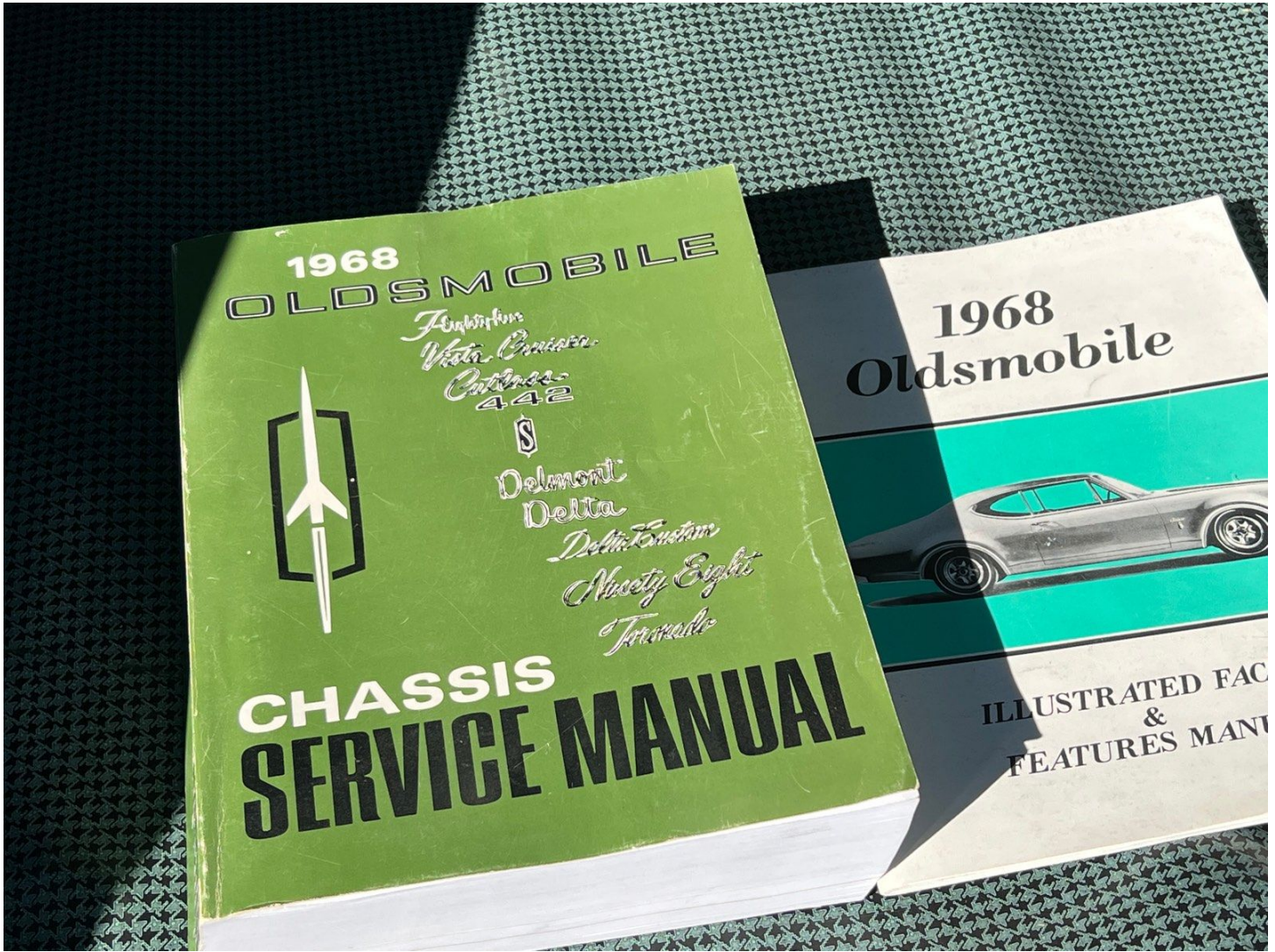
Mild: Basically stock motor with minor modifications such as headers, dual plane intake and very mild camshafts. Can use stock converter and rear-end gears. Daily driver or mild bracket use.
Hot: Moderately built motors with single plane intakes, cams and aggressive profiles and increased compression ratios. Hot street car or bracket race car. Recommend mild stall converter and deeper rear-end gears or manual transmission.
Wild: Purpose built race engines. Recommend very aggressive roller or solid lifter cam, high-rise race intake manifold, ported or aftermarket heads and high compression ratios. Use only with hi-stall torque converter or manual transmission.

www.holley.com Holley Performance Products, Inc. 1801 Russellville Road • Bowling Green, KY 42001 USA

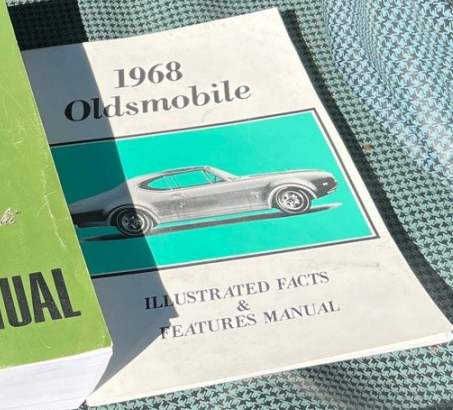
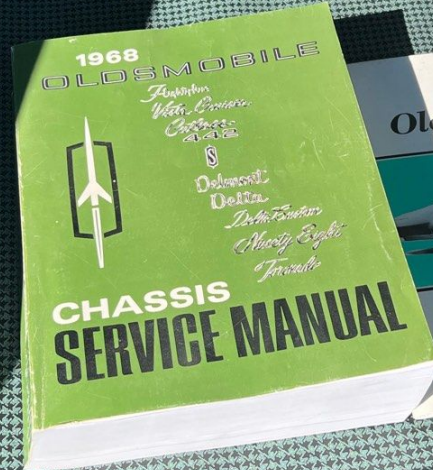
Holley
To think is to perform



Original 4 bbl carburator



Manuals





































Super clean









Love Is Blue



Inside of passenger front wheel well.



































































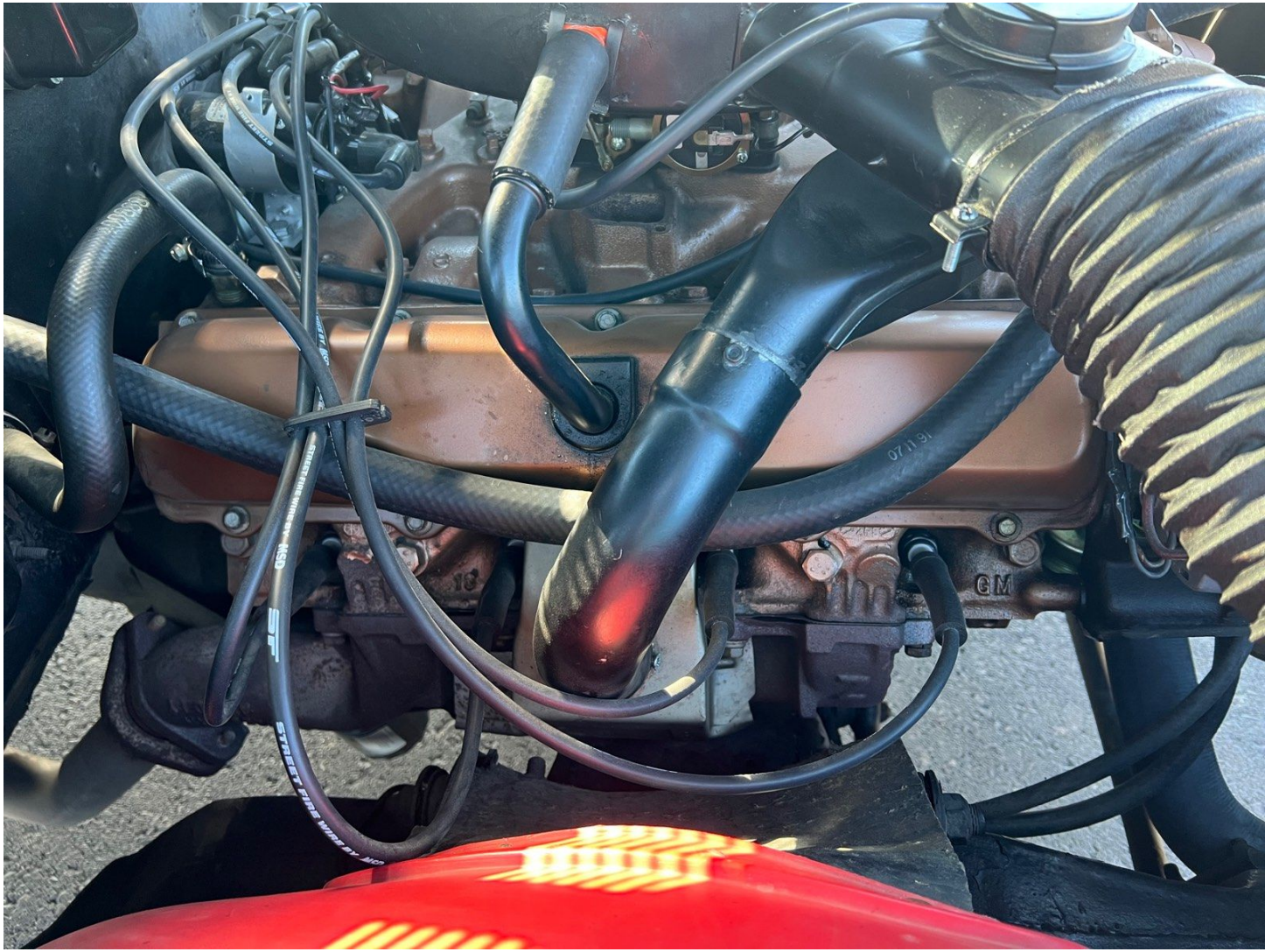


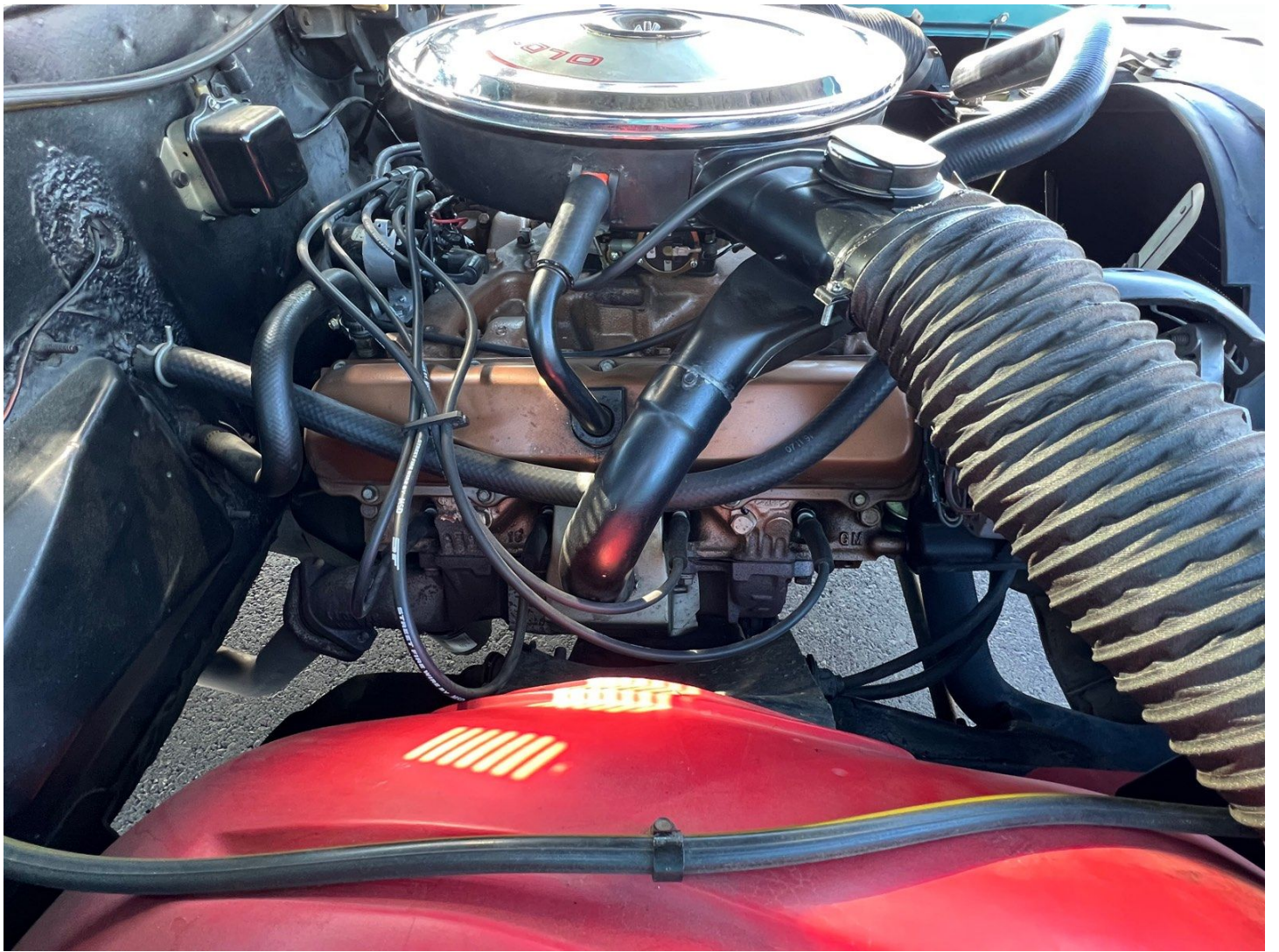








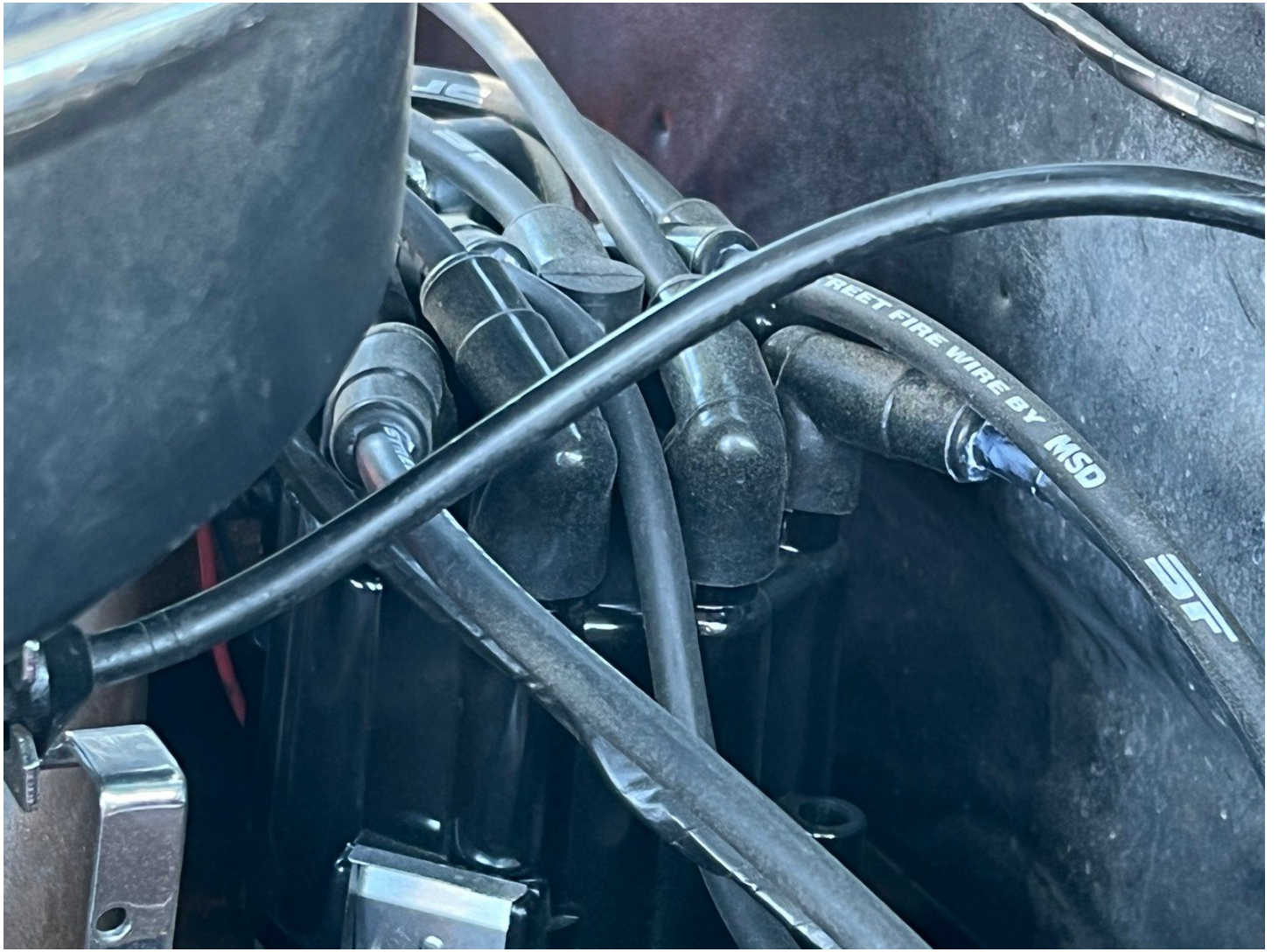
























W-30

























This is one blemish inspector could find, this on back of drivers' seat.











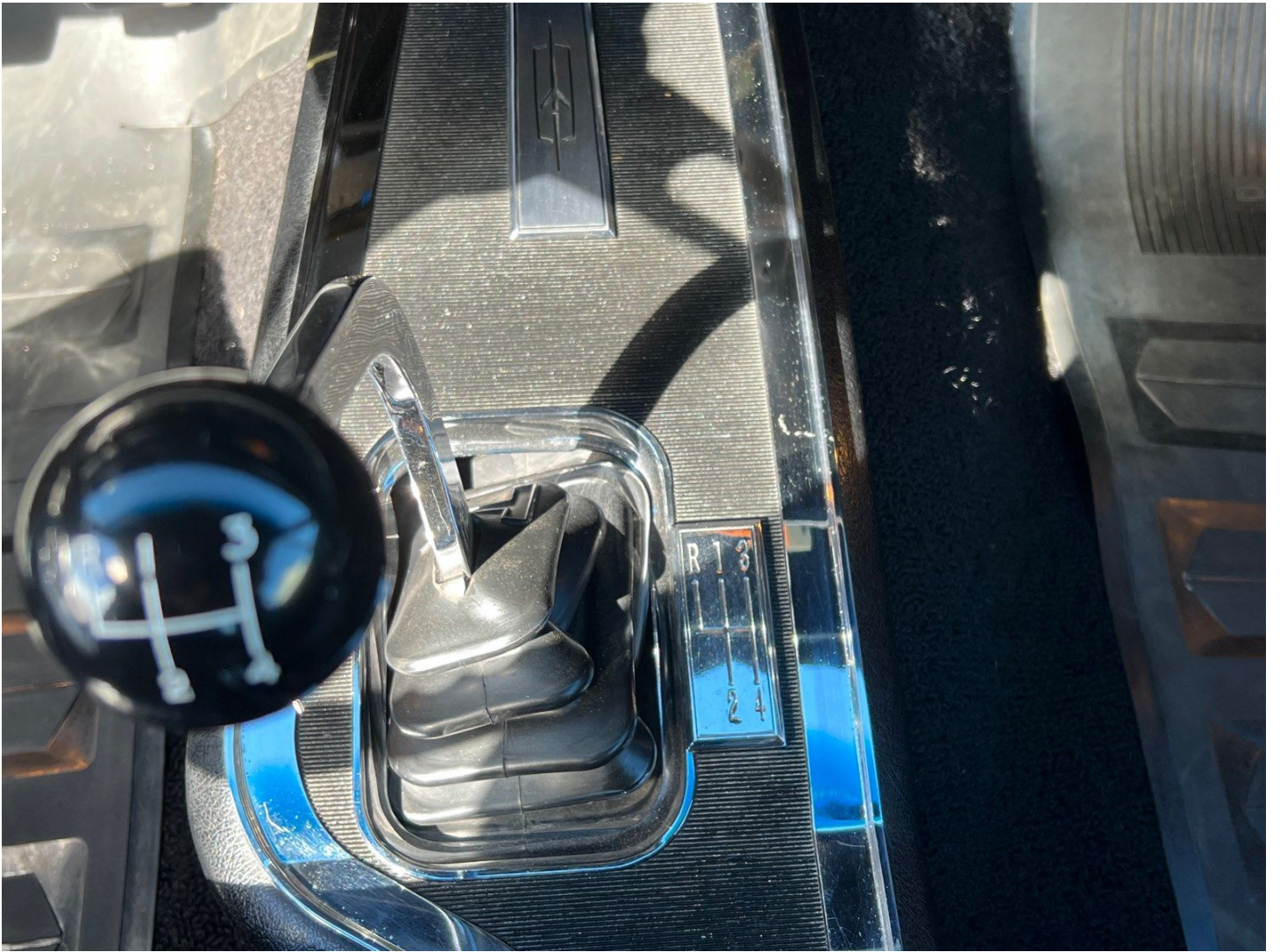






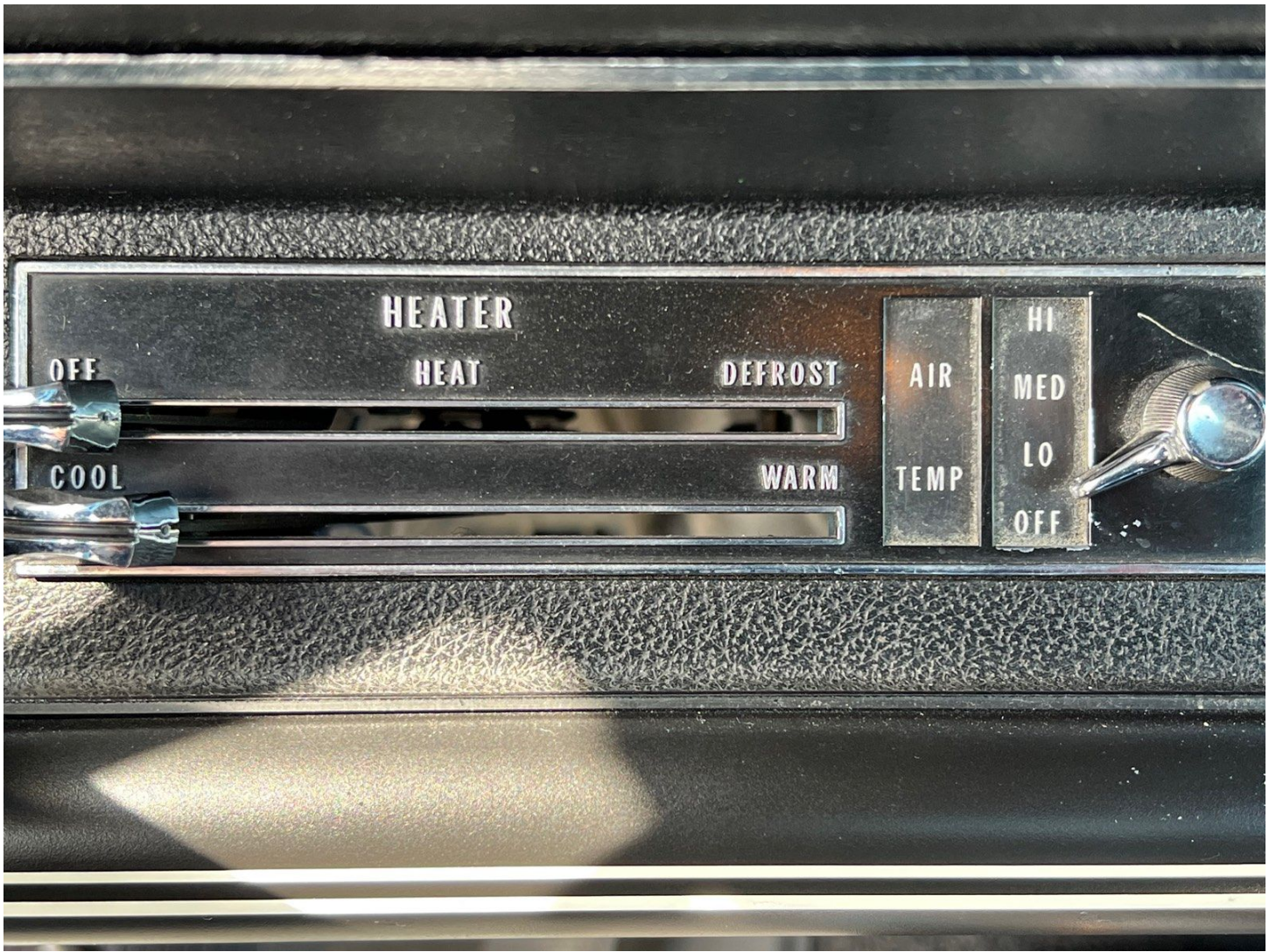
















Gauges all look great.





Original AM radio



Wow clock even works!







Seats were recently redone







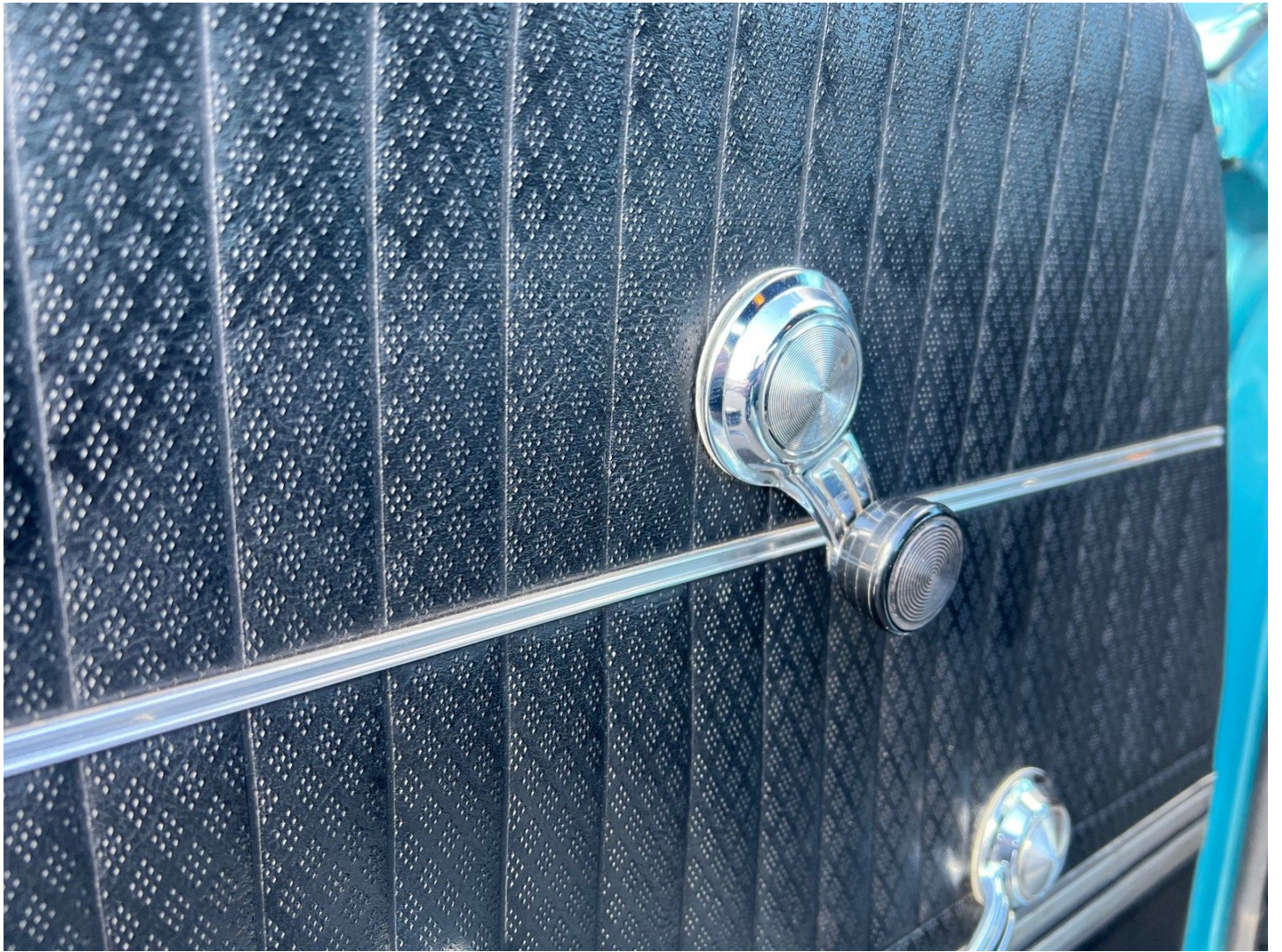
Still nicely wired and put together















4-4-2

TIRE PRESSURES
(cool)

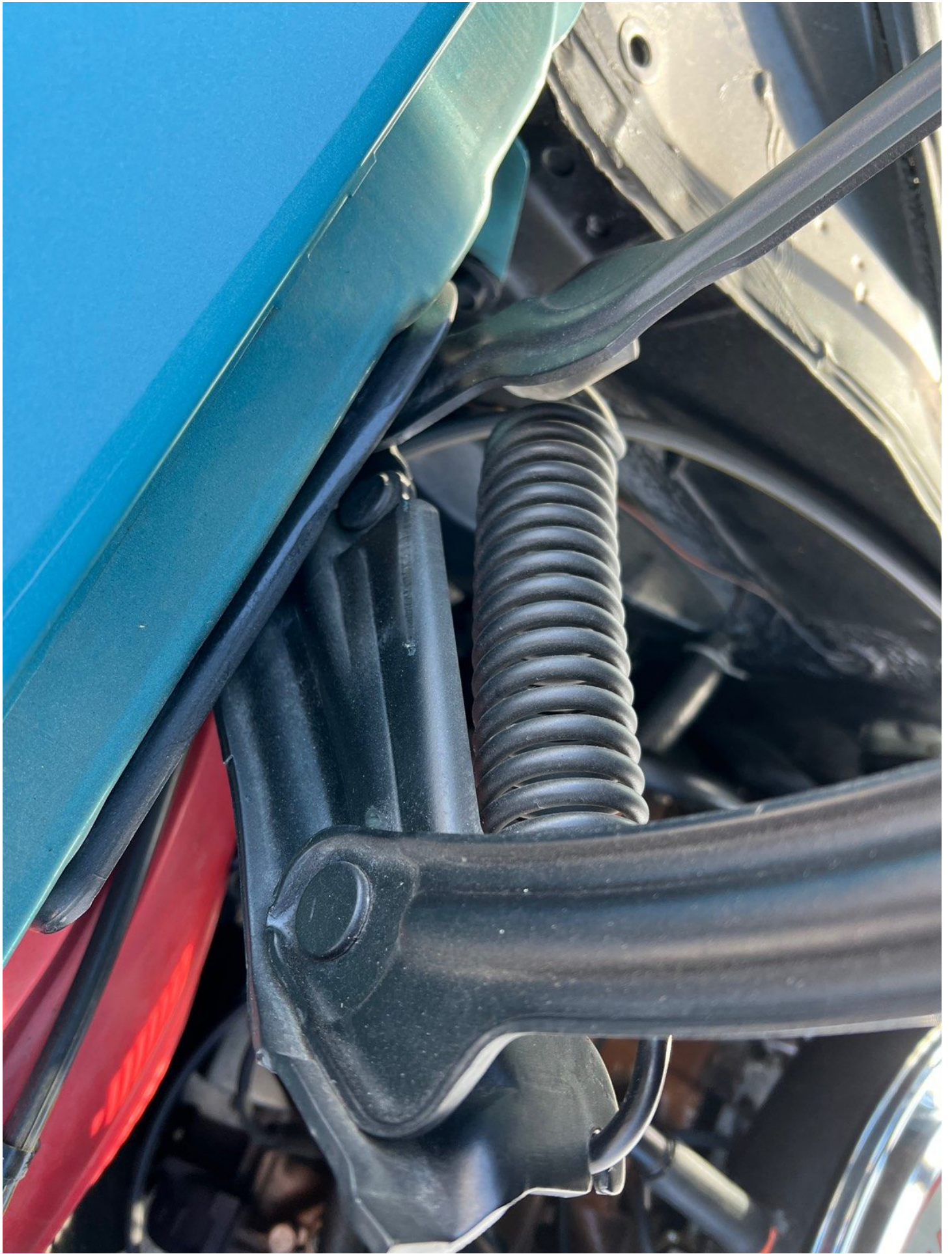
FRONT	REAR
26 psi	26 psi

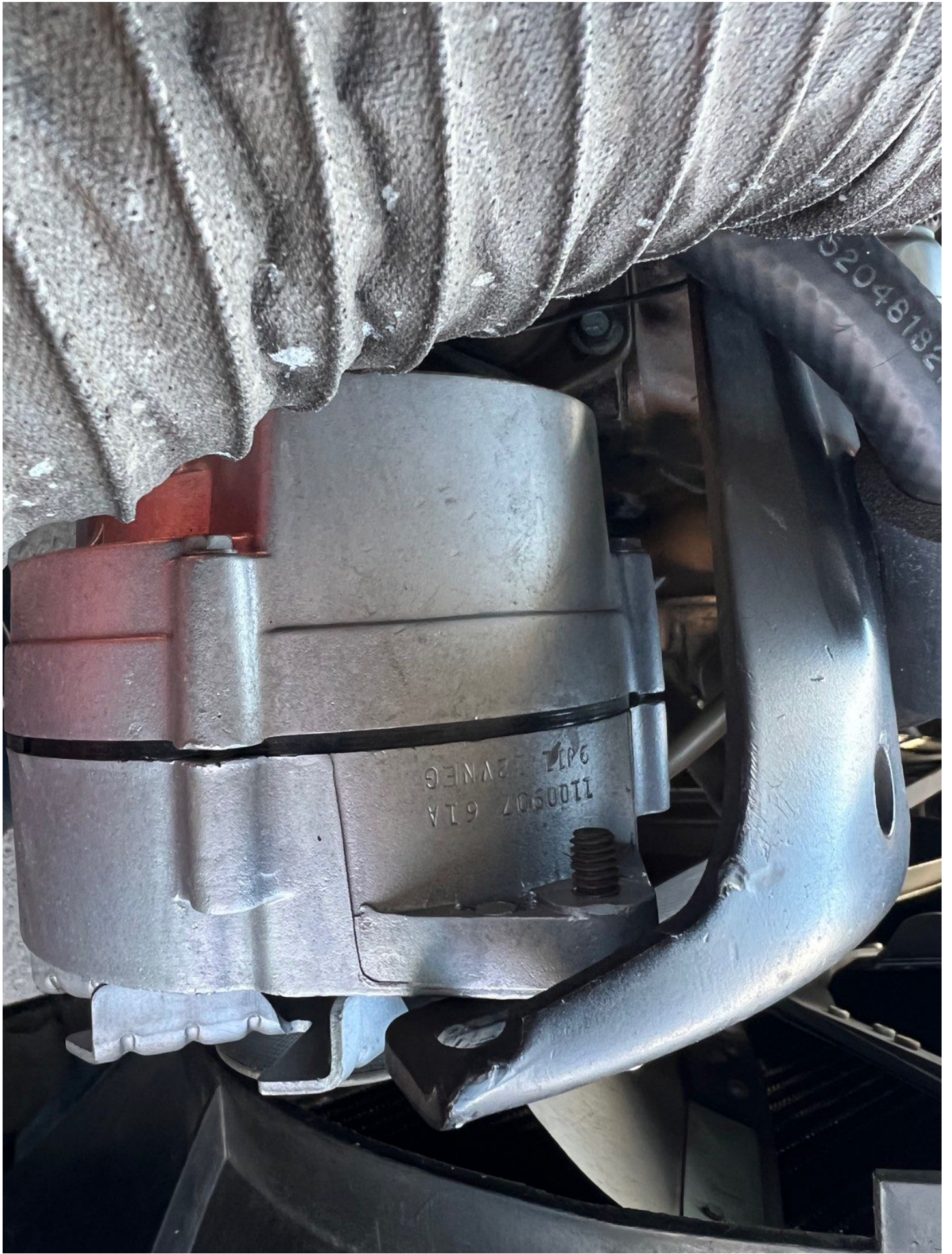
Tire size
F70 X 14 standard
7.75 X 14 optional
205 R14 radial ply-optional

VEHICLE CAPACITY
Bench Seat Bucket Seat
Occupants 6 5
3 Front/3 Rear 2 Front/3 Rear
Trunk Load 200 lbs. 200 lbs.
TOTAL 1100LBS. 950 LBS.

For additional information refer to owner's manual





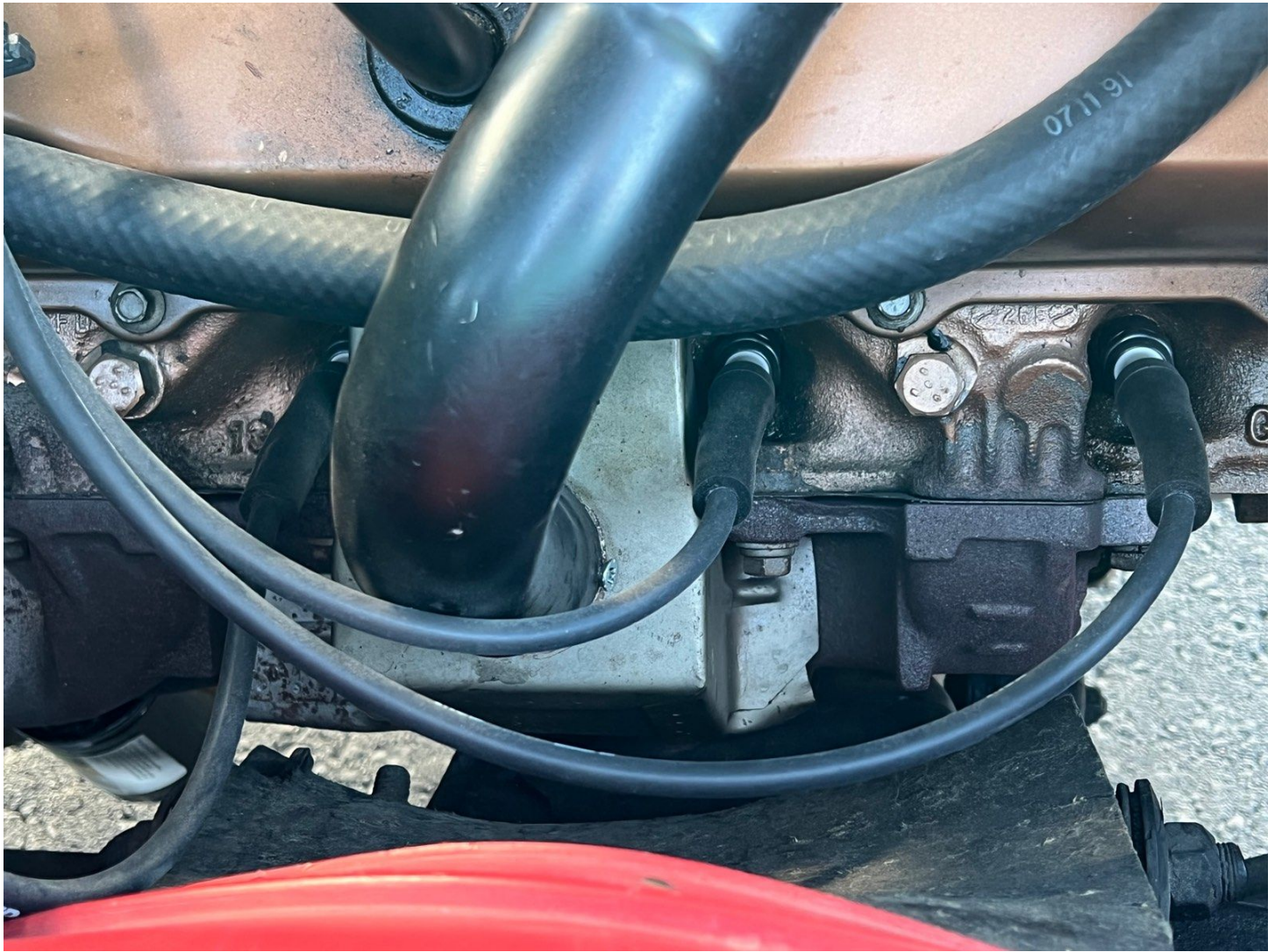


01D BODY BY FISHER
ST 68-34487 LAN348214 BODY
TR 940 A51 KK PAINT

GENERAL MOTORS CORPORATION CERTIFIES TO THE
DEALER THAT THIS VEHICLE CONFORMS TO ALL
FEDERAL MOTOR VEHICLE SAFETY STANDARDS
APPLICABLE AT TIME OF MANUFACTURE











THIS ENGINE IS DESIGNED TO REDUCE
EXHAUST EMISSIONS. PROPER MAINTENANCE
AND ADJUSTMENTS ARE ESSENTIAL TO
CONTINUED EFFECTIVENESS



DISTRIBUTOR SETTING- $12\frac{1}{2}^{\circ}$ BTC AT 1250 RPM

DWELL- 30°

- .030" STANDARD

USE PREMIUM FUEL

SPARK PLUG GAP - .045" UHV TRANSISTOR IGNITION

SLOW IDLE SETTING

ENGINE AT NORMAL OPERATING TEMPERATURE, SET PARKING BRAKE AND
BLOCK DRIVE WHEELS, AIR CLEANER OFF, AIR COND. OFF, CHOKE FULLY OPEN,
ADJUST FOR BEST IDLE.

750 RPM

IN DRIVE

AUTOMATIC TRANS.

750 RPM

IN NEUTRAL

MANUAL TRANS.

TURN IDLE MIXTURE SCREWS IN TO OBTAIN A 10 TO 15 RPM REDUCTION WITH
EACH SCREW. IDLE SPEED TO BE 20 TO 30 RPM LESS THAN ABOVE.

TURN EACH IDLE MIXTURE SCREW OUT $\frac{1}{4}$ TURN.

RECHECK IDLE SPEED WITH AIR CLEANER ON CARBURETOR.

(SEE SERVICE MANUAL FOR ADDITIONAL INFORMATION)

OM

**CARE OF YOUR AIR INDUCTION SYSTEM
FOR WINTER USE**

- 1. DISCONNECT LOWER END OF BOTH FLEXIBLE HOSES
AT COLD AIR DUCT.**
- 2. TAPE CIRCULAR END OF OF BOTH COLD AIR DUCTS SHUT
TO KEEP SNOW OUT OF ENGINE COMPARTMENT.**



