

# AMA Specifications Form—Passenger Car

MAKE OF CAR OLDSMOBILE MODEL YEAR 1972 DATE ISSUED 8-2-71 REVISED (\*) 10-15-71

F-85

CUTLASS

CUTLASS SUPREME

## POWER TEAMS

(Indicate whether standard or optional)

Gross bhp (brake horsepower) and gross torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

Net bhp (brake horsepower) and net torque corrected to 85° F and 29.38 in. Hg atmospheric pressure.

MODEL AVAILABILITY	ENGINE						TRANSMISSION	AXLE RATIO (Std. first) (Indicate A/C ratio)	
	Displ. cu. in.	Carb.	Compr. Ratio	Gross @ RPM		Net @ RPM			
				BHP	Torque	BHP			Torque
33200 (Std.) 33600 (Std.) 34200 (L32)	350	2 Bb1	8.50	N.A.	N.A.	160 @ 4000 ** 175 @ 4000	275 @ 2400  295 @ 2600	3-Speed SMT * 4-Speed SMT * THM-350	3.23 3.23 2.73, 3.08, 3.23
34200 (Std.) 33600 (L34) 33200 (L34)	350	4 Bb1	8.50	N.A.	N.A.	180 @ 4000 ** 200 @ 4400	275 @ 2800  300 @ 3200	3-Speed SMT * 4-Speed SMT * THM-350	3.23, 2.73, 3.08 3.23 2.73, 3.08, 3.23
33200 (L75) 33600 (L75) 34200 (L75)	455	4 Bb1	8.50	N.A.	N.A.	250 @ 4200	370 @ 2800	4-Speed SMT THM-400	3.23 2.73, 3.08, 3.23
33287 (L75) 33677 (L75) 33687 (L75) 34257 (L75) 34267 (L75)	455	4 Bb1	8.50	N.A.	N.A.	270 @ 4400	370 @ 3200	4-Speed SMT THM-400	3.23 2.73, 3.08, 3.23
33287 (L77) 33677 (L77) 33687 (L77) 34267 (L77)	455 (W30) *	4 Bb1	8.50	N.A.	N.A.	300 @ 4700	410 @ 3200	4-Speed SMT THM-400	3.42, 3.73 3.42, 3.73

\* Not available in California.

\*\* With Dual Exhaust (35N10).

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CUTLASS

MODEL CUTLASS SUPREME 350 2 BBL. & 4 BBL.455 4 BBL.

## ENGINE — GENERAL

Type, no. cyls., valve arr.	90 OHV V8	
Bore and stroke (nominal)	4.057 x 3.385	4.126 x 4.250
Piston displacement, cu. in.	350	455
Bore spacing (C to C)	4.625	
No. system (front to rear)	L. Bank	1-3-5-7
	R. Bank	2-4-6-8
Firing Order	1-8-4-3-6-5-7-2	
Cylinder Head Material	Cast Iron	
Cylinder Block Material	Cast Iron	
Cyl. Sleeve-Wet, dry, none	None	
Number of mtg. points	Front	Two
	Rear	One
Engine installation angle	4° 37'	
Taxable $\frac{\text{Dia}^2 \times \text{No. Cyl.}}{\text{horsepower}}$ 2.5	N.A.	
Recommended fuel regular — premium	91 Octane Unleaded or Low Lead	
Cylinder Head Volume (cc)	60.58 Min.	69.75 Min.
Head Gasket Thickness (Compressed)	.023 - .027	
Head Gasket Volume (cc)	5.323 Min.	
Deck Clearance (minimum) (above or below block)	.002 Below Min.	
Minimum Combustion Chamber Volume (cc)	89.975 Min.	114.083 Min.

## ENGINE — PISTONS

Material	Aluminum Alloy	
Description and finish	Autothermic, Cam Grind, Tin Plate, Steel Strut	
Weight (piston only) oz.	22.611	24.057
Clearance (limits)	Top land	.032 - .043
	Skirt	Top
		Bottom
Ring groove diameter	No. 1 ring	.2085 - .2160
	No. 2 ring	.2085 - .2160
	No. 3 ring	.1995 - .2070
	No. 4 ring	--

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CUTLASS

350 2 BBL. AT

MODEL CUTLASS SUPREME

350 4 BBL. AT

350 2 BBL. SM

## ENGINE - VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)		Standard	
Valve rotator, type (intake, exhaust)		Helical Spring and Flat Washer Type - Intake and Exhaust	
Rocker ratio		1.6:1	
Operating tappet clearance (indicate hot or cold)	Intake	Zero	
	Exhaust	Zero	
Timing (based on top of ramp points)	Intake	Opens (-BTC)	16° 22°
		Closes (-ABC)	54° 60°
		Duration (deg.)	250° 262°
	Exhaust	Opens (-BBC)	64° 68°
		Closes (-ATC)	20° 26°
		Duration (deg.)	264° 274°
	Valve open overlap (deg.)		36° 48°
Intake	Material		Steel - SAE 1041, 1047
	Overall length		4.740
	Actual overall head dia.		1.880 - 1.870
	Angle of seat & face (deg.)		45° Seat 46° Face
	Seat insert material		None
	Stem diameter		.3432 - .3425
	Stem to guide clearance		.0010 - .0027
	Lift (= zero lash)		.400 .440
	Outer spring press. & length	Valve closed (lb. & in.)	76 - 84 @ 1.670 76 - 84 @ 1.670
		Valve open (lb. & in.)	180 - 194 @ 1.270 191 - 206 @ 1.230
	Inner spring press. & length	Valve closed (lb. & in.)	None Damper
		Valve open (lb. & in.)	--
Exhaust	Material		Steel 21-2
	Overall length		4.708
	Actual overall head dia.		1.622
	Angle of seat & face (deg.)		30°
	Seat insert material		None
	Stem diameter		.3427 - .3420
	Stem to guide clearance		.0015 - .0032
	Lift (= zero lash)		.400 .440
	Outer spring press. & length	Valve closed (lb. & in.)	76 - 84 @ 1.670 76 - 84 @ 1.670
		Valve open (lb. & in.)	180 - 194 @ 1.270 191 - 206 @ 1.230
	Inner spring press. & length	Valve closed (lb. & in.)	Damper
		Valve open (lb. & in.)	--

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CUTLASS

MODEL CUTLASS SUPREME

350 4 BBL. SM (N.A. CALIF.)

455 4 BBL. (L75) 250 HP

## ENGINE - VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)

Valve rotator, type  
(intake, exhaust)

Rocker ratio

Operating  
tappet  
clearance  
(indicate hot  
or cold)

Intake

Exhaust

Timing (based on top of ramp points)	Intake	Opens (BTC)	30°
		Closes (ABC)	75°
		Duration (deg.)	285°
	Exhaust	Opens (BBC)	71°
		Closes (ATC)	36°
		Duration (deg.)	287°
	Valve open overlap (deg.)		66°
Intake	Material		Steel - SAE 1041, 1047
	Overall length		4.740 4.707
	Actual overall head dia.		1.880 - 1.870 2.000 - 1.990
	Angle of seat & face (deg.)		45° Seat 46° Face
	Seat insert material		None
	Stem diameter		.3432 - .3425
	Stem to guide clearance		.0010 - .0027
	Lift (- zero lash)		.472
	Outer spring press. & length	Valve closed (lb. in.)	76 - 84 @ 1.670
		Valve open (lb. in.)	199 - 214 @ 1.198
	Inner spring press. & length	Valve closed (lb. in.)	Damper
		Valve open (lb. in.)	--
Exhaust	Material		Steel 21-2
	Overall length		4.708 4.675
	Actual overall head dia.		1.617 - 1.627 1.679 - 1.689
	Angle of seat & face (deg.)		30°
	Seat insert material		None
	Stem diameter		.3427 - .3420
	Stem to guide clearance		.0015 - .0032
	Lift (- zero lash)		.472
	Outer spring press. & length	Valve closed (lb. in.)	76 - 84 @ 1.670
		Valve open (lb. in.)	199 - 214 @ 1.198
	Inner spring press. & length	Valve closed (lb. in.)	Damper
		Valve open (lb. in.)	--



## AMA Specifications Form—Passenger Car

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F-85

CUTLASS

MODEL CUTLASS SUPREME455 4 BBL. (L75) 270 HP455 4 BBL. W30 (L77)

## ENGINE—VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)

Valve rotator, type  
(intake, exhaust)

Rocker ratio

Operating  
tappet  
clearance  
(indicate hot  
or cold)

Intake

Exhaust

Timing (based on top of ramp points)	Intake	Opens ( BTC)	44°	56°
		Closes ( ABC)	84°	92°
		Duration (deg.)	308°	328°
	Exhaust	Opens ( BBC)	84°	96°
		Closes ( ATC)	44°	52°
		Duration (deg.)	308°	328°
	Valve open overlap (deg.)		88°	108°

Material Steel - SAE #1041, 1047

Overall length 4.703

Actual overall head dia. 2.067 - .2077

Angle of seat &amp; face (deg.) 30°

Seat insert material None

Stem diameter .3432 - .3425

Stem to guide clearance .0010 - .0027

Intake Lift (zero lash) .474 .475

Outer spring press. &amp; length Valve closed (lb. in.) 115 - 125 @ 1.670 115 - 125 @ 1.670

Valve open (lb. in.) 281 - 308 @ 1.196 281 - 308 @ 1.195

Inner spring press. &amp; length Valve closed (lb. in.) Damper

Valve open (lb. in.) --

Material Steel 21-2

Overall length 4.695

Actual overall head dia. 1.619 - 1.629

Angle of seat &amp; face(deg.) 45° Seat 46° Face

Seat insert material Silchrome XB

Stem diameter .3427 - .3420

Stem to guide clearance .0015 - .0032

Exhaust Lift (zero lash) .474 .475

Outer spring press. &amp; length Valve closed (lb. in.) 115 - 125 @ 1.670 115 - 125 @ 1.670

Valve open (lb. in.) 281 - 308 @ 1.196 280 - 308 @ 1.195

Inner spring press. &amp; length Valve closed (lb. in.) Damper

Valve open (lb. in.) --

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CUTLASS

MODEL CUTLASS SUPREME350 2 BBL.350 4 BBL.

## 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 (U.S. gals.)		Gross - 20 - Usable - 19		
	Filler location		Rear Bumper (Behind License Plate)		
Fuel Pump	Type (elec. or mech.)		Mechanical		
	Locations		Right Front of Cylinder Block		
	Pressure range		5.50 - 6.50 PSI		
Vacuum booster (std., optional, none)			None		
Fuel Filter	Type		Paper and Saran Type		
	Locations		Carburetor and Fuel Tank		
Carburetor	Choke type		Automatic		
	Intake manifold heat control (exhaust or water)		Exhaust		
	Air cleaner type	Standard	Oil Wetted Paper Element (Temperature Controlled)		
		Optional	Same as Above with External Cold Air Intake		
	Idle speed (spec. neutral or drive)	Manual	750 N (N.A. Calif.)	750 N (N.A. Calif.)	
		Automatic	650 DR	600 DR	
		Idle A/F mix.	N.A.		

## CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
33200 (Std.) 33600 (Std.) 34200 (L32)	350	3-Speed-SMT THM-350	Rochester	2GC	1	Prim.1-11/16
34200 (Std.) 33600 (L34) 33200 (L34)	350	3-Speed-SMT 4-Speed-SMT THM-350	Rochester	4MC	1	Prim.1-3/8 Sec. 2-1/4
33200 (L75 or L77) 33600 (L75 or L77) 34200 (L75 or L77)	455	4-Speed-SMT THM-400	Rochester	4MC	1	Prim.1-3/8 Sec. 2-1/4

F-85

## CUTLASS

## MODEL

CUTLASS SUPREME

455 4 BBL. (L75 OPT.)

455 4 BBL. (L77 OPT.) N.A.CALIF.

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

Fuel	Refill capacity (U.S. gals.)
------	------------------------------

Fuel	Refill capacity (U.S. gals.)
------	------------------------------

Tank	Filler location
------	-----------------

Type (elec. or mech.)	
-----------------------	--

Fuel	7750
Locations	

Pump	Excursions
	Pump

Pressure range
Max. air booster (std. optional, none)

Vacuum booster (std., optional, none)	
---------------------------------------	--

Fuel	Type
------	------

Filter	Locations
--------	-----------

Choke type
------------

Intake manifold heat control  
(exhaust or water)

Carbure-	Air cleaner	Standard
----------	-------------	----------

for	type	Optional
-----	------	----------

11	Options
12	Manual

Idle speed (spec. control or drive)	Automatic
-------------------------------------	-----------

neutral or drive)	Automatic
	1st gear

## CARBURETOR SUPPLEMENTARY INFORMATION

[illegible]

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CUTLASS

MODEL CUTLASS SUPREME

ELECTRICAL - IGNITION SYSTEM - DISTRIBUTOR

350 2 BBL.

350 4 BBL.

Breaker gap (in.)		.016	
Cam angle (deg.)		29 - 31	
Brkr. arm tension (oz.)		19 - 23	
Distributor	Manual	1112106	1112106
	Automatic	1112106	1112085
Timing	Manual	8° @ 1100 RPM	8° @ 1100 RPM
	Automatic	8° @ 1100 RPM	12° @ 1100 RPM

Distributor Model	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. at In. of Mercury	
	Start	Intermediate	Max.	Start	Max.
1112085	0° @ 490 RPM	0° - 4° @ 810 RPM 15.5° - 19.5° @ 2050 RPM	28° - 32° @ 4000 RPM	0° - 3.5° @ 7 In. Hg.	22.5° - 26.5° @ 17.5 In. Hg.
1112106	0° @ 729 RPM	0° - 4° @ 971 RPM 17° - 21° @ 2000 RPM	28° - 32° @ 4000 RPM	0° - 3.5° @ 7 In. Hg.	22.5° - 26.5° @ 17.5 In. Hg.

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F-85  
 MODEL CUTLASS  
CUTLASS SUPREME

## ELECTRICAL - IGNITION SYSTEM - DISTRIBUTOR

455 4 BBL. (L75)

455 4 BBL. W30 (L77)

Breaker gap (in.)			
Cam angle (deg.)			
Brkr. arm tension (oz.)			
Distributor	Manual	1112033	1112036
	Automatic	1112033	1112034
Timing	Manual	10° @ 1100	10° @ 1100
	Automatic	8° @ 1100	10° @ 850

Distributor Model	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. at In. of Mercury	
	Start	Intermediate	Max.	Start	Max.
1112033	0° @ 725 RPM	0° - 4° @ 1080 RPM 10° - 14° @ 2000 RPM	18° - 22° @ 3600 RPM	0° - 6° @ 10 In. Hg.	22.5° - 28° @ 24 In. Hg.
1112034	0° @ 650 RPM	0° - 6° @ 850 RPM 12° - 16° @ 1250 RPM	24° - 28° @ 2900 RPM	0° - 6° @ 8 In. Hg.	22.5° - 29.5° @ 24 In. Hg.
1112036	0° - 725 RPM	0° - 4° @ 950 RPM 16° - 20° @ 1800 RPM	20° - 24° @ 4000 RPM	0° - 6.5° @ 8 In. Hg.	22.5° - 29.5° @ 24 In. Hg.

F-85  
CUTLASS  
CUTLASS SUPREME



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## NEW FEATURES

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CREDIT - OLDSMOBILE  
HISTORY CENTER

26071

820 TOWNSEND ST  
LANSING, MI 48921

1972  
Product Selling  
Information

**OLDSMOBILE**  
ALWAYS A STEP AHEAD

# 1972 OLDSMOBILE PRODUCT SELLING INFORMATION

Because of its size, and the amount of information it contains, the reader's first impression of this Product Selling Information Book may be that it is complex and difficult to use.

Nothing could be farther from the truth. It has been organized, refined, and simplified so that, in the shortest possible time, the salesman can find facts to help him sell even the most skeptical prospect on the many benefits involved in Oldsmobile ownership.

The Book is divided into three major sections:

**(1) New Features . . .** A section devoted to the 1972 innovations and refinements that help the salesman prove that Oldsmobile, even after 75 continuous years in business, is still reaching out to make each successive Oldsmobile the greatest one yet.

**(2) Individual Model Equipment . . .** A section that lists, item by item, and model by model, the standard features, available equipment, principal dimensions and specifications that make Oldsmobile, dollar for dollar, the smartest car buy on the market for 1972.

**(3) Equipment Descriptions and Selling Points . . .** A section that spells out in detail the quality, construction, and operation of the distinguishing features that make the 1972 Oldsmobile look better, perform better, last longer, and represent more value for the car buyer's money, in our opinion, than anything else in its price class.

**IMPORTANT NOTE:** Several features illustrated herein are standard on some

models, extra-cost items on others. Depending on the model, they include roof drip moldings, side-window sill and frame moldings, body-side and wheel-opening moldings, paint stripes, vinyl rooftop covering, cornering lamps, sports wheels and wheel discs, and white-stripe tires. Every effort has been made to distinguish between standard and optional equipment, to avoid buyer confusion or misunderstanding.

This book has been subject to constant revision, even up to the time of its going to press. Oldsmobile, however, reserves the right to make changes at any time, without notice, in colors, equipment, specifications and models, and to add or discontinue models. Updating information concerning such changes will be furnished to sales personnel in periodic bulletins of varying nature.

## Model Identification and Fact-Finder

Model Identification	New Features	Individual Model Equipment
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CUTLASS S	Pages 2-3	Pages 26-29
CUTLASS SUPREME	Pages 2-3	Pages 30-33
APPEARANCE/PERFORMANCE PACKAGES	Pages 2-3	Page 34
DELTA 88	Pages 4-5	Pages 36-39
DELTA 88 ROYALE	Pages 4-5	Pages 40-43
NINETY-EIGHT	Pages 6-7	Pages 44-47
NINETY-EIGHT LUXURY	Pages 6-7	Pages 48-50
TORONADO CUSTOM	Pages 8-9	Pages 51-54
CUTLASS CRUISER	Pages 2-3	Pages 56, 57, 58
VISTA-CRUISER	Pages 2-3	Pages 56, 59, 60
CUSTOM CRUISER	Pages 4-5	Pages 56, 61, 62

## 1972 Model Lineup

### Intermediate Models

SERIES	BODY STYLE	MODEL NO.
F-85	Town Sedan	*(3269) D69
Cutlass	Hardtop Coupe	*(3287) F87
Cutlass	2-Seat Cruiser	*(3636) G36
Cutlass	Town Sedan	*(3669) G69
Cutlass S	Sports Coupe	*(3677) G77
Cutlass S	Hardtop Coupe	*(3687) G87
Cutlass Supreme	Hardtop Sedan	*(4239) J39
Cutlass Supreme	Hardtop Coupe	*(4257) J57
Cutlass Supreme	Convertible	*(4267) J67
Vista-Cruiser	2-Seat Cruiser	*(4856) K56
Vista-Cruiser	3-Seat Cruiser	*(4866) K66

### Full-Size Models

Delta 88	Hardtop Sedan	*(5439) L39
Delta 88	Hardtop Coupe	*(5457) L57
Delta 88	Town Sedan	*(5469) L69
Delta 88 Royale	Hardtop Sedan	*(6439) N39
Delta 88 Royale	Hardtop Coupe	*(6457) N57
Delta 88 Royale	Convertible	*(6467) N67
Delta 88 Royale	Town Sedan	*(6469) N69
Custom Cruiser	2-Seat Cruiser	*(6835) R35
Custom Cruiser	3-Seat Cruiser	*(6845) R45
Ninety-Eight	Coupe	*(8437) U37
Ninety-Eight	Sedan	*(8439) U39
Ninety-Eight	Luxury Coupe	*(8637) V37
Ninety-Eight	Luxury Sedan	*(8639) V39
Toronado	Custom Coupe	*(9657) Y57

\*(Former Model No.)

## Equipment Descriptions and Selling Points

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## INTERMEDIATE MODELS



# F-85 EQUIPMENT/SPECIFICATIONS

## EXTERIOR

### STANDARD EQUIPMENT

All Exterior Equipment Listed on Page 16, plus:  
Grilles, Twin Argent  
Lamps, Bumper-Mounted Six-Sectional Tail  
Wheel Hubcaps, Chrome

### AVAILABLE EQUIPMENT\*

Bumper Guards, Protective Front and Rear . . .  
with Black-Vinyl Inserts (V36)  
Door Locks, Power (AU3)  
Finish, Two-Tone Magic-Mirror (D99)  
Hood Lock, Interior-Operated (T44)  
Indicator, Outside Temperature (Y71)  
Mirror, Left-Hand Remote-Control Outside Rear-  
view (D33)  
Moldings, Protective-Side . . . with Black-Vinyl  
Inserts (B84)  
Moldings, Door-Edge Guard (B93)  
Moldings, Side-Window Frame (B90)  
Moldings, Wheel-Opening (B96)  
Rooftop Covering, Vinyl (C08)  
Trunk-Lid Latch, Power (A90)  
Wheels, Super Stock I (P05)  
Wheels, Super Stock II (N66) . . . Cast-Gray  
Color  
Wheels, Super Stock III (N67) . . . Lower Body  
Color  
Wheel Discs, Chrome (P01)  
Wheel Discs, Deluxe (P02)  
Wheel Discs, Simulated Wire (N95)  
Window Defogger, Electric Rear- (C49)  
Windows, Soft-Ray Tinted (A01)  
Windshield, Soft-Ray Tinted (A02)

## INTERIOR

### STANDARD EQUIPMENT

All Interior Equipment Listed on Page 16, plus:  
Armrests, Front-Door  
Ashtray, Instrument-Panel  
Cigar-Lighter, Instrument-Panel  
Floor-Covering, Color-Keyed Heavy-Duty Vinyl-  
Coated Rubber  
Headlining, Patterned-Vinyl  
Instrument Panel, Intermediate-Car  
Lamp, Central Dome  
Seat, Conventional Bench Front  
Seat, Conventional Bench Rear  
Seat Adjuster, 2-Way Manual  
Upholstery, All-Moroccan Madrid- and Elk-  
Grained or Madrid-Grained Moroccan  
and Orion Cloth  
Windows, Crank-Operated Vent

### AVAILABLE EQUIPMENT\*

Air Conditioner, Four-Season (C60)

Clock, Self-Regulating Electric (U35)  
Cruise Control, Automatic (K30)  
Floor Carpeting, Nylon-Blend Loop-Pile (B30)  
Floor Mats, Auxiliary Front (B32)  
Floor Mats, Auxiliary Rear (B33)  
Instrument Cluster, Rocket Rallye Pac (U21)  
Instrument-Panel Trim, Wood-Grain-Vinyl (BC1)  
Instrument-Panel-Control Lighting (In Y60)  
Lamp, Instrument-Panel Ashtray (In Y60)  
Lamps, Instrument-Panel Courtesy and Map  
(In Y60)  
Lamps, Instrument-Panel Glove Compartment  
(In Y60)  
Lamps, Trunk and Underhood (In Y60)  
Lamps and Mirrors, Convenience Group (Y60)  
Mirror, Rearview with Map Lamp (In Y60)  
Mirror, Visor Vanity (In Y60)  
Radio, AM Pushbutton (U63)  
Radio, AM-FM Monaural Pushbutton (U69)  
Radio, AM-FM Stereophonic Pushbutton (U58)  
Radio Speaker, Bi-Phonic Rear (U80)  
Seat Adjuster, 4-Way Power (A41)  
Seat Cushion, Extra-Foam-Padded Front- (B50)  
Seat Lap and Front-Seat Shoulder Belts, Deluxe  
. . . with Color-Keyed Webbing and Brushed-  
Metal Buckles (AK1)  
Steering Column, Tilt-Away (N33)  
Steering Wheel, Custom-Sport (N34)  
Steering Wheel, Deluxe (N30)  
Stereo Tape Player (U57)

## POWER TRAIN

### STANDARD EQUIPMENT

All Power Train Equipment Listed on Page 16,  
plus:  
Battery, 61-Ampere-Hour/66-Plate (Rocket 350  
V-8), 73-Ampere-Hour/78-Plate (Rocket  
455 V-8)  
Clutch, Centrifugal-Action Diaphragm-Spring  
Delcotron, 37-Ampere  
Drive, Rear . . . with Precision-Balanced Drive  
Shaft and Two Universal Joints  
Engine, Rocket 350 V-8 . . . with 2-Barrel  
Carburetor and Single Exhaust System  
Fuel Tank, 20-Gal. (Gross)—19-Gal. (Usable)  
Transmission, Fully Synchronized 3-Speed  
Column-Shift Manual

### AVAILABLE EQUIPMENT\*

Axle, Anti-Spin Rear (G80)  
Axle Ratio: 2.73-, 3.08-, or 3.23-to-1  
(See page 124)  
Delcotron, 63-Ampere (In Y72)  
Engine, Rocket 350 V-8 . . . with 4-Barrel  
Carburetor and Single Exhaust System (L34)

Engine, Rocket 455 V-8 . . . with 4-Barrel  
Carburetor and Dual Exhaust System (L75)  
Engine-Cooling Equipment, Heavy-Duty (Y72)  
Transmission, Turbo Hydra-matic 350 (M38)  
Transmission, Turbo Hydra-matic (M40)

## CHASSIS

### STANDARD EQUIPMENT

All Chassis Equipment Listed on Page 16, plus:  
Shock Absorbers, Nylon-Sleeved  
Steering, Low-Friction Manual  
Suspension, Deep-Coil Front and Rear Spring  
Tires, F78 x 14" Blackwall Belted Bias-Ply  
(G78 x 14" with C60 or L75)  
Wheels, 14 x 6"

### AVAILABLE EQUIPMENT\*

Brakes, Power Front and Rear Drum (J50)  
Brakes, Power Front Disc and Rear Drum (JL2)  
Shock Absorbers, Firm-Ride Front and Rear (FG2)  
Shock Absorbers, Superlift Rear (G66)  
Steering, Vari-Ratio Power (N47)  
Suspension System, Heavy-Duty (F41)  
Tires, G78 x 14" White-Stripe Belted Bias-  
Ply (PK2)  
Tires, F78 x 14" White-Stripe Belted Bias-  
Ply (PX6)  
Wheels, Heavy-Duty (N99)  
Wiring Harness, Trailer Electrical (U89)

## F-85 SPECIFICATIONS

### EXTERIOR DIMENSIONS

#### SIZE AND WEIGHT

Overall length (in.)	207.6
Overall width (in.)	76.3
Loaded height (in.)	53.5
Shipping weight (lb.)	3432
Curb weight (lb.)	3536

### INTERIOR DIMENSIONS

ROOM:	Front Seat	Rear Seat
Headroom (in.)	38.5	37.1
Legroom (in.)	41.2	34.1
Hiproom (in.)	59.6	59.4
Shoulder-room (in.)	58.2	57.3
Kneeroom (in.)		25.8
Trunk capacity (cu. ft.)		14.5

### CHASSIS DIMENSIONS

Wheelbase (in.)	116.0
Front tread (in.)	59.7
Rear tread (in.)	59.0
Turning diameter (ft.)	41.2

\*For qualifications on availabilities, see Equipment Features  
Section under the appropriate item.

# F-85 IDENTIFICATION



## FRONT

- Windshield Molding
- Hood Rear-Edge Molding
- Hood-Nose-Center Rocket Emblem
- Bright New Grilles with Bold Horizontal Argent Bars
- Dual Headlamps in Blacked-Out Frames Flanking Grilles
- Round Parking Lamps Inset in Bumper



## REAR

- Rear-Window Molding
- Trunk-Lid "Oldsmobile" Script
- Trunk-Lid Rocket Emblem
- Bumper-Mounted Six-Sectional Tail Lamps
- Backup Lamps Flanking License-Plate Recess in Bumper



## SIDES

- Front-Fender F-85 Emblems
- Front and Rear Side-Marker Lamps
- Chrome Wheel Hubcaps (Std.)



## MODELS



Town Sedan . . . Model (3269)\* D69

\* (Former Model No.)



# F-85 STYLING FEATURES

## VINYL ROOF



Bright-Edged Vinyl Roof Covering (C08)

## TWO-TONES



Two-Tone Magic-Mirror Finish (D99)

## MOLDINGS



Body-Side and Fender Moldings  
... with Black-Vinyl Inserts (B84)  
Side-Window Frame Moldings (B90)  
Door-Edge Guard Moldings (B93)  
Wheel-Opening Moldings (B96)

## BUMPER GUARDS



Protective Front and Rear Bumper Guards  
... with Vinyl Inserts (V36)

## WHEEL COVERS AND WHEELS



Chrome Wheel  
Hubcaps (Std.)



Chrome Wheel  
Discs (P01)



Deluxe Wheel  
Discs (P02)



Super Stock I  
Wheels (P05)



Super Stock II  
Wheels (N66)  
Cast-Gray Color



Super Stock III  
Wheels (N67)  
Lower Body Color



Simulated Wire  
Wheel Discs  
(N95)

## STEERING WHEELS



Deluxe Steering Wheel (N30)  
Custom-Sport Steering Wheel (N34)

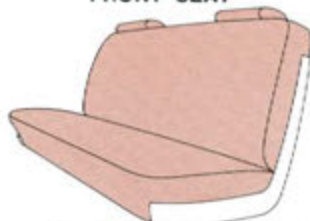


## TIRES



G78 x 14"  
White-Stripe (PK2)  
(Available only with  
C60, FE2, and L75)  
F78 x 14"  
White-Stripe (PX6)

## FRONT SEAT



Conventional Bench Front Seat (Std.)

# CUTLASS EQUIPMENT/SPECIFICATIONS

## EXTERIOR

### STANDARD EQUIPMENT

All Exterior Equipment Listed on Page 16, plus:  
**Grilles**, Twin Argent  
**Hood Insulation**, Fiberglass  
**Lamps**, Bumper-Mounted Six-Sectional Tail Moldings, Body-Side (Sedan)  
**Moldings**, Rocker-Panel (Sedan)  
**Moldings**, Side-Window Frame (Sedan)  
**Moldings**, Trunk-Lid Edge  
**Moldings**, Wheel-Opening (Sedan)  
**Wheel Hubcaps**, Chrome  
**Windshield Wipers**, Recessed-Park (Sedan and Cruiser only)

### AVAILABLE EQUIPMENT\*

**Bumper Guards**, Protective Front and Rear . . . with Black-Vinyl Inserts (V36)  
**Door Locks**, Power (AU3)  
**Finish**, Two-Tone Magic-Mirror (D99)  
**Hood**, Dual-Intake Force-Air Fiberglass (W25) (Coupe)  
**Hood Lock**, Interior-Operated (T44)  
**Indicator**, Outside Temperature (Y71)  
**Mirror**, Left-Hand Remote-Control Outside Rear-view (D33)  
**Mirrors**, Sport-Styled Outside Rearview (D35) (Coupe)  
**Moldings**, Door-Edge Guard (B93)  
**Moldings**, Roof Drip (B80) (Sedan)  
**Moldings**, Wheel-Opening (Coupe) (B96)  
**Moldings**, Protective-Side . . . with Black-Vinyl Inserts (B84) (Sedan)  
**Paint Stripe**, Body-Side (Y70) (Coupe)  
**Paint Stripe**, Hood (Y73) (Coupe)  
**Rooftop Covering**, Vinyl (C08)  
**Sport Equipment**, Exterior . . . Cutlass S Hood, Body-Side Paint Stripes, and Wheel-Opening Moldings (Y75) (Coupe)  
**Trunk-Lid Latch**, Power (A90)  
**Wheels**, Super Stock I (P05)  
**Wheels**, Super Stock II (N66) . . . Cast-Gray Color  
**Wheels**, Super Stock III (N67) . . . Lower Body Color  
**Wheel Discs**, Chrome (P01)  
**Wheel Discs**, Deluxe (P02)  
**Wheel Discs**, Simulated Wire (N95)  
**Windows**, Power Side (A31)  
**Windows**, Soft-Ray Tinted (A01)  
**Window Defogger**, Electric Rear- (C49)  
**Windshield**, Soft-Ray Tinted (A02)

## INTERIOR

### STANDARD EQUIPMENT

All Interior Equipment Listed on Page 16, plus:  
**Armrests**, Deluxe Front and Rear . . . with Bright Accent Moldings (Sedan)  
**Armrests**, Front and Rear (Coupe)  
**Ashtray**, Instrument-Panel  
**Ashtrays**, Rear-Armrest (Sedan)  
**Cigar Lighter**, Instrument-Panel  
**Floor Carpeting**, Nylon-Blend Loop-Pile . . . with Carpeted Door Lower Panels (Sedan)  
**Floor Covering**, Color-Keyed Heavy-Duty Vinyl-Coated Rubber (Coupe)  
**Headlining**, Patterned-Vinyl  
**Instrument Panel**, Intermediate-Car  
**Lamp**, Central Dome  
**Seat**, Conventional Bench Front  
**Seat**, Conventional Bench Rear  
**Seat Adjuster**, 2-Way Manual  
**Steering Wheel**, Deluxe  
**Upholstery**, All-Moroccan Madrid- and Elk-Grained or Madrid-Grained Moroccan and Orion Cloth  
**Ventilation**, Flo-Thru (Coupe)  
**Windows**, Crank-Operated Vent (Sedan)

### AVAILABLE EQUIPMENT\*

**Air Conditioner**, Four-Season (C60)  
**Clock**, Self-Regulating Electric (U35)  
**Cruise Control**, Automatic (K30)  
**Floor Carpeting**, Nylon-Blend Loop-Pile (B30) (Coupe)  
**Floor Mats**, Auxiliary Front (B32)  
**Floor Mats**, Auxiliary Rear (B33)  
**Instrument Cluster**, Rocket Rallye Pac (U21)  
**Instrument-Panel Trim**, Wood-Grain-Vinyl (BC1)  
**Instrument-Panel-Control Lighting** (In Y60)  
**Lamp**, Instrument-Panel Ashtray (In Y60)  
**Lamps**, Instrument-Panel Courtesy and Map (In Y60)  
**Lamp**, Instrument-Panel Glove Compartment (In Y60)  
**Lamps**, Trunk and Underhood (In Y60)  
**Lamps and Mirrors Convenience Group** (Y60)  
**Mirror**, Rearview with Map Lamp (In Y60)  
**Mirror**, Visor Vanity (In Y60)  
**Radio**, AM Pushbutton (U63)  
**Radio**, AM-FM Monaural Pushbutton (U69)  
**Radio**, AM-FM Stereophonic Pushbutton (U58)  
**Radio Speaker**, Bi-Phonic Rear (U80)  
**Seat Adjuster**, 4-Way Power (A41)  
**Seat Cushion**, Extra-Foam-Padded Front-(B50)  
**Seat Lap and Front-Seat Shoulder Belts**, Deluxe . . . with Color-Keyed Webbing and Brushed-Metal Buckles AK1)  
**Steering Column**, Tilt-Away (N33)  
**Steering Wheel**, Custom-Sport (N34)  
**Stereo Tape Player** (U57)

## POWER TRAIN

### STANDARD EQUIPMENT

All Power Train Equipment Listed on Page 16, plus:  
**Battery**, 61-Ampere-Hour/66-Plate (Rocket 350 V-8), 73-Ampere-Hour/78-Plate (Rocket 455 V-8)  
**Clutch**, Centrifugal-Action Diaphragm-Spring  
**Delcotron**, 37-Ampere  
**Drive**, Rear . . . with Precision-Balanced Drive Shaft and Two Universal Joints  
**Engine**, Rocket 350 V-8 . . . with 2-Barrel Carburetor and Single Exhaust System  
**Fuel Tank**, 20-Gal. (Gross)—19-Gal. (Usable)  
**Transmission**, Fully Synchronized 3-Speed Column-Shift Manual

### AVAILABLE EQUIPMENT\*

**Axle**, Anti-Spin Rear (G80)  
**Axle Ratio**: 2.73-, 3.23-, 3.42-, or 3.73-to-1 (See page 124)  
**Clutch**, 2-Plate Heavy-Duty (W37)  
**Delcotron**, 63-Ampere (In Y72)  
**Engine**, Rocket 350 V-8 . . . with 4-Barrel Carburetor and Single Exhaust System (L34)  
**Engine**, Rocket 455 V-8 . . . with 4-Barrel Carburetor and Dual Exhaust System (L75)  
**Engine**, Rocket 455 V-8 . . . with 4-Barrel Carburetor and Dual Exhaust System (L77) (with W30 on Coupe)  
**Engine-Cooling Equipment**, Heavy-Duty (Y72)  
**Exhaust System**, Full Dual (N10) (Coupe)  
**Hurst Shifter**, 3-Speed Floor, Performance (W39) (Coupe)  
**Performance Package** (W30) (Coupe)  
 Includes:  
 • High-Performance Rocket 455 V-8 Engine with 4-Barrel Carburetor (L77)  
 • Dual Exhaust System  
 • Special Hood Paint  
 • Manual Front Disc Brakes  
 • Dual-Intake Force-Air Fiberglass Hood (W25)  
 • Heavy-Duty Radiator  
 • Anti-Spin Rear Axle (G80)  
 • 3.42-to-1 Axle Ratio

- Sports-Styled Outside Rearview Mirrors (D35)
- Blackwall Wide-Oval Tires with Raised White Letters (PK5)
- 4-4-2 Appearance and Handling Package (W29)

**Transmission**, 4-Speed Floor-Shift Wide-Ratio Manual . . . with Hurst Shifter (M20) (Coupe)  
**Transmission**, Turbo Hydra-matic 350 (M38)  
**Transmission**, Turbo Hydra-matic (M40)

## CHASSIS

### STANDARD EQUIPMENT

All Chassis Equipment Listed on Page 16, plus:  
**Shock Absorbers**, Nylon-Sleeved  
**Steering**, Low-Friction Manual  
**Suspension**, Deep-Coil Front and Rear Spring  
**Tires**, F78 x 14" Blackwall Belted Bias-Ply  
**Wheels**, 14 x 6"

### AVAILABLE EQUIPMENT\*

**4-4-2 Appearance and Handling Package** (W29) (Coupe)  
 Includes:  
 • Hood Paint Stripe (Y73)  
 • Special Body-Side and Deck-Lid Striping  
 • 4-4-2 Radiator Grilles  
 • Emblems and Black Hood Louvers  
 • Wheel-Opening Moldings (B96)  
 • Rallye Suspension Package (FE2)  
**Brakes**, Power Front and Rear Drum (J50)  
**Brakes**, Power Front Disc and Rear Drum (JL2)  
**Shock Absorbers**, Firm-Ride (FG2)  
**Shock Absorbers**, Superlift Rear (G66)  
**Steering**, Vari-Ratio Power (N47)  
**Suspension Package**, Rallye (FE2) (Coupe)  
**Suspension System**, Heavy-Duty (F41)  
**Tires**, F78 x 14" Blackwall Belted Bias-Ply (PK1)  
**Tires**, F78 x 14" White-Stripe Belted Bias-Ply (PK2)  
**Tires**, F70 x 14" Blackwall Wide-Oval . . . with Raised White Letters (PK5) (Coupe)  
**Tires**, F78 x 14" White-Stripe Belted Bias-Ply (PX6)  
**Tires**, F70 x 14" White-Stripe Wide-Oval (PX8) (Coupe)  
**Wheels**, Heavy-Duty (N99)  
**Wiring Harness**, Trailer Electrical (U89)

## CUTLASS SPECIFICATIONS

### EXTERIOR DIMENSIONS

SIZE AND WEIGHT:	Coupe	Sedan
Overall length (in.)	203.6	207.6
Overall width (in.)	76.8	76.8
Loaded height (in.)	52.9	53.5
Shipping weight (lb.)	3405	3445
Curb weight (lb.)	3509	3549

### INTERIOR DIMENSIONS

ROOM:	Coupe	Sedan
Front seat headroom (in.)	37.9	38.5
Front seat legroom (in.)	41.2	41.5
Front seat hiproom (in.)	59.6	59.6
Front seat shoulder-room (in.)	58.2	58.2
Rear seat headroom (in.)	36.3	37.1
Rear seat legroom (in.)	32.5	34.0
Rear seat hiproom (in.)	58.3	59.4
Rear seat shoulder-room (in.)	55.7	57.3
Rear seat knee-room (in.)	23.7	25.8
Trunk capacity (cu. ft.)	14.5	14.5

### CHASSIS DIMENSIONS

	Coupe	Sedan
Wheelbase (in.)	112.0	116.0
Front tread (in.)	59.7	59.7
Rear tread (in.)	59.0	59.0
Turning diameter (ft.)	40.0	41.2

\*For qualifications on availabilities, see Equipment Features Section under the appropriate item.

# CUTLASS IDENTIFICATION



## FRONT

- Windshield Molding
- Hood Rear-Edge Molding
- Hood-Nose-Center Rocket Emblem
- Bold New Grilles with Strong Horizontal Bars and "Oldsmobile" Emblem
- Dual Headlamps in Blacked-Out Frames Flanking Grilles
- Round Parking Lamps Inset in Bumper



## REAR

- Rear-Window Molding
- Trunk-Lid "Cutlass" Script
- Bumper-Mounted Six-Sectional Tail Lamps
- Backup Lamps Flanking License-Plate Recess in Bumper
- Trunk-Lid-Edge Molding
- Trunk-Lid Rocket Emblem



## SIDES

- Side-Window Frame Moldings (Sedan)
- Front and Rear Side-Marker Lamps
- Body-Side Moldings (Sedan)
- Rocker-Panel Moldings (Sedan)
- Wheel-Opening Moldings (Sedan)
- Chrome Wheel Hubcaps (Std.)



## MODELS



Town Sedan . . . Model (3669)\* G69



Hardtop Coupe . . . Model (3287)\* F87

### CUTLASS ADVANTAGES (Cutlass Town Sedan over F-85 Town Sedan)

#### STANDARD EQUIPMENT

**Armrests**, Deluxe Front and Rear . . .  
with Bright Accent Moldings

**Ashtrays**, Rear-Armrest

**Floor Carpeting**, Wall-to-Wall Nylon-  
Blend Loop-Pile . . . with Carpeted  
Door Lower Panels

**Hood Insulation**, Fiberglass

**Moldings**, Body-Side

**Moldings**, Rocker-Panel

**Moldings**, Side-Window-Frame

**Moldings**, Trunk-Lid-Edge

**Moldings**, Wheel-Opening

**Steering Wheel**, Deluxe

#### AVAILABLE EQUIPMENT

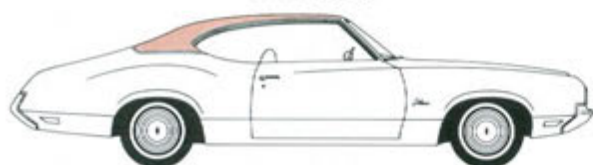
**Moldings**, Roof Drip (B80)

**Windows**, Power Side (A31)

\*(Former Model No.)

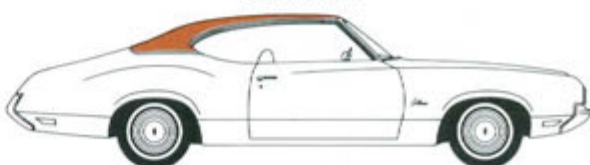
# CUTLASS STYLING FEATURES

## VINYL ROOF



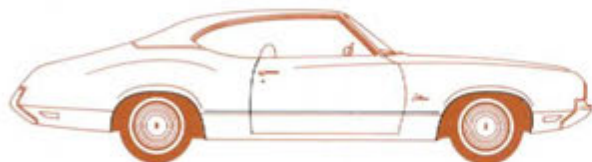
Bright-Edged Vinyl Roof Covering (C08)

## TWO-TONES



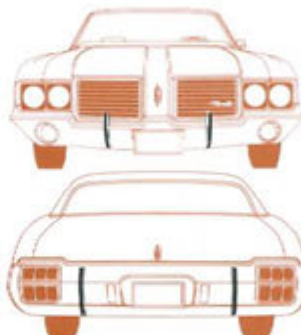
Two-Tone Magic-Mirror Finish (D99)

## MOLDINGS



- Roof Drip (B80, Sedan)
- Door-Edge Guard (B93)
- Wheel-Opening (B96, Coupe)
- Protective-Side Moldings with Vinyl Inserts (B84, Sedan)
- Rocker-Panel Moldings (Std. in Sedan)
- Side-Window-Frame Moldings (Std. in Sedan)

## BUMPER GUARDS



Protective Front and Rear Bumper Guards . . . with Vinyl Inserts (V36)

## WHEEL COVERS AND WHEELS



Chrome Wheel Hubcaps (Std.)



Chrome Wheel Discs (P01)



Deluxe Wheel Discs (P02)



Super Stock I Wheels (P05)



Super Stock II Wheels (N66)  
Cast-Gray Color



Super Stock III Wheels (N67)  
Lower Body Color



Simulated Wire Wheel Discs (N95)

## TIRES

G70 x 14" White-Stripe Wide-Oval Tires (PX8)

G78 x 14" White-Stripe (PK2)

F78 x 14" White-Stripe (PX6)



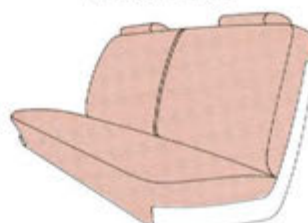
G70 x 14" Blackwall Wide-Oval Tires with Raised White Letters (PK5, Coupe)

## STEERING WHEELS



Deluxe Steering Wheel (Std.) Custom-Sport Steering Wheel (N34)

## FRONT SEAT



Conventional Bench Front Seat (Std.)

# CUTLASS S EQUIPMENT/SPECIFICATIONS

## EXTERIOR

### STANDARD EQUIPMENT

All Exterior Equipment Listed on Page 16, plus:  
 Grilles, Twin Argent  
 Hood Insulation, Fiberglass  
 Lamps, Bumper-Mounted Six-Sectional Tail  
 Louver Grilles, Hood  
 Moldings, Body-Side  
 Moldings, Rocker-Panel  
 Molding, Trunk-Lid Edge  
 Moldings, Wheel-Opening  
 Wheel Hubcaps, Chrome  
 Windshield Wipers, Recessed-Park

### AVAILABLE EQUIPMENT\*

Bumper Guards, Protective Front and Rear . . . with Vinyl Inserts (V36)  
 Door Locks, Power (AU3)  
 Finish, Two-Tone Magic-Mirror (D99)  
 Hood, Dual-Intake Force-Air Fiberglass (W25)  
 Hood Lock, Interior-Operated (T44)  
 Indicator, Outside-Temperature (Y71)  
 Mirror, Left-Hand Remote-Control Outside Rearview (D33)  
 Mirrors, Sport-Styled Outside Rearview (D35)  
 Moldings, Door-Edge Guard (B93)  
 Moldings, Roof Drip (B80)  
 Moldings, Side-Window Frame (B90) (Sports Coupe)  
 Moldings, Side-Window Sill (B85)  
 Moldings, Protective-Side . . . with Black-Vinyl Inserts (B84)  
 Paint, Dual-Panel Hood (In W25)  
 Paint Stripe, Body-Side (Y70)  
 Paint Stripes, Hood (Y73)  
 Rooftop Covering, Vinyl (C08)  
 Trunk-Lid-Latch, Power (A90)  
 Wheels, Super Stock I (P05)  
 Wheels, Super Stock II (N66) . . . Cast-Gray Color  
 Wheels, Super Stock III (N67) . . . Lower Body Color  
 Wheel Discs, Chrome (P01)  
 Wheel Discs, Deluxe (P02)  
 Wheel Discs, Simulated Wire (N95)  
 Windows, Power Side (A31)  
 Windows, Soft-Ray Tinted (A01)  
 Window Defogger, Electric Rear- (C49)  
 Windshield, Soft-Ray Tinted (A02)

## INTERIOR

### STANDARD EQUIPMENT

All Interior Equipment Listed on Page 16, plus:  
 Armrests, Deluxe Front and Rear . . . with Bright Accent Moldings  
 Ashtray, Instrument-Panel  
 Ashtrays, Rear-Armrest  
 Cigar Lighter, Instrument-Panel  
 Floor Carpeting, Nylon-Blend Loop-Pile  
 Headlining, Patterned-Vinyl  
 Instrument Panel, Intermediate-Car  
 Lamp, Central Dome  
 Seat, Deluxe Bench Front . . . with Foam-Padded Cushion and Bright Moldings  
 Seat, Deluxe Bench Rear . . . with Foam-Padded Cushion  
 Seat Adjuster, 2-Way Manual  
 Steering Wheel, Deluxe  
 Upholstery, All-Moroccan Madrid- and Elk-Grained or Madrid-Grained Moroccan and Orion Cloth  
 Ventilation, Flo-Thru (Hardtop Coupe)  
 Windows, Crank-Operated Vent (Sports Coupe)

### AVAILABLE EQUIPMENT\*

Air Conditioner, Four-Season (C60)  
 Clock, Self-Regulating Electric (U35)

Console, Sports (D55) (Hardtop Coupe)  
 Console with Hurst Dual-Gate Shifter, Sports (W26)  
 Cruise Control, Automatic (K30)  
 Floor Mats, Auxiliary Front (B32)  
 Floor Mats, Auxiliary Rear (B33)  
 Instrument Cluster, Rocket Rallye Pac (U21)  
 Instrument-Panel Trim, Wood-Grain-Vinyl (BC1)  
 Instrument-Panel-Control Lighting (In Y60)  
 Lamp, Console Rear Courtesy (In D55 and W26)  
 Lamp, Instrument-Panel Ashtray (In Y60)  
 Lamps, Instrument-Panel Courtesy and Map (In Y60)  
 Lamp, Instrument-Panel Glove-Compartment (In Y60)  
 Lamps, Trunk and Underhood (In Y60)  
 Lamps and Mirrors Convenience Group (Y60)  
 Mirror, Rearview with Map Lamp (In Y60)  
 Mirror, Visor Vanity (In Y60)  
 Radio, AM Pushbutton (U63)  
 Radio, AM-FM Monaural Pushbutton (U69)  
 Radio, AM-FM Stereophonic Pushbutton (U58)  
 Radio Speaker, Bi-Phonic Rear (U80)  
 Seats, Strato Bucket (A51) (Hardtop Coupe)  
 Seat Adjuster, 4-Way Power (A41 or A46)  
 Seat Lap and Front-Seat Shoulder Belts, Deluxe . . . with Color-Keyed Webbing and Brushed-Metal Buckles (AK1)  
 Steering Column, Tilt-Away (N33)  
 Steering Wheel, Custom-Sport (N34)  
 Stereo Tape Player (U57)

## POWER TRAIN

### STANDARD EQUIPMENT

All Power Train Equipment Listed on Page 16, plus:  
 Battery, 61-Ampere-Hour/66-Plate (Rocket 350 V-8), 73-Ampere-Hour/78-Plate (Rocket 455 V-8)  
 Clutch, Centrifugal-Action Diaphragm-Spring Delcotron, 37-Ampere  
 Drive, Rear . . . with Precision-Balanced Drive Shaft and Two Universal Joints  
 Engine, Rocket 350 V-8 . . . with 2-Barrel Carburetor and Single Exhaust System  
 Fuel Tank, 20-Gal. (Gross)—19-Gal. (Usable)  
 Transmission, Fully Synchronized 3-Speed Column-Shift Manual

### AVAILABLE EQUIPMENT\*

Axle, Anti-Spin Rear (G80)  
 Axle Ratio: 2.73-, 3.23-, 3.42-, or 3.73-to-1 (See Page 124)  
 Clutch, 2-Plate Heavy-Duty (W37)  
 Delcotron, 63-Ampere (In Y72)  
 Drive Shaft, Heavy-Duty (In FE2)  
 Engine, Rocket 350 V-8 . . . with 4-Barrel Carburetor and Single Exhaust System (L34)  
 Engine, Rocket 455 V-8 . . . with 4-Barrel Carburetor and Dual Exhaust System (L75)  
 Engine, Rocket 455 V-8 . . . with 4-Barrel Carburetor and Dual Exhaust System (L77) (with W30)  
 Engine-Cooling Equipment, Heavy-Duty (Y72)  
 Exhaust System, Full Dual (N10)  
 Performance Package (W30)

Includes:

- High-Performance Rocket 455 V-8 with 4-Barrel Carburetor (L77)
- Dual Exhaust System
- Special Hood Paint
- Manual Front Disc Brakes
- Dual-Intake Force-Air Fiberglass Hood (W25)
- Heavy-Duty Radiator
- Anti-Spin Rear Axle (G80)
- 3.42-to-1 Axle Ratio

- Sports-Styled Outside Rearview Mirror (D35)
  - Blackwall Wide-Oval Tires with Raised White Letters (PK5)
  - 4-4-2 Appearance and Handling Package (W29)
- Shifter, Hurst 3-Speed Floor Performance (W39)  
 Transmission, 4-Speed Floor-Shift Wide-Ratio Manual . . . with Hurst Shifter (M20)  
 Transmission, Turbo Hydra-matic 350 (M38)  
 Transmission, Turbo Hydra-matic (M40)  
 Transmission Shifter, Hurst Dual-Gate (In W26) (Hardtop Coupe)

## CHASSIS

### STANDARD EQUIPMENT

All Chassis Equipment Listed on Page 16, plus:  
 Shock Absorbers, Nylon-Sleeved  
 Steering, Low-Friction Manual  
 Suspension, Deep-Coil Front and Rear Spring  
 Tires, F78 x 14" Blackwall Belted Bias-Ply  
 Wheels, 14 x 6"

### AVAILABLE EQUIPMENT\*

4-4-2 Appearance and Handling Package, (W29) Includes:  
 • Hood Paint Stripe (Y73)  
 • Special Body-Side and Deck-Lid Striping  
 • 4-4-2 Radiator Grilles  
 • Emblems and Black Hood Louvers  
 • Rallye Suspension Package (FE2)  
 Brakes, Power Front and Rear Drum (J50)  
 Brakes, Power Front Disc and Rear Drum (JL2)  
 Shock Absorbers, Firm-Ride (FG2)  
 Shock Absorbers, Superlift Rear (G66)  
 Steering, Vari-Ratio Power (N47)  
 Suspension Package, Rallye (FE2)  
 Suspension System, Heavy-Duty (F41)  
 Tires, G78 x 14" Blackwall Belted Bias-Ply (PK1)  
 Tires, G70 x 14" Blackwall Wide-Oval . . . with Raised White Letters (PK5)  
 Tires, G70 x 14" White-Stripe Wide-Oval (PX8)  
 Tires, G78 x 14" White-Stripe Belted Bias-Ply (PK2)  
 Tires, F78 x 14" White-Stripe Belted Bias-Ply (PX6)  
 Wheels, Heavy-Duty (N99)  
 Wiring Harness, Trailer Electrical (U89)

## CUTLASS S SPECIFICATIONS

### EXTERIOR DIMENSIONS

SIZE AND WEIGHT	Sports Coupe	Hardtop Coupe
Overall length (in.)	203.6	203.6
Overall width (in.)	76.8	76.8
Loaded height (in.)	52.9	52.9
Shipping weight (lb.)	3399	3405
Curb weight (lb.)	3503	3509

### INTERIOR DIMENSIONS

ROOM	Sports Coupe	Hardtop Coupe
Front seat headroom (in.)	37.9	37.9
Front seat legroom (in.)	41.5	41.5
Front seat hiproom (in.)	59.6	59.6
Front seat shoulder-room (in.)	58.2	58.2
Rear seat headroom (in.)	36.3	36.3
Rear seat legroom (in.)	32.3	32.3
Rear seat hiproom (in.)	58.3	58.3
Rear seat shoulder-room (in.)	55.7	55.7
Rear seat kneeroom (in.)	23.7	23.7
Trunk capacity (cu. ft.)	14.5	14.5

### CHASSIS DIMENSIONS

Wheelbase (in.)	112.0
Front tread (in.)	59.7
Rear tread (in.)	59.0
Turning diameter (ft.)	40.0

\*For qualifications on availabilities, see Equipment Features Section under the appropriate item.



# CUTLASS S IDENTIFICATION



## FRONT

- Windshield Molding
- Hood Rear-Edge Molding
- Hood Louver Grilles
- Hood-Nose-Center Rocket Emblem
- Bold New Grilles with "Oldsmobile" Signature
- Dual Headlamps in Blacked-Out Frames Flanking Grilles
- Round Parking Lamps Inset in Bumper



## REAR

- Rear-Window Molding
- Trunk-Lid Edge Molding
- Bumper-Mounted Six-Sectional Tail Lamps
- Backup Lamps Flanking License-Plate Recess in Bumper
- Trunk-Lid "Cutlass" Script
- Trunk-Lid Rocket Emblem



## SIDES

- Front-Fender "Cutlass" Script
- Bright New Front and Rear Side-Marker Lamps
- Body-Side Moldings
- Rocker-Panel Moldings
- Wheel-Opening Moldings
- Chrome Wheel Hubcaps

## MODELS



Sports Coupe . . . Model (3677)\* G77



Hardtop Coupe . . . Model (3687)\* G87

### CUTLASS S ADVANTAGES (Cutlass S Hardtop Coupe over Cutlass Hardtop Coupe)

#### STANDARD EQUIPMENT

**Armrests**, Deluxe Front . . . with  
Bright Accent Moldings  
**Armrests**, Built-In Rear  
**Ashtrays**, Rear Armrest  
**Louver Grilles**, Hood  
**Moldings**, Body-Side  
**Moldings**, Rocker-Panel

#### Moldings, Wheel-Opening

**Seat**, Deluxe Bench Front . . . with  
Foam-Padded Cushion and Bright  
Moldings

**Seat**, Deluxe Bench Rear . . . with  
Foam-Padded Cushion

#### AVAILABLE EQUIPMENT

**Console**, Sports (D55 or W26)

#### Moldings, Roof Drip (B80)

**Moldings**, Side-Window-  
Sill (B85)

**Seat Adjuster**, 4-Way Power, for L.H.  
Bucket Seat (A46)

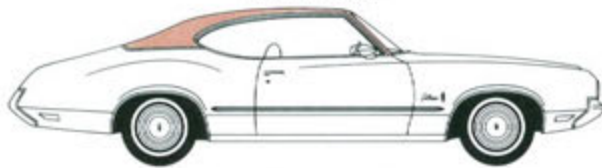
**Seats**, Strato Bucket (A51)

**Windows**, Power Side (A31)

\*(Former Model No.)

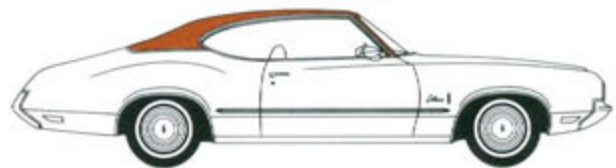
# CUTLASS S STYLING FEATURES

## VINYL ROOF



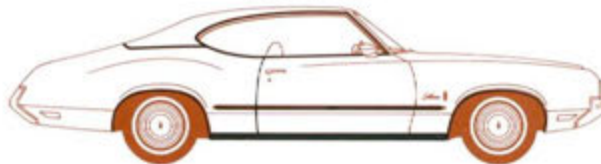
Bright-Edged Vinyl Roof Covering (C08)

## TWO-TONES



Two-Tone Magic-Mirror Finish (D99)

## MOLDINGS



Roof Drip (B80)

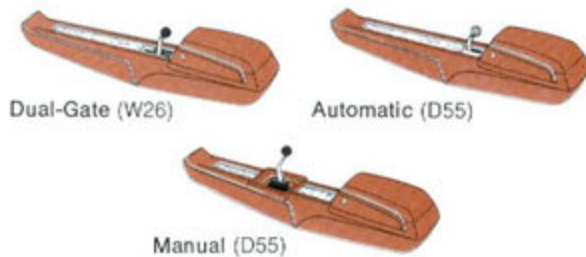
Side-Window Sill (B85)

Side-Window Frame (B90, Sports Coupe)

Door-Edge Guard Moldings (B93)

Protective-Side Moldings  
with Vinyl Inserts (B84)

## SPORTS CONSOLES



Dual-Gate (W26)

Automatic (D55)

Manual (D55)

## BUMPER GUARDS



Protective Front and Rear Bumper Guards  
... with Vinyl Inserts (V36)

## WHEEL COVERS AND WHEELS



Chrome Wheel  
Hubcaps (Std.)

Chrome Wheel  
Discs (P01)

Deluxe Wheel  
Discs (P02)

Super Stock I  
Wheels (P05)

Super Stock II  
Wheels (N66)  
Cast-Gray Color

Super Stock III  
Wheels (N67)  
Lower Body Color

Simulated Wire  
Wheel Discs  
(N95)

## TIRES

G70 x 14"  
White-Stripe  
Wide-Oval Tires  
(PX8)

G78 x 14"  
White-Stripe (PK2)

F78 x 14"  
White-Stripe (PX6)



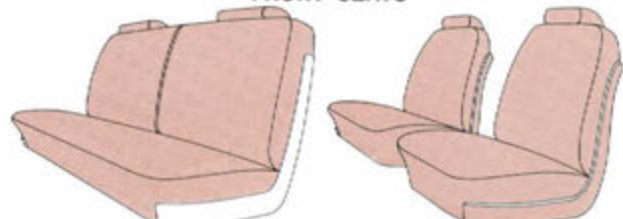
G70 x 14"  
Blackwall  
Wide-Oval Tires  
with Raised White  
Letters (PK5)

## STEERING WHEELS



Deluxe Steering Wheel (Std.) Custom-Sport Steering Wheel (N34)

## FRONT SEATS



Deluxe Bench Front Seat (Std.) Strato Bucket Seats (A51)



# CUTLASS SUPREME EQUIPMENT/SPECIFICATIONS

## EXTERIOR

### STANDARD EQUIPMENT

All Exterior Equipment on Page 16, plus:  
**Grilles**, Twin Die-Cast  
**Hood Insulation**, Fiberglass  
**Lamps**, Bumper-Mounted Six-Sectional Tail  
**Moldings**, Body-Side and Fender  
**Moldings**, Roof Drip (Sedan and Coupe)  
**Moldings**, Trunk-Lid Edge  
**Moldings**, Wheel-Opening  
**Top**, Power, with Electric-Powered Mechanism, Non-Ballooning Vinyl-Coated Fabric, Glass Window, Invisibly Fastened Vinyl Boot (Convertible)  
**Wheel Hubcaps**, Chrome  
**Windshield Wipers**, Recessed-Park

### AVAILABLE EQUIPMENT\*

**Bumper Guards**, Protective Front and Rear . . . with Vinyl Inserts (V36)  
**Door Locks**, Power (AU3)  
**Finish**, Two-Tone Magic-Mirror (D99) (Sedan and Coupe)  
**Hood**, Dual-Intake Force-Air Fiberglass (W25) (Convertible)  
**Hood Lock**, Interior-Operated (T44)  
**Indicator**, Outside-Temperature (Y71)  
**Mirror**, Remote-Control Rearview (D33)  
**Mirrors**, Sports-Styled Rearview (D35) (Coupe and Convertible)  
**Moldings**, Door-Edge Guard (B93)  
**Moldings**, Side-Window Sill (B85) (Coupe)  
**Paint Stripes**, Body-Side (Y70) (Coupe and Convertible)  
**Roof Top Covering**, Vinyl (C08) (Sedan and Coupe)  
**Trunk-Lid Latch**, Power (A90)  
**Wheels**, Super Stock I (P05)  
**Wheels**, Super Stock II . . . Cast-Gray Color (N66)  
**Wheels**, Super Stock III . . . Lower Body Color (N67)  
**Wheel Discs**, Chrome (P01)  
**Wheel Discs**, Deluxe (P02)  
**Wheel Discs**, Simulated Wire (N95)  
**Windows**, Power Side (A31)  
**Windows**, Soft-Ray Tinted (A01)  
**Window Defogger**, Electric Rear- (C49) (Sedan and Coupe)  
**Windshield**, Soft-Ray Tinted (A02)

## INTERIOR

### STANDARD EQUIPMENT

All Interior Equipment on Page 16, plus:  
**Armrests**, Deluxe Front and Rear . . . with Bright Accent Molding and Backplates  
**Ashtrays**, Instrument-Panel and Rear-Armrest  
**Cigar Lighter**, Instrument-Panel  
**Floor Carpeting**, Nylon-Blend Loop-Pile . . . with Carpeted Door Lower Panels, plus Front-Seat-Back Lower Panels in Bench Seats  
**Headlining**, Patterned-Vinyl (Sedan and Coupe)  
**Instrument Panel**, Intermediate-Car  
**Instrument-Panel-Control Lighting** (Convertible)  
**Instrument-Panel Trim**, Wood-Grain-Vinyl  
**Lamp**, Central Dome (Sedan and Coupe)  
**Lamps**, Ashtray, Instrument-Panel Courtesy and Map Lamps, and Rear-Armrest Courtesy (Convertible)  
**Seat**, Custom Sport Front . . . with Center Armrest, Foam-Padded Cushion, and Bright Moldings (Sedan)  
**Seat**, Deluxe Bench Rear . . . with Foam-Padded Cushion  
**Seats**, Strato Bucket . . . with Foam-Padded Cushions and Bright Moldings (Coupe and Convertible)  
**Steering Wheel**, Deluxe  
**Upholstery**, All-Moroccan Madrid- and Elk-Grained or Madrid-Grained Moroccan and Orleans Cloth (Coupe, Convertible)  
**Upholstery**, All-Moroccan Madrid- and Elk-

Grained or Prima and Orleans Cloth (Sedan)

**Ventilation**, Flo-Thru

### AVAILABLE EQUIPMENT\*

**Air Conditioner**, Four-Season (C60)  
**Clock**, Self-Regulating Electric (U35)  
**Console**, Sports (D55) (Coupe and Convertible)  
**Console with Hurst Dual-Gate Shifter**, Sports (W26) (Coupe and Convertible)  
**Cruise Control**, Automatic (K30)  
**Floor Mats**, Auxiliary Front (B32); Rear (B33)  
**Instrument Cluster**, Rocket Rallye Pac (U21)  
**Instrument-Panel-Control Lighting**, (In Y60) (Sedan and Coupe)  
**Lamp**, Instrument-Panel Ashtray (In Y60) (Sedan and Coupe)  
**Lamps**, Instrument-Panel Courtesy and Map (In Y60) (Sedan and Coupe)  
**Lamp**, Instrument-Panel Glove Compartment (In Y60)  
**Lamps**, Roof Rear-Quarter (In Y60)  
**Lamps**, Trunk and Underhood (In Y60)  
**Lamps and Mirrors Convenience Group** (Y60)  
**Mirror**, Rearview with Map Lamp (In Y60)  
**Mirror**, Visor Vanity (In Y60)  
**Radio**, AM Pushbutton (U63)  
**Radio**, AM-FM Monaural Pushbutton (U69)  
**Radio**, AM-FM Stereophonic Pushbutton (U58)  
**Radio Speaker**, Bi-Phonic Rear (U80)  
**Seat**, Custom Sport Front (A65) (Coupe and Convertible)  
**Seat Adjuster**, 4-Way Power (A41 or A46)  
**Seat Lap and Front-Seat Shoulder Belts**, Deluxe . . . with Color-Keyed Webbing and Brushed-Metal Buckles (AK1)  
**Seat Belts**, Lap Deluxe, Front and Rear . . . including Middle Lap Belt on Bench Seats (A39) (Convertible)  
**Steering Column**, Tilt-Away (N33)  
**Steering Wheel**, Custom-Sport (N34)  
**Stereo Tape Player** (U57)

## POWER TRAIN

### STANDARD EQUIPMENT

All Power Train Equipment on Page 16, plus:  
**Battery**, 61-Ampere-Hour/66-Plate (Rocket 350 V-8), 73-Ampere-Hour/78-Plate (Rocket 455 V-8)  
**Clutch**, Centrifugal-Action Diaphragm-Spring  
**Delcotron**, 37-Ampere  
**Drive**, Rear . . . with Precision-Balanced Drive Shaft and Two Universal Joints  
**Engine**, Rocket 350 V-8 . . . with 4-Barrel Carburetor, Single Exhaust System  
**Fuel Tank**, 20-Gal. (Gross)—19-Gal. (Usable)  
**Transmission**, Fully Synchronized 3-Speed Column-Shift Manual

### AVAILABLE EQUIPMENT\*

**Axle**, Anti-Spin Rear (G80)  
**Axle Ratio**: 2.73-, 3.08-, 3.23-, or 3.73-to-1 (See Page 124)  
**Clutch**, 2-Plate, Heavy-Duty (W37) (Coupe and Convertible)  
**Engine**, Rocket 350 V-8 . . . with 2-Barrel Carburetor, Single Exhaust System (L32)  
**Engine**, Rocket 455 V-8 . . . with 4-Barrel Carburetor (L75) Full Dual Exhaust System (In Y79) (Coupe and Convertible)  
**Engine**, Rocket 455 V-8 . . . with 4-Barrel Carburetor and Dual Exhaust System (L77) (with W30 on Convertible)  
**Engine-Cooling Equipment**, Heavy-Duty (Y72)  
**Exhaust System**, Full Dual (N10) (Coupe and Convertible)  
**Performance Package** (W30) (Convertible)  
**Includes**:  
 • High-Performance Rocket 455 V-8 with 4-Barrel Carburetor (L77)  
 • Dual Exhaust System  
 • Special Hood Paint  
 • Manual Front Disc Brakes  
 • Dual-Intake Force-Air Fiberglass Hood (W25)  
 • Heavy-Duty Radiator

- Anti-Spin Rear Axle (G80)
- 3.42-to-1 Axle Ratio
- Sports-Styled Outside Rearview Mirror (D35)
- Blackwall Wide-Oval Tires with Raised White Letters (PK5)
- 4-4-2 Appearance and Handling Package (W29)

**Shifter**, Hurst 3-Speed Floor Performance (W39) (only with L32 or L34 and M15 on Coupe and Convertible)

**Transmission**, 4-Speed Floor-Shift Wide-Ratio Manual . . . with Hurst Shifter (M20) (Coupe and Convertible)

**Transmission**, Turbo Hydra-matic 350 (M38)

**Transmission**, Turbo Hydra-matic (M40)

## CHASSIS

### STANDARD EQUIPMENT

All Chassis Equipment on Page 16, plus:  
**Shock Absorbers**, Nylon-Sleeved  
**Steering**, Low-Friction Manual  
**Suspension**, Deep-Coil Front and Rear Spring  
**Tires**, F78 x 14" Blackwall Belted Bias-Ply  
**Wheels**, 14 x 6"

### AVAILABLE EQUIPMENT\*

**4-4-2 Appearance and Handling Package** (W29) (Convertible)

**Includes**:

- Hood Paint Stripe (Y73)
- Special Body-Side and Deck-Lid Striping
- 4-4-2 Radiator Grilles
- Emblems and Black Hood Louvers
- Rallye Suspension Package (FE2)

**Brakes**, Power Front and Rear Drum (J50)

**Brakes**, Power Front Disc and Rear Drum (JL2)

**Shock Absorbers**, Firm-Ride (FG2)

**Shock Absorbers**, Superlift Rear (G66)

**Steering**, Vari-Ratio Power (N47)

**Suspension Package**, Rallye (FE2) (Coupe and Convertible)

**Suspension System**, Heavy-Duty (F41)

**Tires**, G78 x 14" Blackwall Belted Bias-Ply (PK1)

**Tires**, G70 x 14" Blackwall Wide-Oval . . . with Raised White Letters (PK5) (Coupe and Convertible)

**Tires**, G70 x 14" White-Stripe Wide-Oval (PX8) (Coupe and Convertible)

**Tires**, G78 x 14" White-Stripe Belted Bias-Ply (PK2)

**Tires**, F78 x 14" White-Stripe Belted Bias-Ply (PX6)

**Wheels**, Heavy-Duty (N99)

**Wiring Harness**, Trailer Electrical (U89)

## CUTLASS SUPREME SPECIFICATIONS

### EXTERIOR DIMENSIONS

SIZE AND WEIGHT	Sedan	Coupe	Convertible
Overall length (in.) . . . . .	207.6	203.6	203.6
Overall width (in.) . . . . .	76.8	76.8	76.8
Loaded height (in.) . . . . .	53.5	52.9	53.3
Shipping weight (lb.) . . . . .	3538	3416	3510
Curb weight (lb.) . . . . .	3642	3520	3614

### INTERIOR DIMENSIONS

ROOM	Sedan	Coupe	Convertible
Front seat headroom (in.) . . . . .	38.1	37.7	38.5
Front seat legroom (in.) . . . . .	41.6	41.4	41.4
Front seat hiproom (in.) . . . . .	59.3	59.6	59.6
Front seat shoulder-room (in.) . . . . .	58.2	58.2	58.2
Rear seat headroom (in.) . . . . .	37.1	36.3	36.9
Rear seat legroom (in.) . . . . .	34.0	31.9	31.9
Rear seat hiproom (in.) . . . . .	59.4	58.3	58.3
Rear seat shoulder-room (in.) . . . . .	57.3	55.7	47.8
Rear seat knee-room (in.) . . . . .	25.8	24.0	24.0
Trunk capacity (cu. in.) . . . . .	14.5	14.5	N.A.

### CHASSIS DIMENSIONS

	Sedan	Coupe	Convertible
Wheelbase (in.) . . . . .	116.0	112.0	112.0
Front tread (in.) . . . . .	59.7	59.7	59.7
Rear tread (in.) . . . . .	59.0	59.0	59.0
Turning diameter (ft.) . . . . .	41.2	40.0	40.0

\*For qualifications on availabilities, see Equipment Features Section under the appropriate item.

# CUTLASS SUPREME IDENTIFICATION



## FRONT

- Windshield Molding
- Hood Rear-Edge Molding
- Hood-Nose-Center Rocket Emblem
- New "Egg-Crate" Grilles with Equal-Weight Bars, and Bold Bright Perimeter Bar
- Dual Headlamps in Blacked-Out Frames Flanking Grilles
- Round Parking Lamps Inset in Bumper



## REAR

- Rear-Window Molding (Sedan and Coupe)
- Trunk-Lid Edge Molding with "Oldsmobile" Block Lettering
- Bumper-Mounted Six-Sectional Tail Lamps
- Backup Lamps Flanking License-Plate Recess in Bumper



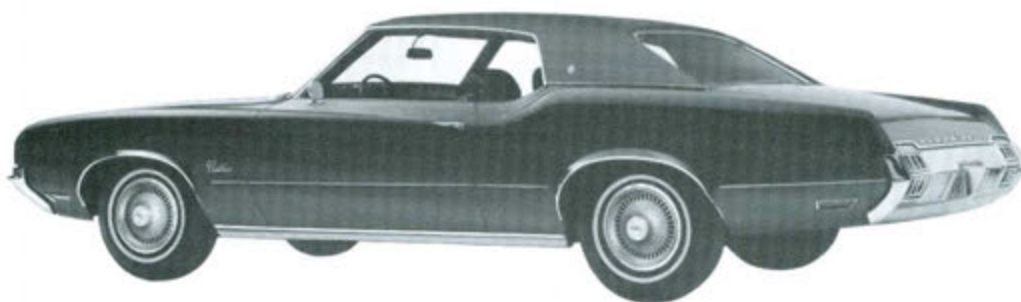
## SIDES

- Roof Drip Moldings (Sedan and Coupe)
- Front-Fender "Cutlass" Script
- New Protective Body-Side and Fender Moldings with Vinyl Insert
- Front and Rear Side-Marker Lamps
- Rocker-Panel Moldings
- Wheel-Opening Moldings
- Chrome Wheel Hubcaps

## MODELS



Hardtop Sedan . . . Model (4239)\* J39



Hardtop Coupe . . . Model (4257)\* J57



Convertible . . . Model (4267)\* J67

### CUTLASS SUPREME ADVANTAGES (Cutlass Supreme Hardtop Coupe over Cutlass S Hardtop Coupe)

#### STANDARD EQUIPMENT

**Armrests**, Deluxe Front and Built-In Rear-Quarter...with Bright Accent Moldings and Bright Backplates on Doors

**Engine**, Rocket 350 V-8 . . . with 4-Barrel Carburetor and Single Exhaust System

**Floor Carpeting**, Nylon-Blend Loop-Pile . . . with Carpeted Cowl and Door Lower Panels

**Grilles**, Special Cutlass Supreme Twin Die-Cast

**Instrument-Panel Trim**, Wood-Grain-Vinyl

**Moldings**, Body-Side and Fender

**Moldings**, Roof Drip

**Seats**, Strato Bucket . . . with Foam-Padded Cushions and Bright Moldings

**Upholstery**, All-Moroccan Madrid- and Elk-Grained or Madrid-Grained Moroccan and Orleans Cloth

#### AVAILABLE EQUIPMENT

**Engine**, Rocket 455 V-8 . . . with 4-Barrel Carburetor and Full Dual Exhaust System with Special Outlets

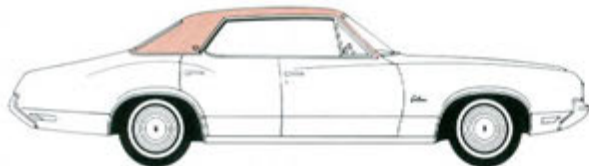
**Seat**, Custom Sport Front (A65)

\*(Former Model No.)



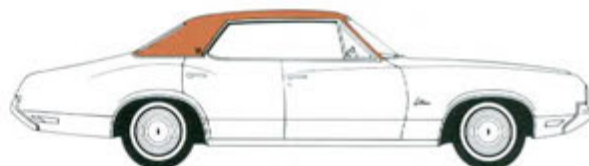
# CUTLASS SUPREME STYLING FEATURES

## VINYL ROOF



Vinyl Roof Covering (C08) (Sedan and Coupe)

## TWO-TONES



Two-Tone Magic-Mirror Finish (D99) (Sedan and Coupe)

## MOLDINGS



Side-Window Sill Moldings (B85) (Coupe)

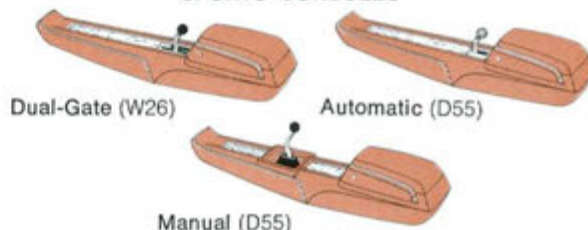
Door-Edge Guard Moldings (B93)

## BUMPER GUARDS



Protective Front and Rear Bumper Guards . . . with Vinyl Inserts (V36)

## SPORTS CONSOLES



Dual-Gate (W26)

Automatic (D55)

Manual (D55)

## WHEEL COVERS AND WHEELS



Chrome Wheel Hubcaps (Std.)



Chrome Wheel Discs (P01)



Deluxe Wheel Discs (P02)



Super Stock I Wheels (P05)



Super Stock II Wheels (N66)  
Cast-Gray Color



Super Stock III Wheels (N67)  
Lower Body Color



Simulated Wire Wheel Discs (N95)

## TIRES

G70 x 14"  
White-Stripe  
Wide-Oval Tires  
(PX8)

G78 x 14"  
White-Stripe (PK2)

F78 x 14"  
White-Stripe (PX6)



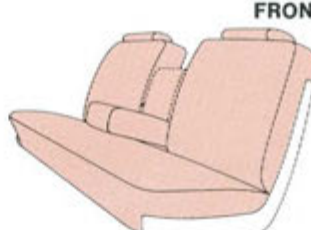
G70 x 14"  
Blackwall  
Wide-Oval Tires  
with Raised White  
Letters (PK5)

## STEERING WHEELS



Deluxe Steering Wheel (Std.) Custom-Sport Steering Wheel (N34)

## FRONT SEATS



Custom Sport Front Seat (A65) (Coupe and Convertible; Std. in Sedan)

Strato Bucket Seats (Std.) (Coupe and Convertible)

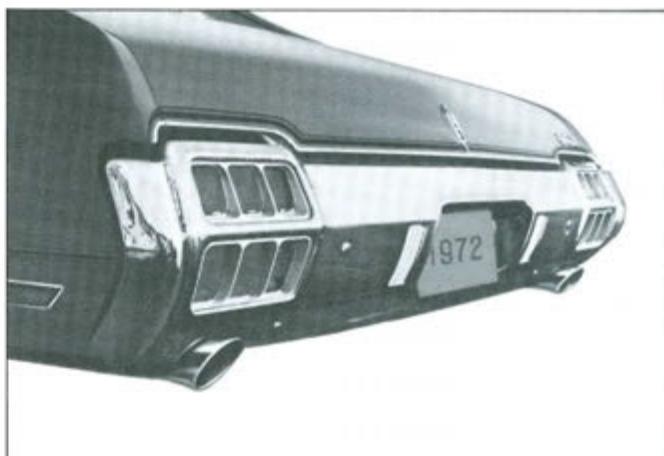
## APPEARANCE AND PERFORMANCE PACKAGES



4-4-2 Appearance and Handling Package (W29)



Dual-Intake Force-Air Fiberglass Hood (W25)



Performance Package (W30)

Although the 4-4-2 models have been removed from the 1972 model lineup, any Cutlass or Cutlass S Coupe, or Cutlass Supreme Convertible can look or act as sporty as the 4-4-2 ever did. And there are three distinctive optional packages to do the job.

The first available package is the 4-4-2 Appearance and Handling Package (W29). This package is available with any engine, and comes equipped with the Hurst Shifter, special hood, body-side and deck-lid striping, 4-4-2 radiator grilles, emblems, and black hood louvers. It also includes heavy-duty Rallye Suspension Package (FE2),

which gives it the firm ride a buyer would expect of a car that looks like this.

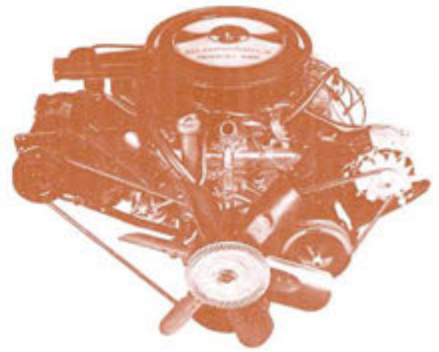
The second of these is the Dual-Intake Force-Air Fiberglass Hood (W25). This special hood, with its functional twin air scoops, special paint scheme, and two bright-metal tie-downs, says "sports" with a capital "S". And, to give it the authority to go with its look, it is available with the Rocket "350" with 4-barrel carburetor (L34) or the Rocket "455" with 4-barrel carburetor and dual exhaust (L75).

The third of these packages, the W30 Performance Package, spells action all the way. It starts right out with the High-Performance Rocket "455" V-8 with 4-

barrel carburetor and dual exhaust. Then it adds the Dual-Intake Force-Air Fiberglass Hood (W25), special paint scheme, heavy-duty radiator, and manual front disc brakes. Plus a sports-styled remote-control outside rearview mirror, color-matched to the exterior body color, bright wheel-opening moldings, Anti-Spin rear axle, wide-oval belted bias-ply tires with raised white letters, and the sporty 4-4-2 Appearance and Handling Package (W29).

So, for a car that looks like it was built to go places, and has the equipment to get it there, we suggest you steer your performance-minded Cutlass prospects in this direction.

## EQUIPMENT FEATURES... POWER TRAIN





# POWER TRAIN . . . ENGINE POWER SYSTEM

## 1 HIGH-TORQUE, LOW-SPEED ROCKET V-8 ENGINES

- Designed for New No-Lead, Low-Lead or Regular Gasolines
- Peak Power at "Loafing" Speeds
- Precision-Built for Efficient Performance

Oldsmobile's eight 1972 Rocket V-8 engines are built to operate efficiently (and with low exhaust pollutants) with the new no-lead, low-lead or regular engine fuels.

All are built and tested to withstand *many times the punishment* they will encounter in normal operation. And they are designed to deliver maximum power with minimum effort. Or, put a little more technically, to develop maximum effective torque at low rpm.

They are built of the finest materials available, and manufactured with the utmost precision by the most modern methods. That is why they can stand up to the most rigorous wear-and-tear, although they embody all the precision of a fine watch.

### OLDSMOBILE ENGINES ARE BUILT TO LAST LONGER

- Components Precision-Cast by Modern Methods
- Reduced Weight with No Sacrifice in Strength
- Direct-Flow Manifolds Decrease "Back-Pressure"
- Increase Efficiency and Economy

Oldsmobile cylinder blocks, cylinder heads, and manifolds are precision-cast, to provide accurate castings. This eliminates burdensome weight,

and permits thinner wall structure with no sacrifice in strength.

Precision casting also permits large passages for water, oil, fuel mixtures, and gases. This results in direct-flow manifold passages that route the fuel mixture equally to all combustion chambers and encourage the free expulsion of exhaust gases. It also permits full-circle cylinder and valve water jackets that dissipate heat rapidly, for long, trouble-free valve and piston-ring life.

## 2 HIGH-CAPACITY ENGINE BEARINGS PROMOTE LONG LIFE

All Oldsmobile engine bearings are made of extended-life alloys, to absorb foreign particles and prevent scoring. Main, connecting-rod, and camshaft bearings are all pressure-lubricated.

Crankshaft main bearings are a two-piece insert type, engineered to withstand the tremendous power stroke of today's high-powered engines. Camshaft bearings are a one-piece type, pressed into the cylinder block, and rifle-bored for precise alignment. Connecting-rod bearings are precision - interchangeable two-piece bearings inserted in the lower ends of the rods.

In some engines, connecting-rod bearings are eccentric in design, contacting the bearing journals primarily at the top and bottom. This is because, traditionally, the rod hole is not perfectly round and, under load, changes shape still further, thereby

decreasing side clearance. The eccentric fit prevents the bearing from closing in too tightly on either side, thus assuring space for a good oil film. But the loads are not well distributed in an eccentric bearing.

To alleviate this condition, Oldsmobile has introduced the "conecc" connecting-rod bearings, now in their third successful year. Oldsmobile's "conecc" bearings are designed to be concentric with the journal, except for a small segment at the split line which is still eccentric. Oil system pressure is *increased*, resulting in *better* lubrication of all engine parts fed by the system.

## FORGED-STEEL CONNECTING RODS

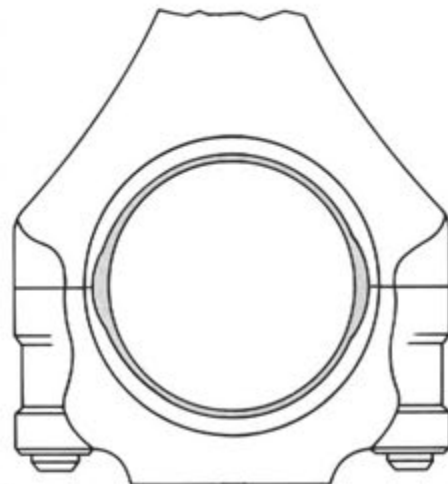
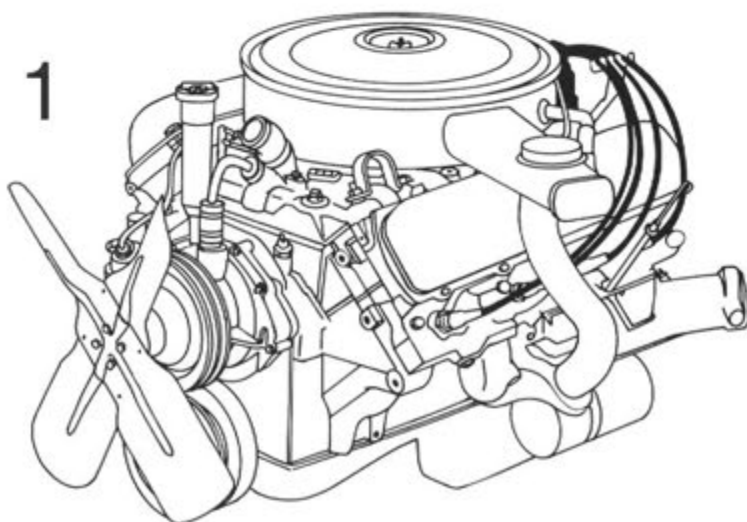
Connecting rods of drop-forged alloy steel have the rigidity to transmit peak power to the crankshaft.

## 3 LIGHTWEIGHT ALUMINUM PISTONS

Pistons are lightweight aluminum of a temperature-compensating, cam-ground design, with steel struts for added expansion control. They also have tin-plated skirts for extra sliding ease.

Top compression piston rings of Rocket 350 V-8s are chrome-plated. Rocket 455 V-8s use molybdenum-insert compression rings. These rugged rings greatly reduce oil consumption and maintain tight compression for peak power output.

Piston pins are slightly offset from the piston centerline for quiet opera-



tion. They are rugged, one-piece extrusions, and are carefully select-fitted to the pistons. Cylinders are micro-honed for smooth piston action and oil control.

All pistons are weighed, "graded," and installed in matched sets. This assures a minimum of engine vibration for extended engine life.

#### 4 PRECISION-BALANCED CRANKSHAFT

The crankshafts of Olds engines are of a tough, precision-machined nodular iron.

They are statically and dynamically balanced for smooth, quiet operation. A rubber-insulated damper absorbs torsional crankshaft vibrations.

With manual transmissions, a flywheel of cast-alloy iron is balanced with the crankshaft to help keep the crankshaft revolving smoothly. A balanced, stamped-steel flywheel is used with automatic transmissions.

#### CAST-ALLOY CAMSHAFT

Oldsmobile camshafts are micro-finished shell-molded alloy iron, for precise operation and long, minimum-friction life.

Cams are specifically contoured to promote fuel economy and high engine torque at the most common lower speed levels, and, in addition, to provide maximum performance in the higher speed ranges.

They are also designed to accomplish more efficient scavenging of the cylinders, to reduce fuel-air mix-

ture dilution, and to provide greater durability by virtue of greatly reduced stresses throughout the entire valve system.

In all Olds engines, the camshaft is driven by the crankshaft. The crankshaft drives through sprockets and a silent multi-link timing chain.

#### 5 INDIVIDUAL OVERHEAD VALVE TRAINS

- Hydraulic-Valve Lifters
- One-Piece Push Rods
- Non-Swiveling Rocker Arms
- Valve Inner Damper Springs
- Integral-Valve Guides and Seats
- Long-Life Valves
- Positive-Valve Rotators on both Intake and Exhaust
- Exhaust-Valve Seat Inserts (Toronado)

Overhead valves are standard in all Oldsmobile engines. The overhead arrangement provides direct paths between manifolds and cylinders for efficient flow of fuel charge and gases. Extra-large valve openings assure full charge delivery and efficient gas expulsion after firing, for extraordinarily powerful, economical engine performance.

Individual-valve trains allow each valve to operate independently of the others, with easier rocker action. And valve rocker arms are individually lubricated for better oil control and reduced wear.

Hydraulic-valve lifters, which require no adjustment, prevent noisy tappets, and stiff push rods actuate

rigid rocker arms with a minimum of deflection.

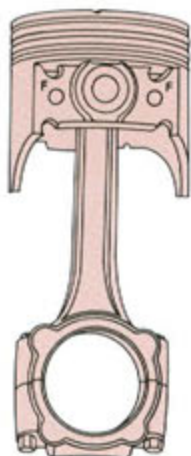
An exclusive Oldsmobile feature, Positive-Valve Rotators help provide smoother engine operation and peak performance for thousands of extra miles. The valves move up and down as they open and close. They simultaneously revolve a fraction of a turn during each opening - and - closing cycle. The rotator causes the valve to turn approximately two degrees.

Under road load, at speeds of 60 to 70 mph, the rotator turns the valve at a speed comparable to that of a sweep-second hand on a clock. As a result, the rotator assures excellent seating, even when the mileage begins to pile up.

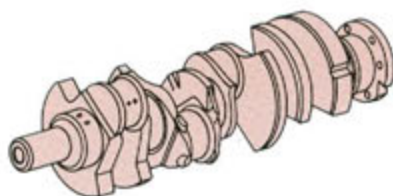
By constantly polishing the valve sealing surfaces to a clean, mirror-like finish, rotation wipes off leak-producing valve face deposits. It also results in uniform valve temperature across the head, alleviating "hot spot" distortion at the rim.

Positive Valve Rotators result in superior valve seating which prevents combustion loss, greatly enhances exhaust pollutant control effectiveness, and practically eliminates need for maintenance.

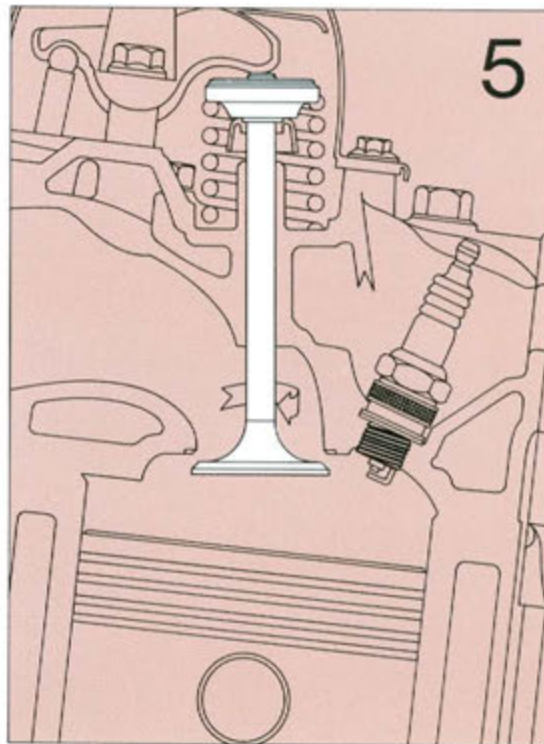
For engines other than those in California cars, a wider, 30-degree exhaust-valve seat is used in place of the 45-degree seat angle. When combined with a rotator, valve durability is improved, and, therefore, pollutants are held at new low levels for extended mileage.



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## OLDSMOBILE'S FUEL SYSTEM BUILT STRONG—CAREFULLY INSPECTED

- System Checked and Double-Checked
- More Than 25 Check Points
- Even Gas-Tank Caps Tested With Care
- 45 Feet of Steel Tubing in Fuel Lines
- Emission Controls Vital Part of Every Fuel System

The average motorist seldom thinks twice about his car's fuel system. He simply fills the tank, switches on the ignition, and expects to take off without a hitch.

At Oldsmobile, we make sure he can do just that. Responsible for the manufacture of hundreds of thousands of automotive fuel systems annually, scores of Oldsmobile engineers and technicians test, inspect, check and double-check to make sure these fuel systems work the way they were designed to do.

Fuel systems in the 1972 Oldsmobiles undergo more than two dozen inspections, including checks of individual parts as well as the completed assembly.

All gas-tank caps, for example, are tested to assure that they will sustain a 1-pound-per-square-inch fuel tank pressure. Each cap is also checked to make sure its vacuum relief valve operates properly.

Fully-assembled Oldsmobile gas tanks are comprised of two halves,

formed from corrosion-resistant sheet steel, and securely welded together. The filler neck is soldered into the tank. Since the assembly of gas tanks is critical, each completed Olds tank undergoes two rigorous water-leak tests to assure that it will hold fuel properly.

Fuel lines, too, come under careful scrutiny. Counting the main fuel line, a fuel pump return line, and an evaporative emission line, each new Oldsmobile is equipped with approximately 45 feet of steel tubing through which fuel flows. Before being installed, fuel lines are checked for proper contour and any unobstructed passageways.

After all the components of the fuel system have been installed on each new Oldsmobile, they are re-inspected in one final, all-inclusive check to assure that the assembly procedure was followed correctly, and that the components all operate together in the manner for which they were designed. Another significant example of Oldsmobile's "buildability."

## 1 EFFICIENT REPLACEABLE AIR-CLEANER ELEMENT

All standard air cleaners feature a replaceable element that traps dirt and dust while permitting a steady flow of air to the carburetor. It is made of chemically treated paper, accordion-pleated to increase its filtering surface.

A large snorkel provides easy breathing. Dual intakes are provided

for the air cleaner of models with the Force-Air Induction System.

## 2 FORCE-AIR INDUCTION SYSTEM (W25) IMPROVES PERFORMANCE

This system is simply an effective method of increasing engine horsepower. It is specifically intended for use where performance is demanded, but is not recommended for continuous highway or freeway cruising.

Cold air is drawn through air intakes in the hood of the car and routed to the carburetor air cleaner. The ram effect provides cooler outside air for the carburetor. (Cooler air carries a "heavier" mixture of gasoline and air to the intake manifold). This increases engine efficiency, resulting in greater power output.

A special fiberglass hood with dual air scoops and a dual-paneled paint scheme identifies Intermediate models with the Force-Air Induction System.

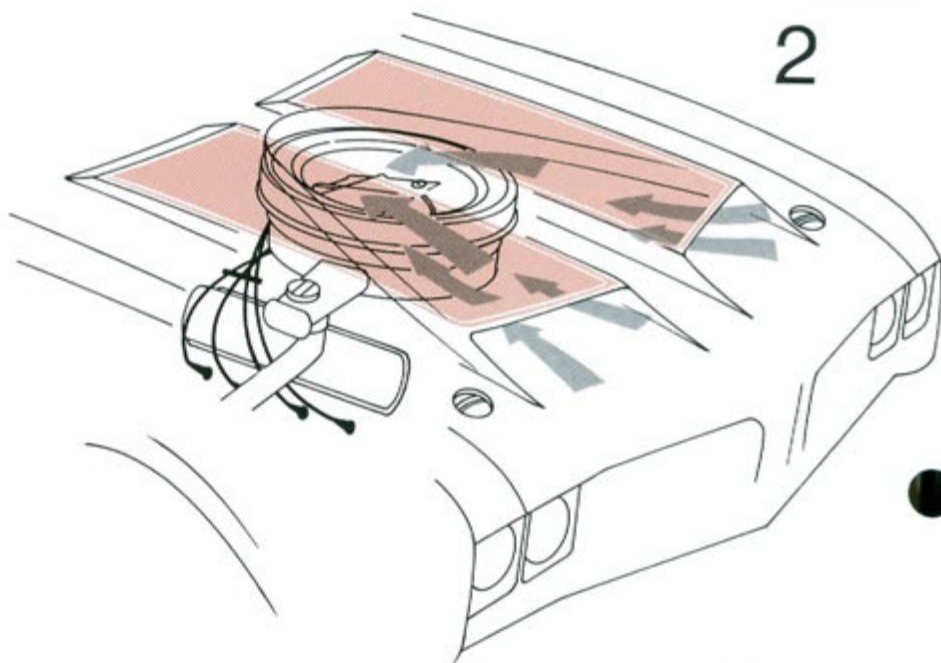
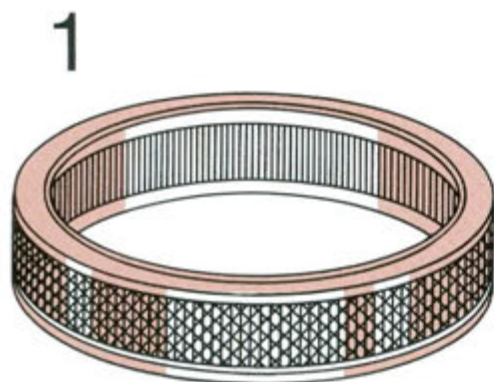
**AVAILABILITY:** Available in Cutlass and Cutlass S Coupes with Rocket 350 or 455 V-8 Engines (L34 or L75). Included in W30 Performance Package. Not available with Hood Paint Stripes (Y73).

## 3 FACTORY-TAILORED CARBURETOR

Every Oldsmobile carburetor is individually calibrated to match a perfect "master" carburetor of its type before installation in the car.

In the 2-barrel carburetor, both barrels work in unison, for well-balanced, economical performance.

The 2-barrel carburetor features a programmed choke which improves



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starting, matches choke operation to engine needs, and helps reduce exhaust pollutants during warm-up. The choke linkage has only one sliding part. This eliminates friction and allows the choke to follow signals from engine heat more readily. At start, the choke comes on strong, but cuts out quickly for faster warm-up and better pollutant control.

Another recent improvement is an auxiliary fuel-feed system that provides control of the air-fuel mixture. It gives minimum exhaust pollutants, optimum performance and economy.

The auxiliary fuel-feed system above, introduced first on the 1971 2-barrel carburetors, is used on all 4-barrel carburetors for 1972. Fuel is fed only through the main metering system at low airflow rates, with the auxiliary system also feeding during heavy-throttle high-airflow rates. This permits the carburetor to be calibrated to suit the needs of the engine throughout the speed and load range for best engine performance.

In the 4-barrel Quadrajet Carburetor, two small-bore primary barrels provide economical operation for normal driving. However, two secondary barrels go into action the instant extra performance is called for by increasing the throttle opening. A single central float maintains a steady fuel supply in spite of steep grades, tight turns, sudden stops, or unusual performance demands.

Improved choke mechanism is also

a 4-barrel carburetor feature. As a result, choke warm-up time is shorter, fast idle time is reduced for better drivability and reduced exhaust pollutants, and engine starting is quicker in moderate temperatures. Moreover, fewer adjustments are necessary to set the mechanism.

In addition, the improved choke design permitted the relocation of the thermostat coil from the manifold to the carburetor. As a result, the manifold heat valve was eliminated, simplifying maintenance.

Again, this year, all Olds carburetors have a plastic cap on the idle-mixture adjustment screws. This prevents tampering with the precise computer adjustment set at the factory to assure minimum air pollution. The screws should *never* need re-adjustment.

#### DEEP-BREATHING MANIFOLDS

All intake and exhaust manifolds are deep-breathing, to deliver the fuel-air mixture equally to all cylinders, and remove exhaust gases with minimum restriction.

#### WEDGE-SHAPED CHAMBERS IMPROVE COMBUSTION

Wedge-shaped chambers, with precisely placed spark plug tips, promote evenly controlled combustion. The wedge shape increases the turbulence of the fuel-air mixture just before firing, to promote full use of the power in the fuel.

#### ALUMINIZED EXHAUST SYSTEM

- Reverse-Flow Muffler and Single Tailpipe (All Intermediates, and Delta 88 with Rocket 350 V-8)
- Reverse-Flow Muffler, Resonator, and Single Tailpipe (All 88s with Rocket 455 V-8s, and Ninety-Eights)
- Dual Reverse-Flow Mufflers, Resonators, and Tailpipes (Toronado)

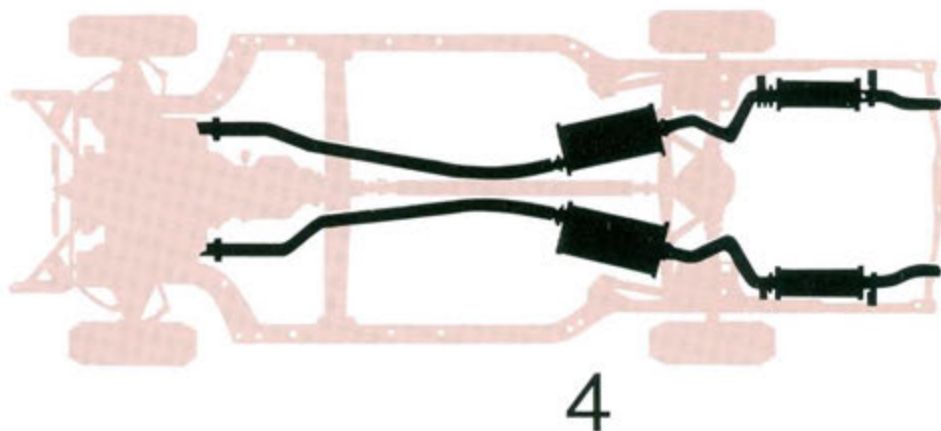
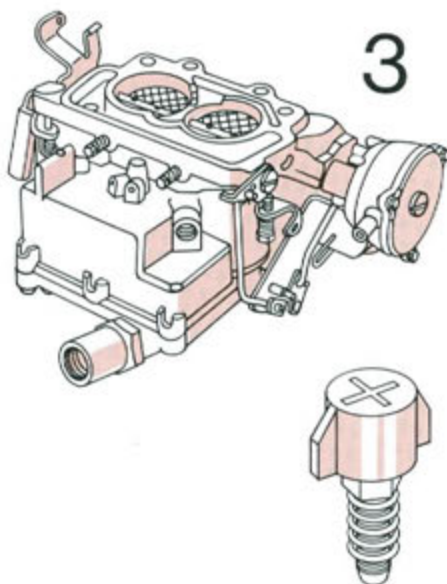
Exhaust systems, individually engineered for the specific needs of each model, promote smooth, swift expulsion of exhaust gases. In each system, rust- and corrosion-resistant aluminum coats all inner and outer walls, and tubing of the muffler, resonator (when provided), and tailpipe, for long exhaust system life.

Reverse-flow mufflers route the exhaust flow *twice* through sound-absorbing chambers. Resonators tune the roar of speeding gases to a pleasant sound. In the 4-4-2-style dual exhaust systems, the outlets emerge from cutouts located underneath the bumper.

#### 4 DUAL EXHAUST SYSTEM (N10)

Includes dual exhaust pipes, mufflers, and tailpipes, plus dual resonators in 88s and Ninety-Eights. An addition to sports models that reduces exhaust back-pressure for much better engine performance.

**AVAILABILITY:** Standard in Toronado models. Available with Rocket 350 V-8s (L32 or L34) in all intermediate models, except Cruisers and Sedans. Included with Rocket 455 V-8 (L75) for all intermediate models, and with Rocket 455 V-8 (L77) in W30 Performance Package for Cutlass and Cutlass S Coupes, and Cutlass Supreme Convertible. Available for 88 models with Rocket 455 V-8 (L74).





## THREE COOLING-SYSTEM IMPROVEMENTS INCORPORATED ON THE 1972 CARS

One important new cooling system improvement on the 1972 Oldsmobiles is a more accurate and leak-proof coolant temperature switch. And the new switch is enclosed in a housing, thus completely eliminating the main leak path.

Another improvement is a flashing over-temperature warning light that gives a more noticeable warning of trouble, and thereby helps prevent unintended engine damage.

A third improvement is a much better water-pump-bearing seal. The new seal is of a molded-lip design such as is used in transmissions. It does a better job of preventing water entry into the bearing, thus greatly extending bearing life.

## 1 NEW VENTURI FAN SHROUD FOR AIR-CONDITIONED TORONADOS

A new concept in engine cooling will be introduced on the air-conditioned Toronados for 1972. It is called the Venturi Fan-Shroud Cooling System.

A fan will pump more air if it is surrounded by a close-fitting ring or duct. This ring is mounted to the engine so that relative motion between the fan and the ring is minimized, and the fan-tip clearance can be held to two-tenths of an inch. In cross section, the ring is shaped like a venturi (or constricted passage) for best airflow, and for added stiffness.

In order to draw the maximum cooling air through the core at low car speeds, the venturi ring is connected to a radiator shroud by a flexible seal. This complete assembly then is an efficient ducted fan, with the front end of the duct drawing air through the

radiator core and the air conditioning condenser core.

At high speeds, the radiator shroud will inhibit airflow, so a portion of the core is left unshrouded to permit high-velocity flow unimpeded. This arrangement thus provides excellent cooling at all speeds.

In summary, this new cooling system reduces fan noise—improves cooling at all speeds, especially at idle and in city traffic—reduces engine-oil temperature, resulting in improved lubrication and reduced engine wear—and provides improved air-conditioner performance.

## HIGHLY EFFICIENT PRESSURIZED ENGINE-COOLING SYSTEM

- Cross-Flow Radiator
- Pressure Radiator Cap
- Centrifugal Water Pump
- Full-Length Water Jackets
- Bypass-Type Thermostat

Oldsmobile's cooling system was designed to accomplish two objectives:

(1) To carry off heat. (2) To maintain the most efficient temperature for engine operation. Among its many features are:

**2 I—**A cross-flow radiator, with a shape that closely matches the air passages in the grilles and bumper. The cross-flow radiator is less sensitive to coolant-level variations than a vertical-flow radiator.

**II—**A pressure radiator cap. The pressurized system raises the coolant's boiling point. The special cap causes this pressure to build up to a level of 15 pounds per square inch.

**III—**A powerful centrifugal pump that circulates water all through the system at a high rate to provide efficient cooling. Its bearings are perma-

nently lubricated, making periodic maintenance unnecessary.

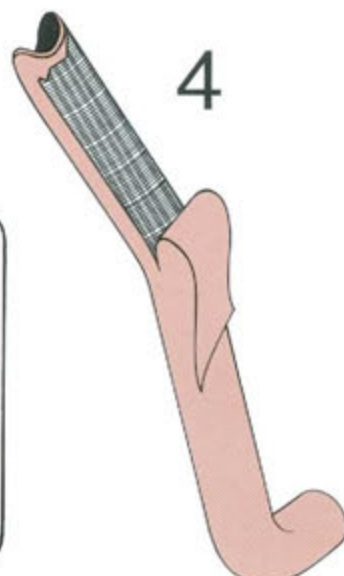
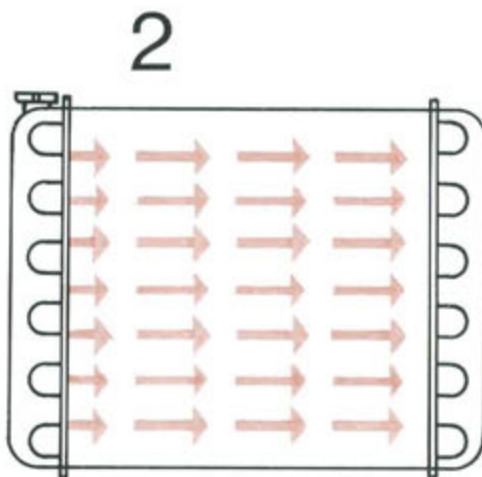
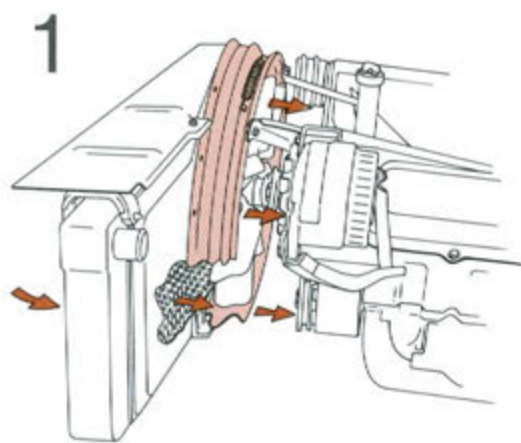
**3 IV—**Full-length water jackets surrounding all cylinders. Efficient cooling of the entire cylinder length is provided by these water jackets. This prevents the film of lubrication, vital to prevent piston scuffing, from burning off. Other openings pass coolant up into the cylinder heads to absorb heat from the valve areas and prevent valve-seat warping.

**V—**A silent 4-blade fan that operates quietly within a shroud. The fan blades are shaped and spaced to pull air through the radiator in large volume, and to dampen the sounds and vibrations of the air movement. Fan belts are Dacron, for long wear and reduced stretch, eliminating the need for frequent adjustments.

**VI—**A bypass-type 195°F. thermostat that permits a limited circulation in the engine before the thermostat opens. It also provides hotter water for temperature control of the heater and defroster.

**4 VII—**Durable hoses. Hoses are made of an ethylene-propylene combination that is impervious to ozone, the most destructive agent known to affect radiator hose.

**5** In addition to these outstanding features, a highly durable bypass pipe, connecting the thermostat to the water pump, results in increased cooling-system dependability. This pipe provides a path for circulating coolant when the thermostat is closed during engine warm-up. It is subjected to such high pressures that it is considered the most vulnerable part of the cooling system. For that reason, it has been greatly strengthened, to make it less susceptible to damage





that might cause a coolant leak and possible engine overheating.

For Cooling-System capacities, see individual engine specifications, pages 122 and 123 of this book.

#### LONG-LASTING RUST-INHIBITING YEAR-AROUND COOLANT

A year-around (permanent-type) engine coolant is used to fill the engine-cooling system at the factory. It is a high-quality ethylene glycol solution that acts as a rust inhibitor year-round, and protects against freezing temperatures in winter.

This coolant is formulated to withstand two full years of normal operation without draining or adding inhibitors, provided the same concentration of coolant is added if the system needs additional fluid between drain periods. The original factory-fill coolant provides freezing protection to -20°F. (-32°F. in Canada).

#### HEAVY-DUTY-COOLING EQUIPMENT (Y72) FOR SEVERE SERVICE

- Extra-Heavy-Duty Radiator
- Thermo-Cool Engine Fan
- 63-Ampere Delcotron

Oldsmobile's heavy-duty engine-cooling equipment provides excellent engine performance under hard pulling, such as trailer towing. It is especially recommended for operation in unusually high temperatures, in heavy traffic, or over hilly terrain. It includes:

I—An extra-heavy-duty radiator. The radiator core is more than twice as thick as the standard radiator and includes an additional plate in the automatic-transmission oil-cooler section for more effective oil cooling. In all the larger-size Oldsmobiles, a

new 4-plate, 2-inch heavy-duty cooler, with adequate oil-cooling capacity for trailer towing, eliminates need for an auxiliary cooler.

II—A Thermo-Cool engine fan. The 6-blade fan is driven by a thermostatically operated silicon fluid clutch that automatically varies the fan speed according to cooling needs. An improved fan clutch of this type results in better engine cooling and quieter fan operation.

III—A 63-ampere Delcotron. This heavy-duty alternator provides greater electrical output to meet increased electrical loads. It also minimizes annoying headlamp dimming on deceleration, or at idle, maintaining a steady current flow regardless of the engine speed.

**AVAILABILITY:** All models. Power Steering (N47) required in Intermediate models. Not available with W30 Performance Package. Required with 3.42-to-1 Rear Axle (G92).

#### HEAVY-DUTY ENGINE-COOLING EQUIPMENT REQUIRED FOR AIR-CONDITIONED CARS

To meet the engine-cooling requirements of air-conditioned Oldsmobiles, a heavy-duty radiator and Thermo-Cool Engine Fan are included in the equipment for the air conditioner.

**AVAILABILITY:** Included in Air Conditioner (C60 or C61).

#### HEAVY-DUTY RADIATORS FOR EXTRA PERFORMANCE

To withstand the extraordinary engine-cooling demands of prolonged higher-speed engine operation, thicker-than-standard radiator cores are provided in Intermediate models with Heavy-Duty Performance Rear Axles: G89 (3.73-to-1) and G92 (3.42-to-1).

**AVAILABILITY:** See Rear Axles in Power Teams Chart on page 124.

#### CONSTANT-PRESSURE ENGINE LUBRICATION SYSTEM

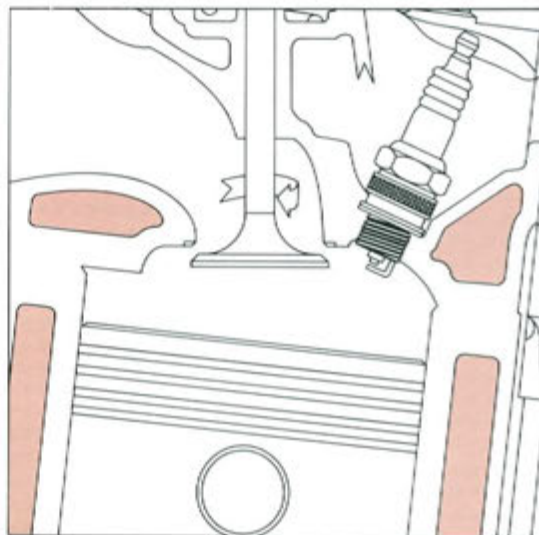
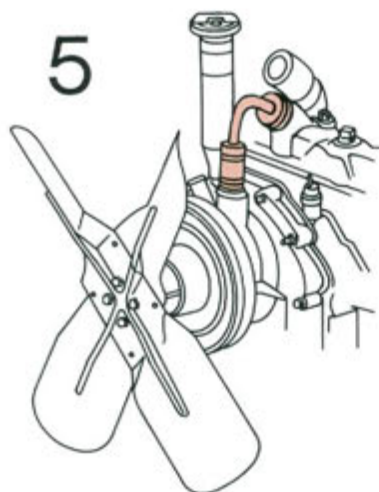
One of the industry's finest and most efficient types of lubrication systems protects the precision surfaces of Oldsmobile engines and promotes lasting performance and economy.

A powerful gear pump, driven from the camshaft, draws oil up from the oil pan and force-feeds it at constant pressures up to 56 pounds per square inch to all critical areas.

A relief valve protects the system against excessive pressures, while an instrument-panel lamp glows red if the pressure drops below recommended limits.

The oil pump intake screen is located below the normal crankcase oil level to avoid foamy oil, yet it is well above any crankcase sediment that may accumulate.

RADIATOR SPECIFICATIONS	STD.	Y72	G89	G90	G92	C60, C61
INTERMEDIATE MODELS						
Core Thickness (in.)	1.26	2.70	2.00	N.A.	2.00	2.00
Frontal Area (sq. in.)	480	480	480		480	480
88, NINETY-EIGHT, CUSTOM CRUISER						
Core Thickness (in.)	1.26	2.70	N.A.	N.A.	2.70	2.00
Frontal Area (sq. in.)	480	480			480 (N.A. on 88s or Ninety-Eights)	480
TORONADO						
Core Thickness (in.)	1.26	2.00	N.A.	2.00	N.A.	2.00
Frontal Area (sq. in.)	575	575		575		575





## 1 DELCO-EYE ENERGIZER BATTERY

- Glows to Indicate Low Electrolyte Level
- Through-the-Wall Connected-Cell Construction
- Surer Starts and Higher Cranking Voltage

Oldsmobile's battery is a high-capacity Delco-Eye Energizer. The Delco-Eye is a special vent plug with a transparent rod extending through its center. When the electrolyte is at the proper level, the lower tip of the rod is immersed, and the exposed top of the rod appears dark. When the level falls below the tip of the rod, the top glows. The Delco-Eye is used in only one cell because when the electrolyte level is low in one cell, it is normally low in all cells.

Another outstanding feature of this Energizer is its through-the-wall connected-cell construction. This type of construction reduces electrical resistance to provide surer starts, and more voltage for cranking.

### BATTERY-ENERGIZER AVAILABILITIES

Rating	Usage
61-Amp.-Hr. 66-Plate (Side Terminals)	All models with Rocket 350 V-8 Engines.
73-Amp.-Hr. 78-Plate (Side Terminals)	All models with Rocket 455 V-8 Engines.
73-Amp.-Hr. 78-Plate (Side Terminals)	Toronado* (Optional).

For 1972, the Intermediates have the same side-terminal batteries as the Full-Size cars. These side-connected terminals are less subject to corrosion and the accumulation of dirt. Moreover, the cables are bolted

and sealed directly to the battery case, assuring tight connections.

## 2 DELCOTRON ALTERNATOR

- Superior to Old-Fashioned Generator
- Continuous Current Flow Even at Idle
- Steadier Illumination and Longer Bulb Life
- Weighs Much Less Than Conventional Generator

Delcotron produces AC (alternating current) which is converted to DC (direct current) through diodes. This provides a continuous flow of direct current, even at engine-idle speed.

This, in turn, keeps the battery more fully charged at all times for more dependable starts, and results in longer battery life.

At the same time, a more constant electrical charge in the circuit means steadier brightness for all lights. Other benefits include a simpler, more nearly trouble-free regulator, and much quieter alternator operation.

The crux of the Delcotron advantages is in its light rotating weight. This allows higher drive speeds at all engine speeds, including idle. Thus, the 42-ampere Delcotron of the larger-size Oldsmobiles puts out 13 amperes at idle, yet weighs only half as much as the conventional direct-current generator.

A special type of Delcotron is furnished with the 1972 Toronado. It features an all-solid-state voltage regulator mounted integrally in the alternator. The new regulator provides more precise voltage control settings, and eliminates the wiring customarily necessary between separate units.

### DELCOTRON AVAILABILITIES

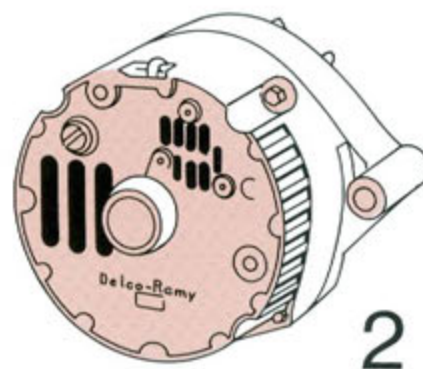
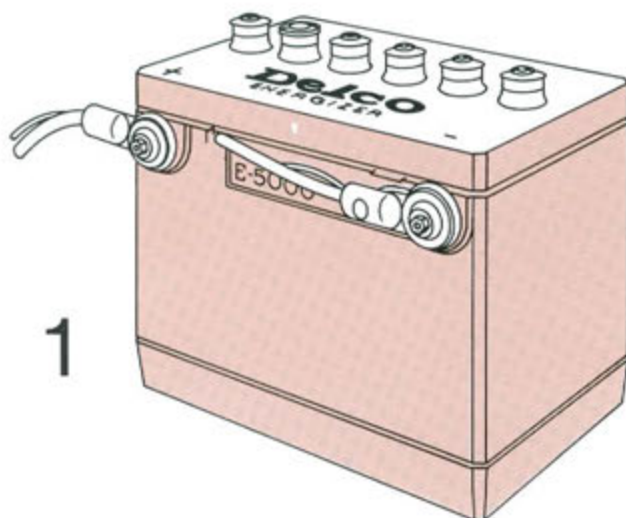
Rating	Usage
37 Amperes	All Intermediate models without Air Conditioner.
42 Amperes	Custom Cruiser, 88, Ninety-Eight, Ninety-Eight Luxury, and Toronado models without Air Conditioner.
55 Amperes	All Intermediate models with Air Conditioner (C60). All 88 models with 2-bbl. carburetor with either Air Conditioner (C60 or C61).
63 Amperes (K81)	Custom Cruiser, 88, Ninety-Eight, and Ninety-Eight Luxury models for police usage only. Not available with Electric Rear-Window Defogger (C49).
61 Amperes	Custom Cruiser, 88, Ninety-Eight, Ninety-Eight Luxury, and Toronado models (with 4-bbl. carburetor) with Air Conditioner (C60 or C61).
63 Amperes	All models with Electric Rear-Window Defogger (C49).

### STARTING SYSTEM AND STARTERS

In Oldsmobile's 12-volt electrical system, a high-capacity Delco-Eye Energizer Battery, Delcotron Alternator, Positive-Shift High-Torque Starter, and an All-Weather Ignition System are designed to provide quick, reliable starting in every kind of weather.

Three starters are used in the 1972 Oldsmobiles: An intermediate-performance starter for Intermediate and 88 models with 350-cu.-in. engines; a high-performance starter for Intermediate, 88, and Ninety-Eight models with 455-cu.-in. engines; and an ultra-high-performance starter for Toronado models.

All are high-capacity to assure quick, positive starts. A solenoid-operated clutch maintains flywheel





engagement until the engine starts firing. An overrunning clutch protects the starter from excessive speed when the engine takes hold.

**AVAILABILITY:** Standard, all models, as specified.

#### ALL-WEATHER IGNITION SYSTEM

- Thoroughly Weatherproofed
- Waterproof Construction and Sealing
- Ignition Cable Fully Insulated
- Cable Terminals Booted at Distributor and Plugs
- Transmission-Controlled Spark Advance
- Hermetically Sealed Coil
- Extended-Tip Spark Plugs
- Minimizes Radio Interference

Oldsmobile's ignition system is thoroughly weatherproofed to provide dependable performance at all times. Reliable starting and spark-plug firing under all weather conditions are provided by waterproof construction and sealing of the starter solenoid, coil, distributor, and Delcotron regulator, and by ignition cable insulation and boots covering the cable terminals at the distributor and spark plugs. Special rubber used in the system as insulation and sealing is highly resistant to the deteriorating effects of weather, oil, dirt and aging.

Transmission-Controlled Spark Advance (See page 115) alters spark timing precisely according to signals given by the transmission to the vacuum spark advance control in the ignition distributor.

The hermetically sealed coil is designed to give long distributor-point

life under adverse conditions, particularly slow driving in extreme cold.

Oldsmobile's AC Spark Plugs have an extended tip that locates the point of ignition in the combustion chambers at the most effective place for efficient burning of the fuel mixture. They are designed to be self-cleaning, burning away carbon that builds up around their insulators.

The Olds ignition system is designed to minimize radio interference radiation.

#### 3 SINGLE FUSE BLOCK CONTAINS ALL FUSES

A single fuse block under the instrument panel locates fuses handily for quick, easy replacement. A fusible link, located in the main chassis wiring harness opens in the event of a short circuit, protecting the rest of the circuit.

#### ALL-WEATHER CAR WIRING HARNESS REDUCES SERVICE REQUIREMENTS

- Protected Connectors and Sockets
- Fusible-Link Single-Fuse Block
- Wiring Colored for Easy Tracing
- Connectors Cannot Be Incorrectly Mated

Oldsmobile's chassis and body wiring harness is designed to keep the car's entire electrical system working properly with a minimum of service.

The all-weather wiring harness features protected connectors and sockets, fusible link, and single fuse block.

With few exceptions, all wires for the electrical system are enclosed in a neat, simple harness that is designed in sections for easy replacement, if necessary. The wires for each electri-

cal component are specifically colored so trouble in the system can be traced easily.

The connectors in the harness are designed so they can't be joined incorrectly, reducing the possibility of short circuits during servicing. Connectors are located at panels, such as the dash panel, with plug-in sockets. This provides solid harness mountings. Plug-and-socket connectors are used extensively for terminals of individual lamps and electrical units.

#### 4 TRAILER ELECTRICAL WIRING HARNESS (U89)

Provides one simple connection for trailer tail lamps, brake lamps and turn signals. Trailers with electrical brakes can use the dark-blue wire furnished in this harness.

**AVAILABILITY:** All models. Heavy-Duty Wheels (N99) required, except Cruiser, and Toronado models.

#### ROOF-FLASHER WIRING HARNESS (U90) FOR POLICE USE

An electrical wiring harness for the roof flasher of police cars is available. It does not include the roof-flasher unit, but does include the roof-panel reinforcement.

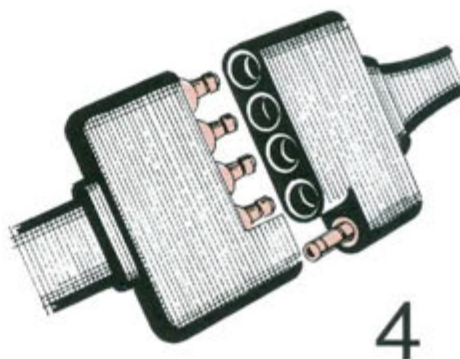
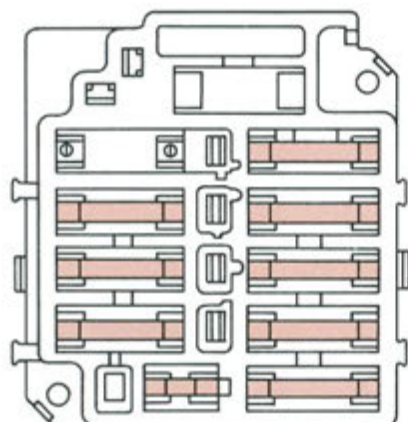
**AVAILABILITY:** For police usage only in all 88 Sedans and in Custom Cruisers.

#### "CAREFREE" BATTERY (WM4)

An entirely new, totally maintenance-free, lead-acid battery for the 1972 Toronado. This battery has no filler caps, as no water needs to be added, since it has its own built-in electrolyte. It withstands self-discharging, and is said to produce more watts per pound than any other battery.

**AVAILABILITY:** Toronado only.

3



4



## OLDSMOBILE'S APPROACH TO THE NEW EMISSION CONTROLS

In the whole Power Train area, nothing appears more important for 1972 than the control of those resultants of automobile-engine combustion that cause environmental pollution.

Oldsmobile has been a pioneer in air-pollution prevention, with our Positive Crankcase Ventilation System, Controlled Combustion System, Evaporative Control System, and Transmission-Controlled Spark, among others. For 1972, we have made further modifications of existing systems, to cope effectively with the pollution problem.

And a look at the new government requirements shows the dimensions of the problem we had to contend with. First, the federal standards specify a new true mass test procedure which is more severe than the old one. The hydrocarbon limits were set at 3.4 grams per mile; those for carbon monoxide at 39 grams per mile. Although the requirements were not supposed to be more stringent than in 1971, in fact they are.

Oldsmobile has measured up to these standards in admirable fashion. A review of the emission standards and performance of a typical Oldsmobile 455-cu.-in. engine since the standards were established, for instance, shows Oldsmobile performance well below the specified limits.

Progressively tighter controls and

performance of our engine have resulted in 1972 hydrocarbon levels which are, on the average, only 20 percent of those of an uncontrolled car. Carbon monoxide emissions, by the same token, have been reduced to approximately 35 percent of an uncontrolled car.

California presents a situation of even tighter controls. Their hydrocarbon limit is lower, at 3.2 grams per mile. Carbon monoxide is the same. And the nitric oxides limit of 3 grams per mile is specific to California. In addition, California requires an abbreviated end-of-line audit of 25 percent of cars built, and a further 2 percent of the cars are required to pass a full test.

Oxides of nitrogen actually increased when hydrocarbons and carbon monoxide controls were imposed. Since this constituent is partly responsible for the visible brown haze, California recognized the detrimental effect of controlling only hydrocarbons and carbon monoxide, and has imposed stringent nitric oxide limits also.

Because of the different emission standards, there are differences in base equipment on cars for California. On the F-85 line, automatic transmissions are mandatory, except on the 455-cu.-in. L75. The W30 Performance Package is not available in California. On the Deltas, the 4-barrel carburetor is a mandatory option with

the 350-cu.-in. engine. The Rocket 350 V-8 (L34) with 4-barrel carburetor is the standard Vista-Cruiser engine in California.

The extent of the Power-Train changes Oldsmobile has made in the interest of emission control shows dramatically the effort which has been applied to solving the emission problem. Many of Oldsmobile's innovations in this area have been adopted by other General Motors Divisions. In addition to those mentioned earlier, they include the positive-valve rotators, the quick-acting choke, and our carburetor auxiliary circuit.

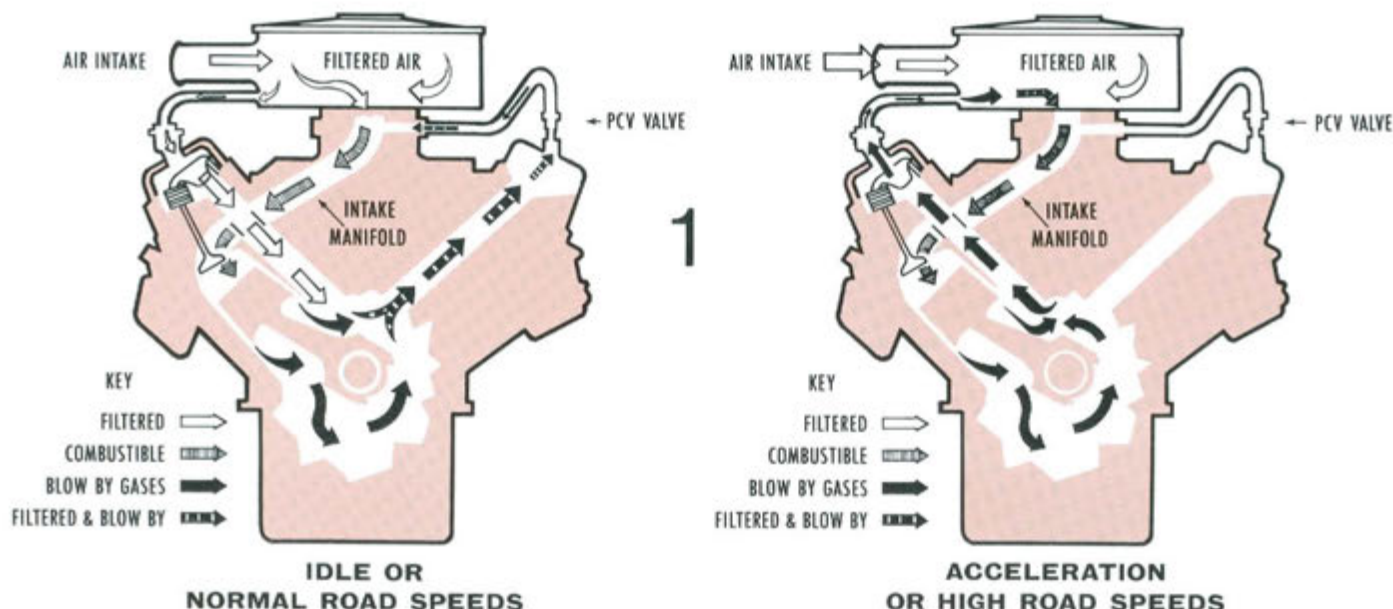
Oldsmobile intends to continue this leadership in emission reduction, and provide the best in engine performance and durability.

## 1 POSITIVE CRANKCASE VENTILATION SYSTEM

All Oldsmobiles are equipped with Positive Crankcase Ventilation (PCV) —a system which permits no crankcase emission to be discharged into the ambient air. It is so effective that it eliminates the need for the old-fashioned "breather tube," at the same time doing away with a source of unsightly oil drip.

The system combats air pollution by continuously recirculating and burning crankcase blow-by gases in the combustion chambers instead of venting them to the air.

A vital component of the system is a spring-loaded PCV valve (this is





a "smog" valve), which controls the flow of crankcase vapors to the intake manifold.

With the engine operating at idle or normal speeds, sufficient intake manifold vacuum is provided to draw crankcase vapors into this PCV valve. Under these conditions, the vacuum causes outside air to be sucked into the engine through the valve rocker covers, where it mixes freely with the crankcase vapors.

The mixture is then metered through the PCV valve into the intake manifold, where it is mixed with the normal fuel-air mixture and burned. At higher speeds, or under heavy acceleration, engine blow-by is increased, and intake manifold vacuum decreased. In a case such as this, crankcase vapors are drawn into the engine through the air cleaner.

#### CONTROLLED COMBUSTION SYSTEM OPERATES SEPARATELY

Formerly known as Climatic Combustion Control, this system is now standard in all Olds engines. It substantially reduces unburned hydrocarbons and carbon monoxide, and provides faster warm-ups, elimination of carburetor icing, and measurably improved fuel economy!

The Controlled Combustion System (CCS) is entirely separate from the Positive Crankcase Ventilation System. CCS includes a special air cleaner which incorporates thermostatic

control of heated air to the carburetor, a special calibrated carburetor, distributor, and related components.

Heated air from an exhaust manifold stove is drawn through the air-cleaner snorkel and the air cleaner to a thermostatically controlled mixing valve. The valve, in turn, regulates the engine air supply at the carburetor to a temperature of approximately 100 degrees. Under full throttle conditions, this preheat mechanism is bypassed so power loss is minimized.

#### 2 EVAPORATIVE CONTROL SYSTEM

Another air-pollution control developed by Oldsmobile, and now standard on all Oldsmobiles, is the Evaporative Control System (ECS).

Volatile gasoline from a car's fuel system can be lost to atmosphere in three ways: as liquid spillage during severe driving maneuvers, as liquid overflow due to thermal expansion in the fuel tank, and as vapors discharged from the tank or engine as the fuel evaporates. The ECS system prevents all three losses.

The complete system consists of a sealed fuel tank, a liquid-vapor separator, a charcoal-filled canister, and a line to the air cleaner.

#### TRANSMISSION CONTROLLED SPARK

Still another important development incorporated in all 1972 Oldsmobile engines is an ignition timing system

that reduces automotive exhaust emissions by as much as 30 percent without affecting performance.

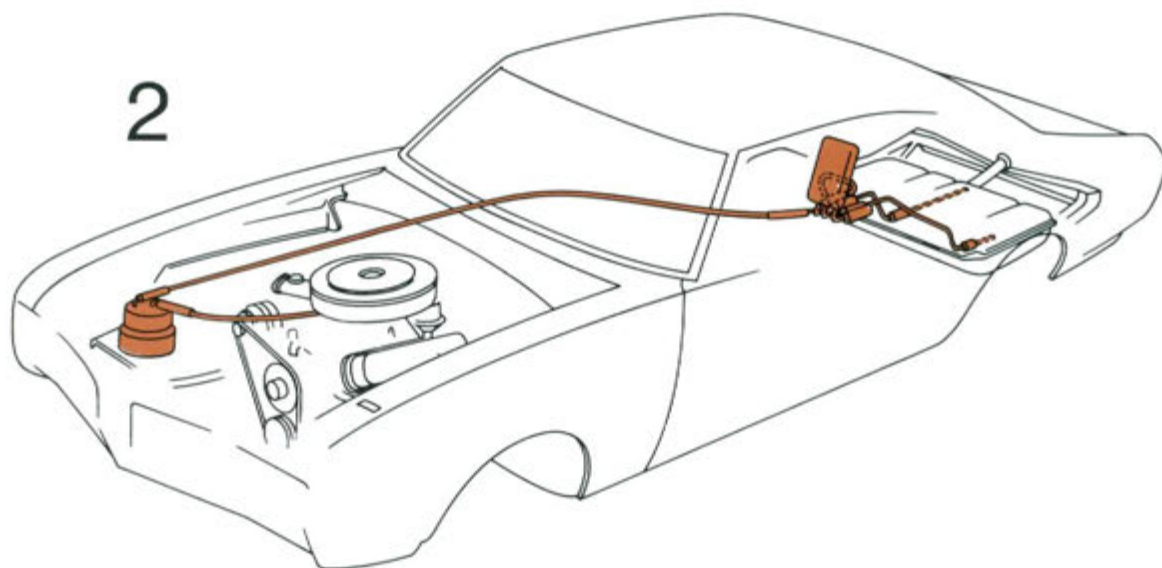
Called Transmission Controlled Spark (TCS), the system provides vacuum spark advance only in high gear with both automatic and manual transmissions. Thus, it retains high-gear cruising economy and performance and does not adversely affect car operation. Exhaust hydrocarbons and oxides of nitrogen are reduced substantially.

The system includes a switch which senses when the transmission is in high gear. When the transmission is in neutral, park, or the lower gears, no signal goes to the vacuum spark advance control in the distributor.

Overall, the engine produces minimum emissions, and still maintains top performance and economy levels at the speeds where most of the driving is done.

#### MAINTENANCE A MUST

Oldsmobile has made every effort to improve the pollution-control devices on its 1972 engines. They all will work efficiently, if properly maintained according to the recommended maintenance services given in the Olds Owner's Manuals. These recommended maintenance services will help achieve cleaner air and provide a better-running, longer-lasting engine for greater all-around satisfaction, economy and performance.





## TURBO HYDRA-MATIC (M40) NOW AVAILABLE ON INTERMEDIATES AND STANDARD ON ALL DELTA 88s

Coincident with the elimination of the 6-cylinder engine for the 1972 Intermediate model lineup, and the discontinuation of the "SX" Performance Package (Y79), it has been decided to make two 455-cu.-in. engines available for the Intermediates. The two engines are the L75 4-barrel, available all across the line; and the L77 4-barrel, available with the W30 Performance Package. It has, therefore, been considered advisable to make the Turbo Hydra-matic Transmission (M40) available for use with these 455-cu.-in. engines.

There has also been an automatic transmission change involving the Delta 88 models. It makes the automatic transmission standard equipment on all Delta models for 1972. The regular Turbo Hydra-matic (M40) will be used in conjunction with the 455-cu.-in. engines. A new modified version will be combined with the 350-cu.-in. engines.

This new transmission has several advantages over the Turbo Hydra-matic 350 (M38) formerly used with the 350-cu.-in. engines in these models. It is quieter in operation through the gears, and will provide smoother shifts. A stronger gear-case results in a superior drive line with less vibration. And the years spent in its development have proved its excellent durability beyond doubt.

### 1 TURBO HYDRA-MATIC 350 TRANSMISSION (M38)

This transmission was developed

specifically for use with the Rocket 350 V-8 Engines. Since its structural details are essentially similar to those of the larger Turbo Hydra-matic, see the later description headed "Turbo Hydra-matic Transmission Features."

**AVAILABILITY:** F-85, Cutlass, Cutlass S, and Cutlass Supreme models. See Power Teams Chart on page 124.

### 2 TURBO HYDRA-MATIC TRANSMISSION (M40)

This transmission was developed specifically for use with the Rocket 455 V-8 Engines. Basically it is the same as the Turbo Hydra-matic 350 unit but has heavier-duty components. As a matter of fact, a special version of this M40 is introduced this year to team with the 350-cu.-in. engines in the Delta 88 series.

It comes in four versions that are designed for the engines with which they are teamed:

- The special version to replace the M38 formerly used with Delta 88 "350" engines.
- The regular version . . . used with regular Rocket 455 V-8s.
- A heavy-duty version, beefed up for strenuous service in models equipped with the W30 Performance Package. Among its features is a special performance torque converter that holds engine speed at, or near, peak torque output for a longer period, providing greater tractive effort for acceleration.
- A heavy-duty version that directs the power flow to the front wheels of the Toronado and provides exceptional performance with Toronado's special Rocket 455 V-8. Its components are the same as those

for the above beefed-up version, but they are in a different arrangement. The torque converter, conventionally located behind the engine, powers an ingenious link drive. The link drive transmits power to the planetary gearsets which are located in a reversed position at the lower left side of the engine. The planetary gearsets carry the power forward to the differential, which is between the front wheels.

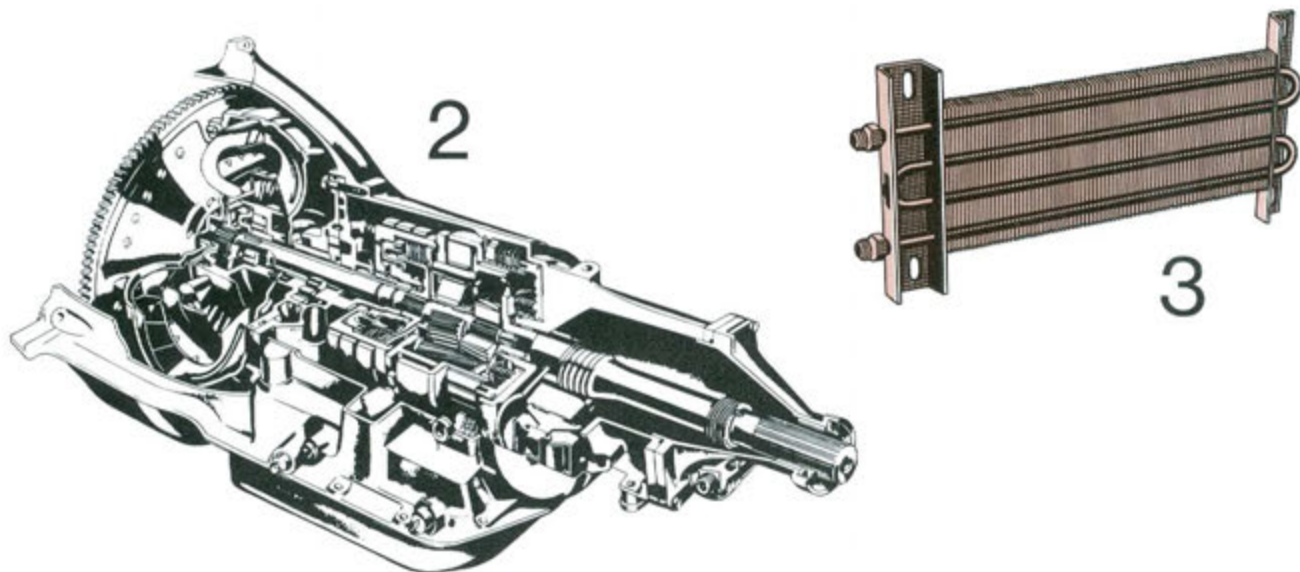
**AVAILABILITY:** Standard, Delta 88, Delta 88 Royale, Custom Cruisers, Ninety-Eight, Ninety-Eight Luxury, and Toronado models. Available and required in all Intermediate models ordered with L75 or L77 engines, unless M20 is ordered. See Power Teams Chart page 124.

### TURBO HYDRA-MATIC TRANSMISSION FEATURES

- 3-Element Hydraulic Torque Converter
- Dual Planetary Gearsets
- Sensitive Hydraulic Controls
- Automatic Altitude Compensator
- Oil Cooler in Radiator
- Alloy-Steel Gears and Shafts
- High-Capacity Bearings
- Aluminum-Alloy Housing

All Olds Turbo Hydra-matics are 3-speed automatic transmissions designed to provide a smooth, quiet responsiveness, and dependability designed to last for years.

**Selector Lever.** Operates hydraulic controls to complete connections between shafts and gearsets for various drive ratios. Just before full throttle, the throttle linkage causes a kick-down into mechanical gearing, add-





ing the leverage of gears for swift passing or fast acceleration.

**3-Element Torque Converter.** The hydraulic torque converter consists of a turbine, pump, and stator that silently transmit and multiply the engine's torque through cushioning oil.

The torque converter multiplies engine torque to start the car smoothly from a standstill. As the car accelerates, torque multiplication gradually decreases until the car attains driving speed, at which point the turbine revolves without torque multiplication.

**Dual Planetary Gearsets.** Two 4-pinion planetary gearsets in tandem act like a 3-speed transmission. They transmit torque to the differential in the operating positions and freewheel as a unit in neutral.

**Sensitive Hydraulic Controls.** Coupled with a vacuum signal from the engine and a governor signal that is sensitive to output speed, multiple-disc clutches grip and relax to put the gearsets through their train of action. Micro-finished hydraulic control valves actuate upshifts and downshifts by routing oil through various paths in a precision-cast labyrinth of valve body passages.

**Oil Cooler.** A constant-displacement pump circulates oil for both converter and controls. The oil is kept at the best operating temperature by a cooler in the radiator. A filter keeps it clean. For severe service, a heavy-duty cooler, with adequate cooling capacity for trailer towing, is provided when Heavy-Duty Engine-Cooling

Equipment (Y72) is ordered. This equipment eliminates need for an auxiliary oil cooler when these models are used to tow trailers.

**Automatic Altitude Compensator.** A bellows expands and contracts with changes in altitude, to make automatic shifts uniformly smooth on mountains as well as at sea level.

**Dependable Construction.** Alloy-steel gears and shafts, high-capacity bearings, and other durable parts contribute to long, dependable transmission life.

**Aluminum-Alloy Housing.** A die-cast aluminum housing encloses the entire transmission and provides a sturdy support for all transmission parts. Aluminum is used not only for its strength, but its lightness keeps transmission weight to a minimum.

### 3 AUXILIARY OIL COOLER

Strenuous service, particularly trailer towing, may necessitate supplementary cooling of the oil in Turbo Hydramatics for Intermediate models. For this reason, Olds makes an auxiliary cooler available as a dealer-installed accessory. It protects against transmission overheating during strenuous towing; towing heavy loads, and towing in unusually high temperatures, heavy traffic, hilly terrain, or when the trailer frontal area is larger than that of the car.

The improved oil cooler for the larger-size Oldsmobiles with Turbo Hydramatics eliminates need for an auxiliary cooler for normal trailer towing. However, for extraordinary cooling requirements, these models also

may be equipped with a dealer-installed auxiliary cooler.

**AVAILABILITY:** Accessory, all models.

### SIMPLE TURBO HYDRAMATIC GEARSHIFT CONTROLS

Oldsmobile's clutch-free transmissions are easy to operate with any of the three types of controls that are available (see pages 103-104).

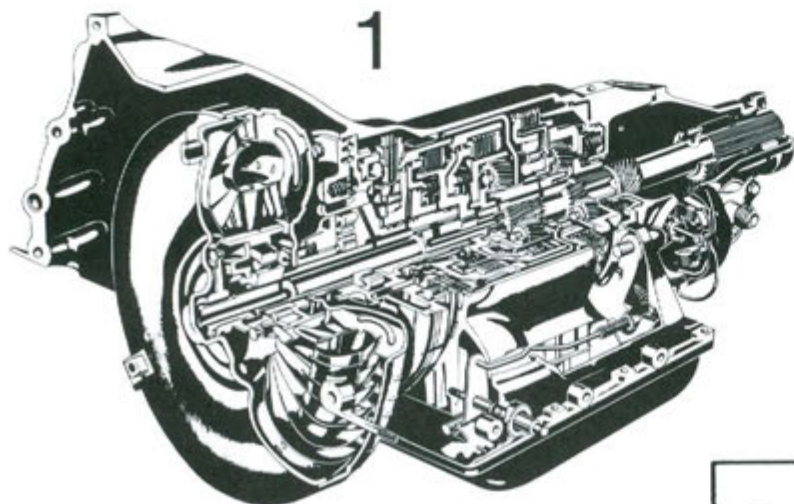
### 4 UNIFORM TURBO HYDRAMATIC SHIFT PATTERN

The shift pattern of Olds Turbo Hydramatics is the standard P-R-N-D-S-L sequence now used in all American-made motorcars, with one exception. The "S", signifying "Super Drive", is an exclusive Oldsmobile feature.

*P (Park)* provides a positive transmission lock when parking or while starting the engine. *R (Reverse)* is for backing the car. *N (Neutral)* is the out-of-gear position. *D (Drive)* is the driving range for normal city and highway driving. *S (Super Drive)* is used when super performance is needed for increased acceleration in traffic, hill climbing or engine braking downhill. *L (Low)* is available for heavy pulling through mud or sand and for engine braking when descending steep hills.

The standard shift pattern is a safety feature for it helps assure that even those unaccustomed to an Oldsmobile with Turbo Hydramatic will still be familiar with its shift pattern and, accordingly, will be able to drive the car easily.

Instructions for drivers shifting through this pattern are detailed in Oldsmobile Owner's Manuals.



4

**PARK**

**R N D S L**



## POWER TRAIN . . . MANUAL TRANSMISSION

### MANUAL TRANSMISSION LINEUP GREATLY SIMPLIFIED FOR 1972

Oldsmobile has greatly simplified its manual transmission lineup for 1972.

The discontinuation of the 6-cylinder engines resulted in the elimination of the manual transmission furnished with these engines. The 3-Speed Floor-Shift Heavy-Duty Manual Transmission (M14), and the 4-Speed Close-Ratio Heavy-Duty Manual Transmission (M22) have also been discontinued.

This still leaves the standard 3-Speed Fully Synchronized Transmission (M15) Column-Shift and Floor-Shift, used in combination with either the L32 or L34 Rocket 350 V-8s, and the 4-Speed Fully Synchronized Floor-Shift Wide-Ratio Manual Transmission (M20) available only with the L34, and the L75 and L77 Rocket 455 V-8s.

Each of these manual transmissions is teamed with a power-matched

clutch to suit it exactly to its specific power team. Their gear-train ratios may be found in the column headings in the Power Teams Chart on Page 124 of this book.

With two manual transmission choices, there is enough of a selection, with the console-mounted versions, to satisfy the most rabid car buff who wants "the feel of the gears" in his hand when the need arises.

#### 1 3-SPEED COLUMN-SHIFT TRANSMISSION (M15)

This transmission is available for use with the Rocket 350 V-8 Engines L32 and L34. See page 124.

**AVAILABILITY:** Standard, all Intermediate models.

#### 3-SPEED FLOOR-SHIFT TRANSMISSION (M15)

This is the 3-speed transmission that is furnished with the Performance

Hurst Shifter (W39), for use with Rocket 350 V-8 Engines L32 and L34.

**AVAILABILITY:** Cutlass and Cutlass S Coupes, and Cutlass Supreme Coupe and Convertible.

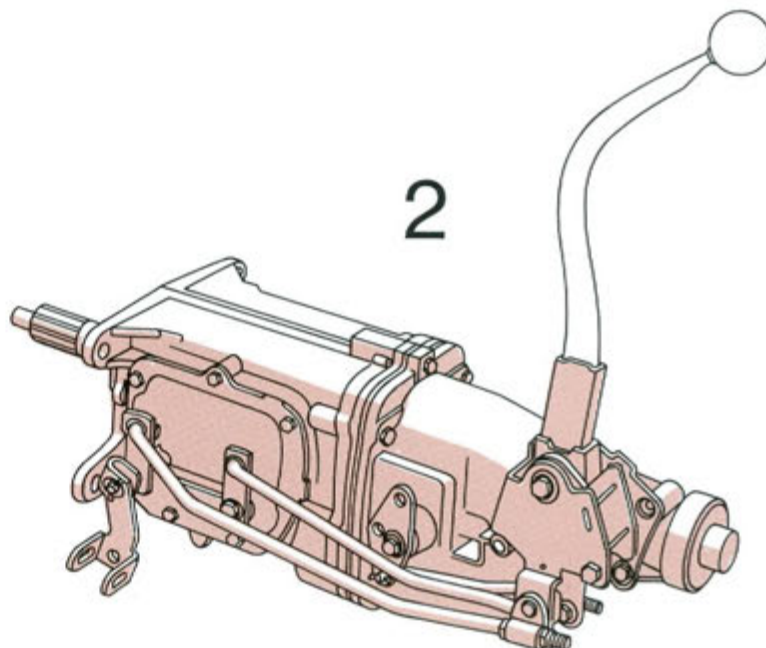
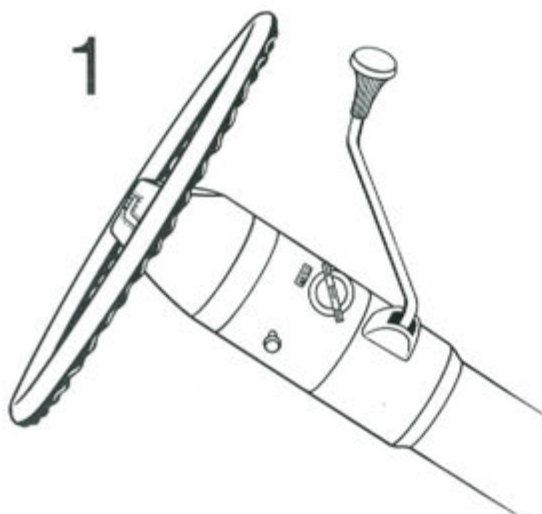
#### 2 4-SPEED FLOOR-SHIFT WIDE-RATIO TRANSMISSION (M20)

**AVAILABILITY:** Cutlass and Cutlass S Coupes, and Cutlass Supreme Coupe and Convertible. Rocket 350 V-8 (L34) or Rocket 455 V-8 (L75 or L77) required.

#### MANUAL TRANSMISSION FEATURES

All Olds manual transmissions have similar important features that combine to make them operate smoothly and quietly, with traditional Oldsmobile dependability.

*Fully Synchronized Forward Shifts.* Complete synchronization of the speeds of gears to be meshed before a shift is made avoids the wear-and-tear and disturbing distraction of gear clash, and results in smooth, silent gear-changing ease.





**Helical-Cut Forged-Alloy-Steel Gears.** The helical-cut of the durable gears provides for quiet operation, low wear, and positive, wide-area, minimum-chatter contact. Special dampers are employed to suppress sound.

**Forged-Alloy-Steel Shafts.** Inherent toughness, with its consequent resistance to deflection, is the reason alloy-steel forgings are used for Oldsmobile gearshafts. They are specially designed to cope with the high torque output of Oldsmobile's high-powered Rocket Engines.

**High-Capacity Bearings.** All transmission gearshafts revolve with smoothness and quietness in anti-friction bearings of high capacity.

**Rigid Housing.** Three-speed transmissions are housed in rigid cast-alloy-iron cases, accurately machined and solidly gasketed and bolted to prevent leakage and dampen sound.

Four-speed transmissions feature a tough aluminum-alloy housing, every bit as strong as the 3-speed housing, but many pounds lighter, for its weight-saving economy.

### 3 HURST COMPETITION SHIFTER

All Oldsmobile Floor-Shift Manual Transmissions feature the popular Hurst Competition Shifter . . . with or without a Sports Console. For description, see the INTERIOR . . . Driving Controls and Consoles Section of this book, pages 102-104.

### CENTRIFUGAL-ACTION DIAPHRAGM-SPRING CLUTCH

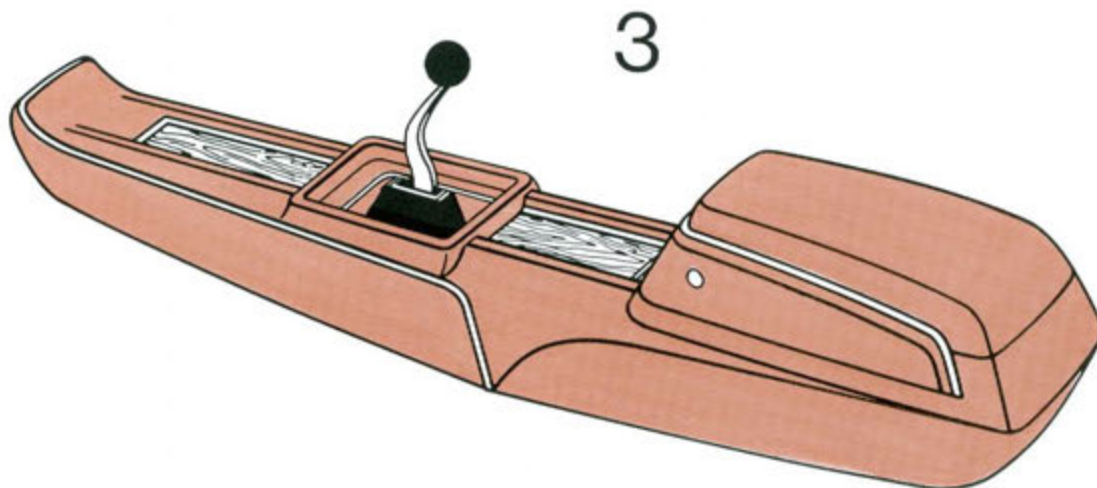
Oldsmobile clutches are noteworthy for their quiet, positive action, smooth operation, and longevity. Although they are a component the owner hardly ever sees, they are a vital element in the pleasure he will derive from his new Oldsmobile.

All Oldsmobile clutches are of the centrifugal-action diaphragm-spring type with damper springs in the disc hub to prevent transmitting vibration from the engine to the transmission.

### HEAVY-DUTY 2-PLATE CLUTCH (W37)

For 1972 again, this heavy-duty diaphragm clutch with two friction discs of 10.00 inches diameter provides outstanding advantages for the performance enthusiast. Compared to the standard clutch, it has at least 10 percent more torque capacity, 40 percent lower pedal effort, 23 percent higher shift speed (the maximum speed at which the clutch will engage), 54 percent higher burst speed, and a full 100 percent increase in wear life.

**AVAILABILITY:** Cutlass and Cutlass S Coupes, and Cutlass Supreme Coupe and Convertible. Available only with M20. Available on California cars equipped with L75 engine only.



**COMPLETE DRIVE-LINE CHANGES TO ACCOMMODATE NEW GASOLINES** It is particularly worthy of note that Oldsmobile's recent switch to engine-compression ranges that permit efficient operation with the new no-lead, low-lead, and regular gasolines required modifications in the entire drive train of each car.

And, in addition to this increased efficiency, Oldsmobile's "calibration"—the precision matching of the clutch capacity to the engine output torque, and rendering the transmission highly responsive to engine vacuum level—results in a much quieter drive train.

Oldsmobile's "calibration" of the drive-train components has been responsible for further material improvement in the performance of the 1972 models. It results in a particularly smooth gear-to-gear transition that any other car in Oldsmobile's price class will find hard to match.

Similar refinements have resulted in improved Toronado performance, too. Better engine isolation, a retuned exhaust system, and a lower standard axle ratio (from 3.07-to-1 to 2.73-to-1) have significantly reduced power-train noise, adding to this superb car's impression of quality and luxury.

## 1 SMOOTH, QUIET, DEPENDABLE REAR-DRIVE LINE

- Single Precision-Balanced Drive Shaft
- Rubber Drive Shaft Vibration Dampers
- Factory-Sealed Needle-Bearing Universal Joints

The outstanding characteristic of Oldsmobile drive lines, as with other Olds systems, is the *extra quality* built into their components, to help make

Oldsmobiles extraordinary cars. That's what is meant by "buildability."

To begin with the power source, all Oldsmobile engines develop high torque (acceleration power). In rear-drive models, the transmission transmits this torque smoothly and quietly, multiplying it as necessary, to the drive shaft, which "floats" between universal joints. The shaft transfers the torque to the extra-rugged rear axle which drives the strong, welded-steel rear wheels.

*Single Precision-Balanced Drive Shaft.* Every rear-drive Oldsmobile features a tubular-steel drive shaft, dynamically balanced for smooth power flow.

*Needle-Bearing Universal Joints.* The drive shaft is connected to both transmission and axle by universal joints. Needle roller bearings, permanently sealed at the factory in a special lubricant, provide smooth, quiet operation, and contribute to long drive-line life.

First introduced last year, a new drive line is used in the larger-size Oldsmobiles. Because of their lower bodies, the drive line of the Full-Size cars had to dip below the rear seat and then rise to connect to the differential drive pinion.

To increase rear-seat passenger headroom and at the same time lower the body, the rear universal-joint angle had to be increased substantially. A conventional single joint will not operate at this high angle, so a double joint with a centering yoke is used in these larger-size cars.

This unique joint consists of two single universal joints connected by a ball centering mechanism, which

causes the joints to rotate about their true centers at a constant speed. From this came its name, "Constant Velocity". As the CV joint operates without vibration, the drive line of the 1972 Full-Size cars minimizes acceleration shudder, and causes no perceptible vibration at high speed.

## 2 OLDS-BUILT HYPOID REAR AXLE

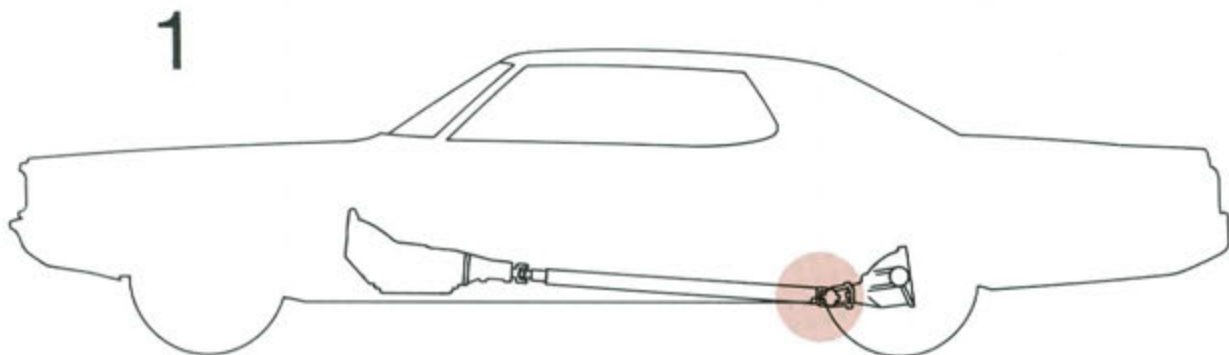
- Semifloating Hypoid Design
- Alloy-Steel Gears and Shafts
- Lubrite-Coated Drive Gears
- Roller Wheel Bearings
- Integrated Housing
- Permanent Lubrication

Each rear-drive Oldsmobile has an axle exactly suited to its particular requirements. An axle of extra strength that is designed and built to provide smooth, quiet, dependable operation for the car life.

*Semifloating Hypoid Design.* All Olds rear-drive axles are the semifloating, thoroughly reliable hypoid type. This hypoid design places the drive pinion at a low level, resulting in a low-level drive line that materially reduces the height of the rear-floor tunnel.

*Alloy-Steel Gears and Shafts.* For extra durability, all gears and shafts are of tough alloy steel. They revolve in anti-friction bearings for a smooth, quiet power transfer to the rear wheels. A lubrite coating on the drive pinion and ring gear contributes to long life.

The differential of Intermediate Oldsmobiles is so strong that it is now used with the Rocket 350 V-8 Engines in the larger-size Oldsmobiles. Its improvements include a larger front pinion bearing with 20 percent longer





life, and a pinion shaft that is 50 percent stronger.

Roller wheel bearings are used on the axle shafts of every rear-drive Oldsmobile. These bearings feature increased load-carrying capacity and greater durability.

**Integrated Housing.** Each rear-axle housing consists of two tubular-steel axle-shaft housings pressed into a cast differential housing. This construction is lighter and provides greater ground clearance than other types of axle housings.

#### WIDE RANGE OF REAR-AXLE RATIOS

- 2.73-to-1 Economy Ratio (G93)
- 2.93-to-1 Performance Ratio (G94)
- 3.08-to-1 Performance Ratio (G90)
- 3.23-to-1 Performance Ratio (G91)
- 3.42-to-1 Heavy-Duty Performance Ratio (G92)
- 3.73-to-1 Heavy-Duty Performance Ratio (G89)
- 4.10-to-1 Severe-Service Performance Ratio (Accessory)
- 4.66-to-1 Severe-Service Performance Ratio (Accessory)
- 5.00-to-1 Severe-Service Performance Ratio (Accessory)

Nine different rear-axle ratios provide performance suited to almost every conceivable driving demand when properly teamed with Olds engines and transmissions.

The lower ratios, made possible by the high torque of Olds engines, permit fewer engine revolutions per wheel turn for lower cost-per-mile, longer engine life, less maintenance, and quieter operation.

The higher ratios provide for performance driving, and such heavy service as trailer towing or driving in mountainous terrain.

There is a standard ratio for each engine-transmission combination, and, usually, a selection of other ratios

to meet special needs. The standard ratio provides ideal performance and economy for all normal driving. Specific ratios are recommended for trailer towing. See Recommended Trailer Towing Equipment on pages 64 and 65.

Axles with 3.42-to-1 and higher ratios require a heavy-duty radiator, to avoid engine overheating under severe driving conditions. In the Intermediate Oldsmobiles, the 3.42-to-1 (G92) and 3.72-to-1 (G89) also require an Anti-Spin Differential (G80).

4.10-to-1 and higher axle ratios are available only as dealer-installed equipment for performance cars and are not recommended for city-street or highway use.

**AVAILABILITY:** See Power Teams Chart on page 124.

#### 3 ANTI-SPIN REAR AXLE (G80)

This axle is identical with all other Olds rear axles, with one significant exception. It has a limited-slip differential, which provides positive traction on ice, snow, mud, sand, gravel, or soft road-shoulders.

The axle operates in the same manner as the standard rear axle in normal driving and cornering. But on a surface that allows rear-wheel slippage, the limited-slip differential directs the power flow to the wheel capable of the greatest traction.

No Olds that ever runs into heavy going or insecure footing should be without this modestly priced feature. It could pay for itself many times over in the towing bills it can prevent.

**AVAILABILITY:** All rear-drive models, with any axle ratio. Required with 3.42- or 3.73-to-1 axle ratio in Intermediate models.

#### TORONADO FRONT DRIVE

Oldsmobile's famous front drive helps to make Toronado one of America's

surest-footed, best-behaved cars. And its advantages only begin with its flat-floor roominess!

Toronado's transmission, a variant of Oldsmobile's Turbo Hydra-matic, incorporates the best features of that outstanding automatic transmission, coupled to one of the industry's finest engines, the powerful Toronado Rocket 455-V-8.

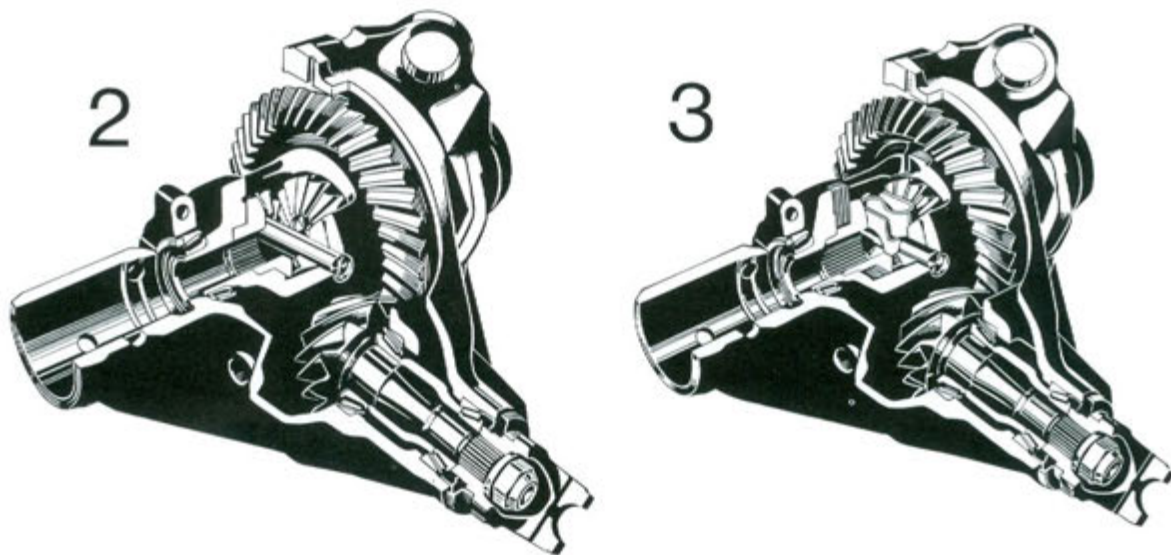
The transmission's torque-converter, directly behind the engine, transmits power forward through a quiet, shielded link-chain-and-sprocket drive.

The differential, mounted just to the left of the engine, attaches to the gearbox output shaft, for more direct power application.

Two Swing-Drive Axle Shafts transmit this power to the front wheels. Four universal joints, one at each end of each shaft, permit the axles to swing in any direction for incredibly easy steering.

The final drive is through massive J78 x 15" tires. And, since the car is being pulled instead of pushed, its cornering and directional stability are absolutely superb.

Isolation of all power components forward of the passenger compartment contributes exceptional quietness and smoothness. And, with the drive wheels up front, under the engine's weight, Toronado's traction, even in sand or snow, is nothing short of phenomenal. With its introduction in 1966, Toronado brought America a whole new dimension in driving pleasure, that immediately caught the fancy of the car experts. In the 1972 models, it extends that dimension with styling and performance calculated to catch the eye of even the most sophisticated car buyer.





# POWER TRAIN

## ENGINE SPECIFICATIONS

### REVISED ENGINE LINEUP

The engine lineup for the 1972 Oldsmobiles has been revised considerably—one of the most important changes being the discontinuation of the six-cylinder engine for the Intermediate models. Also the elimination of the "SX" (455-cu.-in.) Performance Package for the Cutlass Supreme.

The next most significant change is the availability of two more 350-cu.-in. engines than were available last year, and two fewer 455-cu.-in. engines. There are now, therefore, two 350s with 2-barrel carburetors; two with 4-barrel carburetors; and four 455s all with 4-barrel carburetors.

Within the engines and drive trains themselves, a combination of changes has produced better fuel economy for 1972. As a matter of fact, few people realize that when Oldsmobile altered its entire engine picture last year, so every Olds engine would perform effectively on the new no-lead, low-lead gasolines, sweeping changes were necessary throughout every drive train in every car.

Depending on the model involved, these changes included, amongst

other things, new carburetor sizes and calibration, modified valve sizes, altered spark timing, improved exhaust systems, sophisticated changes in transmission shift-points, and revised axle ratios.

Every effort was aimed at achieving the most effective balance between engine performance and fuel economy, and the consequent reduction of objectionable pollutants to the atmosphere.

### 1972 OLDSMOBILE ENGINE AVAILABILITIES

#### INTERMEDIATE MODELS

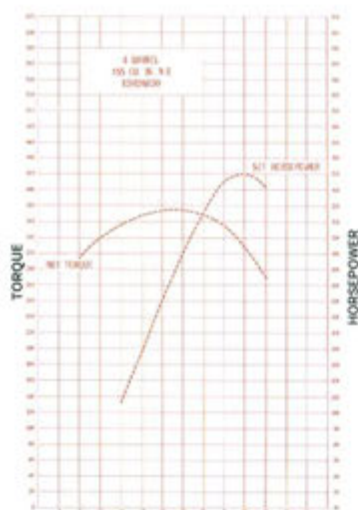
MODEL IDENTIFICATION	ROCKET 350 V-8s		ROCKET 455 V-8s	
	2-bbl (L32)	4-bbl (L34)	4-bbl (L75)	4-bbl (L77)(W30)
F-85	Standard a	Available	Available b	
Cutlass	Standard a	Available	Available b	Available bcd
Cutlass S	Standard a	Available	Available b	Available bcd
Cutlass Supreme	Available a	Standard	Available b	Available bcd
Vista-Cruiser	Standard ad	Available	Available b*	

#### FULL-SIZE MODELS

MODEL IDENTIFICATION	ROCKET 350 V-8s		ROCKET 455 V-8s	
	2-bbl (L33)	4-bbl (L35)	4-bbl (L74)	4-bbl (L78)
Delta 88	Standard e	Available	Available	
Delta 88 Royale	Standard e	Available	Available	
Custom Cruiser			Standard	
Ninety-Eight			Standard	
Ninety-Eight Luxury			Standard	
Toronado Custom				Standard f

**CALIFORNIA**—Turbo Hydra-matic (M38 or M40) Transmission required, except with L75. M20 4-speed Manual available with L75 only.

a—Not available with M20 Manual or M40 Turbo Hydra-matic Transmission  
b—Dual exhaust system included  
c—Required and Available only with W30 Performance Package  
d—Not available in California (L34 Standard with Vista-Cruiser in California)  
e—Not available in California (L35 Standard on all Delta 88 Models)  
f—Dual Exhaust system, standard  
\*SMT not available



**TORONADO ROCKET 455 V-8**

S.A.E. net hp at rpm	250 @ 4000
S.A.E. net torque at rpm (lb.-ft.)	375 @ 2800
Compression ratio (to 1)	8.5
Carburetor barrels (no.)	4
Displacement (cu. in.)	455
Bore x stroke (in.)	4.125 x 4.250
Cylinder arrangement	90° V-8
Main bearings (no.)	5
Valve arrangement	Overhead
Valve head dia. (in.)	1.995 intake, 1.624 exhaust
Cooling system capacity (qt.)	19.5
Crankcase oil capacity (qt.)	5 (6, with filter)
Exhaust system	Dual

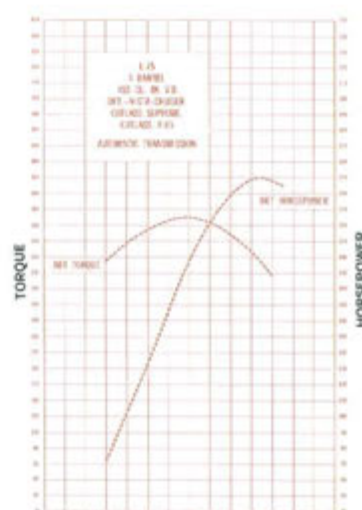
(See accompanying Table for Availability)



**ROCKET 455 V-8 (L77) (W30)**

S.A.E. net hp at rpm	300 @ 4200
S.A.E. net torque at rpm (lb.-ft.)	410 @ 3200
Compression ratio (to 1)	8.5
Carburetor barrels (no.)	4
Displacement (cu. in.)	455
Bore x stroke (in.)	4.125 x 4.250
Cylinder arrangement	90° V-8
Main bearings (no.)	5
Valve arrangement	Overhead
Valve head dia. (in.)	2.072 intake, 1.684 exhaust
Cooling system capacity (qt.)	16.7
Crankcase oil capacity (qt.)	4 (5, with filter)
Exhaust system	Dual

(See accompanying Table for Availability)



**ROCKET 455 V-8 (L75) HMT**

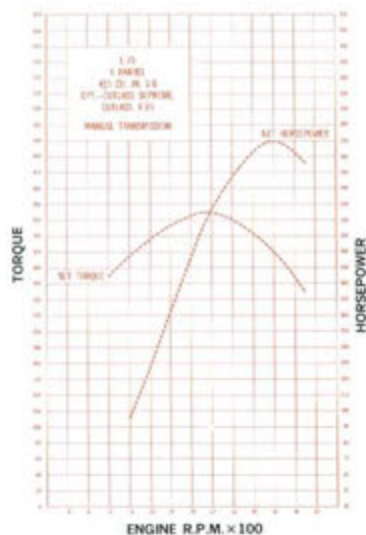
S.A.E. net hp at rpm	250 @ 4200
S.A.E. net torque at rpm (lb.-ft.)	370 @ 2800
Compression ratio (to 1)	8.5
Carburetor barrels (no.)	4
Displacement (cu. in.)	455
Bore x stroke (in.)	4.125 x 4.250
Cylinder arrangement	90° V-8
Main bearings (no.)	5
Valve arrangement	Overhead
Valve head dia. (in.)	1.995 intake, 1.684 exhaust
Cooling system capacity (qt.)	16.7
Crankcase oil capacity (qt.)	4 (5, with filter)
Exhaust system	Dual

(See accompanying Table for Availability)



# POWER TRAIN

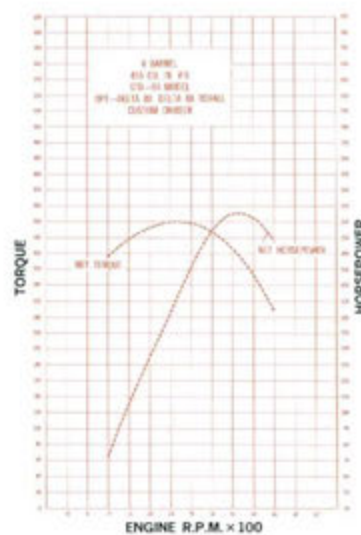
## ENGINE SPECIFICATIONS



**ROCKET 455 V-8 (L75) SMT**

S.A.E. net hp at rpm	270 @ 4400
S.A.E. net torque at rpm (lb.-ft.)	370 @ 3200
Compression ratio (to 1)	8.5
Carburetor barrels (no.)	4
Displacement (cu. in.)	455
Bore x stroke (in.)	4.125 x 4.250
Cylinder arrangement	90° V-8
Main bearings (no.)	5
Valve arrangement	Overhead
Valve head dia. (in.)	2.072 intake, 1.624 exhaust
Cooling system capacity (qt.)	16.7
Crankcase oil capacity (qt.)	4 (5, with filter)
Exhaust system	Dual

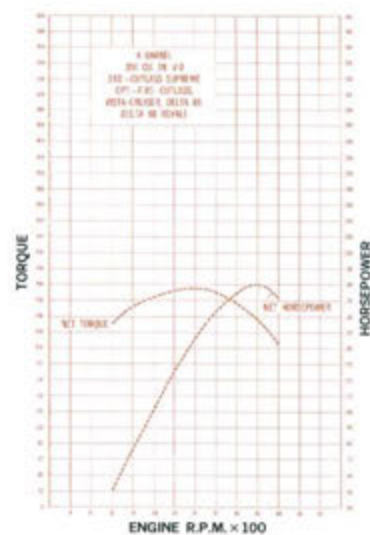
(See accompanying Table for Availability)



**ROCKET 455 V-8 (L74)**

S.A.E. net hp at rpm	225 @ 3600
S.A.E. net torque at rpm (lb.-ft.)	360 @ 2600
Compression ratio (to 1)	8.5
Carburetor barrels (no.)	4
Displacement (cu. in.)	455
Bore x stroke (in.)	4.125 x 4.250
Cylinder arrangement	90° V-8
Main bearings (no.)	5
Valve arrangement	Overhead
Valve head dia. (in.)	1.995 intake, 1.684 exhaust
Cooling system capacity (qt.)	17.0
Crankcase oil capacity (qt.)	4 (5, with filter)
Exhaust system	Single

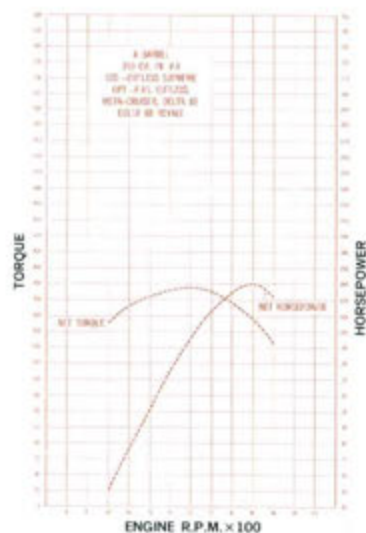
(See accompanying Table for Availability)



**ROCKET 350 V-8 (L35)**

S.A.E. net hp at rpm	180 @ 4000
S.A.E. net torque at rpm (lb.-ft.)	275 @ 2800
Compression ratio (to 1)	8.5
Carburetor barrels (no.)	4
Displacement (cu. in.)	350
Bore x stroke (in.)	4.057 x 3.385
Cylinder arrangement	90° V-8
Main bearings (no.)	5
Valve arrangement	Overhead
Valve head dia. (in.)	1.875 intake, 1.625 exhaust
Cooling system capacity (qt.)	16.2
Crankcase oil capacity (qt.)	4 (5, with filter)
Exhaust system	Single

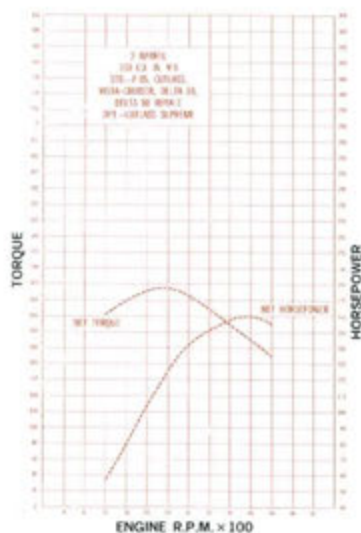
(See accompanying Table for Availability)



**ROCKET 350 V-8 (L34)**

S.A.E. net hp at rpm	180 @ 4000
S.A.E. net torque at rpm (lb.-ft.)	275 @ 2800
Compression ratio (to 1)	8.5
Carburetor barrels (no.)	4
Displacement (cu. in.)	350
Bore x stroke (in.)	4.057 x 3.385
Cylinder arrangement	90° V-8
Main bearings (no.)	5
Valve arrangement	Overhead
Valve head dia. (in.)	1.875 intake, 1.625 exhaust
Cooling system capacity (qt.)	16.2
Crankcase oil capacity (qt.)	4 (5, with filter)
Exhaust system	Single

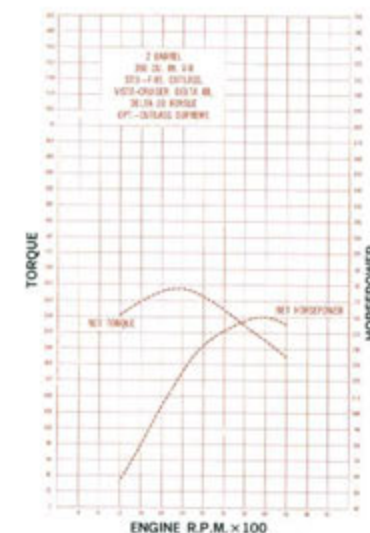
(See accompanying Table for Availability)



**ROCKET 350 V-8 (L33)**

S.A.E. net hp at rpm	160 @ 4000
S.A.E. net torque at rpm (lb.-ft.)	275 @ 2400
Compression ratio (to 1)	8.5
Carburetor barrels (no.)	2
Displacement (cu. in.)	350
Bore x stroke (in.)	4.057 x 3.385
Cylinder arrangement	90° V-8
Main bearings (no.)	5
Valve arrangement	Overhead
Valve head dia. (in.)	1.875 intake, 1.625 exhaust
Cooling system capacity (qt.)	16.2
Crankcase oil capacity (qt.)	4 (5, with filter)
Exhaust system	Single

(See accompanying Table for Availability)



**ROCKET 350 V-8 (L32)**

S.A.E. net hp at rpm	160 @ 4000
S.A.E. net torque at rpm (lb.-ft.)	275 @ 2400
Compression ratio (to 1)	8.5
Carburetor barrels (no.)	2
Displacement (cu. in.)	350
Bore x stroke (in.)	4.057 x 3.385
Cylinder arrangement	90° V-8
Main bearings (no.)	5
Valve arrangement	Overhead
Valve head dia. (in.)	1.875 intake, 1.625 exhaust
Cooling system capacity (qt.)	15.2
Crankcase oil capacity (qt.)	4 (5, with filter)
Exhaust system	Single

(See accompanying Table for Availability)

# POWER TRAIN... POWER TEAMS

## POWER TEAMS LINEUP GREATLY SIMPLIFIED FOR THE 1972 MODELS

Oldsmobile's major aim in the area of engine-transmission-axle-ratio availabilities for the 1972 models has been to simplify the Olds buyer's task of selecting the combination that best suits his driving preference.

Probably the most important revisions of the lineup in this area are the availability of the 455-cu.-in. engines across the Intermediate lines, the availability of a modified Turbo Hydramatic (M40), for use with the 350-cu.-in. engines in the Full-Size cars, and the elimination of the 3-Speed Heavy-Duty Floor-Shift Manual Transmission

(M14), and the 4-Speed Floor-Shift Close-Ratio Manual Transmission (M22).

Even with this simplification or reduction in actual numbers of choices, however, the potential Olds owner will have four 455-cu.-in. engines, four 350-cu.-in. engines, three automatic transmissions, two manual transmissions, and six rear-axle ratios ranging from 2.73-to-1 to 3.73-to-1, from which to make his selections.

And that only includes the factory-installed gear ratios. Dealer-installed rear axles include a 4.10-to-1, 4.66-to-1, and 5.00-to-1 ratio.

There are special axle ratios to suit almost every driving condition

and purpose, including trailer towing, police work, secondary and rural-road travel, and "go-go" performance. And, to top it all off, there is Oldsmobile's Anti-Spin Rear Axle (G80), available with any of the gear ratios offered, to help get the cars equipped with it out of such poor-footing situations as snow, slush, mud, and sand.

A careful study of the adjoining chart will enable you to guide your new Olds prospect to the engine-transmission-axle combination that will give him the best possible balance between maximum performance and maximum economy.

(See Chart below)

POWER TEAMS		AUTOMATIC TRANSMISSIONS			FULLY SYNCHRONIZED MANUAL TRANSMISSIONS	
		TURBO HYDRA-MATIC (M40)	TURBO HYDRA-MATIC (M40)	TURBO HYDRA-MATIC 350 (M38)	4-SPEED FLOOR-SHIFT WIDE-RATIO (M20)	3-SPEED COLUMN-SHIFT (STD. V-8)
		Ratios: First.....2.48:1 Second.....1.48:1 Third.....1.00:1 Reverse.....2.08:1	Ratios: First.....2.48:1 Second.....1.48:1 Third.....1.00:1 Reverse.....2.08:1	Ratios: First.....2.51:1 Second.....1.52:1 Third.....1.00:1 Reverse.....1.93:1	Ratios: First.....2.52:1 Second.....1.88:1 Third.....1.46:1 Fourth.....1.00:1 Reverse.....2.60:1	Ratios: First.....2.42:1 Second.....1.61:1 Third.....1.00:1 Reverse.....2.33:1
MODEL	ENGINE	AXLES FOR ABOVE TRANSMISSIONS*				
TORONADO	ROCKET 455 V-8 (L78) (STD.)	2.73:1 (Std.)	N.A.	N.A.	N.A.	N.A.
NINETY-EIGHT	ROCKET 455 V-8 (L74) (STD.)	2.73:1 (Std.) 2.93:1 (G94)a 3.23:1 (G91)a	N.A.	N.A.	N.A.	N.A.
CUSTOM CRUISER	ROCKET 455 V-8 (L74) (STD.)	2.93:1 (Std.) 3.23:1 (G91)a	N.A.	N.A.	N.A.	N.A.
DELTA 88 ROYALE DELTA 88	ROCKET 455 V-8 (L74)	2.73:1 (Std.) 2.93:1 (G94)a 3.23:1 (G91)a	N.A.	N.A.	N.A.	N.A.
	ROCKET 350 V-8 (L35)	N.A.	3.08:1 (Std.)a	N.A.	N.A.	N.A.
	ROCKET 350 V-8 (L33) (STD.)	N.A.	3.08:1 (Std.)a	N.A.	N.A.	N.A.
VISTA-CRUISER	ROCKET 455 V-8 (L75)	2.73:1 (Std.) 3.08:1 (G90)	N.A.	N.A.	N.A.	N.A.
	ROCKET 350 V-8 (L34)	N.A.	3.08:1 (Std.) 3.23:1 (G91)	N.A.	N.A.	3.23:1 (Std.)
	ROCKET 350 V-8 (L32) (STD.)	N.A.	3.08:1 (Std.) 3.23:1 (G91)	N.A.	N.A.	3.23:1 (Std.)
CUTLASS SUPREME	ROCKET 455 V-8 (L77)	3.42:1 (Std.) 3.73:1 (G89)	N.A.	N.A.	3.42:1 (Std.) 3.73:1 (G89)	N.A.
	ROCKET 455 V-8 (L75)	2.73:1 (Std.) 3.08:1 (G90) 3.23:1 (G91)c	N.A.	N.A.	3.23:1 (Std.)	N.A.
	ROCKET 350 V-8 (L34) (STD.)	N.A.	N.A.	2.73:1 (Std.) 3.08:1 (G90)a 3.23:1 (G91)c	3.23:1 (Std.)	2.73:1 (G93) 3.08:1 (G90)a 3.23:1 (Std.)
	ROCKET 350 V-8 (L32)	N.A.	N.A.	2.73:1 (Std.) 3.08:1 (G90)a 3.23:1 (G91)c	N.A.	3.23:1 (G91)
CUTLASS S CUTLASS F-85	ROCKET 455 V-8 (L77)	3.42:1 (Std.) 3.73:1 (G89)b	N.A.	N.A.	3.42:1 (Std.) 3.73:1 (G89)b	N.A.
	ROCKET 455 V-8 (L75)	2.73:1 (Std.) 3.08:1 (G90)a 3.23:1 (G91)c	N.A.	N.A.	3.23:1 (Std.)	N.A.
	ROCKET 350 V-8 (L34)	N.A.	N.A.	2.73:1 (Std.) 3.08:1 (G90)a 3.23:1 (G91)c	3.23:1 (Std.)	2.73:1 (G93) 3.08:1 (G90)a 3.23:1 (Std.)
	ROCKET 350 V-8 (L32) (STD.)	N.A.	N.A.	2.73:1 (Std.) 3.08:1 (G90)a 3.23:1 (G91)c	N.A.	3.23:1 (G91)

\*In addition to factory-installed axles listed above, dealer-installed axles with 4.10:1, 4.66:1, and 5.00:1 ratios are available for Intermediate power teams (except Cruisers), except with C60 or Y72. These ratios are not recommended for city or highway use.

a—For performance or trailer towing.

b—Not available with C60 or Y72.

c—Not available on California cars.



IMPORTANT OPERATING, SAFETY AND MAINTENANCE INSTRUCTIONS

CREDIT-OLDSMOBILE  
HISTORY CENTER

000025999

820 TOWNSEND ST  
LANSING, MI 48929

1972

# OLDSMOBILE OWNER'S MANUAL



*F85 • Cutlass • Cutlass S • Cutlass Supreme  
Cutlass Cruiser • Vista Cruiser*





# GM

MARK OF EXCELLENCE

FOR MAXIMUM PERFORMANCE AND ECONOMY KEEP YOUR GM CAR ALL GM. SPECIFY GENERAL MOTORS PARTS IDENTIFIED BY ONE OF THESE TRADEMARKS:



GM



Delco



## A WORD TO OLDSMOBILE OWNERS

This manual has been prepared to acquaint you with the operation and maintenance of your 1972 Oldsmobile, and to provide important safety information. We urge you to read it carefully and follow the recommendations contained to help assure the most enjoyable and troublefree operation of your vehicle.

When it comes to service, remember that your Oldsmobile Dealer knows your vehicle best and is interested in your complete satisfaction. Return to him for Guardian Maintenance Service and any other assistance you may require.

To assist dealers in handling your needs, Oldsmobile maintains a number of Zone Offices throughout the country. Should you have a problem that cannot be handled through normal channels, follow the procedure presented in Section Eight of this manual under the heading "Owner Assistance".

We would like to take this opportunity to thank you for choosing an Oldsmobile product — and assure you of our continuing interest in your motoring pleasure and satisfaction.

*OLDSMOBILE DIVISION*

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# 1972 OLDSMOBILE OWNER'S MANUAL



All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.

SERVICE DEPARTMENT

OLDSMOBILE DIVISION  
General Motors Corporation  
Lansing, Michigan 48921

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## BEFORE DRIVING YOUR OLDSMOBILE

### Driver Check List

#### BEFORE ENTERING CAR:

1. See that windows, mirrors and lights are clean.
2. Visually note inflation condition of tires.
3. Check that area to rear is clear if about to back up.

#### BEFORE DRIVING OFF:

1. Lock all doors.
2. Position seat.
3. Adjust inside and outside mirrors.
4. Fasten seat belts.
5. Check that warning bulbs light when key is turned to start position.

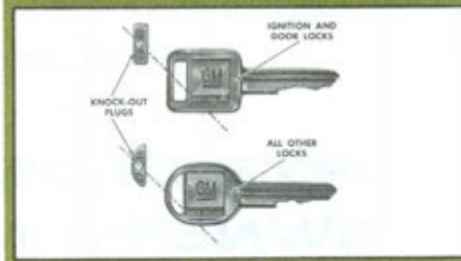
6. Release parking brake and see that brake warning light turns off.
7. Be sure you understand your car and how to operate it safely.

### Keys

Two separate keys are provided for your car. Each key has a different cross section so that it can be inserted only in certain locks.

- Key with square head (stamped "C") – for ignition switch, door locks, and station wagon tailgate.
- Key with oval head (stamped "D") – for all other locks.

The code number of each key is stamped on the "knock out" plug in the key head. Your Oldsmobile dealer removed these



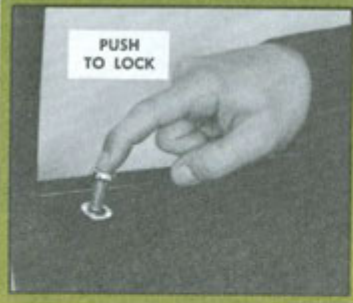
plugs and placed them with the spare set of keys that were given to you at time of delivery. For your protection:

- Record the numbers and discard the key plugs.
- Keep the key numbers in a safe place such as your wallet, NOT IN THE CAR.

In the event the original keys are lost, duplicates can be made by your dealer or a locksmith using the key code information.

Be sure to lock the glove box compartment and remove the key from the car whenever it is necessary to leave the ignition key with an attendant.

## Door Locks

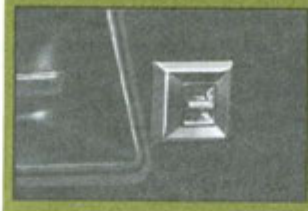


Front and rear side doors can be locked from the inside by depressing the passenger guard door lock buttons located on the upper door panel. All doors can be locked from the outside by depressing the door lock button and closing the door.

The front doors can also be locked by using the square headed key.

*REMINDER: Always lock the doors when driving for greater security in the event of an accident and for security against entry by unwelcome persons while momentarily stopped.*

## Power Door Locks



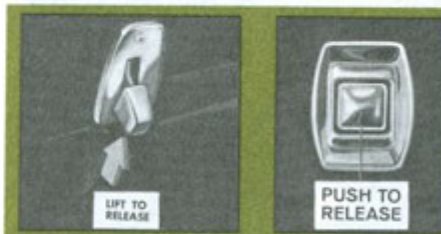
The power-operated door-lock system (optional equipment) makes it possible to lock and unlock all doors simultaneously. The switch buttons that operate the Power Door Locks, are located on the upper portion of both front door panels. These buttons give instant, convenient, fingertip control of all door locks.

## Trunk Compartment

The trunk compartment lock (all models except station wagons) can be opened with the oval-end key and the counterbalanced trunk lid lifted upward. To close, the lid must be shut firmly to engage the lock. The spare wheel and wheel changing tools are located in the trunk.

## Front Seat-Back Latch

Folding seat backs are equipped with self-latching mechanisms and release controls designed for the convenience of entering and exiting passengers. The seat back latch prevents the seat back from folding forward under loads equal to more than 20 times the weight of the seat back. Keep seat belts and buckles clear of mechanism when tilting folding seats forward or backwards, to prevent damage to these belt restraints.



To release the latch on the Strato design seat, push the button located in the upper center rear section of the backrest and tilt



the backrest forward. The latch release lever for the standard bench seat is located on the lower rear outboard section of the backrest. Lift the lever to release and tilt the backrest forward.

## Manual Seat Adjustment

The front seat should be positioned to provide the driver access to the foot pedals, steering wheel, instrument panel switches and for the best driving visibility.

- Adjust the seat by releasing the seat lock mechanism lever located at the lower side of the seat.



- Once released, exert slight body pressure to move the seat forward or rearward.
- Release the lever to lock seat in desired position.
- Test seat to make certain it is securely locked.

**CAUTION:** Do not adjust a manually operated driver's seat while the car is moving — the seat could move unexpectedly, causing loss of control.

## Power Operated Seats

**FOUR-WAY ELECTRIC**—An electric combination four-way tilt type control is available on bucket seat equipped Oldsmobiles, on the driver's side only, as optional equipment. Moving the control switch forward and backward will provide corresponding movement of the entire front seat assembly. Moving the switch up or down will raise or lower the back portion of the seat assembly.



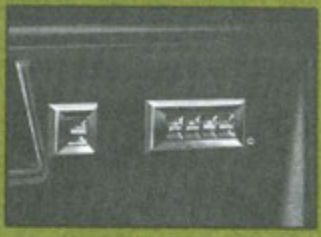
## Manual Window Control

Rotate manual window control clockwise to raise right window and counterclockwise to raise left window. Reverse direction of the window control to lower windows.

## REAR SEAT FILLER PANEL

**CAUTION:** The filler panel between the rear seat and the rear window should not be used for storage — even of light weight, small articles. They might become dangerous projectiles during a collision or sudden stop. Large items may also reduce vision to the rear.

## Power Window Controls



With this optional power operated window system, all vertical moving windows (except the Station Wagon tailgate window) are controlled by the power window control switches located on the left front door. Individual switches are provided under each window for passenger use. All of these switches have an ignition interlock so that windows cannot be operated unless the ignition switch is in the "ON" position.

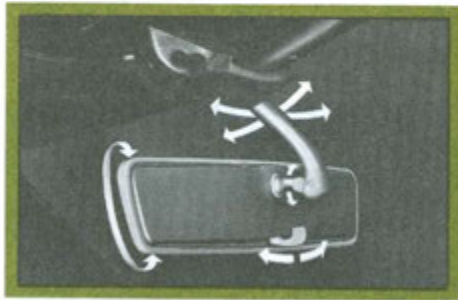
## Rearview Mirrors

### INSIDE REARVIEW MIRROR—

- Inside mirror has day/night control to change reflectivity.

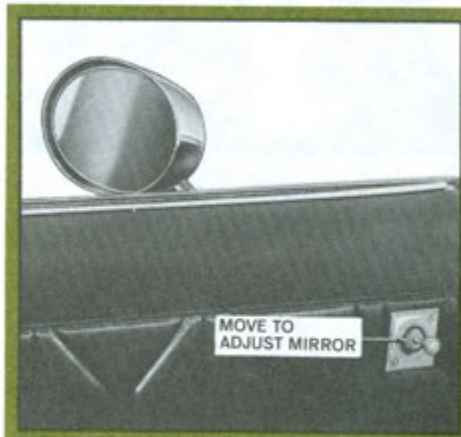
- Switch mirror to night position to reduce glare from following headlights.

To raise or lower, grasp mirror and exert sufficient pressure by pushing or pulling to move mirror support rod toward or away from windshield, and up or down. The hidden upper ball joint, where the support rod meets the roof, and the knee joint at the lower end of the rod work together to permit setting the mirror at a variety of heights.



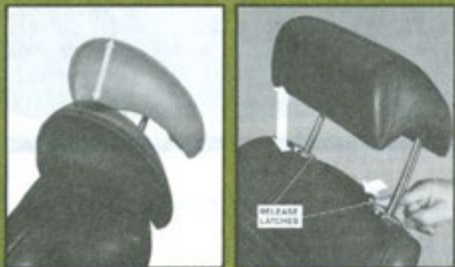
**OUTSIDE MIRROR—**Adjust for most effective view to rear in lane to your left.

*REMINDER: Avoid hanging objects on the right hand coat hook in such a way that you block the driver's vision to the right rear quarter.*



**REMOTE CONTROLLED MIRROR—**The control lever for this optional outside rearview mirror is located on the door. To adjust the position of the mirror, simply move the lever in the direction desired.





## Head Restraints

Head restraints are designed to help reduce injuries due to "whiplash."

- Select the position - up or down - which places the top of the head restraint closest to the top of your ears.
- Do not use head restraint above the up detent position.
- Head restraint can be raised by pulling up until you feel the spring latch seat in the detent position.

- To lower, release latch at base of supporting rod and push down on restraint.
- Do not operate vehicle with head restraints removed, since occupants lose the protection provided.

## Sun Visor Adjustment

The force required to rotate the visor up and down may be adjusted by tightening or loosening the screw indicated in the illustration.



The visors may be lifted out of the center mounting and swung toward the door windows to prevent glare from the sides.

## Occupant Restraint Belts

Your Oldsmobile may be equipped with either a "One Buckle" or a "Two Buckle" seat belt system. The One Buckle System includes a "Fasten Seat Belt" reminder light and buzzer designed to warn you if you start to drive away without fastening your lap belt. The "Fasten Seat Belt" reminder light and buzzer also operate under these conditions if the right front passenger does not fasten his lap belt. The Two Buckle System does not include these devices. For information on how to use the system in your car please consult the material under the proper heading on the following pages.

## ONE BUCKLE SYSTEM

### LAP BELTS

- Adjust front seat to satisfaction of driver and sit erect and well back in seat.
- In a single motion, pull webbing across lap far enough to permit inserting metal latch plate end of seat belt into the buckle, until a snap is heard. If not pulled out far enough to reach, let belt rewind into the retractor to release lock mechanism, so belt can be pulled out to the proper length.



- Position belt across lap as LOW ON HIPS as possible. To reduce risk of sliding under belt, adjust to a SNUG FIT by pulling belt firmly across lap in direction of retractor so it can take up slack.

**CAUTION:** Snug and low positions are essential in order that force exerted by lap belt in a collision will be spread over the strong hip bone structure and not across soft abdominal area which in an accident could result in serious injury.

- All outboard seats (those next to side windows) have retractors which are

designed to automatically take up excess webbing and maintain tension on the lap belt.

- Lap belts on center seats should be positioned and secured as above, and adjusted to a SNUG FIT by pulling on the end of the belt extending from the adjustable latch plate.



- To lengthen a center seat lap belt place adjustable latch plate at right angles to the belt webbing and pull on latch plate; belt should then slide easily through the adjustable latch plate.



- To unfasten lap belts, depress push button in center of buckle.

**CAUTION:** Never use the same belt for more than one person at a time. Be sure to avoid wearing the belt in a twisted condition or pinched between the seat structural (metallic) members.



#### SEAT BELT BUZZER/LIGHT REMINDER

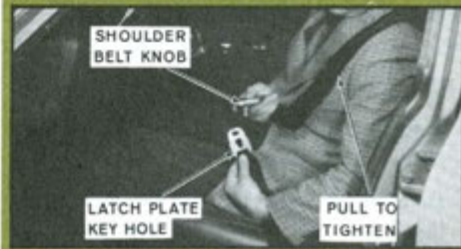
- The front outboard lap belts are linked to a buzzer and light which remind occupants to fasten seat belts.

- The buzzer and light are designed to come on when the ignition switch is on, the transmission selector is in a forward or reverse position, and either:

- The driver's lap belt is not fastened or
- Someone sitting in the right front passenger seat does not have their lap belt fastened.

*NOTE: The right front seat contains a weight detector which is designed to activate the buzzer and light whenever a nominal weight is placed on the seat. The weight detector cannot distinguish between a person and any item of luggage or cargo, therefore such items should be placed elsewhere in the car, preferably in the trunk or load compartment.*

If seat belt system or reminder system does not work as described, see your dealer for information and assistance.



#### SHOULDER BELTS

- When properly worn with a lap belt, a shoulder belt can provide important additional protection against impact with the car interior by restraining forward motion of the upper torso in a collision. This is particularly true in the case of a frontal impact, which is the most frequent type of accident.

**CAUTION:** A shoulder belt must not be worn without a lap belt or under the arm; such action could be very hazardous to the wearer in case of an accident.

- To fasten the shoulder belt, unstow it and place the knob on the shoulder belt end in the keyhole on the lap belt latch plate, then pull firmly upward to seat the knob at the narrow end of the keyhole.
- Shoulder belts are lengthened and shortened in the same manner as center seat lap belts.
- Shoulder belt should have sufficient slack to insert a fist's width between your chest and the belt. This can be



checked by inserting a clenched fist between the belt and your chest with thumb against chest and back of hand facing upward.



- When not in use, the shoulder belt may be stowed by leaving it attached to the lap belt and allowing the lap belt to rewind into its retractor. Take up remaining slack using the shoulder belt adjustment feature.
- To completely restow the shoulder belt, remove the belt knob from the keyhole. Then restow belt along roof rail.

When not in use, all loose lap and shoulder belts should be secured to reduce the danger of the metal ends striking an occupant in an accident.

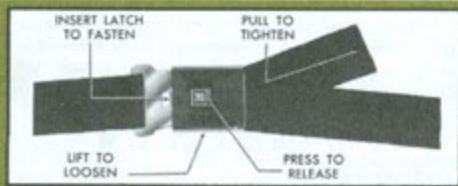
When special stowage provisions are not provided, the loose ends should be attached to each other and adjustment made to remove the slack in the belt system.

*NOTE: Passengers in the rear seat of a convertible must remove any shoulder belts BEFORE the top is lowered. Rear shoulder belts require readjustment after the top has been either lowered or raised.*

## TWO BUCKLE SYSTEM

**LAP BELTS**—After the front seat has been adjusted to the satisfaction of the driver, sit erect and well back in the seat, grasp the buckle end and the flat metal “eye” end of the individual belt assembly and position the belt across the lap as **LOW ON THE HIPS AS POSSIBLE**. Insert the metal eye into the open end of the buckle until a snap is heard. Make sure the connection is secure and, to reduce the risk of sliding under the belt, adjust it to a **SNUG FIT** by pulling on the end of the belt extending from the buckle.

**CAUTION:** Snug and low positions are essential in order that the force exerted by the lap belt in a collision will be spread over the strong hip bone structure and not across the soft abdominal area which could result in serious injury.



For non-locking retractor-equipped belts, pull the retractor half of the belt out to a solid stop to make sure the belt webbing is completely unwound from the retractor; then connect the belt and make the necessary adjustments at the buckle for proper fit. To lengthen a lap belt, place the buckle at right angles to the belt webbing and pull on the buckle. The belt should then slide easily through the buckle. To unfasten the lap belt, simply depress the push button located in the center of the buckle.



Automatic-locking lap belt retractors are provided for the added convenience of the driver and outboard front seat passenger as an extra cost option. The automatic-locking retractors take up excess webbing and lock the lap belts into position automatically after fastening.

To fasten a lap belt equipped with an automatic-locking retractor, pull the webbing across the lap in a single smooth motion far enough to permit inserting the flat metal "eye" end into the buckle. If the webbing is not initially pulled out far enough to permit buckling, release the webbing, allowing it to rewind the retractor; then webbing can be pulled out to the proper length. Once the buckle is fastened,

pull the belt firmly across the lap in the direction of the retractor to obtain a snug fit. The retractor will automatically take up the excess webbing.

**CAUTION:** Never use the same belt for more than one person at a time. Be sure to avoid: (a) wearing the belt with the webbing not fully extended from a non-locking retractor; or (b) wearing the belt in a twisted condition or pinched between the seat structural (metallic) members.

**SHOULDER BELTS**—When properly worn with a lap belt, a shoulder belt can provide additional protection against impact with the car interior by restraining forward motion of the upper torso in a collision. This is particularly true in case of frontal impacts, which are the most frequent type of accident.

Shoulder belts are fastened and unfastened in the same manner as lap belts. A shoulder belt should be adjusted to provide sufficient slack to insert a fist's width between



your chest and the belt. This can be checked by inserting a clenched fist between the belt and your chest with thumb against chest and back of hand facing upward.

**CAUTION:** Shoulder belts should be attached only to belt ends inboard of the occupant (toward center of car). Serious injury could result during an accident if the shoulder belt is attached to the outboard belt end. A shoulder belt must not be worn without a lap belt; such action could be very hazardous to the wearer in case of an accident. To help avoid improper force distribution, the shoulder belt should not be worn under the arm.

When not in use, shoulder belts should be secured in the special storage convenience provision, to reduce the danger of the metal end striking an occupant in an accident. When storage provisions are not provided, the loose end mounted on the upper structure should be fastened to the floor-mounted end, and adjusted to remove excess slack.

Passengers in the rear seat of a convertible must remove any shoulder belts **BEFORE** the top is lowered. Rear shoulder belts require readjustment after the top has been either lowered or raised.

### SEAT BELT INSPECTION AND CARE

- Periodically inspect belts, buckles, retractors, and anchors for damage that could lessen the effectiveness of the restraint system.
- Keep sharp edges and damaging objects away from belts.
- Replace belts if cut, weakened, frayed, or subjected to collision loads.
- Check that anchor mounting bolts are tight to the floor.
- Have questionable parts replaced.
- Keep seat belts clean and dry.
- Clean only with mild soap solution and lukewarm water.

- Do not bleach or dye belts since this may severely weaken belts.

**CHILD RESTRAINT**—Children in automobiles should be restrained to lessen the risk of injury in accidents, sudden stops or other hazardous situations. General Motors dealers offer restraint systems designed specifically for use with small children. In using any child seating device, read and comply with all installation and usage instructions.

All unused seat belts near the child should be stowed properly to help prevent them



from striking him in the event of a sudden stop or collision. Lap belts and shoulder belts without storage provisions should have buckles latched and belts adjusted to remove slack.

**CARS NOT EQUIPPED WITH SPECIAL CHILD RESTRAINTS**—If a child is traveling in a vehicle not equipped with a General Motors child restraint system or other safe child seating device, the following precautions should be taken:

(1) Infants unable to sit up by themselves should be restrained by placing them in a covered, padded bassinet which is placed crossways in the vehicle (widthwise) on the rear seat. The bassinet should be securely restrained with the regular vehicle seat belts. An alternate method is to position the bassinet so that it rests against the back of the front seat, again crossways in the vehicle.

(2) Children able to sit up by themselves should be placed on a seat and lap belted,

preferably in the rear seat. Never allow a child to stand or kneel on any seat. If the child cannot see out the car windows he should sit on a firm cushion with the regular lap belt restraining him at the hips. The cushion should be as firm as practical and just high enough to enable the child to look horizontally out of the car windows. The use of the cushion should be discontinued as soon as the child is old enough to see out of the car windows without it.

(3) General Motors recommends that children be restrained properly when riding. However, if unusual conditions prohibit use of restraints and require that a child must stand, he should stand on the floor directly behind the front seat. This will minimize the possibility of his being thrown from the rear compartment during a sudden stop.

### **Trailer Hauling**

Since passenger cars are designed and intended to be used primarily as passenger

conveyances, towing a trailer will affect handling, durability and economy. Maximum safety and satisfaction depends upon proper use of correct equipment and avoiding overloads and other abusive operation.

The maximum loaded trailer weight which you can pull with your Oldsmobile depends on what special equipment has been installed on your car. Oldsmobile does not recommend towing any trailer unless the car is properly equipped. Information on trailer hauling capabilities, special equipment required, and optional equipment offered by Oldsmobile is available from your Oldsmobile Dealer or by writing to Oldsmobile Division, Customer Service Dept., Lansing, Michigan 48921.

Usage of bumper hitches is not recommended; however, rental installations may be made if in accord with proper installation and usage instructions of a reputable trailer rental agency.

To assist in attaining good handling of the car-trailer combination, it is important that

the trailer tongue load be maintained at approximately 10% of the loaded trailer weight. Tongue loads can be adjusted by proper distribution of the load in the trailer, and can be checked by weighing separately the loaded trailer and then the tongue.

When towing trailers, tires should be inflated to the "standard" inflation pressures shown on the placard affixed to the inside of the glove box door. The allowable passenger and cargo load, also shown on the same placard, is reduced by an amount equal to the trailer tongue load on the trailer hitch.

**MAINTENANCE**—More frequent vehicle maintenance is required when using your car to pull a trailer. Change the:

- Automatic transmission fluid each 12,000 miles,
- Rear axle fluid each 12,000 miles,
- Engine oil each 60 days or 3,000 miles, whichever occurs first,

- Positive crankcase ventilation valve each 12 months or 12,000 miles, whichever occurs first.

**BREAK-IN SCHEDULE**—In addition to the new car break-in instructions in this manual, it is recommended that your new Oldsmobile be operated for 500 miles before trailer towing. If it is necessary to tow during this period, avoid speeds over 50 MPH and full throttle starts. The same precautions should be observed whenever a new engine, transmission or axle is installed in your car.

**CAUTIONS:** (1) A frame mounted load equalizing hitch with sway control of sufficient capacity is required for trailers over 2,000 lbs. loaded weight.

(2) Do not use Axle-mounted hitches. They can cause damage to the axle housing, wheel bearings, wheels or tires.

(3) Trailer brakes are required on trailers over 1,000 lbs.

(4) Do not tap into the car's hydraulic brake system if operation of the trailer

brake system requires more than 0.02 cubic inch of fluid displacement from the car's master cylinder. The car's master cylinder fluid capacity will not be sufficient to operate both car and trailer brakes under all conditions of use if more than 0.02 cubic inch of fluid displacement is required.

(5) Whenever a trailer hitch is removed, be certain to have any mounting holes in the underbody properly sealed to prevent possible entry of exhaust fumes, dirt or water.

## Operation In Foreign Countries

If you plan to operate your Oldsmobile outside the continental limits of the United States or Canada, there is a possibility that the best fuels available are so low in anti-knock quality that excessive knocking and serious engine damage may result from their use. To minimize this possibility, write to Oldsmobile Division, Service Department, Lansing, Michigan, 48921, giving:



- The compression ratio and cubic inch displacement of the engine (obtain from your Dealer).
- The vehicle identification number (on plate on instrument panel ahead of the steering wheel and visible through the windshield, or from registration slip or title).
- The country or countries in which you plan to travel.

You will be furnished details of adjustments or modifications which should be made to your engine at your Oldsmobile Dealership prior to your departure. Failure to make the necessary changes to your car and subsequent operation under conditions of continuous or excessive knocking constitutes misuse of the engine for which the Oldsmobile Division is not responsible under the terms of the Oldsmobile New Vehicle Warranty. After arriving in a foreign country, determine and use the best fuels available.

## STARTING AND OPERATING

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### Engine Exhaust Gas Caution (CARBON MONOXIDE)

Avoid inhaling exhaust gases because they contain carbon monoxide, which by itself is colorless and odorless. Carbon monoxide is a dangerous gas that can cause unconsciousness and is potentially lethal.

If at any time you suspect that exhaust fumes are entering the passenger compartment, have the cause determined and corrected as soon as possible. If you must drive under these conditions, drive only with *all* windows *fully* open.

The best protection against carbon monoxide entry into the car body is a properly maintained engine exhaust system, car body and body ventilation system. It is recommended that the exhaust system and body be inspected by a competent mechanic:

- Each time the vehicle is raised for oil change.
- Whenever a change is noticed in the sound of the exhaust system.
- Whenever the exhaust system, underbody or rear of the vehicle is damaged.

See the Safety Checks section of this manual for inspection procedure.

To allow proper operation of the car's ventilation system, keep front ventilation inlet grille clear of snow, leaves or other obstruction at all times.

## SITTING IN A PARKED CAR WITH ENGINE RUNNING FOR AN EXTENDED PERIOD IS NOT RECOMMENDED.

Do not run engine in confined areas such as garages any more than needed to move vehicle in or out of area. When vehicle is stopped in an UNCONFINED area with the engine running for any more than a short period, adjust heating or cooling system to force outside air into car as follows:

1. On cars not equipped with air conditioning, set fan to medium or high speed and upper control lever to any position except OFF.
2. On cars equipped with air conditioning, set fan to medium or high speed, and upper control lever to any position except OFF.

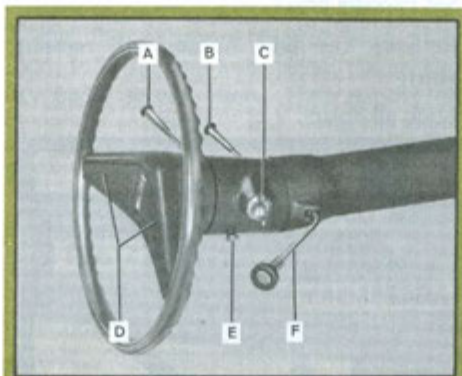
The trunk lid should be closed while driving to help prevent inadvertently drawing exhaust gases into the car. It is unwise to drive at high speeds for long

durations with the trunk lid open. However, if for some reason the trunk must remain open for a period while moving, or electrical wiring or other cable connections to a trailer must pass through the seal between trunk lid and body, the following precautions should be observed:

- Close all windows.

- Adjust heating or cooling system to force outside air into car as described in items 1 and 2 above but with fan set at high speed.
- On cars equipped with outside air vents in or under instrument panel, open vents fully.

## A—Steering Column Controls



- A — Turn Signal Lever
- B — Tilt-Away Steering Wheel Lever
- C — Ignition Switch
- D — Horn Blower Pad
- E — Hazard Warning Flasher Button
- F — Transmission Selector Lever

## Anti-Theft Steering Column Lock

The anti-theft lock, located on the right side of the steering column, has five positions:

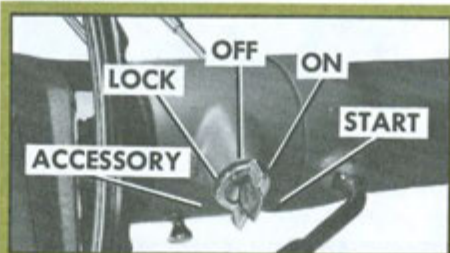
- **Accessory**—Permits operation of electrical accessories when the engine is not running. To engage, push key in and turn toward you (counterclockwise).
- **Lock**—Normal parking position. Locks ignition and provides added theft protection by preventing normal operation of steering wheel and shift controls. Key cannot be returned to “lock” position and removed until transmission is placed in “park” (automatic transmission models) or in reverse on manual transmission models.
- **Off**—Permits turning engine off without locking steering wheel and shift controls.
- **Run**—Normal operating position.
- **Start**—Permits engagement of starter.

*NOTE: The anti-theft steering column lock is not a substitute for the parking brake. Always set the parking brake when leaving the car unattended.*

## PARKING

When leaving your car unattended,

- Place automatic transmission selector in Park (Reverse for manual transmission).
- Turn key to LOCK position.
- Set Parking brake.
- Remove key (the buzzer will remind you).
- Lock all doors.



## Starting the Engine

### AUTOMATIC TRANSMISSION MODELS

1. Apply the foot brake.
  2. Place transmission selector in “P” or “N” (“P” preferred). A starter safety switch prevents starter operation while the transmission selector is in any drive position. (If it is necessary to re-start the engine with the car moving, place the selector lever in “N”).
  3. Depress accelerator pedal and activate starter as outlined below for different conditions.
- **Cold Engine**—Fully depress accelerator pedal and slowly release. **With foot off the pedal**, crank the engine by turning the ignition key to the “Start” position—release when engine starts.

If engine starts, but fails to run, repeat this procedure. When engine is running smoothly (approximately 30 seconds),



the idle speed may be reduced by slightly depressing the accelerator pedal and then slowly releasing.

**CAUTION:** Extensive running of engine (5 minutes or more) without depressing accelerator pedal, could cause damage to engine exhaust system due to overheating.

- **Warm Engine**—Depress accelerator pedal about **halfway** and hold while cranking the engine.
- **Extremely Cold Weather** (Below 0°F.) or **After Car Has Been Standing Idle Several Days**—Fully depress and release accelerator pedal two or three times before cranking the engine. **With foot off the accelerator pedal**, crank the engine by turning the key to the "Start" position and release when engine starts.

## MANUAL TRANSMISSION MODELS

1. Apply the parking brake.

2. Hold clutch pedal to the floor throughout the starting procedure. A starter interlock prevents starter operation when the clutch is not fully depressed. (Select the proper gear position before releasing the clutch pedal.)
3. Operate accelerator pedal and starter as outlined in Step 3 (under Automatic Transmission Models).

## IF ENGINE FAILS TO START

Using the appropriate procedure above, first, fully depress and release the accelerator pedal several times. Then remove foot from the accelerator and crank the engine.

- If the engine still does not start, fully depress the accelerator pedal and hold to the floor while cranking the engine.
- If the engine has been flooded with gasoline it may start to run but not have enough power to keep running. In that case, continue cranking with the accelerator fully depressed until the engine

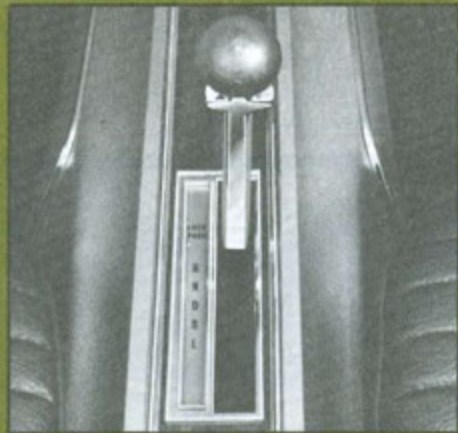
clears itself of excess gasoline and runs smoothly.

## Automatic Transmission

The shift indicator is located on the instrument panel just above the steering column and the selector lever on the right side of the steering column. On models with consoles, the shift indicator and selector lever are located on the console control panel. When shifting to "Park," "R," "S," or "L" position with the console shift, the ball on the shift lever must be depressed.



- **"Park"**—A positive transmission lock when parking or while starting the engine. Pull the selector lever towards you (column shift) or press the button on selector lever (console shift) to select or release this position. Never move the selector lever to "Park" position unless the car is completely stopped.



- **"R" Reverse**—For backing the car. Bring the car to a complete stop before moving the selector lever into reverse.
- **"N" Neutral**—The out-of-gear position. It is provided for starting a stalled engine while the vehicle is in motion and for running the engine while standing with the brakes applied. Do not coast in neutral.
- **"D" Drive Range**—The driving range for normal city and highway driving. This position permits the transmission to operate through its complete range of gear ratios and to select the proper ratio for road and load conditions.
- **"S" Super Range**—Used when super performance is needed for increased acceleration in traffic, hill climbing or "engine braking" downhill. The selector lever may be moved from "D" to "S" and vice versa, under most operating conditions. "Super" should not be used at speeds above 75 mph.

- **"L" Low**—For heavy pulling through mud or sand and for "engine braking" when descending steep hills. The selector lever may be moved to "L" position at any speed but the transmission will only shift automatically into low range when car speed is under approximately 40 mph. The transmission will not upshift from low range as long as the selector lever is in "L" position.

**CAUTION:** Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear. Under such conditions, use the brakes sparingly to prevent them from overheating which reduces brake effectiveness.

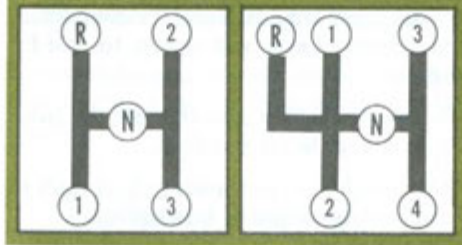
- **Forced Downshift**—When quick power or acceleration is desired to pass moving vehicles or to climb steep grades at speeds between approximately 35 and 65 mph, the transmission can be downshifted by depressing the accelerator pedal completely to the floor. It is also possible to obtain a forced downshift in "Drive" range at speeds under 35 mph

by depressing the accelerator pedal part way down.

#### **Freeing Car from Sand, etc.**

If it becomes necessary to rock the car to free it from sand, mud or snow, move the selector lever on automatic transmission models from "D" to "R" in a repeat pattern while simultaneously applying moderate pressure to the accelerator. (On standard transmission models, move gear shift lever from second to reverse gear.) Do not race engine. For best possible traction, avoid spinning wheels when trying to free the car. The use of AC Liquid Tire Chain is recommended for temporary assistance when traction is lost on ice or snow.

**CAUTION:** Wheel spin should not exceed 35 mph as indicated on the speedometer. Unless care is taken in limiting wheel spin, one spinning wheel can reach excessive speeds, resulting in possible tire disintegration or differential failure, which could cause personal injury or extensive vehicle damage.



### **Manual Transmissions**

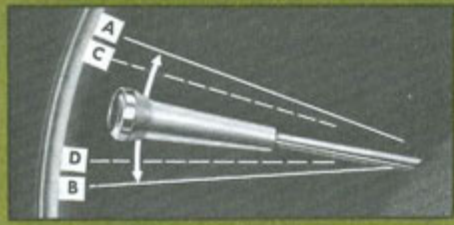
- **Three-Speed**—All forward gears on the Oldsmobile 3-speed manual transmission are fully synchronized. This transmission is shifted through the standard "H" pattern as shown in the illustration. Before shifting into any gear, depress the clutch pedal and then shift into the desired gear. In first and reverse gears, release the clutch pedal slowly while simultaneously depressing the accelerator pedal. In second and third gears, release the clutch a little faster. This reduces the wear on the clutch and provides smoother operation.

- **Four-Speed**—The four-speed fully-synchronized manual transmission is optional equipment. It has four synchronized forward speeds and one non-synchronized reverse speed with a shift pattern as shown. For actual shifting procedure, follow instructions given for three-speed manual transmission. When shifting into reverse gear, a slight additional side pressure is required on the shift lever to move it to the reverse position.

#### **OPERATING CAUTIONS:**

1. Do not "speed shift," allow time between shifts for the transmission synchronizers to coordinate.
2. Do not use second, third or fourth gear to accelerate from a stop.
3. Always place gear selector in neutral and set the foot brake when starting the engine.





## Turn Signals and Lane Change Feature

Whenever a right or left turn is contemplated or when pulling away from the curb, use the turn signals.

**FULL TURN**—For normal full turns, move the turn signal lever to position “A” for right turn and “B” for left turn. Lever will remain in position without manual effort until the turn is completed, then cancel automatically.

**LANE CHANGE**—Move lever to the detent position “C” for change to right lane or to “D” for change to left lane. Hold lever in

position until lane maneuver is completed, then release. Lever will return to “OFF” position.

- When turn signals are actuated, the front side marker lights also flash.
- Green lights on instrument panel flash to indicate operation of turn signals.

## Cruise Control

Oldsmobile Cruise Control (Optional at extra cost) is an automatic speed control system, which allows the driver to accurately control his speed over a wide range of operating conditions. Within engine limitations, a speed of 30 miles per hour or higher can be accurately held, thus increasing comfort and economy on turn-pikes, expressways and other non-congested highways.

The “ON-OFF” switch is located on the left instrument cluster. The engagement



button is located in the end of the turn signal lever.

- **To operate**—Turn the Cruise switch to the “ON” position, accelerate the vehicle to the desired speed and momentarily push in the engagement button. Take your foot off the accelerator and this speed will be maintained up or down hill.

*NOTE: For passing you can increase your speed by depressing the accelerator pedal. When you remove your foot from the pedal, the car will slow down to the cruising speed prior to the acceleration.*

- **To Reset at a Faster Car Speed**—Accelerate car to the desired higher speed. Fully depress the engagement button to the stop and release slowly.
- **To Reset at a Slower Car Speed**—Depress the engagement button fully and HOLD. Allow car to decelerate. When car reaches the desired speed, release the engagement button slowly.
- **To Disengage**—Apply the brake pedal, or turn the switch off.

**CAUTION:** With the Cruise Control engaged, releasing the accelerator pedal does not permit engine speed to return to idle. Do not use the Cruise Control when conditions do not warrant maintaining a constant speed, such as in heavy or varying traffic, or on winding or slippery roads.

## Hazard Warning Flasher

For operation of hazard flasher, see Section 4, "In Case of Emergency" in this booklet.

## Power Steering

If the steering system power assist fails due to some malfunction, or because the engine has stalled, the car can still be steered. However, much greater effort is required, particularly in sharp turns.

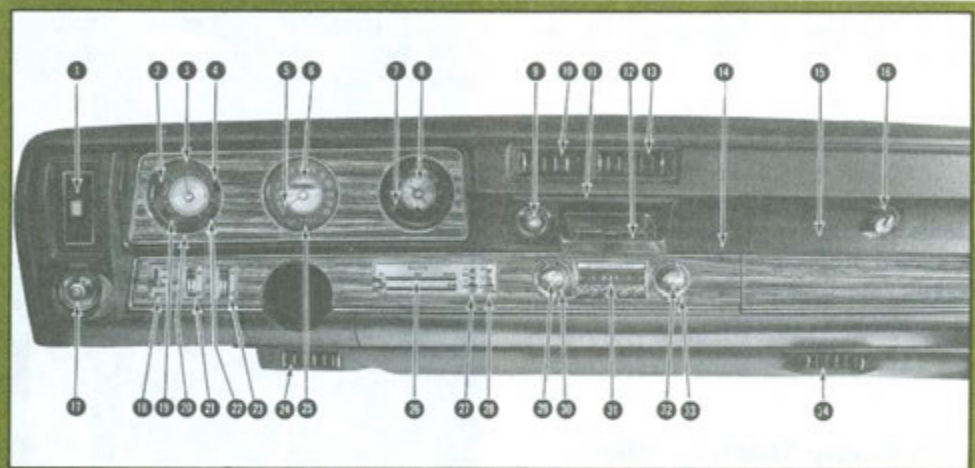
## Tilt-Away Steering Wheel

The Tilt-Away steering wheel (optional equipment) can be tilted up above normal position to provide additional room for entrance and exit as well as selected driving positions at or below normal height.

The tilt mechanism is operated by lifting up on the small control lever on the left side of the steering column just below the directional signal lever, moving the steering wheel to the selected position, and releasing the lever.



## B—Instrument Panel—Instruments and Controls



The instruments, gauges and warning lights, which are conveniently grouped in the instrument panel, are designed to give the operator important information on the car's performance.

*REMINDER: A good driver familiarizes himself with the controls of any automobile BEFORE operating it.*

1. Air Conditioning Outlet
2. Brake System Warning Indicator
3. Fuel Gauge
4. Engine Temperature (HOT) Indicator
5. Speedometer
6. Odometer
7. Engine Tachometer
8. Electric Clock
9. Cigar - Cigarette Lighter
10. Left Center Air Conditioning Outlet
11. Ash Tray Door
12. Ash Tray
13. Right Center Air Conditioning Outlet
14. Courtesy Light Switch
15. Glove Box Door
16. Rotary Glove Box Lock and Latch
17. Driving and Dome Light Switch
18. Windshield Wiper and Washer Switch
19. Charging System Indicator
20. Seat Belt Warning Light (When Equipped)
21. Cruise Control ON - OFF Switch
22. Oil Pressure Warning Indicator
23. Conv. Top or S/W Rear Window Switch
24. Left Lower Air Conditioning Outlet
25. Automatic Transmission Shift Indicator
26. Heater or Air Conditioning Controls
27. Fan Control Switch
28. Rear Window Defogger Switch
29. Radio ON - OFF and Volume Control
30. Radio Tone Control
31. Radio Dial and Station Selector Buttons
32. Radio Manual Station Selector
33. Rear Seat Speaker Fader Control
34. Right Lower Air Conditioning Outlet





1. Brake System Warning Light
2. Fuel Gauge
3. Engine Temperature Indicator
4. Charging System Indicator
5. Seat Belt Warning Light  
(When Equipped)
6. Engine Oil Pressure Indicator

## Brake System Warning Light

The service brake system is designed so that half of the brake system will provide some braking action in the event of a hydraulic leak in the other half of the system. If the red warning light located on the instrument panel, glows when the ignition is on and after the brakes have been firmly applied, it may indicate that there is a malfunction in one half of the brake hydraulic system. On cars equipped with front drum brakes, the light will go out when foot is removed from brake pedal.

- As a check on bulb condition, the light should glow with the parking brake applied and the ignition on. (Light is also a reminder to release parking brake).
- Have system repaired if light does not come on during check.
- This warning light is not a substitute for

the visual check of brake fluid level required as part of normal maintenance.

### IF THE LIGHT GLOWS RED:

- The parking brake control is not fully released or,
- The service brake system is partially inoperative.

### WHAT TO DO:

1. Check that the parking brake is released. If it is . . .
2. Pull off the road and stop, carefully -- remembering that:
  - Stopping distances may be greater.
  - Greater pedal effort may be required.
  - Pedal travel may be greater.
3. Try out brake operation by starting and stopping on road shoulder -- then:
  - If you judge such operating to be safe,

proceed cautiously at reduced speed to nearest dealer for repair, or

- Have car towed to dealer for repair.
- Continued operating of the car in this condition is dangerous.

### **Fuel Gauge**

This gauge shows the approximate fuel level in the tank. ONLY with the ignition in the "ON" position will the pointer indicate the fuel level. Approximately 2 gallons of fuel remain in the tank when the fuel gauge shows empty.

### **Engine Temperature**

A red signal light "HOT" will appear momentarily when starting the car to let you know that it is operating. The only other time the "HOT" light should appear is when the engine reaches an abnormally high temperature. If this happens, the

engine should be stopped immediately and the cause determined and corrected.

### **Charging System**

A red light "GEN" will appear with the ignition key in the "ON" position and the engine not running. This light lets you know the warning signal is operational.

Should the light fail to come on, see your Oldsmobile Dealer. When the engine is started, the warning light should go out. In certain types of malfunction, the red light will come on with the ignition "OFF" or with the engine running. Should this happen, see your Oldsmobile Dealer. The warning light will not indicate all types of charging malfunctions. Therefore, if the starting motor turns the engine slower than normal, have the cause determined promptly.

### **Seat Belt Warning Light**

This light is included with a buzzer on cars equipped with the One Buckle Seat Belt system. On cars equipped with a Rallye Pack, the "FASTEN SEAT BELT" warning light is located on the top of the center instrument panel. For operation, refer to the Occupant Restraint Belt section.

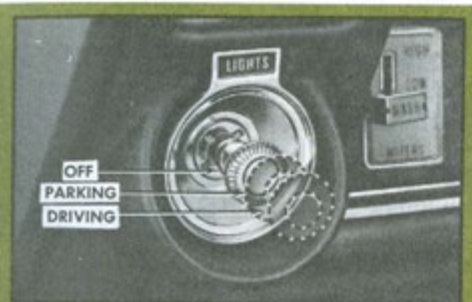
### **Engine Oil Pressure Light**

A red light "OIL" will appear when the ignition is turned "ON," informing you that the warning light is operational. When the engine starts and oil pressure builds up, the light will go out. Should the light go on while driving, stop the engine immediately and check the cause for the low oil pressure. This could be the result of dangerously low oil level in the crankcase (below the ADD mark on the oil gauge rod). Driving the car with low oil pressure can cause extensive engine damage.

## Headlight, Instrument Panel Light Switch

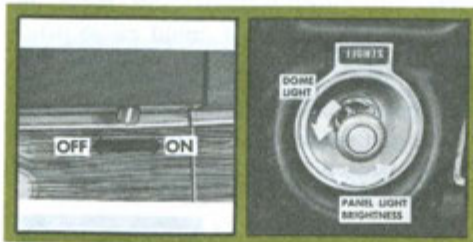
The headlight switch, located at the lower left end of the instrument panel, operate as follows:

- (1) Pulling the switch halfway out provides parking lights, instrument panel lights, tail lights and side marker lights.
- (2) Pulling the switch all the way out provides all driving lights which includes headlights, parking lights, side marker



lights, tail lights and instrument panel lights.

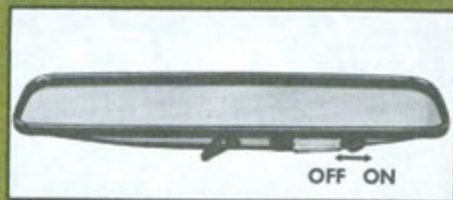
- (3) To dim instrument panel lights, turn switch knob clockwise.



## Courtesy and Dome Lights

The courtesy lights will come on automatically when the front doors are opened.

The dome light and courtesy lights are controlled by the headlight switch. Turning this switch fully counterclockwise will turn the light on.



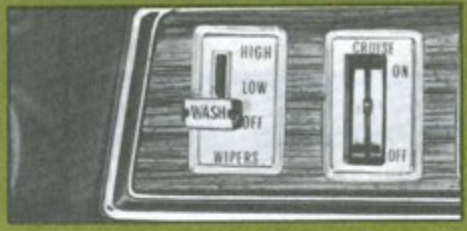
## Map Light

This convenience feature (optional at extra cost) enables the driver to obtain light where he needs it simply by sliding the light switch to the right. The ignition lock must be in the "ON" or "ACCESSORY" position for the light to operate.

## Windshield Washers and Wipers

The windshield wiping system operates at two speeds and is designed to wipe clear designated areas of the windshield under most inclement weather conditions. The





windshield wipers work electrically and are not affected by engine operation. When the control lever is moved to the "LOW" position, the wiper operates at the lower speed.

Full speed is obtained by moving the lever to the "HIGH" position. By depressing the washer button as shown, the windshield washers spray a solution on the windshield and wipers automatically start operating.

When the washing action is completed, the wipers are turned off by the wiper control lever. Wiper blades are properly positioned when the blade tips do not touch the lower or side moldings of the windshield while the wipers are in operation.

- Check washer fluid level regularly — do it frequently when the weather is bad.
- Use a fluid such as GM OPTIKLEEN to prevent freezing damage, and to provide better cleaning.
- Do not use radiator anti-freeze in windshield washer; it could cause paint damage.
- In cold weather, warm the windshield with defrosters before using washer — to help prevent icing that may seriously obscure vision.

### Speedometer and Odometer



The speedometer, indicates the forward speed of the car in miles per hour. The odometer or mileage recorder registers the accumulated mileage the car has been driven.

### Electric Clock



The electric clock (optional equipment) is automatically regulated to compensate for lost or gained time whenever the clock is reset. If the clock is running fast, set the hands back (counterclockwise); if running slow, set hands forward (clockwise). Several resettings, several days apart, may be needed to properly adjust the clock mechanism for any major correction.

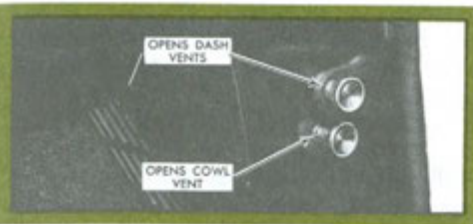
### Ventilation

(Without Air Conditioning)



On cars equipped with single vent controls, outside air can be admitted directly into

the car through vents located on the right and left cowl side panels. The vents are individually controlled by pull knobs located just below the bottom right and left sides of the instrument panel.



On cars equipped with dual vent controls (standard on certain body styles), outside air may be admitted to the passenger compartment through outlets in the instrument panel independently from the cowl side panel outlets. For upper level ventilation, pull the upper vent control knobs located at the lower ends of the instrument panel. The louvered outlets directly above the control knobs are adjustable to direct air to the right or left. The center instrument

panel outlet is for appearance only and is not functional. The lower vent knobs control the amount of air flow through the two outlets in the cowl side panels for lower level ventilation. Both upper and lower level ventilation may be obtained simultaneously or separately.

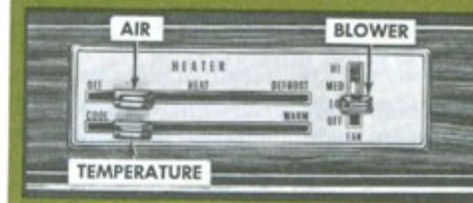
*NOTE: See Engine Exhaust Gas Caution at the beginning of this Section.*

## Heating and Defrosting

(Without Air Conditioning)

Two levers, for air (upper) and temperature (lower), located in the heater control panel to the right of the steering column, provide maximum regulation and distribution of heated air in the passenger compartment.

**FOR HEATING**—The air control lever must be moved to the “HEAT” position. The temperature control regulates the degree of heat as it is moved to the right.



**FOR DEFROSTING**—Move the air control lever to the “DEFROST” position. When the air control lever is at the extreme right position, about 90% of the air will flow through the defroster outlets and 10% to the passenger compartment through the heating outlets.

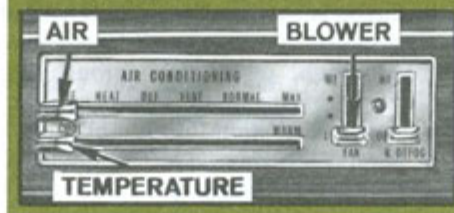
- Clear snow and ice from hood and air inlet in front of windshield to improve heater and defroster efficiency and reduce the probability of fogging on inside of windshield.
- Clear windshield, rear window, outside

mirrors and all side windows of ice and snow before driving vehicle.

- Operate blower on "HIGH" for a few seconds before moving the vehicle, to clear the intake ducts of snow.

**TO CONTROL THE BLOWER**—Forced air for heating or defrosting may be obtained by moving the fan switch lever upward which is located to the right of the sliding lever controls. The first upward position is low. The second is medium and the top position is "HI." For maximum heat in the rear seat area, put the fan on "HI," move the air control to "HEAT" and the temperature control to the extreme right, close the windows and make certain the space under the front seat is clear of any obstructions.

**TO TURN THE SYSTEM OFF**—Move the air lever to the extreme left, which is the "OFF" position, and move the blower switch to "OFF."



### Heater-Air Conditioner

The heating and defrosting controls of this optional system are combined with the air conditioning controls in a panel located to the right of the steering column.

**CONTROLS**—Sliding lever controls provide desired temperature comfort at your fingertips. For ease of operation, the controls are combined with heating controls in the same panel.

**DASH OUTLETS**—At the right and left ends of the instrument panel are air outlets

which may be swiveled to the desired position. The air from these outlets may be shut off by closing the outlet louvers. At the center of the instrument panel are dual adjustable air outlets, each having independent adjustments. Two additional outlets in the valance just below the dash panel provide added air flow and lap cooling.

**FOR HEATING**—Move the air control lever to the notched position directly under the word "HEAT". This allows





100% outside air to enter the heating system. To warm the air to the temperature you want, move the temperature control lever to any position between "COOL" and "WARM." This permits the proper mixture of heated air and outside air to enter the passenger compartment through the heating outlets.

**FOR DEFROSTING**—Set the temperature lever to obtain the air temperature you want. Move the air lever to the "DEFROST" position. This directs about 90% of the heated air to the windshield through the defroster outlets and 10% to the passenger compartment through the heating outlets.

**FOR HUMIDITY CONTROL**—The compressor will operate in "DEF", "NORMAL" or "MAX" position whenever the outside temperature is above (32°F) freezing. The compressor will not operate in the "OFF", "HEAT", and "VENT" positions.

**TO CONTROL THE BLOWER**—Move the blower control lever to one of four positions: "LO," 1, 2, or "HI." These four blower speeds can be used for heating, defrosting and ventilation.

**TO TURN HEATING SYSTEM OFF**—Move the air control lever to the "OFF" position.

**FOR COOLING**—Move the air (upper) control lever to the "NORMAL" position. This allows 100% outside air to enter the cooling system. Or move the air lever to the "MAX" (maximum) position for a mixture of about 80% recirculated and 20% outside air. Use the "VENT" position to induce outside air (without refrigeration) during mild weather. For maximum cooling, move the temperature (lower) lever to the "COOL" position. The cooled air is delivered to the passenger compartment through the air conditioner outlets. To temper the cool air, move the temperature lever to any position between

"COOL" and "WARM". This permits cool air to mix with heated air and enter the passenger compartment at the desired temperature through the air conditioner outlets. During cool, rainy weather use one of the two higher blower speeds and move the air lever to "NORMAL" to discourage window fogging. Adjust the temperature lever to maintain comfort.

*NOTE: A protective device installed on all air condition equipped cars will turn the compressor off should the system leak refrigerant, thus avoiding possible costly repair and inconvenience to the owner.*

**FAN OPERATION DURING COOLING**—Under most conditions, adequate cooling may be obtained with the "LO" or one of the two medium fan speeds. Maximum cooling will result when the fan switch is in the "HI" position and the temperature control moved all the way to the left.

**TO TURN COOLING SYSTEM OFF**—Move the air control lever to the extreme left which is the "OFF" position.

## Rear Window Defogger



**HEATED REAR WINDOW**—The electric rear window defogger (optional equipment) consists of a heating element fused to the inside of the glass. The unit is operated by a switch on the instrument panel and functions only in the ON position. A small light in the control switch illuminates whenever the heated rear window is operating.

*NOTE: The system is designed to warm the rear window sufficiently to clear fog. The window surface may not feel warm to the touch. Do not clean the inside surface by scraping because damage to the element could result. Avoid placing decals or stickers on the inside of the window because removal may require scraping.*

**BLOWER-TYPE DEFOGGER**—The rear window blower type defogger (available as

a Dealer installed option) provides for rapid defogging of the rear window. The blower control switch, located on the instrument panel, manually controlled, may be set either to the high or low position depending upon the amount of airflow needed.

*NOTE: On vehicles equipped with air conditioning, the blower will not operate at full speed in the "HI" position when the rear defogger is in operation.*

## Radios and Equipment

Oldsmobile offers (as optional equipment) three transistorized radios, Deluxe, AM-FM Monaural and AM-FM Stereo, which play instantly when turned on. All sets have the following controls:

**CONTROL KNOBS**—The left knob operates the "ON-OFF" switch and the volume control, while the ring behind the left knob controls the tone. Manual tuning is accomplished by turning the right hand knob.

**ADJUSTING PUSH BUTTONS**—The push buttons are adjusted as follows:

1. Turn on the receiver.
2. Select a push button for the desired station and pull out as far as it will go.
3. Tune in the desired station manually.
4. Push the selected button to its maximum "in" position in order to lock it.
5. Proceed in the same manner for the remaining stations.
6. A station setting may be changed at any time by repeating the foregoing procedure.



**DELUXE RADIO**—The Deluxe radio is an all transistor unit that plays immediately

when turned on. Its operation is simplified with two control knobs and five pre-set station push buttons.

**AM/FM MONAURAL RADIO**—In addition to providing standard AM reception, this set permits you to receive clear static-free FM broadcasts. Move the slide bar, above the radio dial, to the right or left to select AM or FM reception. All other controls remain the same as described for Push Button radios.



**AM-FM STEREO RADIO**—The AM-FM Stereo radio, provides a selection of AM-FM monaural or FM stereo reception. The AM or FM frequency band may be selected by sliding the control switch (located immediately above the radio dial) to the

right or left. The type of reception selected is indicated by the letters AM and FM. (Follow the procedure for push button tuning adjustment.)

FM reception, to a great degree, is free from atmospheric static and man-made interference such as neon lights, power lines, ignition systems, etc. Normal FM reception should be almost noise-free unless the radio is tuned to a very weak station in the fringe area. It may be necessary, while driving, to manually retune FM stations slightly to maintain peak reception. The stereophonic feature is pre-set at the factory for balance and correct separation of sound. An indicator light on the center of the dial (marked STEREO) comes on only when an FM stereo station is selected. It is also important that your front and rear speakers be properly balanced for the best stereo effect. The balance is adjusted by using the rear seat speaker knob. Stereophonic reception is possible only when the station is trans-

mitting stereo even though the "STEREO" light is on.

### **Rear Seat Speaker**



With this optional equipment the ring behind the right knob on the radio panel enables you to blend or modulate the volume of the front and rear seat speakers. As the control is turned to the right, the volume from the rear speaker is decreased. Turning the control to the left causes the reverse. With the word "SPEAKER" in the top position, the volume is approximately equal at the front and rear speakers.

### **Stereo Tape Player**

The optional stereo tape player provides pre-recorded stereo music for your enjoyment. It utilizes a 4-channel, 8-track tape pack and the front and rear radio speakers.



(The radio does not have to be on.) All tape player controls are contained within the unit. A pilot light on the player indicates when the player is in operation.

To play the tape unit, the ignition switch must be in the "ON" or "ACC" position. Insert the tape pack in the slot (label side up) and engage fully. The player controls should then be adjusted as follows:

1. Program Selector—push the program bar to select the desired program number. Individual songs or arrangements cannot be selected, as there may be more than one on each numbered program.
2. Volume and Tone Knobs—adjust as desired.



3. Balance Knob—for the best stereo effect, the balance between the front and rear speakers may be controlled by turning the knob to the left or right as required.

To avoid damage to your tape packs, never leave one engaged in the player when not in use. Store tapes in a cool, dry and clean place, out of the direct sun light and with the open end of the pack up.

### **Mobile Radio Transmitters**

Mobile radio transmitting equipment is subject to Federal Communications Commission regulations and must be installed by a qualified radio technician. The specific installation instructions for radio transmitters will vary depending upon the radio equipment used. Mobile telephone equipment installed by your local telephone company, citizens band radios and electronic garage door openers will not adversely affect vehicle operation. In the event any other type of mobile radio

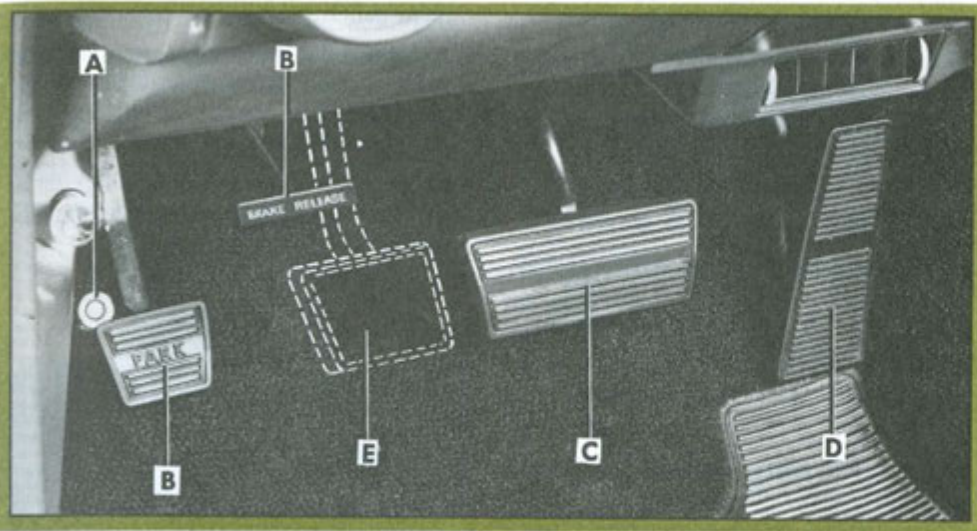
transmitter is to be installed, further instructions are required so that vehicle operation will not be adversely affected. Contact Oldsmobile Division, Service Department, Lansing, Michigan, 48921.

### **Power Trunk Lid Release**



The control button for this optional item is located behind the glove box door. Pushing the button electrically releases the trunk lid latch and allows the trunk lid to swing open. The control can be operated at all times with or without the engine running. The control works independently of the conventional key-opening operation and will not interfere with its function. Locking the glove box door prohibits access to the trunk lid control, should the trunk contents need this protection.

## C—Floor Controls



- A. Headlight Dimmer Switch
- B. Parking Brake Foot Pedal and Release Lever
- C. Service Brake Pedal
- D. Accelerator Pedal
- E. Clutch Pedal (Manual Transmission only)

## Braking Systems

The service brake system is designed for braking performance under a wide range of driving conditions even when the vehicle is loaded to its full rated vehicle load.

**CAUTION:** Driving through deep water may affect brake performance. Applying brakes lightly will indicate whether they have been affected. Brakes are wet if vehicle does not slow down at the usual rate. To dry them quickly, lightly apply the brakes while maintaining a slow forward speed with an assured clear distance ahead until brake performance returns to normal.

## Power Brakes

- On Oldsmobiles with power brakes, two or more brake applications can be made using reserve power, if power assist to

the brakes is interrupted due to a stalled engine or some malfunction.

- If the brake pedal is held down, the system is designed to bring the car to a full stop on reserve power. However, the reserve power is partially depleted each time the brake pedal is applied and released.
- When reserve power is exhausted, the vehicle can still be stopped by applying greater force to the pedal.

*NOTE: "Riding the brake" by resting your foot on the brake pedal when not intending to brake can cause abnormally high brake temperatures, excessive lining wear and possible damage to the brakes.*

## Automatic Brake Adjusters

- Brakes on this car (except for the parking brake) are self-adjusting, designed to eliminate periodic brake adjustments.

- Drum brake adjustment is made automatically as the brakes are applied while car is moving backwards.
- Disc brake adjustment is made automatically with each brake application.
- If excess brake pedal travel develops, drive alternately backward and forward and apply brakes firmly several times in each direction.
- See your dealer if normal pedal travel is not restored, or if there is a rapid increase in pedal travel, which could be a sign of other brake trouble.

## Parking Brake

- To set parking brake, fully depress foot pedal at far left side.
- For maximum holding power, depress regular brake pedal with the other foot at the same time.

- To release parking brake, pull "BRAKE RELEASE" lever on lower left instrument panel.
- As a reminder, the brake system warning light is designed to glow whenever the parking brake control is not fully released, and the ignition is on.
- Never drive car with parking brake set as this may overheat or otherwise damage rear brakes.

*REMINDER: Brake linings should be inspected for wear by a qualified mechanic in accordance with recommendation specified in the maintenance schedule. More frequent inspections should be made if driving conditions in your area, such as traffic or terrain, or techniques of individual drivers result in frequent brake applications. Your Oldsmobile dealer is best qualified to advise you as to how often this inspection should be performed. When brakes require relining, use those Genuine General Motors Parts specified for your car, and Delco fluid as required.*



## Headlight Dimmer Switch

To obtain high or low beam headlights, push the foot dimmer switch located on the floor below the parking brake. A blue light in the upper center of the speedometer cluster appears when you are driving on high beam.



For better night driving vision and for compliance with regulations of certain states, it is recommended that the headlights be checked periodically for proper aim and adjusted if necessary. Whenever the headlamp is replaced the aim should be checked. Adjustment can be made without removing the headlamp rim.

## D—Other Controls and Features



### Glove Box Door Latch

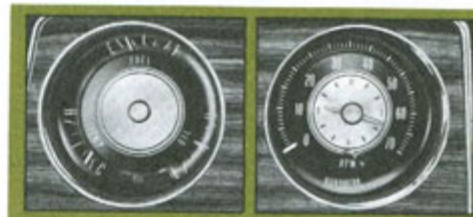
The glove box door is opened by turning the door knob clockwise. It latches automatically when closed firmly. The oval headed key will lock the door when the key is inserted and turned counterclockwise.

For protection of the front seat passenger, the glove box door should be kept in the closed position whenever the car is in motion.

### Rallye Pack

Oldsmobile's Rallye Pack (optional equipment) is a group of precision instruments

mounted in two clusters. The functional instruments included in this unit are: (1) the generator light, (2) temperature gauge, (3) oil pressure gauge, (4) tachometer and clock. With the One Buckle Safety Belt System, the seat belt warning light will be mounted on top of the center instrument panel.



**GENERATOR LIGHT**—Glows when the ignition switch is turned on, but goes off when the engine is started. If the "Gen" light ever goes on with the engine running (even at idle) the charging system should be checked as soon as possible to prevent

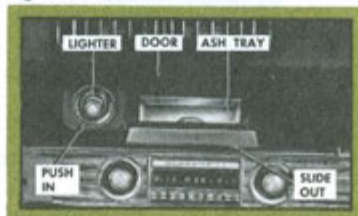
the Energizer (battery) from becoming discharged.

**TEMPERATURE GAUGE**—Shows the engine operating temperature. Should the pointer stay near or on the “H”, the engine should be stopped immediately, allowed to cool and the coolant level checked.

**CAUTION:** The radiator cap should not be removed until the engine is cool.

**OIL PRESSURE GAUGE**—Shows the engine oil pressure when the engine is running. During engine warm-up, indicated oil pressure will be noticeably higher than when the engine is at normal operating temperature. Should the indicator point to the “L” at any time during normal driving, stop the engine immediately and have the cause corrected. Driving the car with low oil pressure can cause extensive engine damage.

**TACHOMETER**—Provided to inform the driver of the engine speed in revolutions per minute and to serve as an aid in evaluating engine performance.



### Ash Tray

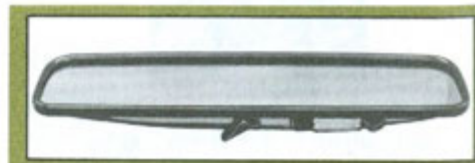
The instrument panel ash tray and lighter are located just above the radio dial. They are exposed by lifting the bottom edge of the ash tray door and it will swing up into the instrument panel. For easier accessibility, the ash tray may be pulled out part way. To close, simply pull downward on the lower edge of the door. To remove the tray for cleaning, open the ash tray door and slide the ash tray out to the stop, then lift up on the forward edge as you pull it towards you.

### Cigarette Lighter

Push the cigarette lighter all the way in to operate. When it is heated sufficiently to use, it will “snap” back to normal position with an audible sound. Avoid holding the lighter in by hand while it is being heated.

### Rearview Mirror Map Light

This convenience feature (optional at extra cost) enables the driver to obtain light



where he needs it simply by sliding the light switch, located on the lower edge of the mirror, to the right. The ignition lock must be in the “ON” or “ACCESSORY” position for the light to operate.

## Anti-Spin Differential

The Anti-Spin differential (optional at extra cost) provides additional traction on snow, ice, mud, sand and gravel, particularly when one drive wheel is on a surface providing poor traction. During normal driving and cornering, the Anti-Spin unit functions as a standard differential. When one wheel encounters a slippery surface, however, the Anti-Spin differential directs the driving force to the wheel having the better traction.

**CAUTION:** On cars equipped with an Anti-Spin differential, never run the engine for any reason with one drive wheel off the ground, since the car may drive through the wheel remaining on the ground. As with any vehicle, care should be taken to avoid sudden accelerations when both drive wheels are on a slippery surface. This could cause both drive wheels to spin, and allow the vehicle to slide sideways on the crowned surface of a road or in a turn.

## Hood Lock

The Hood Lock is an additional theft protection option that prevents unwanted admittance to the engine compartment when the lock lever is in the "LOCK" position. The control is located to the left of the steering column on the lower edge of the dash panel. To unlock the hood, move the lock lever to the "UNLOCK" position. Very little effort is required and it should never be forced. The hood may be raised in the conventional manner using the dual hood latches at the front of the vehicle.

## Side Marker Lamps

These external lamps, located on the side of the front and rear fenders, light continuously when the headlights are on to provide better night-time visibility.



## Superlift Shock Absorbers

Optional Superlift Air Adjustable Shock Absorbers allow you to ride with the trunk or load space of your car or station wagon fully loaded but with no annoying sag or bumps. Air is added to the rear shocks as needed through the air valve located in the bumper behind the license plate on all models except station wagons. On station wagons it is located on the rear bumper at the top right corner of the license plate.

A minimum pressure of 10-15 psi. should be maintained at all times. After the car is loaded, pressure may be increased until the rear of the vehicle returns to the normal designed riding height, but not exceeding 90 psi.

**CAUTION:** Superlifts are designed to level the car when extra load is added. Do not use Superlifts to raise car above normal designed riding height. If Superlifts are used to raise the car above normal designed riding height for a sustained period of driving, severe damage may result to the Superlifts or the car mounting brackets.



## E—Convertible Features

### Folding Top Operation

**CAUTION:** Do not attempt to lower the top when the temperature is below 40° Fahrenheit. Prior to lowering or raising the top, the car must be completely stopped and the sunshades turned down. Also, prior to lowering the top, make certain the top material is thoroughly dry and the top well is free of any stored items.

**TO LOWER THE TOP**—The locking handles, which are located at the front of the side rails, must be rotated inboard to release the lock hook levers from the strikers which are located at the outboard ends of the windshield header. (The locking handles must remain in open position until the top is again locked to the wind-

shield header.) Actuate the power control switch until the top assembly is approximately two (2) feet from the fully lowered position. The top material and pads must be gently pulled rearward from between the operating arms of the top. The power switch may then be actuated to lower the top to its full down position.

**TO LOCK THE TOP**—First rotate the left side locking handle outboard and then the right side locking handle and insure proper engagement of the lock hooks with the strikers.

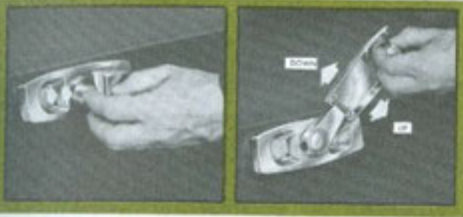
**TO RAISE THE TOP**—Actuate the power control switch until the top rests on the windshield header and the guide pin(s) on the top outer ends engage the windshield header strikers.

**IMPORTANT:** The top assembly must be securely locked to the windshield header prior to movement of car.

**INSTALLING THE BOOT**—Remove the boot, which is stored in a plastic container in the rear compartment, and install by grasping the forward end of the boot and slide the welt of the boot into the retainer located on the top of the rear seat back panel. Position the boot over the lowered top and engage the boot snap fasteners onto the quarter trim fastener studs. The rear and side portions of the boot is then installed by starting at the center and pulling the boot rearward and inserting the plastic retainer under the belt moulding.

## Standard Tailgate Window Control

**MANUAL**—To lower the tailgate window, pull out the window control knob at the end indicated by the arrows on the handle, and turn the handle counterclockwise until the window is down. To raise the window, pull out on the control knob and turn it clockwise. When the window is completely closed, place the control knob in the closed position.



**POWER**—To operate the electric rear window control (optional equipment) from

## F—Station Wagon Features



the outside insert the ignition key in the tailgate lock and turn clockwise. Turning the key counterclockwise raises the window.

The rear window also may be raised and lowered from the driver's compartment with the control switch, located on the instrument panel to the left of the steering column. This switch operates only when the ignition is in the "ON" position. As in the case of the manual control, the window should be completely down before the tailgate is opened.

**CAUTION:** The tailgate window should be closed while driving to help prevent inadvertently drawing exhaust gases into the car. (see Engine Exhaust Gas Caution).

If for some reason, it is necessary to drive with the tailgate window open, the following precautions should be observed:

- Close all other windows.
- Adjust heating or cooling system to force outside air into car as follows:
  1. On cars *not equipped* with air conditioning, set fan to high speed and upper control lever to any position except OFF.
  2. On cars *equipped* with air conditioning, set fan to high speed, and upper control lever to any position except OFF or MAX.

- On cars equipped with outside air vents in or under instrument panel, open vents fully.

Be sure to roll the glass all the way down before opening or closing the tailgate either to the side or down.

**CAUTION:** When the vehicle is in motion, it is recommended that children not be allowed to play or rest in rear areas of the station wagon where there are no laps or shoulder belts available for proper occupant restraint.

### *Drop or Swing Tailgate*

The Drop or Swing Tailgate incorporates a unique hinge and locking arrangement that allows the tailgate to be operated in the conventional manner and, additionally, as a door.

All wagons utilize either manually or electrically operated windows that can be lowered into the gate or raised into the

back body opening. The manual window is operated by a regulator control handle located in the tailgate outer panel. The power window can be operated by one of two control switches: one on the instrument panel and one at the lock cylinder of tailgate outer panel (key operated). All styles using a power tailgate window are equipped with an electrical switch that prevents movement of the window with gate in any position other than fully closed.



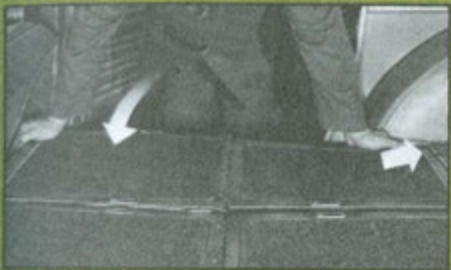
The tailgate is unlocked to “gate position” by means of a remote control inside handle located in the top center of gate inner panel. Unlocking to “door position” is accomplished with a remote control inside handle located at top right side of inner panel. The tailgate cannot be opened in either direction, however, until window has been fully lowered. All tailgates are counter-balanced by a torque rod that assists in reducing the effort required to open or close the tailgate.



## **Folding Seat Operation**

Keep seat belts and buckles clear of mechanism when folding seats, to prevent damage to these belt restraints.

### **REAR SEAT – TWO SEAT MODELS**



**LOWERING SEAT**—The release is located on the right side of the seat-back. Pull lock handle and pull seat-back forward and downward, then push down until it locks into position.

**RAISING SEAT**—Push down on the front edge of the seat-back to remove tension of hinged filler panel. Lift up on filler panel and then lift seat-back upward and rearward until it locks in position.

### **SECOND SEAT – THREE SEAT MODELS**

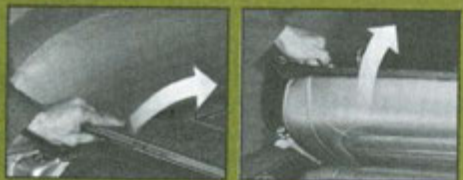
**LOWERING SEAT**—Both sections of the split folding second seat can be folded forward to provide entrance room into the third seat area or folded flush with the floor panels to provide cargo space. To fold either seat forward, push the lock handle at outer side of seat-back, then pull seat-back forward and down. For cargo space fold out back floor panel; then push down upper portion of seat-back until floor filler panel locks in position.

**RAISING SEAT**—Push down on forward edge of seat-back to release filler panel. Pull up floor panel and fold it flush to seat-back. Holding filler panel flush to back, lift seat-back up and rearward until it locks in position. An automatic latch engages the filler panel as the seat is raised.

### **THIRD SEAT – THREE SEAT MODELS**

**LOWERING SEAT**—Pull up on lock handle to unlock seat, then pull seat-back to down position and fold rear floor filler panel forward.





**RAISING SEAT**—Fold rear floor filler panel rearward. Using the exposed seat-back handle, lift seat-back rearward until it locks in position.

### CONCEALED LUGGAGE COMPARTMENT

Behind the third seat is a covered storage compartment. An optional lock is available which enables the cover to be locked to provide protection for the contents. The lock is located in the right rear corner of the luggage compartment cover and is operated by the round-end key. The cover to the compartment may be held in the raised position by a support bar which is

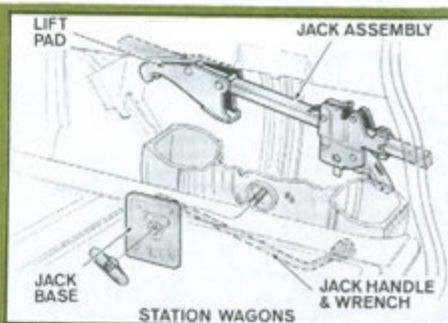
located at the rear of the compartment. Swing the bar up and place it in the cover socket. When closing the compartment, first unfasten the bar and place it in the retainer in the compartment, then lower the cover into the closed position.



### SPARE WHEEL AND EQUIPMENT

The spare wheel and wheel changing equipment are located vertically at the right side of the rear compartment. The wheel cover is removed by releasing the latch as shown.

**CAUTION:** When using your station wagon to transport luggage or other cargo, it is recommended that the articles be secured in place. This precaution may prevent such items from becoming projectiles in the event of a sudden stop or collision. Cargo loads, whether inside or on the roof, should be distributed as far forward as possible for better vehicle handling. In three-seat station wagons, do not allow passengers to ride in the third seat with the second seat in load floor position, to help avoid injury in the event of a sudden stop or collision.



## SAFETY CHECKS

Your 1972 Oldsmobile conforms to all Federal Motor Vehicle Safety Standards applicable at time of manufacture and in addition incorporates other important General Motors safety features. However, even with these safety features, continued safe and dependable operation depends greatly upon regular vehicle maintenance. This section discusses the various compo-

nents and systems of your vehicle that should be checked regularly to help maintain safe and dependable vehicle operation. Some checks should be made by your dealer or service station, and can be done conveniently while your vehicle is in the shop for other regular maintenance services. Other checks can be made easily by you, the owner.

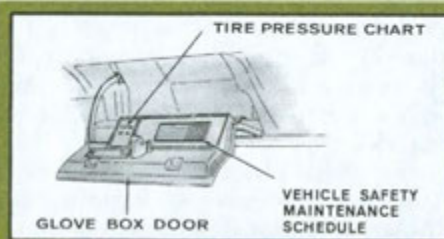
### Checks To Be Performed By Your Dealer Or Service Station

As a maintenance reminder, your new car has a "Vehicle Safety Maintenance Schedule" on the inside of the glove box door as illustrated.

The schedule lists the various safety checks to be performed at regularly scheduled intervals, as well as some other important vehicle maintenance requirements.

You are urged to check off each item on the schedule after the operation has been

performed. Following are further details on the safety check items:



### CHECKS TO BE MADE AT OIL CHANGE INTERVALS (4 MONTHS OR 6,000 MILES, WHICHEVER OCCURS FIRST)

- **Brake and Power Steering Lines and Hoses**—Check for proper attachment, leaks, cracks, chafing, deterioration, etc. Any questionable parts noted should be replaced or repaired immediately.
- **Fluid Levels**—Check level of fluid in brake master cylinder, power steering pump, radiator, engine, axle and transmission. Any significant loss could mean that a malfunction is developing in the system and corrective action should be taken immediately. On cars with disc brakes, a low fluid level in the brake master cylinder front reservoir could also be an indicator that the disc brake pads need replacing.
- **Front and Rear Suspension and Steering System**—Check for damaged or missing parts, or parts showing visible signs of excessive wear or lack of lubrication.



Questionable parts noted should be replaced by a qualified mechanic without delay.

- **Exhaust System**—Check complete exhaust system and nearby body areas and trunk lid for broken, damaged, missing or mispositioned parts, open seams, holes, loose connections or other deterioration which could permit exhaust fumes to seep into the trunk or passenger compartment. Dust or water in the trunk may be an indication of a problem in one of these areas. Any defects should be corrected immediately. To help insure continued integrity, exhaust system pipes and resonators rearward of the muffler must be replaced whenever a new muffler is installed. Use genuine GM parts specified for your vehicle.
- **Tires and Wheels**—Check tires for excessive wear, nails, glass, cuts or other damage. Make certain wheels are not bent or cracked and wheel nuts are tight. Uneven or abnormal tire wear may indi-

cate the need for alignment service. Check tire inflation pressure at least monthly, or more often if daily visual inspection indicates the need.



The original equipment tires on your Oldsmobile incorporate built-in tread wear indicators to assist you in determining when your tires have been worn to the point of needing replacement. These indicators will appear as 1/2 inch wide bands when tire tread depth is 1/16 inch or less. When the indicators appear in two or more adjacent grooves, tire replacement due to tread wear is recommended.

- **Drive Belts**—Check fan and accessory drive belts for cracks, wear and tension. Adjust or replace as necessary.

## CHECKS TO BE MADE AT 12 MONTHS OR 12,000 MILES (WHICHEVER OCCURS FIRST).

- **Brake Linings and Parking Brake** — Check drum brake linings and disc brake pads as well as the other internal brake components at each wheel (drums, rotors, wheel cylinders, etc.) For convenience, it is recommended that disc brake pads be checked whenever tires are rotated (at 6,000-mile intervals). More frequent checks should be made if driving conditions and habits result in frequent brake application. A check should also be made without delay if the vehicle repeatedly pulls to one side or an abnormal sound is heard during braking. Parking brake adjustment should also be checked whenever brake linings are checked.
- **Throttle Linkage**—Check for damaged or missing parts, interference or binding. Any deficiencies should be corrected without delay by a competent mechanic.

- **Headlights**—Check for proper aim. Correct as necessary. More frequent checks should be made if on-coming motorists signal when you are already using your low beams, or if illumination of the area ahead seems inadequate.

## Checks To Be Performed By Owner

Listed below are the safety checks that should be made by the owner. These checks should be made at least every 4 months or 6,000 miles, whichever occurs first, or more often when so indicated. Any deficiencies should be brought to the attention of your dealer or service station, as soon as possible, so the advice of a qualified mechanic is available regarding the need for repairs or replacements.

- **Steering Column Lock**—Check for proper operation by attempting to turn key to LOCK position in the various transmission gears with car stationary.

For further details on the engine and transmission items listed on the "Vehicle Safety Maintenance Schedule", and for other recommended maintenance, refer to the "Service and Maintenance" section of this manual and your "Emission Control Systems" booklet.

- Key should turn to LOCK position only when transmission control is in PARK on automatic transmission models or in REVERSE on manual transmission models. Key should be removable only in LOCK position.
- **Lap and Shoulder Belts**—Check belts, buckles, retractors and anchors for cuts, fraying or weakened portions, loose connections, damage, and proper latching and releasing action. Check that anchor mounting bolts are tight to the floor.
- **Windshield Wipers and Washers**—Check condition and alignment of wiper blades.

Check amount and direction of fluid sprayed by washers during use.

- **Defrosters**—Check performance by turning controls to "DEFROST" and noting amount of air directed against the windshield.
- **Wheel Alignment and Balance**—In addition to abnormal tire wear the need for wheel alignment service may be indicated by a pull to the right or left when driving on a straight and level road. The need for wheel balancing may be indicated by a vibration of the steering wheel while driving.
- **Parking Brake and "Park" Mechanism**—Check parking brake holding ability by parking on a fairly steep hill and restraining the vehicle with the parking brake only. On cars with automatic transmissions, check the holding ability of the "Park" mechanism by releasing all brakes after the transmission selector lever has been placed in the "P" position.



- **Lights**—Check all instrument panel warning lights and interior lights, and license plate lights, side marker lights, headlamps, parking lamps, tail lamps, brake lights, turn signals, backup lamps, and hazard warning flashers. Have someone observe operation of each light while you activate the controls.
- **Transmission Shift Indicator**—Check to be sure shift indicator accurately indicates the shift position selected.

**CAUTION:** Before making the two following checks, be sure to have a clear distance ahead and behind the car, set the parking brake and firmly apply the foot brake. Do not depress accelerator pedal. Be prepared to turn off ignition switch immediately if engine should start.

- **Starter Safety Switch (Automatic Transmission Cars)**—Check starter safety switch by placing the transmission in each of the driving gears while attempting to start the engine. The starter should operate only in the Park ("P") or Neutral ("N") positions.

- **Starter Interlock (Manual Transmission Cars)**—To check depress the clutch halfway, place the transmission in neutral, and attempt to start. The starter should operate only when clutch is fully depressed.
- **Horn**—Blow the horn occasionally to be sure that it works.
- **Seat Back Latches**—Check to see that seat back latches are holding by pulling forward on the top of each folding seat back.
- **Rearview Mirrors and Sun Visors**—Check that friction joints are properly adjusted so mirrors and sun visors stay in the selected position.
- **Door Latches**—Check for positive closing, latching and locking.
- **Hood Latches**—Check to make sure hood closes firmly by lifting on the hood after each closing. Check also for broken, damaged or missing parts which might prevent secure latching.
- **Fluid Leaks**—Check for fuel, water, oil or other fluid leaks by observing the

ground beneath the vehicle after it has been parked for a while. (Water dripping from air conditioning system after use is normal.) If gasoline fumes are noticed at any time, the cause should be determined and corrected without delay because of the possibility of fire.

- **Exhaust System**—For further information, see Engine Exhaust Gas Caution at beginning of "Starting and Operating" Section of manual as well as the exhaust system checks to be performed by the dealer or service station, covered at the beginning of this section.
- **Head Restraints**—Check that head restraints adjust properly in the up detent position, and that no components are missing or loose.

Conscientious attention to all of these safety checks on a regular basis and prompt correction of any problems will help to keep you, your passengers and your vehicle safer, thus avoiding or reducing potential injuries and damage.



## IN CASE OF EMERGENCY

### Four-Way Hazard Warning Flasher



- Use the warning flasher to warn other drivers any time your vehicle becomes a traffic hazard, day or night.
- Avoid stopping on the roadway if possible.
- Turn on the hazard warning flasher, with engine ignition off or on, by pushing in on the button located just below the steering wheel.
- If the brake pedal is depressed, the lights will not flash but will glow continuously instead.
- To cancel the flasher, pull the button outward.

### Emergency Starting

- Never tow the car to start because the surge forward when the engine starts could cause a collision with the tow vehicle.
- Engines in vehicles with automatic transmissions cannot be started by pushing the car.
- To start the car when the Energizer (battery) is discharged, use a single auxiliary battery or Energizer of the *same nominal voltage* as the discharge battery, with suitable jumper cables.
- Make connections as set forth below under "Jump Starting With Auxiliary (Booster) Battery" to lessen the chance of personal injury or property damage.

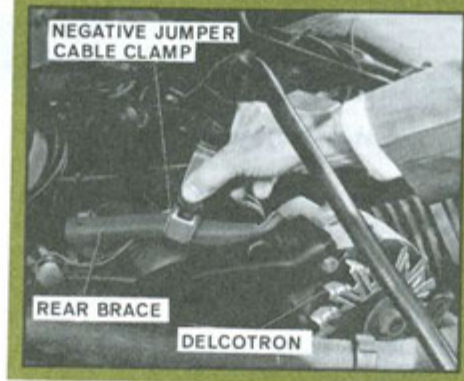
**CAUTION:** Never expose battery to open flame or electric spark—battery action generates hydrogen gas which is flammable and explosive. Don't allow battery fluid to contact skin, eyes, fabrics, or painted surfaces—fluid is a sulfuric acid solution which could cause serious personal injury or property damage. Wear eye protection when working with battery.

### JUMP STARTING WITH AUXILIARY (BOOSTER) BATTERY

Both booster and discharged battery should be treated carefully when using jumper cables. Follow *exactly* the procedure outlined below, being careful not to cause sparks:

1. Set parking brake and place automatic transmission in "PARK" (neutral for manual transmission). Turn off lights, heater and other electrical loads.

2. Remove vent caps from both the booster and the discharged batteries. Lay a cloth over the open vent wells of each battery. These two actions help reduce the explosion hazard always present in either battery when connecting "live" booster batteries to "dead" batteries.
3. Attach one end of one jumper cable to the positive terminal of the *booster battery* (identified by a red color, "+" or "P" on the battery case, post or clamp) and the other end of same cable to positive terminal of *discharged battery*. Do NOT permit cars to touch each other, as this could establish a ground connection and counteract the benefits of this procedure.
4. Attach one end of the remaining negative (-) cable to the negative terminal (black color "-" or "N") of the *booster battery*, and the other end to the rear Delcotron adjusting brace of your 1972 Oldsmobile (do not connect directly to negative post of dead battery)—taking



care that clamps from one cable do not inadvertently touch the clamps on the other cable. Do not lean over the battery when making this connection and route the cable so that it is kept away from the belts and pulleys.

Reverse this sequence exactly when removing the jumper cables. Reinstall vent caps and throw cloths away as the cloths may have corrosive acid on them.

**CAUTION:** Any procedure other than the above could result in: (1) personal injury caused by electrolyte squirting out the battery vents, (2) personal injury or property damage due to battery explosion, (3) damage to the charging system of the booster vehicle or of the immobilized vehicle.

Do not attempt to jump start a car having a frozen battery because the battery may rupture or explode. If a frozen battery is suspected, examine all fill vents on the battery. If ice can be seen, or if the electrolyte fluid cannot be seen, do not attempt to start with jumper cables as long as the battery remains frozen.

### **Radiator Pressure Cap**

**CAUTION:**

- To prevent loss of coolant and avoid the danger of being burned, coolant level should be checked, and coolant added only when engine is cool.

- Do not remove radiator cap while engine and radiator are still hot, because the cooling system will blow out scalding fluid and steam under pressure.

To remove cap when engine is cool:

- Slowly rotate cap counterclockwise to detent (DO NOT PRESS DOWN WHILE ROTATING.)
- Wait until any residual pressure is relieved—as indicated by a hissing sound.
- After any hissing ceases, press down on cap while continuing to rotate counterclockwise.

Radiator pressure caps should be checked annually by a qualified mechanic for proper operation and replaced as required with the applicable AC type.

## Jacking Instructions

### PREPARATIONS:

- Park on a level surface and set parking brake firmly.



FRONT-ALL



REAR-EXCEPT WAGONS



REAR-WAGONS

- Set automatic transmission in "PARK" (manual transmission in reverse).
- Activate hazard warning flasher.
- Block both the front and back of the wheel diagonally opposite the jack position.

**CAUTION:** Follow jacking preparations and instructions in order to reduce the possibility of serious personal injury. The jack is designed for use only when changing wheels. Stand clear of

and never get beneath the vehicle when it is supported only by a jack. Do not start or run engine while vehicle is on jack.

Proceed with changing the wheel as follows:

1. From the luggage compartment remove spare wheel and tire, jack, jack base and combination jack handle-wheel nut wrench. Place the jack lever in the "UP" position.



2. Attach the jack pad to the column assembly. On station wagons the jack lift pad has two pin positions. Use the upper pin marked "Front" to raise the front of the car and the lower pin marked "Rear" to raise the back of the car.
3. Position the jack lift pad so that the notch in the lift pad straddles or is next to the bumper bracket located directly behind the bumper bolts. The bumpers are notched for clearance in this area.
4. Remove wheel discs or hub caps using the flat end of the jack handle.
5. Loosen, but do not remove, wheel nuts by turning counterclockwise.

*NOTE: Capped chrome nuts can be damaged if lug wrench is not fully seated on wheel nuts.*

6. Insert jack handle in jack, grasp firmly, and jack the car off the ground.
7. Check stability of car on jack and then

remove wheel nuts and wheel.

8. Install spare wheel and install wheel nuts finger tight. Be sure the beveled end of the nuts face inward.
9. Place jack control lever in "down" position and lower wheel until it just touches the ground. Fully tighten wheel nuts. Lower car and remove jack. Carefully install wheel discs or hub caps.
10. Replace jack and wheel in luggage compartment and tighten them securely to avoid rattles.
11. When possible check the pressure in the tire you just put on. For correct tire pressure, refer to the tire section inflation chart or the tire placard on the glove box door.

Illustrated instructions on jack operations and stowage are also provided on the underside of the trunk lid and on station wagons on the underside of the spare wheel cover.

## Towing

Proper lifting or towing equipment is necessary to prevent damage to the vehicle during any towing operation. Detailed towing information is available at your dealer and has been provided to tow truck operators responsible for movement of disabled or locked vehicles. State and local laws applicable to vehicles in tow must also be followed.

Your Oldsmobile may be towed on all four wheels, at speeds of less than 35 MPH, for distances up to 50 miles, provided drive-line, axle and transmission are otherwise normally operable. For such towing, parking brake must be released, and transmission must be in neutral and ignition lock turned to "OFF" position. Attachments must be to main structural members of the car, not to bumpers or bracketing. Safety chains or cables should be used. Remember that power brake and steering assists will not be available when engine is inoperative.

## APPEARANCE CARE

### Care and Cleaning of the Interior

Dust and loose dirt that accumulate on interior fabric trim should be removed frequently with a vacuum cleaner, wisk broom or soft brush. Vinyl or leather trim should be wiped clean with a damp cloth. Normal cleanable trim soilage, spots or stains can be cleaned with the proper use of trim cleaners available through General Motors dealers or other reputable supply outlets.

**CAUTION:** Do not use commercial paint, chrome or glass cleaners on interior, bright trim or painted surfaces. If cleaning is required, lukewarm water and a neutral soap may be used.

Before attempting to remove spots or stains from upholstery, determine as accurately as possible the nature and age of the spot or stain. Some spots or stains can

be removed satisfactorily with water or mild soap solution (refer to accompanying "Removal of Specific Stains"). For best results, spots or stains should be removed as soon as possible.

Some types of stains or soilage such as lipsticks, some inks, certain types of grease, mustard, etc., are extremely difficult and, in some cases, impossible to completely remove. When cleaning this type of stain or soilage, care must be taken not to enlarge the soiled area. It is sometimes more desirable to have a small stain than an enlarged stain as a result of careless cleaning.

**CAUTION:** When cleaning interior soft trim such as upholstery or carpeting, do not use volatile cleaning solvents such as: acetone, lacquer thinners, enamel reducers, nail polish removers; or such

cleaning materials as laundry soaps, bleaches or reducing agents (except as noted in the fabric cleaning instructions on stain removal). Never use carbon tetrachloride, gasoline, or naphtha for any cleaning purpose. These materials may be toxic or flammable, or may cause damage to interior trim.

### Cleaning Fabrics with Cleaning Fluid

This type of cleaner should be used for cleaning stains containing grease, oil or fats. Excess stain should be gently scraped off trim with a clean dull knife or scraper. Use very little cleaner, light pressure, and clean cloths (preferably cheese cloth). Cleaning action with cloth should be from outside of stain towards center and constantly changing to a clean section of cloth. When stain is cleaned from fabric, immediately wipe area briskly with a clean absorbent towel or cheese cloth to help dry area and prevent a cleaning ring. If ring forms, immediately clean entire area or panel section of the trim assembly.

*NOTE: Sometimes a difficult spot may require a second application of cleaning fluid followed immediately by a soft brush to completely remove the spot.*

### **Cleaning Fabrics with Detergent Foam Cleaners**

This type of cleaner is excellent for cleaning general soilage from fabrics and for cleaning a panel section where a minor cleaning ring may be left from spot cleaning. Vacuum area to remove excess loose dirt. Always clean at least a full trim panel or section of trim. Mask adjacent trim along stitch or weld lines. Mix detergent type foam cleaners in strict accordance with directions on label of container. Use foam only on a clean sponge or soft bristle brush - Do not wet fabric excessively or rub harshly with brush. Wipe clean with a slightly damp absorbent towel or cloth. Immediately after cleaning fabric, dry fabric with a dry towel or hair dryer. Rewipe fabric with dry absorbent towel or cloth to restore the luster of the trim and to eliminate any dried residue.

### **Removal of Specific Stains**

**CANDY**—Chocolate, use cloth soaked in lukewarm water; other than chocolate, use very hot water. Dry. If necessary, clean lightly with fabric cleaning fluid.

**CHEWING GUM**—Harden gum with ice cube and scrape off with dull knife. Moisten with fabric cleaning fluid and scrape again.

**FRUIT STAINS, COFFEE, LIQUOR, WINE, SOFT, DRINKS, ICE CREAM AND MILK**—Wipe with cloth soaked in cold water. If necessary clean lightly with fabric cleaning fluid. Soap and water is not recommended as it might set the stain.

**CATSUP**—Wipe with cloth soaked in cool water. If further cleaning is necessary, use a detergent foam cleaner.

**GREASE, OIL, BUTTER, MARGARINE AND CRAYON**—Scrape off excess with dull knife. Use fabric cleaning fluid.

**PASTE OR WAX TYPE SHOE POLISH**—Light application of fabric cleaning fluid.

**TAR**—Remove excess with dull knife, moisten with fabric cleaning fluid, scrape again, rub lightly with additional cleaner.

**BLOOD**—Wipe with clean cloth moistened with cold water. Use no soap.

**URINE**—Sponge stain with lukewarm soap suds from mild neutral soap on clean cloth, rinse with cloth soaked in cold water, saturate cloth with one part household ammonia water and 5 parts water, apply for 1 minute, rinse with clean, wet cloth.

**VOMITUS**—Sponge with clean cloth dipped in clean, cold water. Wash lightly with lukewarm water and mild neutral soap. If odor persists, treat area with a water-baking soda solution (1 teaspoon baking soda to one cup of tepid water). Rub again with cloth and cold water. Finally, if necessary, clean lightly with fabric cleaning fluid.



## Care and Cleaning of the Exterior

### Washing

The best way to preserve the finish is to keep it clean. Normally, only frequent washings are required to maintain its original beauty. Wash the car with either cold or warm (never hot) water, not in the direct rays of the sun and not while the sheet metal surfaces are hot. Never wipe dirt from dry painted surfaces because this may scratch the finish. The use of strong soaps and chemical detergents should be avoided and in any event, cleaning agents should be promptly flushed from the surface and not allowed to dry or they may streak the finish.

*NOTE: Some chemical cleaners used for removing road oil and tars from painted surfaces are detrimental to acrylic finishes. When purchasing a cleaner, make sure that the instructions on the container specifically state that the contents can be used on an acrylic finish.*

### Bright Metal Parts

Wash all bright metal parts frequently to alleviate the destructive forces of salt, calcium chloride, salt air, exhaust gases, and industrial fallout (which may be corrosive).

Use lukewarm water and mild soap, not with a strong alkali solution, rinse thoroughly. Avoid use of bright metal polishes containing harmful abrasives.

*NOTE: In severe cases, road oil and tar may be removed from bright metal parts by a chemical cleaner which is specified safe to use on all acrylic finishes.*

A protective coating such as GM Chrome Gard may be applied on clean chrome surfaces which are stain and rust free. If necessary, GM Chrome Cleaner and Polish may be used to remove rust from chrome plate parts before applying a protective coating.

### Waxing and Polishing

Even though the acrylic paint on your car is durable, under certain conditions it may be advisable to wax or polish your car to provide added protection. Calcium chloride and other salts, road oil and tar, tree sap, chemicals from factory chimneys and other foreign matter may damage any known automobile finish if allowed to remain in contact with the paint film. Prompt washing may not thoroughly remove these deposits. This is particularly true in geographical areas where these exposure conditions are severe. Properly applied polishes and waxes of known quality will provide the best protection. Most Oldsmobile Dealers offer polishes or waxes which can be of real value in maintaining a good paint finish.

## Convertible Top

The folding top material will retain its luster and bright appearance with frequent washing using neutral soap suds, lukewarm water and a soft bristle brush. In the event heavy soilage or persistent stains are encountered, cleaning with a mild foaming cleanser, lukewarm water and a soft bristle brush will normally be sufficient. Regardless which cleaning method is used, a generous amount of clean rinse water must be applied to insure complete removal of soap suds from the top material and all adjacent body panels.

**CAUTION:** The folding top should never be subjected to volatile cleaners or household bleaches. Also, after cleaning is completed, the top material must be allowed to thoroughly dry before it is lowered.

The rear window in the back curtain may be cleaned in the same manner as all body glass. Volatile cleaning agents must be

avoided as these liquids could have a deteriorating effect should they come in contact with the back curtain or any painted finish.

## Vinyl-Covered Roof Tops

Ordinarily plain water is sufficient to clean the optional vinyl tops when the car is washed frequently. However, to remove accumulated dirt and grime, use a soft, natural bristle brush with GM All Purpose Cleaner Concentrate and lukewarm water. Scrub in all directions, covering a 2-foot area at a time. Carefully, overlap each section to avoid streaking and then rinse with plenty of water to remove all suds and dirt.

## Glass and Mirrors

Never wipe glass with dry paper or cloth or operate the wipers when the glass is dry. Dirt and insects can be removed with clear water or a mild liquid household cleaner.

The use of harsh abrasives should be avoided. Periodic inspection and replacement of wiper blades will reduce the possibility of the windshield becoming scratched and will assure clear vision under adverse driving conditions.

## Touch-Up Paint

Nicks and chips in paint surfaces should be touched up before weathering action begins. The best time to detect them is right after the car has been washed. Touch-Up Paint to match your car's color is available at most Oldsmobile Dealers.

## Undercoating

When applying this added protection, the undercoating material should not be applied to any moving or rotating parts. It should also be kept off air conditioner fittings and lines, body drainholes, and exhaust systems.

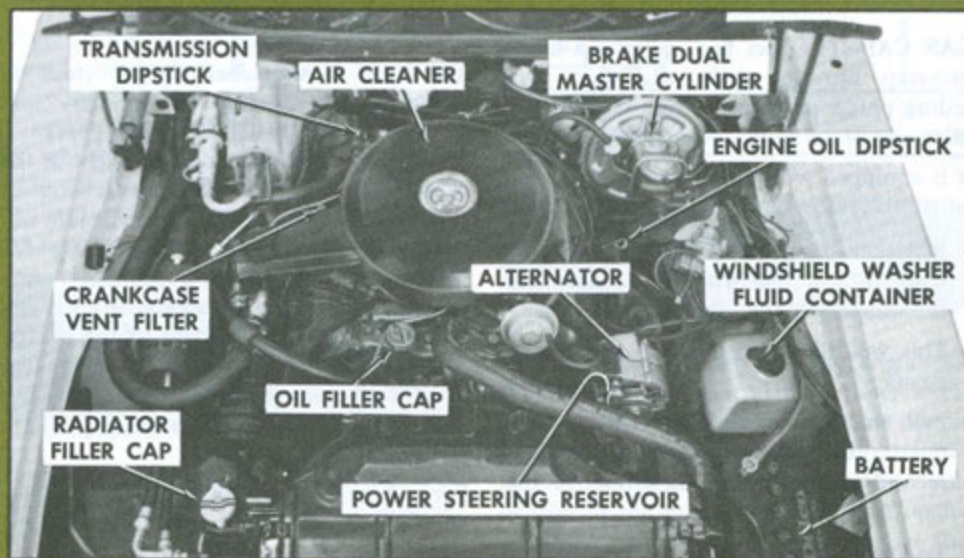
## SERVICE AND MAINTENANCE

### Fuel Requirements

Your Oldsmobile is designed to operate on a good quality of fuel of approximately 91 Research Octane Number or higher, commonly sold in the United States and Canada. Use of a fuel which is too low in anti-knock quality will result in "spark knock", a metallic rapping noise generated during the combustion process. It should be noted that Research Octane Number does not completely describe fuel octane quality. Therefore, if you hear knock in your engine, you may wish to try a different gasoline. If knocking persists, consult your authorized Oldsmobile dealer. In any case, continuous or excessive knocking may result in engine damage and constitutes misuse of the engine for which Oldsmobile Division is not responsible under the terms of the New Vehicle Warranty.

General Motors recommends the use of unleaded or low-lead (0 to 0.5 grams per

gallon) gasolines to minimize emissions of hydrocarbons and particulates. If unleaded or low-lead gasolines are not available, gasolines containing more than 0.5 grams per gallon may be used.





## Fuel Filler Tube Location

Access to the fuel tank filler tube is gained through the door in the left rear fender on station wagons and behind the rear license plate on all other models.

**GAS CAP**—The fuel tank filler cap has a two-step removal and installation procedure plus a pressure-vacuum safety relief valve.

It is equipped with a double set of locking tangs. To remove:

- Rotate cap one-half turn counterclockwise to clear the first set of tangs from the slots inside the filler neck.
- This will allow any residual pressure to escape.
- Pull the cap outward and rotate one-quarter turn counterclockwise to clear second set of tangs. Then remove the cap.
- To install, reverse this procedure.

*NOTE: If this cap requires a replacement, only a cap with these same features should be used. Failure to use the correct cap can result in a serious malfunction of the system. Correct replacement caps may be obtained from your Oldsmobile or GM dealer.*

## Safety Hood Latches

The hood is unlatched in two steps by means of disengaging the primary and secondary levers. The primary lever is accessible just below and to the right of the center grille when viewed from the front of the car. Pulling on the "T" type handle will release the hood, but it will be prevented from opening further by a secondary latch, located between the upper center grille and hood panel just to the right of the center. This lever must be moved, allowing the hood to be raised. After closing, always check to make sure the hood is properly secured.

Every 4 months or 6,000 miles, whichever occurs first, lubricate hood latch and hood hinge assembly as follows:

1. Wipe off any accumulation of dirt or contamination on latch parts.
2. Apply Lubriplate or equivalent to latch pilot bolts and latch locking plate.
3. Apply light engine oil to all pivot points in release mechanism, as well as primary and secondary latch mechanisms.
4. Lubricate hood hinges.
5. Make hood hinge and latch mechanism functional; Check to assure the assembly is working correctly.

## Engine Oil and Filter Recommendations

- Use only SE engine oil (SE oils meet quality standard GM 6041-M).
- Change oil each 4 months or 6,000 miles. If more than 6,000 miles are driven in a 4-month period, change oil each 6,000 miles.

- Change oil each 2 months or 3,000 miles, whichever occurs first, under the following conditions:

-- driving in dusty conditions

-- trailer pulling

-- extensive idling

-- short-trip operation at freezing temperatures (engine not thoroughly warmed-up).

- Operation in dust storms may require an immediate oil change.

- Replace the oil filter at the first oil change, and every second oil change thereafter. AC oil filters provide maximum engine protection.

See your Oldsmobile dealer for advice on the frequency of oil and filter changes under unusual driving conditions.

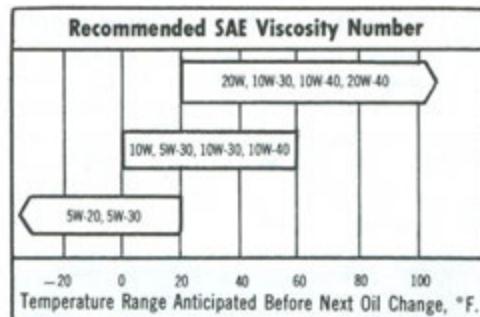
The above recommendations apply to the first change as well as subsequent oil changes. The oil change interval for your

Oldsmobile engine is based on the use of SE oils and quality oil filters. Oil change intervals longer than those listed above will seriously reduce engine life and may affect Oldsmobile's obligation under the provisions of the New Vehicle Warranty.

A high quality SE oil was installed in your engine at the factory. It is not necessary to change this factory-installed oil prior to the recommended normal change period. However, check the oil level more frequently during the break-in period since higher oil consumption is normal until the piston rings become seated.

*NOTE: Non-detergent and other low quality oils are specifically not recommended. Only the use of SE engine oils and proper oil and filter change intervals assure you of continued reliability and performance from your Oldsmobile engine.*

**RECOMMENDED VISCOSITY**—Select the proper oil viscosity from the following chart:



*NOTE: SAE 5W-20 oils are not recommended for sustained high-speed driving. SAE 30 oils may be used at temperatures above 40 F.*

**CHECKING OIL LEVEL**—The engine oil should be maintained at the proper level. The best time to check it is before operating the engine or as the last step in a fuel stop. This will allow the normal oil accumulation in the engine to drain back in the crankcase. To check the level, remove the

oil level gauge rod (dip stick), wipe it clean and reinsert it for an accurate reading. The oil gauge rod is marked "FULL" and "ADD". The oil level should be maintained within the margin, neither going above the "FULL" line nor below the "ADD" line. Reseat the gauge rod firmly after taking the reading.

*NOTE: The oil gauge rod is also marked "Use SE Engine Oil", as a reminder to use only SE oils.*

**SUPPLEMENTAL ENGINE OIL ADDITIVES**—The regular use of supplemental additives is specifically not recommended and will increase operating costs. However, supplemental additives are available that can effectively and economically solve certain specific problems without causing other difficulties. For example, if higher detergency is required to reduce varnish and sludge deposits resulting from some unusual operational difficulty, a thoroughly tested and approved additive -- "Engine Oil Supplement" -- is available at your

Oldsmobile dealer. In the event of an operational problem, consult your dealer for advice before using supplemental additives.

## Transmission Fluid Recommendations

**AUTOMATIC**—General Motors DEXRON® Automatic Transmission Fluid, which has been especially formulated and tested for use in your automatic transmission, is recommended. Other automatic transmission fluids identified with the mark DEXRON® are also recommended.

Check the fluid level at each engine oil change period. To make an accurate fluid level check:

1. Drive car several miles, making frequent starts and stops, to bring transmission up to normal operating temperature (approximately 180-190°F).
2. Park car on a level surface.

3. Place selector lever in "Park" and leave engine running.
4. Remove dipstick and wipe clean.
5. Reinsert dipstick until cap seats.
6. Remove dipstick and note reading.

If fluid level is at or below the "ADD" mark, add sufficient fluid to raise the level to the "FULL" mark. One pint raises the level from "ADD" to "FULL". **Do not overfill.**

Under normal driving conditions, the transmission fluid should be changed every 24,000 miles. If your car is driven extensively in heavy city traffic during hot weather, or is used to pull a trailer, change fluid every 12,000 miles. Likewise, operators of cars in commercial use (such as taxicab, limousine or patrol car service) where the engine idles for long periods, should change fluid every 12,000 miles.

**MANUAL**—Check lubricant level at each engine oil change and add, as required, SAE 80 (preferred) part number



GM-1051066 or SAE 90 GL-5 gear lubricant. Periodic or seasonal changes are not recommended.

## Engine Cooling System

The cooling system is designed to maintain the engine at proper operating temperatures. It has been filled at the factory with a high-quality, inhibited, year-around coolant that meets the standards of General Motors Specification 1899-M. This coolant solution provides freezing protection to -20°F (-32°F in Canada), and it has been formulated to be used for two full calendar years or 24,000 miles, whichever first occurs, of normal operation without draining, provided the proper concentration of coolant is maintained.

- Check the coolant level only at oil change intervals, unless there is evidence of leaking or overheating. **DO NOT REMOVE RADIATOR CAP WHEN SOLUTION IS HOT AND UNDER**

**PRESSURE.** Coolant level should be three inches below the level of the filler neck when the engine is cold.

- Add a 50/50 mixture of high-quality ethylene glycol antifreeze and water if coolant additions are necessary. **DO NOT OVEREILL.**

*NOTE: If recommended quality antifreeze is used, supplemental inhibitors or additives claiming to provide increased cooling capability are not necessary. They may be detrimental to the efficient operation of the system, and represent an unnecessary operating expense.*

**Every Year,** the cooling system should be serviced as follows:

1. Wash radiator cap and filler neck with clean water.
2. Check coolant for proper level and freeze protection.
3. Pressure test system and radiator cap for proper pressure holding capacity (15 psi). If replacement of cap is required, specify AC.

4. Tighten hose clamps and inspect all hoses. Replace hoses whenever checked, swollen or otherwise deteriorated.
5. Clean frontal area of radiator core and air conditioning condenser.

**Every two years or 24,000 miles,** whichever first occurs, the cooling system should be drained and refilled as follows:

1. Run engine, with radiator cap removed, until normal operating temperature is reached. On air conditioned models, open water temperature control valve by moving the heater temperature control to maximum temperature position.
2. Drain coolant through the radiator drain valve. (To speed this operation, the drain plugs in block can also be removed.)
3. Close valve (install block drain plugs, if removed) and add sufficient water to fill system.

4. Run engine, drain and refill the system, as described in steps 1, 2, and 3, a sufficient number of times until the drained liquid is nearly colorless.
5. Allow system to drain completely and then close radiator drain valve tightly. (Install block drain plugs, if removed.)
6. Add sufficient ethylene glycol coolant, meeting GM Specification 1899-M, to provide the required freezing and corrosion protection (at least to  $-20^{\circ}\text{F}$ ).
7. Run engine, with radiator cap removed, until normal operating temperature is reached.
8. Check and adjust coolant to proper level and install radiator cap.

It is the owner's responsibility to keep the freeze protection at a level commensurate with the temperatures which may occur in the area of vehicle operation.

- Maintain cooling system freeze protection at  $-20^{\circ}\text{F}$  or below to ensure pro-

tection against corrosion and loss of coolant from boiling, even though freezing temperatures are not expected.

- Add ethylene glycol base coolant that meets GM Specification 1899-M when coolant additions are required because of coolant loss or to provide additional protection against freezing at temperatures lower than  $-20^{\circ}\text{F}$  ( $-32^{\circ}\text{F}$  in Canada).

*NOTE: Alcohol or methanol base coolants or plain water are not recommended for your Oldsmobile at any time.*

## Thermostat

The cooling system is protected and controlled by a thermostat installed in the engine coolant outlet to maintain a satisfactory operating temperature of the engine. This thermostat is designed for continuous use through both Winter and Summer and need not be changed seasonally. When replacement is necessary, specify Delco parts.

## Air Conditioning

**IMPORTANT:** Have a thorough service inspection performed before operating the unit at the beginning of the cooling season or as otherwise indicated as follows:

- Check refrigerant and replenish as necessary. Over the period of a year, the system may lose refrigerant through normal operation.
- Check and adjust compressor belt tension.
- Remove road accumulation from condenser (bugs, etc.) at least every 2,000 miles.

## Air Cleaner

The air cleaner is a disposable type element. Replace the element as specified in the Maintenance Schedule and the Emission Control Systems booklet. Do not

wash, oil, or clean with air hose. The air cleaner will require more frequent service under dusty conditions. Your Oldsmobile Dealer can advise you on the proper interval. For maximum protection specify an AC ACron air filter element.

**CAUTION:** The engine air cleaner should be installed at all times unless temporary removal is necessary during repair or maintenance of the vehicle, because in the absence of the air cleaner backfiring could cause fire in the engine compartment.

## Brake Master Cylinder

Check the fluid level at each oil change period. Wipe off the brake cylinder filler cap and unsnap the retainer. On cars with disc brakes, a low fluid level in the front brake master cylinder reservoir could also be an indicator that the disc brake pads need replacing. On all standard and power brakes, the fluid level must be maintained at 1/4 inch below the top of EACH reservoir with Delco Supreme No. 11 Hydraulic

Brake Fluid or equivalent. When replacing the cap be sure to fasten the retainer securely.

## Ball Joints

The ball joints should be lubricated at every engine oil change, using a water resistant E.P. chassis lubricant, which meets GM Specifications 6031-M. Inspect seals for damage at each lubrication.

## Carburetor

To obtain maximum engine performance and fuel economy, carburetor idle speeds should be checked as recommended in the Maintenance Schedule. If engine stalls, idles too fast or idles roughly, it should be adjusted. The carburetor fuel inlet filter should be replaced in accordance with the Maintenance Schedule recommendations.

*NOTE: Some engines will increase in idle speed during the break-in period. If this occurs, an idle speed adjustment should be made. Refer to label in engine compartment for correct specifications.*

## Circuit Breakers

The headlamp circuits are protected by a circuit breaker in the light switch. An electrical overload on the breaker will cause the lamps to go on and off. If this condition develops, have your wiring checked immediately.

## Fuse Block Location

The fuse block is mounted under the instrument panel to the left of the steering column and just behind the parking brake. For fuse specifications see "FUSE SPECIFICATIONS" in the technical section.

## Clutch Pedal Adjustment

The pedal should be adjusted from time to time so that it has free travel before the clutch actually begins to disengage. The pressure of one finger should be enough to push the pedal in about 3/4 inch to 1 inch before resistance of the clutch springs is felt. If there is little or no "pedal (clutch)



lash," the clutch may be slipping and this will cause it to wear faster. If there is too much "pedal lash," the clutch may not disengage completely, causing gear shifting trouble. When "pedal lash" is less than 1/2 inch or more than 1 inch, an adjustment should be made by your Oldsmobile Dealer.

## Differential

**STANDARD**—Every 4 months or 6,000 miles, whichever occurs first, check lubricant level and add lubricant, if necessary, to fill to level of filler plug hole. Under heavy duty operating conditions, such as trailer hauling, it is recommended that the lubricant be changed each 12,000 miles. Use SAE 80 or SAE 90 GL-5 Gear Lubricant.

**ANTI-SPIN**—(Requires special lubricant properties.) Check lubricant level every 4 months or 6,000 miles, whichever comes first, and add, as required, only with

special lubricant, Part Number GM-1051022, available at your Oldsmobile Dealer to assure proper function of the unit. It is necessary to change the lubricant only at the first 12 months or 12,000 miles, whichever occurs first, except under heavy duty operating conditions such as trailer hauling. For heavy duty operations, it is recommended that the lubricant be replaced every 12,000 miles.

## Distributor and Spark Plugs

To obtain maximum engine performance and fuel economy, engine tune-up operations should be performed at the service intervals recommended in the Maintenance Schedule. This includes adjusting or replacing the distributor points, setting the timing, cleaning and gapping or replacing the spark plugs.

## Energizer (Battery)

It is important that the Energizer receive the following care:

1. Check the fluid level in each cell at each engine oil change or once each month, whichever occurs first, and more often in hot weather. If low, add distilled water to bring the level to the bottom of the split ring in the cell filler well. Do not overfill and never add any substance to the fluid except colorless, odorless drinking or distilled water.
2. Keep your Energizer, Energizer cable terminals, and Energizer hold-down bracket clean. Cleaning should be done every 12 months. Use a brush and a solution of ammonia and water or baking soda and water. Flush off with clear water. After cleaning, apply petroleum jelly or petrolatum to Energizer cables terminals to retard corrosion.
3. If Energizer performance becomes questionable, have your dealer give the Energizer a "421 Test."

For maximum wattage requirements specify a Delco Energizer at replacement time.

**CAUTION:** Never expose battery to open flame or electric spark — battery action generates hydrogen gas which is flammable and explosive. Don't allow battery fluid to contact skin, eyes, fabrics, or painted surfaces — fluid is a sulfuric acid solution which could cause serious personal injury or property damage. Wear eye protection when working with battery.

### **Linkage and Body Lubrication**

At every engine oil change, the transmission and Cruise Control linkage, hood hinges, stops and latches should be lubricated. The following points, requiring body lubrication, should also be checked and lubricated every engine oil change: hinges on all doors, fuel filler door, trunk lid, door lock striker, door jamb switches, and convertible top linkage.

### **Front Wheel Bearings**

Clean, inspect and repack with a good high

melting point wheel bearing grease only when brake maintenance necessitates removal of front drums or discs; otherwise, no periodic maintenance is required. For wheels with drum brakes, use chassis lubricant that meets GM specifications 6031-M. For wheels with disc brakes, use GM-1051195 lubricant

### **Power Steering System**

Check the fluid level in the pump reservoir at each oil change period. Add GM Power Steering Fluid as necessary to bring level into proper range on filler cap indicator depending upon fluid temperature.

If at operating temperature (approximately 150° F -- hot to the touch), fluid should be between "HOT" and "COLD" marks. If at room temperature (approximately 70°F), fluid should be between "ADD" and "COLD" marks. Use DEXRON® Automatic Transmission Fluid if GM Power Steering Fluid is not available. Fluid does not require periodic changing.

### **Steering Linkage**

The steering linkage (tie rods, relay rod and idler arm support) should be lubricated, using a water resistant E.P. chassis lubricant that meets GM specifications 6031-M, at every engine oil change and seals inspected for damage.

### **Tires**

The factory installed tires on your car are selected to provide the best all around tire performance for all normal operation. When inflated as recommended in the accompanying tire inflation pressure table, they have the load carrying capacity to operate satisfactorily at all loads up to and including the full rated load specified in that table at all normal highway speeds. In addition, for those owners who prefer the utmost in comfort, optional tire inflation pressures may be used when loads of five passengers or less are carried.

For the added convenience of owners,

many Oldsmobile dealers are equipped to handle tire warranty adjustment on certain makes of tires provided on 1972 Oldsmobile cars.

**TIRE TRACTION**—A decrease in driving, cornering, and braking traction occurs when water, snow, ice, gravel, or other material is on the road surface. Driving practices and car speed should be adjusted to the road conditions.

When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and road surface. This phenomenon, known as hydroplaning, may cause partial or complete loss of traction, which adversely affects vehicle control and stopping ability. To reduce the possibility of traction loss, the following precautions should be observed:

1. Slow down during rainstorms or when roads are slushy.
2. Slow down if road has standing water or puddles.

3. Replace tires when tread wear indicators are visible. (See safety checks section.)

4. Keep tires properly inflated.

For temporary assistance when traction is lost on ice or snow, the use of AC Liquid Tire Chain is recommended.

## Inflation Pressure

The tire inflation pressures listed in the accompanying table have been selected to provide you with the best tire life and riding comfort over the full range or normal driving conditions.

The use of improper tire inflation pressures can affect tire life and load carrying capacity, and may affect vehicle handling. Inflation pressures should be checked at least once a month (and preferably oftener) to insure that the right amount of air is contained in the tires. With regard to tire life, too little air pressure allows

abnormal deflection of the tire causing excessive operating temperatures, while too much air pressure prevents normal deflection, making the cord body more vulnerable to road impacts.

RECOMMENDED TIRE INFLATION PRESSURES (Pounds Per Square Inch Cold)				
Models	Standard Inflation For All Loads Including Full Rated		Optional Inflation For Reduced Loads	
All Except Station Wagons Equipped With:	1 to 6 Passengers + 200 Lbs. Luggage (1100 Lbs. Load)		1 to 5 Passengers (750 Lbs. Maximum Load)	
	Front	Rear	Front	Rear
350 V-8 Engine and 455 V-8 Engine	26 Lbs.	28 Lbs.	24 Lbs.	24 Lbs.
Station Wagons	1 to 6 Passengers + 300 Lbs. Luggage (1200 Lbs. Load)		1 to 5 Passengers (750 Lbs. Maximum Load)	
	Front	Rear	Front	Rear
	24 Lbs.	32 Lbs.	22 Lbs.	26 Lbs.



Use of optional inflations is allowable only with a reduced load (one to five passengers). When operating at loads greater than the optional reduced load, the inflation pressure must be increased to the standard inflation for full rated loads.

### INFLATION CHART NOTES

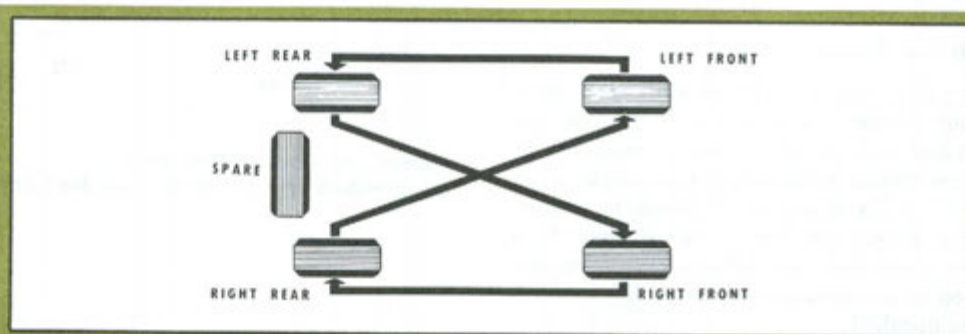
1. Tire inflation pressure may increase as much as 6 pounds per square inch (psi) when hot.
2. For continuous high speed operation (over 75 mph) increase tire inflation pressure 4 pounds per square inch over the recommended pressures up to a maximum of 32 pounds per square inch cold for load range B tires. Sustained speeds above 75 mph are not recommended when the 4 pounds per square inch adjustment would require pressures greater than the 32 (psi) stated above.
3. Cold tire inflation pressure: after

vehicle has been inoperative for 3 hours or more, or driven less than 1 mile. Hot tire inflation pressure: after vehicle has been driven 10 miles or at speeds of more than 60 miles per hour.

4. Station Wagon loads should be distributed as far forward as possible.
5. Vehicles with luggage racks do not have a vehicle load limit greater than specified.
6. When towing trailers, the allowable

passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch.

**TIRE ROTATION INFORMATION**—To equalize wear it is recommended that the four road tires to be rotated every 6,000 miles in accordance with diagram. It is not necessary to rotate the spare. Upon rotation, tire pressures must be adjusted (front and rear) in accordance with the recommendations in the tire inflation pressure table.



## Tire Usage

Only those tires of the size shown on the adjacent table are recommended for use on Oldsmobiles. Use of any other size tire may seriously affect ride, handling, ground clearance, tire clearance, and speedometer calibration. To achieve best all around vehicle handling performance, fiberglass belted tires and bias ply tires should not be mixed on the same car. Because of possible adverse effects on vehicle handling, do not mix radial ply tires with other type tires on the same vehicle.

## Snow Tires

If you equip your vehicle with snow tires, they should be inflated 4 pounds per square inch above the recommended pressures shown in the inflation pressures table, up to a maximum of 32 pounds per square inch (cold) for load range B tires. It is recommended that vehicle speeds be limited to a maximum of 75 mph if snow tires are installed.

TIRE USAGE			
Models	Equipment	Standard	Optional
All F-85 and Cutlass (Except Station Wagons & Vista Cruiser)	350 V8 Engine without Air Conditioning	F78 x 14 Black	F78 x 14 White G70 x 14 White Letters* G70 x 14 White Stripe* 8.25 x 14 White (Export)
	350 V8 Engine with Air Conditioning and 455 V8 Engine	G78 x 14 Black	G78 x 14 White G70 x 14 White Letters* G70 x 14 White Stripe* 8.25 x 14 White (Export)
Station Wagons & Vista Cruiser	All	H78 x 14 Black	H78 x 14 White 8.55 x 14 White (Export)

\*Coupes and Convertibles Only.

All Standard and Optional Tires are Load Range B.

# 1972 OLDSMOBILE MAINTENANCE SCHEDULE

	MAINTENANCE INTERVAL (Time in Months)											
	4	8	12	16	20	24	28	32	36	40	44	48
<ul style="list-style-type: none"> <li>ENGINE OIL—Change</li> <li>FLUID LEVELS, All—Check and Add if Necessary (except manual steering gear)</li> <li>TIRE AND WHEEL CONDITION—Inspect</li> <li>BRAKE FLUID LEVEL—Check; BRAKE LINES AND HOSES—Inspect</li> <li>STEERING LINKAGE—Inspect; EXHAUST SYSTEM—Inspect</li> <li>POWER STEERING BELT, FLUID LEVEL, PIPES AND HOSES—Check</li> <li>LUBRICATE— <ul style="list-style-type: none"> <li>STEERING LINKAGE AND BALL JOINTS—(Check seals for damage)</li> <li>HOOD STOPS, HINGES, LATCHES AND ALL BODY HINGES</li> <li>LINKAGE (Transmission, Cruise Control, Manual Shift and Clutch)</li> </ul> </li> </ul>	X	X	X	X	X	X	X	X	X	X	X	X
<ul style="list-style-type: none"> <li>ENGINE OIL FILTER—Replace</li> <li>EMISSION CONTROL ADJUSTMENTS— <ul style="list-style-type: none"> <li>SPARK PLUGS—Clean and Gap or Replace</li> <li>DISTRIBUTOR POINTS—Adjust or Replace and Set Timing</li> <li>CARBURETOR—Adjust Idle Speeds</li> <li>P.C.V. VALVE—Replace</li> <li>VENTILATION FILTER V-8—Clean and Re-oil</li> <li>CANISTER FILTER—Replace</li> </ul> </li> </ul>	X		X		X		X		X		X	
HEADLIGHTS—Check Aim			X			X			X			X
CARBURETOR—Replace Fuel Inlet Filter			X			X			X			X
COOLING SYSTEM—Pressure Test, Wash Radiator Cap and Add Coolant if Necessary			X			X			X			X
BRAKE LININGS, DISC—Inspect						X						
BRAKE LININGS, DRUM & PARKING BRAKE—Inspect						X						
BRAKE SYSTEM WARNING LIGHT—Check Operation						X						X
ENGINE COOLANT—Service System and Install New Coolant						X						X
SPEEDOMETER CABLE—Lubricate						X						X
AIR CLEANER ELEMENT—Replace						X						X
AUTOMATIC TRANSMISSION—Change Fluid—Service strainer						X						X
DIFFERENTIAL, STANDARD—Fluid Change						X						X
DIFFERENTIAL, ANTISPIN—Change Fluid						X						X
AIR CONDITIONER—Check Operation and Service as Needed												
FRONT WHEEL BEARINGS—Repack												
TIRE PRESSURES, All Including Spare—Check When Cold												
TIRES (Except spare)—Rotate												
WHEELS—Align and Balance												
MANUAL TRANSMISSION CLUTCH—Check and Adjust	X											

EACH OIL CHANGE

REFER TO REQUIRED MAINTENANCE SERVICES  
COVERED IN EMISSION CONTROL BOOKLET

AT TIRE ROTATION OR AT LEAST EVERY 12,000 MILES  
AT LEAST EVERY 12,000 MILES

NOT REQUIRED EXCEPT UNDER HEAVY DUTY OPERATIONS  
AT FIRST 12 MONTHS OR 12,000 MILES (whichever occurs first)  
BEGINNING OF EACH COOLING SEASON  
ONLY WHEN BRAKE MAINTENANCE REQUIRES DRUM OR ROTOR REMOVAL

AT LEAST ONCE A MONTH  
EVERY 6,000 MILES

AS REQUIRED  
AS REQUIRED

CONTINUE SERVICE AT LIKE INTERVALS

7

Refer to next page for exceptions to the above schedule.



*This section contains a partial summary of the scheduled maintenance recommended for your vehicle. See your emission control systems booklet for additional required maintenance services.*

#### ● FOOTNOTES TO THE MAINTENANCE SCHEDULE

#### EXCEPTIONS TO THE MAINTENANCE SCHEDULE FOR HIGH MILEAGE AND ADVERSE DRIVING CONDITIONS

ENGINE OIL — { Exceptionally high mileage driver should change oil at six thousand mile interval when this occurs in less than 4 months.  
Under adverse or heavy-duty operations such as dusty conditions, trailer hauling, extensive idling, numerous short trips or prolonged operation at freezing temperatures, change engine oil every 2 months or at three thousand mile intervals, whichever occurs first.

AIR CLEANER ELEMENT — Replace every 24,000 miles or more often as required when operating under dusty conditions.

AUTOMATIC TRANSMISSION—HEAVY DUTY OPERATION — Change fluid and service strainer every 12,000 miles.

ALL DIFFERENTIALS—HEAVY DUTY OPERATION — Change fluid every 12,000 miles.

### Recommendations for Filters

Item	Usage	Recommendation
Engine Oil Filter	All V-8	AC Type PF 30
Engine Air Cleaner Element	V-8 2 Bbl. Engines V-8 4 Bbl. Engines	AC Type A 331C AC Type A 212CW
Carburetor Fuel Filter	All V-8 Engines	AC Type GF 441
Positive Crankcase Ventilator Valve	All V-8 Engines	AC Type CV 679C
Crankcase Ventilation Filter	All	No Replacement Required
Canister Filter	All	RPD
Radiator Cap	All	AC Type RC-15

## SPECIFICATIONS, OWNER ASSISTANCE, ETC.

ITEM	LUBRICANT
Power steering system and pump reservoir	GM power steering fluid Part No. 1050017*—if not available use DEXRON® automatic transmission fluid
Differential—standard	SAE-80 or SAE-90 GL-5 gear lubricant
Differential—Anti-Spin	Lubricant Part No. 1051022*
Manual Steering Gear	Lubricant Part No. 1051052*
Manual Transmission	SAE-80 or SAE-90 GL-5 gear lubricant
Brake system and master cylinder	Delco Supreme 11 fluid or any SAE 70R3 fluid
Clutch linkage (Man. Trans. only)	
a. Pivot points	Engine oil
b. Push rod to clutch fork joint, and cross shaft pressure fitting	Chassis grease meeting requirements of GM 6031-M
Manual transmission shift linkage, column shift	Engine oil
Shift linkage, floor shift	Engine oil

ITEM	LUBRICANT
Hood Latch assembly	
a. Pivots and spring anchor	Engine oil
b. Release pawl	Light grease
Hood hinges	Engine oil
Automatic Transmission Shift linkage	Engine oil
Chassis lubrication	Chassis grease meeting requirements of GM 6031-M
Automatic transmission	DEXRON® automatic transmission fluid
Parking brake cables	Light grease
Front Wheel bearings	
a. Drum Brakes	Chassis grease meeting requirements of GM 6031-M
b. Disc Brakes	GM 1051195*
Body door hinge pins, station wagon tailgate hinge and linkage, station wagon folding seat, fuel door hinge, rear compartment lid hinges	Engine oil
Convertible door to lock wedge plates	Stick-type lubricant
Windshield washer solvent	Part No. 1050001* GM Optikleen washer solvent

\* All materials listed under Part Numbers may be obtained from your authorized Oldsmobile Dealer.

## Technical Data

### DIMENSIONS (IN INCHES)

SERIES	TRACK		WHEEL BASE	OVERALL LENGTH	OVERALL WIDTH
	Front	Rear			
Coupes and Convertibles	59.7	59.0	112.0	203.6	76.8
Sedans	59.7	59.0	116.0	207.6	76.8
Station Wagons	59.7	59.0	116.0	213.3	76.8
Vista Cruiser	59.7	59.0	121.0	218.3	76.8

### CAPACITIES

COOLING SYSTEM	UNITS	U.S. MEASURE	IMPERIAL MEASURE
350 V-8 Engine	Qts.	16.0	13.25
With Air Conditioning	Qts.	17.0	14.25
With Heavy Duty System	Qts.	18.0	15.00
455 V-8 Engine	Qts.	17.0	14.25
With Air Conditioning	Qts.	18.0	15.00
With Heavy Duty System	Qts.	19.0	15.75
DIFFERENTIAL	Pts.	4.25	3.5
ENGINE CRANKCASE			
Drain and Refill	Qts.	4.0	3.25
Unit Disassembled or When Changing Oil Filter	Qts.	5.0	4.25

### CAPACITIES (continued)

FUEL TANK	UNITS	U.S. MEASURE	IMPERIAL MEASURE
All Except Station Wagons (Gross)	Gals.	20.0	16.75
Station Wagons (Gross)	Gals.	23.0	19.25
AUTOMATIC TRANSMISSION			
Turbo Hydra-Matic 400			
Drain and Refill	Qts.	3.0	2.5
After Complete Overhaul	Qts.	10.0	8.3
Turbo Hydra-Matic 350			
Drain and Refill	Qts.	3.0	2.5
After Complete Overhaul	Qts.	10.0	8.3
MANUAL TRANSMISSION			
3-SPEED	Pts.	3.50	3.0
4-SPEED	Pts.	2.25	1.75
POWER STEERING			
Pump Only	Qts.	.42	.35
Complete System	Qts.	1.36	1.13
Radiator Cap Pressure Specification			15-18 psi
Thermostat Temperature Specification			195°F.
TIRE PRESSURES AND SIZES—See Charts in the Tire Section of This Book or the Tire Placard on the Glove Box Door.			
TUNE-UP SPECIFICATIONS			See Label Under Car Hood.



## Lamp Specifications

### INTERNAL LAMPS

USAGE	QUANTITY	LAMP NO.
Instrument Cluster Lighting—Speedometer .....	2	194
Instrument Cluster Lighting—Gas Gauge and Tell Tale .....	3*	
Turn Signal Indicator .....	2	
High Beam Indicator .....	1	
Generator Warning .....	1	161
Brake Warning .....	1	
Instrument Panel Floodlights .....	3	
Heater Control—Floodlight .....	1	
Oil Pressure Warning (Exc. Rocket Rallye Pac) .....	1	168
Engine Temp. Indicator (Exc. Rocket Rallye Pac) .....	1	
Clock-Tachometer (Rocket Rallye Pac) .....	2	
Ash Tray Light .....	1	
Rear Defog "ON" Light .....	1	1445
"LIGHTS"—Name Plate Light .....	1	
Radio Dial .....	1	
HMT Shift Indicator—Console Only .....	1	
Console Compartment .....	1	1895
Glove Box .....	1	563
Map Lamp—Panel .....	1	
Map Lamp—Mirror .....	1	

USAGE	QUANTITY	LAMP NO.
Electric Clock (Exc. Rocket Rallye Pac) .....	2	1893
Map Lamp .....	1	563
Dome Lamp .....	1	211
Rear Quarter Lamps .....	2	212
Lamp Over Tailgate (Vista-Cruiser) .....	2	
Courtesy Light .....	2	90
Armrest .....	2	
Courtesy Light—Console .....	1	97
Trunk .....	1	631
Underhood Light .....	1	

### EXTERNAL LAMPS

License .....	1	97
Parking and Turn Signals .....	2	1157NA
Tail and Stop .....	2	1157
Back Up Lamps .....	2	1156
Headlamp—Upper Beam .....	2	L-4001
Headlamp—Upper and Lower Beam .....	2	L-4002
Side Marker—Rear (All Except Station Wagon) .....	2	194
Side Marker—Front .....	2	194

\*Rocket Rallye Pac Gauges and Tell Tale use 2 No. 168 bulbs.

When replacement is necessary, specify AC-Guide Lamps.

## Fuse Specifications

The following fuses are located in the fuse block on the front passenger compartment wall adjacent to the steering column. Do not use fuses of higher amperage rating than those specified below.

Usage	Name of Fuse Circuit on Fuse Block	Fuse Type and Amperes
Radio . . . . .	Radio	AGC-10
Tape Player . . . . .		
Turn Signal . . . . .	Dir. Sig. Back Up	SFE-20
Back-Up Lamps . . . . .		
Cruise Control . . . . .		
Tail Lamps . . . . .	Tail	SFE-20
Side Marker Lamps . . . . .		
License Lamp . . . . .		
Underhood Lamp . . . . .	Stop-Haz.	SFE-20
Stop Lamps . . . . .		
Hazard Warning Lamps . . . . .		
Instrument Panel Lamps . . . . .	Inst. Lps.	SFE-4
Windshield Wipers . . . . .	Wiper	AGC-25
Heater . . . . .	Heater-A/C	AGC-20
Air Conditioner . . . . .		
Rear Window Defogger . . . . .		
Transmission-Control . . . . .	Gauges-Trans.	AGC-10
Parking Brake Lamp . . . . .		
Electric Windows . . . . .	Pwr. Rly. & Accsy.	SFE-20
Mirror Map Lamp . . . . .		

Usage	Name of Fuse Circuit on Fuse Block	Fuse Type and Amperes
Clock . . . . .	Clk., Ltr.-Ctsy.	AGC-25
Cigar Lighter . . . . .		
Dome Lamp . . . . .		
Courtesy Lamps . . . . .		
Trunk Lamp . . . . .		
Glove Box Lamp . . . . .		

The following circuits employ circuit breakers or have fuses located as indicated:

Headlamps . . . . .	Circuit Breaker	Built-in Light Switch
Directional Signal Flasher . .	GM Part Number 383638 or 383639 (Exc. Station Wagon and Cutlass Supreme)	In Clip Behind Instrument Panel
	GM Part Number 383636 or 383637 (All Station Wagons and Cutlass Supreme)	
Hazard Warning . . . . .	GM Part Number 3904868	In Fuse Block
Air Conditioner-"Hi" . . . . .	AGA-30	In Harness
Elec. Rear Window Defogger	AGA-30 - SFE-5	In Harness

A fusible link is incorporated into the wiring system. This is a wire of such a gauge that it will fuse (or melt) before damage occurs to an entire wiring harness in the event of an electrical overload. It is located at junction block at rear of engine compartment. See your Oldsmobile Dealer if fusible link replacement becomes necessary.

## Owner Assistance

The satisfaction and goodwill of the owners of Oldsmobile products are of primary concern to your Dealer and Oldsmobile Division. Normally, any problems that arise in connection with the sales transaction or the operation of your car will be handled by your Dealer's Sales or Service Departments. It is recognized, however, that despite the best intentions of everyone concerned, misunderstandings will sometimes occur. If you have a problem that has not been handled to your satisfaction through normal channels, we suggest that you take the following steps:

**STEP ONE**—Discuss your problem with a member of dealership management. Frequently, complaints are the result of a breakdown in communications and can quickly be resolved by a member of the dealership management. If the problem already has been reviewed with the Sales

Manager or Service Manager, contact the Dealer himself or the General Manager.

**STEP TWO**—Contact the Oldsmobile Zone Office closest to you listed on the following page. When it appears that your problem cannot be readily resolved by the dealership without additional assistance, the matter should be called to the attention of the Zone's Service Department and the following information provided:

- Your name, address, telephone number
- Vehicle identification number\*
- Dealer's name and location
- Vehicle's delivery date and mileage
- Nature of problem

**STEP THREE**—Contact the Customer Service Manager, Oldsmobile Central Office, Lansing, Michigan 48921. If after an additional review of all facts involved he

feels that some further action can be taken, he will so instruct the Zone. In any case, your letter will be acknowledged providing Oldsmobile's position in the matter.

When contacting the Zone or Central Office, please bear in mind that ultimately your problem likely will be resolved in the dealership, utilizing the Dealer's facilities, equipment and personnel. It is suggested, therefore, that you follow the above steps in sequence when pursuing a problem.

Your purchase of an Oldsmobile product is greatly appreciated by both your Dealer and Oldsmobile. It is our sincere desire to assist you in any way possible to assure your complete satisfaction with your vehicle.

\*Available from vehicle registration, title or plate attached to left top of instrument panel and visible through the windshield.



## Oldsmobile Zone Office Addresses

When calling for assistance, please ask for the Zone Service Department.

Atlanta, Georgia 30303  
Peachtree Center Bldg.  
230 Peachtree St., N.W.  
(404) 523-6961

Boston (Wellesley), Mass. 02181  
Wellesley Office Park  
40 William Street  
(617) 237-4700

Buffalo (Williamsville),  
New York 14221  
5820 Main Street  
(716) 633-2900

Charlotte, N. C. 28209  
Park Abbey Building  
4600 Park Road  
P.O. Box 11553  
(704) 525-8311

Chicago, Ill. 60631  
O'Hare Plaza, Suite 675  
5725 East River Road  
(312) 693-2900

Cincinnati, Ohio 45237  
Central Trust Tower North  
P. O. Box 37229  
7162 Reading Road  
(513) 631-2940

Cleveland, Ohio 44116  
Park-West Bldg.  
20545 Center Ridge Rd.  
(216) 333-8484

Dallas, Texas 75201  
Southland Center  
(214) 748-7971

Denver, Colorado 80202  
1212 Security Life Bldg.  
1616 Glenarm Place  
(303) 292-4900

Detroit (Southfield), Mich. 48075  
Northland Towers, Suite 700  
15565 Northland Drive  
(313) 357-1980

Houston, Texas 77025  
Fannin Bank Bldg.  
1020 Holcombe Blvd.  
(713) 748-2260

Indianapolis, Indiana 46205  
2421 Willowbrook Pkwy.  
Suite 308  
(317) 257-5181

Jacksonville, Florida 32207  
Gulf Life Tower, Suite 1742  
Gulf Life Drive  
(904) 398-6401

Kansas City, Mo. 64199  
Commerce Towers Bldg.  
P.O. Box 13247  
(816) 421-6414

Los Angeles (Woodland Hills),  
California 91364  
6355 Topanga Canyon Blvd.  
(213) 884-9400

Memphis, Tennessee 38111  
Century Building  
3294 Poplar Ave.  
(901) 323-4566

Milwaukee, Wisconsin 53226  
Mayfair Plaza  
2421 North Mayfair Rd.  
(414) 258-8898

Minneapolis, Minn. 55435  
Pentagon Office Park  
4640 W. 77th Steet  
(612) 920-3200

Newark (East Orange),  
N. J. 07018  
Liberty Mutual Ins. Bldg.  
240 S. Harrison  
(201) 677-1770

New York, New York 10022  
General Motors Bldg.  
767 Fifth Ave.  
(212) 486-2268

Oakland (Walnut Creek),  
California 94596  
Lincoln-Broadway Two Bldg.  
1501 North Broadway  
(415) 933-8282

Omaha, Nebraska 68106  
Univac Bldg. - Room 410  
7100 W. Center Road  
(402) 397-0995

Pittsburgh, Pennsylvania 15222  
3 Gateway Center  
(412) 261-0176

St. Louis, Missouri 63105  
Clayton Inn Office Bldg.  
Suite 1100  
230 S. Bemiston Ave.  
(314) 721-4508

Oklahoma City, Okla. 73105  
First Fidelity Ins. Bldg.  
4400 North Lincoln Blvd.  
(405) 424-4311

Philadelphia (Moorestown, N.J.) 08057  
East Gate Industrial Center  
304 West Route 38  
(609) 234-3333

Portland, Oregon 97204  
Executive Building  
811 S.W. 6th Ave.  
(503) 223-7253

Washington (Silver Spring),  
Maryland 20910  
Summit Office Bldg.  
8555 16th St.  
(301) 585-9832

#### GENERAL MOTORS OF CANADA ZONE OFFICES

Ottawa, Ont. K1G024  
875 Belfast Road  
(613) 237-5051

Toronto (Don Mills), Ont.  
1200 Eglinton Ave., East  
(416) 446-5000

Regina, Sask.  
581 Park Street  
(306) 543-2224

London 12, Ont.  
P.O. Box 5412 -  
Terminal "A"  
(519) 455-2400

Calgary 2, Alta.  
4220 Blackfoot Trail  
P.O. Box 2510  
(403) 243-4621

Montreal, Que.  
5000 Trans-Canada Highway,  
Pointe Clair, 730  
(514) 697-9160

Moncton, N.B.  
653 St. George Street  
(506) 854-1500

Winnipeg 14, Man.  
1345 Redwood Avenue  
(204) 582-2371

Vancouver 4, B. C.  
900 Terminal Avenue  
(604) 684-9444

#### MEXICO

General Motors de Mexico S.A. de C.V.  
Av. Ejercito Nacional No. 843  
Mexico 5, D.F.  
545-3921

#### HAWAII

Honolulu, Hawaii  
1600 Kapiolani Blvd.  
Suite 714  
946-3988

## Identification Numbers

### VEHICLE IDENTIFICATION NUMBER—

This is the legal number of the vehicle which is embossed on a plate attached to the top of the instrument panel on the driver's side and is easily seen through the windshield from outside the car. It also appears on the Vehicle Certificates of Title and Registration.

### BODY IDENTIFICATION NUMBER—

The body style number, body serial number, trim number and paint code are shown on a plate affixed to the left side of the cowl and can be seen when the hood is raised.

### ENGINE IDENTIFICATION NUMBER—

All V-8 engines have the engine unit number stamped on the engine oil fill tube.

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## GAS STATION INFORMATION

Refer to "Service and Maintenance" Section for Further Details.

**GAS CAP**—Located behind license plate on all models except Station Wagons.



On Station Wagons fuel filler cap is located on the rear fender.

See gas cap removal procedure in the "Service and Maintenance" section.

**GASOLINE RECOMMENDATION**—Use an unleaded or low-lead fuel of approximately 91 Research Octane Number or higher as commonly sold in the U.S. and Canada.

**ENGINE OIL DIPSTICK**—Located on left side of engine block. Check oil level at each fuel stop. Maintain between "ADD" and "FULL" marks on dipstick.

**ENGINE OIL RECOMMENDATIONS**—Use only high quality SE oils. The chart under Engine Oil Recommendations will serve as a guide for selecting proper oil viscosity.

**ENERGIZER (BATTERY)**—Check fluid level monthly utilizing the level indicator cap marked "Delco Eye". If the transparent eye within the cap glows, fluid level is low. Add only colorless, odorless drinking water or distilled water to bring level to split ring in filler opening.

**WINDSHIELD WASHER**—Check reservoir fluid level regularly. Use a washer fluid such as GM Optikleen.

**HOOD RELEASE**—Located beneath center grille nose panel. To open, pull release handle sharply. If, in opening, hood catches on safety catch, press down on hood while pulling on release lever.



**TIRE INFLATION PRESSURES**—Check at least monthly. Keep inflated to pressures shown on tire placard affixed on the inside of the glove box door.



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**ALWAYS A STEP AHEAD**

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# **1972 OLDSMOBILE "SPECS" BOOK**

Salesmen's Prices, Equipment, Colors & Trims, Specifications

Effective September, 1971

CREDIT - OLDSMOBILE  
HISTORY CENTER

000026049

990 TOWNSEND ST  
LANSING, MI 48921

## MODEL PRICES

- F-85
- CUTLASS
- CUTLASS S
- CUTLASS SUPREME
- VISTA-CRUISER

LIFT PAGE

## MODEL PRICES . . . Intermediate Models

MODEL	MODEL CODE	MSRP <sup>a</sup>	DEST. CHG. <sup>b</sup>	TOTAL	LOCAL PRICE	MODEL	MODEL CODE	MSRP <sup>a</sup>	DEST. CHG. <sup>b</sup>	TOTAL	LOCAL PRICE
<b>F-85</b> Town Sedan	D69	\$3006.00				<b>CUTLASS SUPREME</b> Hardtop Sedan	J39	\$3398.00			
<b>CUTLASS</b> Hardtop Coupe	F87	\$3022.00				Hardtop Coupe	J57	\$3323.00			
2-Seat Cruiser	G36	\$3575.00				Convertible	J67	\$3507.00			
Town Sedan	G69	\$3120.00				<b>VISTA-CRUISER</b> 2-Seat Model	K56	\$3866.00			
<b>CUTLASS S</b> Sports Coupe	G77	\$3079.00				3-Seat Model	K66	\$4008.00			
Hardtop Coupe	G87	\$3142.00									

<sup>a</sup>—Manufacturer's Suggested Retail Price. Includes reimbursement for Federal Excise Tax and Suggested Dealer New Vehicle Preparation Charge.

<sup>b</sup>—Destination Charge. \$\_\_\_\_\_ higher on models equipped with Air Conditioner (C60).



# F-85

## MODELS/EQUIPMENT

Town Sedan D69 . . \$3006.00

### STANDARD EQUIPMENT

- Armrests, Front-Door
- Ashtray, Instrument-Panel
- Battery, 61-Ampere-Hour/66-Plate (Rocket 350 V-8), 73-Ampere-Hour/78-Plate (Rocket 455 V-8)
- Brakes, Front and Rear Drum
- Cigar Lighter, Instrument-Panel
- Delcotron, 37-Ampere
- Engine, Rocket 350 V-8—2-bbl. carburetor
- Floor Covering, Color-Keyed Heavy-Duty Vinyl-Coated Rubber
- Frame, Torque-Beam
- Lamp, Dome
- Lamp Switches, Automatic Front-Door Interior
- Radio Antenna, Windshield
- Seat, Bench Front

- AU3 Door Locks, Power..... \$ 70.56
- B30 Floor Carpeting, Nylon-Blend Loop-Pile..... \$ 21.06
- B32 Floor Mats, Auxiliary Front..... \$ 7.37
- B33 Floor Mats, Auxiliary Rear..... \$ 7.37
- B50 Seat Cushion, Extra-Foam-Padded Front..... \$ 9.48
- B84 Moldings, Protective-Side, with Black-Vinyl Insert..... \$ 26.33
- B90 Moldings, Bright Side-Window Frame..... \$ 24.22
- B93 Moldings, Bright Door-Edge Guard..... \$ 9.48
- B96 Moldings, Bright Wheel-Opening..... \$ 15.80
- BC1 Instrument-Panel Trim, Wood-Grain-Vinyl..... \$ 10.53

- M40 Transmission, Turbo Hydra-matic. Available only with L75..... \$242.88
- N30 Steering Wheel, Deluxe..... \$ 15.80
- N33 Steering Wheel, Tilt-Away—Includes standard steering wheel, M38 or M40 required..... \$ 45.29
- N34 Steering Wheel, Custom-Sport..... \$ 47.39
- N47 Steering, Vari-Ratio Power. Required with C60, or Y72..... \$115.85
- N66 Wheels, Super Stock II—Cast-gray color. With stainless-steel trim ring. N.A. with N95, P01, or P02..... \$ 73.72
- N67 Wheels, Super Stock III—Color same as lower body color. With stainless-steel trim ring. N.A. with N95, P01, or P02..... \$ 73.72
- N95 Wheel Discs, Simulated Wire. N.A. with N66, N67, N99, or P05..... \$115.85
- P01 Wheel Discs, Chrome. N.A. with N66, N67, or P05..... \$ 26.33

- VJ9 California Assembly Line Emission Test. Required and available only on California cars..... \$ 15.80

- Y60 Convenience Group. Lamps and Mirrors—Includes automatic rear-door switches, trunk and underhood lamps; instrument-panel ashtray, courtesy, glove compartment, and map lamps, instrument-panel control lighting; visor vanity mirror, and rearview mirror with integral lamp..... \$ 38.44

- Y71 Indicator, Outside-Temperature..... \$ 15.80

### SPECIAL USE EQUIPMENT

(For usage, refer to Product Selling Literature)

- F41 Suspension System, Heavy-Duty—For strenuous service: trailer towing, continuous heavy trunk loads, and when most driving is on secondary and rural roads. Includes heavy-duty front and rear springs, front stabilizer bar, and FG2 shock absorbers. G66 shock absorbers available. N99 required..... \$ 21.86
- FG2 Shock Absorbers, Firm-Ride Front and Rear—For secondary and rural roads. Included in F41. N.A. with G66..... \$ 5.27

- Seat Head Restraints, Dual Front-
- Seat Lap Belts, 3 Front- and 3 Rear-
- Seat Shoulder Belts, 2 Front-
- Tires, F78 x 14" (G78 x 14" with C60 or L75) Blackwall Belted Bias-Ply
- Transmission, Fully Synchronized 3-Speed Column-Shift Manual (N.A. in California)
- Wheels, 14 x 6"
- Wheel Hubcaps, Chrome
- Windows, Crank-Operated Vent

- C08 Rooftop Covering, Vinyl..... \$102.16
- C49 Window Defogger, Electric Rear..... \$ 63.19
- C60 Air Conditioner, Four-Season — Includes heavy-duty radiator. N47 required..... \$407.59
- D33 Mirror, Remote-Control Outside Rearview..... \$ 12.64
- D99 Finish, Two-Tone Magic-Mirror..... \$ 36.86
- G80 Axle, Anti-Spin Rear..... \$ 44.23
- J50 Brakes, Pedal-Ease Power..... \$ 47.39
- JL2 Brakes, Power with Front Disc..... \$ 69.51

- P02 Wheel Discs, Deluxe. N.A. with N66, N67, or P05..... \$ 47.39
- P05 Wheels, Super Stock I. N.A. with N95, P01, or P02..... \$ 90.58
- PK2 Tires, G78 x 14" White-Stripe Belted Bias-Ply. Available only with C60, or L75..... \$ 32.65
- PX6 Tires, F78 x 14" White-Stripe Belted Bias-Ply. N.A. with C60, or L75..... \$ 30.54
- T44 Hood Lock, Interior-Operated..... \$ 10.53
- U21 Rocket Rallye Pac, Includes U35..... \$ 84.26
- U35 Clock, Electric—Included in U21..... \$ 18.96
- U57 Stereo Tape Player—Includes U80 with U63 or U69, U58, U63 or U69 required: With U58. \$116.91; With U63 or U69. \$133.76
- U58 Radio, AM-FM Stereophonic Pushbutton—Includes U80..... \$239.08
- U63 Radio, AM Pushbutton..... \$ 74.78
- U69 Radio, AM-FM Monaural Pushbutton..... \$139.02
- U80 Radio Speaker, Rear. Included with U57 or U58..... \$ 18.96

- G66 Shock Absorbers, Superlift Rear—For trailer towing. N99 required, except when N66, N67, or P05 is ordered. N.A. with FG2..... \$ 42.13
- N99 Wheels, Heavy-Duty. Required for Trailer Towing. Required with F41 or U89. Required with G66, unless N66, N67, or P05 is ordered..... \$ 10.53
- U89 Wiring Harness, Trailer Electrical—N99 required..... \$ 10.53
- Y72 Engine-Cooling Equipment, Heavy-Duty — Includes heavy-duty radiator (with double-capacity transmission oil cooler), water pump, Thermo-Cool engine fan, and 63-ampere Delcotron. N47 required: With C60..... \$ 21.06; Without C60..... \$ 57.93

### FACTORY-INSTALLED EQUIPMENT

- A01 Windows, Soft-Ray Tinted—Includes A02..... \$ 43.18
- A02 Windshield, Soft-Ray Tinted—Included in A01..... \$ 30.54
- A41 Seat Adjuster, 4-Way Power..... \$ 78.99
- A90 Trunk-Lid Latch, Power..... \$ 14.74
- AK1 Seat Belts, Lap Deluxe Front and Rear (with Retainers) and Deluxe Front Shoulder..... \$ 15.80

- K30 Cruise Control, Automatic—M38, or M40 required..... \$ 63.19
- L34 Engine, Rocket 350 V-8 (4-bbl. carburetor). N.A. on California cars with Standard Transmission. See Power Teams..... \$ 47.39
- L75 Engine, Rocket 455 V-8 (4-bbl. carburetor). M40 required. Dual Exhaust System included. See Power Teams..... \$188.52
- M38 Transmission, Turbo Hydra-matic 350. N.A. with L75. See Power Teams..... \$221.76

### FACTORY-INSTALLED POWER TEAMS

Axle Ratio	Engine Trans.	Std. V-8		L34		L75
		Std.	M38	Std.	M38	M40
2.73 (G93)		S	Ac	S	S	
3.08 (G90)		Aa	Ac	Aa	Aa	
3.23 (G91)	Se	Abc	Se	Abc	Ab	

S—Standard. A—Available. a—For Trailer Towing, Class 1. b—For Trailer Towing, Class II. c—N.A. on California Cars.

(Axle Ratios listed above available at no extra cost.)

# CUTLASS

## MODELS/EQUIPMENT

Town Sedan G69...\$3120.00 Hardtop Coupe F87...\$3022.00 Cruiser G36...\$3575.00

### STANDARD EQUIPMENT

- Armrests, Deluxe Front and Rear...with bright accent moldings (Sedan and Cruiser)
- Armrests, Front and Rear (Coupe)
- Ashtray, Instrument-Panel
- Ashtrays, Rear-Armrest
- Battery, 61-Ampere-Hour/66-Plate (Rocket 350 V-8), 73-Ampere-Hour/78-Plate (Rocket 455 V-8)
- Brakes, Front and Rear Drum (Sedan and Coupe)
- Brakes, Power Front Disc and Rear Drum (Cruiser)
- Cigar Lighter, Instrument-Panel
- Delco-Ronco, 37-Ampere
- Engine, Rocket 350 V-8—2-bbl. carburetor
- Floor Carpeting, Wall-to-Wall...plus carpeted door lower panels (Sedan and Cruiser)
- Floor Covering, Color-Keyed Heavy-Duty Vinyl-Coated Rubber (Coupe)
- Frame, Torque-Beam
- Lamp, Dome
- Lamp Switches, Automatic Front-Door Interior
- Moldings, Bright Wheel-Opening (Sedan and Cruiser)
- Moldings, Bright Side-Window Frame (Sedan and Cruiser)
- Radio Antenna, Windshield
- Seat, Bench Front
- Seat Head Restraints, Dual Front-
- Seat Lap Belts, 3 Front- and 3 Rear-
- Seat Shoulder Belts, 2 Front-
- Steering Wheel, Deluxe
- Tailgate, Drop-or-Swing (Cruiser)

- Tires, Blackwall Belted Bias-Ply: F78 x 14" (Sedan and Coupe), G78 x 14" (Sedan and Coupe with C60, FE2, or L75), H78 x 14" (Cruiser)
- Transmission, Fully Synchronized 3-Speed Column-Shift Manual (N.A. in California)
- Ventilation, Flo-Thru (Coupe)
- Wheels, 14 x 6" (Sedan and Coupe)
- Wheels, 14 x 6" Heavy-Duty (Cruiser)
- Wheel Hubcaps, Chrome
- Windows, Crank-Operated Vent (Sedan and Cruiser)
- Windshield Wipers, Recessed-Park (Sedan and Cruiser only)

### FACTORY-INSTALLED EQUIPMENT

- A01 Windows, Soft-Ray Tinted—Includes A02
- A02 Windshield, Soft-Ray Tinted—Included in A01
- A31 Windows, Power Side—Sedan and Cruiser
- A33 Window, Power Tailgate—Cruiser
- A41 Seat Adjuster, 4-Way Power
- A90 Trunk-Lid Latch, Power—Sedan and Coupe
- AK1 Seat Belts, Lap Deluxe Front and Rear (with Retainers) and Deluxe Front Shoulder
- AU3 Door Locks, Power—For all doors:
- B03 Floor Carpeting, Nylon-Blend Loop-Pile—Coupe
- B32 Floor Mats, Auxiliary Front
- B33 Floor Mats, Auxiliary Rear
- B39 Floor Carpeting, Deep-Pile Cargo-Area—Cruiser
- B50 Seat Cushion, Extra-Foam-Padded Front-
- B80 Moldings, Bright Roof Drip—Sedan and Cruiser. Included in C08 for Sedan
- B84 Moldings, Protective-Side—With Black-Vinyl Insert. N.A. with W29

- B93 Moldings, Bright Door-Edge Guard:
- B96 Moldings, Bright Wheel-Opening (Coupe). (Standard on Sedan and Cruiser)
- BC1 Instrument-Panel Trim, Wood-Grain-Vinyl
- C08 Rooftop Covering, Vinyl—Includes B80 on Sedan. Sedan and Coupe
- C49 Window Defogger, Electric Rear—Sedan and Coupe
- C51 Window Air Deflector, Rear—Cruiser
- C60 Air Conditioner, Four-Season—Includes heavy-duty radiator. N47 required
- D33 Mirror, Remote-Control Outside Rearview
- D35 Mirrors, Sports-Styled Outside Rearview—Includes left-hand mirror with remote control and right-hand mirror. Color-matched to exterior body color. Coupe
- D99 Finish, Two-Tone Magic-Mirror: Sedan and Coupe
- G80 Axle, Anti-Spin Rear
- J50 Brakes, Pedal-Ease Power—Sedan and Coupe
- JL2 Brakes, Power with Front Disc—Sedan and Coupe
- K30 Cruise Control, Automatic—M38, or M40 required
- L34 Engine, Rocket 350 V-8 (4-bbl. carburetor). (N.A. on California cars with Standard Transmission.) See Power Teams

- L75 Engine, Rocket 455 V-8 (4-bbl. carburetor). M20 or M40 required. Dual Exhaust System included. See Power Teams
- M20 Transmission, 4-Speed Floor-Shift Wide-Ratio—Includes Hurst Shifter, L34, L75, or W30 required. Coupe. Available on California cars with L75 only. See Power Teams
- M38 Transmission, Turbo Hydra-matic 350. N.A. with L75 or W30. See Power Teams
- M40 Transmission, Turbo Hydra-matic. Available with L75 or W30. See Power Teams
- N10 Exhaust System, Dual—Included with L75 and W30 Coupe
- N33 Steering Wheel, Tilt-Away—M20, M38, or M40 required. Standard Transmission available only if W39 is ordered
- N34 Steering Wheel, Custom-Sport
- N47 Steering, Vari-Ratio Power. Required with C60, or Y72
- N66 Wheels, Super Stock II—Cast-iron color. With stainless-steel trim ring. N.A. with N95, P01, or P02. Sedan and Coupe
- N67 Wheels, Super Stock III—Color same as lower body color. With stainless-steel trim ring. N.A. with N95, P01, or P02. Sedan and Coupe
- N95 Wheel Discs, Simulated Wire. N.A. with N66, N67, N99, or P05. Sedan and Coupe
- P01 Wheel Discs, Chrome. N.A. with N66, N67, or P05
- P02 Wheel Discs, Deluxe. N.A. with N66, N67, or P05
- P05 Wheels, Super Stock I—N.A. with N95, P01, or P02. Sedan and Coupe
- PK2 Tires, G78 x 14" White-Stripe Belted Bias-Ply. Available with C60, FE2, or L75 (Sedan and Coupe)
- PK5 Tires, G70 x 14" Blackwall Wide-Oval Belted Bias-Ply—With raised white letters. Coupe. Without C60, FE2, or L75

- PR7 Tires, H78 x 14" White-Stripe Belted Bias-Ply (Cruiser)
- PX6 Tires, F78 x 14" White-Stripe Belted Bias-Ply. N.A. with C60, FE2, L75, or W30. Sedan and Coupe
- PX8 Tires, G70 x 14" White-Stripe Wide-Oval Belted Bias-Ply. Coupe: Without C60, FE2, or L75
- T44 Hood Lock, Interior-Operated
- U21 Rocket Rallye Pac. Includes U35
- U35 Clock, Electric—Included in U21
- U57 Stereo Tape Player—Includes U80 with U53 or U69, U58, U53, or U69 required
- U58 Radio, AM-FM Stereophonic Pushbutton—Includes U80
- U63 Radio, AM Pushbutton
- U69 Radio, AM-FM Monaural Pushbutton
- U80 Radio Speaker, Rear—Included with U57 and U58
- V36 Bumper Guards, Protective—With Vinyl Inserts: Front and Rear (Sedan and Coupe)
- V56 Luggage Carrier, Rooftop—Cruiser
- V55 Lock and Trim, Rear Storage Compartment—Cruiser
- VJ9 California Assembly Line Emission Test. Required and available only on California cars
- W25 Hood, Dual-Intake Force-Air Fiberglass—Includes Special Hood Paint Scheme. Included in W30. Available only with L34 or L75. N.A. with Y73 or Y75. Coupe

- W39 Hurst Shifter, 3-Speed Floor, Performance. Available with Standard Transmission only. N.A. with L75. Coupe
- Y60 Convenience Group, Lamps and Mirrors—Includes ashtray lamp; underhood lamp; courtesy, glove compartment, and map lamps; rear-door automatic interior-lamp switches in Sedan and Cruiser; instrument-panel-control lighting; visor vanity mirror, and rearview mirror with integral lamp; trunk lamp in Sedan and Coupe
- Sedan
- Coupe
- Cruiser
- Y70 Paint Stripe, Body-Side. N.A. with W29, W30, or Y75. Coupe
- Y71 Indicator, Outside-Temperature
- Y73 Paint Stripe, Hood. Included in W29, N.A. with W25 or W30. Coupe
- Y75 Exterior Sport Equipment—Includes Cutlass S Hood, Body-Side Paint Stripes and B96. N.A. with W29 or W30. Coupe only

### SPECIAL USE EQUIPMENT

(For usage, refer to Product Selling Literature)

- F41 Suspension System, Heavy-Duty—For strenuous service; trailer towing, continuous heavy truck loads, and when most driving is on secondary and rural roads. Includes heavy-duty front and rear springs, front stabilizer bar, and F62 shock absorbers. G66 shock absorbers available. N99 required on Sedan and Coupe
- FE2 Suspension Package, Rallye—Includes heavy-duty front and rear springs, shock absorbers, front and rear stabilizer bars; and heavy-duty rear-suspension lower control arms,

- clued in W30. Available only with L34 or L75. N.A. with Y73 or Y75. Coupe
- W29 4-4 Appearance and Handling Package. Includes Body-side and Deck-lid striping, 4-4 Radiator Grille, Black Hood Louvers and Grille and Deck-lid numerals, plus options B95, FE2, and Y73. W39 included with Standard Synchromesh Transmission. Available with any engine. Required with W30. N.A. with B84, J50, Y70, or Y75. (Coupe):
- W30 Performance Package. Includes High Performance Rocket 455 V-8 with 4-bbl. Carburetor and Dual Exhaust System, W25 Dual-Intake Force-Air Fiberglass Hood and Special Paint Scheme, Heavy-Duty Radiator, Manual Front Disc Brakes, 3.42-to-1 Axle Ratio, D35, G80, PK5, and W29. 3.73-to-1 Axle Ratio (G89) available. J12 available if M40 is ordered. N.A. with C60, Y70, Y72, Y73, or Y75. (N.A. in California.) (Coupe):
- W37 Clutch, 2-Plate Heavy-Duty. Available only with M20. Coupe

- 14 x 7" wheels. N.A. with FG2, F41, N99, or U89. Available with G66 only if M40 and W29 are ordered together. Coupe:
- Without N66, N67, or P05
- With N66, N67, or P05
- FG2 Shock Absorbers, Firm-Ride Front and Rear—For secondary and rural roads. Included in F41. N.A. with FE2 or G66
- G66 Shock Absorbers, Superlift Rear—For trailer towing. N99 required on Sedan and Coupe, unless N66, N67, P05, or W29 (Coupe) is ordered. W29 required with Coupe when ordering M40. N.A. with FG2. Available with FE2 if M40 and W29 are ordered together. Coupe
- N99 Wheels, Heavy-Duty—Required for Trailer Towing or with F41 or U89. Required with G66, unless N66, N67, P05 or W29 is ordered. Sedan and Coupe
- U89 Wiring Harness, Trailer Electrical—N99 required
- Y72 Engine-Cooling Equipment, Heavy-Duty—Includes heavy-duty radiator (with double-capacity transmission oil cooler), water pump, Thermo-Cool engine fan, and 63-ampere Delco-Ronco. N47 required: With C60

### FACTORY-INSTALLED POWER TEAMS

Axle Ratio	Engine		Std. V-8		L34		L75		W30	
	Trans.	Std.	M38	Std.	M20	M38	M20	M40	M20	M40
2.73 (G93)		S	Ad			S		S		
3.08 (G90)		Aa	Ad			Aa		Aa		
3.23 (G91)		Sd	Abd	Sd	Sd	Abd	S	Ab		
3.42 (G92)									Sed	Sed
3.73 (G89)									Ad	Ad

S—Standard. A—Available. a—For Trailer Towing, Class I. b—For Trailer Towing, Class I. c—G80 and W30 required. d—Not available on California cars. (Axle Ratios listed above available at no extra cost.)

# CUTLASS S

## MODELS/EQUIPMENT

Sports Coupe G77...\$3079.00 Hardtop Coupe G87...\$3142.00

### STANDARD EQUIPMENT

- Armrests, Deluxe Front and Rear (with bright accent moldings)
- Ashtrays, Instrument-Panel and Rear-Armrest
- Battery, 61-Ampere-Hour/56-Plate (Rocket 350 V-8), 73-Ampere-Hour/78-Plate (Rocket 455V-8)
- Brakes, Front and Rear Drum
- Cigar Lighter, Instrument-Panel
- Delcotron, 37-Ampere
- Engine, Rocket 350 V-8—2-bbl. carburetor
- Floor Carpeting, Wall-to-Wall
- Frame, Torque-Beam
- Lamp, Dome
- Lamp Switches, Automatic Interior
- Louver Grilles, Bright Hood
- Moldings, Bright Body-Side Rocker Panel and Wheel-Opening
- Radio Antenna, Windshield
- Seat, Bench Front (with bright moldings)
- Seat Cushions, Foam-Padded Front- and Rear-
- Seat Head Restraints, Dual Front-
- Seat Lap Belts, 3 Front- and 3 Rear-
- Seat Shoulder Belts, 2 Front-
- Steering Wheel, Deluxe
- Tires, F78 x 14" (G78 x 14" with C60, FE2, or L75) Blackwall Belted Bias-Ply
- Transmission, Fully Synchronized 3-Speed Column-Shift Manual (N.A. in California)
- Ventilation, Flo-Thru (Hardtop Coupe)

- Wheels, 14 x 6"
- Wheel Hubcaps, Chrome
- Windows, Crank-Operated Vent (Sports Coupe)
- Windshield Wipers, Recessed-Park

### FACTORY-INSTALLED EQUIPMENT

- A01 Windows, Soft-Ray Tinted—Includes A02 \$ 43.18
- A02 Windshield, Soft-Ray Tinted—Included in A01 \$ 30.54
- A31 Windows, Power Side \$115.85
- A41 Seat Adjuster, 4-Way Power—For Bench Seat, N.A. with A51 \$ 78.99
- A46 Seat Adjuster, 4-Way Power—For left-side Bucket Seat, HT Coupe. A51 required \$ 78.99
- A51 Seats, Strato Bucket, HT Coupe only \$ 68.46
- A90 Trunk-Lid Latch, Power \$ 14.74
- AK1 Seat Belts, Lap Deluxe Front and Rear (with Retainers) and Deluxe Front Shoulder \$ 15.80
- With Bench Seats \$ 14.22
- With Bucket Seats (A51) \$ 47.39
- B32 Floor Mats, Auxiliary Front \$ 7.37
- B33 Floor Mats, Auxiliary Rear \$ 7.37
- B80 Moldings, Bright Roof Drip—B85 required. Included in C08 \$ 13.89
- B84 Moldings, Protective-Side—with Black-Vinyl Insert. N.A. with W29 \$ 12.64
- B85 Moldings, Bright Side-Window Sill—B80 or C08 required \$ 21.06
- B90 Moldings, Bright Side-Window Frame—Sports Coupe \$ 24.22
- B93 Moldings, Bright Door-Edge Guard \$ 6.32
- BC1 Instrument-Panel Trim, Wood-Grain-Vinyl \$ 10.53
- C08 Rooftop Covering, Vinyl—Includes B80 \$102.16
- C49 Window Defogger, Electric Rear \$ 63.19

- C60 Air Conditioner, Four-Season—Includes heavy-duty radiator. N47 required. \$407.59
- D33 Mirror, Remote-Control Outside Rearview \$ 12.64
- D35 Mirrors, Sports-Styled Outside Rearview—Includes left-hand mirror with remote control and right-hand mirror. Color-matched to exterior body color. \$ 22.12
- D55 Console, Sports—with manual transmission, includes floor-shift control, lockable map case, and instrument-panel courtesy and map lamps. With automatic transmission, also includes map case lamp, and rear console lamp. A51 required. W39 required with Std. Trans. HT Coupe \$ 61.09
- D99 Finish, Two-Tone Magic-Mirror \$ 36.86
- G80 Axle, Anti-Spin Rear \$ 44.23
- J50 Brakes, Pedal-Ease Power \$ 47.39
- JL2 Brakes, Power with Front Disc \$ 69.51
- K30 Cruise Control, Automatic—M38 or M40 required \$ 63.19
- L34 Engine, Rocket 350 V-8 (4-bbl. carburetor). N.A. on California cars with Standard Transmission. See Power Teams \$ 47.39
- L75 Engine, Rocket 455 V-8 (4-bbl. carburetor). M20 or M40 required. Dual Exhaust System included. See Power Teams \$188.52
- M20 Transmission, 4-Speed Floor-Shift Wide-Ratio—Includes Hurst Shifter. L34, L75, or W30 required. L75 required in California. See Power Teams \$195.35

- M38 Transmission, Turbo Hydra-matic 350. N.A. with L75 or W30. See Power Teams. \$221.76
- M40 Transmission, Turbo Hydra-matic. Available with L75 or W30. See Power Teams. \$242.88
- N10 Exhaust System, Dual—Included with L75 and W30 \$ 30.23
- N33 Steering Wheel, Tilt-Away—M20, M38, or M40 required. Standard Transmission available only if W39 is ordered. \$ 45.29
- N34 Steering Wheel, Custom-Sport \$ 31.60
- N47 Steering, Vari-Ratio Power. Required with C60, or Y72 \$115.85
- N66 Wheels, Super Stock II—Cast-gray color. With stainless-steel trim ring. N.A. with N95, P01, or P02 \$ 73.72
- N67 Wheels, Super Stock III—Color same as lower body color. With stainless-steel trim ring. N.A. with N95, P01, or P02 \$ 73.72
- N95 Wheel Discs, Simulated Wire. N.A. with N66, N67, N99, or P05 \$115.85
- P01 Wheel Discs, Chrome. N.A. with N66, N67, or P05 \$ 26.33
- P02 Wheel Discs, Deluxe. N.A. with N66, N67, or P05 \$ 47.39
- P05 Wheels, Super Stock I. N.A. with N95, P01, or P02 \$ 90.58
- PK2 Tires, G78 x 14" White-Stripe Belted Bias-Ply. Available only with C60, FE2 or L75 \$ 32.65
- PK5 Tires, G70 x 14" Blackwall Wide-Oval Belted Bias-Ply—With raised white letters: Without C60, FE2, or L75 \$103.21
- With C60, FE2, or L75 \$ 88.47
- PX6 Tires, F78 x 14" White-Stripe Belted Bias-Ply. N.A. with C60, FE2, L75 or W30. \$ 30.54
- PX8 Tires, G70 x 14" White-Stripe Wide-Oval Belted Bias-Ply: Without C60, FE2, or L75 \$ 78.99
- With C60, FE2, or L75 \$ 84.25

- T44 Head Lock, Interior-Operated. \$ 10.53
- U21 Rocket Rallye Pac. Includes U35 \$ 84.26
- U35 Clock, Electric. Included in U21 \$ 18.96
- U57 Stereo Tape Player—Includes U80 with U63 or U69. U58, U63 or U69 required: With U58 \$116.91
- With U63 or U69 \$133.76
- U58 Radio, AM-FM Stereophonic Pushbutton—Includes U80 \$239.08
- U63 Radio, AM Pushbutton \$ 74.78
- U69 Radio, AM-FM Monaural Pushbutton \$139.02
- U80 Radio Speaker, Rear—Included with U57 or U58 \$ 18.96
- V36 Bumper Guards, Protective Front and Rear—With Vinyl Inserts \$ 31.60
- VJ9 California Assembly Line Emission Test. Required and available only on California cars \$ 15.80
- W25 Hood, Dual-Intake, Force-Air Fiberglass—Includes Special Hood Paint Scheme. L34 or L75 required. Included in W30. N.A. with Y73 \$157.98
- W26 Console, Sports with Hurst Dual-Gate Shifter—Includes lockable map case with lamp, and rear console lamp. A51, M38 or M40 required. HT Coupe \$ 76.88
- W29 4-4-2 Appearance and Handling Package. Includes Body-side and Deck-Id striping, 4-4-2 Radiator Grille, Black Hood Louvers and Grille and Deck-Id numerals, plus

- Y60 Convenience Group, Lamps and Mirrors—Includes trunk and underhood lamps; instrument-panel ashtray and glove compartment lamps; instrument-panel courtesy and map lamps (included in D55 with manual transmission); instrument-panel manual lighting; visor vanity mirror, and rearview mirror with integral lamp \$ 30.12
- Y70 Paint Stripe, Body-Side. N.A. with W29 or W30 \$ 21.06
- Y71 Indicator, Outside-Temperature \$ 15.80
- Y73 Paint Stripe, Hood—Included in W29. N.A. with W25 or W30 \$ 21.60

### SPECIAL USE EQUIPMENT

(For usage, refer to Product Selling Literature)

- F41 Suspension System, Heavy-Duty—For strenuous service: trailer towing, continuous heavy truck loads, and when most driving is on secondary and rural roads. Includes heavy-duty front and rear springs, front stabilizer bar, and FG2 shock absorbers. G66 shock absorbers available. N99 required \$ 21.06
- FE2 Suspension Package, Rallye—Includes heavy-duty front and rear springs, shock absorbers, front and rear stabilizer bars; and heavy-duty rear-suspension control arms; 14 x 7" wheels. N.A. with FG2, F41, N99 or U89. Available with G66 only if M40 and W29 are ordered together.

- options FE2, and Y73. W39 included with Standard Synchronesh Transmission. Available with any engine. Required with W30. N.A. with B84, J50 or Y70.
- With W39 \$ 71.62
- Without W39 \$ 29.49
- W30 Performance Package. Includes High Performance Rocket 455 V-8 with 4-bbl. Carburetor and Dual Exhaust System, W25 Dual-Intake, Force-Air Fiberglass Hood with Special Paint Scheme, Heavy-Duty Radiator, Manual Front Disc Brakes, 3.42-to-1 Axle Ratio, D35, G80, PK5, and W29. 3.73-to-1 Axle Ratio (G89) available. JL2 available if M40 is ordered. N.A. with C60, Y70, Y72, or Y73. (N.A. in California.)
- With Power Disc Brakes (JL2) \$640.35
- Without Power Disc Brakes (JL2) \$662.46
- W37 Clutch, 2-Plate Heavy-Duty. M20 required \$ 99.00
- W39 Hurst Shifter, 3-Speed Floor, Performance. Available with Standard Transmission only. N.A. with L75 or W30. \$ 42.13

- Without N66, N67, or P05 \$ 18.54
- With N66, N67, or P05 \$ 13.27
- FG2 Shock Absorbers, Firm-Ride Front and Rear—For secondary and rural roads. Included in F41. N.A. with FE2 or G66 \$ 5.27
- G66 Shock Absorbers, Superlift Rear—For trailer towing. N.A. with FG2, W29 required when ordering M40. Available with FE2 only if M40 and W29 are ordered together. N99 required unless N66, N67, P05, or W29 is ordered \$ 42.13
- N99 Wheels, Heavy-Duty—Required for Trailer Towing, or with F41, or U89. Required with G66 unless N66, N67, P05, or W29 is ordered \$ 10.53
- U89 Wiring Harness, Trailer Electrical—N99 required \$ 10.53
- Y72 Engine-Cooling Equipment, Heavy-Duty—Includes heavy-duty radiator (with double-capacity transmission oil cooler), water pump, Thermo-Cool engine fan, and 63-ampere Delcotron. N47 required: With C60 \$ 21.06; Without C60 \$ 57.93

### FACTORY-INSTALLED POWER TEAMS

Axle Ratio	Engine		Std. V-8		L34		L75		W30	
	Trans.	Std.	M38	Std.	M20	M38	M20	M40	M20	M40
2.73 (G93)		S	Ad					S		
3.08 (G90)		Aa	Ad			Aa		Aa		
3.23 (G91)		Sd	Abd	Sd	Sd	Abd	S	Abd		
3.42 (G92)									Scd	Scd
3.73 (G89)									Acd	Acd

S—Standard. A—Available. a—For Trailer Towing, Class I. b—For Trailer Towing, Class II. c—G80 and W30 required. d—Not available on California cars. (Axle Ratios listed above available at no extra cost.)



# CUTLASS SUPREME

## MODELS/EQUIPMENT

Hardtop Sedan J39 . . . \$3398.00    Hardtop Coupe J57 . . . \$3323.00    Convertible J67 . . . \$3507.00

### STANDARD EQUIPMENT

- Armrests, Deluxe Front and Rear (with bright accent moldings, plus bright backplates on doors)
- Ashtrays, Instrument-Panel and Rear-Armrest
- Battery, 61-Ampere-Hour/86-Plate (Rocket 350 V-8), 73-Ampere-Hour/78-Plate (Rocket 455 V-8)
- Brakes, Front and Rear Drum
- Cigar Lighter, Instrument-Panel
- Delcolton, 37-Ampere
- Engine, Rocket 350 V-8—4-bbl. carburetor
- Floor Carpeting, Wall-to-Wall (with carpeted lower door panels, and front-seat-back lower panel in Bench Seats)
- Frame, Torque-Beam
- Instrument-Panel-Control Lighting (Convertible)
- Instrument-Panel Trim, Wood-Grain-Vinyl
- Lamp, Dome (Sedan and Coupe)
- Lamps, Instrument-Panel, Courtesy and Map Lamps, and Rear-Armrest Courtesy (Convertible)
- Lamp Switches, Automatic Front-Door Interior
- Moldings, Protective-Side
- Moldings, Bright Rocker-Panel and Wheel-Opening
- Moldings, Bright Roof Drip (Sedan and Coupe)
- Radio Antenna, Windshield
- Seat, Custom Sport Front (with center armrest and bright moldings—Sedan)
- Seat, Strato Bucket (with bright moldings—Coupe and Convertible)
- Seat Cushions, Foam-Padded Front- and Rear-
- Seat Head Restraints, Dual Front-
- Seat Lap Belts, 2 Front- and 3 Rear- (Coupe and Convertible); 3 Front- and 3 Rear- (Sedan)

- B32 Floor Mats, Auxiliary Front. . . . . \$ 7.37
- B33 Floor Mats, Auxiliary Rear. . . . . \$ 7.37
- B34 Molding, Protective-Side with Black Vinyl Insert. . . . . \$ 12.64
- B85 Moldings, Bright Side-Window Sill—Included in C08. Coupe. . . . . \$ 21.06
- B93 Moldings, Bright Door-Edge Guard. Coupe and Convertible. . . . . \$ 8.32
- C08 Sedan. . . . . \$ 9.48
- C08 Roof Top Covering, Vinyl—Includes B85 on Coupe, Sedan and Coupe. . . . . \$102.16
- C49 Window Defogger, Electric Rear—Sedan and Coupe. . . . . \$ 63.19
- C60 Air Conditioner, Four-Season—Includes heavy-duty radiator, N47 required. . . . . \$407.59
- D33 Mirror, Remote-Control Outside Rearview. . . . . \$ 12.84
- D35 Mirrors, Sports-Styled Outside Rearview—Includes left-hand mirror with remote control and right-hand mirror, Color-matched to exterior body color. Coupe and Convertible. . . . . \$ 22.12
- D55 Console, Sports—With manual transmission, includes floor-shift control, lockable map case, and instrument-panel courtesy and map lamps. Coupe. With automatic transmission, also includes transmission control, map case lamp, and rear console lamp. N.A. with A65. W39 required with std. trans. Coupe and Convertible. . . . . \$ 61.09
- D99 Finish, Two-Tone Magic-Mirror—Sedan and Coupe. . . . . \$ 36.86
- G80 Axle, Anti-Spin Rear. . . . . \$ 23.39
- J50 Brakes, Pedal-Ease Power. . . . . \$7.39
- JL2 Brakes, Power with Front Disc. . . . . \$ 89.61

- Seat Shoulder Belts, 2 Front-
- Steering Wheel, Deluxe
- Tires, F78 x 14" G78 x 14" with C60, FE2 or L75 Blackwall Belted Bias-Ply
- Top, Power (Convertible)
- Transmission, Fully Synchronized 3-Speed Column-Shift, Manual (N.A. in California)
- Ventilation, Flo-Thru
- Wheels, 14 x 6"
- Wheel Hubcaps, Chrome
- Windshield Wipers, Recessed-Park

### FACTORY-INSTALLED EQUIPMENT

- A01 Windows, Soft-Ray Tinted—Includes A02. . . . . \$ 43.18
- A02 Windshield, Soft-Ray Tinted—Included in A01. . . . . \$ 30.54
- A31 Windows, Power Side. . . . . \$115.85
- A39 Seat Belts, Lap Deluxe Front and Rear (with Retainers)—Included in AK1. . . . . \$ 11.06
- Convertible: Front Bucket Seats. . . . . \$ 12.64
- With Front Bench Seat (A65). . . . . \$ 78.99
- A41 Seat Adjuster, 4-Way Power—For Bench Seat, A65 required in Coupe and Convertible. . . . . \$ 78.99
- A46 Seat Adjuster, 4-Way Power—For left-side Bucket Seat. N.A. with A65. Coupe and Convertible. . . . . \$ 78.99
- A65 Seat, Custom Sport Front—Includes center armrest and bright moldings. N.A. with D55 or W26. Coupe and Convertible. . . . . No Chg.
- A90 Trunk-Lid Latch, Power. . . . . \$ 14.74
- AK1 Seat Belts, Lap Deluxe Front and Rear (with Retainers) and Deluxe Front Shoulder: Coupe with Front Bucket Seats. . . . . \$ 14.22
- Coupe, and Coupe with Front Bench Seat (A65). . . . . \$ 15.80
- Convertible with Bucket Seats. . . . . \$ 37.39
- Convertible with Front Bench Seat (A65). . . . . \$ 38.97
- AU3 Door Locks, Power—For all doors: Coupe and Convertible. . . . . \$ 47.39
- Sedan. . . . . \$ 70.56

- K30 Cruise Control, Automatic—M38 or M40 required. . . . . \$ 63.19
- L32 Engine, Rocket 350 V-8 (2-bbl. carburetor). N.A. with M20, or M40. N.A. on California Cars with Std. Transmission. See Power Teams. . . . . Deduct \$ 33.70
- L75 Engine, Rocket 455 V-8 (4-bbl. carburetor). Dual Exhaust System Included. M20 or M40 required. See Power Teams. . . . . \$141.13
- M20 Transmission, 4-Speed Floor Shift. With Ratio—Includes Floor Shifter. N.A. with L32. L75 required in California. Coupe and Convertible—See Power Teams. . . . . \$195.36
- M38 Transmission, Turbo Hydra-matic 350—N.A. with L75 or W30. See Power Teams. . . . . \$221.76
- M40 Transmission, Turbo Hydra-matic—Available only with L75 or W30. See Power Teams. . . . . \$242.88
- N10 Exhaust System, Dual. Included with L75 and W30. . . . . \$ 30.23
- N33 Steering Wheel, Tilt-Away—M20, M38, or M40 required. Standard Transmission available only if W39 is ordered. . . . . \$ 45.29
- N34 Steering Wheel, Custom-Sport. . . . . \$ 31.80
- N47 Steering, Vari-Ratio Power. Required with C60, or Y72. . . . . \$115.85
- N66 Wheels, Super Stock II—Cast-gray color. With stainless-steel trim ring. N.A. with N95, P01, or P02. . . . . \$ 73.72
- N67 Wheels, Super Stock III—Color same as lower body color. With stainless-steel trim ring. N.A. with N95, P01, or P02. . . . . \$ 73.72
- N95 Wheel Discs, Simulated Wire. N.A. with N66, N67, N99, or P05. . . . . \$115.85
- P01 Wheel Discs, Chrome. N.A. with N66, N67, or P05. . . . . \$ 26.33
- P02 Wheel Discs, Deluxe—N.A. with N66, N67, or P05. . . . . \$ 47.39
- P05 Wheels, Super Stock I. N.A. with N95, P01, or P02. . . . . \$ 90.58
- PK2 Tires, G78 x 14" White-Stripe Belted Bias-Ply. Available only with C60, FE2, or L75. . . . . \$ 32.65

- PK5 Tires, G70 x 14" Blackwall Wide-Oval Belted Bias-Ply—With raised white letters. Coupe and Convertible: Without C60, FE2, or L75. . . . . \$103.21
- With C60, FE2, or L75. . . . . \$ 88.47
- PK6 Tires, F78 x 14" White-Stripe Belted Bias-Ply: N.A. with C60, FE2, W30, or L75. . . . . \$ 30.54
- PK8 Tires, G70 x 14" White-Stripe Wide-Oval Belted Bias-Ply—Coupe and Convertible: Without C60, FE2, or L75. . . . . \$ 78.99
- With C60, FE2, or L75. . . . . \$ 64.25
- T44 Hood Lock, Interior-Operated. . . . . \$ 10.53
- U21 Rocket Rallye Pac, Includes U35. . . . . \$ 84.28
- U35 Clock, Electric. Included in U21. . . . . \$ 18.95
- U57 Stereo Tape Player—Includes U80 with U63 or U69, U58, U63 or U69 required: With U58. . . . . \$116.91
- With U63 or U69. . . . . \$133.76
- U58 Radio, AM-FM Stereophonic Pushbutton—Includes U80. . . . . \$225.08
- U58 Radio, AM Pushbutton. . . . . \$ 74.78
- U80 Radio, AM-FM Monaural Pushbutton. . . . . \$139.02
- U80 Radio Speaker, Rear—Included with U57 or U58. . . . . \$ 18.96
- V36 Bumper Guards, Protective Front and Rear—With Vinyl Inserts. . . . . \$ 31.50
- V49 California Assembly Line Emission Test. Required and available only on California cars. . . . . \$ 15.80
- W25 Hood, Dual-Intake Force-Air Fiberglass—Includes Special Hood Paint Scheme. Included in W30. N.A. with L32. Convertible: . . . . . \$157.98
- W26 Console, Sports with Dual-Gate Shifter—Includes Hurst Dual-Gate Shifter, lockable

- W37 Clutch, 2-Plate Heavy-Duty. M20 required. Coupe and Convertible. . . . . \$ 99.00
- W39 Hurst Shifter, 3-Speed Floor. Performance. Available with standard transmission only. N.A. with L75 or W30. Coupe and Convertible. . . . . \$ 42.13
- Y60 Convenience Group, Lamps and Mirrors—Includes trunk and underhood lamps; ashtray, courtesy and map lamps, and instrument-panel control lighting—Std. in Convertible; glove compartment lamp; roof rear-quarter lamps—Sedan and Coupe; rear-door interior-lamp switches—Sedan; visor vanity mirror, and rearview mirror with integral lamp: Sedan. . . . . \$36.44; Conv. \$ 16.43
- Y70 Paint Stripes, Body-Side—Coupe and Convertible. N.A. with W29 or W30 on Convertible. . . . . \$ 21.06
- Y71 Indicator, Outside-Temperature. . . . . \$ 15.80

### SPECIAL USE EQUIPMENT

(For usage, refer to Product Selling Literature)

- F41 Suspension System, Heavy-Duty—For strenuous service: trailer towing, continuous heavy trunk loads, and when most driving is on secondary and rural roads. Includes heavy-duty front and rear springs, front stabilizer bar, and FG2 shock absorbers. G66 shock absorbers available. N99 required. . . . . \$ 21.06
- FE2 Suspension Package, Rallye—Includes heavy-duty front and rear springs; shock absorbers, front and rear stabilizer bars; heavy-duty rear-suspension lower control arms; and 14 x 7" wheels. N.A. with FG2, F41, N99, or U89. Available with G66 only if M40 and W29 are ordered together. Coupe and Convertible: Without N66, N67, or P05. . . . . \$ 18.54
- With N66, N67, or P05. . . . . \$ 13.27
- FG2 Shock Absorbers, Firm-Ride Front and Rear—For secondary and rural roads. Included in F41. N.A. with FE2 or G66. . . . . \$ 5.27
- G66 Shock Absorbers, Superlift Rear—For trailer towing. N.A. with FG2. W29 required when ordering M40. Available with FE2 only if M40 and W29 are ordered together. N99 required unless N66, N67, P05 or W29 is ordered. . . . . \$ 42.13
- N99 Wheels, Heavy-Duty—Required for Trailer Towing, or with F41 or U89. Required with G66 unless N66, N67, P05 or W29 is ordered. . . . . \$ 10.53
- U89 Wiring Harness, Trailer Electrical—N99 required. . . . . \$ 10.53
- Y72 Engine-Cooling Equipment, Heavy-Duty—Includes heavy-duty radiator (with double-capacity transmission oil cooler), water pump, Thermo-Cool engine fan, and 63-ampere Delcolton. N47 required. . . . . \$ 21.06; Without C60. . . . . \$ 57.93

### FACTORY-INSTALLED POWER TEAMS

Axle Ratio	Engine	L32		Std. V-8		L75		W30		
	Trans.	Std.	M38	Std.	M20	M38	M20	M40	M20	M40
2.73 (G93)			S	Ad		S		S		
3.08 (G90)			Aa	Ad		Aa		Aa		
3.23 (G91)		Sd	Abd	Sd	Sd	Abd	S	Ab		
3.42 (G92)									Sed	Sed
3.73 (G89)									Aed	Aed

S—Standard. A—Available. a—For Trailer Towing, Class I. b—For Trailer Towing, Class II. c—G80 and W30 required. d—Not available on California cars. (Axle Ratios listed above available at no extra cost.)

# VISTA-CRUISER

## MODELS/EQUIPMENT

2-Seat Model K56 . . . \$3866.00 3-Seat Model K66 . . . \$4008.00

### STANDARD EQUIPMENT

- **Armrests**, Deluxe Front and Rear (with bright backplates)
- **Ashtrays**, Instrument-Panel and Rear-Armrest
- **Battery**, 61-Ampere-Hour/66-Plate (Rocket 350 V-8), 73-Ampere-Hour/78-Plate (Rocket 455 V-8)
- **Body-Side and Tailgate Panels**, Wood-Grain-Vinyl
- **Brakes**, Power Front Disc and Rear Drum
- **Cigar Lighter**, Instrument-Panel
- **Delcotron**, 37-Ampere
- **Engine**, Rocket 350 V-8 (2-bbl. carburetor—N.A. in California, 4-bbl. carburetor required in California)
- **Floor Carpeting**, Wall-to-Wall Passenger-Area (plus carpeted cowl and door lower panels)
- **Frame**, Torque-Beam
- **Instrument-Panel Trim**, Wood-Grain-Vinyl
- **Lamps**, Central Dome and Tailgate Dome (with back switch only)
- **Lamp Switches**, Automatic Front-Door Interior-
- **Moldings**, Bright Wheel-Opening
- **Moldings**, Bright Roof Drip
- **Moldings**, Bright Side-Window Frame
- **Radio Antenna**, Windshield
- **Seat**, Bench Front
- **Seats**, Divided Second and Forward-Facing Third (3-seat model)
- **Seat Cushions**, Foam-Padded (in all seats)
- **Seat Head Restraints**, Dual Front-
- **Seat Lap Belts**, 3-Front- and 3 Rear- (plus 2 for third seat in 3-seat model)
- **Seat Shoulder Belts**, 2 Front-
- **Steering Wheel**, Deluxe
- **Tailgate**, Drop-or-Swing
- **Tires**, H78 x 14" Blackwall Belted Bias-Ply

- **Transmission**, Fully Synchronized 3-Speed Column-Shift Manual. (N.A. in California)
- **Visors**, Vista-Roof Sun
- **Wheels**, 14 x 6" Heavy-Duty
- **Wheel Hubcaps**, Chrome
- **Windows**, Crank-Operated Vent
- **Windshield Wipers**, Recessed-Park

### FACTORY-INSTALLED EQUIPMENT

- A01 Windows**, Soft-Ray Tinted—Includes A02 . . . \$ 43.18
- A02 Windshield**, Soft-Ray Tinted—Included in A01 . . . \$ 30.54
- A31 Windows**, Power Side . . . \$115.85
- A33 Window**, Power Tailgate . . . \$ 34.76
- A41 Seat Adjuster**, 4-Way Power . . . \$ 78.99
- A43 Glass**, Chrome-Coated Tinted Roof . . . \$ 21.06
- AK1 Seat Belts**, Lap Deluxe Front and Rear (with Retainers) and Deluxe Front Shoulder—Includes third-seat belts in 3-seat model: 2-seat model . . . \$ 15.80 3-seat model . . . \$ 18.96
- AU3 Door Locks**, Power—For all doors . . . \$ 70.56
- B32 Floor Mats**, Auxiliary Front . . . \$ 7.37
- B33 Floor Mats**, Auxiliary Rear . . . \$ 7.37
- B39 Floor Carpeting**, Deep-Pile Cargo-Area . . . \$ 20.01
- B93 Moldings**, Bright Door-Edge Guard . . . \$ 9.48
- C51 Window Air Deflector**, Rear . . . \$ 20.84
- C60 Air Conditioner**, Four-Season—Includes heavy-duty radiator. N47 required . . . \$407.59
- D33 Mirror**, Remote-Control Outside Rearview . . . \$ 12.84
- D99 Finish**, Two-Tone Magic-Mirror . . . \$ 27.38
- G80 Axle**, Anti-Spin Rear . . . \$ 44.23
- K30 Cruise Control**, Automatic—M40 required . . . \$ 63.19
- L34 Engine**, Rocket 350 V-8 (4-bbl. carburetor) N.A. on California cars with Standard Transmission. See Power Teams . . . \$ 47.39

**L75 Engine**, Rocket 455 V-8 (4-bbl. carburetor). M40 required. Dual Exhaust System included. See Power Teams . . . \$188.52

**M40 Transmission**, Turbo Hydra-matic. Required with L75. See Power Teams . . . \$242.88

**N33 Steering Wheel**, Tilt-Away—M40 required . . . \$ 45.29

**N34 Steering Wheel**, Custom-Sport . . . \$ 31.60

**N47 Steering**, Vari-Ratio Power. Required with C60, or Y72 . . . \$115.85

**P01 Wheel Discs**, Chrome . . . \$ 26.33

**P02 Wheel Discs**, Deluxe . . . \$ 47.39

**PR7 Tires**, H78 x 14" White-Stripe Belted Bias-Ply . . . \$ 35.81

**T44 Hood Lock**, Interior-Operated . . . \$ 10.53

**U21 Rocket Rallye Pac**. Includes U35 . . . \$ 84.26

**U35 Clock**, Electric. Included in U21 . . . \$ 18.96

**U57 Stereo Tape Player**—Includes U80 with U63 or U69; U58, U63 or U69 required: . . . \$116.91 With U63 or U69 . . . \$133.76

**U58 Radio**, AM-FM Stereophonic Pushbutton—Includes U80 . . . \$229.08

**U63 Radio**, AM Pushbutton . . . \$ 74.78

**U69 Radio**, AM-FM Monaural Pushbutton \$139.02

**U80 Radio Speaker**, Rear—Included with U57 and U58 . . . \$ 18.96

**V36 Bumper Guards**, Protective Front—With Vinyl Inserts . . . \$ 15.80

**V55 Luggage Carrier**, Rooftop . . . \$ 63.19

**V56 Lock and Trim**, Rear Storage Compartment . . . \$ 12.64

**VJ9 California Assembly Line Emission Test**. Required and available only on California cars . . . \$ 15.80

**Y60 Convenience Group**, Lamps and Mirrors—Includes underhood lamp; instrument-panel ashtray, courtesy, glove compartment and map lamps; rear-door interior-lamp switches; instrument-panel-control lighting; visor vanity mirror, and rearview mirror with integral lamp . . . \$ 34.76

**Y71 Indicator**, Outside-Temperature . . . \$ 15.80

### SPECIAL USE EQUIPMENT

(For usage, refer to Product Selling Literature)

**F41 Suspension System**, Heavy-Duty—For stren-

uous service; trailer towing, heavy loads, and when most driving is on secondary and rural roads. Includes heavy-duty front and rear springs, front stabilizer bar, and FG2 shock absorbers. G66 shock absorbers available . . . \$ 21.06

**FG2 Shock Absorbers**, Firm-Ride Front and Rear—For secondary and rural roads. Included in F41 . . . \$ 6.27

**G66 Shock Absorbers**, Superlift Rear—For trailer towing. N.A. with FG2 . . . \$ 42.13

**U89 Wiring Harness**, Trailer Electrical . . . \$ 10.53

**Y72 Engine-Cooling Equipment**, Heavy-Duty—Includes heavy-duty radiator (with double-capacity transmission oil cooler), water pump, Thermo-Cool engine fan, and 63-ampere Delcotron. N47 required: With C60 . . . \$ 21.06; Without C60 . . . \$ 57.93

### FACTORY-INSTALLED POWER TEAMS

Axle Ratio	Engine		Std. V-8		L34		L75
	Trans.	Std.	M40	Std.	M40	M40	
2.73 (G93)							S
3.08 (G90)			Sd		S		Aa
3.23 (G91)		Sd	Abd	Sd	Ab		Ac

S—Standard. A—Available. a—For Trailer Towing, Class I. b—For Trailer Towing, Class II. d—Not available on California cars. (Axle Ratios listed above available at no extra cost.) c—For Trailer Towing, Class III.

# DELTA 88

## MODELS/EQUIPMENT

Town Sedan L69 . . . \$3985.00 Hardtop Coupe L57 . . . \$4041.00 Hardtop Sedan L39 . . . \$4103.00

### STANDARD EQUIPMENT

- Armrests, Front and Rear
- Ashtrays, Dual Instrument-Panel and Rear-Armrest
- Battery, 61-Ampere-Hour/66-Plate (Rocket 350 V-8), 73-Ampere-Hour/78-Plate (Rocket 455 V-8)
- Brakes, Power Front Disc and Rear Drum
- Cigar Lighter, Instrument-Panel
- Delcotron, 42-Ampere
- Engine, Rocket 350 V-8—2-bbl. carburetor (N.A. in California)—4-bbl. carburetor (Required in California)
- Floor Carpeting, Wall-to-Wall
- Frame, Torque-Beam
- Hood Lock, Interior-Operated
- Instrument-Panel Trim, Wood-Grain Vinyl
- Lamp, Dome
- Lamp, Instrument-Panel Ashtray
- Lamp Switches, Automatic Front-Door Interior
- Lamp Switches, Automatic Rear-Door Interior (Hardtop Sedan)
- Moldings, Bright Rocker Panel and Wheel-Opening
- Moldings, Bright Roof Drip
- Pedals, Bright-Metal Accented
- Radio Antenna, Windshield
- Seat, Full-Foam Bench Front
- Seat Cushion, Foam-Padded Rear
- Seat Head Restraints, Dual Front
- Seat Lap Belts, 3 Front- and 3 Rear
- Seat Shoulder Belts, 2 Front
- Steering, Vari-Ratio Power
- Steering Wheel, Deluxe
- Tires, H78 x 15" Blackwall Belted Bias-Ply
- Transmission, Turbo Hydra-matic Column-Shift
- Ventilation, Flo-Thru
- Wheels, 15 x 6"
- Wheel Discs, Chrome
- Windshield Wipers, Recessed-Park

### FACTORY-INSTALLED EQUIPMENT

- A01 Windows, Soft-Ray Tinted—Includes A02 . . . \$ 50.55
- A02 Windshield, Soft-Ray Tinted—Included in A01 . . . \$ 35.81
- A31 Windows, Power Side . . . \$132.70
- A42 Seat Adjuster, 6-Way Power . . . \$105.32
- A90 Trunk-Lid Latch, Power . . . \$ 14.74
- AK1 Seat Belts, Lap Deluxe Front and Rear (with Retainers) and Deluxe Front Shoulder . . . \$ 15.80
- AU3 Door Locks, Power—For all doors: Coupe . . . \$ 47.39 Sedans . . . \$ 70.56
- B32 Floor Mats, Auxiliary Front . . . \$ 8.43
- B33 Floor Mats, Auxiliary Rear . . . \$ 7.37
- B36 Floor Mat, Heavy-Duty Rubber Trunk . . . \$ 7.90
- B84 Moldings, Protective-Side—with Black-Vinyl Insert . . . \$ 40.02
- B90 Moldings, Bright Side-Window Frame—Town Sedan . . . \$ 24.22
- B93 Moldings, Bright Door-Edge Guard: Coupe . . . \$ 6.32 Sedans . . . \$ 9.48
- C08 Rooftop Covering, Vinyl . . . \$126.38
- C45 Window Defogger, Electric Rear—N.A. with K81. Includes 63-ampere-hour Delcotron . . . \$ 63.19
- C60 Air Conditioner, Four Season—Includes heavy-duty radiator . . . \$442.34
- C61 Air Conditioner, Comforton—Includes C60 and automatic temperature control . . . \$521.33
- D33 Mirror, Remote-Control Outside Rearview . . . \$ 12.84
- D99 Finish, Two-Tone Magic-Mirror . . . \$ 44.23
- G80 Axle, Anti-Spin Rear—G93 or G94 required. See Power Teams . . . \$ 49.50
- K30 Cruise Control, Automatic . . . \$ 88.46
- L35 Engine, Rocket 350 V-8 (4-bbl. carburetor). (Required Engine in California, unless L74 is ordered). See Power Teams . . . \$ 47.39
- L74 Engine, Rocket 455 V-8 (4-bbl. carburetor). See Power Teams . . . \$173.78
- N10 Exhaust System, Dual—L74 required . . . \$ 30.23
- N33 Steering Wheel, Tilt-Away . . . \$ 45.29
- P03 Wheel Discs, Deluxe . . . \$ 31.60

- P05 Wheels, Super Stock IV—N.A. with B07 or J55 . . . \$101.11
- PV6 Tires, H78 x 15" White-Stripe Belted Bias-Ply . . . \$ 35.81
- T81 Headlamp Off-Delay Control, Night-Watch . . . \$ 12.64
- T87 Lamps, Cornering . . . \$ 36.86
- U35 Clock, Electric . . . \$ 18.86
- U41 Indicator, Low-Fuel . . . \$ 9.48
- U58 Radio, AM-FM Stereophonic Pushbutton—Includes 4 speakers . . . \$239.08
- U63 Radio, AM Pushbutton . . . \$ 87.42
- U69 Radio, AM-FM Monaural Pushbutton . . . \$147.45
- U80 Radio Speaker, Rear. Included with U58, UM1, and UM2 . . . \$ 18.96
- U87 Speedometer Package—Includes Safety Sentinel and Trip Odometer. N.A. with U11 . . . \$ 15.80
- UM1 Radio, AM Pushbutton with Stereo Tape Player—Includes 4 speakers . . . \$221.17
- UM2 Radio, AM-FM Stereophonic Pushbutton with Stereo Tape Player—Includes 4 speakers . . . \$372.83
- V36 Bumper Guards, Protective Front and Rear—With Vinyl Inserts . . . \$ 31.80
- VE5 Bumper Rub Strips, Protective, Front and Rear . . . \$ 24.22
- VJ9 California Assembly Line Emission Test. Required and available only on California cars . . . \$ 15.80
- Y60 Convenience Group, Lamps and Mirrors—Includes underhood and trunk lamps; instrument-panel courtesy, glove compartment, and map lamps; roof rear-quarter lamps for Hardtop Sedan and Coupe; rear-door automatic interior-lamp switches for Hardtop Sedan; and visor vanity mirror: Town Sedan . . . \$ 20.01 Hardtop Sedan . . . \$ 32.65 Coupe . . . \$ 26.33
- Y71 Indicator, Outside-Temperature . . . \$ 15.80

### SPECIAL USE EQUIPMENT

(For usage, refer to Product Selling Literature)

- F41 Suspension System, Heavy-Duty—For strenuous service: trailer towing, continuous heavy trunk loads, and where most driving is on secondary and rural roads. Includes heavy-duty front and rear springs, front stabilizer bar and FG2 shock absorbers. G66 shock absorbers available. J55 or N99 required. N.A. with B07 . . . \$ 21.06
- FG2 Shock Absorbers, Firm-Ride Front and Rear—For secondary and rural roads. Included in B07 and F41 . . . \$ 5.27

- G66 Shock Absorbers, Superlift Rear—For trailer towing. N.A. with B07 or FG2. N99 required, unless J55 is ordered . . . \$ 42.13
- N99 Wheels, Heavy-Duty—For trailer towing. Required with B07, F41, G66, or N99, unless J55 is ordered . . . \$ 10.53
- U89 Wiring Harness, Trailer Electrical—N99 required, unless J55 is ordered . . . \$ 10.53
- Y72 Engine-Cooling Equipment, Heavy-Duty—For trailer towing. Includes heavy-duty radiator (with double-capacity transmission oil cooler), water pump, Thermo-Cool engine fan and 63-ampere Delcotron. With C60 or C61 . . . \$ 21.06 Without C60 or C61 . . . \$ 57.93

### POLICE AND SPECIAL USE EQUIPMENT

(For usage, refer to Product Selling Literature)

- \*A74 Seats, Heavy-Duty Front and Rear—Includes heavy-duty interlaced springs with foam padding. Sedans . . . \$ 15.27
- \*B07 Suspension, Highway Patrol—Recommended for police service. Includes heavy-duty springs, shock absorbers, stabilizer shaft, body mounts, frame, power steering gear, and power steering oil cooler. N99 required unless J55 is ordered. Town Sedan only . . . \$ 40.02
- \*B61 Floor Covering, Heavy-Duty Black-Vinyl Front and Rear—Town Sedan . . . \$ 10.53
- J55 Brakes, Heavy-Duty Power with Front Disc—Heavy-duty non-fade linings; 12.00 x 2 1/4" heavy-duty duo-servo rear brakes. Includes N99. 2.93 axle ratio required . . . \$ 28.44
- K81 Delcotron, Heavy-Duty—63-ampere-hour Delcotron with solid state transistorized regulator . . . \$ 21.06
- \*U11 Speedometer, Certified Police—Calibrated in increments of 2 mph from 0 to 120 mph and accurate within plus or minus 2 percent throughout speed range. N.A. with U16 . . . \$ 3.16
- \*U90 Wiring Harness, Roof-Flasher—Roof Flasher not included. Includes roof panel reinforcement. Sedans . . . \$ 15.85

\*For police usage only.

### FACTORY-INSTALLED POWER TEAMS

Axle Ratio	Engine			
	Std.	L35	L74	
	Trans.	M40	M40	M40
2.73 (G93)				S
2.93 (G94)	A	A	A	
3.08 (G90)	Sa	Sa		
3.23 (G91)				A

S—Standard, A—Available, n—G80 not available. (Axle Ratios listed above available at no extra cost.)



# DELTA 88 ROYALE

## MODELS/EQUIPMENT

Hardtop Sedan N39 . . . \$4289.00	Hardtop Coupe N57 . . . \$4214.00
Convertible N67 . . . \$4448.00	Town Sedan N69 . . . \$4121.00

### STANDARD EQUIPMENT

- **Armrests**, Deluxe Front and Rear (with bright accent moldings and wood-grain inserts)
- **Ashtrays**, Dual Instrument-Panel and Rear-Armrest
- **Battery**, 61-Ampere-Hour/66-Plate (Rocket 350 V-8), 73-Ampere-Hour/78-Plate (Rocket 455 V-8)
- **Brakes**, Power Front Disc and Rear Drum
- **Cigar Lighter**, Instrument-Panel
- **Delcotron**, 42-Ampere
- **Engine**, Rocket 350 V-8—2-bbl. carburetor (N.A. in California)—4-bbl. carburetor (Required in California)
- **Floor Carpeting**, Wall-to-Wall (plus carpeted cowl, door, and front-seat-back lower panels)
- **Frame**, Torque-Beam
- **Hood Lock**, Interior-Operated
- **Instrument-Panel Trim**, Wood-Grain Vinyl
- **Lamp**, Dome (Town Sedan)
- **Lamps**, Instrument-Panel Ashtray, Courtesy, and Map
- **Lamps**, Rear-Armrest Courtesy (Convertible)

- **Wheel Discs**, Chrome
- **Windshield Wipers**, Recessed-Park

### FACTORY-INSTALLED EQUIPMENT

A01 Windows, Soft-Ray Tinted—Includes A02	\$ 50.55
A02 Windshield, Soft-Ray Tinted—Included in A01	\$ 35.81
A31 Windows, Power Side	\$132.70
A39 Seat Lap Belts, Deluxe Front- and Rear- (with Retainers). Included in AK1. Convertible	\$ 12.64
A42 Seat Adjuster, 6-Way Power Bench	\$105.32
A90 Trunk-Lid Latch, Power	\$ 14.74
AK1 Seat Belts, Lap Deluxe Front and Rear (with Retainers) and Deluxe Front Shoulder: Coupe and Sedans	\$ 15.80
Convertible	\$ 38.97
AU3 Door Locks, Power: Sedans	\$ 70.56
Coupe and Convertible	\$ 47.39
B32 Floor Mats, Auxiliary Front	\$ 8.43

B33 Floor Mats, Auxiliary Rear	\$ 7.37
B36 Floor Mat, Trunk Heavy-Duty Rubber	\$ 7.80
B93 Moldings, Bright Door-Edge Guard: Sedans	\$ 9.48
Coupe and Convertible	\$ 6.32
C08 Rooftop Covering, Vinyl—except Convertible	\$128.38
C49 Window Defogger, Electric Rear—Sedans and Coupe, N.A. with K81. Includes 63-ampere-hour Delcotron	\$ 63.19
C60 Air Conditioner, Four-Season—Includes heavy-duty radiator	\$442.34
C61 Air Conditioner, Comforton—Includes C60 and automatic temperature control	\$521.33
C90 Lamps, Courtesy/Warning, Front-Door—available only with Y60, std. on Convertible	\$ 13.17
D33 Mirror, Remote-Control Outside Rearview	\$ 12.64
D99 Finish, Two-Tone Magic-Mirror—except Convertible	\$ 44.23
G80 Axle, Anti-Spin Rear, G91, G93 or G94 required. See Power Teams	\$ 49.50
K30 Cruise Control, Automatic	\$ 68.46
L35 Engine, Rocket 350 V-8, 4-bbl. carburetor. (Required Engine in California, unless L74 is ordered). See Power Teams	\$ 47.39
L74 Engine, Rocket 455 V-8 (4-bbl. carburetor). See Power Teams	\$173.78
N10 Exhaust System, Dual, L74 required	\$ 30.23
N33 Steering Wheel, Tilt-Away	\$ 45.29
P03 Wheel Discs, Deluxe	\$ 31.60

P05 Wheels, Super Stock IV—N.A. with B07, or J55	\$101.11
PV6 Tires, H78 x 15" White-Stripe Belted Bias-Ply	\$ 35.81
T81 Headlamp ON-Delay Control, Night-Watch	\$ 12.64
T87 Lamps, Cornering	\$ 36.86
U35 Clock, Electric	\$ 18.96
U41 Indicator, Low-Fuel	\$ 9.48
U58 Radio, AM-FM Stereophonic Pushbutton—Includes 4 speakers	\$239.08
U63 Radio, AM Pushbutton	\$ 87.42
U69 Radio, AM-FM Monaural Pushbutton	\$147.45
U80 Radio Speaker, Rear. Included with U58, UM1, and UM2	\$ 18.96
U87 Speedometer Package—Includes Safety Sentinel and Trip Odometer. N.A. with U11	\$ 15.80
UM1 Radio, AM Pushbutton with Stereo Tape Player—Includes 4 speakers	\$221.17
UM2 Radio, AM-FM Stereophonic Pushbutton with Stereo Tape Player—Includes 4 speakers	\$372.83
V36 Bumper Guards, Protective Front and Rear—With Vinyl Inserts	\$ 31.60
VJ9 California Assembly Line Emission Test. Required and available only on California cars	\$ 15.80
Y60 Convenience Group—Visor vanity mirror and underhood, and luggage compartment lamps: Convertible	\$ 8.64
Sedans and Coupe. C90 Required	\$ 8.64
Y71 Indicator, Outside-Temperature	\$ 15.80

### SPECIAL USE EQUIPMENT

(For usage, refer to Product Selling Literature)

F41 Suspension System, Heavy-Duty—For strenuous service: trailer towing, continuous heavy trunk loads, and where most driving is on secondary and rural roads. Includes heavy-duty front and rear springs, front stabilizer bar, and FG2 shock absorbers. 666 shock absorbers available. J55 or N99 required. N.A. with B07	\$ 21.66
FG2 Shock Absorbers, Firm-Ride Front and Rear—For secondary and rural roads. Included in B07 and F41	\$ 5.27
G66 Shock Absorbers, Superlift Rear—For trailer towing. N.A. with B07 or FG2. N99 required, unless J55 is ordered	\$ 42.13

N99 Wheels, Heavy-Duty—For Trailer Towing. Required with B07, F41, G66, and U89, unless J55 is ordered	\$ 10.53
U89 Wiring Harness, Trailer Electrical—N99 required, unless J55 is ordered	\$ 10.53
Y72 Engine-Cooling Equipment, Heavy-Duty—For Trailer Towing. Includes heavy-duty radiator (with double-capacity oil cooler), water pump, Thermo-Cool engine fan, and 63-ampere Delcotron: With C60 or C61	\$ 21.06
Without C60 or C61	\$ 57.93

### POLICE AND SPECIAL USE EQUIPMENT

(For usage, refer to Product Selling Literature)

*B07 Suspension, Highway Patrol—Recommended for police service. Includes heavy-duty springs, shock absorbers, stabilizer shaft, body mounts, frame, power steering gear and power steering oil cooler. N99 required unless J55 is ordered. Town Sedan only	\$ 40.92
*B81 Floor Covering, Heavy-Duty Black Front and Rear—Town Sedan	\$ 10.53
J55 Brakes, Heavy-Duty Power with Front Disc—Heavy-duty non-fade linings; 12.00 x 2½" heavy-duty duo-servo rear brakes. Includes N99, 2.93 axle ratio included	\$ 28.44
K81 Delcotron, Heavy-Duty—63-ampere-hour Delcotron with solid state transistorized regulator	\$ 21.06
*U11 Speedometer, Certified Police—Calibrated in increments of 2 mph from 0 to 120 mph and accurate within plus or minus 2 percent throughout speed range. N.A. with U87	\$ 3.16
*U90 Wiring Harness, Roof-Flasher—Roof Flasher not included. Includes roof panel reinforcement. Sedans	\$ 16.85

\*For police usage only.

### FACTORY-INSTALLED POWER TEAMS

Axle Ratio	Engine			
	Std.	L35	L74	
	Trans.	M40	M40	M40
2.73 (G93)				S
2.93 (G94)	A	A	A	
3.08 (G90)	Sa	Sa		
3.23 (G91)				A

S—Standard. A—Available. a—G80 not available. (Axle Ratios listed above available at no extra cost.)

- **Lamps**, Roof Rear-Quarter (Coupe, and Hardtop Sedan)
- **Lamp Switches**, Automatic Interior-
- **Louver Grilles**, Bright Front-Fender
- **Moldings**, Bright Protective-Side, with Color-Coordinated Insert
- **Moldings**, Bright Hood Center, Rocker Panel and Wheel-Opening
- **Moldings**, Bright Roof Drip (Coupe)
- **Moldings**, Bright Side-Window Sill
- **Moldings**, Bright Door-Window Frame (Town Sedan)
- **Pedals**, Bright-Metal Accented
- **Protective Vinyl Strip**, Front and Rear Bumper
- **Radio Antenna**, Windshield
- **Seat**, Full-Foam Custom Bench Front, with center armrest and bright moldings (except Town Sedan)
- **Seat Cushion**, Foam-Padded Rear-
- **Seat Head Restraints**, Dual Front-
- **Seat Lap Belts**, 3 Front- and 3 Rear-
- **Seat Shoulder Belts**, 2 Front- (except Convertible)
- **Steering**, Vari-Ratio Power
- **Steering Wheel**, Deluxe
- **Tires**, H78 x 15" Blackwall Belted Bias-Ply
- **Top**, Power (Convertible)
- **Transmission**, Turbo Hydra-matic Column-Shift
- **Ventilation**, Flo-Thru
- **Wheels**, 15 x 6"

# CUSTOM CRUISER

## MODELS/EQUIPMENT

2-Seat Model R35 . . . \$4776.00 3-Seat Model R45 . . . \$4917.00

### STANDARD EQUIPMENT

- **Armrests**, Deluxe Front and Rear (with bright backplates)
- **Ashtrays**, Dual Instrument-Panel and Rear-Armrest
- **Battery**, 73-Ampere-Hour/78-Plate
- **Body-Side and Tailgate Panels**, Wood-Grain-Vinyl
- **Brakes**, Power Front Disc and Rear Drum
- **Cigar Lighter**, Instrument-Panel
- **Delcotron**, 42-Ampere
- **Engine**, Rocket 455 V-8
- **Floor Carpeting**, Wall-to-Wall Passenger-Area (plus carpeted cowl and door lower panels)
- **Frame**, Torque-Beam
- **Hood Lock**, Interior-Operated
- **Instrument-Panel Trim**, Wood-Grain Vinyl
- **Lamps**, Central Dome
- **Lamps**, Instrument-Panel Courtesy and Map
- **Lamp Switches at all Doors**, Automatic Interior-
- **Mirror**, Right-Hand Outside Rearview
- **Moldings**, Bright Hood Center
- **Moldings**, Bright Wheel-Opening
- **Moldings**, Bright Roof Drip
- **Moldings**, Bright Side-Window Frame
- **Pedals**, Bright-Metal Accented
- **Radio Antenna**, Windshield
- **Seat**, Full-Foam Bench Front (with bright moldings)
- **Seats**, Divided Second and Forward-Facing Third (3-seat model)
- **Seat Cushions**, Foam-Padded (in all seats)
- **Seat Head Restraints**, Dual Front-
- **Seat Lap Belts**, 3 Front- and 3 Rear- (plus 2 for third seat in 3-seat model)
- **Seat Shoulder Belts**, 2 Front-
- **Steering**, Vari-Ratio Power
- **Steering Wheel**, Deluxe
- **Tailgate**, Retractable Glide-Away
- **Tires**, L78 x 15" Blackwall Belted Bias-Ply
- **Transmission**, Turbo Hydra-matic Column-Shift
- **Ventilation**, Flo-Thru
- **Wheels**, 15 x 6" Heavy-Duty
- **Wheel Discs**, Chrome
- **Wheel-Opening Covers**, Rear-
- **Windshield Wipers**, Recessed-Park

### FACTORY-INSTALLED EQUIPMENT

- A01 **Windows**, Soft-Ray Tinted—Includes A02 . . . \$ 50.55
- A02 **Windshield**, Soft-Ray Tinted—Included in A01 . . . \$ 35.81
- A31 **Windows**, Power Side, D33 required. \$132.70
- A42 **Seat Adjuster**, 6-Way Power Bench. \$105.32
- A96 **Lock**, Rear Storage Compartment. . . \$ 12.64
- AK1 **Seat Belts**, Lap Deluxe Front and Rear (with Retainers) and Deluxe Front Shoulder—Includes third-seat belts in 3-seat model: 2-seat model. . . \$ 15.80 3-seat model. . . \$ 18.96
- AU3 **Door Locks**, Power—For all doors. . . \$ 70.56
- B32 **Floor Mats**, Auxiliary Front. . . \$ 8.43
- B33 **Floor Mats**, Auxiliary Rear. . . \$ 7.37
- B39 **Floor Carpeting**, Deep-Pile Cargo-Area . . . \$ 52.66
- B93 **Moldings**, Bright Door-Edge Guard. \$ 9.48
- C08 **Rooftop Covering**, Vinyl. . . \$142.18
- C26 **Tailgate**, Power-Operated Glide-Away . . . \$ 42.13
- C49 **Window Defogger**, Electric Rear-. N.A. with K81. Includes 63-ampere-hour Delcotron . . . \$ 63.19

- C60 **Air Conditioner**, Four-Season — Includes heavy-duty radiator. . . \$442.34
- C61 **Air Conditioner**, Comforton—Includes C60 and automatic temperature control. . . \$521.33
- D33 **Mirror**, Remote-Control Outside Rearview. Required with A31. . . \$ 12.64
- D99 **Finish**, Two-Tone Magic-Mirror. . . \$ 31.60
- G80 **Axle**, Anti-Spin Rear. . . \$ 49.50
- K30 **Cruise Control**, Automatic. . . \$ 68.46
- L74 **Engine**, Rocket 455 V-8 (4-bbl. carburetor) Required. . . \$ 47.39
- N33 **Steering Wheel**, Tilt-Away. . . \$ 45.29
- P03 **Wheel Discs**, Deluxe. . . \$ 31.60
- Q14 **Tires**, L78 x 15" White-Stripe Belted Bias-Ply. . . \$ 42.13
- T81 **Headlamp Off-Delay Control**, Night-Watch . . . \$ 12.64
- T87 **Lamps**, Cornering. . . \$ 36.86
- U35 **Clock**, Electric. . . \$ 18.96
- U41 **Indicator**, Low-Fuel. . . \$ 9.48
- U58 **Radio**, AM-FM Stereophonic Pushbutton—Includes 4 speakers. . . \$239.08
- U63 **Radio**, AM Pushbutton. . . \$ 87.42
- U69 **Radio**, AM-FM Monaural Pushbutton. \$147.45
- U80 **Radio Speaker**, Rear, Included with U58, UM1, and UM2. . . \$ 18.96
- UB7 **Speedometer Package**—Includes Safety Sentinel and Trip Odometer—N.A. with U11 . . . \$ 15.80
- UM1 **Radio**, AM Pushbutton with Stereo Tape Player—Includes 4 speakers. . . \$221.17
- UM2 **Radio**, AM-FM Stereophonic Pushbutton with Stereo Tape Player—Includes 4 speakers. . . \$372.83
- V36 **Bumper Guards**, Protective Front—With Vinyl Inserts. . . \$ 16.85
- V55 **Luggage Carrier**, Rooftop. . . \$ 84.26
- VES **Bumper Rub Strips**, Protective Front. . . \$ 12.64

- VJ9 **California Assembly Line Emission Test**. Required and available only on California cars. . . \$ 15.80
- Y60 **Convenience Group**, Lamps and Mirrors—Includes underhood, and glove compartment lamps; and visor vanity mirror. . . \$ 9.90
- Y71 **Indicator**, Outside-Temperature. . . \$ 15.80

### SPECIAL USE EQUIPMENT

(For usage, refer to Product Selling Literature)

- F41 **Suspension System**, Heavy-Duty—For strenuous service: trailer towing, continuous heavy loads, and when most driving is on secondary and rural roads. Includes heavy-duty front and rear springs, front stabilizer bar, and FG2 shock absorbers. G66 shock absorbers available. . . \$ 21.06
- FG2 **Shock Absorbers**, Firm-Ride Front and Rear —For secondary and rural roads. Included in F41. . . \$ 6.27
- G66 **Shock Absorbers**, Superlift Rear—For trailer towing N.A. with FG2. . . \$ 42.13
- U89 **Wiring Harness**, Trailer Electrical. . . \$ 10.53
- Y72 **Engine-Cooling Equipment**, Heavy-Duty—For trailer towing. Includes heavy-duty radiator (with double-capacity oil cooler), water pump, Thermo-Cool engine fan, and 63-ampere Delcotron: With C60 or C61. . . \$ 21.06 Without C60 or C61. . . \$ 57.93

### POLICE AND SPECIAL USE EQUIPMENT

(For usage, refer to Product Selling Literature)

- K81 **Delcotron**, Heavy-Duty — 63-ampere-hour Delcotron with solid state transistorized regulator. . . \$ 21.06
- \*U11 **Speedometer**, Certified Police—Calibrated in increments of 2 mph from 0 to 120 mph and accurate within plus or minus 2 percent throughout speed range. N.A. with UB7 . . . \$ 3.16
- \*U90 **Wiring Harness**, Roof-Flasher—Roof Flasher not included. Includes roof panel reinforcement. . . \$ 16.85

\*For police usage only.

### FACTORY-INSTALLED POWER TEAMS

Axle Ratio	Engine	Std. L74
	Trans.	M40
2.93 (G94)		S
3.23 (G91)		A

S—Standard. A—Available.  
(Axle Ratios listed above available at no extra cost.)

# NINETY-EIGHT

## MODELS/EQUIPMENT

Coupe U37 ... \$4790.00    Luxury Coupe V37 ... \$5065.00    Sedan U39 ... \$4852.00    Luxury Sedan V39 ... \$5159.00

### STANDARD EQUIPMENT

- **Armrest, Front-Seat Center**
- **Armrest, Rear-Seat Center** (Luxury Sedans)
- **Armrests, Deluxe Front- and Rear-** (with bright accent moldings and wood-grain inserts—except Luxury models)
- **Armrests with Power Controls, Deluxe Integral Front** (Luxury models)
- **Ashtrays, Dual Instrument-Panel and Rear-Armrest**
- **Battery, 73-Ampere-Hour/78-Plate**
- **Brakes, Power Front Disc and Rear Drum**
- **Cigar Lighters, Instrument-Panel**
- **Clock, Electric Instrument-Panel**
- **Clock, Electric Rear Compartment** (Luxury Sedan with Armrest Bench Front Seat)
- **Delcotron, 42-Ampere**
- **Engine, Rocket 455 V-8 (4-bbl. carburetor)**

- **Floor Carpeting, Wall-to-Wall** (plus carpeted cowl, door, and front-seat-back lower panels)
- **Frame, Torque-Beam**
- **Hood Lock, Interior-Operated**
- **Instrument-Panel Trim, Wood-Grain-Vinyl**
- **Lamps, Instrument-Panel Ashtray, Courtesy, Glove Compartment, and Map**
- **Lamps, Roof Rear-Quarter**
- **Lamp Switches at All Doors, Automatic Interior-**
- **Mirror, Remote-Control Outside Rearview**
- **Moldings, Bright Rocker Panel and Wheel-Opening**
- **Moldings, Bright Front-Fender-Peak**
- **Moldings, Bright Roof Drip**
- **Moldings, Bright Side-Window Sill**
- **Pedals, Bright-Metal-Accented**
- **Radio Antenna, Windshield**
- **Reflectors, Open-Door Warning** (Luxury models)
- **Seat, Full-Foam Custom Bench Front with Center Armrest and Bright Moldings**
- **Seat Adjuster, 2-Way Power Driver's** (Luxury models only)
- **Seat Cushion, Foam-Padded Rear-**

- **Seat Head Restraints, Dual Front-**
- **Seat Lap Belts, 3 Front and 3 Rear Deluxe** (with Retainers)
- **Seat Shoulder Belts, 2 Front Deluxe**
- **Steering, Vari-Ratio Power**
- **Steering Wheel, Deluxe**
- **Tires, J78 x 15" Blackwall Belted Bias-Ply**
- **Tire Cover, Spare** (Luxury Sedans)
- **Transmission, Turbo Hydra-matic Column-Shift**
- **Ventilation, Flo-Thru**
- **Wheels, 15 x 6"**
- **Wheel Discs, Chrome**
- **Wheel-Opening Covers, Rear-**
- **Windows, Power Side** (Luxury models)
- **Windshield Wipers, Recessed-Park**

### FACTORY-INSTALLED EQUIPMENT

- A01 Windows, Soft-Ray Tinted—Includes A02** ..... \$ 50.55
- A02 Windshield, Soft-Ray Tinted—Included in A01** ..... \$ 35.81
- A31 Windows, Power Side—Includes deluxe integral front armrests with power controls. Standard on Luxury models.** ..... \$132.70
- A42 Seat Adjuster, 6-Way Power Bench—N.A. with AM6. Luxury Models.** ..... \$ 78.99  
Except Luxury Models. .... \$105.32
- A90 Trunk-Lid Latch, Power** ..... \$ 14.74
- AG1 Seat Adjuster, 6-Way Power Left-Side—60/40 Seat (AM6) required. Luxury Sedan and Coupe.** ..... \$ 78.99
- AG2 Seat Adjuster, 6-Way Power Right-Side—60/40 Seat (AM6) and AG1 required. Luxury Sedan and Coupe.** ..... \$105.32
- AM6 Seat, Divided Front with Dual Controls—Includes 2-way power Left-Side Adjuster. N.A. with A42. Luxury Sedan and Coupe** ..... \$ 78.99
- AU3 Door Locks, Power—For all doors. Included in AU5:** .....  
Coupes ..... \$ 47.39  
Sedans ..... \$ 70.56
- AU5 Door Locks, Power and Front-Seat-Backrest Lock Releases—Includes AU3:** .....  
Coupes ..... \$ 70.56

- B32 Floor Mats, Auxiliary Front.** ..... \$ 8.43
- B33 Floor Mats, Auxiliary Rear.** ..... \$ 7.37
- B36 Floor Mat, Trunk Heavy-Duty Rubber.** ..... \$ 7.90
- B84 Moldings, Bright Protective-Side.** ..... \$ 33.70
- B93 Moldings, Bright Door-Edge Guard: Coupe.** ..... \$ 6.32  
Sedans ..... \$ 9.48
- C08 Rooftop Covering, Vinyl.** ..... \$142.18
- C49 Window Defogger, Electric Rear. N.A. with K81. Includes 63-ampere-hour Delcotron** ..... \$ 63.19
- C60 Air Conditioner, Four-Season—Includes heavy-duty radiator.** ..... \$442.34
- C61 Air Conditioner, Comforton—Includes C60 and automatic temperature control.** ..... \$521.33
- D99 Finish, Two-Tone Magic-Mirror.** ..... \$ 44.23
- G90 Axle, Anti-Spin Rear.** ..... \$ 49.50
- K30 Cruise Control, Automatic** ..... \$ 68.48

- N10 Exhaust System, Dual.** ..... \$ 30.23
- N33 Steering Wheel, Tilt-Away—Included in N37** ..... \$ 45.29
- N37 Steering Wheel, Tilt-and-Telescope — Includes N33.** ..... \$ 84.26
- P03 Wheel Discs, Deluxe** ..... \$ 31.60
- Q89 Tires, J78 x 15" White-Stripe Belted Bias-Ply.** ..... \$ 38.97
- T81 Headlamp Off-Delay Control, Night-Watch** ..... \$ 12.64
- T87 Lamps, Cornering** ..... \$ 36.86
- U41 Indicator, Low-Fuel** ..... \$ 9.48
- U58 Radio, AM-FM Stereophonic Pushbutton—Includes 4 speakers.** ..... \$289.08
- U63 Radio, AM Pushbutton** ..... \$ 87.42
- U69 Radio, AM-FM Monaural Pushbutton.** ..... \$147.45
- U80 Radio Speaker, Rear. Included with U58, U61, and U62.** ..... \$ 18.96
- U87 Speedometer Package—Includes Safety Sentinel and Trip Odometer.** ..... \$ 15.80
- UM1 Radio, AM Pushbutton with Stereo Tape Player—Includes 4 speakers.** ..... \$221.17
- UM2 Radio, AM-FM Stereophonic Pushbutton with Stereo Tape Player—Includes 4 speakers.** ..... \$372.83

- V36 Bumper Guards, Protective Front—With Vinyl Inserts.** ..... \$ 16.85
- VE5 Bumper Rub Strips, Protective. Front and Rear** ..... \$ 24.22
- VJ9 California Assembly Line Emission Test. Required and available only on California cars** ..... \$ 15.80
- Y60 Convenience Group, Lamps and Mirror—Includes trunk and underhood lamps and visor vanity mirror.** ..... \$ 8.84
- Y71 Indicator, Outside-Temperature** ..... \$ 15.80

### SPECIAL USE EQUIPMENT

(For usage, refer to Product Selling Literature)

- F41 Suspension System, Heavy-Duty—For strenuous service: trailer towing, continuous heavy trunk loads, and where most driving is on secondary and rural roads. Includes heavy-duty front and rear springs, front stabilizer bar, and FG2 shock absorbers. G66 shock absorbers available. J55 or N99 required.** ..... \$ 21.06
- FG2 Shock Absorbers, Firm-Ride Front and Rear —For secondary and rural roads. Included in F41. N.A. with G66** ..... \$ 5.27
- G66 Shock Absorbers, Superlift Rear—For trailer towing. N.A. with FG2. J55 or N99 required** ..... \$ 42.13
- N99 Wheels, Heavy-Duty—For Trailer Towing. Included in J55.** ..... \$ 10.53
- U89 Wiring Harness, Trailer Electrical—N99 required, unless J55 is ordered.** ..... \$ 10.53
- Y72 Engine-Cooling Equipment, Heavy-Duty—For trailer towing. Includes heavy-duty radiator, (with double-capacity oil cooler), water pump, Thermo-Cool engine fan, and 63-ampere Delcotron: With C60 or C61 ..... \$ 21.06  
Without C60 or C61 ..... \$ 57.93**

### POLICE EQUIPMENT

(For usage, refer to Product Selling Literature)

- J55 Brakes, Heavy-Duty Power with Front Disc—Heavy-duty non-fade linings; 12.00 x 2 3/4" heavy-duty duo-servo rear brakes. Includes N99. 2.93 axle ratio (G94) included.** ..... \$ 28.44
- K81 Delcotron, Heavy-Duty — 63-ampere-hour Delcotron with solid state transistorized regulator** ..... \$ 21.06

### FACTORY-INSTALLED POWER TEAMS

Std. V-8, std. Turbo Hydra-matic Transmission, and 2.73 (std.) Axle or 2.93 (G94) Axle for performance or trailer towing. 3.23 (G91) Axle Ratio also available. (Axle Ratios listed above available at no extra cost.)



# TORONADO

## MODELS/EQUIPMENT

Toronado Custom Y57 . . . \$5457.00

### STANDARD EQUIPMENT

- **Armrest**, Front-Seat Center
- **Armrest**, Deluxe Front- (with bright accent moldings)
- **Armrests**, Deluxe Integral Rear-Quarter
- **Ashtrays**, Dual Instrument-Panel and Rear-Armrest
- **Battery**, 73-Ampere-Hour/78-Plate
- **Brakes**, Power Front Disc and Rear Drum
- **Cigar Lighter**, Instrument-Panel
- **Clock**, Electric
- **Delcotron**, 42-Ampere
- **Door Pull Handles**
- **Engine**, Rocket 455 V-8 (4-bbl. carburetor)
- **Exhaust System**, Full Dual
- **Floor Carpeting**, Wall-to-Wall (plus carpeted cowl, door, and front-seat-back lower panels)

• **Frame**, Torque-Beam

• **Hood Lock**, Interior-Operated

• **Instrument-Panel Trim**, Swirl-Gold-Aluminum

• **Lamps**, Instrument-Panel Courtesy, Glove Compartment, and Map

• **Lamps**, Roof Rear-Quarter

• **Lamp Switches**, Automatic Interior-

• **Mirror**, Remote-Control Outside Rearview

• **Moldings**, Bright Rocker Panel and Wheel-Opening

• **Moldings**, Bright Roof Drip

• **Moldings**, Bright Side-Window Sill

• **Pedals**, Color-Keyed Metal-Accented

• **Radio Antenna**, Windshield

- **Seat**, Full-Foam Custom Bench Front
- **Seat Cushion**, Foam-Padded Rear-
- **Seat Head Restraints**, Dual Front-
- **Seat Lap Belts**, 3 Front and 3 Rear Deluxe (with Retainers)
- **Seat Shoulder Belts**, 2 Front Deluxe
- **Steering**, Constant-Ratio Power
- **Steering Wheel**, Deluxe
- **Tires**, 178 x 15" Blackwall Belted Bias-Ply
- **Transmission**, Turbo Hydra-matic Column-Shift
- **Ventilation**, Flo-Thru
- **Wheels**, 15 x 6"
- **Wheel Discs**, Chrome
- **Windshield Wipers**, Recessed-Park

### FACTORY-INSTALLED EQUIPMENT

- A01 Windows**, Soft-Ray Tinted—Includes A02 ..... \$ 50.55
- A02 Windshield**, Soft-Ray Tinted—Included in A01 ..... \$ 35.81
- A31 Windows**, Power Side ..... \$132.70
- A42 Seat Adjuster**, 6-Way Power—N.A. with Y69 Brougham Interior ..... \$105.32
- A90 Trunk-Lid Latch**, Power ..... \$ 14.74
- AG1 Seat Adjuster**, 6-Way Power Left-Side 60/40 Seat—Y69 Brougham Interior required ..... \$ 78.99
- AG2 Seat Adjuster**, 6-Way Power Right-Side 60/40 Seat—AG1 and Y69 Brougham Interior required ..... \$105.32
- AU3 Door Locks**, Power—Included in AU5 ..... \$ 47.39

**AU5 Door Locks** with Front-Seat-Backrest Lock Releases, Power—Includes AU3 ..... \$ 70.56

**B32 Floor Mat**, Auxiliary Front ..... \$ 10.01

**B33 Floor Mat**, Auxiliary Rear ..... \$ 7.37

**B36 Floor Mat**, Heavy-Duty Rubber Trunk ..... \$ 7.90

**B84 Molding**, Protective-Side ..... \$ 15.80

**B93 Moldings**, Bright Door-Edge Guard ..... \$ 6.32

**C09 Rooftop Covering**, Padded-Vinyl ..... \$139.02

**C49 Window Defogger**, Electric Rear ..... \$ 63.19

**C60 Air Conditioner**, Four-Season — Includes heavy-duty radiator ..... \$442.34

**C61 Air Conditioner**, Comfortron—Includes C60 and automatic temperature control ..... \$521.33

**JL9 Braking**, True-Track ..... \$194.84

**K30 Cruise Control**, Automatic ..... \$ 68.46

**N33 Steering Wheel**, Tilt-Away—Included in N37 ..... \$ 45.28

**N37 Steering Wheel**, Tilt-and-Telescope—Includes N33 ..... \$ 84.25

**QB5 Tires**, 178 x 15" Triple-White-Stripe Belted Bias-Ply ..... \$ 38.97

**T81 Headlamp Off-Delay Control**, Night-Watch ..... \$ 12.64

**T87 Lamps**, Cornering ..... \$ 36.86

**U41 Indicator**, Low-Fuel ..... \$ 9.48

**U58 Radio**, AM-FM Stereophonic Pushbutton—Includes 4 speakers ..... \$239.08

**U63 Radio**, AM Pushbutton ..... \$ 87.42

**U69 Radio**, AM-FM Monaural Pushbutton ..... \$147.45

**U80 Radio Speaker**, Bi-Phonic Rear. Included with U58, UM1, and UM2 ..... \$ 18.96

**UB7 Speedometer Package**—Includes Safety Sentinel and Trip Odometer ..... \$ 15.80

**UM1 Radio**, AM Pushbutton with Stereo Tape Player—Includes 4 speakers ..... \$221.17

**UM2 Radio**, AM-FM Stereophonic Pushbutton with Stereo Tape Player—Includes 4 speakers ..... \$372.83

**VE5 Bumper Rub Strip**, Protective Front. — ..... \$ 12.64

**VJ9 California Assembly Line Emission Test**. Required and available only on California cars ..... \$ 15.80

**WM4 Battery**, Carefree ..... \$ 26.33

**Y60 Convenience Group**, Lamps and Mirrors—Includes trunk and underhood lamps, and visor vanity mirror, plus door courtesy and open-door warning lamps ..... \$ 21.80

**Y69 Interior Trim**, Brougham—Includes Full-Foam 60/40 Divided Front Seat with Dual Manual Seat-Adjustment Controls ..... \$157.98

**Y71 Indicator**, Outside-Temperature ..... \$ 15.80

### SPECIAL USE EQUIPMENT

(For usage, refer to Product Selling Literature)

**F41 Suspension System**, Heavy-Duty—For strenuous service: trailer towing and continuous heavy trunk loads. Includes heavy-duty front torsion bars, rear springs, and front and rear shock absorbers. G66 shock absorbers available ..... \$ 21.06

**G66 Shock Absorbers**, Superlift Rear—For trailer towing ..... \$ 42.13

**U89 Wiring Harness**, Trailer Electrical ..... \$ 10.63

**Y72 Engine-Cooling Equipment**, Heavy-Duty—Includes heavy-duty radiator (with double-capacity oil cooler), water pump, Thermo-Cool engine fan and 63-ampere Delcotron: With C60 or C61 ..... \$ 5.27 Without C60 or C61 ..... \$ 57.93

### FACTORY-INSTALLED POWER TEAMS

Std. V-8, Turbo Hydra-matic Transmission and 2.73 Axle Ratio, 3.07 Axle Ratio for Performance and Trailer Towing; required on California Cars. (Axle Ratios listed above available at no extra cost.)

## TRAILER-TOWING EQUIPMENT FOR SPECIFIC MODELS AND TRAILER WEIGHTS

**Trailer Hitch**—The attachment for towing a trailer requires careful consideration. While a bumper hitch may be satisfactory for lightweight types of trailers, the hitch for heavier trailers must not attach to the rear bumper or frame rear crossmember only, but must be designed to distribute the load to suitable structural members of the vehicle. Since there are many types, weights, and sizes of trailers, and numerous trailer hitch designs, each having its individual performance characteristics, it is not practical for Oldsmobile to thoroughly test and evaluate the merits of each. Oldsmobile is therefore unable to offer specific recommendations or assume responsibility for the operation of trailer hitches which are not manufactured or supplied by Oldsmobile.

RECOMMENDED EQUIPMENT	F-40 • CUTLASS • CUTLASS S		CUTLASS SUPREME		VISTA CRUISER			DELTA 88		
	Class 1	Class 2	Class 1	Class 2	Class 1	Class 2	Class 3	Class 1	Class 2	Class 3
Gross Trailer Weight (G): Maximum Tongue Load (T):	1000-2000 a 200	2000-3500 350	1000-2000 a 200	2000-3500 350	1000-2000 a 200	2000-3500 350	3500-6000 600	1000-2000 a 200	2000-3500 350	3500-6000 600
Extra-Performance V-8 Engine	Rocket 350 V-8 (L74) Recommended	Rocket 350 V-8 (L74) Required	Standard Rocket 350 V-8 Required		Rocket 455 V-8 (L75) Recommended	Rocket 455 V-8 (L75) Required	Rocket 455 V-8 (L75) Required	Not Required	Rocket 455 V-8 (L74) Required; Dual Exhausts (N10) Recommended	Rocket 455 V-8 (L74) Required; Dual Exhausts (N10) Recommended
Heavy-Duty Engine-Cooling Equipment (F72)	Recommended	Required	Recommended	Required	Recommended or Required b	Required		Recommended or Required b	Required	
Automatic Transmission	Turbo Hydro-matic 350 (M38) Recommended	Turbo Hydro-matic 350 (M38) Required	Turbo Hydro-matic 350 (M38) Recommended	Turbo Hydro-matic 350 (M38) Required	Turbo Hydro-matic (W40) Recommended	Turbo Hydro-matic (W40) Required		Turbo Hydro-matic (M40) Standard		
Performance Rear Axle	3.08-to-1 Ratio Axle (G90) Recommended	3.36-to-1 Ratio Axle (G90) Required	3.36-to-1 Ratio Axle (G90) Recommended	3.08-to-1 Ratio Axle (G90) Required	Not Required	3.08-to-1 Ratio Axle (G90) Required	3.23-to-1 Ratio Axle (G91) Required	Not Required	3.36-to-1 Ratio Axle (G91) Recommended	3.23-to-1 Ratio Axle (G91) Required
Anti-Spin Rear Axle (G80)	Available		Available		Available			Available		
Heavy-Duty Suspension System (F41)	Available	Recommended	Available	Recommended	Available	Recommended	Required	Available	Recommended	Required
Superlift Rear Shock Absorbers (G65)	Recommended	Available	Recommended	Available	Recommended	Available		Recommended	Available	
Heavy-Duty Wheels (N99)	Required Standard on Cutlass Cruiser		Required		Standard			Required		
Heavy-Duty Transmission Cooler (Dealer-Installed)	Available		Available		Available		Recommended	Available		Recommended
Equalizing Load-Leveling Trailer Hitch (Not offered by Oldsmobile)	Not Required	Required	Not Required	Required	Not Required	Required		Not Required	Required	
Trailer Electrical Wiring Harness (G95)	Recommended		Recommended		Recommended			Recommended		

DELTA 88 ROYALE			CUSTOM CRUISER			NINETY-EIGHT NINETY-EIGHT LUXURY			TORONADO CUSTOM		
Class 1	Class 2	Class 3	Class 1	Class 2	Class 3	Class 1	Class 2	Class 3	Class 1	Class 2	Class 3
1000-2000 200	2000-3500 350	3500-6000 600	1000-2000 200	2000-3500 350	3500-6000 600	1000-2000 200	2000-3500 350	3500-6000 600	1000-2000 200	2000-3500 350	3500-6000 600
Not Required	Rocket 455 V-8 (L74) Required Dual Exhausts (N10) Recommended	Rocket 455 V-8 (L74) Required Dual Exhausts (N10) Recommended	Not Required			Not Required Dual Exhausts (N10) Recommended			Not Required		
Recommended or Required b	Required		Recommended or Required b	Required		Recommended or Required b	Required		Recommended or Required b	Required	
Turbo Hydro-matic (M40) Standard			Turbo Hydro-matic (M40) Standard			Turbo Hydro-matic (M40) Standard			Turbo Hydro-matic (M40) Standard		
Not Required	2.53-to-1 Ratio Axle (G94) Recommended	3.23-to-1 Ratio Axle (G91) Required	Not Required		3.23-to-1 Ratio Axle (G91) Required	2.53-to-1 Ratio Axle (G94) Recommended	2.53-to-1 Ratio Axle (G94) Required	3.23-to-1 Ratio Axle (G91) Required	Not Required 2.73-to-1 Ratio Axle Standard	3.37-to-1 Ratio Axle (G90) Required	
Available			Available			Available			Not Available		
Available	Recommended	Required	Available	Recommended	Required	Available	Recommended	Required	Available	Recommended	Required
Recommended	Available		Recommended	Available		Recommended	Available		Recommended	Available	
Required			Standard			Required			Not Required		
Available		Recommended	Available		Recommended	Available		Recommended	Available		Recommended
Not Required	Required		Not Required	Required		Not Required	Required		Not Required	Required	
Recommended			Recommended			Recommended			Recommended		

a—No special equipment is usually required for trailers weighing less than 1000 pounds. b—Required for unusually high temperatures, heavy traffic, hilly terrain, or towing a trailer wider than the frontal area of the car. When a trailer is attached to a car, the car becomes not only a load-carrying vehicle, but a load-pulling vehicle. The demands of this type of operation are exceptional. However, careful driving practices and the use of factory-recommended equipment will better satisfy the requirements of trailer towing.

# DEALER-INSTALLED EQUIPMENT

DEALER-INSTALLED EQUIPMENT	PART NUMBER	MODELS						INSTALLATION PRICE		
		Intermediate		88 Models	Custom Cruiser	Ninety-Eight	Tornado	Suggested List Price (\$)	Approx. Time (Hr.)	Installed Price (\$)
		Cors	Cruisers							
Brakes, Power (V30)	983297	•						58.38	1.5	
Clock, Electric (U35)	983151	•	•					18.45	.3	
	983262			•	•			19.40	.3	
Cruise Control, Automatic (A30)	983299	•	•					58.50	3.6	
—Automatic transmission required	983327					•		64.50	3.6	
With Tilt-and-Telescope Steering Wheel (N37)	983329							64.50	3.6	
With Tilt-and-Telescope Steering Wheel (N37)	983326			•	•	•		64.50	3.6	
Without N37	983328						•	64.50	3.6	
Cruise Control Adapter Package	983330	•	•	•				2.95		
For V-8 with 2-barrel carburetor										
Floor Mats, Auxiliary	983218	•					•	9.90		
Full-width front mat (B37)	—							7.40-8.40		
Pair of front mats (B37)	—	•	•	•	•	•		7.30		
Full-width rear mat (B33)	—							7.40		
Pair of rear mats (B33)	—	•	•	•	•	•		7.90		
Floor Mat, Heavy-Duty Rubber Trunk (B36)	983231	•	•					15.00		
Guard, Bumper (V36)	983232	•						15.00		
Front	983298			•	•	•		20.00	.5	
Rear	983302	•	•					15.75	.6	
Headlamp Off-Delay Control, high/low (T81)	983260	•					•	11.00	.4	
Hood Lock, Interior-Operated (T44)	983331	•	•	•		•	•	11.75		
Indicator, Low-Fuel (U41)	983153	•	•	•		•		7.40	.6	
Indicator, Outside Temperature (V73)	983203	•		•				1.85	.3	
Lamps, Courtesy and Map	983150	•	•					1.65	.5	
Lamps, Courtesy	983205			•	•			2.50	.3	
Lamp, Glove Compartment	983205			•	•			8.15		
Standard in Delta 88 Royale	983212	•	•	•	•	•	•	2.95	.2	
Lamp, Portable Spot	983279	•						2.95	.2	
Lamp, Trunk	983266	•		•		•	•	2.95	.2	
Lamp, Underhood	983323	•	•	•	•	•	•	2.95	.2	
Luggage Carrier, Rooftop (V55)	983105		•					32.80	1.5	
Cutless Cruiser	983106		•					32.80	1.5	
Vista-Cruiser	994158				•			60.50	1.5	
Custom Cruiser	983213		•					36.45		
Cutless and Custom Cruisers	983014		•					36.45		
Vista-Cruiser	983138	•	•					7.25	.3	
Mirror, Outside Rearview (Right-Hand)	983268			•				7.25	.3	
(Matches L.H. Remote Control)	983280			•	•	•	•	11.50	.3	
Mirror, Remote-Control Outside Rearview (D33, Left-Hand)	983137	•	•					15.75	.5	
	983268	•			•			15.75	.3	
Mirrors, Sports-Styled Outside Rearview (D35)	983275	•			•			24.80	1.4	
2-door models	983267	•	•	•	•	•	•	2.15	.3	
Mirror, Visteon Visteon										
Moldings, Door-Edge Guard (B93)	983108	•						5.95	.2	
2-door models	983262			•		•		5.95	.2	
2-door models	983261						•	5.95	.2	
4-door models except Vista-Cruiser	983109	•						9.15	.2	
Vista-Cruiser	983110		•					9.15	.2	
4-door models	983263			•				9.15	.2	
Custom Cruiser and 4-door models	983264							9.15	.2	
Radio, Deluxe Pushbutton (U63)	983298	•	•			•		68.50	1.0	
	983291			•	•	•	•	78.00	.8	
Radio, AM-FM Stereophonic Pushbutton (U58)	983289	•	•					219.65	2.4	
	983292			•	•	•	•	219.65	2.0	
Radio, AM-FM Mono (U69)	983295	•	•					127.00		
	983296			•	•	•	•	135.00		
Radio and Tape Player Combinations, AM Deluxe (U61)	983293			•	•	•	•	194.75	2.0	
AM-FM Stereo (U62)	983294			•	•	•	•	236.40	2.0	
Radio Speaker, Bi-Phonic Rear (U80)	983276	•						16.00	.8	
Except Vista-Cruiser	983277		•					16.00	1.3	
Cruisers	983270							16.00	1.3	
Custom Cruiser	983271			•				16.00	.7	
Delta 88 Royale, Ninety-Eight, Tornado						•	•			
Seat, Deluxe Infant Carrier	983270	•	•			•	•	9.95		
Ski Rack, Rooftop	983297		•			•		34.15		
Spoiler, Deck-Lid	983190	•						70.00	1.3	
Club and Hardtop Coupes	983225	•	•					119.70	1.8	
Steering, Vari-Ratio Power (N47)	983290	•	•					116.75	.9	
Stereo Tape Player (U57)—Radio and rear-seat speaker required	988974	•	•					112.50	.3	
Tape Player	983282	•	•					12.50		
Cassette (F-85)	988974	•	•		•	•	•	112.50	.3	
Adapter Package (F-85)	983283			•	•	•	•	12.50		
Cassette	983191	•	•		•	•	•	5.95	.2	
Tissue Dispenser and Litter Container	983181	•						14.50	.9	
Trunk-Lid-Latch Release, Power (A90)	983332			•				14.50	1.0	
Wheel Discs (P65)—For 14" wheels	983296	•	•					26.65		
Wheel Discs, Deluxe (P62)—For 14" wheels	983193	•	•					61.50		
Wheel Discs, Deluxe (P63)—For 15" wheels	983287			•		•		64.00		
Window Defogger, Rear—Blower type	983207	•			•			29.90	1.8	
Except Convertible	983224			•		•		29.90	1.8	
Window Air Deflector, Tailgate (C51)	983101		•					18.75	.5	



# INTERIOR TRIM MATERIAL AVAILABILITY

MODEL	FRONT SEAT STYLE	BLACK		PEWTER	GREEN		BLUE		COVERT GOLD		WHITE	SADDLE
		Vinyl	Cloth	Cloth	Vinyl	Cloth	Vinyl	Cloth	Vinyl	Cloth	Vinyl	Vinyl
<b>F-85</b>												
D69 Town Sedan	Bench	10	—	—	12	—	—	—	—	44	—	—
<b>CUTLASS</b>												
F87 Hardtop Coupe	Bench	10	—	—	12	—	—	—	—	44	17	19
G69 Town Sedan	Bench	10	—	—	12	—	—	43	—	44	17	19
G36 Cruiser	Bench	—	—	—	12	—	13	—	—	—	—	19
<b>CUTLASS S</b>												
G77 Sports Coupe	Bench	10	—	—	12	—	—	43	—	44	17	—
G87 Hardtop Coupe	Bench Strato Bucket (Opt. A51)	10 30	— —	— —	12 32	— —	— 33	43 —	— —	44 —	17 37	19 39
<b>CUTLASS SUPREME</b>												
J39 Hardtop Sedan	Custom Sport Bench	10	—	—	—	42	—	43	—	44	—	19
J57 Hardtop Coupe	Strato Bucket Custom Sport Bench	30 10	— —	— —	32 —	— 42	33 —	— 43	— —	— 44	37 17	39 19
J67 Convertible	Strato Bucket Custom Sport Bench	30 10	— —	— —	— —	— —	— —	— —	— —	— —	37 17	39 19
<b>VISTA-CRUISER</b>												
K56 K66 (2- & 3-Seat)	Bench	—	—	—	12	—	13	—	14	44	—	19
<b>DELTA 88</b>												
L39 Hardtop Sedan	Bench	10	—	—	—	42	—	43	14	44	—	19
L57 Hardtop Coupe	Bench	10	—	—	—	42	—	43	14	44	—	19
L69 Town Sedan	Bench	10	—	—	—	42	—	43	14	44	—	—
<b>DELTA 88 ROYALE</b>												
N39 Hardtop Sedan	Custom Sport Bench	—	40	—	—	42	—	43	14	44	—	19
N57 Hardtop Coupe	Custom Sport Bench	—	40	—	—	42	—	43	14	44	—	19
N69 Town Sedan	Bench	—	40	—	—	42	—	43	14	44	—	—
N67 Convertible	Custom Sport Bench	10	—	—	12	—	—	—	—	—	17	19
<b>CUSTOM CRUISER</b>												
R35 R45 (2- & 3-Seat)	Bench	—	—	—	12	—	13	—	14	44	—	19
<b>NINETY-EIGHT</b>												
U37 Hardtop Coupe	Custom Sport Bench	10	40	41	—	42	—	43	14	44	—	—
U39 Hardtop Sedan	Armrest Bench	10	40	41	—	42	—	43	14	44	—	—
V37 Luxury Coupe	Custom Sport Bench Divided Bench (Opt. AM6)	10 —	40 60	41 61	— —	42 —	— —	43 —	14 —	44 64	— —	— —
V39 Luxury Sedan	Armrest Bench Divided Bench (Opt. AM6)	10 —	40 60	41 61	— —	42 —	— —	43 —	14 —	44 64	— —	— —
<b>TORONADO</b>												
Y57 Toronado Custom	Custom Sport Bench	10	40	41	—	42	—	43	14	44	—	19
Y57 Toronado Custom Brougham Trim (Opt. Y69)	Divided Bench	—	60	61	—	62	—	63	—	64	—	59

# EXTERIOR/INTERIOR COLOR COMBINATIONS

Code	Single-Tone Exterior Color	RECOMMENDED INTERIOR COLOR COMBINATIONS							Vinyl Roof Cover Recommendations	Convertible Top Recommendations	Two-Tone Upper Body Color Availability	Paint Stripes Color Availability Intermediate Models Only
		Black	Pewter	Green	Blue	Covert Gold	White	Saddle				
EXCLUSIVE CUTLASS, F-85 AND VISTA-CRUISER MODELS—									Cutlass Supreme only			
26	Viking Blue	*			*		*	AA-BB	AA-BB	11	A-B	
36	Radiant Green	*					*	AA-BB	AA-BB	11	A-B	
53	Saturn Gold	*				*	*	AA-BB-FF-TT	AA-BB	11-50-57	A-B-F-T	
56	Sunfire Yellow	*				*	*	AA-BB-FF-TT	AA-BB	11-50	A-B-F-T	
63	Saddle Bronze	*				*	*	AA-BB-FF-TT	AA-BB-TT	11-50	A-B-F-T	
65	Flame Orange	*				*	*	AA-BB-FF-TT	AA-BB-TT	11-50	A-B-F-T	

## ALL MODELS—

11	Cameo White	*	*	*	*	*	*	*	AA-BB-FF-GG-TT	AA-BB-GG-TT	14-18*-19*-24-26†-28*-36†-43-48-50-53†-54*-56†-57-62*-63†-65†-69*-75-81	B-F-G-T
14	Silver Pewter	*	*	*			*		AA-BB-GG	AA-BB-GG**	11-18*-48	A-B-G
24	Nordic Blue	*			*		*		AA-BB	AA-BB	11-19-28	A-B
43	Pinehurst Green	*		*		*	*		AA-BB-GG-TT	AA-BB-GG-TT	11-19*-48-50	A-B-G-T
48	Sequoia Green	*		*		*	*	*	AA-BB-FF-GG-TT	AA-BB-GG-TT	11-14-19*-43-50	A-B-F-G-T
50	Covert Beige	*		*			*	*	AA-BB-FF-GG-TT	AA-BB-GG**†	11-19*-43-48-53†-54*-56†-57-62*-63†-65†-69*-75	A-B-F-G-T
57	Baroque Gold	*				*	*		AA-BB-TT	AA-BB-TT	11-19*-50-53†-54*-81	A-B-T
75	Matador Red	*				*	*		AA-BB-TT	AA-BB	11-19*-50	A-B-T
81	Bamboo	*				*	*	*	AA-BB-FF-TT	AA-BB-TT	11-19*-54*-57	A-B-F-T

\*\*Royale only

\*Not available on Intermediate Models  
†Not available on Full-Size Models

## EXCLUSIVE TORONADO, NINETY-EIGHT, DELTA 88 ROYALE, DELTA 88, AND CUSTOM CRUISER MODELS—

										Delta Royale only	Not available on Toronado	
18	Antique Pewter	*	*				*		AA-BB	AA-BB	11-14-19*	
19	Ebony Black	*	*	*	*	*	*	*	AA-BB-FF-GG-TT	AA-BB-GG-TT	11-14-18-24-28-43-48-50-54-57-62-69-75-81	
28	Royal Blue	*			*		*		AA-BB	AA-BB	11-19-24	
54	Sovereign Gold	*				*	*		AA-BB-TT	AA-BB-TT	11-19-50-57-81	
62	Saddle Tan	*				*	*	*	AA-BB-FF-TT	AA-BB-TT	11-19-50-69	
69	Nutmeg	*				*	*	*	AA-BB-FF-TT	AA-BB-TT	11-19-50-62	

## INTERIOR COMPONENT COLORS

	Black	Med. Pewter	Dk. Green	Dk. Blue	Lt. Covert	White	Dk. Saddle	CODE				
Headlining	Black	Med. Pewter	Dk. Green	Dk. Blue	Lt. Covert	White	Dk. Saddle	AA=White BB=Black FF=Saddle Tan GG=Green TT=Covert Beige	AA=White BB=Black GG=Green TT=Covert Beige	Corresponds with single-tone exterior color code.	A=White B=Black F=Saddle Tan G=Green T=Covert Beige	
Floor Covering	Black	Med. Pewter	Dk. Green	Dk. Blue	Mdn't. Covert	Black	Dk. Saddle					
Instrument Panel	Black	Dk. Pewter	Dk. Green	Dk. Blue	Mdn't. Covert	Black	Dk. Saddle					
Standard Seat Belts	Black	Black	Black	Black	Black	Black	Black					
Deluxe Seat Belts	Black	Med. Pewter	Dk. Green	Dk. Blue	Med. Covert	Black	Dk. Saddle					

### NOTE:

VINYL ROOF COVERS should match lower body color or interior trim color whenever possible.

INTERIOR TRIM recommendation varies with model and exterior color selected.  
CONVERTIBLE TOP standard on Delta Royale and Cutlass Supreme models only.

PAINT STRIPES standard with 4-4-2 Appearance and Handling Package (W29). Available on all intermediate models. It is recommended that stripes match top color

or interior color whenever possible.  
TWO-TONE EXTERIOR COLORS available on all Sedans, Coupes and Station Wagons except Toronado. Upper and lower body

colors may be reversed. Should match lower body color or interior trim.

POWER TEAMS		AUTOMATIC TRANSMISSIONS			FULLY SYNCHRONIZED MANUAL TRANSMISSIONS	
		TURBO HYDRA-MATIC (M40) Ratios: First ..... 2.48:1 Second ..... 1.48:1 Third ..... 1.00:1 Reverse ..... 2.08:1	TURBO HYDRA-MATIC (M40) Ratios: First ..... 2.48:1 Second ..... 1.48:1 Third ..... 1.00:1 Reverse ..... 2.08:1	TURBO HYDRA-MATIC (M38) Ratios: First ..... 2.51:1 Second ..... 1.52:1 Third ..... 1.00:1 Reverse ..... 1.93:1	4-SPEED FLOOR-SHIFT WIDE-RATIO (M29) Ratios: First ..... 2.52:1 Second ..... 1.88:1 Third ..... 1.46:1 Fourth ..... 1.00:1 Reverse ..... 2.60:1	3-SPEED COLUMN-SHIFT (STD. V-8) Ratios: First ..... 2.42:1 Second ..... 1.61:1 Third ..... 1.00:1 Reverse ..... 2.33:1
MODEL	ENGINE	AXLES FOR ABOVE TRANSMISSIONS*				
F-85 CUTLASS CUTLASS S	ROCKET 455 V-8 (L77)	3.42:1 (Std.) <sup>b</sup> 3.73:1 (G89) <sup>b</sup>	N.A.	N.A.	3.42:1 (Std.) <sup>b</sup> 3.73:1 (G89) <sup>b</sup>	N.A.
	ROCKET 455 V-8 (L75)	2.73:1 (Std.) 3.08:1 (G90) <sup>a</sup> 3.23:1 (G91) <sup>c</sup>	N.A.	N.A.	3.23:1 (Std.)	N.A.
	ROCKET 350 V-8 (L34)	N.A.	N.A.	2.73:1 (Std.) 3.08:1 (G90) <sup>a</sup> 3.23:1 (G91) <sup>c</sup>	3.23:1 (Std.)	2.73:1 (G93) 3.08:1 (G90) <sup>a</sup> 3.23:1 (Std.)
	ROCKET 350 V-8 (L32) (STD.)	N.A.	N.A.	2.73:1 (Std.) 3.08:1 (G90) <sup>a</sup> 3.23:1 (G91) <sup>c</sup>	N.A.	3.23:1 (G91)
CUTLASS SUPREME	ROCKET 455 V-8 (L77)	3.42:1 (Std.) 3.73:1 (G89)	N.A.	N.A.	3.42:1 (Std.) 3.73:1 (G89)	N.A.
	ROCKET 455 V-8 (L75)	2.73:1 (Std.) 3.08:1 (G90) 3.23:1 (G91) <sup>c</sup>	N.A.	N.A.	3.23:1 (Std.)	N.A.
	ROCKET 350 V-8 (L34) (STD.)	N.A.	N.A.	2.73:1 (Std.) 3.08:1 (G90) <sup>a</sup> 3.23:1 (G91) <sup>c</sup>	3.23:1 (Std.)	2.73:1 (G93) 3.08:1 (G90) <sup>a</sup> 3.23:1 (Std.)
	ROCKET 350 V-8 (L32)	N.A.	N.A.	2.73:1 (Std.) 3.08:1 (G90) <sup>a</sup> 3.23:1 (G91) <sup>c</sup>	N.A.	3.23:1 (G91)

VISTA-CRUISER	ROCKET 455 V-8 (L75)	2.73:1 (Std.) 3.08:1 (G90) 3.25:1 (G91)	N.A.	N.A.	N.A.	N.A.
	ROCKET 350 V-8 (L34)	N.A.	3.08:1 (Std.) 3.23:1 (G91) <sup>a</sup>	N.A.	N.A.	3.23:1 (Std.)
	ROCKET 350 V-8 (L32) (STD.)	N.A.	3.08:1 (Std.) 3.23:1 (G91) <sup>a</sup>	N.A.	N.A.	3.23:1 (Std.)
DELTA 88 DELTA 88 ROYALE	ROCKET 455 V-8 (L74)	2.73:1 (Std.) 2.93:1 (G94) <sup>a</sup> 3.23:1 (G91) <sup>a</sup>	N.A.	N.A.	N.A.	N.A.
	ROCKET 350 V-8 (L35)	N.A.	3.08:1 (Std.) <sup>a</sup> 2.93:1 (G94)	N.A.	N.A.	N.A.
	ROCKET 350 V-8 (L33) (STD.)	N.A.	3.08:1 (Std.) <sup>a</sup> 2.93:1 (G94)	N.A.	N.A.	N.A.
CUSTOM CRUISER	ROCKET 455 V-8 (L74)	2.93:1 (Std.) <sup>a</sup> 3.23:1 (G91) <sup>a</sup>	N.A.	N.A.	N.A.	N.A.
NINETY-EIGHT	ROCKET 455 V-8 (L74) (STD.)	2.73:1 (Std.) 2.93:1 (G94) <sup>a</sup> 3.23:1 (G91) <sup>a</sup>	N.A.	N.A.	N.A.	N.A.
TORONADO	ROCKET 455 V-8 (L78) (STD.)	2.73:1 (Std.)	N.A.	N.A.	N.A.	N.A.

\*In addition to factory-installed axles listed above, dealer-installed axles with 4.10:1, 4.66:1, and 5.00:1 ratios are available for Intermediate power teams (except Cruisers), except with C50 or Y72. These ratios are not recommended for city or highway use.

<sup>a</sup>—For performance or trailer towing.

<sup>b</sup>—Not available with C60 or Y72.

<sup>c</sup>—Not available on California cars.



# 1972 OLDSMOBILE ENGINE SPECIFICATIONS

SPECIFICATIONS	ROCKET 350 V-8 (L32)	ROCKET 350 V-8 (L33)	ROCKET 350 V-8 (L34)	ROCKET 350 V-8 (L35)	ROCKET 455 V-8 (L74)	ROCKET 455 V-8 (L75) SMT	ROCKET 455 V-8 (L75) HMT	ROCKET 455 V-8 (L77)	ROCKET 455 V-8 (L78)
S.A.E. net hp at rpm	160 @ 4000	160 @ 4000	180 @ 4000	180 @ 4000	225 @ 3600	220 @ 4400	250 @ 4200	300 @ 4700	250 @ 4000
S.A.E. net torque at rpm (lb.-ft.)	275 @ 2400	275 @ 2400	275 @ 2800	275 @ 2800	360 @ 2600	370 @ 3200	370 @ 2800	410 @ 3200	375 @ 2800
Compression ratio (to 1)	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5
Carburetor barrels (no.)	2	2	4	4	4	4	4	4	4
Displacement (cu. in.)	350	350	350	350	455	455	455	455	455
Bore x stroke (in.)	4.057 x 3.385	4.057 x 3.385	4.057 x 3.385	4.057 x 3.385	4.125 x 4.250	4.125 x 4.250	4.125 x 4.250	4.125 x 4.250	4.125 x 4.250
Cylinder arrangement	90° V-8	90° V-8	90° V-8	90° V-8	90° V-8	90° V-8	90° V-8	90° V-8	90° V-8
Main bearings (no.)	5	5	5	5	5	5	5	5	5
Valve arrangement	Overhead	Overhead	Overhead	Overhead	Overhead	Overhead	Overhead	Overhead	Overhead
Valve head dia. (in.) Intake	1.875	1.875	1.875	1.875	1.995	2.072	2.072	2.072	1.995
Valve head dia. (in.) Exhaust	1.622	1.622	1.622	1.622	1.684	1.624	1.624	1.624	1.624
Cooling system capacity (qt.)	15.2	16.2	16.2	16.2	17.0	16.7	16.7	16.7	19.5
Crankcase oil capacity (qt.)	4 (5, with filter)	4 (5, with filter)	4 (5, with filter)	4 (5, with filter)	4 (5, with filter)	4 (5, with filter)	4 (5, with filter)	4 (5, with filter)	5 (5, with filter)
Exhaust system	Single	Single	Single	Single	Single	Dual	Dual	Dual	Dual

# 1972 OLDSMOBILE ENGINE AVAILABILITIES

## INTERMEDIATE MODELS

MODEL IDENTIFICATION	ROCKET 350 V-8s		ROCKET 455 V-8s	
	2-bbl (L32)	4-bbl (L34)	4-bbl (L75)	4-bbl (L77)
F-85	Standard a	Available	Available b	
Cutlass	Standard a	Available	Available b	Available bcd
Cutlass S	Standard a	Available	Available b	Available bcd
Cutlass Supreme	Available a	Standard	Available b	Available bcd
Vista-Cruiser	Standard ad	Available	Available b*	

## FULL-SIZE MODELS

MODEL IDENTIFICATION	ROCKET 350 V-8s		ROCKET 455 V-8s	
	2-bbl (L32)	4-bbl (L35)	4-bbl (L74)	4-bbl (L78)
Delta 88	Standard e	Available	Available	
Delta 88 Royale	Standard e	Available	Available	
Custom Cruiser			Required	
Ninety-Eight			Standard	
Ninety-Eight Luxury			Standard	
Tenorado Custom				Standard f

CALIFORNIA—Turbo Hydra-matic (M38 or M40). Transmission required, except with L75, M20 4-speed Manual available with L75 only. a—Not available with M20 Manual or M40 Turbo Hydra-matic Transmission. b—Dual exhaust system included. c—Required and Available only with W30 Performance Package. d—Not available in California. L34 Standard with Vista-Cruiser in California. e—Not available in California (L35 Standard on all Delta 88 Models). f—Dual Exhaust system, standard. \*SMT not available.

DIMENSIONS	INTERMEDIATE MODELS										FULL-SIZE MODELS										CRUISERS					
	F-85		Cutlass		Cutlass S		Cutlass Supreme		Delta 88		Delta 88 Royale				Ninety-Eight		Ninety-Eight Luxury		Tenaro		Cutlass	Vista-Cruiser		Custom Cruiser		
	Town Sed.	H.T. Cpn.	Town Sed.	Cpn. Cpn.	H.T. Cpn.	H.T. Sed.	H.T. Cpn.	Conv.	H.T. Sed.	H.T. Cpn.	Town Sed.	H.T. Sed.	H.T. Cpn.	Conv.	Town Sed.	Cpn.	Sed.	Cpn.	Sed.	Conv. Cpn.	2-Seat	2-Seat	3-Seat	2-Seat	3-Seat	
	Town Sed.	H.T. Cpn.	Town Sed.	Cpn. Cpn.	H.T. Cpn.	H.T. Sed.	H.T. Cpn.	Conv.	H.T. Sed.	H.T. Cpn.	Town Sed.	H.T. Sed.	H.T. Cpn.	Conv.	Town Sed.	Cpn.	Sed.	Cpn.	Sed.	Conv. Cpn.	2-Seat	2-Seat	3-Seat	2-Seat	3-Seat	
OVERALL SIZE																										
Length (in.)	207.6	203.6	207.6	203.6	203.6	207.6	203.6	203.6	222.1	222.1	222.1	222.1	222.1	222.1	222.1	222.8	227.8	227.8	227.8	227.8	220.6	213.3	218.3	218.3	227.0	227.0
Width (in.)	76.3	76.8	76.8	76.8	76.8	76.8	76.8	76.8	79.5	79.5	79.5	79.5	79.5	79.5	79.5	79.5	79.6	79.6	79.6	79.6	79.6	76.8	76.8	76.8	79.5	79.5
Loaded Weight (in.)	33.5	32.9	33.5	32.9	32.9	33.5	32.9	33.5	33.6	33.4	33.6	33.4	33.4	33.4	33.4	33.4	34.1	34.6	34.1	34.6	34.6	58.5	58.5	58.5	57.2	57.2
Shipping Weight—V-8 Model (lb.)	3432	3405	3445	3399	3403	3538	3415	3510	4247	4168	4196	4276	4188	4314	4241	4395	4480	4431	4517	4532	4827	4959	4645	4867	5062	
Curb Weight—V-8 Model (lb.)	3536	3509	3549	3503	3505	3642	3520	3614	4375	4296	4324	4404	4316	4442	4369	4523	4608	4559	4645	4660	4949	5085	4973	5109	5224	
INTERIOR ROOM																										
Front Seat Headroom (in.)	38.5	37.9	38.5	37.9	37.9	38.1	37.7	38.5	38.4	38.1	38.0	38.4	38.1	38.0	38.4	38.8	38.8	38.1	38.4	38.4	38.4	38.0	38.0	39.6	39.6	
Legroom (in.)	41.2	41.2	41.5	41.5	41.5	41.6	41.4	41.4	42.4	42.4	42.4	42.4	42.4	42.4	42.4	42.4	42.4	42.4	42.4	42.4	42.6	41.5	41.5	42.4	42.4	
Shoulder-Room (in.)	58.2	58.2	58.2	58.2	58.2	58.2	58.2	58.2	64.4	64.4	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	58.3	58.2	58.2	64.3	64.3	
Hiproom (in.)	59.6	59.6	59.6	59.6	59.6	59.3	59.6	59.6	59.6	62.2	62.2	62.2	62.2	62.2	62.2	62.2	62.2	62.2	62.2	62.2	62.3	62.3	62.3	62.3	62.3	
Rear Seat Headroom (in.)	37.1	36.3	37.1	36.3	36.3	37.1	36.3	36.9	37.4	37.0	38.0	37.4	37.0	38.1	38.2	38.1	38.2	38.1	38.2	37.3	38.3	40.3	40.3	39.3	39.4	
Legroom (in.)	34.1	32.5	34.0	32.3	32.3	34.0	31.9	31.9	38.0	35.8	38.8	38.8	35.8	35.8	38.8	40.0	40.8	40.8	40.8	35.2	34.8	37.8	37.8	39.4	39.4	
Shoulder-Room (in.)	57.3	56.7	57.3	56.7	56.7	57.3	55.7	55.7	62.2	62.2	63.3	63.3	62.2	62.2	63.3	63.3	63.3	63.3	63.3	63.4	60.8	57.4	57.5	57.5	63.3	63.3
Hiproom (in.)	59.4	58.3	59.4	58.3	58.3	58.4	58.3	58.3	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1	59.4	59.2	59.3	62.1	62.1		
Trunk Capacity (cu. ft.)	14.5	14.5	14.5	14.5	14.5	14.5	14.5	N/A	20.6	20.6	20.6	20.6	20.6	20.6	20.6	20.8	20.8	20.8	20.8	13.5	—	—	—	—	—	
Cargo Capacity Above Floor (cu. ft.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	83.6	97.2	97.2	106.0	106.0	
Total (cu. ft.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	93.6	105.2	105.2	111.5	109.0	
CHASSIS DIMENSIONS																										
Wheelbase (in.)	110.0	112.0	110.0	112.0	112.0	110.0	112.0	112.0	124.0	124.0	124.0	124.0	124.0	124.0	124.0	127.0	127.0	127.0	127.0	127.0	110.0	121.0	121.0	127.0	127.0	
Tread Front (in.)	59.3	59.3	59.3	59.3	59.3	59.3	59.3	59.3	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.7	59.3	59.3	59.3	63.3	63.3	
Rear (in.)	58.0	59.0	58.0	59.0	59.0	58.0	59.0	59.0	64.0	64.0	64.0	64.0	64.0	64.0	64.0	64.0	64.0	64.0	64.0	64.0	59.2	59.2	59.2	63.7	63.7	
Tire Size Standard (in.)	F78x14	F78x14	F78x14	F78x14	F78x14	F78x14	F78x14	F78x14	H78x14	H78x14	H78x14	H78x14	H78x14	H78x14	H78x14	F78x14	F78x14	F78x14	F78x14	F78x14	H78x14	H78x14	H78x14	L78x14	L78x14	
Available (in.)	G78x14	G78x14	G78x14	G78x14	G78x14	G78x14	G78x14	G78x14	G78x14	G78x14	G78x14	G78x14	G78x14	G78x14	G78x14	F78x14	F78x14	F78x14	F78x14	F78x14	H78x14	H78x14	H78x14	L78x14	L78x14	
Wheel Size Standard (in.)	14x6	14x6	14x6	14x6	14x6	14x6	14x6	14x6	15x6	15x6	15x6	15x6	15x6	15x6	15x6	15x6	15x6	15x6	15x6	15x6	14x6 HD	14x6 HD	14x6 HD	15x6 HD	15x6 HD	
Available (in.)	14x7	14x7	14x7	14x7	14x7	14x7	14x7	14x7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Brake Diameter (in.)	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	9.5	9.5	9.5	12.0	12.0	
Turning Diameter (ft.)	41.2	40.0	41.2	40.0	40.0	41.2	40.0	40.0	44.7	44.7	44.7	44.7	44.7	44.7	44.7	45.7	45.7	45.7	45.7	45.7	42.9	42.9	42.9	45.7	45.7	

# OLDSMOBILE STANDARD FEATURES

## BODY

**Body-By-Fisher, Unisteel** . . . with full corrosion protection, sound-inhibiting insulation, all-weather sealing

**Body Mountings, Vibra-Tuned Rubber**

**Doors, Dual-Paneled** . . . with Side-Guard Beams; and safety latches, hinges, and hinge pillars

**Door Checks, 2-Stage Front-**

**Door Handles, Safety-Styled** . . . with smooth contours

**Door Locks, Passenger-Guard** . . . with locks at all doors

**Fender Inner Panels, Thermoplastic Front-**

**Hood, Counterbalanced Dual-Paneled** . . . with dual-action safety latches

**Hood Insulation, Full Fiberglass** (except F-85 Sedans and Cutlass Coupes, and models with fiberglass hood)

**Keys, Two Car** . . . in multiple combinations

**Keyless Door Locking, Simple** . . . by depressing inside pushbuttons

**Key Warning Buzzer, Anti-Theft**

**Top, Power** (for all Convertibles) . . . with electric-powered mechanism, non-ballooning fabric, invisibly fastened boot, glass window

**Trunk Lid, Counterbalanced Dual-Paneled**

**Window Glass, Curved**

**Window Regulator Handles, Smooth-Contoured** . . . with soft low-profile knobs

**Windshield, High-Strength Laminate**

**Windshield Defroster Outlets, Dual**

**Windshield Radio Antenna**

**Windshield Washer/Wiper, Concealed 2-Speed** . . . with low-glare wiper arms and blades (except F-85 Town Sedan and Cutlass Hardtop Coupe)

## EXTERIOR

**Bumpers, Tri-Nickel-Plated** (Intermediate Models)

**Bumpers, Spring-Steel-Mounted** . . . (88 and Ninety-Eight models and Custom Cruisers)

**Bumpers, Sectional Construction, Tri-Nickel-Plated** . . . to permit lower-cost replacement (Toronado)

**Finish, Magic-Mirror Acrylic Lacquer**

**Flasher, 4-Way Hazard Warning**

**Grilles, Twin**

**Headlamps, Four Sealed-Beam**

**Lamps, Reflectorized Side-Marker** . . . front lamps light with turn signals.

**Lamps, Turn-Signal** . . . with Lane-Change Control

**Lamps, Twin Backup**

**Lamps, Twin Parking** . . . illuminate with headlamps

**Mirror, Left-Hand Outside Rearview**

**Molding, Bright Rear-Window** (except Convertibles)

**Molding, Bright Windshield**

**Molding, Bright Hood Rear**

## INTERIOR

**Armrests, Comfortable Safety-Styled**

**Ashtray(s), Instrument-Panel**

**Cigar Lighter(s), Fusible-Link**

**Coat Hooks, Soft Low-Profile**

**Floor Coverings, Seamless Preshaped**

**Fuel Gauge, Electric**

**Glove Compartment with Rotary Latch, Spacious Key-Locked**

**Heater and Defroster, Air-Mix**

**Ignition Switch, 5-Position**

**Instrument Panel, Energy-Absorbing**

**Instrument Panel Controls, Labeled Low-Profile**

**Instrument Panel Lighting, Indirect, Variable-Intensity**

**Interior, Color-Keyed**

**Lamps, Highly Visible Indicator**

**Lamps, Soft Low-Profile Interior-**

**Lamp Switches, Automatic Interior-**

**Mirror, Wide-View Inside Day/Night**

**Pedals, Suspended**

**Seats, Comfort-Contoured** . . . with energy-absorbing backrest tops on front seats and folding-seat-backrest latches

**Seat Head Restraints, Dual Front-**

**Seat Lap Belts with Pushbutton Buckles** . . . for all passenger positions; with retractors for driver and right front passenger

**Seat Shoulder Belts with Pushbutton Buckles** . . . for driver and right front passenger

**Speedometer, Sweep-Hand** . . . with tamper-resistant odometer

**Steering Wheel, Safety-Styled**

**Visors, Padded Windshield Sun**

## POWER TRAIN

**Air-Pollution Control Systems**

**Axle, Hypoid Rear** (Swing-Drive Front Axle in Toronado)

**Carburetor, Factory-Tailored** . . . with tamper-proof adjustment screws

**Crankcase Ventilation, Positive**

**Electric System, 12-Volt** . . . with Delco-Eye Energizer Battery, factory-sealed Delcotron, positive-shift, high-torque starter

**Engine, High-Torque** . . . designed to operate economically on no-lead, low-lead gasolines

**Engine-Cooling System, Pressurized** . . . with cross-flow radiator and silent 4-blade fan with shroud (Except Toronado)

**Engine-Cooling System, Special Toronado** . . . with new Venturi Shroud for cooler engine operation (with Air Conditioning only)

**Engine Combustion Control System**

**Engine Fuel System, Economical** . . . with dual filters, air-cooled fuel line

**Engine Ignition System, All-Weather** . . . with hot-tip insulator spark plugs; transmission-controlled spark advance

**Engine Lubrication System, Full-Pressure** . . . with full-flow filter

**Engine Power System, Rocket-Action** . . . with Fire-Swirl Combustion Chambers, aluminum pistons, forged connecting rods, precision-balanced crankshaft

**Engine Structure, Precision-Cast** . . . with light-weight blocks, heads, manifolds; 3-point rubber engine mounting

**Engine Valve Trains, Individual Overhead** . . . with hydraulic valve lifters

**Exhaust System, Aluminized**

**Transmission, Fully Synchronized 3-Speed Manual** (Turbo Hydra-matic in larger-size models)

## CHASSIS

**Brake, Foot-Operated Parking**

**Brakes, Self-Adjusting Drum** (Power Front Disc Brakes in Cruisers and larger-size models)

**Brake System, Hydraulic** . . . with dual master cylinders, balance valve, and warning lamp

**Shock Absorbers, Direct-Acting** (Supershocks in larger-size models)

**Frame, Torque-Beam** . . . with full side members, rugged torque boxes

**Horns, Dual**

**Springs, Computer-Selected** on each individual model, according to curb weight, to insure maximum comfort

**Steering System, Low-Friction** . . . with energy-absorbing column, flexible shaft coupling, recirculating ball-nut gear, forged linkage, low-friction pivots (Power Steering in larger-size models)

**Suspension, Pivot-Poise Ball-Joint Front** . . . with stabilizer bar and deep-coil springs (torsion bars in Toronado)

**Suspension, Twin-Triangle Coil-Spring Rear** (multi-leaf springs in Custom Cruisers)

**Suspension Insulation, Full-Rubber**

**Tires, Belted Bias-Ply Low-Profile Tubeless** . . . precision-balanced with wheels

**Wheels, Welded-Steel Safety-Rim**

## MODEL PRICES . . . Full-Size Models

MODEL	MODEL CODE	MSRP <sup>a</sup>	DEST. CHG. <sup>b</sup>	TOTAL	LOCAL PRICE	MODEL	MODEL CODE	MSRP <sup>a</sup>	DEST. CHG. <sup>b</sup>	TOTAL	LOCAL PRICE
<b>DELTA 88</b>						<b>CUSTOM CRUISER</b>					
Hardtop Sedan	L39	\$4103.00				2-Seat Model	R35	\$4776.00			
Hardtop Coupe	L57	\$4041.00				3-Seat Model	R45	\$4917.00			
Town Sedan	L69	\$3985.00				<b>NINETY-EIGHT</b>					
<b>DELTA 88 ROYALE</b>						Coupe	U37	\$4790.00			
Hardtop Sedan	N39	\$4289.00				Sedan	U39	\$4852.00			
Hardtop Coupe	N57	\$4214.00				Luxury Coupe	V37	\$5065.00			
Convertible	N67	\$4448.00				Luxury Sedan	V39	\$5159.00			
Town Sedan	N69	\$4121.00				<b>TORONADO CUSTOM</b>					
						Coupe	Y57	\$5457.00			

<sup>a</sup>—Manufacturer's Suggested Retail Price. Includes reimbursement for Federal Excise Tax and Suggested Dealer New Vehicle Preparation Charges.

<sup>b</sup>—Destination Charge. \$\_\_\_\_\_ higher on models equipped with Air Conditioner (C60 or C61).



LIFT PAGE

**MODEL PRICES**

- DELTA 88
- DELTA 88 ROYALE
- CUSTOM CRUISER
- NINETY-EIGHT
- TORONADO

# 1972 MODEL LINE-UP

Intermediate Cars				Full-Size Cars			
	Body Style	Previous Model No.	New 1972 Model No.		Body Style	Previous Model No.	New 1972 Model No.
<b>F-85</b>	Town Sedan	3269	D69	<b>Delta 88</b>	Hardtop Sedan Hardtop Coupe Town Sedan	5439 5457 5469	L39 L57 L69
<b>Cutlass</b>	Hardtop Coupe 2-Seat Cruiser Town Sedan	3287 3636 3669	F87 G36 G69	<b>Delta 88 Royale</b>	Hardtop Sedan Hardtop Coupe Convertible Town Sedan	6439 6457 6467 6469	N39 N57 N67 N69
<b>Cutlass S</b>	Sports Coupe Hardtop Coupe	3677 3687	G77 G87	<b>Custom Cruiser</b>	2-Seat Cruiser 3-Seat Cruiser	6835 6845	R35 R45
<b>Cutlass Supreme</b>	Hardtop Sedan Hardtop Coupe Convertible	4239 4257 4267	J39 J57 J67	<b>Ninety-Eight</b>	Coupe Sedan Luxury Coupe Luxury Sedan	8437 8439 8637 8639	U37 U39 V37 V39
<b>Vista-Cruiser</b>	2-Seat Cruiser 3-Seat Cruiser	4856 4866	K56 K66	<b>Toronado Custom</b>	Coupe	9657	Y57

Oldsmobile reserves the right to make changes at any time, without notice, in prices, colors, materials, trim, equipment, specifications, and models, and also to discontinue models.

Oldsmobile Division General Motors Corporation,  
Lansing, Michigan.

Litho in U.S.A. September, 1971

# 1972 OLDSMOBILE

## POWER TEAMS AND ENGINE PERFORMANCE

CREDIT - OLDSMOBILE  
HISTORY CENTER

000026059

920 TOWNSEND ST  
LANSING, MI 48221



## 1972 OLDSMOBILE POWER TEAMS

POWER TEAM Full Size Models		AUTOMATIC TRANSMISSION TURBO HYDRA-MATIC 400
MODELS	ENGINES	AXLES FOR ABOVE TRANSMISSION
Toronado	455 V-8 4 bbl carb	2.73:1(std.) 3.07:1(G90)(std. Calif.)
Ninety-Eight	455 V-8 4 bbl carb	2.73:1(std.) 2.93:1(G94) 3.23:1(G91)
Custom Cruiser	455 V-8 4 bbl carb	2.93:1(std.) 3.23:1(G91)
Delta 88 Royale	455 V-8 4 bbl carb (L74)	2.73:1(std.) 2.93:1(G94) 3.23:1(G91)
Delta 88	350 V-8 4 bbl carb(L35) (std. in Calif.)	2.93:1(G94) 3.08:1(std.) 3.23:1(G91)
	350 V-8 2 bbl carb(std.) (N. A. in Calif.)	2.93:1(G94)* 3.08:1(std.)* 3.23:1(G91)*

POWER TEAMS Intermediate Models		AUTOMATIC TRANSMISSIONS		FULLY SYNCHRONIZED MANUAL TRANSMISSIONS	
		Turbo Hydra-matic 400 (M40)	Turbo Hydra-matic 350 (M38)	4 Speed Floor Shift Wide Ratio (M20)	3 Speed Column Shift (N. A. Calif.)
MODELS	ENGINES	AXLES FOR ABOVE TRANSMISSIONS			
Vista Cruiser	455 V-8 4 bbl carb(L75)	2.73:1(std.) 3.08:1(G90)	N. A.	N. A.	N. A.
	350 V-8 4 bbl carb(L34) (std. in Calif.)	3.08:1(std.) 3.23:1(G91)	N. A.	N. A.	3.23:1(std.)*
	350 V-8 2 bbl carb(std.) (N. A. in Calif.)	3.08:1(std.)* 3.23:1(G91)*	N. A.	N. A.	3.23:1(std.)*
Cutlass Supreme	455 V-8** 4 bbl carb Force Air(W30)	3.42 (std.)* 3.73 (G89)*	N. A.	3.42:1(std.)* 3.73:1(G89)*	N. A.
	455 V-8 4 bbl carb(L75)	2.73 (std.) 3.08 (G90) 3.23 (G91)	N. A.	3.23:1(std.)	N. A.
	350 V-8 4 bbl carb(std.)	N. A.	2.73:1(std.) 3.08:1(G90) 3.23:1(G91)*	3.23:1(std.)	2.73:1(G93)* 3.08:1(G90)* 3.23:1(std.)*
	350 V-8 2 bbl carb(L32)	N. A.	2.73:1(std.) 3.08:1(G90) 3.23:1(G91)*	N. A.	3.23:1(std.)*
Cutlass 5	455 V-8** 4 bbl carb Force Air(W30)	3.42 (std.)* 3.73 (G89)*	N. A.	3.42:1(std.)* 3.73 (G89)*	N. A.
Cutlass	455 V-8 4 bbl carb(L75)	2.73 (std.) 3.08 (G90) 3.23 (G91)*	N. A.	3.23:1(std.)	N. A.
F-85	350 V-8 4 bbl carb(L34)	N. A.	2.73:1(std.) 3.08:1(G90) 3.23:1(G91)*	3.23:1(std.)*	2.73:1(G93)* 3.08:1(G90)* 3.23:1(std.)*
	350 V-8 2 bbl carb(L32)	N. A.	2.73:1(std.) 3.08:1(G90) 3.23:1(G91)*	N. A.	3.23:1(std.)*

\* Axles are not available in California.

\*\* Not available on all body styles.

1972 OLDSMOBILE ENGINE PERFORMANCE

ROCKET V-8 ENGINES	SAE NET H.P.	SAE NET TORQUE
455 V-8 4 Bbl. Toronado	250 *	375 *
455 V-8 4 Bbl. Full Size (L74)	225 (250*)	360 (370*)
455 V-8 4 Bbl. Force Air (W30)	300 *	410 *
455 V-8 4 Bbl. Intermediate With SMT (L77)	270 *	370 *
455 V-8 4 Bbl. Intermediate With AMT (L77)	250 *	370 *
350 V-8 4 Bbl.	180 (220*)	275 (300*)
350 V-8 2 Bbl.	160 (175*)	275 (295*)

\* With Dual Exhaust System

CREDIT - OLDSMOBILE  
HISTORY CENTER

000026057

820 TOWNSEND ST  
LANSING, MI 48221

1972

# **OLDSMOBILE**

# **Inspector's**

# **Guide**

**F-85 - 88 - 98**

**SERIES**



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This information does not supersede  
any Engineering Releases. It compiles  
releases prior to August 1, 1971



# 1972 BODY STYLE CODES

A CARS			
Series	Body Style	Vin Code	Broad. Code
F-85	4-Door Sedan	D69	3269
Cutlass	Hardtop Coupe	F87	3287
	2-Seat Cruiser	G36	3636
	4-Door Sedan	G69	3669
Cutlass S	Club Coupe	G77	3677
	Hardtop Coupe	G87	3687
Cutlass Supreme	Hardtop Sedan	J39	4239
	Hardtop Coupe	J57	4257
	Convertible	J67	4267
Vista-Cruiser	2-Seat Cruiser	K56	4856
	3-Seat Cruiser	K66	4866

B & C CARS			
Delta 88	Hardtop Sedan	L39	5439
	Hardtop Coupe	L57	5457
	4-Door Sedan	L69	5469
Delta 88 Royale	Hardtop Sedan	N39	6439
	Hardtop Coupe	N57	6457
	Convertible	N67	6467
	4-Door Sedan	N69	6469
Custom Cruiser	2-Seat Cruiser	R35	6835
	3-Seat Cruiser	R45	6845
Ninety-Eight	Coupe	U37	8437
	Sedan	U39	8439
	Luxury Coupe	V37	8637
	Luxury Sedan	V39	8639

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# 1972 FRAMES

F-85

Part No.	Code	Usage	
6263668	CS	4267	J67
6263669	CT	3636	G36
6263666	CP	39's, 69's	J39, G69
6263667	CR	57, 77, 87	J57, G77, G87
411317	GZ	4800	K56, K66

88 & 98

Part No.	Code	Usage	
3993739	DD	5400, 6400 Exc. 6467 or B07	All L & N
3993740	DG	6467 or B07	
3993741	DH	6800	R35, R45
3993742	DJ	8400, 8600	U37, U39, V37, V39

Ref.: PIM 2-100



# 1972 STEERING KNUCKLE SHOP ASM. CODES

Series	Group	Part Number	Code
F-85 Exc. 3636, 4800	Std.	411320-1	OB
	JL2	408602-3	OM
	W30 - JL2	408608-9	OP
3636, 4800	JL2 Mand.	408602-3	OM
B/C	Std.	6274219-20	AR
	J55	6274221-22	AS
8860 Short Sill	J55 Mand.	6274221-22	AS

Ref. PIM 3:94 & 3:95

# 1972 FRONT STABILIZER SHAFTS

Series - Models	Usage	Broad. Code	Part No.
3200, 3600, 4200 - Exc. 4267	Std.	C	398499
	F41	E	399924
	FE2	E	399924
4800	All	F	401194
5400, 6400	Std.	4	3964066
	B07	2	3993657
98's	Std.	3	3988210
6800	Std.	1	3964067
88 & 98 Exc. 6800	F41	1	3964067

Ref. PIM 3:102

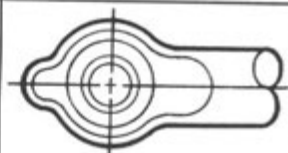
# 1972 REAR STABILIZER SHAFTS

Series	Usage	Broad. Code	Part No.
3200, 3600, 4200 57, 67, 77, 87	FE2	1	394926

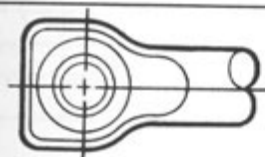
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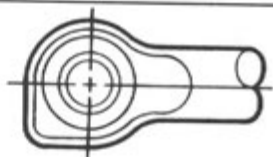
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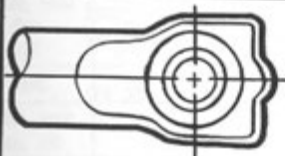


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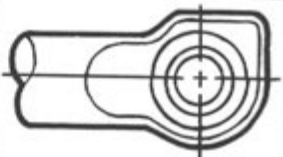


(F) 401194

## 88-98



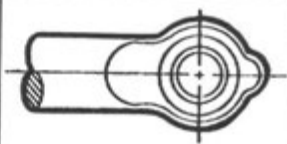
(2) 3993657



(1) 3964067



(4) 3964066



(3) 3988210



# 1972 SHOCK ABSORBERS

## F-85 Front

Series	Std.	FG2/F41	FE2
F-85 Exc. 4800	CM	DD	RZ
4800	CP	DD	-

## F-85 Rear

Series	Std.	FG2/F41	G66	FE2
CPS	UZ	DE	ZB	WE
3636	SB	DE	ZB	-
Sedan	CR	DE	ZB	-
4800	CV	DF	ZD	-

Ref. PIM 0:34

## 88-98 Front

Series	Std.	FG2/F41/B07
5400, 6400	RP (1) RK (2)	KB
6800	RR	KB
8400, 8600	RM	KB

(1) 330 Load Spring (GL, GM, BA, BB, JS)

(2) 365/400 Load Spring (BJ, BK, BL, BT, BW, BX, BY)

## 88-98 Rear

Series	Std.	FG2/F41/B07	G66
5400, 6400	RL	KC	KK
6800	AS	LF	LJ
8400, 8600	RN	KC	KK

B/C PIM 0:50

# 1972 REAR AXLE CODES

F-85

Series	Axle Ratio ↓	Diff. Type →	Axle Codes		
			Std.	G80	W30
F-85 Exc. 4800	2.73		SA	SB	-
	3.08		SC	SD	-
	3.23		SR	SS	
	3.42		-	-	TM
	3.73		-	-	TO
4800	2.73		TA	TB	-
	3.08		SM	SN	-
	3.23		TG	TH	-

88 & 98

Series	Engine	Axle Ratio						
		Standard				G80		
		2.73	2.93	3.08	3.23	2.73	2.93	3.23
5400, 6400 Exc. J55	L33			NA			QJ	
	L35			NA			QJ	
	L74	QP	QI	-	RA	QS	QJ	RC
6800	L74		QE		RB		QL	RD
8400, 8600 Exc. J55	L74	QP	QI			QS	QJ	
B/C with J55	All		QU				QV	

# 1972 TRANSMISSIONS

## F-85

Transmission Type	Opt.	Usage	Code
3 Speed SM	M15	All with L32/L34	R3
4 Speed SM	M20	Coupes with L34, L75/L77 Exc. VJ9 L75 Mand. with VJ9	WT
Turbo 350	M38	F-85 Exc. 4800 with L32 & L34	KA
Turbo 400	M40	Coupes with L77 & W30	OW
		3200, 3600, 4200 with L75	OD
		L32 or L34 (4800)	OA
		L75 (4800)	OK

Ref. PIM 7:98

## 88-98

Transmission Type	Opt.	Usage	Code
Turbo 375	M40	L33 & L35	OA
Turbo 400	M40	L74 Exc. N10	OR
		L74 with N10	OK

Ref. PIM 7:98



# 1972 PROPELLER SHAFTS

Series	Trans.	Broad Code	Part No. Color Stripes
F-85 Coupes	M15 or M38	A	7810902 1 Black & 1 Yellow
	M40	H	7811654 1 Yellow & 1 Green
	M20	D	7810904 1 Red
F-85 Sedans	M15 or M38	B	7810899 2 Red
	M40	T	7811655 1 Red & 1 Black
4800	M40 & L32 or L34	G	7810908 1 Yellow & 1 Pink
	M40 & L75	I	7810909 1 Yellow & 1 Blue
	M15	C	7810907 1 Yellow & 1 Brown
5400 & 6400	L33 or L35	W	7808670 3 Black
	L74	L	7814298 1 Purple & 1 Pink
6800	L74	M	7810661 1 Black & 1 Blue
8400 & 8600	L74	N	7814297 1 Purple & 1 Green

Ref. PIM 4:100  
7-20-71

# 1972 SPEEDO GEAR CODES

Trans. Type	Speedo Driven Gear		Broadcast Code		
	Part No.	Teeth	1st Digit Gear Code	2nd Digit Adapter Code	
Auto.	1359270	36	A	A	540180 (.6190) Orange
	1359271	37	B	B	535613 (.6944) Gray
	1359272	38	C	C	535614 (.7333) Red
	1359273	39	D	D	535615 (.7692) Yellow
	1362048	40	E	E	535617 (.8653) Blue
	1362049	42	F	F	395430 (.8660) Blue
	1362195	41	G	G	540474 (1.1250) No Color
	1362196	43	H	H	395431 (1.1320) No Color
	9774413	34	J	I	9775739 (1.2020) Black & White
	9775187	45	K	J	401539 (1.2720) Green
	9780387	35	L	K	540183 (.7222) Lt. Blue
	9780470	44	M	L	406755 (.6660) Dk. Brown
				M	406754 (.7330) Red
F-85 SM	3987917	17	O	N	396338 (.7850) Yellow
	3987918	18	1		
	3987919	19	2		
	3987920	20	3		
	3987921	21	4		

Ref. PIM 7:80 - 7:83

# 1972 MASTER CYLINDERS AND BOOSTERS

## F-85

Usage	Master Cyl.	Code	Booster	Code
Manual Drum	5471632	FM		
J50 (Power)	5471633	UD	5471940	KM
JL2 (Disc)	5471659	WK	5471944	WK
Man. Disc (W30)	5473589	KB		
Station Wagons	5471659	WK	5471944	WK

## 88-98

Usage	Master Cyl.	Code	Booster	Code
88's Exc. 6800 Exc. J55	1238256	SL	408215	XB
88's with J55 All 98's & 6800	5471659	WK	5471361	BB

Ref: PIM 5:100

## Brake Combination Valve Codes

Usage	JL2	J55	W30-JL2
F-85 Exc. 3636, 4800	S	-	V
3636, 4800	X	-	-
88's & 98's Exc. 6800	P	S	-
6800	X	-	-

Ref: F-85 5:106 B-C 5:104



## 1972 F-85 TIRE IDENTIFICATION CODES

Series	Export Option		Domestic or Export										Base Opt.	Tire Code
	P87	P74	PX5	PX6 Exc. C60, FE2, L75	PX6 Exc. C60, L75	PR7	PK5	PK2 & C60 FE2, L75	PK2 & C60, L75	L75 Exc. C60	FE2 Exc. C60	C60		
33269	--	*	--	--	L7DD	--	--	--	L9DD	L9DB	--	L9DB	PX5	L7DB
33287	--	*	LFDM	L7DD	--	--	LFY4	L9DD	--	L9DB	L9DB	L9DB	PX5	L7DB
33636	*	--	--	--	--	M8DD	--	--	L9DD	--	--	--	PM9	M8DB
33669	--	*	--	--	L7DD	--	--	--	L9DD	L9DB	--	L9DB	PX5	L7DB
33677	--	*	LFDM	L7DD	--	--	LFY4	L9DD	--	L9DB	L9DB	L9DB	PX5	L7DB
34239	--	*	--	--	L7DD	--	--	--	L9DD	L9DB	--	L9DB	PX5	L7DB
34257	--	*	LFDM	L7DD	--	--	LFY4	L9DD	--	L9DB	L9DB	L9DB	PX5	L7DB
34800	*	--	--	--	--	M8DD	--	--	--	--	--	--	PM9	M8DB

\* Code for Export tires will be furnished at a later date.

-- Indicates that condition shown is not available.

Code	Tire Size	Wall Color	Base Opt.
L7DB	F78 X 14	Black	PX5
L7DD	F78 X 14	White	PX6
L9DB	G78 X 14	Black	PK1
LFY4	G70 X 14	Black	PK5
*	8.25 X 14	White	
L9DD	G78 X 14	White	PX6
LFDM	G70 X 14	White	PX8
M8DB	H78 X 14	Black	PM9
*	8.55 X 14	White	
M8DD	H78 X 14	White	PR7

\* Code for Export Tires will be furnished at a later date.

Ref. 10,90

## 1972 88-98 TIRE IDENTIFICATION CODES

Series	Export Option		Domestic or Export						
	QD3	QB8	Q14	QC6	QB9	QB5	PV6	Base Option	Tire Code
35400	--		--	--	--	--	VXDD	PV5	VXDB
36400	--	*	--	--	--	--	VXDD	PV5	VXDB
36800	*	--	V3FK	--	--	--	--	Q15	V3C3
38400	--	*	--	--	V1DD	--	--	QC5	V1DB
38600	--	*	--	--	V1DD	--	--	QC5	V1DB
38860	--	--	--		--	--	--	--	--

\* Code will be assigned at a later date.

Code	Tire Size	Wall Color	Base Opt.
VXDB	H78 X 15	Black	PV5
VXDD	H78 X 15	White	PV6
V1DB	J78 X 15	Black	QC5
V1DD	J78 X 15	White	QB9
V1DB	J78 X 15	Black	QC5
V1BJ	J78 X 15	White	QB5
V3C3	L78 X 15	Black	Q15
V3FK	L78 X 15	White	Q14

Ref. 10:90

# 1972 TIRE PRESSURE LABELS

Series	Usage	Identification Code	Broadcast Code
F-85 Exc. SWS	All	OB	B
SWS 3636 & 4800	All	OC	C
98's		OD	D
6800	All	OF	F
5400 & 6400	Exc. Spring BY, JZ	OD	D
	With Spring BY, JZ	OG	G

Ref. PIM 0-120

# 1972 CONSUMER INFORMATION

Series	Usage	Book Code	Data Punch
F-85	Exc. Disc	1	---
Exc. SWS	With Disc	2	---
3636 & 4800	Disc	3	---
5400 or 6400	Exc. Spring BY or JZ	4	A
	With Spring By or JZ	4	B
6800	All	6	---
8400 or 8600	All	5	---

Ref. PIM 0-100  
AEO 72-30 Supp. 2



# 1972 ENGINE SPECIFICATION LABELS

## F-85

Series	Usage	Identification Code	Broadcast Code
All F-85	L32	SA	A
	L34 Exc. At	SC	C
	L34 & At	SD	D
	L75 & At	SH	H
	L75 Exc. At	SF	F
	L77	SG	G
4800	M40	SH	H

## 88 & 98

Series	Usage	Identification Code	Broadcast Code
5400	L33	SA	A
6400	L35	SD	D
88 & 98	L74	SH	H

Ref. PIM 0:110  
6-1:80

# 1972 ENGINE IDENTIFICATION CODES

## A Series

Engine	At Exc. Air	At W/Air	M15	M20	W37
350 Cu. In. (L32)	QB	QC	QA		
350 Cu. In. (L34)	QJ	QK	QD	QE	
455 Cu. In. (L75)	UA	UB		UD Exc. W37	UE
455 Cu. In. (L77)	UO			UL Exc. W37	UN

## B-C Series

350 Cu. In. (L33)	QN	QO
350 Cu. In. (L35)	QP	QQ
455 Cu. In. (L74)	US	UT

Ref. PIM 6-1:80

## 1972 ACCESSORY CODES

COL	PCH	UPC	Description
44	2	L32	350 Cu. In. 2-Barrel
44	3	L33	350 Cu. In. 2-Barrel
44	4	L34	350 Cu. In. 4-Barrel
44	5	L35	350 Cu. In. 4-Barrel
44	6	L74	455 Cu. In. 4-Barrel
44	7	L75	455 Cu. In. 4-Barrel
44	8	L77	455 Cu. In. 4-Barrel W30
44	9	L78	455 Cu. In. 4-Barrel TOR
45	2	M15	3-Speed
45	3	M20	Transmission, Wide-Ratio 4-Speed
45	8	M38	Transmission, Turbo Hydra-Matic 350
45	9	M40	Transmission, Turbo Hydra-Matic
46	1	G89	Axle Pkg. H. D. Performance, 3.73
46	2	G90	Axle Ratio, 3.08
46	3	G91	Axle Ratio, 3.23
46	4	G92	Axle Package, H. D. Performance 3.42
46	5	G93	Axle Ratio, Expressway, 2.73
46	6	G94	Axle Ratio, 2.93
47	1	N66	Wheels, Super Stock II
47	2	N67	Wheels, Super Stock III
47	3	N95	Simulated Wire Wheel
47	5	PO1	Wheel Discs, For 14 Wheels
47	6	PO2	Wheel Discs, Deluxe, For 14 Wheels
47	7	PO3	Wheel Discs, Deluxe
47	8	PO5	Wheels, Super Stock I
48	0	PK1	G78 X 14 Blackwall
48	1	PM9	H78 X 14 Blackwall
48	2	PV5	H78 X 15 Blackwall
48	3	PX5	F78 X 14 Blackwall
48	4	Q15	L78 X 15 Blackwall
48	5	QC5	J78 X 15 Blackwall
48	6	P74	Tires, 8.25 X 14 Whitewall, 4 Ply Nylon
48	7	P87	Tires, 8.55 X 14 Whitewall, 4 Ply Nylon
48	8	QB8	Tires, 8.85 X 15 Whitewall, 4 Ply Nylon
48	9	QD3	Tires, 9.15 X 15 Whitewall, 4 Ply Nylon
49	0	PK2	G78 X 14 Whitewall
49	1	PR7	H78 X 14 Whitewall
49	2	PV6	H78 X 15 Whitewall
49	3	PX6	F78 X 14 Whitewall
49	4	Q14	L78 X 15 Whitewall
49	5	QB5	J78 X 15 Whitewall
49	6	QB9	J78 X 15 Whitewall
49	7	PK5	Tires, G70 X 14 Wide Oval with Raised Letter
49	8	PX8	Tires, G70 X 14 Wide Oval, White Stripe
49	9	QC6	Tires, 8.90 X 15 Whitewall, 6 Ply Nylon
50	1	U58	Radio, AM-FM Stereophonic
50	2	U63	Radio, AM Pushbutton
50	3	UM1	Radio, AM with Stereo Tape Player
50	4	UM2	Radio, AM-FM Stereophonic
50	5	U69	Radio, AM-FM



## 1972 ACCESSORY CODES

COL	PCH	UPC	Description
51	1	A51	Seat, Strato Bucket
51	2	A52	Seat, Bench Front
51	3	A65	Seat, Custom Sport Front
51	4	AM6	Seat, Divided Front Split 60/40
51	5	AP5	Bench Seat-Center Arm Rest
52	&	A31	Windows, Power Side
52	1	A01	Windows, Soft-Ray Tinted
52	2	A02	Windshield, Soft-Ray Tinted
52	4	AA3	Tinted Roof Glass, Chrome Coat
53	&	A90	Trunk Lid Latch, Power
53	1	A33	Window, Power Tailgate
53	2	A41	Seat Adjuster, 4-Way Power
53	4	A46	Seat Adjuster, 4-Way Power, LH
53	8	A42	Seat Adjuster, 6-Way Power
54	&	AG1	Seat Adjuster, 6-Way Power Left
54	1	AS6	Delete Front Shoulder Belts
54	2	A39	Lap Belts, Deluxe Frt & RR
54	4	AK1	Seat Belts, Del Frt & RR Lap,
54	8	A48	Delete Seat Belts
55	&	BC1	Instrument Panel Trim, Wood Grain
55	1	AU3	Door Locks, Power
55	4	B30	Floor Carpeting
55	8	B39	Floor Carpeting, Deep-Pile Cargo Floor
56	&	B33	Floor Mats, Auxiliary Rear
56	1	B32	Floor Mats, Auxiliary Front
56	2	AG2	Seat Adjuster, 6-Way Power Right
56	4	AU5	Door Locks, Pwr & Frt & Back
56	8	A74	Seat, Heavy-Duty, Front & Rear
57	&	B80	Moldings, Chrome Roof Drip
57	1	B36	Trunk Floor Mat, Heavy-Duty Rubber
57	2	B96	Moldings, Chrome Wheel Opening
57	4	C26	Tailgate, Power Operated Glide
57	8	BG1	Floor Cover, H.D., Black Vinyl
58	&	B93	Moldings, Chrome Door-Edge Guard
58	1	B84	Moldings, Protective Side
58	2	B85	Moldings, Chrome Side Window Sill
58	4	B90	Moldings, Chrome Side Window Frame
58	8	A96	Lock and Trim, Rear Storage Compartment
59	&	C49	Defogger, Electric Rear Window
59	1	BY3	Bypass Restrictions
59	2	D99	Finish, Two-Tone Magic Mirror
59	4	C08	Rooftop Covering, Vinyl
59	8	C09	Padded Rooftop Covering, Vinyl
60	&	D55	Console, Sports
60	1	D33	Mirror, Remote Control Outside
60	2	C51	Air Deflector, Rear Window
60	4	C60	Air Conditioner, Four-Season
60	8	C61	Air Conditioner, Comforton
61	&	D35	Mirrors, Sports Styled Outside
61	1	G66	Shock Absorbers, Superlift Rear
61	2	F41	Suspension System, Heavy-Duty
61	4	FE2	Suspension Package, Rallye
61	8	FG2	Shock Absorbers, Firm Ride

## 1972 ACCESSORY CODES

COL	PCH	UPC	Description
62	&	G80	Axle, Anti-Spin Rear
62	1	JL2	Brakes, Power With Front Disc
62	2	JL9	Braking, True-Track
62	4	J50	Brakes, Pedal-Ease Power
62	8	J55	Brakes, Heavy-Duty, Power With Front Disc
63	&	K30	Cruise Control, Automatic
63	1	K81	Delcotron-60 Ampere
63	2	VJ9	Calif. Label
63	8	K05	Engine Block Heater
64	&	N10	Exhaust System, Dual
64	1	N30	Steering Wheel, Deluxe
64	2	N34	Steering Wheel, Custom-Sport
64	4	N33	Steering Wheel, Tilt-Away
64	8	N37	Steering Wheel, Tilt and Telescope
65	&	T74	Headlamps L.H. Rule of Road
65	1	T81	Headlamp Off-Delay Control
65	2	N47	Power Steering - Vari-Ratio
65	4	T44	Hood Lock, Interior Operated
65	8	T87	Lamps, Cornering
66	&	U35	Clock, Electric
66	1	U87	Speedometer Package
66	2	U18	Kilometer Speedometer
66	4	U21	Rocket Rallye Pac
66	8	U11	Speedometer, Certified Police
67	&	U89	Wiring Harness, Trailer Electric
67	1	U80	Radio Speaker, Bi-Phonic Rear
67	2	B50	Seat Cushion, Extra-Foam Padded
67	4	U57	Stereo Tape Player
67	8	U41	Indicator, Low Fuel
68	&	U90	Wiring Harness, Roof Flasher
68	1	V36	Bumper Guards, Protective-Vinyl
68	2	V55	Luggage Carrier, Chrome Rooflop
68	4	A96	Lock and Trim, Rear Storage Compartment
68	8	B07	Apprehender, Police
69	&	Y71	Thermometer Outside
69	1	V78	Omit Certification on Body Plate
69	2	WM4	Battery, Heavy Duty
69	4	WM6	Special Paint
69	8	WM7	Two Tone Special Paint
70	&	X24	Canada Retail Service
70	1	W37	Heavy Duty 2 Plate Clutch
70	2	W25	Hood, Fiberglass, Dual Intake
70	4	W30	W-Machine Package
70	8	Y73	Paint Stripes-Hood

# 1972 ACCESSORY CODES

COL	PCH	UPC	Description
71	&	Y63	Special Paint - No Charge
71	1	Y62	Special Paint - Solid Color
71	2	Y64	Retail Service
71	4	Y61	Prepare For Shipment
72	&	Y66	Special Paint - Two Tone
72	1	BY1	Trim & Color Bypass
72	2	Y77	Special Trim
72	4	Y70	Paint Stripe, Body Side
72	8	Y69	Trim, Brougham
73	&	Y60	Convenience Group
73	1	Y76	Special Firemist Paint
73	2	Y75	Exterior Sport Package
73	4	N99	Wheels, Heavy-Duty
73	8	W29	442 Performance Package
74	&	Z49	Canadian Mandatory Equipment
74	1	W26	Console, Dual Gate Shifter
74	2	W39	Shifter, Hurst 3-Speed
74	4	Y72	Cooling, Heavy Duty
75	&	PRP	Special Preparation
75	1	FOR	Super Force
75	2	SCO	Special Car Order
75	4	BY2	Special Edit Bypass
76	&	WM9	Product Delivery Service Export



## 1972 F-85 FACTORY INSTALLED OPTIONAL EQUIPMENT

	32	36	42	48
	68 97	3678 6977	356 977	56 66
AA3 Tinted Roof Glass - Chrome Coated	--	----	---	AA
AK1 Deluxe Lap & Shoulder Belt Option	AA	AAAA	AAA	AA
AS6 Shoulder Belts - Front - Delete (Export)	AA	AAAA	AA-	AA
AU3 Lock - Side Door Electric *Front A/D Rear*	AA	AAAA	AAA	AA
A01 Tinted Body Glass *Including Windshield*	AA	AAAA	AAA	AA
A01 Tinted Body Glass *Including Windshield* Includes: A02 Tinted Glass - Windshield - Shaded Upper	AA	AAAA	AAA	AA
A02 Tinted Windshield Glass	AA	AAAA	AAA	AA
A31 Electric 4-Window Lifts	--	AAAA	AAA	AA
A33 Electric Rear Window *Tail Gate*	--	A---	---	AA
A39 Deluxe Lap Belts - Front & Rear	--	----	--A	--
A41 Electric 4-Way Seat Adjuster *Bench Seat*	AA	AAAA	AAA	AA
A46 Electric 4-Way Seat Adjuster *Bucket Seat - L.H. Only *	--	---A	-AA	--
A48 Lap Belts - Front & Rear - Delete (Export) Includes: AS6 Delete Front Shoulder Belts	AA	AAAA	AA	AA
A51 Bucket Seat Option - Strato	--	---A	-BB	--
A52 Bench Seat Option - Conventional	BB	BBBB	---	BB
A65 Bench Seat Option - Notch Back	--	----	BAA	--
A90 Electric Trunk Lid Latch	AA	-AAA	AAA	--
BC1 Wood Grain Instrument Panel	AA	AAAA	SSS	SS
B30 Floor Carpet *Front & Rear*	AA	SSSS	SSS	SS
B32 Auxiliary Front Floor Mats	AA	AAAA	AAA	AA
B33 Auxiliary Rear Floor Mats	AA	AAAA	AAA	AA
B39 Carpeted Load Floor	--	A---	---	AA
B50 Foam Front Seat Cushion	AA	A6S	SSS	SS
B80 Exterior Drip Scalp Mouldings *Included in C08 Option on 33669, 77, 87* *Must get B85 on 33677, 87*	--	AAAA	SS-	SS
B84 Exterior Body Side & Fender Mouldings - Black Vinyl Insert *Not available with W29 Option*	AA	AAAA	SSS	--
B85 Exterior Belt Moulding *Included in C08 Option on 34257* *Must get B80 or C08 on 3677, 87 Models*	--	--AA	-A-	--
B90 Chrome Door Window Frames	A-	SSA-	---	SS
B93 Door Edge Guard	AA	AAAA	AAA	AA

## 1972 F-85 FACTORY INSTALLED OPTIONAL EQUIPMENT

	32	36	42	48
	68 97	3678 6977	356 977	56 66
B96 Wheel Opening Mouldings *Mandatory with W29 or Y75 on 33287*	AA	SSSS	SSS	SS
C08 Roof Top Covering *Includes B80 Ext. Drip Scalp Moulding on 33669, 77, 87* *Includes B85 Ext. Belt Moulding on 34257*	AA	-AAA	AA-	--
C49 Defogger - Rear Window - Electric	AA	-AAA	AA-	--
C51 Deflector Package - Air	--	A---	---	AA
C60 Air Conditioning *N47 Power Steering Option Mandatory*	AA	AAAA	AAA	AA
D33 Remote Control Outside Mirror	AA	AAAA	AAA	AA
D35 Rear View Mirrors - Outside - Styled Sports (L.H. Remote) *Mandatory with W30 Option*	-A	--AA	-AA	--
D55 Front Compartment Console *Bucket Seats Mandatory with this Option *Not Available with Column Shift*	--	---A	-AA	--
D99 Two Tone Paint	AA	AAAA	AA-	AA
FE2 442 Suspension Package *Includes Springs, Shocks, Stabilizer shafts, Rear Upper & Lower Control Arms & 14 x 7 Wheels* *Mandatory with W29 Option* N66, N67 or P05 Wheel Option Available* *PK2, PK5, PX8 or P74 Tire Option available* *Not available with FG2, F41, N99 or U89* *Available with G66 Only if W29 & M40 are ordered together*	-A	--AA	-AA	--
FG2 Shock Absorbers - Front & Rear - Heavy Duty Firm Ride Control *Included in F41 Option* *Recommended for considerable Secondary and Rural Road Driving*	AA	AAAA	AAA	AA
F41 Suspension System - Front & Rear - Heavy Duty *N99 Heavy Duty Wheel Mandatory* *Special Suspension System for strenuous service. Recommended for Trailer Hauling, Canadian & Overseas Export & continuous Heavy Trunk Loads and where majority of driving is on Secondary & Rural Roads* *Includes Front & Rear Springs, Front Stabilizer Bar & Heavy Duty Firm Ride Control Shocks* *G66 Superlift Rear Shocks Available*	AA	AAAA	AAA	AA

## 1972 F-85 FACTORY INSTALLED OPTIONAL EQUIPMENT

	32	36	42	48
	68 97	3678 6977	356 977	56 66
G66 Superlift Rear Shock Absorbers *N99 Mandatory on 33200, 33669, 77, 87 & 34200 Except when N66, N67, P05, or W29 is ordered* *Available Only with M40 when W29 is ordered* *Not Available with FG2 Option* *Recommended for Trailer Hauling - Class I - 1000-2000# Weight* *Available with FE2 Only if W29 & M40 are ordered together*	AA	AAAA	AAA	AA
G80 Limited Slip Type Differential *Anti-Spin Axle * *Mandatory when 3.42 or 3.73 Ratio is ordered*	AA	AAAA	AAA	AA
G89 Performance Rear Axle - 3.73 Ratio *G80 Mandatory with this Option* *Available Only with W30 Option* *Not Available with C60 or Y72 Options*	-A	--AA	--A	--
G90 Performance Rear Axle - 3.08 Ratio *Recommended for Trailer Hauling - Class I - 1000-2000# Weight*	AA	AAAA	AAA	AA
G91 Performance Rear Axle - 3.23 Ratio *Recommended for Trailer Hauling - Class II - 2000-3500# Weight*	AA	AAAA	AAA	AA
G92 Performance Rear Axle - 3.42 Ratio *Not Available with C60 or Y72*	-A	--AA	--A	--
G93 Plains Axle Ratio - 2.73 Ratio	AA	AAAA	AAA	AA
JL2 Front Disc Brakes - Power	AA	SAAA	AAA	SS
J50 Power Brakes	AA	-AAA	AAA	--
K05 Engine Block Heater (Export)	AA	AAAA	AAA	AA
K30 Automatic Throttle Control *Available Only with Automatic Transmission	AA	AAAA	AAA	AA
L32 Engine Option - 350 Cu. In. V8 2-Barrel *Not Available with M20 Option* *Not Available with California Cars on 34800* *Not Available with California Cars with Synchromesh Transmission*	BB	BBBB	AAA	BB
L34 Engine Option - 350 Cu. In. V8 4-Barrel *Mandatory with California Cars on 34800 unless L75 is ordered* *Not Available with California Cars with Synchromesh Transmission on 33200, 33600, or 34200*	AA	AAAA	BBB	AA



## 1972 F-85 FACTORY INSTALLED OPTIONAL EQUIPMENT

		32	36	42	48
		68 97	3678 6977	356 977	56 66
L75	Engine Option - 455 Cu. In. V8 4-Barrel *Dual Exhaust System included* *Not Available with Synchromesh Transmission on 34800*	AA	AAAA	AAA	AA
L77	Engine Option - 455 Cu. In. V8 4-Barrel *Mandatory & Available Only with W30* *Not Available with California Cars* *Not Available with C60 or Y72 Options*	-A	--AA	--A	--
M15	Manual Transmission - 3-Speed Column *Available Only with L32 or L34 Engines*	BB	BBBB	BBB	BB
M20	Manual Transmission - 4-Speed Fully Synchronized - Floor Shift *Available Only with L34, L75 or L77 Engines* *Available on California Cars with L75 Only*	-A	--AA	-AA	--
N38	Turbo-Hydramatic Transmission *3-Speed Torque Converter* *Not Available with 455 Cu. In. Engines*	AA	AAAA	AAA	--
M40	Turbo-Hydramatic Transmission *3-Speed Torque Converter* *Mandatory with W30 if Automatic Transmission is ordered* *Mandatory with L75 Option on 34800* *Available with 350 Cu. In. Engine on 34800 only* *Available on 33200, 33600, 34200 Only with L75/L77 Option*	AA	AAAA	AAA	AA
N10	Dual Exhaust System *Not Available with L75 or L77 Options*	A	AA	AA	--
N30	Deluxe Steering Wheel	AS	SSSS	SSS	SS
N33	Steering Column Assembly - Tilt-Away *Not Available on SM Jobs with Column Shift*	AA	AAAA	AAA	AA
N34	Steering Wheel - Custom Sport	AA	AAAA	AAA	AA
N47	Power Steering - Variable Ratio *Mandatory with C60 or Y72 Options*	AA	AAAA	AAA	AA
N66	Wheel Equipment - Custom Sport *14 Inch Wheel, Spider Painted Gray, capped wheel Nuts, Ornaments, Bezels & Trim Ring* *Not Available with N95, PO1 or PO2 Options*	AA	-AAA	AAA	--

## 1972 F-85 FACTORY INSTALLED OPTIONAL EQUIPMENT

		32	36	42	48
		68 97	3678 6977	356 977	56 66
N67	Wheel Equipment - Custom Sport *14 Inch Wheel, Spider Painted Lower Body Color, Capped Wheel Nuts, Ornament, Bezels & Trim Ring* *Not Available with N95, P01 or P02 Options*	AA	-AAA	AAA	--
N95	Simulated Wire Wheel Disc *Includes 14 x 7 Wheels* *Not Available with N66, N67, N99 or P05 Options*	AA	-AAA	AAA	--
N99	Wheels - Heavy Duty *Heavier Spider - 6 Inch Rim* *Required for Trailer Hauling* *Mandatory with F41 or U89* *Mandatory with P74 unless N66, N67 or P05 is ordered* *Mandatory with G66 unless N66, N67, P05 or W29 is ordered*	AA	SAAA	AAA	SS
PK1	Tire - G78 x 14 Blackwall Fiberglass *Mandatory & Available Only with C60, FE2 or L75 unless PK2, PK5, PX8 or P74 are ordered*	AA	-AAA	AAA	--
PK2	Tire - G78 x 14 Whitewall *Available Only with C60, FE2 or L75*	AA	-AAA	AAA	--
PK5	Tire - G70 x 14 Wide Oval - Blackwall with Raised White Letters *Mandatory with W30 Option*	-A	--AA	-AA	--
PM9	Tire - H78 x 14 Blackwall	--	B---	---	BB
PR7	Tire - H78 x 14 Whitewall	--	A---	---	AA
PX5	Tire - F78 x 14 Blackwall	BB	-BBB	BBB	--
PX6	Tire - F78 x 14 Whitewall	AA	-AAA	AAA	--
PX8	Tire - G70 x 14 Wide Oval - White Stripe	-A	--AA	-AA	--
P01	Wheel Discs *Not Available with N66, N67, or P05 Options*	AA	AAAA	AAA	AA
P02	Wheel Disc - Deluxe	AA	AAAA	AAA	AA
P05	Wheel Equipment - Custom Trim *14 Inch Wheel, Painted Spider, Capped Wheel Nuts, Ornament & Rim* *Not Available with N95, P01 or P02 Options*	AA	-AAA	AAA	--
P74	Tire - 8.25 x 14 - 4-Ply Whitewall Nylon (Export) *N99 Mandatory on 33200, 33669, 77, 87 & 34200 unless N66, N67 or P05 is ordered*	AA	-AAA	AAA	--

## 1972 F-85 FACTORY INSTALLED OPTIONAL EQUIPMENT

	32	36	42	48
	68 97	3678 6977	356 977	56 66
P87 Tire - 8.55 x 14 - 4-Ply Whitewall Nylon (Export)	--	A---	---	AA
T44 Interior Operated Hood Lock	AA	AAAA	AAA	AA
T74 Headlamps - LH Rule of Road (Export)	AA	AAAA	AAA	AA
U18 Speedometer - Kilometer (Export)	AA	AAAA	AAA	AA
U21 Instrument Cluster - Rallye Pack	AA	AAAA	AAA	AA
U35 Electric Clock *Not Available with U21 Option*	AA	AAAA	AAA	AA
U57 Tape Player *Includes Rear Seat Speaker-Except with U58* *Must get U58, U63 or U69 Option*	AA	AAAA	AAA	AA
U58 Stereophonic Radio *AM-FM* *Includes Rear Seat Speaker* *Mandatory with U57 unless U63 or U69 is ordered*	AA	AAAA	AAA	AA
U63 Deluxe Radio *Mandatory with U57 unless U58 or U69 is ordered*	AA	AAAA	AAA	AA
U69 Radio - AM-FM Mono *Mandatory with U57 unless U58 or U63 is ordered*	AA	AAAA	AAA	AA
U80 Rear Seat Speaker *Included in U58 Option*	AA	AAAA	AAA	AA
U89 Wiring Harness - Car Trailer *N99 Mandatory on 33200, 33669, 77, 87, and 34200*	AA	AAAA	AAA	AA
V19 Label - Exhaust Emission Level *Mandatory on All Vehicles shipped to California Dealers*	AA	AAAA	AAA	AA
V36 Guards - Bumper - With Vinyl Inserts *Front Only on Station Wagons* *Front & Rear on All Except Station Wagons*	AA	AAAA	AAA	AA
V55 Luggage Carrier	--	A---	---	AA
V56 Lock & Trim - Luggage Locker	--	A---	---	AA
V78 Plate-Certificate of Compliance - Delete (Export)	AA	AAAA	AAA	AA
W25 Force Air Induction System *Includes Special Hood Paint Scheme* *Included in W30 Option* *Available Only with L34 or L75 Options* *Not Available with Y73 Option*	-A	--AA	--A	--



## 1972 F-85 FACTORY INSTALLED OPTIONAL EQUIPMENT

	32	36	42	48
	68 97	3678 6977	356 977	56 66
W26 Front Compartment Console - Dual Gate Shifter *Bucket Seats Mandatory with this Option* *Available Only with Automatic Transmission Floor Shift*	--	---A	-AA	--
W29 442 Appearance & Handling Package *Mandatory with W30 Option*	-A	--AA	--A	--
Included In W29 Body Side & Deck Lid Striping 442 Radiator Grilles-Black Hood Louvers & Grille & Deck Lid numerals. Mandatory With: W29 B96 Wheel Opening Mouldings. FE2 442 Suspension Package. W39 Hurst Shifter Mandatory if M15 is ordered. Y73 Hood Paint Stripe. Not Available with W29 B84 Exterior Body Side & Fender Mldgs. J50 Power Brakes. Y70 Paint Stripe Option. Y75 Exterior Sport Option. Delete Items Delete Rocker Panel, Body Side & Fender Mldgs.				
W30 Induction System - Carburetor Outside Air -Available as Special order only - -Not Available with California cars - Included In W30 Option W25 Force Air Induction System. Dual Exhaust. Special Hood Paint Scheme. Manual Disc Brakes. Mandatory With W30 Option D35 Outside Rear View Mirrors. G80 Limited Slip Type Differential with 3.73 or 3.42 Ratio Axle. L77 Engine Option - 455 Cu. In. V8 4-Barrel. M20/M40 Transmission. PK5 Tire - Wide Oval with White Letters. W29 442 Appearance & Handling Package, Except Hood  Not Available with W30 C60, Y70, Y72, Y73, or Y75. JL2 Disc Brakes Available if ordered with M40 Transmission.	-A	--AA	--A	--

## 1972 F-85 FACTORY INSTALLED OPTIONAL EQUIPMENT

	32	36	42	48
	68 97	3678 6977	356 977	56 66
W37 Clutch - Heavy Duty - 2-Plate; M20 Only	-A	--AA	-AA	--
W39 Shifter - Hurst 3-Speed Performance Floor *Available Only with 350 Cu. In. Engines* *Available Only with M15 Transmission* Mandatory with W29 if M15 Trans. is ordered*	-A	--AA	-AA	--
Y60 Accessory Group Package Includes: C87 Sail Panel Lamps D34 Visor Vanity Mirror UF1 Mirror with Integral Lamps U25 Luggage Compartment Lamp U26 Underhood Lamp U27 Glove Box Lamp U28 Ash Tray Lamp U29 Courtesy Lamps, Map Lamp & Instrument Panel Control Lighting *Rear Door Jamb Switches & Wiring Included in All 4-Door Styles*	AA	AAAA	AAA  --S --S	AA
Y70 Paint Stripe Option - Body Side *Not Available with W29 or W30, *Included in Y75*	-A	--AA	-AA	--
Y71 Thermometer-Exterior	AA	AAAA	AAA	AA
Y72 Heavy Duty Engine Cooling & Generator Package *N47 Power Steering Option Mandatory* *Recommended for Trailer Hauling*	AA	AAAA	AAA	AA
Y73 Hood Paint Stripe *Mandatory with W29 Option* *Not Available with W25 or W30 Options* *Available only with W29 or Y75 on 3287* *Available only with W29 on 4267 Model*	-A	--AA	--A	--
Y75 Exterior Sport Option Included in Y75 Cutlass "S" Hood, Body Side Paint Stripe. *B96 Wheel Opening Mouldings Mandatory* *Not Available with W29*	-A	----	---	--
Z49 Mandatory Canadian Base Equipment Modification (Export)	AA	AAAA	AAA	AA

# 1972 F-85 FACTORY INSTALLED OPTIONAL EQUIPMENT

## Special Car Order & Billing Options

The following special options are for car order & billing purposes. Engineering Department will not release any parts for these options.

	32	36	42	48
	68 97	3678 6977	356 977	56 66
WM6 Special Paint - Charge (Non-Olds Paint)	AA	AAAA	AAA	AA
WM7 Two Tone Special Paint - Charge (Non-Olds Paint)	AA	AAAA	AA-	AA
W38 Rocket Emblem *Door Trim Pad* *Available Only on Cars with W29 Option*	-A	--AA	--A	--
X24 Canada Retail Service *Designated by G.M. of Canada*	AA	AAAA	AAA	AA
Y61 Export Preparation	AA	AAAA	AAA	AA
Y62 Special Paint - Charge	AA	AAAA	AAA	AA
Y63 Special Paint - No Charge	AA	AAAA	AAA	AA
Y64 Factory Retail Service	AA	AAAA	AAA	AA
Y65 Dealer Retail Service	AA	AAAA	AAA	AA
Y66 Two Tone Special Paint - Charge	AA	AAAA	AA-	AA
Y68 Regular Paint Used with Trim Combinations Not Recommended by Paint & Trim Spec. Chart	AA	AAAA	AAA	AA
Y76 Special Firemist Paint - Charge	AA	AAAA	AAA	AA
Y77 Special Trim	AA	AAAA	AAA	AA

- A = Available
- = Not Available
- B = Base Option
- S = Standard

## 1972 88-98 FACTORY INSTALLED OPTIONAL EQUIPMENT

	54	64	68	84	86
	356 979	3566 9779	34 55	33 79	33 79
AG1 Electric 6-Way Seat Adjuster *60-40 Seat - Driver Side Only*	---	----	--	--	AA
AG2 Electric 6-Way Seat Adjuster *60-40 Seat - Passenger Side Only*	---	----	--	--	AA
AK1 Deluxe Lap Belts & Front Shoulder Belts	AAA	AAAA	AA	SS	SS
AM6 Seat Asm - Front Seat Split 60/40 With Center Arm Rest *Not Available with A42*	---	----	--	--	AA
AS6 Shoulder Belts - Front - Delete (Export)	AAA	AA-A	AA	AA	AA
AU3 Lock - Side Door Electric *Front A/O Rear* *Not Available with AU5*	AAA	AAAA	AA	AA	AA
AU5 Lock - Seat Back & Side Door Electric *Not Available with AU3*	---	----	--	A-	A-
A01 Tinted Body Glass *Including Windshield* Includes A02 Tinted Glass-Windshield Shaded Upper	AAA	AAAA	AA	AA	AA
A02 Tinted Windshield Glass	AAA	AAAA	AA	AA	AA
A31 Electric 4-Window Lifts *D33 Mandatory on 6800	AAA	AAAA	AA	AA	SS
A39 Deluxe Lap Belts - Front & Rear	---	--A-	--	SS	SS
A42 Electric 6-Way Seat Adjuster *Bench Seat*	AAA	AAAA	AA	AA	AA
A48 Lap Belts - Front & Rear - Delete (Export) Includes AS6 Delete Front Shoulder Belts	AAA	AAAA	AA	AA	AA
A52 Bench Seat - Conventional	BBB	---B	BB	-B	-B
A65 Bench Seat - Notch Back	---	BBB-	--	B-	B-
A74 Heavy Duty Cushion & Back Springs - Front & Rear	A-A	----	--	--	--
A90 Electric Trunk Lid Latch	AAA	AAAA	--	AA	AA
A96 Lock - Luggage Compartment	---	----	AA	--	--
BG1 Heavy Duty Floor Cover *Black* *Front & Rear*	--A	---A	--	--	--



## 1972-88-98 FACTORY-INSTALLED OPTIONAL EQUIPMENT

	54	64	68	84	86
	356 979	3566 9779	34 55	33 79	33 79
B07 Police Apprehender - Highway Patrol *Suspension & Steering System recommended for high speed Police requirements* *Includes Front & Rear Springs, Stabilizer Shaft, Front & Rear Shock Absorbers, Oil Cooler Parts, Body Mounts, Power Steering Gear, Toronado Rear Lower Control Arms & Convertible Frame* *N99 Heavy Duty Wheels Mandatory unless J55 is ordered*	--A	---A	--	--	--
B32 Front Auxiliary Floor Mats	AAA	AAAA	AA	AA	AA
B33 Rear Auxiliary Floor Mats	AAA	AAAA	AA	AA	AA
B36 Luggage Compartment Mat	AAA	AAAA	--	AA	AA
B39 Carpeted Load Floor	---	----	AA	--	--
B84 Exterior Body Side & Fender Mouldings *Black Vinyl Inserts on 5400 Models* *No Vinyl Inserts on 8400 & 8600 Models*	AAA	----	--	AA	AA
B90 Chrome Door Window Frames	--A	---S	SS	--	--
B93 Door Edge Guard Moulding	AAA	AAAA	AA	AA	AA
C08 Roof Top Covering *Without Pad*	AAA	AA-A	AA	AA	AA
C26 Tailgate - Power Operated	---	----	AA	--	--
C49 Defogger - Rear Window - Electric *Tinted Glass - Rear Window* *Not Available with K81*	AAA	AAAA	AA	AA	AA
C60 Air Conditioning	AAA	AAAA	AA	AA	AA
C61 Air Conditioning - Automatic Controls	AAA	AAAA	AAA	AA	AA
D33 Remote Control Outside Mirror *Mandatory with A31 on 6800.	AAA	AAAA	AA	SS	SS
D99 Two Tone Paint	AAA	AA-A	AA	AA	AA
FG2 Shock Absorbers - Front & Rear - Heavy Duty Firm Ride Control *Included in B07 & F41*	AAA	AAAA	AA	AA	AA

## 1972 88-98 FACTORY INSTALLED OPTIONAL EQUIPMENT

		54	64	68	84	86
		356 979	3566 9779	34 55	33 79	33 79
F41	Suspension System - Front & Rear - Heavy Duty *Available Only with N99/J55* *Special Suspension System for strenuous Service. Recommended for Trailer Hauling, Canadian & Overseas Export, continuous heavy trunk loads, and where majority of driving is on Secondary & Rural Roads* *Includes Front & Rear Springs & Heavy Duty Firm Ride Control shocks & Stabilizer shaft* *G66 Superlift Shocks are available* *Not Available with B07*	AAA	AAAA	AA	AA	AA
G66	Superlift Rear Shock Absorbers *Available Only with N99 H/D Wheel unless J55 is ordered* *Not Available with B07 or FG2* *Recommended for Trailer Hauling - Class 1-1000-2000# Weight*	AAA	AAAA	AA	AA	AA
G80	Limited Slip Differential *Anti-Spin Axle *	AAA	AAAA	AA	AA	AA
G90	Performance Rear Axle - 3.08 Ratio	BBB	BBBB	--	--	--
G91	Performance Axle - 3.23 Ratio *Y72 Heavy Duty Cooling Mandatory	AAA	AAAA	AA	AA	AA
G93	Performance Rear Axle - 2.73 Ratio	AAA	AAAA	--	BB	BB
G94	Performance Rear Axle - 2.93 Ratio *Mandatory with J55 Option*	AAA	AAAA	BB	AA	AA
J55	Heavy Duty Brakes - Power - Front Disc *Heavy Spider & 6 Inch Rim Wheel* *Available Only for Police Usage*	AAA	AAAA	--	AA	AA
K05	Engine Block Heater (Export)	AAA	AAAA	AA	AA	AA
K30	Automatic Throttle Control	AAA	AAAA	AA	AA	AA
K81	Delco-tron - 63 Ampere *Available Only for Police usage*	AAA	AAAA	AA	AA	AA
L33	Engine Option - 350 Cu. In. 2-Barrel *Not Available for California Cars*	BBB	BBBB	--	--	--
L36	Engine Option - 350 Cu. In. 4-Barrel *Mandatory for California Cars unless L74 is ordered*	AAA	AAAA	--	--	--

## 1972 88-98 FACTORY INSTALLED OPTIONAL EQUIPMENT

	54	64	68	84	86
	356 979	3566 9779	34 55	33 79	33 79
L74 Engine Option - 455 Cu. In. 4-Barrel	AAA	AAAA	BB	BB	BB
M40 Turbo Hydramatic Transmission	BBB	BBBB	BB	BB	BB
N10 Dual Exhaust System	AAA	AAAA	--	AA	AA
N33 Steering Column Assembly - Tilt-Away	AAA	AAAA	AA	AA	AA
N37 Steering Wheel & Column - Tilt & Travel	---	----	--	AA	AA
N99 Wheels - Heavy Duty *Heavier Spider & 6 Inch Rim* *Recommended for Trailer Hauling* *Recommended for Police usage* *Mandatory with B07, F41, G66 & U89 unless J55 is ordered* *Mandatory with Q88 unless P05 is ordered*	AAA	AAAA	SS	AA	AA
PV5 Tire - H78 X 15 Blackwall	BBB	BBBB	--	--	--
PV6 Tire - H78 X 15 Whitewall	AAA	AAAA	--	--	--
P03 Deluxe Wheel Discs	AAA	AAAA	AA	AA	AA
P05 Wheel Equipment - Custom Trim *15 Inch Polycast Wheel, Ornament, Trim Ring & Capped Nuts* *Not Available with B07*	AAA	AAAA	--	--	--
Q88 Tire - 8.85 X 15 4 Ply Whitewall-Nylon (Export) *N99 H/D Wheel Mandatory unless P05 is ordered*	AAA	AAAA	--	AA	AA
Q89 Tire - J78 X 15 Whitewall	---	----	--	AA	AA
QC5 Tire - J78 X 15 Blackwall	---	----	--	BB	BB
Q03 Tire - 9.15 X 14 4 Ply Whitewall-Nylon (Export)	---	----	AA	--	--
Q14 Tire - L78 X 15 Whitewall	---	----	AA	--	--
Q15 Tire - L78 X 15 Blackwall	---	----	BB	--	--
T74 Headlamps - LH Rule of Road (Export)	AAA	AAAA	AA	AA	AA

## 1972 88-98 FACTORY INSTALLED OPTIONAL EQUIPMENT

	54	64	68	84	86
	356 979	3566 9779	34 55	33 79	33 79
T81 Headlamp Off-Delay Control	AAA	AAAA	AA	AA	AA
T87 Cornering Lamp	AAA	AAAA	AA	AA	AA
UB7 Cluster Assembly - Instrument *Trim Odometer & Safety Sentinel*	AAA	AAAA	AA	AA	AA
UM1 Radio - AM Push-Button & Stereo Tape Player *Includes Two Rear Seat Speakers*	AAA	AAAA	AA	AA	AA
UM2 Radio - AM-FM Stereo Push Button & Tape Player *Includes Two Rear Seat Speakers*	AA	AAAA	AA	AA	AA
U11 Instrument Cluster *Certified Speedo* *Available Only for Police usage*	AAA	AAAA	AA	--	--
U18 Speedometer - Kilometers (Export)	AAA	AAAA	AA	AA	AA
U35 Electric Clock	AAA	AAAA	AA	SS	SS
U41 Indicator - Low Fuel	AAA	AAAA	AA	AA	AA
U58 Stereophonic Radio *AM-FM* *Includes Two Rear Seat Speakers*	AAA	AAAA	AA	AA	AA
U63 Deluxe Radio	AAA	AAAA	AA	AA	AA
U69 Radio - A M-FM Mono	AAA	AAAA	AA	AA	AA
U80 Rear Seat Speaker	AAA	AAAA	AA	AA	AA
U89 Wiring Harness - Car Trailer *N99 H/D Wheel Mandatory unless J55 is ordered*	AAA	AAAA	AA	AA	AA
U90 Wiring Harness - Roof Flasher - With Roof Panel Reinforcement *Available Only for Police usage*	A-A	A--A	AA	--	--
V36 Guards - Bumper - With Vinyl Inserts *Front & Rear on 5400, 6400* *Front Only on 6800, 8400, 8600*	AAA	AAAA	AA	AA	AA
VJ9 Label - Exhaust Emission Level *Mandatory on All Vehicles shipped to California Dealers*	AAA	AAAA	AA	AA	AA
V55 Luggage Carrier	---	----	AA	--	--



## 1972 88-98 FACTORY INSTALLED OPTIONAL EQUIPMENT

	54	64	68	84	86
	356 979	3566 9779	34 55	33 79	33 79
V78 Plate-Certificate of Compliance-Delete (Export)	AAA	AAAA	AA	AA	AA
Y60 Accessory Package Group	AAA	AAAA	AA	SS	SS
Includes:					
C81 Rear Door Lamp Switches	A--	S--S	SS	-S	-S
C87 Rear Quarter Sail Panel Lamps (Dome Lamp Included)	AA-	SS-S	--	SS	SS
C90 Front Door Courtesy Warning Lamps	---	AASA	--	--	--
D34 Visor Vanity Mirror	AAA	AAAA	AA	SS	SS
U25 Luggage Compartment Lamp	AAA	AAAA	--	SS	SS
U26 Underhood Lamp	AAA	AAAA	AA	SS	SS
U27 Glove Box Lamp	AAA	SSSS	AA	SS	SS
U29 Courtesy Lamp & Map Lamps	AAA	SSSS	SS	SS	SS
Y71 Thermometer Outside	AAA	AAAA	AA	AA	AA
Y72 Heavy Duty Cooling & Alternator Option *Recommended for Trailer Hauling* *Mandatory with G91 Option*	AAA	AAAA	AA	AA	AA
<u>SPECIAL CAR ORDER &amp; BILLING OPTIONS</u>					
The following special options are for car order & billing purposes. Engineering Dept. will not release any parts for these options.					
WM6 Special Paint-Charge Non-Olds Paint	AAA	AAAA	AA	AA	AA
WM7 Two Tone Special Paint-Charge (Non-Olds Paint)	AAA	AA-A	AA	AA	AA
WM9 Product Delivery Service (Export)	AAA	AAAA	AA	AA	AA
WN1 Factory Handling - Lansing	AAA	AAAA	AA	AA	AA
X24 Canada Retail Service *Designated by G.M. of Canada*	AAA	AAAA	AA	AA	AA
Y61 Export Preparation	AAA	AAAA	AA	AA	AA
Y62 Special Paint - Charge	AAA	AAAA	AA	AA	AA
Y63 Special Paint - No Charge	AAA	AAAA	AA	AA	AA
Y64 Factory Retail Service	AAA	AAAA	AA	AA	AA
Y66 Two Tone Special Paint-Charge	AAA	AA-A	AA	AA	AA
Y68 Regular Paint Used with Trim Combinations Not Recommended by Paint & Trim Spec. Chart	AAA	AAAA	AA	AA	AA
Y76 Special Firemist Paint - Charge	AAA	AAAA	AA	AA	AA
Y77 Special Trim	AAA	AAAA	AA	AA	AA

## 1972 88-98 FACTORY INSTALLED OPTIONAL EQUIPMENT

The following items are not available as individual options but are included in the regular production options shown in the usage statement area:

C81	Rear Door Lamp Switches
C87	Rear Quarter Sail Panel Lamp - Dome Lamp Included
C90	Front Door Courtesy Warning Lamps
D34	Visor Vanity Mirror
U25	Luggage Compartment Lamp
U26	Underhood Lamp
U27	Glove Box Lamp
U29	Courtesy Lamps & Map Lamps

54	64	68	84	86
356 979	3566 9779	34 55	33 79	33 79
A--	S--S	SS	-S	-S
AA-	SS-S	--	SS	SS
----	AASA	--	--	--
AAA	AAAA	AA	SS	SS
AAA	AAAA	--	SS	SS
AAA	AAAA	AA	SS	SS
AAAA	SSSS	AA	SS	SS
AAA	SSSS	SS	SS	SS

- A = Available  
 - = Not Available  
 B = Base Option  
 S = Standard

# 1972 AIR CLEANER CODES

## A Series

ENGINE	PART #	BROADCAST CODE	AIR CLEANER LABEL
350 Cu. In. (L32)	6487335 NF	F	403609 B
350 Cu. In. (L34)	6487336 NG	G	403610 C
455 Cu. In. (L75 W/M40)	6487336 NG	G	403612 E
455 Cu. In. (L75 Exc. M40)	6487337 NH	H	403613 F
455 Cu. In. (L77) (W30)	6487338 NJ	J	

## B-C Series

350 Cu. In. (L33)	6487335 NF	F	403609 B
350 Cu. In. (L35)	6487336 NG	G	403610 C
455 Cu. In. (L74)	6487336 NG	G	403612 F

Ref. PIM 6-1 : 136  
6-1 : 138  
6-1 : 140

PIM 0-112

## 1972 BATTERY CODES

Series	Group	Part Number	Ident. Code	Broad Code
F-85	Std.	1980145	R89	G
	L75, L77/W30	1980154	R91	H
88's Exc. 6800	Std.	1980145	R89	G
	L74	1980154	R91	H
8400/8600	All	1980154	R91	H

Ref. F-85 PIM 12:140  
B/C PIM 12:142



# 1972 DELCOTRON CODES

Series	Usage	Code	Amp
	Standard	EC	37
F-85	Sync & C60/Y72 Exc. C 49 At & C60/Y72 & G91 Exc. C 49	DZ	55
	At & C60/Y72 Exc. C49/G91	EB	55
	Sync & C 49 C49 & C60/Y72 & G91 & At C49 & At Exc. C60/Y72	ED	55
	At & C49 & C60/Y72 Exc. G91	YN	63
B/C	Standard	DY	42
	L33/L35 & Air/Y72 Exc. C49/K81	EB	55
	L74 & Air/Y72 Exc. C49/K81	YM	61
	C49 & Air/Y72 Exc. K81	YN	63
	C49 Exc. Air/Y72/K81 K81	ED	63

Ref. PIM 6:90 & 6:92

# 1972 INSTRUMENT CLUSTER CODES

Series	Class.	Transmission Type	Option	Code
F-85	Regular	All Syn. or All Auto. with Console (D55 or W26)		RA
		M38 or M40 Exc. D55 or W26		RB
	Export	All Syn. or All Auto. with Console (D55 or W26)	U18	RM
		M38 or M40 Exc. D55, W26	U18	RN
88's & 98's	Regular	All		TA
			UB7	TB
	Police	All	U11	TD
	Export	All	U18	TC

Ref. PIM 1-3:132 B/C  
1-3:90 F-85

## 1972 RADIATORS

## A Series

Engine	Y72	C60 & C61	3.42 Axle	3.73 Axle	M40	M38	Std.
350 Cu. In. (L32)	ZN 3025132	CE 3025231				CR 3025244	CO 3025241
350 Cu. In. (L34)	ZN 3025132	CE 3025231			CR 3025244	CR 3025244	CO 3025241
455 Cu. In. (L75)	ZN 3025132	OC 3027015 (4800 Only)			CU 3025247		CW 3025231 (W/M20)
		ZR 3025794					
455 Cu. In. (L77) (W30)			CE 3025244	ZR 3025794			

## B-C Series

350 Cu. In. (L33/L35)	PP 3025330	NK 3025158			NT 3025167		
455 Cu. In. (L74)	PP 3025330	NO 3025162 (S.W. Only)			NS 3025166		
		NL 3025159					

Ref. PM 11:50

OLDSMOBILE DIVISION  
GENERAL MOTORS CORPORATION  
VEHICLE DESCRIPTION SUMMARY  
1972 A CAR

OCTOBER 29, 1971  
SUPERSEDES 9/15/71

SERIES & BODY STYLES

BASE ENGINE OPTION

33200 Standard

- 69 - Four Door Pillar Sedan
- 87 - Hardtop Coupe - Cutlass

350 Cu. In. V8 - 2-Bbl. (L32)

3600 Cutlass

- 36 - Station Wagon - 2-Seat
- 69 - Four Door Pillar Sedan
- 77 - Club Coupe - Cutlass - S
- 87 - Hardtop Coupe - Cutlass S

350 Cu. In. V8 - 2-Bbl. (L32)

34200 Cutlass Supreme

- 39 - Four Door Hardtop Sedan
- 57 - Hardtop Coupe
- 67 - Convertible

350 Cu. In. V8 - 4-Bbl. (L34)

34800 Vista Cruiser

- 56 - Station Wagon - 2-Seat \*Extended\*
- 66 - Station Wagon - 3-Seat \*Extended\*

350 Cu. In. V8 - 2-Bbl. (L32)



VEHICLE DESCRIPTION SUMMARY  
1972 A CAR  
MUTUALLY EXCLUSIVE OPTIONS

<u>Description</u>	<u>UPC Group</u>
Windows	(R) A01 A02
Seat Adjusters	(R) A41 A46
Seats - Front	(M) A51 A52 A65
Roof Decor	(R) C08 D99
Rear View Mirrors	(R) D33 D35
Console	(R) D55 W26
Suspensions - Shock Absorbers	(R) F41 FE2 FG2
Suspensions - Shock Absorbers	(R) FE2 FG2
Shock Absorbers	(R) FG2 G66
Axles	(M) G89 G90 G91 G92 G93
Deluxe Lap & Shoulder Belts or Delete Options	(R) AK1 A39 A48
Brakes	(R) J50 JL2
Engines	(M) L32 L34 L75 L77
Instrument Clusters	(R) U21 U18
Transmission	(M) M15 M20 M38 M40
Transmission & Shifter	(R) M20 M38 M40 W39
Steering Wheels	(R) N30 N34
Wheels	(R) N66 N67 N99 P05
Wheel Discs	(R) N95 P01 P02
Tires	(M) PK1 PK2 PK5 PM9 PR7 PX5 PX6 PX8 P74 P87
Radios	(R) U58 U63 U69
Special Car Order Paint Options	(R) WM6 WM7 Y62 Y63 Y66 Y76

(M) Modular  
(R) Regular

REVISED 10-29-71

OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

Sheet 1

OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

UPC CODE	OPTION DESCRIPTION
A41	ELECTRIC 4-WAY SEAT ADJUSTER *BENCH SEAT*
A46	ELECTRIC 4-WAY SEAT ADJUSTER * Bucket Seat - L.H. Only *
A48	LAP BELTS - FRONT & REAR - DELETE (EXPORT) * AS6 Delete Front Shoulder Belts Mandatory *
A51	BUCKET SEAT OPTION - STRATO
A52	BENCH SEAT OPTION - CONVENTIONAL
A65	BENCH SEAT OPTION - NOTCH BACK
A90	ELECTRIC TRUNK LID LATCH
BC1	WOOD GRAIN INSTRUMENT PANEL
B30	FLOOR CARPET *FRONT & REAR* * Mandatory with Y78 Option on 33287 Model *
B32	AUXILIARY FRONT FLOOR MATS
(-)	NOT AVAILABLE
(A)	AVAILABLE OPTION
(B)	BASE OPTION

OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

Sheet 3



OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

Sheet 4

OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

Sheet 5

OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

UPC CODE	OPTION DESCRIPTION	32	36	42	48	USAGE STATEMENTS
G66	SUPERLIFT REAR SHOCK ABSORBERS * N99 Mandatory on 33200, 33669, 77, 87 & 34200 Except when N66,N67,N95,PO5 or W29 is ordered *	-- 68 97	A--- 3678 6977	---	AA 56 66	&G66. &G66&N66/N67/N95/N99/PO5/W29. &G66&M40&W29.
	* Available Only with M40 when W29 is ordered *					
	* Not Available with FG2 Option *					
	* Recommended for Trailer Hauling - Class I - 1000-2000# Weight *					
	* Available with FE2 Only if W29 & M40 are ordered together on 3287,3677,87,4267 *					
G80	LIMITED SLIP TYPE DIFFERENTIAL * Anti-Spin Axle *	AA	AAAA	AAA	AA	&G80.
	* Mandatory when 3.42 or 3.73 Ratio is ordered*					
G89	PERFORMANCE REAR AXLE - 3.73 RATIO * G80 Mandatory with this Option *	-A	--AA	--A	--	&G89&G80&L77&M20/M40-C60/Y72.
	* Available Only with W30 Option *					
	* Not Available with C60 or Y72 Options *					
G90	PERFORMANCE REAR AXLE - 3.08 RATIO * Recommended for Trailer Hauling - Class I - 1000-2000# Weight *	AA AA AA --	AAAA AAAA AAAA ----	AAA AAA AAA ---	-- -- -- AA	&G90&L34&M15. &G90&L32/L34&M38. &G90&L75&M40. &G90&L32/L34/L75&M40.
(-) NOT AVAILABLE	(S) STANDARD EQUIPMENT	Model:	A	Last Date:	9/15/71	Sheet 6
(A) AVAILABLE OPTION	(REF. ONLY)	Year:	1972	New Date:	10/29/71	
(B) BASE OPTION						



OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

Sheet 7



# PRODUCT DESCRIPTION SUMMARY

## OLDSMOBILE DIVISION PRODUCT ENGINEERING DEPARTMENT

UPC CODE	OPTION DESCRIPTION	32	36	42	48	USAGE STATEMENTS
		68 97	3678 6977	356 977	56 66	
L32	ENGINE OPTION - 350 CU. IN. V8 2-BARREL * Not Available with M20 Option * * Not Available with California Cars on 34800 * * Not Available with California Cars with Synchronesh Transmission *	BB AA --	BBBB AAAA ----	--- AAA AAA	BB AA --	&L32&M15-VJ9. &L32&M38/M40-VJ9. &L32&M15-VJ9.
L34	ENGINE OPTION - 350 CU. IN. V8 4-BARREL * Mandatory with California Cars on 34800 unless L75 is ordered * * Not Available with California Cars with Synchronesh Transmission *	-- AA AA	---- AAAA AAAA	BBB --- AAA	-- AA AA	&L34&M15/M20-VJ9. &L34&M15/M20-VJ9. &L34&M38/M40.
L75	ENGINE OPTION - 455 CU. IN. V8 4 BARREL * Dual Exhaust System included * * Not Available with Synchronesh Transmission on 34800 * * Not Available with J50 *	A- -A	AA-- --AA	A-- -AA	AA --	&L75&M40-J50/N10. &L75&M20/M40-J50/N10.
L77	ENGINE OPTION - 455 CU. IN. V8 4-BARREL * Mandatory & Available Only with W30 * * Not Available with California Cars * * Not Available with C60, J50 or Y72 Options *	-A	--AA	--A	--	&L77&W30-C60/J50/N10/VJ9/Y72.
M15	MANUAL TRANSMISSION - 3-SPEED * Available Only with L32 or L34 Engines *	BB	BBBB	BBB	BB	&M15&L32/L34.
(-)	NOT AVAILABLE					
(A)	AVAILABLE OPTION					
(B)	BASE OPTION					
		Model: A		Last Date: 10/29/71		Sheet 8
		Year: 1972		New Date: 1/31/72		

OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

UPC CODE	OPTION DESCRIPTION	32	36	42	48	USAGE STATEMENTS
M20	MANUAL TRANSMISSION - 4-SPEED FULLY SYNCHRONIZED - FLOOR SHIFT * Available Only with L34, L75 or L77 Engines * * Available on California Cars with L75 Only *	-A -A	--AA --AA	-AA -AA	-- --	&M20&L34/L77-VJ9. &M20&L75.
M38	TURBO-HYDRAMATIC TRANSMISSION * 3-Speed Torque Converter * * Not Available with 455 Cu. In. Engines *	AA	AAAA	AAA	--	&M38&L32/L34.
M40	TURBO-HYDRAMATIC TRANSMISSION * 3-Speed Torque Converter * * Mandatory with W30 if Automatic Transmission is ordered * * Mandatory with L75 Option on 34800 * * Available with 350 Cu. In. Engine on 34800 only * * Available on 33200, 33600, 34200 Only with L75/L77 Option *	AA --	AAAA ----	AAA ---	-- AA	&M40&L75/L77. &M40&L32/L34/L75.
(-) NOT AVAILABLE	(S) STANDARD EQUIPMENT	Model:	A	Last Date:	7/16/71	
(A) AVAILABLE OPTION	(REF. ONLY)	Year:	1972	New Date:	9/15/71	
(B) BASE OPTION						

# PRODUCT DESCRIPTION SUMMARY

## OLDSMOBILE DIVISION PRODUCT ENGINEERING DEPARTMENT

UPC CODE	OPTION DESCRIPTION	USAGE STATEMENTS			
		32	36	42	48
N10	DUAL EXHAUST SYSTEM * Not Available with L75 or L77 Options *	68 97	3678 6977	356 977	56 66
N30	DELUXE STEERING WHEEL	-A	--AA	-AA	--
N33	STEERING COLUMN ASSEMBLY - TILT-AWAY * Not Available on SM Jobs with Column Shift *	-S A-	SSSS ----	SSS ---	SS --
N34	STEERING WHEEL - CUSTOM SPORT	AA	AAAA	AAA	AA
N47	POWER STEERING - VARIABLE RATIO * Mandatory with C60 or Y72 Options *	AA	AAAA	AAA	AA
N66	WHEEL EQUIPMENT - CUSTOM SPORT * 14 Inch Wheel, Spider Painted Gray, Capped Wheel Nuts, Ornaments, Bezels & Trim Ring * * Not Available with N95, P01 or P02 Options *	AA	-AAA	AAA	--
N67	WHEEL EQUIPMENT - CUSTOM SPORT * 14 Inch Wheel, Spider Painted Lower Body Color, Capped Wheel Nuts, Ornament, Bezels & Trim Ring * * Not Available with N95, P01 or P02 Options *	AA	-AAA	AAA	--
N95	SIMULATED WIRE WHEEL DISC * Includes 14 X 7 Wheels * * Not Available with N66, N67, N99 or P05 Options *	AA	-AAA	AAA	--
(-)	NOT AVAILABLE				
(A)	AVAILABLE OPTION				
(B)	BASE OPTION				

Model: A  
Year: 1972

Last Date: 7/16/71  
New Date: 9/15/71



OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

Sheet 11



OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

Sheet 11A

OLDSMOBILE DIVISION  
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Sheet 13

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Sheet 14



OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

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# PRODUCT DESCRIPTION SUMMARY

OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

UPC CODE	OPTION DESCRIPTION	32	36	42	48	USAGE STATEMENTS
W37	CLUTCH - HEAVY DUTY - 2-PLATE * Available Only with M20 Transmission when Ordered with L75/L77 Engine *	68 97 -A	3678 6977 --AA	356 977 -AA	56 66 --	&W37&M20&L75/L77.
W39	SHIFTER - HURST 3-SPEED PERFORMANCE FLOOR * Available Only with 350 Cu. In. Engines * * Available Only with M15 Transmission * * Mandatory with W29 if M15 Trans. is ordered *	-A	--AA	-AA	--	&W39&L32/L34&M15.
Y60	ACCESSORY GROUP PACKAGE Includes: C87 Sail Panel Lamps D34 Visor Vanity Mirror UFI Mirror with Integral Lamps U25 Luggage Compartment Lamp U26 Underhood Lamp U27 Glove Box Lamp U28 Ash Tray Lamp U29 Courtesy Lamps, Map Lamp & Instrument Panel Control Lighting * Rear Door Jamb Switches & Wiring included in All 4-Door Styles *	AA -- AA AA AA AA AA AA -- AA -- AA	AAAA ---- AAAA AAAA -AAA AAAA AAAA ---- AAAA ---- AAAA	AAA AA- AAA AAA AAA AAA AAA --S AA- --S AA-	AA -- AA AA -- AA AA -- AA -- AA	&Y60. . . . . . . . . . . .
Y70	PAINT STRIPE OPTION - BODY SIDE * Not Available with W29 or W30 * * included in Y75 option *	-A	--AA	-AA	--	&Y70-W29/W30/Y75.
Y71	THERMOMETER - EXTERIOR	AA	AAAA	AAA	AA	&Y71.
Y72	HEAVY DUTY ENGINE COOLING & GENERATOR PACKAGE * N47 Power Steering Option Mandatory * * Recommended for Trailer Hauling *	AA	AAAA	AAA	AA	&Y72&N47-G89/G92/W30.
(-)	NOT AVAILABLE					
(A)	AVAILABLE OPTION					
(B)	BASE OPTION					
		Model: A		Last Date: 9/15/71		Sheet 16
		Year: 1972		New Date: 11/30/71		

OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

UPC CODE	OPTION DESCRIPTION	32	36	42	48	USAGE STATEMENTS
Y73	HOOD PAINT STRIPE	68	3678	356	56	
	* Mandatory with W29 Option *	97	6977	977	66	
	* Not Available with W25 or W30 Options *	--	--AA	---	--	&Y73-W25/W30.
	* Available only with W29 on 4267 Model *	-A	----	--A	--	&Y73&W29-W25/W30.
	* Available only with W29, Y75 or Y78 on 3287*		----	---	--	&Y73&W29/Y75/Y78-W25/W30.
Y75	EXTERIOR SPORT OPTION					
	Included In Y75	-A	----	---	--	&Y75&Y70&B96-W25/W29.
	Cutlass "S" Hood.					
	Body Side Paint Stripe.					
	* B96 Wheel Opening Moldings Mandatory *	-A	----	---	--	
	* Not Available with W29 *					
Y78	CUTLASS VALUE PACKAGE					
	Included in Y78	-A	----	---	--	&Y78&B30&B96&C08&P01&PK2
	B83 Rocker Panel Moldings					&C60/FE2/L75-W29.
	Louvered Hood	-A	----	---	--	&Y78&B30&B96&C08&P01&PX6
						-C60/FE2/L75/W29.
	Mandatory with Y78					
	B30 Floor Carpet - Front & Rear					
	B96 Wheel Opening Moldings					
	C08 Roof Top Covering					
	P01 Wheel Discs					
	PK2 Tire - G78 X 14 W/W * When C60, FE2,					
	or L75 is ordered *					
	PK6 Tire - F78 X 14 W/W *Except when C60,					
	FE2 or L75 is ordered *					
Z49	MANDATORY CANADIAN BASE EQUIPMENT MODIFICATION					
	(EXPORT)	AA	AAAA	AAA	AA	&Z49. (CANADIAN EXPORT)
(-)	NOT AVAILABLE			Model: A		Last Date: 2/16/72
(A)	AVAILABLE OPTION			Year: 1972		New Date: 3/9/72
(B)	BASE OPTION					Sheet 17



OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

Sheet 18



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PRODUCT ENGINEERING DEPARTMENT

Sheet 19

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PRODUCT ENGINEERING DEPARTMENT

Sheet 20

OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

Sheet 21



OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

Sheet 22



### PRODUCT DESCRIPTION SUMMARY

[illegible]

OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

Sheet 24

OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

UPC CODE	OPTION DESCRIPTION	32	36	42	48
	THE FOLLOWING ITEMS ARE NOT AVAILABLE AS INDIVIDUAL OPTIONS BUT ARE INCLUDED IN THE REGULAR PRODUCTION OPTIONS SHOWN IN THE USAGE STATEMENT AREA:	68 97	3678 6977	356 977	56 66
B79	BODY SIDE & DECK LID STRIPING	-A	--AA	-AA	-- &W29.
B81	ROCKER PANEL, BODY SIDE & FENDER MOLDINGS - DELETE	-A	--AA	-AA	-- &W29.
B83	ROCKER PANEL MOLDINGS	-A	----	---	-- &Y78.
B94	DECK LID NUMERALS	-A	--AA	-AA	-- &W29.
C87	SAIL PANEL LAMPS	--	----	AA-	-- &Y60.
D34	VISOR VANITY MIRROR	AA	AAAA	AAA	AA &Y60.
UF1	MIRROR WITH INTEGRAL LAMPS	AA	AAAA	AAA	AA &Y60.
U25	LUGGAGE COMPARTMENT LAMP	AA	-AAA	AAA	-- &Y60.
U26	UNDERHOOD LAMP	AA	AAAA	AAA	AA &Y60.
U27	GLOVE BOX LAMP	AA	AAAA	AAA	AA &Y60.
U28	ASH TRAY LAMP	AA	AAAA	AAA	AA &Y60.
U29	COURTESY LAMPS, MAP LAMPS & INSTRUMENT PANEL CONTROL LIGHTING	AA	AAAA	AAA	AA &Y60.
(-)	NOT AVAILABLE				
(A)	AVAILABLE OPTION				
(B)	BASE OPTION				

OLDSMOBILE DIVISION  
GENERAL MOTORS CORPORATION  
LANSING, MICHIGAN 48921  
**ENGINEERING ORDER**

TYPE OF ORDER ADVANCE RELEASE		ORDER DATE 2-18-72	ORDER NO. 72-598, Supp. 2
NAME GROUP 35W45 OPTION LIST	GROUP 35W45	PART NO. SEE ATTACHED LIST	
USED ON 34257 & 34267 WITH "W45" EQUIPMENT	YEAR 1972	LAST DWG CHANGE DATE LIST DATED 2-18-72	
COPIES TO			
A.E.O. Distribution #1 Except Omit Courier Group and Outside Plant Distribution		G. T. Jones R. J. Schultz T. J. Krieg W. A. Weidman	R. C. Stempel (2) H. H. Lyon E. D. Mahan
THIS ORDER EFFECTIVE WITH FIRST USAGE OF "W45" EQUIPMENT		REQUESTED BY	
DISPOSITION OF STOCK			

THIS ORDER ISSUES A REVISED (1) PAGE VEHICLE DESCRIPTION SUMMARY RELEASING THE GROUP 35W45 FACTORY INSTALLED OPTIONAL EQUIPMENT AVAILABLE ON THE 34257 & 34267 MODELS.

Since the List was last issued with A.E.O. #72-598 Supp. 1, the following changes have been made:

Under "Added Equipment" - Changed "Black Cutlass "S" Grille & Bright Moldings" to "Black Cutlass Supreme Grille & Bright Moldings", and removed "Aluminum Differential Cover".

LT

AUTHORITY

PRINTS ATTACHED

SEE ATTACHED LIST

SIGNED	W.J. Freiberg T.S. Munn <i>TSM</i> 21	R.A. Dorshimer F.W. Ball
APPROVED	R.J. Schultz W.H. Jackson D.W. Severance R.C. Steele O.A. Kern	H.H. Kehr T.J. Krieg W.A. Weidman R.C. Stempel (2)



OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

UPC CODE	OPTION DESCRIPTION	32	36	42	48
W45	SPECIAL PERFORMANCE PACKAGE - AVAILABLE AS SPECIAL ORDER ONLY -	68 97 --	3678 6977 ----	356 977 -AA	56 66 ---
	Mandatory with W45:				
	D35 Rear View Mirrors - Outside Styled Sports.				
	FE2 442 Suspension Package.				
	G91 Performance Rear Axle - 3.23 Ratio.				
	JL2 Front Disc Brakes - Power				
	L75 Engine Option - 455 Cu. In. 4-Barrel				
	M40 Turbo-Hydraulic Transmission				
	W25 Force Air Induction System * Excluding Paint Stripes *				
	W26 Front Compartment Console - Dual Gate Shifter.				
	Added Equipment:				
	Black Cutlass Supreme Grille & Bright Moldings				
	Black Tail Lamp Bezel				
	Sport Wheel Spare Hold-down				
	Delete Items:				
	Olds Deck Lid Lettering				
	Hub Caps				
	Spare Wheel & Tire & Standard Wheel Hold-down				
	Side Moldings				
	Glove Box Emblem				
	Not Available with W45:				
	A65, B84, B85, B93, C08, D33, D55, D99, G89,				
	G90, G92, G93, N10, N66, N67, N95, N99, PK2,				
	PK5, PX5, PX6, PX8, P01, P02, P05, P74, W29,				
	W30, W37, W39, Y70, Y73, Y75.				
(-) NOT AVAILABLE	(S) STANDARD EQUIPMENT	Model: A	Last Date: 2/8/72		
(A) AVAILABLE OPTION	(REF. ONLY)	Year: 1972	New Date: 2/18/72		
(B) BASE OPTION					

OLDSMOBILE DIVISION  
GENERAL MOTORS CORPORATION  
LANSING, MICHIGAN 48921  
**ENGINEERING ORDER**

TYPE OF ORDER ADVANCE RELEASE		ORDER DATE 2-18-72	ORDER NO. 72-599, Supp. 2
NAME GROUP 35W46 OPTION LIST		GROUP 35W46	PART NO SEE ATTACHED LIST
USED ON 34257 & 34267 WITH "W46" EQUIPMENT		YEAR 1972	LAST DWG CHANGE DATE LIST DATED 2-18-72
COPIES TO			
A.E.O. Distribution #1 Except Omit Courier Group and Outside Plant Distribution		C. T. Jones R. J. Schultz T. J. Krieg W. A. Weidman	R. C. Stempel (2) H. H. Lyon E. D. Mahan
THIS ORDER EFFECTIVE WITH FIRST USAGE OF "W46" EQUIPMENT			REQUESTED BY
DISPOSITION OF STOCK			

THIS ORDER ISSUES A REVISED (1) PAGE VEHICLE DESCRIPTION SUMMARY RELEASING THE GROUP 35W46 FACTORY INSTALLED OPTIONAL EQUIPMENT AVAILABLE ON THE 34257 & 34267 MODELS.

Since the List was last issued with A.E.O. #72-599 Supp. 1, the following changes have been made:

Under "Added Equipment" - Changed "Black Cutlass "S" Grille & Bright Moldings" to "Black Cutlass Supreme Grille & Bright Moldings", and removed "Aluminum Differential Cover".

LT

AUTHORITY  
PRINTS ATTACHED

SEE ATTACHED LIST

SIGNED	W.J. Freiberg	R.A. Dorshimer
	T.S. Munn <i>TSK</i>	F.W. Ball
		<i>2/18</i>
APPROVED	R.J. Schultz	H.H. Kehr
	W.H. Jackson	T.J. Krieg
	D.W. Severance	W.A. Weidman
	R.C. Steele	R.C. Stempel (2)
	O.A. Kern	

OLDSMOBILE DIVISION  
PRODUCT ENGINEERING DEPARTMENT

Sheet 11L

### EXTERIOR PAINT CHART

EXTERIOR PAINT CHART							
COLOR CODES & NAMES			SOURCE REFERENCES			WHEEL ENAMEL	
GM CODE	W CODE	COLOR	INMONT	DU PONT	FORBES	INMONT	DU PONT
11	3967	CAMEO WHITE	L67WD007	926-99642	870-3967	E29WD005	G766-99642
14	4230	SILVER PEWTER	L68AD004	927-AF394	870-4230	E29AD010	G767-AF394
24	4076	NORDIC BLUE	L68B0068	927-AF156	870-4076	E29BD019	G767-AF156
26	4069	VIKING BLUE	L68BD061	927-AF017	870-4069	E29BD018	G767-AF017
36	4273	RADIANT GREEN	L68G0072	927-AF568	870-4273	E29GD017	G767-AF568
43	4232	PINEHURST GREEN	L68GD065	927-AF396	870-4232	E29GD018	G767-AF396
48	4233	SEQUOIA GREEN	L68GD066	927-AF397	870-4233	E29GD019	G767-AF397
50	4235	COVERT BEIGE	L67H0006	926-AF399	870-4235	E29HD002	G766-AF399
53	4139	SATURN GOLD	L68YD004	927-AF175	870-4139	E29YD011	G767-AF175
56	4271	SUNFIRE YELLOW	L67YD004	926-AF472	870-4271	E29YD016	G766-AF472
57	4266	BAROQUE GOLD	L68LD027	927-AF666	870-4266	E29LD010	G767-AF666
63	4259	SADDLE BRONZE	L68MD037	927-AF602	870-4259	E29MD014	G767-AF602
65	4240	FLAME ORANGE	L68PD052	927-AF403	870-4240	E29PD017	G767-AF403
75	3975	MATADOR RED	L67RD012	926-99730	870-3975	E29RD012	G766-99730
81	4024	BAMBOO	L67YD007	926-99749	870-4024	E29YD008	G766-99749

## PAINT STRIPE COLORS

PAINT STRIPE COLORS					
COLOR	SALES CODE	W CODE	GMAD CODE	INMONT	DU PONT
WHITE	A	4338	11	L55W0014	898-AF658
BLACK	B	848	19	L55K0013	898-AF657
SADDLE TAN	F	4342	62	L55N0011	898-AF660
GREEN	G	4340	43	L55GD005	898-AF659
COVERT BEIGE	T	4343	50	L55Y0010	898-AF661

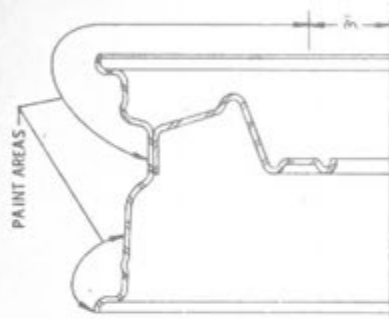


FIG. 1. EXCEPT P05, N66 OR N67 WHEELS

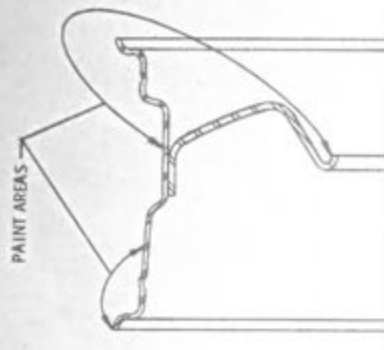


FIG. 3. N66 AND N67 WHEELS ONLY.

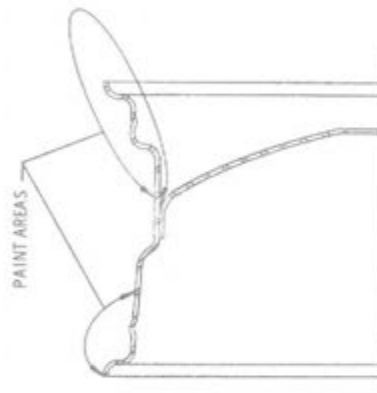


FIG. 2. P05 WHEEL ONLY

NOTE: WHEELS ARE TO BE PAINTED EBONY BLACK ENAMEL WITH WHEEL DISCS.

WHEELS ARE TO BE PAINTED IN ENAMEL TO MATCH LOWER BODY COLORS WITH HUB CAPS.

BACK SIDE OF WHEEL AND WITHIN A 3" RADIUS OF THE WHEEL CENTERLINE ARE NOT TO BE PAINTED, ALTHOUGH FOGGING IS PERMITTED. (SEE FIG. 1).

BRAKE DRUM OUTER SURFACE IS TO BE PAINTED CODE #354 WHEN PDS OR N66 WHEELS ARE SPECIFIED AS SHOWN IN THE PRODUCT INFORMATION MANUAL, SECTION "O", PAGE 44.

P05 WHEELS ARE TO BE PAINTED FLAT BLACK ENAMEL, CODE #303, IN AREAS SHOWN. (SEE FIG. 2).

N66 WHEELS ARE TO BE PAINTED DARK GRAY LOW GLOSS ENAMEL CODE #372 IN AREAS SHOWN. (SEE FIG. 3)

U67 WHEELS ARE TO BE PAINTED LOWER BODY COLORS IN AREAS SHOWN, PER CUSTOMER ORDER. (SEE FIG. 3).

CHART - PAINT & TRIM SPECIFICATIONS										SHEET 1 OF 8	
TITLE										MANUAL SEC. PAGE	
DATE <u>APRIL 29, 1971</u>										FIRST USED	
DR. BY <u>DON MORRIS</u>										1972	
CHECKED <u>CLAYTON LAMAR</u>										SERIES	
APPRO. <u>W. J. WILSON</u>										PART NO.	
DR. CK.										A	
REVISION										411521	
6871	8	COLORED ADDED	DR. CK.	DATE	SYM	REVISION	DR. CK.	DATE	SYM	DATE	
6871	9	W. M. CODE IS	DR. CK.	DATE	SYM	REVISION	DR. CK.	DATE	SYM	DATE	



INTERIOR COLOR CHART

COLOR	W CODE	INMONT			DU PONT			STEERING WHEELS	
		SEMI-GLOSS LACQUER W25A-	FLAT LACQUER W0A-	SEMI-GLOSS ENAMEL W25DE-	SEMI-GLOSS LACQUER W25A-	FLAT LACQUER W0A-	SEMI-GLOSS ENAMEL W25DE-	PLASTIC	VINYL PAD
BLACK	848	L47KD004	L54K D011	E51KD015	864-AF028	864-56562	796-AF028	R-20167	68-9934
DK. GREEN	4252	L47GD015	L54GD010	E51GD034	864-AF388	864-56784	796-AF388	31-346	71-9052
DK. BLUE	4106	L47BD017	L54BD014	E51BD053	864-AF046	864-56769	796-AF046	21-206	70-9020
LT. COVERT	4253	L47HD016		E51HD016	864-AF389		796-AF389		
MIDNITE COVERT	4265	L47ND025	L54ND024	E51ND042	864-AF451	864-56788	796-AF451	31-347	71-9053
WHITE	4250	L47WD011		E51WD009	864-AF387		796-AF387		
DK. SADDLE	4098	L47ND021	L54ND021	E51ND039	864-AF038	864-56768	796-AF038	21-023	71-9054

INTERIOR TRIM COMBINATIONS

SERIES & MODELS			TRIM COLORS & NUMBERS					
			BLACK	GREEN	BLUE	COVERT GOLD	WHITE	SADDLE
33269	F-85 PILLAR SEDAN	(BENCH)	900v	902v	/	904c	/	/
33287	CUTLASS H.T. COUPE	(BENCH)	910v	912v	/	914c	917v	919v
33669	CUTLASS PILLAR SEDAN	(BENCH)	920v	922v	933c	934c	927v	929v
33677	CUTLASS "S" PILLAR COUPE	(BENCH)	940v	942v	953c	954c	947v	/
33687	CUTLASS "S" H.T. COUPE	(BENCH)	940v	942v	953c	954c	947v	949v
33687	CUTLASS "S" H.T. COUPE	(BUCKET)	940v	942v	943v	/	947v	949v
33636	CUTLASS 2 SEAT WAGON	(BENCH)	/	922v	923v	/	/	929v
34239	CUTLASS SUPREME H.T. SEDAN	(NOTCH-BENCH)	950v	962c	963c	964c	/	969v
34257	CUTLASS SUPREME H.T. COUPE	(BUCKET)	970v	972v	973v	/	977v	979v
34257	CUTLASS SUPREME H.T. COUPE	(NOTCH-BENCH)	970v	982v	983c	984c	977v	979v
34267	CUTLASS SUPREME CONVERTIBLE	(BUCKET)	970v	/	/	/	977v	979v
34267	CUTLASS SUPREME CONVERTIBLE	(NOTCH-BENCH)	970v	/	/	/	977v	979v
34856	VISTA-CRUISER, 2 SEAT	(BENCH)	/	992v	993v	944v 994c	/	999v
34866	VISTA-CRUISER, 3 SEAT	(BENCH)	/	992v	993v	944v 994c	/	999v

- NOTES:
1. "C" AFTER TRIM NUMBER DENOTES CLOTH AND VINYL TRIM.
  2. "V" AFTER TRIM NUMBER DENOTES ALL-VINYL TRIM.
  3. MODELS MARKED (BENCH) HAVE CONVENTIONAL BENCH SEATS.
  4. MODELS MARKED (BUCKET) HAVE FRONT BUCKET SEATS.
  5. MODELS MARKED (NOTCH-BENCH) HAVE NOTCH-BACK BENCH W/FOLDING CENTER ARMREST.

SHEET 3

TITLE CHART - PAINT & TRIM SPECIFICATIONS

DATE	APRIL 30, 1971	FIRST USED	1972	OLDSMOBILE PRODUCT INFORMATION MANUAL	MANUAL SEC.	0	PAGE	38
CHECKED	BY DON MISHIN	REF.		SERIES	A	PART NO.	411521	
APPR.	BY J. MURPHY	APPR.						
DATE		DATE		DATE		DATE		DATE
REVISION		REVISION		REVISION		REVISION		REVISION
DATE		DATE		DATE		DATE		DATE
DATE		DATE		DATE		DATE		DATE

RECOMMENDED COLOR USAGE

SINGLE TONE CARS:

CODE	EXTERIOR COLORS	INTERIOR TRIM COLORS					
		BLACK	GREEN	BLUE	COVERT GOLD	WHITE	SADDLE
11	CAMEO WHITE	X	X	X	X	X	X
14	SILVER PENTER	X	X			X	
24	NORDIC BLUE	X		X		X	
26	VIKING BLUE	X		X		X	
36	RADIANT GREEN	X			X	X	
43	PINEHURST GREEN	X	X		X	X	
48	SEQUOIA GREEN	X	X		X	X	X
50	COVERT BEIGE	X	X		X	X	X
53	SATURN GOLD	X			X	X	X
56	SUNFIRE YELLOW	X			X	X	X
57	BAROQUE GOLD	X			X	X	
63	SADDLE BRONZE	X			X	X	X
65	FLAME ORANGE	X			X	X	X
75	MATADOR RED	X			X	X	
81	BAMBOO	X			X	X	X

CONVERTIBLE TOP USAGE:

CODE	COLOR	RECOMMENDED USAGE
AA	WHITE	ALL COLORS
BB	BLACK	ALL COLORS
GG	GREEN	11, 14, 43, 48, 50
TT	COVERT BEIGE	11, 43, 48, 50, 53, 56, 57, 63, 65, 75, 81

VINYL ROOF COVER USAGE:

CODE	COLOR	RECOMMENDED USAGE
AA	WHITE	ALL COLORS
BB	BLACK	ALL COLORS
FF	SADDLE TAN	11, 48, 50, 53, 56, 63, 65, 81
GG	GREEN	11, 14, 43, 48, 50
TT	COVERT BEIGE	11, 43, 48, 50, 53, 56, 57, 63, 65, 75, 81

TITLE	DATE	FIRST USED	OLDSMOBILE PRODUCT INFORMATION MANUAL	MANUAL SEC.	PAGE
	MAY 8, 1971	1972		0	39
DR. BY	CHECKED	APPROVED	SERIES	PART NO.	
JACKSON	John H. Jackson		A	411521	
REVISION	DATE	BY	SYN		
1	1971	WMS	SYM		
2	1971	WMS	SYM		
3	1971	WMS	SYM		
4	1971	WMS	SYM		
5	1971	WMS	SYM		
6	1971	WMS	SYM		
7	1971	WMS	SYM		
8	1971	WMS	SYM		
9	1971	WMS	SYM		
10	1971	WMS	SYM		
11	1971	WMS	SYM		
12	1971	WMS	SYM		
13	1971	WMS	SYM		
14	1971	WMS	SYM		
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25	1971	WMS	SYM		
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38	1971	WMS	SYM		
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94	1971	WMS	SYM		
95	1971	WMS	SYM		
96	1971	WMS	SYM		
97	1971	WMS	SYM		
98	1971	WMS	SYM		
99	1971	WMS	SYM		
100	1971	WMS	SYM		







## MISCELLANEOUS TRIM PARTS

CONSOLES: (OLDS IBM CODE 4)

TRIM COLOR	PAINTED BODY	MADRID GRAIN MAP CASE APPLIQUE (VINYL LAMINATE)
BLACK, WHITE	BLACK, W25A-848	BLACK, 3200-T
GREEN	DK. GREEN, W25A-4252	DK. GREEN, 5703-T
BLUE	DK. BLUE, W25A-4106	DK. BLUE, 5702-T
SADDLE	DK. SADDLE, W25A-4098	DK. SADDLE, 5625-T

AUXILIARY FLOOR MATS: IOLDS IBM CODE 41

COLOR	TRIM COLOR USAGE
BLACK	BLACK, WHITE
DK. GREEN	GREEN
DK. BLUE	BLUE
MIDNITE COVERT	COVERT GOLD
DK. SADDLE	SADDLE

TRUNK TRIM: (OLDS IBM CODE 54)

TRUNK LINING	TRUNK (K. B.) BOARD	USAGE
TURQ./BLACK NON-WOVEN RAYON ON FOAM (1-T-1769)	TURQ./BLACK RANDOM PRINT (967-T-4269)	ALL MODELS

SEAT/SHOULDER BELTS - STD. TYPE: (OLDS IBM CODE 7)

WEBBING COLOR	RETRACTOR COLOR	BUCKLE COLOR	TRIM COLOR USAGE
BLACK	BLACK	BLACK	ALL TRIMS

SEAT/SHOULDER BELTS - DELUXE TYPE: (HOLDS IBM CODE 71)

WEBBING COLOR	RETRACTOR COLOR	BUCKLE FINISH	TRIM COLOR USAGE
BLACK	BLACK	SATIN-BRITE	BLACK, WHITE
DK. GREEN	DK. GREEN	SATIN-BRITE	GREEN
DK. BLUE	DK. BLUE	SATIN-BRITE	BLUE
LT. COVERT	MIDNITE COVERT	SATIN-BRITE	COVERT GOLD
DK. SADDLE	DK. SADDLE	SATIN-BRITE	SADDLE

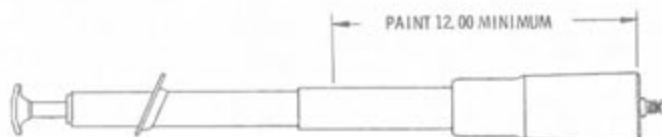
#### MISCELLANEOUS PARTS REQUIREMENTS

THE PARTS LISTED BELOW ARE SPECIFIED IN THE COLORS INDICATED.  
- REFER TO SHEET 3 FOR SPECIFIC TRIM COMBINATION NUMBERS -

THE PARTS LISTED BELOW ARE SPECIFIED IN THE COLORS INDICATED. - REFER TO SHEET 3 FOR SPECIFIC TRIM COMBINATION NUMBERS -		
	COLUMN 1	COLUMN 2
TRIM COLORS	UPPER INSTRUMENT PANEL (WOA) - OLDS 1BM CODE 1	WINDOW FRAMES (W25A)
	LOWER INSTRUMENT PANEL (WOA) - OLDS 1BM CODE 2	CENTER PILLARS (POLY-PROPYLENE)
	V.I.N. TRIM PLATE (WOA-OLDS 1BM CODE 1	STATION WAGON REAR SPEAKER GRILLE (W25DE)
	I.P. SAFETY PAD (VINYL TO MATCH WOA) - OLDS 1BM CODE 1	
	CONTROL PANEL (W25A) - OLDS 1BM CODE 8	
	GLOVE BOX DOOR (W25A) - OLDS 1BM CODE 8	
	ASH TRAY DOOR (W25A) - OLDS 1BM CODE 8	
	RADIO HOLE COVER (W25A) - OLDS 1BM CODE 8	
	COVER, STEERING COLUMN (WOA) - OLDS 1BM CODE 2	
	STEREO CASE (WOA) - OLDS 1BM CODE 2	
	STEREO CASE PAD (VINYL PAINT WOA) - OLDS 1BM CODE 2	
	LOWER AC VALANCE PANEL (WOA) - OLDS 1BM CODE 2	
	STEERING COLUMN (W25A) - OLDS 1BM CODE 3	
	JACKET - STEERING COLUMN (W25A) - OLDS 1BM CODE 3	
	TURN SIGNAL HOUSING (W25A) - OLDS 1BM CODE 3	
	STD. STEERING WHEEL (PLASTIC) - OLDS 1BM CODE 3	
	DELUXE STEERING WHEEL (PLASTIC) - OLDS 1BM CODE 3	
STEERING WHEEL PADS (MOLDED VINYL) - OLDS 1BM CODE 3		
SPORT STEERING WHEEL HUB ASSEMBLY (W25A) - OLDS 1BM CODE 3		
WINDSHIELD PILLARS (W25DE)		
PACKAGE SHELF (WOA)		
BLACK	BLACK, W-848	BLACK, W-848
GREEN	DK. GREEN, W-4252	DK. GREEN, W-4252
BLUE	DK. BLUE, W-4106	DK. BLUE, W-4106
COVERT GOLD	MIDNITE COVERT, W-4265	LT. COVERT, W-4253
WHITE	BLACK, W-848	WHITE, W-4250
SADDLE	DK. SADDLE, W-8098	DK. SADDLE, W-8098

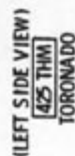
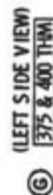
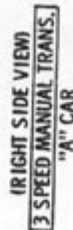
CLUSTER APPLIQUE:  
"ROSEWOOD" VINYL (3M, 7-527-XA)  
STANDARD EQUIPMENT ON ALL MODELS.

LOWER INSTRUMENT PANEL APPLIQUES:  
"ROSEWOOD" VINYL (3M, 7-527-XA)  
STANDARD EQUIPMENT ON 4200 & 4800.  
OPTIONAL ON 3200, 3400, 3600.









THE FOLLOWING REPAIR PROCEDURE WILL APPLY TO THE ABOVE STAMPED NUMBERS:  
 "WHEN NO MORE THAN TWO (2) OF THE NINE CHARACTERS ARE INCORRECT IT WILL BE PERMISSIBLE TO OBLITERATE ONLY THE INCORRECT CHARACTER(S) WITH AN "X" STAMP AND RESTAMP THE CORRECT CHARACTER(S) ABOVE OR BELOW. IN THOSE INSTANCES WHERE THREE (3) OR MORE CHARACTERS ARE ERRONEOUS THE ENTIRE NUMBER IS TO BE OBLITERATED WITH AN "X" STAMP AND RESTAMP THE CORRECT NUMBER ABOVE OR BELOW THE ORIGINAL. IN THOSE CASES WHERE SPACE DOES NOT PERMIT OBLITERATION AND RESTAMP, ABOVE OR BELOW, THE ENTIRE NUMBER IS TO BE GROUND OFF AND RESTAMPED".

920 TOWNSEND ST  
LANSING, MI 48921

NOTE:  
STAMP PROTECTIVE NUMBER ON SIDE  
OF TRANSMISSION AT LOCATION SHOWN.

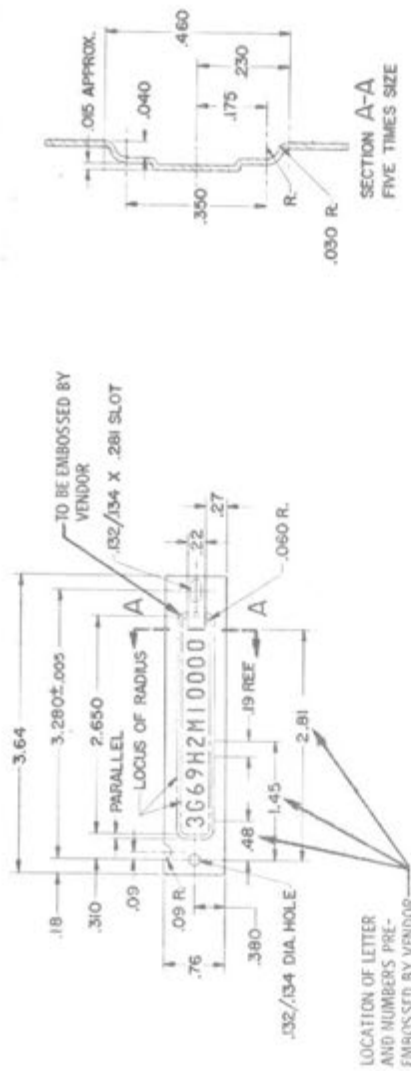
[illegible]

PART NO.	MODEL YEAR & PLANT IDENTITY	PLANT	STARTING SERIAL NO.
1385614	NONE		BLANK
410887	2M	LANSING, MICHIGAN	100001
410888	2Z	FREMONT, CALIFORNIA	100001
410889	2G	FRAMINGHAM, MASS.	100001
410890	2R	ARLINGTON, TEXAS	100001

★ SHOWN ON BUICK DRAWING 1239421

NAME	SERIES	SALES & VIN SERIES (TO BE EMBOSSED AT ASSEMBLY PLANTS AS THE SECOND DIGIT)
F-85	33269	D
CUTLASS	33287	F
CUTLASS	33600	G
CUTLASS SUPREME	34200	J
VISTA-CRUISER	34800	K

FOR DETAIL 1972 SERIES & BODY STYLE DESIGNATIONS  
SEE ADVANCE ENGINEERING ORDER #72-2.



ALL PLANTS TO BE FURNISHED  
PRE-EMBOSSED PLATES

-EMBOSSSED BY ASSEMBLY PLANT (4 DIGITS)

EXAMPLE:—

EXAMPLE: → 3D69H2Z100001 3J67X2C100001

PRE-EMBOSS BY VENDOR  
AS INSTRUCTED ON PURCHASE  
ORDER. SERIAL NUMBER TO  
BE IN CONSECUTIVE ORDER  
FOR EACH PLANT.

ENGINE DESCRIPTION	ENGINE OPTION	ENGINE CODE (TO BE EMBOSSED AT ASSEMBLY PLANTS AS THE FIFTH DIGIT)
350 CU. IN. 2 BBL.	L32	H
350 CU. IN. 2 BBL. & N10	L32 & N10	J
350 CU. IN. 4 BBL.	L34	K
350 CU. IN. 4 BBL. & N10	L34 & N10	M
455 CU. IN. 4 BBL.	L75 & M40	U
455 CU. IN. 4 BBL.	(B) L75 & M30	V
455 CU. IN. 4 BBL.	L77	W

## MATERIALS

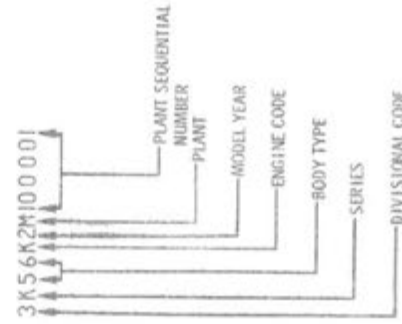
STEEL - SAE 1008-1010  
.014 STOCK

PRODUCTION SAMPLE TO BE APPROVED BY  
PRODUCT ENGINEERING FOR OLDSMOBILE  
PARTS.

## FINISH:

PAINT FLAT BLACK PER  
G.M. 4350-M CLASS CD.

BODY TYPE	BODY CODE
STATION WAGON - 2-SEAT	36
HARDTOP SEDAN	39
STATION WAGON - 2-SEAT (EXTENDED)	56
HARDTOP COUPE (4200)	57
STATION WAGON - 3-SEAT (EXTENDED)	66
CONVERTIBLE	67
4-DOOR SEDAN	69
CLUB COUPE	77
HARDTOP COUPE (EXC. 4200)	87



ABCDEFGHIJK LMNOPQRST UVMXYZ & 1234567890	SHAPE MANDATORY ON THESE LETTERS AND NUMBERS
--	---

CHART - VEHICLE IDENTIFICATION NUMBER PLATE									
TITLE		DATE		PRINT USED		OLDSMOBILE PRODUCT INFORMATION MANUAL		MANUAL SEC. PAGE	
62371	D	MIS REMOVED		MAR 1971					
52371	C	LINE ADDED		FEB 9 1971					
52371	B	ENGINE OPTION REV.		DR. BY DON MALKIN					
52371	A	GEVVI SLEO		DR. BY		1972		0	
52371	A	REVISION		CHECKED BY		SERIES		PART NO.	
52371	A	REVISION		APPR.		A		410886	

ON EMBOSSED PLATE LOCATED ON THE BODY LEFT HAND UPPER INSTRUMENT PANEL. SEE SECTION "0".  
CHART 410891 PAGE 20. FOR VEHICLE PLATE STARTING SERIAL NUMBERS.

### V-8 ENGINES:

UNIT NUMBER IS STAMPED ON THE ENGINE OIL FILL TUBE. THE ENGINE CODE TAPE IS INSTALLED DIRECTLY ABOVE THE ENGINE NUMBER. THE COMPLETE ENGINE NUMBER SHALL CONSIST OF THE ENGINE CODE FOLLOWED BY THE SEVEN DIGIT NUMBER.

3. TRANSMISSION UNIT NUMBER: (FOR MANUFACTURING AND SERVICE USE)

**MANUAL TRANSMISSION:**

DEPENDENT ON THE TYPE OF 3-SPEED OR 4-SPEED MANUAL TRANSMISSION, THE DATE CODE AND SERIAL NUMBER WILL BE AS FOLLOWS:

3-SPEED MANUAL - DATE CODE STAMPED ON RIGHT REAR OF CASE  
EXAMPLE: S2S05 (S = STD. 3-SPEED MANUAL 2 = 1972 S = NOVEMBER 05 = 5TH DAY)

MONTH CODES FOR THE ABOVE ARE AS FOLLOWS:

A = JANUARY  
B = FEBRUARY  
C = MARCH  
D = APRIL  
E = MAY  
F = JUNE  
G = JULY  
H = AUGUST  
I = SEPTEMBER  
J = OCTOBER  
K = NOVEMBER  
L = DECEMBER

1" HIGH CODE LETTERS TO ALSO APPEAR ON THE R. H. SIDE OF THE CASE.

A- SPEED MANUAL - DATE CODE STAMPED ON THE REAR R H SIDE OF CASE.

EXAMPLE: R2R07A (R = 4-SPEED MANUAL, 2 = 1972, R = OCTOBER, 07 = 7TH DAY,

A - M20)

TURBO HYDRA-MATIC 350 TRANSMISSION YEAR, MODEL AND DATE CODE INFORMATION IS STAMPED ON THE BAND SERVO COVER WHICH IS LOCATED ON THE R. H. SIDE OF THE TRANSMISSION. THIS INFORMATION CONSISTS OF TWO DIGITS FOR THE MODEL YEAR, TWO LETTERS FOR THE MODEL CODE, THREE DIGITS TO INDICATE THE DAY OF PRODUCTION THAT THE TRANSMISSION WAS BUILT AND N OR D TO INDICATE NIGHT OR DAY SHIFT.

TURBO HYDRA-MATIC 375 AND 400 TRANSMISSION SERIAL NUMBERS ARE STAMPED ON A PLATE LOCATED ON THE RIGHT HAND SIDE OF THE CONVERTER HOUSING.

EXAMPLES: 721D100L 720L100L ETC.

FOR MODEL CODE AND TRANSMISSION USAGE SEE SECTION "7". CHART 410088. PAGE 98.

## A REPAIR &amp; X-REF ASSEMBLY NUMBERS. (FOR MANUFACTURING AND SERVICE USE)

THE FOLLOWING IS STAMPED ON THE FRONT OF THE R. H. AXLE TUBE ADJACENT TO THE CARRIER:

A PATIO CODE - SEE SECTION 4 CHART 410M43. PAGE 93. FOR RATIOS AND CODES.

B. LETTER TO INDICATE MANUFACTURER (O = OLDSMOBILE, B = BUICK, C = CHEVROLET, P = PONTIAC, K = MC KINNON).

C. NUMBER INDICATING THE DAY OF THE YEAR BUILT (1 TO 365).

5. PROTECTIVE NUMBERS:

A. THE LAST EIGHT (8) SYMBOLS OF THE VEHICLE NUMBERS ARE STAMPED AT SEVERAL LOCATIONS ON EVERY CAR.

LOCATION OF THIS NUMBER MAY BE OBTAINED BY CONTACTING EITHER OF THE FOLLOWING OFFICES:  
PRODUCTION MANAGER OR STANDARDS ENGINEER  
LANSING, MICHIGAN

B. IN ADDITION TO THESE CONFIDENTIAL NUMBERS, EACH VEHICLE ENGINE AND TRANSMISSION MUST BE STAMPED WITH A DERIVATIVE OF THE VEHICLE IDENTIFICATION NUMBER. THIS NUMBER COMBINES THE SERIES AND BODY STYLE FROM THE VEHICLE IDENTIFICATION NUMBER AS FOLLOWS:

VEHICLE IDENTIFICATION NUMBER - 3G69H2M100001  
ENGINE AND TRANSMISSION PROTECTIVE NUMBER - 32M100001

SEE SECTION "0" CHART 410124-5-6, PAGE 118, FOR LOCATION OF EACH COMPONENT.

[illegible]

580822-LABEL  
AFFIX TO LIFT ASM  
IN APPROX. LOCATION SHOWN



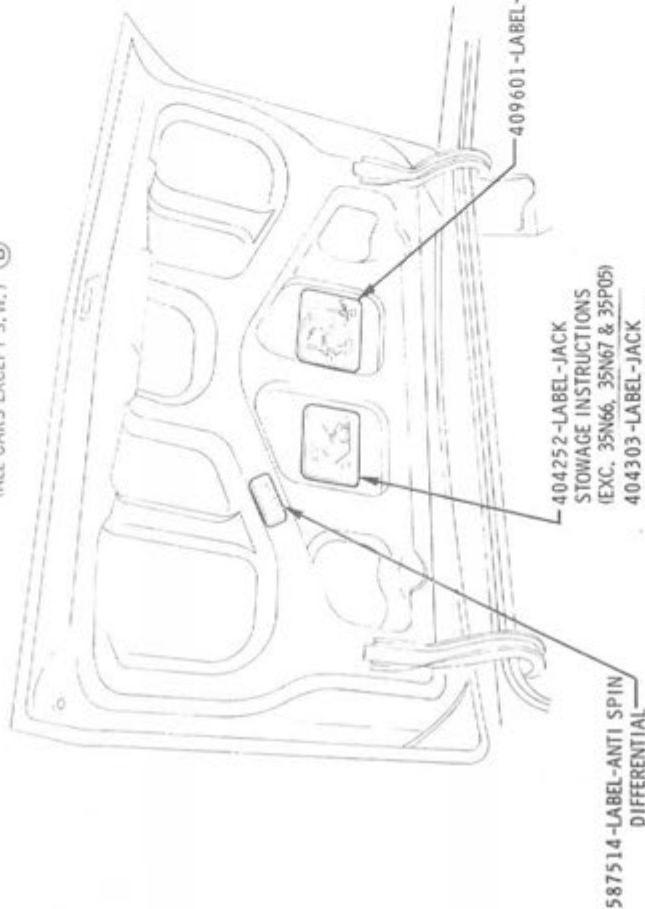
JACK CAUTION LABEL  
(ALL CARS EXCEPT S. W.) (B)

412327-LABEL  
AFFIX TO LIFT ASM  
IN APPROX. LOCATION  
SHOWN.



(A)  
JACK LIFT LABEL  
(ALL STATION WAGONS)

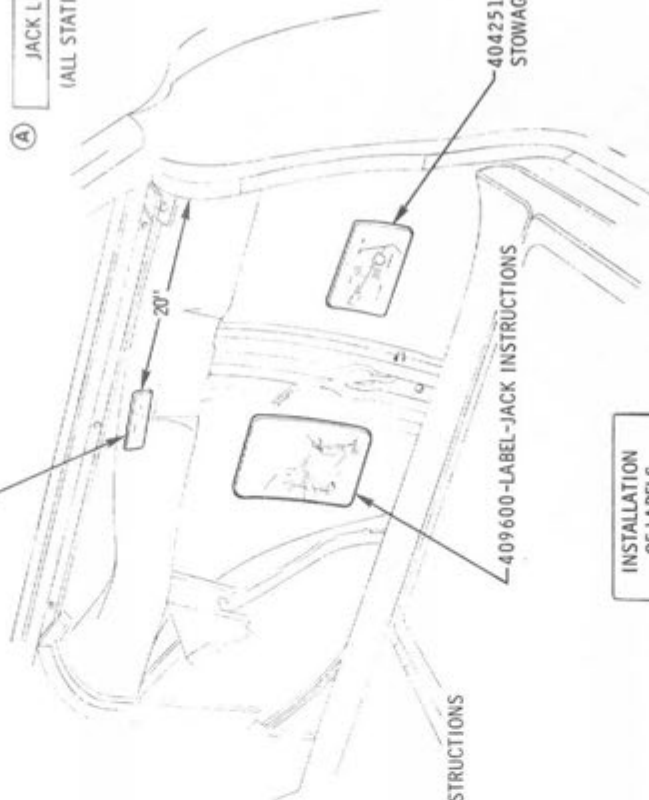
587514-LABEL  
ANTI SPIN DIFFERENTIAL  
LOCATE APPROX.  
LOCATION SHOWN



587514-LABEL-ANTI SPIN  
DIFFERENTIAL

404252-LABEL-JACK  
STOWAGE INSTRUCTIONS  
(EXC. 35N66, 35N67 & 35P05)  
404303-LABEL-JACK  
STOWAGE INSTRUCTIONS  
(35N66, 35N67 & 35P05)

409601-LABEL-JACK INSTRUCTIONS



409600-LABEL-JACK INSTRUCTIONS

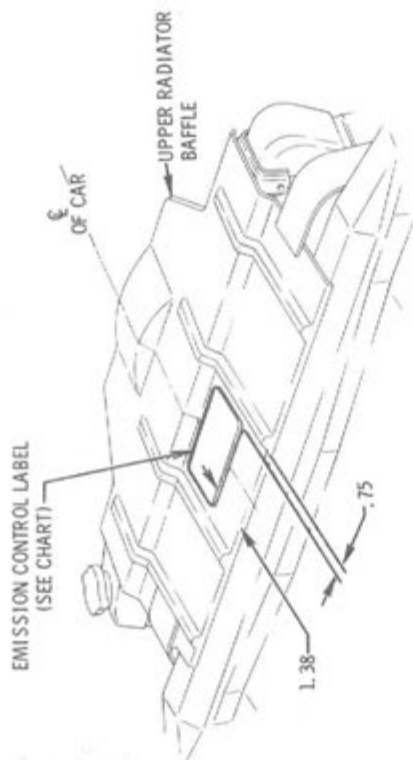
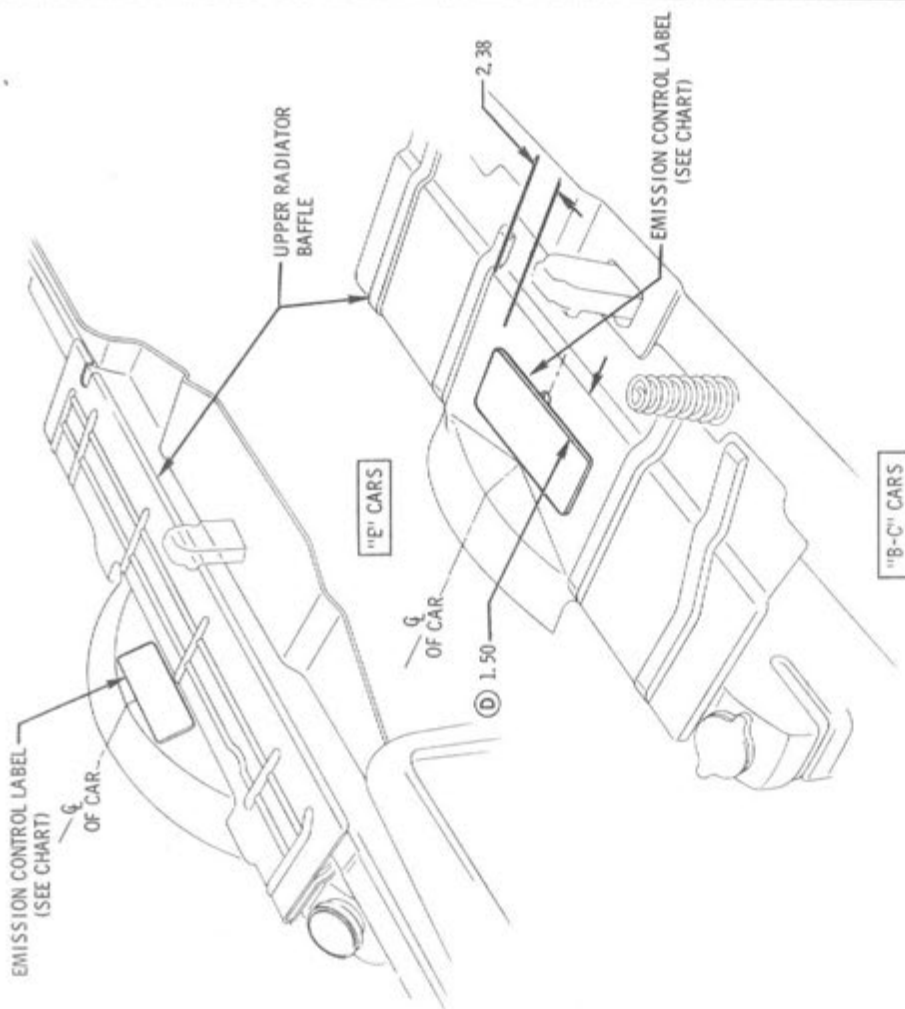
404251-LABEL-JACK  
STOWAGE INSTRUCTIONS

INSTALLATION  
OF LABELS  
STATION WAGONS

INSTALLATION OF LABELS  
(EXCEPT STATION WAGONS)

LABELS									
TITLE		PART NO.		SERIES		YEAR		MANUAL SEC.	
DATE		410124		A		1972		0	
DR.		B. B. KER		35N66		35P05		106	
TITLE		REVISER		VIEW		ADDED			
DATE		SYN		DATE		SYN			
DR.		DATE		SYN		DATE		SYN	
REVISION		REVISION		REVISION		REVISION		REVISION	





EMISSION CONTROL LABELS		
PART NUMBER	PRODUCTION CODE	ENGINE CODE
413430	S J	QA-QB-QC-QN
411214	SC	QD-QE
411216	SD	QP-QJ-QK
411218	SH	UA-UB-US-UT
411220	SG	UO-UL-UN
411221	SF	UU-UV-UD-UE

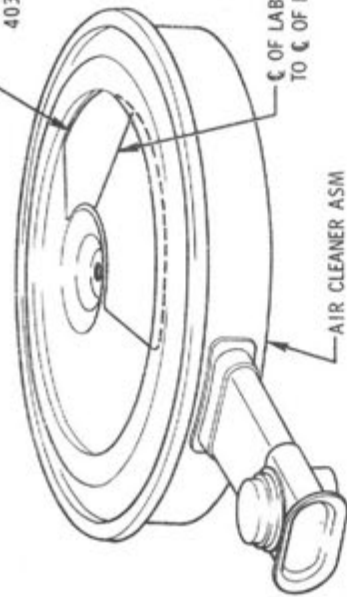
ATTACH EXHAUST EMISSION LABEL SO THAT IT READS FROM FRONT OF CAR. AREA MUST BE CLEAN OF GREASE AND DIRT BEFORE ATTACHING LABEL.

DATE		SYM		REVISION		PART NO.		SERIES		LABELS	
11-17-71		11-17-71		11-17-71		11-17-71		11-17-71		11-17-71	
11-17-71		11-17-71		11-17-71		11-17-71		11-17-71		11-17-71	
11-17-71		11-17-71		11-17-71		11-17-71		11-17-71		11-17-71	
11-17-71		11-17-71		11-17-71		11-17-71		11-17-71		11-17-71	
11-17-71		11-17-71		11-17-71		11-17-71		11-17-71		11-17-71	
11-17-71		11-17-71		11-17-71		11-17-71		11-17-71		11-17-71	
11-17-71		11-17-71		11-17-71		11-17-71		11-17-71		11-17-71	
11-17-71		11-17-71		11-17-71		11-17-71		11-17-71		11-17-71	
11-17-71		11-17-71		11-17-71		11-17-71		11-17-71		11-17-71	
11-17-71		11-17-71		11-17-71		11-17-71		11-17-71		11-17-71	
11-17-71		11-17-71		11-17-71		11-17-71		11-17-71		11-17-71	
11-17-71		11-17-71		11-17-71		11-17-71		11-17-71		11-17-71	
11-17-71		11-17-71		11-17-71		11-17-71		11-17-71		11-17-71	
11-17-71		11-17-71		11-17-71		11-17-71		11-17-71		11-17-71	
11-17-71		11-17-71		11-17-71		11-17-71		11-17-71		11-17-71	
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11-17-71		11-17-71		11-17-71		11-17-71		11-17-71		11-17-71	
11-17-71											

# OLDSMOBILE DIVISION

GENERAL MOTORS CORPORATION  
LANSING 21, MICHIGAN

403610-AIR CLEANER LABEL  
(350 CU. IN. ENGINES)  
403612-AIR CLEANER LABEL  
(455 CU. IN. ENGINES)



FRONT OF ENGINE

4 BBL ENGINES

(EXC. DUAL SNORKEL AIR CLEANER)



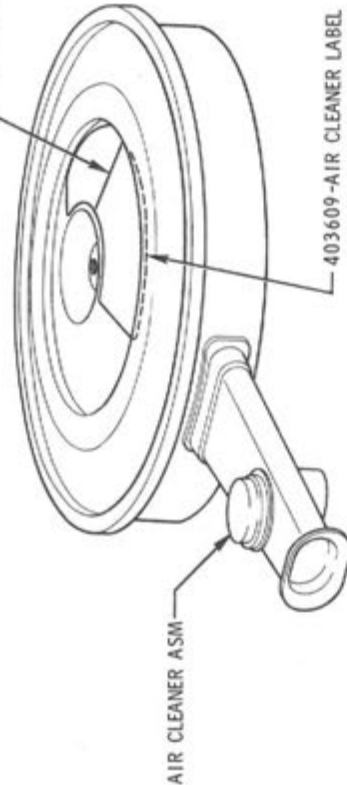
407092-LABEL-AIR CLEANER

CLAMP (SEE SECTION 6-1)  
INSTALL LABEL WITH OVERLAP  
FACING THE REAR OF ENGINE

AIR CLEANER ASM

FRONT OF ENGINE

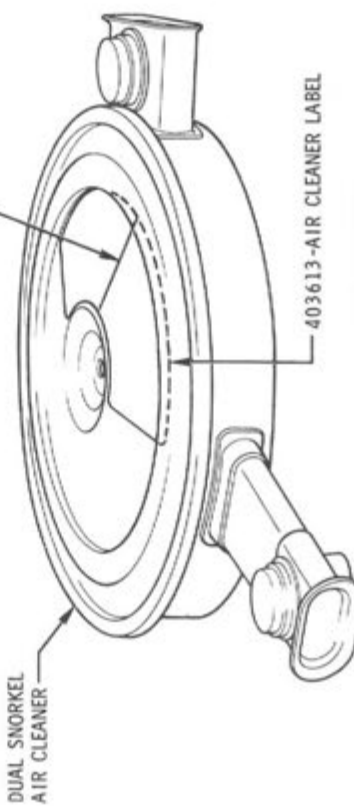
403609-AIR CLEANER LABEL



FRONT OF ENGINE

2 BBL ENGINES

403613-AIR CLEANER LABEL



FRONT OF ENGINE

DUAL SNORKEL AIR CLEANER

NOTE:  
FOR PART NUMBERS OF AIR  
CLEANERS SEE SECTION 6-1

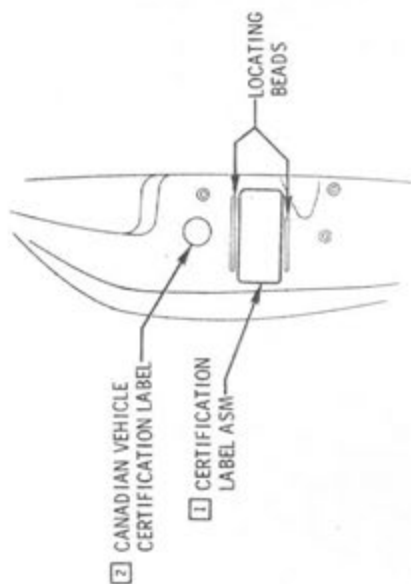
V8 AIR CLEANER LABEL IDENTIFICATION									
TITLE	DATE	DR	CK	REV	DATE	DR	CK	REV	DATE
403610-AIR CLEANER LABEL	17, 1971	DR	CK	REV	DATE	DR	CK	REV	DATE
403612-AIR CLEANER LABEL		DR	CK	REV	DATE	DR	CK	REV	DATE
403613-AIR CLEANER LABEL		DR	CK	REV	DATE	DR	CK	REV	DATE
407092-LABEL-AIR CLEANER		DR	CK	REV	DATE	DR	CK	REV	DATE
DUAL SNORKEL AIR CLEANER		DR	CK	REV	DATE	DR	CK	REV	DATE

OLDSMOBILE PRODUCT NO. 410124-5-6  
DESCRIPTION MANUAL  
SERIES A-B-C-E  
YEAR 1972  
MANUAL SEC. 0  
PAGE 112

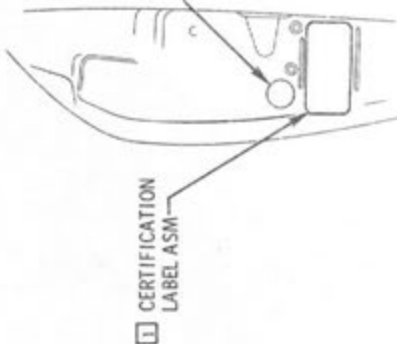
DATE: MARCH 17, 1971  
DR: C. J. RAY  
CK: J. P. RAY  
APP: J. P. RAY

INSTALLATION OF "E" CAR LABEL

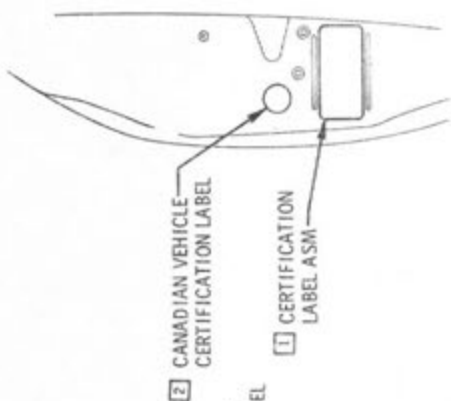
FULLY DRIVEN, SEATED AND NOT STRIPPED



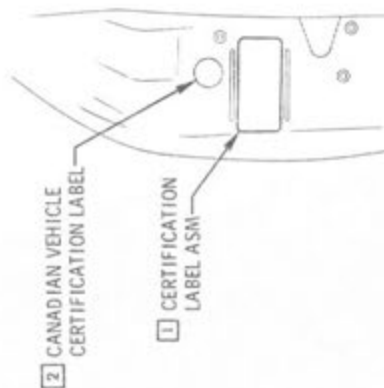
F-85  
FOUR DOOR SEDANS  
AND STATION WAGONS



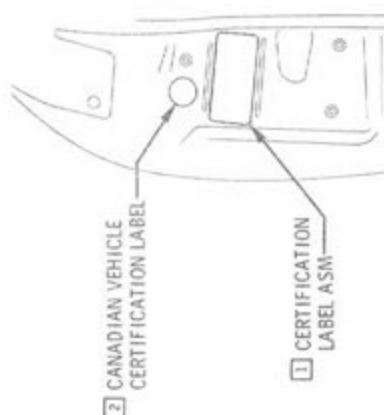
F-85  
CLUB COUPES



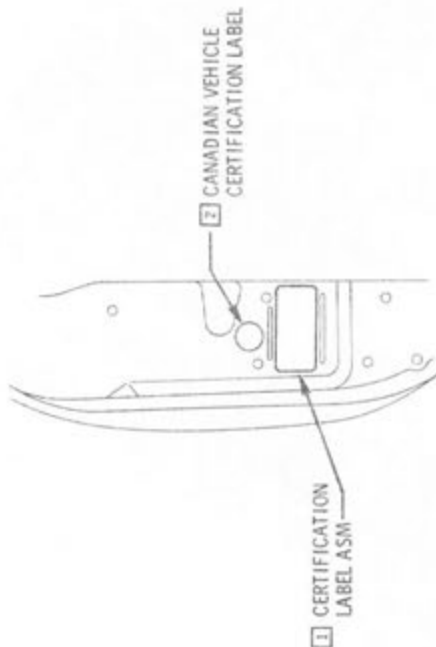
F-85  
HARDTOP COUPES  
AND CONVERTIBLES



F-85  
4 DOOR HARDTOP



88 AND 98  
4 DOOR HARDTOPS,  
SEDANS, AND  
STATION WAGONS



88, 98 & TORONADO  
HARDTOP COUPES  
AND CONVERTIBLES

1 CERTIFICATION LABEL ASM CONSISTS OF:  
3975433 - LABEL - VEHICLE CERTIFICATION (EXC. 98V78) (A)  
3983908 - OVERLAY - VEHICLE CERTIFICATION (EXC. 98V78)  
(SEE PAGE 108 FOR 98V78 LABEL)

2 736762 - LABEL (CANADIAN CARS ONLY) (A)

LABELS TO BE LOCATED ON REAR SURFACE  
OF L.H. FRONT DOOR

TITLE		CERTIFICATION LABEL		SERIES		PART	
DATE	10-25-1971	OLDSMOBILE PRODUCT NO.	410124-5-6	MANUAL SEC.	0	PAGE	114
DR.	S.R. PARKER	DESCRIPTION	MANUAL	YEAR	1972	REV.	10-87736/5
CK.	Nolan	REV.	10-87736/5	98249			
APPR.							
DATE	10-27-71	REVISED	NO. 3	REVISION			

**MFD. BY GENERAL MOTORS CORP.** 06/72

GVWR 6200 GAWR: FRT 3000/REAR 3200

THIS VEHICLE CONFORMS TO ALL APPLICABLE  
FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN  
EFFECT ON THE DATE OF MANUFACTURE SHOWN  
ABOVE.

**GM**

3V37U2M4-00001

PASSENGER CAR

PRINTING REQUIREMENTS  
STARTING DEC. 1, 1971

**MFD. BY GENERAL MOTORS CORP.**

08/71

THIS VEHICLE CONFORMS TO ALL APPLICABLE  
FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN  
EFFECT ON THE DATE OF MANUFACTURE SHOWN  
ABOVE.

**GM**

3V37U2M4-00001

PRINTING REQUIREMENTS  
PRIOR TO DEC. 1, 1971

PRINTING INFORMATION

PRINTING TO BE IN BLACK CAPITALS AND  
NUMERALS NOT LESS THAN 3/32 INCHES HIGH  
AT ASSEMBLY (#11 POINT TYPE PREFERRED)

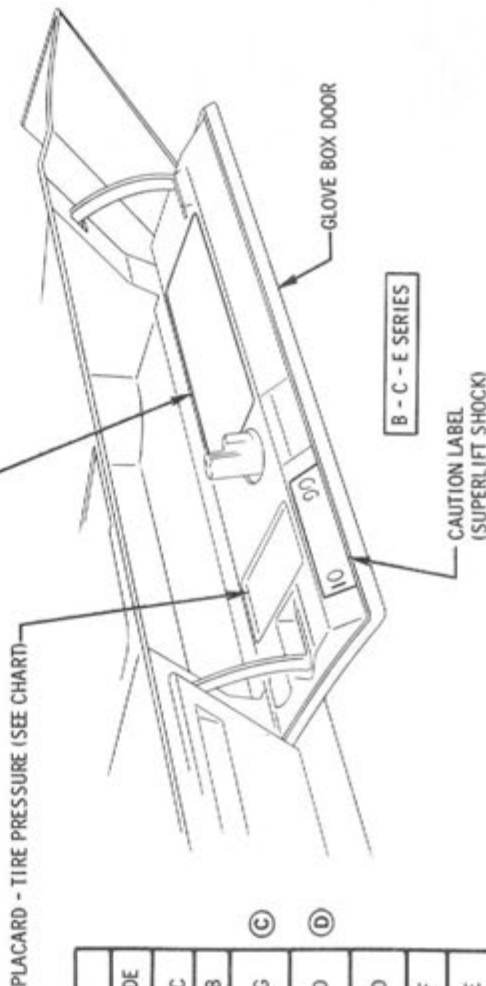
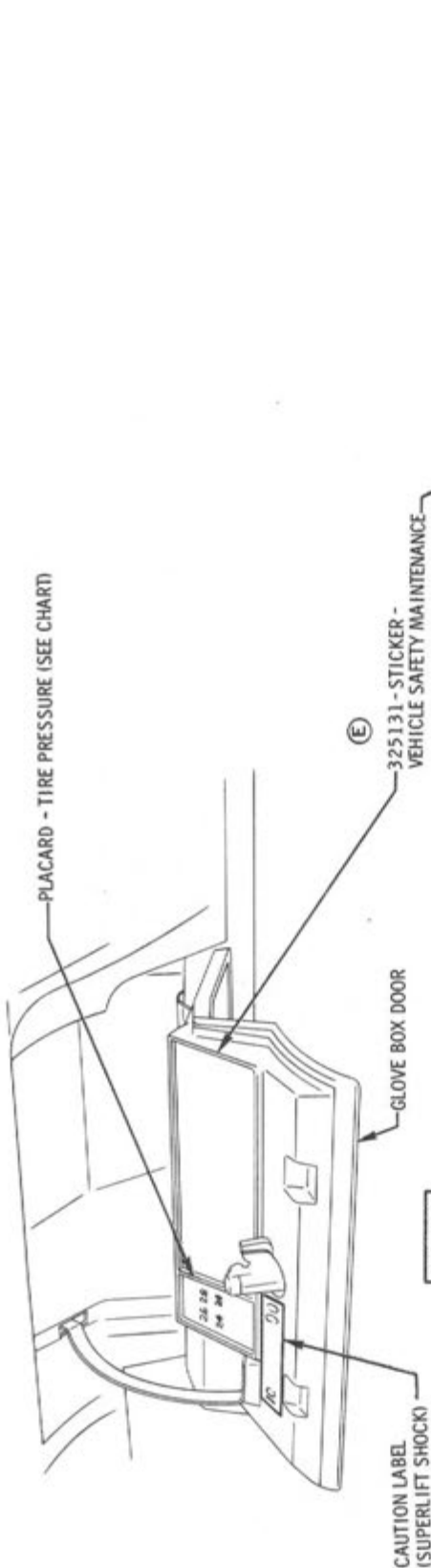
- 1 DATE OF MANUFACTURE
- 2 GVWR AND GAWR DATA
- 3 VEHICLE IDENTIFICATION NUMBER
- 4 VEHICLE CLASSIFICATION



FULLY DRIVEN, SEATED  
AND NOT STRIPPED

TITLE				CERTIFICATION LABEL PRINTING			
DATE	AUG. 31 1971	PART		OLDSMOBILE PRODUCT	NO. 410124-5-6	SERIES	A-B-C-E
DR.	P. PARKER	DESCRIPTION	MANUAL	YEAR	1972	MANUAL SEC.	0
CK.		REF.	GMV 3991034	PAGE			113
APPR.		APPR.					
DR.	CC	REVISION					
DATE	SYM	DATE	SYM				



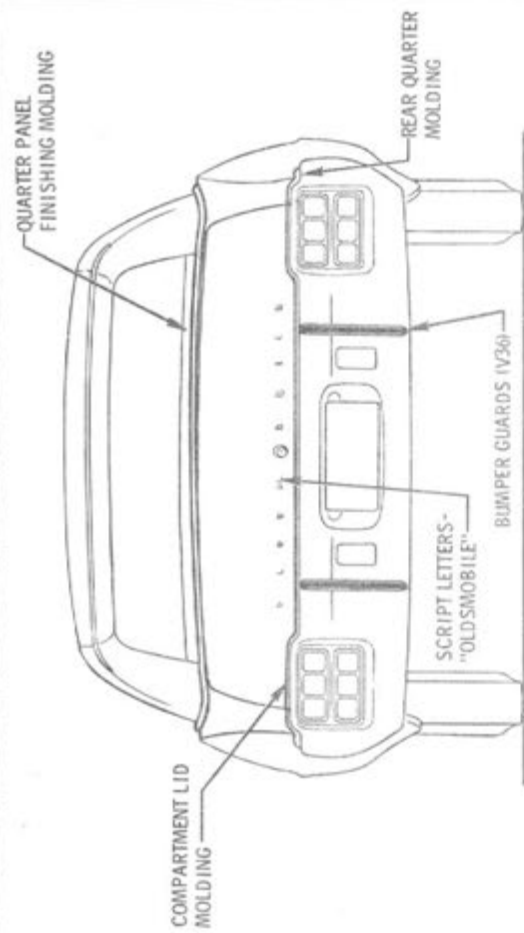


TIRE PRESSURE PLACARD CHART			
PART NO.	SERIES	USAGE	CODE
409664	A	STATION WAGON	OC
409666	A	ALL EXCEPT STATION WAGONS	OB
411763	5400 6400	WITH CODE "BY" OR "JZ" ON L.H. FRONT SPRING	OG
409667	5400 6400	ALL EXCEPT WITH CODE "BY" OR "JZ" ON L.H. FRONT SPRING	OD
409667	8400 8600	ALL	OD
409668	6800	STATION WAGON	OF
409665	9400 9800	ALL	OE

E HAS 3777351 - STICKER PL 107		TITLE		TIRE PRESSURE PLACARDS & SAFETY STICKER	
9-2-71	1-20-71	DATE	10/19/1971	PART NO.	410124-5-6
7-20-71	7-20-71	DATE	7/20/71	DESCRIPTION	OLD MOBILE PRODUCT
5-4-71	5-4-71	DATE	5/4/71	REF.	10 B
DATE	DATE	DATE	DATE	YEAR	1972
DATE	DATE	DATE	DATE	MANUAL SEC.	0
DATE	DATE	DATE	DATE	PAGE	120

FULLY DRIVEN, SEATED AND NOT STRIPPED

GENERAL MOTORS CORPORATION  
LANSING, MICHIGAN 48921



FULLY DRIVEN, SEATED  
AND NOT STRIPPED

MODEL 4267

## EXTERIOR ORNAMENTATION

EXTERIOR ORNAMENTATION									
TITLE		PART NO.		SERIES		YEAR		PAGE	
DATE		DESCRIPTION		MANUAL SEC.		MANUAL SEC.		PAGE	
JULY 27, 1971		OLDSMOBILE PRODUCT		410124		1972		216	
DR. B. PARKER		DESCRIPTION MANUAL				0			
CK. MEMASON		REF.							
4/2/72		APPR. 12-2-72							
8-23-71		A		35284 OPT. ADDED					
DATE		SYN		REVISION					
REVISION		DATE		SYN					

B. CAMINO, J. J. G. M.

000026056

DETAIL OF FRONT PASSENGER SIDE

3" RADIUS

1 1/2" RADIUS

1" RADIUS

MINIMUM SPACED SIMPLY LARGE 3/16"

MAC WIDTH OF STRIPE AT FRONT IS 14 1/4"

TOTAL LENGTH OF STRIPE FROM INSIDE FRONT EDGE IS 40 1/4"

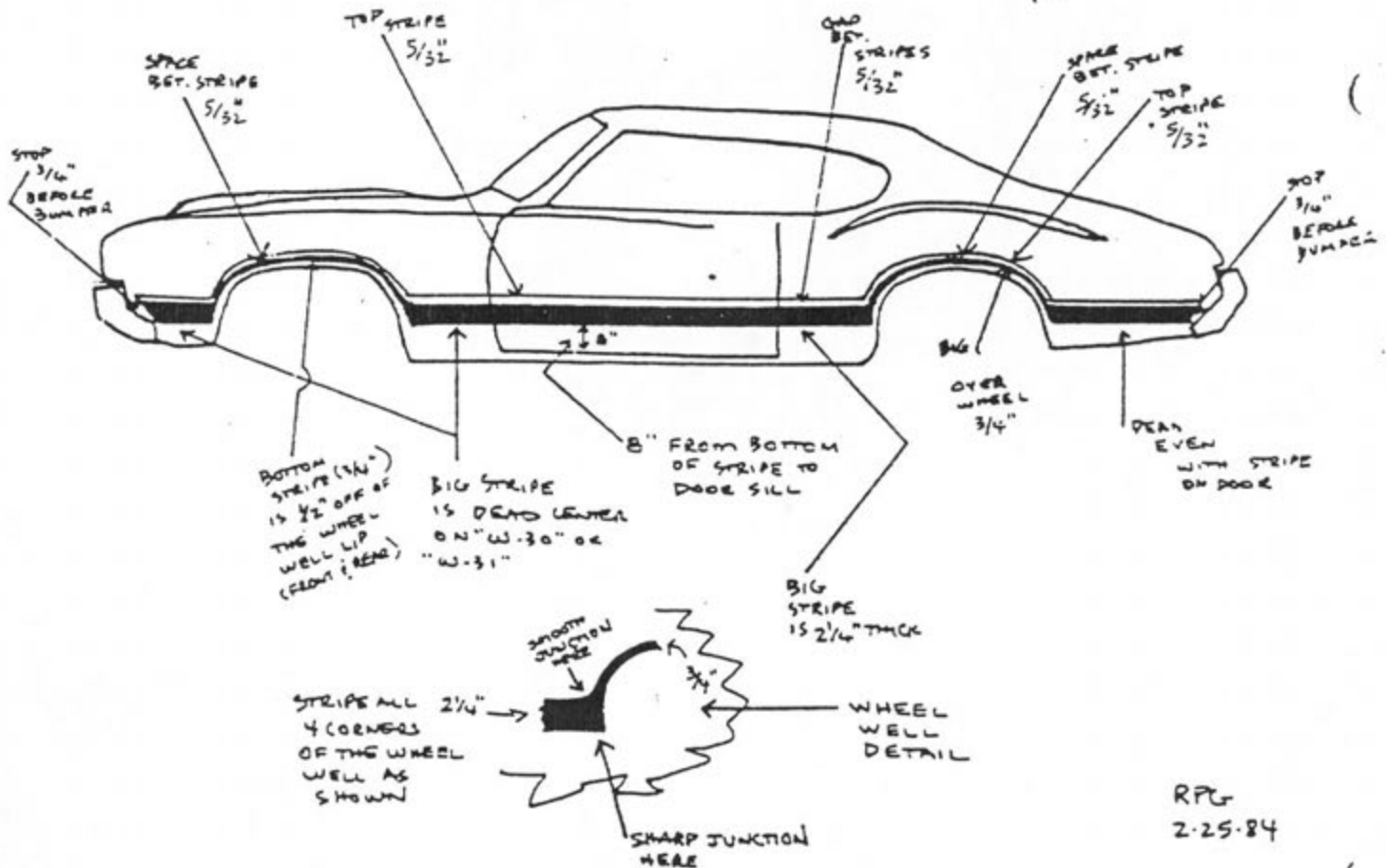
920 TOWNSEN LANSING, MI

LARGE STRIPE 14" WIDE @ REAR

SMALL STRIPE 7/8" FROM FRONT EDGE

SMALL STRIPE 3/16" WIDE

SMALL STRIPE 1/2" FROM ROUNDED EDGE ALL AROUND



RPG  
2.25.84

PLEASE NOTE A CORRECTION IN THE TOP STRIPE FOR THE STRIPE INSTRUCTIONS ISSUED PRIOR TO THIS!!  
TOP STRIPE IS 5/32" NOT 1/4" AS WAS PREVIOUSLY SHOWN

# 1972 OLDSMOBILE



*F85*

*Vista Cruiser*

*Cutlass*

*Delta 88*

*Custom Cruiser*

*Delta 88*  *Rogale*

*Ninety Eight*

TORONADO

# CHASSIS SERVICE MANUAL



# GENERAL INFORMATION, PERIODIC MAINTENANCE AND EMISSION CONTROL SYSTEM MAINTENANCE

Subject	Page
BRAKE WARNING LIGHT .....	0-11
DIFFERENTIAL RATIOS .....	0- 4
FINAL DRIVE .....	0- 4
EMISSION CONTROL MAINTENANCE CHART ..	0-12
EMISSION CONTROL SERVICES .....	0-13
FACTORY EQUIPMENT .....	0- 7
IDENTIFICATION	
BODY AND STYLE .....	0- 1
MODEL DESIGNATION CHART .....	0- 2
VEHICLE NUMBER PLATE .....	0- 1
ENGINE .....	0- 2
TRANSMISSION .....	0- 2

## IDENTIFICATION

### SERIES AND BODY STYLE

The body and style numbers are stamped on a plate that is mounted on the right upper cowl. (Fig. 0-1) On A-Body, the plate is mounted on the left side.

Information on this plate shows:

1. Model Year, Series, and Style Number.
2. Body Number
3. Trim Number
4. Paint Number (Color Specification)
5. Time Built Code

A five digit number, called the car series and body style designation number identifies any car as to series and style. Reading from left to right, the digits represent the following:

The first digit indicates the General Motors Division.

The second and third digits are Car Series Identification.

The fourth and fifth digits are body style designation.

EXAMPLE: 3 3 2 87

Hardtop Coupe (Style)

Cutlass (Series)

GM Division (Oldsmobile)

All Fisher Body numbers are prefixed by letters indicating the plant at which the body was assembled.

F-85 bodies are coded as follows:

LAN - Lansing  
R - Arlington

BF - Fremont  
FRA - Framingham

Subject	Page
GENERAL SPECIFICATIONS .....	0-21
GUARDIAN MAINTENANCE CHART .....	0- 8
PAINT CHART .....	0-21
PERIODIC MAINTENANCE	
BATTERY .....	0-11
SERVICE BRAKES .....	0-11
BODY LUBRICATION .....	0-18
PERIODIC MAINTENANCE CHART .....	0- 8
TIRE INFORMATION .....	0- 4
TIRE ROTATION .....	0- 4
TOWING DATA (WITH IGNITION KEY) .....	0- 5
TOWING DATE (WITHOUT IGNITION KEY) ....	0- 6

All 88 series are coded as follows:

Lan - Lansing  
BK - Kansas City

BL - Linden

All 98 series are coded as follows:

LAN - Lansing,

BL - Linden

All Toronado Series will be assembled at Lansing, Michigan and have code letters "FWD" for Body Unit Number(s) prefix.

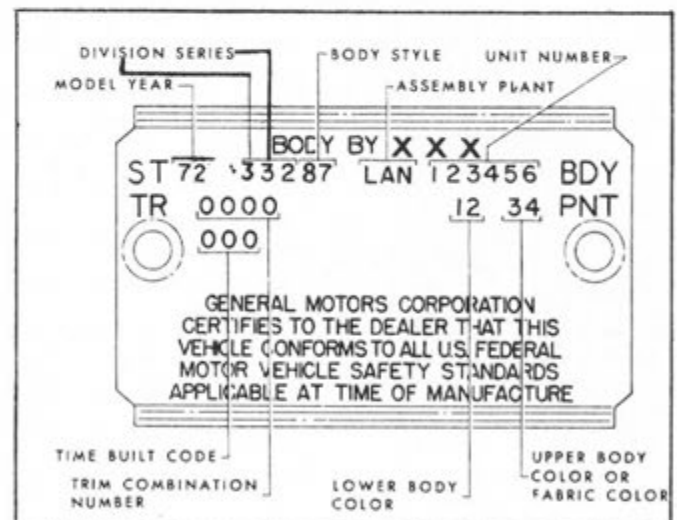


Fig. 0-1—Body and Style Number Plate

### VEHICLE IDENTIFICATION PLATE

The 1972 vehicle identification plate is located in the left upper instrument panel. The plate is visible from outside of the car. (Fig. 0-3) Each unit number is prefixed by letters and numbers and have designations as shown in Fig. 0-2.

# VEHICLE IDENTIFICATION NUMBERS

DIVISIONAL CODE

3 J 6 7 X 2 M 100001

PLANT  
SEQUENTIAL  
NUMBER

SERIES

BODY TYPE

ENGINE USAGE

PLANT CODE

NAME	SERIES	SALES & VIN CODE	BODY TYPE	BODY VIN CODE	ENGINE DESCRIPTION	ENGINE OPTION	ENGINE VIN CODE	MODEL YEAR & PLANT VIN CODE	PLANT	STARTING SERIAL NO.
F-85	33269	D	STATION WAGON - 2-SEAT	36	350 CU. IN. 2 BBL.	L32	H	2M	LANSING, MICHIGAN	100001
CUTLASS	33287	F	HARDTOP SEDAN	39	350 CU. IN. 2 BBL. & *N10	L32 & *N10	J	2Z	FREMONT, CALIFORNIA	100001
CUTLASS	33600	G	STATION WAGON - 2-SEAT (VISTA-CRUISER)	56	350 CU. IN. 4 BBL.	L34	K	2G	FRAMINGHAM, MASS.	100001
CUTLASS SUPREME	34200	J	HARDTOP COUPE (4200) (SUPREME)	57	350 CU. IN. 4 BBL. & *N10	L34 & *N10	M	2R	ARLINGTON, TEXAS	100001
VISTA-CRUISER	34800	K	STATION WAGON - 3-SEAT (VISTA-CRUISER)	66	455 CU. IN. 4 BBL.	L75 & *M40	U			
			CONVERTIBLE	67	455 CU. IN. 4 BBL.	L75 & *M20	V			
			TOWN SEDAN (4-DR. PILLAR)	69	455 CU. IN. 4 BBL.	L77 (W30)	X			
			SPORTS COUPE (2-DR. PILLAR)	77						
			HARDTOP COUPE (EXC. 4200)	87						
DELTA 88	35400	L	STATION WAGON - 2-SEAT (CUSTOM CRUISER)	35	350 CU. IN. 2 BBL.	L33	H	2M	LANSING, MICHIGAN	400001
DELTA 88 ROYALE	36400	N	HARDTOP COUPE (84 & 8600)	37	350 CU. IN. 4 BBL.	L35	K	2E	LINDEN, NEW JERSEY	100001
CUSTOM CRUISER STATION WAGON	36800	R	HARDTOP SEDAN	39	455 CU. IN. 4 BBL.	L74	T	2X	FAIRFAX, KANSAS	100001
NINETY-EIGHT	38400	U	STATION WAGON - 3-SEAT (CUSTOM CRUISER)	45	455 CU. IN. 4 BBL. & *N10	L74 & *N10	U	*88 Only Exc. Custom Cruiser		
NINETY-EIGHT LUXURY	38600	V	HARDTOP COUPE (54 & 6400)	57						
			CONVERTIBLE	67						
			TOWN SEDAN (4-DR. PILLAR)	69						
TORONADO	39600	Y	HARDTOP COUPE	57	455 CU. IN. 4 BBL.	L78	W	2M	LANSING, MICHIGAN	700001

\*N10 DUAL EXHAUST

\*M40 HYDRAMATIC

\*M20 4-SPEED/WIDE RATIO

\*N10 DUAL EXHAUST \*M40 HYDRAMATIC \*M20 4-SPEED/WIDE RATIO

Fig. 0-2—Vehicle Identification Plate Data

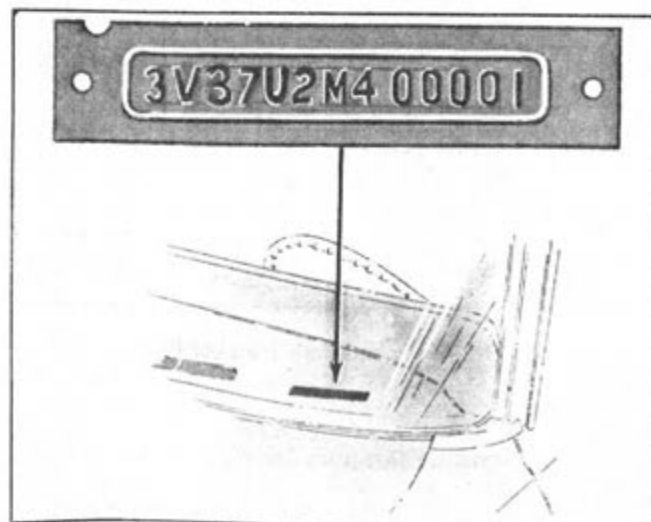


Fig. 0-3—Vehicle Identification Number Plate

## ENGINE IDENTIFICATION

The chart in Fig. 0-4 shows engine usage and identification, engines are identified by a code tape installed directly above the engine unit number which is stamped on the engine oil fill tube, (Fig. 05).

## TRANSMISSIONS

## MANUAL

The three and four speed transmissions have 1 inch high identification code letters on the right-hand side of case. Fig. 0-6 shows manual transmission identification.

## TURBO HYDRA-MATIC 350

Transmission Model and Code Numbers are stamped on the servo cover as shown in Fig. 0-7.

EXAMPLE: 72 KA 001 OR: 72 LA 001

First Day of Production

Model Code

1972 Model Year

ENGINE IDENTIFICATION CHART

SERIES	TRANS.	350 CU. IN. 2 BBL.		350 CU. IN. 4 BBL.		455 CU. IN. 4 BBL.		455 CU. IN. (W-30)	
		S	QA	O(L-34)	QD,QE	O(L-75)	UD,UE	O(L-77)	UL,UN
3200	SMT	O	QB,QC	O(L-34)	QJ,QK,	O(L-75)	UA,UB	O(L-77)	UO
3600	AMT	S	QA	O(L-34)	QD,QE	O(L-75)	UD,UE	O(L-77)	UL,UN
	AMT	O	QB,QC	O(L-34)	QJ,QK	O(L-75)	UA,UB	O(L-77)	UO
4200	SMT	O(L-32)	QA	S	QD	O(L-75)	UD,UE	O(L-77)	UL,UN
	AMT	O(L-32)	QB,QC			O(L-75)	UA,UB	O(L-77)	UO
4800	SMT	S	QA	O(L-34)	QD,QE				
	AMT	O	QB,QC	O(L-34)	QJ,QK	O(L-75)	UA,UB		
5400	AMT	S	QN,QC	O(L-35)	QP,QK	O(L-74)	US,UT		
6400	AMT	S	QN,QC	O(L-35)	QP,QK	O(L-74)	US,UT		
6800						S(L-74)	US,UT		
8400						S(L-74)	US,UT		
8600									
9600						S(L-78)	UU,UV		
9800									

S - Standard

O - Optional

Optional Engine (L-35) mandatory for California (5400 &amp; 6400 Series)

Fig. 0-4—Engine Identification Chart

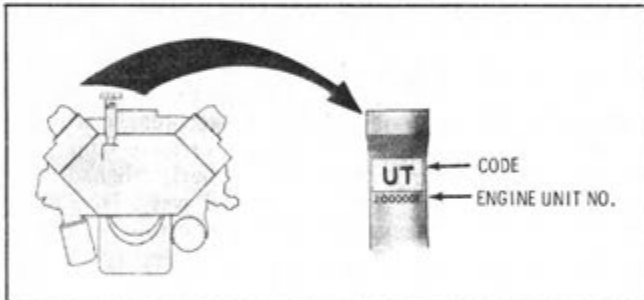


Fig. 0-5—Engine Numbers and Code Letters

TYPE	SERIES	*CODE R.H. SIDE OF CASE	OPTION CODE
3-Speed	3200, 3600, 4200, 4800	R3	M15
4-Speed	32, 36, 4200 (Wide Ratio)	WT	M20

\*1" High Letters

Fig. 0-6—Manual Transmission Identification

**TURBO HYDRA-MATIC 375 and 400**

The Turbo Hydra-Matic serial number for all series except Toronado is stamped on a plate located on the right side of the case. (Fig. 0-9) The Turbo Hydra-Matic serial number for Toronado series is stamped on a plate located on the left-hand side of the converter housing.

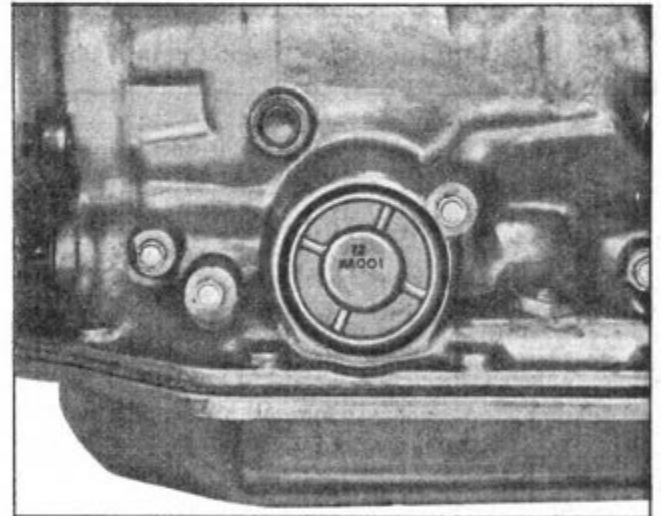


Fig. 0-7—Turbo Hydra-Matic (350) Model Location



Fig. 0-9—Turbo Hydra-Matic (375 &amp; 400 Incl. Toronado) Serial Number Plate

TRANSMISSION CODE	BODY TYPE	ENGINE
OD	A-Body	455 Cu. In. 4 Bbl. (Dual Exh.)
OW	A-Body	455 Cu. In. 4 Bbl. (W30)
OA (375)	A-Body (Vista Cruiser)	350 Cu. In. 2 Bbl. 350 Cu. In. 4 Bbl.
	B-Body	350 Cu. In. 4 Bbl. 350 Cu. In. 2 Bbl.
OR	B & C Body	455 Cu. In. 4 Bbl. (Single Exh.)
OK	B & C Body	455 Cu. In. 4 Bbl. (Dual Exh.)
	A-Body (Vista Cruiser)	455 Cu. In. 4 Bbl. (Dual Exh.)
OJ	Toronado	455 Cu. In. 4 Bbl.

**Fig. 0-8—Turbo Hydra-Matic (375 & 400—Incl. Toronado)  
Usage Chart**

#### DIFFERENTIAL RATIOS

The differential ratio code letters (1/4" high) are stamped on the right front inboard side of the axle housing tube. (Fig. 0-10) The first two letters designate ratio code, the third letter the manufacturer and the numbers indicate build date.

Letters, for standard and Anti-Spin differentials, indicating corresponding ratio for each series are shown in chart. (Fig. 0-11)

#### FINAL DRIVE ASSEMBLY

The final drive assembly is available in two ratios, optional ratio 3.07:1 (mandatory for California) and standard 2.73:1.

The 3.07:1 assembly will be identified by pink paint on the cover and housing.

The date code is stamped on the flange near the right hand spreader hole (Fig. 0-12).

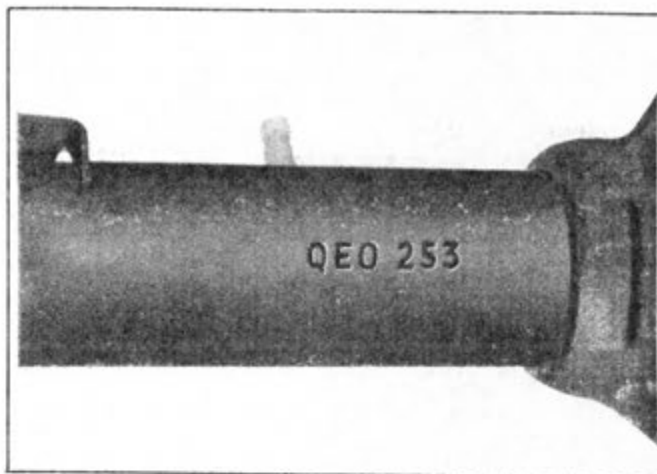
**DATE CODE:** The code letter for month and number(s) for actual date.

#### EXAMPLE:

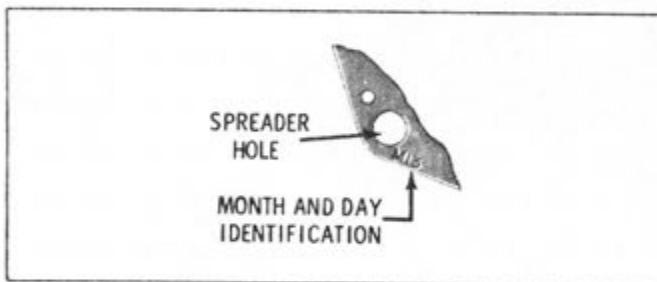
M13=Built November 13 (M=11th. letter, I is not used).

#### TIRE ROTATION

To equalize wear, it is recommended that the four road



**Fig. 0-10—Axle Code Location (Exc. Toronado)**



**Fig. 0-12—Final Drive Date Code**

tires be rotated every 6,000 miles, see Fig. 0-13. It is not necessary to rotate the spare. Upon rotation, tire pressures must be adjusted (front and rear) in accordance with the recommendations in the tire inflation pressure table. Also keep tires balanced, the front wheels aligned, and periodically examine tires for unusual wear. Disc brake linings should be checked for wear while front wheels are off.

#### TIRE INFORMATION

When the car is driven a few miles, tires warm up causing pressure increase. If tire pressures are checked when tires are warm, they may be up to 6 pounds higher than the pressures shown on the chart.

For continuous high speed operation (over 75 mph) increase tire inflation pressure 4 pounds per square inch over the recommended pressures up to a maximum of 32 pounds per square inch cold for load range B tires. Sustained speeds above 75 mph are not recommended when the 4 pounds per square inch adjustment would require pressures greater than 32 pounds per square inch.

Over inflation at light loads will have an adverse effect on the car ride and tire tread wear pattern. Under inflation will promote heat and abnormal wear.

When towing trailers, the allowable passenger and cargo load must be reduced by an amount equivalent to the trailer tongue load on the trailer hitch.

Vehicles with luggage racks do not have a load limit greater than specified in the vehicle load capacity chart.

#### TREAD WEAR INDICATORS

The original equipment tires have built-in tread wear indicators to assist in determining when tires have been worn to the point of needing replacement. These indicators are molded into the bottom of the tread grooves and will



# DIFFERENTIAL IDENTIFICATION

	GEAR RATIO	GEAR TEETH	CODES AND RING GEAR SIZE			
			STD.	SIZE	ANTI-SPIN	SIZE
32-4200 Exc. W-30	2.73 3.08 3.23	41:15 40:13 42:13	SA SC SR	8-1/2" WITH 10 BOLT COVER	SB SD SS	8-1/2" WITH 10 BOLT COVER
32-4200 With W-30	3.42 3.73	41:12 41:11	--- ---		TM TO	
4800	2.73 3.08 3.23	41:15 40:13 42:13	TA SM TG		TB SN TH	
54 AND 6400 (350 Cu. In. Exc. H.D. Brakes)	2.73 2.93 3.08	41:15 41:14 40:13	NK --- NA		-- QJ --	9-3/8" WITH 12 BOLT COVER
54-8600 (Exc. 6800) (455 Cu. In. Exc. H.D. Brakes)	2.73 2.93 3.23	41:15 41:14 42:13	QP Q1-QG RA	9-3/8" WITH 12 BOLT COVER	QS QJ RC	
6800 (Wagon)	2.93 3.23	41:14 42:13	QE RB		QL RD	
54-8600 (Exc. 6800) With H.D. Brakes	2.93	41:14	QU		QV	

MANUFACTURER CODE LETTER "O", "B", "C" OR "K" WILL FOLLOW IDENTIFICATION CODE.

Fig. 0-11—Differential Identification Chart

appear as 1/2 inch wide bands when tire tread depth becomes 1/16 of an inch. When the indicators appear in two or more adjacent grooves, tire replacement due to tread wear is recommended.

## TOWING DATA (With Ignition Key)

It is recommended that the Toronado be towed with the front wheels off the ground. However, the car can be towed with the rear wheels off the ground if damage in the rear wheel area will not permit such towing. In this event, the car may be towed with the rear wheels off the ground

by placing the selector lever in the "N" (neutral) position and driving at speeds not to exceed 35 mph for distances up to 50 miles. When towing with the front wheels off the ground, the sling should be 4 feet wide so the straps contact the bumper at the jacking points. A 4x4 timber about 5 feet long is used between frame and sling so that the bumper is not damaged. (Fig. 0-14)

## ALL OTHERS

Except when the transmission, propeller shaft or rear axle has become damaged or when the transmission is low

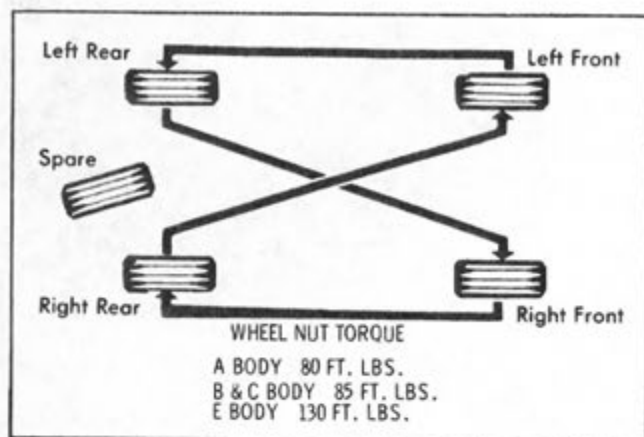


Fig. 0-13—Tire Rotation

## TIRE CHART

SERIES	TIRE SIZE	TIRE PRESSURE*		TIRE PRESSURE**	
		Front	Rear	Front	Rear
ALL A-BODY 350 Cu. In. Without Air Conditioning Except Station Wagon	F78 x 14	26	28	24	24
	***G78 x 14				
	***G70 x 14				
ALL A-BODY 350 Cu. In. With Air Conditioning Except Station Wagons ALL A-Body 455 cu. in. exc. W-30	G78 x 14	24	32	22	26
	***G70 x 14				
A-Body with W-30	G70 x 14				
Cutlass Station Wagon and Vista Cruiser	H78 x 14	24	32	22	26
Custom Cruiser	L78 x 15	24	32	22	28
**Delta, & Delta Royale	H78 x 15	24	28	24	24
Ninety Eight	J78 x 15	24	28	24	24
Toronado	J78 x 15	28	25	26	21

\*Standard inflation for all loads up to and including full load capacity and weight distribution.  
 \*\*Five passenger or less - 750 lbs. max.  
 \*\*\*Optional Tire.  
 \*\*\*\*Glove box door tire pressure decal may or may not agree with above chart. Cars manufactured with certain equipment that causes front axle weight to exceed 2640 lbs. should inflate front tires to 26 PSI.

on fluid, the car may be towed with the selector lever in the "N" (neutral) position at speeds up to 35 mph, for distances up to 50 miles. For longer distances, or if the transmission has become damaged or has lost fluid, it is recommended that the car be towed with the rear wheels off the ground or the propeller shaft disconnected at the differential and secured to the frame or exhaust pipe. If the car is towed with the rear wheels off the ground, the steering wheel should be centered and held in centered position with a steering clamp. The car should not be lifted more than six inches off the ground or towed at speeds

## TIRE CHART—EXPORT USE ONLY

SERIES	TIRE SIZE	TIRE* PRESSURE		TIRE** PRESSURE	
		Front	Rear	Front	Rear
F85 Series	8.25 x 14	26	28	24	24
Cutlass Station Wagon and Vista Cruiser	8.55 x 14	24	32	22	26
Custom Cruiser	9.15 x 15	24	32	22	28
Delta, Delta Royale and Ninety Eight	8.85 x 15	24	28	24	24
Toronado	8.85 x 15	28	25	26	21

## VEHICLE LOAD CAPACITY AND DISTRIBUTION

Model	Full Load Capacity Is:	
All Models - Except Station Wagons	1100 Lbs. Total	3 Passengers Front 3 Passengers Rear 200 Lbs. Luggage
	950 Lbs. Total	Bucket Seats 2 Passengers Front 3 Passengers Rear 200 Lbs. Luggage
Station Wagon 2 Seat	1200 Lbs. Total	3 Passengers Front 3 Passengers Rear 300 Lbs. Luggage
Station Wagon 3 Seat	1200 Lbs. Total	3 Passengers Front 3 Passengers Second Seat 2 Passengers Third Seat or 300 Lbs. Luggage

above 35 mph. When towing with the wheels off the ground, it is recommended that a 4" x 4" timber be located beneath the lower edges of the bumper to prevent damaging the bumper. When towing a Custom Cruiser from the rear, the 4" x 4" timber should be located just ahead of the rear spring shackle (Fig. 0-15).

## TOWING DATA (Without Ignition Key)

In the case of abandoned or illegally parked and locked vehicles, additional steps preparatory to towing may be necessary:

## Toronado

The car can be towed on the rear wheels at any time provided the parking brake is released and there is no damage to the rear wheels or rear suspension.

## All Other Series

If the front wheels are in the straight ahead position, the car may be lifted at the rear and towed in the conventional manner. A steering wheel clamp should always be used when towing on the front wheels.

If the front wheels are locked in other than the straight ahead position and towing on the front wheels would result

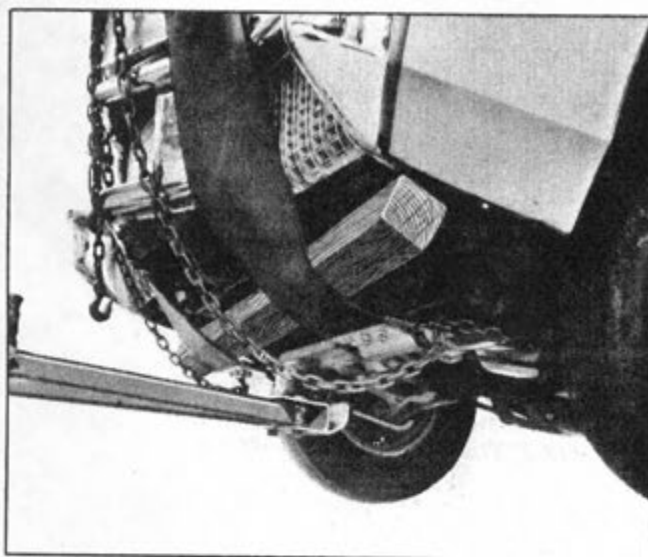


Fig. 0-14—Towing - Toronado

in the car tracking to the side of the wrecker, the rear wheels should be placed in a dolly and the car towed with the front end raised.

As an alternative, the car can be towed with the rear wheels on the ground by disconnecting the propeller shaft at the differential and wiring it to the frame. The parking brake must also be released.

### SERVICE BRAKES

The fluid level in the master cylinder located at the left rear side of the engine compartment should be checked at each engine oil interval. If necessary to add fluid, use Brake Fluid No. 5464831 or equivalent. On all standard and power brakes, the fluid level must be maintained at 1/4"

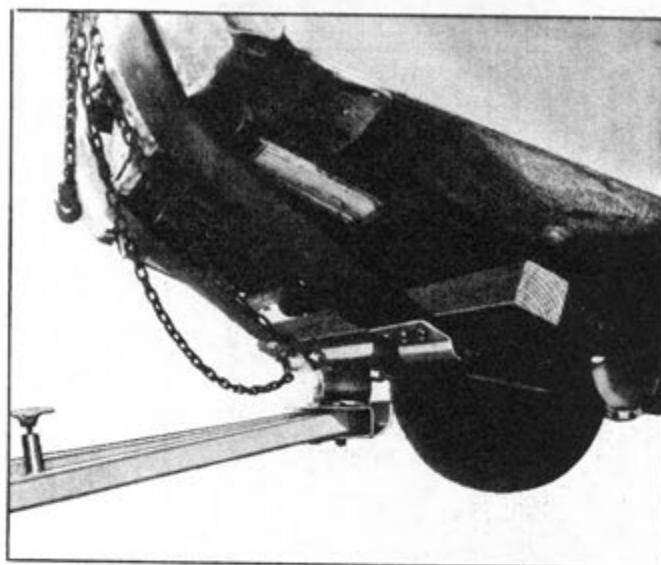


Fig. 0-15—Towing - Custom Cruiser

below the top of both sections of the reservoir, at the rear. Prevent entry of dirt into the master cylinder. See Periodic Maintenance Chart for checking brake warning light.

Brake linings should be inspected for wear. Drum brake linings every 12,000 miles, Disc brake linings at every tire rotation or at least every 12,000 miles.

### BATTERY

Check battery liquid level at each engine oil change interval or once a month whichever occurs first or more often, when refueling in hot weather, level should reach the bottom of the split ring in the vent well. DO NOT OVERFILL.

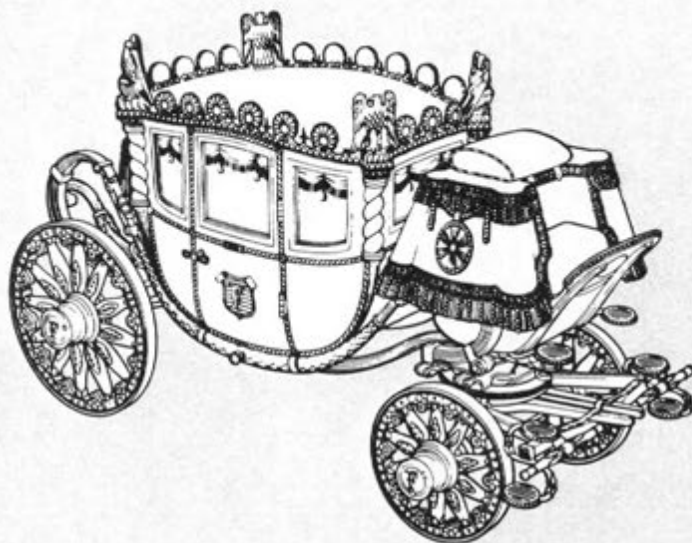
### FACTORY INSTALLED EQUIPMENT

The following list of factory installed units have been used in numerous sections of this Service Manual. This list does not cover all equipment but only the items which effect adjustments or service procedures covered in this manual.

CODE	DESCRIPTION	CODE	DESCRIPTION
A-33	Window, Power Tailgate	M-14	3 Speed Fully Synchronized H.D., Floor Shift
A-90	Electric Trunk Lid Latch	M-20	4 Speed Fully Synchronized, Wide Ratio, Floor Shift
A-U3	Electric Door Lock, All Doors	M-38	Turbo Hydra-Matic Transmission (350)
B-07	Police Apprehender - Highway Patrol	M-40	Turbo Hydra-Matic Transmission (400)
C-26	Power Tailgate	N-10	Dual Exhaust System
C-49	Electrical Rear Window Defogger	N-33	Tilt Steering Column
C-60	Air Conditioning	N-37	Tilt and Telescope Steering Wheel
C-61	Air Conditioning with Automatic Controls (Comfortron)	N-47	Power Steering - Variable Ratio
G-66	Superlift Rear Shock Absorbers	T-44	Hood Lock Interior - Operated
G-80	Locking Type (Anti-Spin) Differential	T-81	Headlamp "Off" Delay (Night-Watch)
J-50	Power Brakes	T-87	Cornering Lamp
JL2	Front Disc Brakes - Power (A Body)	U-21	Rally Pack
JL9	True-Track Braking (Toronado)	U-41	Low Fuel Indicator
J-55	Heavy Duty Brakes (Police Usage)	U-80	Rear Seat Speaker
K-30	Automatic Throttle Control (Cruise Control)	U-89	Trailer Hauling Wire Harness
L-32	350 Cu. In. 2 Bbl. (A Body)	UB-7	Safety Sentinel and Trip Odometer
L-34	350 Cu. In. V-8 4 Bbl. (A Body)	W-26	Front Compartment Console - Dual Gate Shifter
L-35	350 Cu. In. V-8 4 Bbl. (B Body)	W-30	Air Induction System 455 Cu. In.
	Mandatory for Calif.	W-37	Clutch Heavy Duty Two Plate
L-74	455 Cu. In. 4 Bbl. (B Body)	W-39	Hursh Shifter—3 Speed Floor Shift
L-75	455 Cu. In. 4 Bbl. (A Body)	Y-72	Heavy Duty Engine Cooling & Generator (61 AMP)
L-77	455 Cu. In. 4 Bbl. (A Body W-30)		

**1972**

*Fisher*



*Body*

**SERVICE  
MANUAL**



# SECTION 1

## GENERAL INFORMATION AND MAINTENANCE

### INDEX

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## MANUAL DESCRIPTION

### INTRODUCTION

This publication contains essential removal, installation, adjustment and maintenance procedures for servicing all 1972 Fisher Body Styles. This information is current as of time of publication approval.

### INDEX

The preceding page contains a "Table of Contents" which lists the section number and subject title of each main body area section. The first page in each main body area section has an index to the subjects included in that section. An alphabetic index covering entire manual is located in Section 17.

### PAGE AND FIGURE NUMBERS

All page numbers and figure numbers consist of two sets of digits separated by a dash. The digits preceding dash identify main body area section. Digits following dash represent consecutive page number or

figure number within the particular body area section.

### REFERENCE TABS

The first page of each section is marked with a ready-reference black tab corresponding with table of contents page.

### TEXT

Unless otherwise specified, each service procedure covers all body styles. Procedures covering specific styles are identified by style number, body series number, body type letter or similar designation. A description of these designations is covered in this section under "Model Identification".

### ILLUSTRATIONS

Where possible, illustrations are placed in close proximity to accompanying text and should be used as part of the text.

## MODEL IDENTIFICATION CHART

Division	Sales Name	Body Type	Series	Styles
Chevrolet	Chevelle Nomad	A	13200	36
	Chevelle "300" Deluxe	A	13400	36-37-46-69-80
	Chevelle Malibu	A	13600	36-37-39-46-67-69-80
	Concours Estate	A	13800	36-46
	Monte Carlo	A	13800	57
	Biscayne	B	15400	35-69
	Bel Air	B	15600	35-45-69
	Impala	B	16400	35-39-45-47-67-69
	Caprice	B	16600	35-39-45-47
	Camaro	F	12400	87
	Nova	X	11400	27-69
Pontiac	LeMans	A	23500	27-36-37-69
	LeMans Sport	A	23800	67
	LeMans Luxury	A	24400	37-39
	Grand Prix	A	27600	57
	Catalina	B	25200	35-39-45-57-67-69
	Brougham	B	25800	39-57-69
	Bonneville	B	26200	35-39-40-45-57-69
	Grand Ville	B	26800	47-49-67
	Firebird	F	22300	87
	Ventura II	X	21400	27-69
Oldsmobile	F-85	A	33200	69-87
	Cutlass	A	33600	36-69-77-87
	Cutlass Supreme	A	34200	39-57-67
	Vista-Cruiser	A	34800	56-66
	Delta 88	B	35400	39-57-69
	Delta Royale 88	B	36400	39-57-67-69
	Delta Cruiser 88	B	36800	35-45
	Ninety Eight	C	38400	37-39
	Ninety Eight Luxury	C	38600	37-39
	Toronado	E	39600	57
	Toronado Deluxe	E	39800	57

## MODEL IDENTIFICATION CHART (Cont'd.)

Division	Sales Name	Body Type	Series	Styles
Buick	Skylark	A	43300	27-37-69
	GS	A	43400	36-37-67 (36 Sport Wagon)
	Skylark Custom	A	44400	37-39-67-69
	Le Sabre	B	45200	39-57-69
	Le Sabre Custom	B	45400	39-57-67-69
	Estate Wagon	B	46000	35-45
	Centurion	B	46600	39-47-67
	Electra "225"	C	48200	37-39
	Electra "225" Custom	C	48400	37-39
	Riviera	E	49400	87
Cadillac	Fleetwood Brougham Sedan	C	68100	69
	Calais	C	68200	47-49
	DeVille	C	68300	47-49
	Fleetwood Seventy-Five	D	69700	23-33
	Eldorado	E	69300	47-67
GM of Canada Pontiac	Laurentian	B	75600	35-45-57-69
	Parisienne Brougham	B	76400	39-57-69

## MODEL IDENTIFICATION

### INTRODUCTION

Due to variety of body styles available, certain body styles have been grouped in this publication as an aid to identification. These group designations may be used individually or in various combinations. In addition to model identification chart, an explanation of principal categories follows:

1. Division - first digit and four zeros (ex. 10000 Chevrolet; 20000 Pontiac).
2. Division, Car Line and Style Group - first three digits and two zeros (ex. 25200 Catalina; 25800 Brougham).

### BODY SERIES NUMBER

The body series number may be used to indicate two possibilities:

### BODY STYLE IDENTIFICATION

The last two digits of the body series number indicate body style type as follows:

STYLE	DESCRIPTION
23	4-Door - Limousine with Auxiliary Seat
27	2-Door - Notch Back - Pillar Coupe
33	4-Door - Limousine with Auxiliary Seat and Center Partition Window
35	4-Door - Station Wagon - 2 Seat
36	4-Door - Station Wagon - 2 Seat - Dual Acting Tail Gate
37	2-Door - Notch Back - Hardtop Coupe
39	4-Door - Notch Back - Hardtop (4 Window) Sedan
45	4-Door - Station Wagon - 3 Seat
46	4-Door - Station Wagon - 3 Seat - Dual Acting Tail Gate
47	2-Door - Notch Back - Hardtop Coupe
49	4-Door - Notch Back - Hardtop (4 Window) Sedan
56	4-Door - Station Wagon - 2 Seat - Dual Acting Tail Gate
57	2-Door - Notch Back - Hardtop Coupe
66	4-Door - Station Wagon - 3 Seat - Dual Acting Tail Gate
67	2-Door - Convertible Coupe
69	4-Door - Notch Back - Pillar (4 Window) Sedan
77	2-Door - Plain Back Pillar Coupe
80	2-Door - Pick-Up Delivery
87	2-Door - Plain Back - Hardtop Coupe

## BODY STYLE NAME

Body style names are used for group classification as follows (style numbers suffix shown in brackets):

- Closed Style
  - Two-door coupe (27,77)
  - Four-door sedan (69)
  - Limousine (23,33)
- Hardtop
  - Sport coupe hardtop (37, 47, 57, 87)
  - Sedan hardtop (39, 49)
- Station Wagon
  - Station wagon two seat (35-36, less skylight; 56 with skylight)
  - Station wagon three seat (45-46 less skylight; 66 with skylight)
- Convertible Coupe (67)
- Sedan Delivery (80)

## BODY NUMBER PLATE

The body number plate identifies the model year, car division, series, style, body assembly plant, body number, trim combination, modular seat code, paint

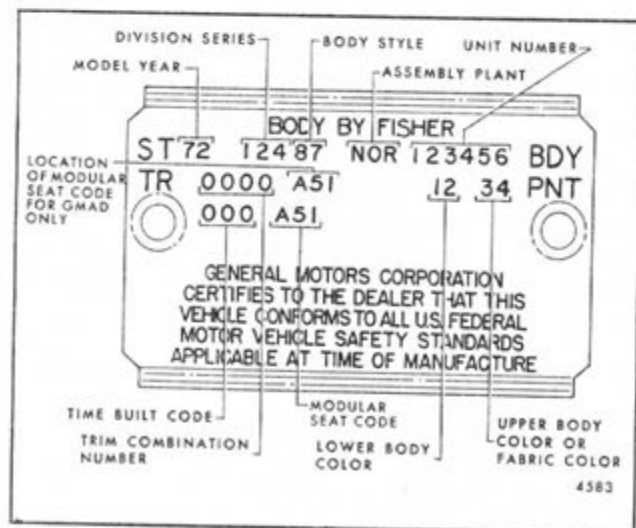


Fig. 1-1-Body Number Plate - U.S. Models

code and date build code (Figs. 1-1 and 1-2). On all "B", "C", "D" and "E" bodies, plate is located on right upper portion of horizontal surface of shroud. On all other bodies, plate is located on left upper portion of horizontal surface of shroud.

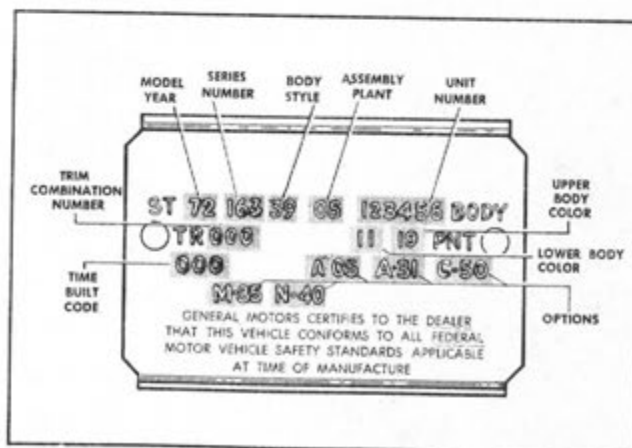


Fig. 1-2-Body Number Plate - Canadian Models



## VEHICLE IDENTIFICATION NUMBER

The Vehicle Identification Number (serial number) is located on left front horizontal surface of instru-

ment panel which is visible from outside the car.

## LOCK CYLINDER CODING

### FIVE BITTING LEVEL LOCK CYLINDER AND KEY

All models are equipped with new lock cylinders and keys. The keyway has been revised so that prior model keys will not enter current model lock cylinders.

Two non-interchangeable keys are used. One key, known as type "C" is identified by a square head, and the letter "C" stamped on the shank and is used in all ignition, front door and station wagon tail gate lock cylinders.

The second key, known as type "D" is identified by a round head, and the letter "D" stamped on the shank and is used in instrument panel compartment, console compartment, rear compartment and station

wagon rear floor compartment lock cylinders. Specific key identification is obtained from the four character key code stamped on the knock-out portion of the key head. On type "C" keys codes range from 00N0 to 99N9 and 00P0 to 99P9. On type "D" keys, codes range from 00S0 to 99S9 and 00U0 to 99U9. This number identifies the lock combination and is used when ordering or making new keys.

After code number has been recorded by owner, plugs should be knocked out of key head. From these numbers, lock combination can be determined by use of a code list (available to owners of key cutting equipment from equipment suppliers). If key code numbers are not available from records or from "knock-out" plug, lock combination (tumbler numbers and position arrangement) can be determined by laying key on diagram in Figure 1-3.

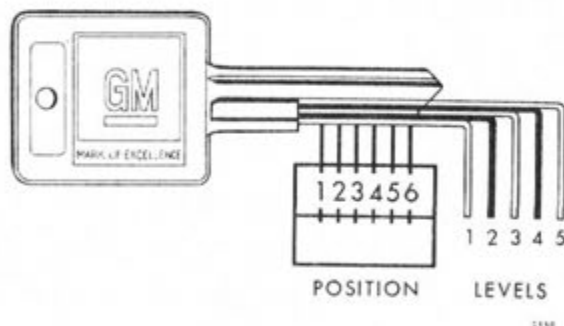


Fig. 1-3-Key Code Diagram