

## Exterior

BODY, Notchback Hardtop Coupe  
 BODY WITH POWER TOP, Convertible  
 BUMPERS, Special Rear\* . . . with cutouts for dual exhausts  
 EMBLEMS, Special Front-Fender\*  
 GRILLES, Twin Vertical-Bar  
 HOOD, Fully Insulated Dual-Latched  
 MIRROR, Oval Outside Rearview  
 MOLDINGS, Chrome Hood Center, Lower Body-Side, Fender, Wheel-Opening, and Windshield Moldings; and, on Coupe, Roof Drip and Rear-Window  
 WHEEL DISCS, Chrome\*  
 WINDSHIELD WIPERS, Recessed-Park  
 SIZE AND WEIGHT: Coupe Convertible  
 Overall length (in.) . . . . . 203.2 203.2  
 Overall width (in.) . . . . . 76.2 76.2  
 Loaded height (in.) . . . . . 52.8 52.8  
 Shipping weight (lb.) . . . . . 3617 3656  
 Curb weight (lb.) . . . . . 3721 3760

## Interior

ARMRESTS, Deluxe Front and Rear  
 ASHTRAYS, Rear-Armrest  
 FLOOR CARPETING, Nylon-Blend Loop-Pile . . . plus carpeted cowl and door lower panels  
 INSTRUMENT PANEL . . . with wood-grain-vinyl trim  
 INSTRUMENT-PANEL-CONTROL LIGHTING (Convertible)  
 LAMP, Dome (Coupe)  
 LAMPS, Instrument-Panel Courtesy and Map Lamps, and Rear-Armrest Courtesy (Convertible)  
 LAMP SWITCHES, Interior-  
 SEATS, Strato Bucket . . . bright moldings  
 SEAT CUSHIONS, Foam-Padded  
 STEERING WHEEL, Deluxe  
 UPHOLSTERY, All-Moroccan (Convertible)  
 UPHOLSTERY, All-Moroccan or Moroccan and Fame-Pattern Cloth . . . patterned-Moroccan headlining (Coupe)  
 VENTILATION, Flo-Thru Body  
 ROOM (Holiday Coupe): Front Rear  
 Headroom (in.) . . . . . 38.2 36.3  
 Legroom (in.) . . . . . 41.5 34.1  
 Hiproom (in.) . . . . . 59.7 58.5  
 Shoulderroom (in.) . . . . . 58.3 57.0  
 Kneeroom (in.) . . . . . 24.3  
 Trunk capacity (cu.ft.) . . . . . 17.0

## Power Train

AXLE, Olds-Built Hypoid Rear- . . . 2.56- (std.), 2.78-, 3.08-, or 3.23-to-1 ratio  
 DELCOTRON, 37-Ampere  
 DRIVE SHAFT, Precision-Balanced  
 ENGINE, 320-hp Rocket 455 V-8 H.C.\*  
 EXHAUST SYSTEM, Full Dual\* . . . includes straight-through mufflers, resonators, tailpipes

TRANSMISSION, Turbo Hydra-matic 400 (M40. Required transmission)

## ENGINE SPECIFICATIONS:

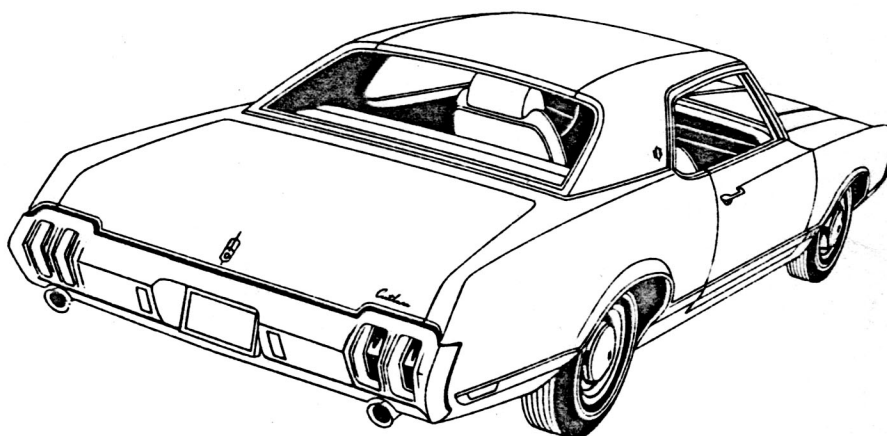
Horsepower at rpm . . . . . 320 to 4200  
 Torque at rpm (lb.-ft.) . . . . . 500 at 2400  
 Compression ratio (to 1) . . . . . 10.25  
 Carburetor barrels (no.) . . . . . 2  
 Fuel recommended . . . . . Premium

## Chassis

BRAKES, Self-Adjusting Duo-Servo Drum  
 FRAME, Torque-Beam  
 STEERING SYSTEM, Low-Friction . . . 40.0-foot turning diameter  
 SUSPENSION, Deep-Coil Pivot-Poise Front and Twin-Triangle Rear . . . front stabilizer bar, direct-acting shock absorbers.  
 TIRES, G78 x 14" Blackwall Fiberglass-Belted  
 CHASSIS DIMENSIONS:  
 Wheelbase (in.) . . . . . 112.0  
 Front tread (in.) . . . . . 59.0  
 Rear Tread (in.) . . . . . 59.0

## Available Sports-Car Equipment

BRAKES, Power with Front Disc (JL2)  
 CONSOLE, Sports (D55)



*Cutlass Supreme Holiday Coupe with SX Equipment*

CONSOLE WITH HURST DUAL-GATE SHIFTER (W26) . . . for automatic transmission  
 INSTRUMENTS, Rocket Rally Pac (U21)  
 MIRRORS, Sports-Styled Outside Rearview (D35)  
 STEERING WHEEL, Custom Sport (N34)  
 SUSPENSION, 4-4-2 Rally-Sports (FE2)  
 TIRES, G78 x 14" Dual-White-Stripe Fiberglass-Belted (P26)  
 TIRES, G70 x 14" Blackwall Wide-Oval Fiberglass-Belted (PK5) . . . with raised white letters  
 TIRES, G70 x 14" White-Stripe Wide-Oval Fiberglass-Belted (PX8)

\*Included in Y79 Package

# SX CONVERSION

## Cutlass Supreme Holiday Coupe and Convertible

(Available in Y79 Performance Package)

INTERMEDIATE MODELS	ENGINES	AUTOMATIC TRANSMISSIONS			FULLY SYNCHRONIZED MANUAL TRANSMISSIONS				
		TURBO HYDRA-MATIC 400 (M40)	TURBO HYDRA-MATIC 350 (M38)	4-SPEED FLOOR-SHIFT WIDE-RATIO (M20)	4-SPEED FLOOR-SHIFT CLOSE-RATIO (M21)	HEAVY-DUTY 3-SPEED FLOOR-SHIFT (M14)	3-SPEED COLUMN-SHIFT (STD. V-8)	3-SPEED COLUMN-SHIFT (STD. L-6)	
		Ratios: First... 2.48:1 Second... 1.48:1 Third... 1.00:1 Reverse... 2.08:1	Ratios: First... 2.52:1 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... 2.20:1 Second... 1.64:1 Third... 1.28:1 Fourth... 1.00:1 Reverse... 2.27:1	Ratios: First... 2.42:1 Second... 1.61:1 Third... 1.00:1 Reverse... 2.33:1	Ratios: First... 2.54:1 Second... 1.50:1 Third... 1.00:1 Reverse... 2.63:1	Ratios: First... 2.85:1 Second... 1.66:1 Third... 1.00:1 Reverse... 2.95:1	
AXLES FOR ABOVE TRANSMISSIONS*									
VISTA-CRUISER	365-HP ROCKET 455 V-8 H.C. (L31)	2.56:1 (Std.) 2.78:1 (G95) 3.08:1 (G90)a	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	
	310-HP ROCKET 350 V-8 H.C. (L74)	N.A.	2.78:1 (G95) 3.08:1 (Std.)a 3.23:1 (G91)b	N.A.	N.A.	N.A.	3.23:1 (Std.)	N.A.	
	250-HP ROCKET 350 V-8 REGULAR-FUEL (STD.)	N.A.	2.78:1 (Std.) 3.08:1 (G90)a 3.23:1 (G91)b	N.A.	N.A.	N.A.	3.23:1 (Std.)	N.A.	
4-4-2	370-HP FORCE-AIR ROCKET 455 V-8 H.C. (W30)	3.23:1 (G91)c 3.42:1 (Std.)d 3.91:1 (G88)d	N.A.	N.A.	3.42:1 (Std.)d 3.91:1 (G88)d	N.A.	N.A.	N.A.	
	365-HP 4-4-2 ROCKET 455 V-8 H.C. (STD.)	2.56:1 (G96) 2.78:1 (G95) 3.08:1 (G90)a 3.23:1 (Std.)bc 3.42:1 (G92)d	N.A.	N.A.	3.42:1 (Std.)d	3.08:1 (Std.) 3.23:1 (G91)	N.A.	N.A.	
CUTLASS SUPREME	320-HP ROCKET 455 V-8 H.C. (L33 or Y79)	2.56:1 (Std.) 2.78:1 (G95) 3.08:1 (G90)a 3.23:1 (G91)b	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	
	310-HP ROCKET 350 V-8 H.C. (STD.)	N.A.	2.56:1 (Std.) 2.78:1 (G95) 3.08:1 (G90)a 3.23:1 (G91)b 3.42:1 (G92)d 3.91:1 (G88)d	3.08:1 (Std.)e 3.23:1 (G91)e 3.42:1 (G92)e	3.42:1 (Std.)de 3.91:1 (G88)de	2.78:1 (G95)e 3.08:1 (Std.)e 3.23:1 (G91)e 3.42:1 (G92)e 3.91:1 (G88)e	2.78:1 (G95) 3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92) 3.91:1 (G88)	N.A.	
	250-HP ROCKET 350 V-8 REGULAR-FUEL (L65)	N.A.	2.56:1 (Std.) 2.78:1 (G95) 3.08:1 (G90)a 3.23:1 (G91)b 3.42:1 (G92)d 3.91:1 (G88)d	3.08:1 (Std.)e 3.23:1 (G91)e 3.42:1 (G92)e	3.42:1 (Std.)de 3.91:1 (G88)de	2.78:1 (G95)e 3.08:1 (Std.)e 3.23:1 (G91)e 3.42:1 (G92)e 3.91:1 (G88)e	2.78:1 (G95) 3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92) 3.91:1 (G88)	N.A.	
CUTLASS S	325-HP FORCE-AIR ROCKET 350 V-8 (W31)	N.A.	3.42:1 (G92)d 3.91:1 (Std.)d	3.42:1 (G92)d 3.91:1 (Std.)d	3.42:1 (G92)d 3.91:1 (Std.)d	3.42:1 (G92)d 3.91:1 (Std.)d	N.A.	N.A.	
	320-HP ROCKET 455 V-8 H.C. (L33)	2.56:1 (Std.) 2.78:1 (G95) 3.08:1 (G90)a 3.23:1 (G91)b	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	
	310-HP ROCKET 350 V-8 H.C. (L74)	N.A.	2.56:1 (G96) 2.78:1 (Std.) 3.08:1 (G90)a 3.23:1 (G91)b 3.42:1 (G92)d 3.91:1 (G88)d	3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92)d	3.42:1 (Std.)d 3.91:1 (G88)d	2.78:1 (G95) 3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92)d 3.91:1 (G88)d	2.78:1 (Std.) 3.08:1 (G95) 3.23:1 (G91) 3.42:1 (G92) 3.91:1 (G88)	N.A.	
	250-HP ROCKET 350 V-8 REGULAR-FUEL (STD.)	N.A.	2.56:1 (Std.) 2.78:1 (G95) 3.08:1 (G90)a 3.23:1 (G91)b 3.42:1 (G92)d 3.91:1 (G88)d	3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92)d	3.42:1 (Std.)d 3.91:1 (G88)d	2.78:1 (G95) 3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92)d 3.91:1 (G88)d	2.78:1 (G95) 3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92) 3.91:1 (G88)	N.A.	
	155-HP ACTION-LINE 6 REGULAR-FUEL (STD.)	N.A.	2.78:1 (Std.) 3.08:1 (G90)c 3.23:1 (G91)	N.A.	N.A.	N.A.	N.A.	N.A.	2.78:1 (Std.) 3.08:1 (G90)c 3.23:1 (G91)
CUTLASS	320-HP ROCKET 455 V-8 H.C. (L33)	2.56:1 (Std.) 2.78:1 (G95) 3.08:1 (G90)a 3.23:1 (G91)b	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	
	310-HP ROCKET 350 V-8 H.C. (L74)	N.A.	2.56:1 (G96) 2.78:1 (Std.) 3.08:1 (G90)a 3.23:1 (G91)b 3.42:1 (G92)df 3.91:1 (G88)df	N.A.	N.A.	N.A.	2.78:1 (G95) 3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92)df 3.91:1 (G88)df	N.A.	
	250-HP ROCKET 350 V-8 REGULAR-FUEL (STD.)	N.A.	2.56:1 (Std.) 2.78:1 (G95) 3.08:1 (G90)a 3.23:1 (G91)b 3.42:1 (G92)df 3.91:1 (G88)df	N.A.	N.A.	N.A.	2.78:1 (G95) 3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92)df 3.91:1 (G88)df	N.A.	
	155-HP ACTION-LINE 6 REGULAR-FUEL (STD.)	N.A.	2.78:1 (Std.) 3.08:1 (G90)c 3.23:1 (G91)	N.A.	N.A.	N.A.	N.A.	N.A.	2.78:1 (Std.) 3.08:1 (G90)c 3.23:1 (G91)
F-85	325-HP FORCE-AIR ROCKET 350 V-8 H.C. (W31)	N.A.	3.42:1 (G92)d 3.91:1 (Std.)d	3.42:1 (G92)d 3.91:1 (Std.)d	3.42:1 (G92)d 3.91:1 (Std.)d	3.42:1 (G92)d 3.91:1 (Std.)d	N.A.	N.A.	
	310-HP ROCKET 350 V-8 H.C. (L74)	N.A.	2.56:1 (G96) 2.78:1 (Std.) 3.08:1 (G90)a 3.23:1 (G91)b 3.42:1 (G92)d 3.91:1 (G88)d	3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92)d	3.42:1 (Std.)d 3.91:1 (G88)d	2.78:1 (G95) 3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92)d 3.91:1 (G88)d	2.78:1 (G95) 3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92) 3.91:1 (G88)	N.A.	
	250-HP ROCKET 350 V-8 REGULAR-FUEL (STD.)	N.A.	2.56:1 (Std.) 2.78:1 (G95) 3.08:1 (G90)a 3.23:1 (G91)b 3.42:1 (G92)d 3.91:1 (G88)d	3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92)d	3.42:1 (Std.)d 3.91:1 (G88)d	2.78:1 (G95) 3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92)d 3.91:1 (G88)d	2.78:1 (G95) 3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92) 3.91:1 (G88)	N.A.	
	155-HP ACTION-LINE 6 REGULAR-FUEL (STD.)	N.A.	2.78:1 (Std.) 3.08:1 (G90)c 3.23:1 (G91)	N.A.	N.A.	N.A.	N.A.	N.A.	2.78:1 (Std.) 3.08:1 (G90)c 3.23:1 (G91)

\*In addition to factory-installed axles with ratios listed below, dealer-installed axles with 4.29:1, 4.56:1, and 5.00:1 ratios are available for all V-8 power teams, except L33 with M40. In all models except Vista-Cruisers, these four ratios are not recommended for city or highway use.  
 a—For driver towing; Class 1. b—For trailer towing; Class 2. c—Standard with Air conditioner. G60 or Heavy-Duty Engine-Coupling equipment. G70. d—Extra-duty pinion and shaft with heavy-duty shafts and differential. G80. e—Anti-Spin differential. G88. f—Equipped with heavy-duty radiator. N.A. with G60 or Y70 Dual Exhaust System. N.A. equipped with 200-hp Rocket 350 V-8 H.C. Engine in Cutlass Supreme, Cutlass S, Cutlass and F-85 models. e—F-Coupe and Convertible only. f—11. Second only.