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The opening pages of

## **1964-1972 Oldsmobile Cutlass Restoration Guide**

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# RESTORATIONESSENTIALS

Factory-Correct Restoration Reference

## 1964-1972 Oldsmobile Cutlass Restoration Guide

Model Year 1964-1972

|               |                                               |
|---------------|-----------------------------------------------|
| Models        | F-85, Cutlass, Cutlass Supreme, Vista Cruiser |
| Platform      | GM A-body (115-in 1964-67; 112-in 1968-72)    |
| Engines       | 330 V8; 350 Rocket; 400/455 (performance)     |
| Transmissions | Jetaway; TH350/TH400; 3/4-speed manuals       |
| Notable       | Supreme from 1966; 1972 engine-code VIN       |

Every specification in this guide was checked against factory literature, marque references, period road tests, and documented survivor cars. Where sources disagree or the record is silent, this guide says so rather than guessing.

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## Chapter 1 - The Volume Oldsmobiles: Why the Non-442 Matters

The 442 gets the magazine covers, but the F-85, Cutlass, and Cutlass Supreme are the cars that made Oldsmobile's intermediate line work - and they're the cars most restorers actually find. Same A-body architecture, same build quality, engines from the honest 330 to the Rocket 350, and prices that run a fraction of 442 money. A 1965 Cutlass convertible with the 330 four-barrel guides around \$18,500 in #3 condition; the sport coupe around \$11,400 - real classic-car money for real classic cars, without the muscle-car premium.

This guide covers the 1964-1972 volume family: F-85, Cutlass, Cutlass Supreme, and Vista Cruiser. The 442 and Hurst/Olds appear as context - because every Cutlass gets compared to them, and because clone-detection is part of buying any Oldsmobile intermediate - but the restoration chapters are written for the cars without the numbers-matching premium: the drivers, the cruisers, the family convertibles that deserve the same care.

## Chapter 2 - What Makes 1964-1972 Different

- **Two A-body generations:** 1964-67 (115-inch wheelbase, the original intermediate) and 1968-72 (112-inch wheelbase, the Coke-bottle generation). Different bodies, different trim, shared philosophy.
- **The 442 is an option, not a model (1964-67):** the 4-4-2 package on F-85/Cutlass - which means clones are easy and paperwork is everything.
- **Cutlass Supreme from 1966:** the upscale trim that became its own series (42) - the luxury-performance position.
- **Oldsmobile-specific engines:** the 330, 350 Rocket, 400, and 455 are Olds designs - not Chevrolet engines with different valve covers. Parts and knowledge are marque-specific.
- **1968-72 VIN derivative on the block:** the last six of the VIN stamped on the driver's side below the head - the numbers-matching anchor.
- **1972 engine-code VIN:** the fifth character names the engine - the authentication shortcut for 1972 cars.

## Chapter 3 - Model Year Changes, 1964-1972

**1964:** F-85/Cutlass move to the intermediate A-body (115-inch wheelbase). The 330 V8 arrives. The 4-4-2 package debuts: four-speed, four-barrel, dual exhaust - on the 330. First-year details throughout.

**1965:** The 400-cubic-inch V8 for the 4-4-2 - and the 4-4-2 meaning shifts to 400/4-barrel/dual exhaust. The 330 continues in volume cars. A 1965 Cutlass convertible, documented, is one of the prettiest cars of the decade.

**1966:** Cutlass Supreme introduced as the top trim. Detail year otherwise; the 330 and the growing performance options carry over.

**1967:** Last of the first-generation A-body. Detail changes; the Supreme establishes itself.

**1968:** All-new Coke-bottle A-body (112-inch wheelbase). The Rocket 350 replaces the 330 in volume cars. The Hurst/Olds debuts - 515 built, 455-powered, the loophole supercar. Hidden wipers, new interiors.

**1969:** Detail year; the second Hurst/Olds (380 hp, white/gold, sub-14-second quarters). The 350 settles in as the volume V8.

**1970:** The 400-cube GM ban lifts - the 455 becomes available in the 4-4-2. Volume cars continue with the 350. Peak compression, peak performance.

**1971:** Compression drops across the line (GM's low-lead/unleaded preparation). Styling details turn over.

**1972:** Last of the generation. VIN now carries the engine code (fifth character). End of an era - the 1973 Colonnade cars are a different world.