

FREE SAMPLE

The opening pages of

1967 Oldsmobile Cutlass Restoration Guide

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so you can judge the depth before you spend a dollar.

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Factory-Correct Restoration Reference

1967 Oldsmobile Cutlass Restoration Guide

Model Years 1967

Model year	1967 — Supreme becomes a series; multi-carbs end
Wheelbase	115 in
Volume V8	330 cu in Jetfire Rocket (final year)
Performance	4-4-2 on Supreme only; W-30 350 hp; TH400 offered
Brakes	Front discs become optional
4-4-2 sales	24,828 (reported)

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

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What This Year Is — and What Changed

For 1967 the Supreme steps up from a single model to a full series, and the 4-4-2 moves in with it — the option is now a Cutlass Supreme exclusive. Federal and corporate winds are already shifting: the triple-carburetor engine is banned out of existence, but the W-30 grows up, an automatic worthy of it arrives, and front disc brakes reach the option list.

1967 change register

- Cutlass Supreme becomes a full series, six or V8.
- The 4-4-2 option is restricted to the Cutlass Supreme line.
- GM bans multiple carburetors on everything but the Corvette: the L69 is discontinued; the W-30 continues as a four-barrel package rated 350 hp.
- Turbo Hydra-Matic 400 becomes available in the 4-4-2 (the Jetaway leaves the performance option list).
- Front disc brakes become optional across the line.
- Turnpike Cruising package offered on the Supreme only.



Factory Specification — 1967

Item	Factory specification	Notes
Wheel base	115 in	Final year of the 115-in A-body
Volume V8	330 cu in Jetfire Rocket	Head-stamp prefix W; final year of the 330
4-4-2 engine	400 cu in V8	350 hp; W-30350 hp (4-bbl only)
4-4-2 automatic	Turbo Hydramatic 400 (optional)	New for 1967