

FREE SAMPLE

The opening pages of

1969 Oldsmobile Cutlass Restoration Guide

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Factory-Correct Restoration Reference

1969 Oldsmobile Cutlass Restoration Guide

Model Years 1969

Model year	1969 — column-lock debut; TH350 arrives
Wheelbase	112 in (2-dr) / 116 in (4-dr) / 121 in (Vista Cruiser)
Volume V8	350 cu in Rocket
Transmissions	TH350 joins; Jetaway retires
Performance	4-4-2 400 at 350 hp; W-30 360 hp; Hurst/Olds 380 hp

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

The 1969 Cutlass is the 1968 car with a facelift and two quiet landmarks: the three-speed Turbo Hydra-Matic 350 finally gives volume cars a modern automatic, and the ignition moves to a locking steering column a year before the law required it. It is also the last year of the 400 in the 4-4-2.



1969 change register

- Minor facelift: new split grille and vertical taillights.
- Turbo Hydra-Matic 350 added to the options, replacing the two-speed Jetaway automatic.
- Headrests become standard (federal mandate).
- Ignition switch moves from the dash to the steering column, which locks — fitted to all 1969 GM cars, a year ahead of the federal mandate. Column and switch parts are therefore 1969-specific in their details.
- 4-4-2's 400 rated 350 hp; the W-30 400 rated 360 hp. Hurst/Olds: 380 hp, Cameo White with Firemist Gold.



Factory Specification — 1969

Item	Factory specification	Notes
Wheel base	112 / 116 / 121 in	By body style
Volume V8	350 cu in Rocket	2-bl and 4-bl calibrations
4-4-2 engine	400 cu in V8	350 hp; W-30 360 hp; finally of the 400
Automatic (volume)	Turbo Hydramatic 350	Replaces the Jetaway
Ignition	Column-mounted, locking	New for 1969 across GM