



# Hurst/Olds Club of America

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### 1975 Hurst/Olds Spotter Tips

The Hurst/Olds is a limited production car built by Oldsmobile and Hurst Performance in 10 select years from 1968 to 1988. The 1975 Hurst/Olds is the 6<sup>th</sup> year for the H/O. There was a total production run of 2535 built. The Hurst/Olds was available as either a W25 with a 350 engine or a W30 with a 455 engine. There were 1342 W25's and 1193 W30's. The H/O's were also available in either white or black, both with gold striping. 1293 were white and 1242 were black. There are no numbers as to how many W25's were white or black and how many W30's were white or black. The cars could be ordered as a black car with white or black vinyl top or a white car with either a white or black vinyl top. The Hurst/Olds was selected as the car to introduce the public to the t-top, removable roof panels. This was the first GM production car to have these panels. This is also the first year to offer interior colors besides black or white. Oldsmobile offered an option of "Compaticolor", and these colors were available on the H/O with white interior. The information provided here is for the Cutlass bodied 455 cars with the 350 cars in parenthesis.

- Fisher Body tag is located under the hood and on the top of the cowl, on the passenger side. It will decode as follows:

ST 75	Year of car 1975
3	Oldsmobile Division, GMC
AJ57	Cutlass S body, 2-door hardtop coupe
LAN	Built in Lansing
-----	Fisher Body sequential #
TR110 (TR190)	White vinyl swivel seats (black)
11 – 11U PNT	Cameo white paint lower & upper body OR
19 – 19 PNT	Ebony black paint lower & upper body
<i>NOTE- the paint/interior combinations can be mixed as well as matched.</i>	
04B	Build date code-Example is April (04), 2nd week (B)
AN7	Swivel Bucket Seats
63X	Dark Saddle Floor console. Also available was 19X Black; 26X Dark Blue; 44X Med Green; 73X Dark Oxblood (red);



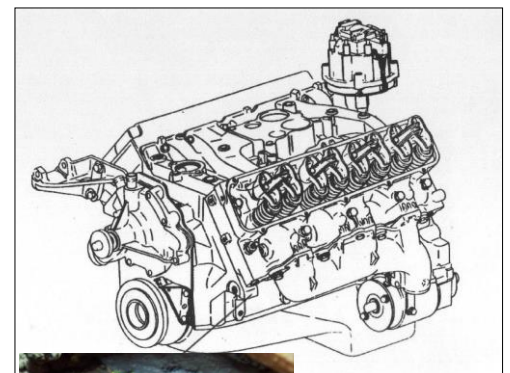
- The VIN is located on the dash and in front of the driver. It is viewed from outside, through the windshield. It will have the following: 3-Oldsmobile Division; J- Cutlass Supreme Body; 57 Hardtop Coupe; T 455 (W-30) or K 350, (W25); 5-Model year 1975; M- Lansing, Michigan assembly plant; ----- Six digit sequential number from Oldsmobile.



- The engines were a 455 engine with a casting # 396021FA, or a 350 with casting #3955582. Both were painted GM Corporate blue. Federal regulations required that all auto assembly plants stamp the VIN from the car onto the engine that is being installed at the assembly plant. On an Oldsmobile V8 engine the stamping location is as indicated in the diagram. The code will be as follows:

3	Indicates Oldsmobile Division
5	Model year 1975
M	Built in Lansing
-----	Last 6 numbers of the VIN

The stamping is on the small smooth pad on the block and is seen from the driver's side. It is below the cylinder head, behind the power steering pump and difficult to see.



- Cylinder heads were cast with a KA- on the 455 cars (#8 on the 350 cars). The casting letter is located on the front of left cylinder head and rear of right cylinder head.
- The intake manifold casting is 412753 (411990) and both are cast iron.
- Exhaust manifolds were LH -drivers side casting is X 412287 (411961) and RH- passenger side Z 402294 (398704) for dual exhaust. Special chrome tailpipe extensions were available as an option.
- The distributors used were HEI ignition stamped with 1112937 (1112936). Photo at center left is the HEI version.
- All the cars had a Rochester Quadrajet 4 barrel carburetor. They were stamped with 7045184 (7045183). The stamping is on the driver's side of the unit. Photo at center far right.
- The transmission used was a 400 (350) model. It has a tag located on the right side of the unit. The tag is coded as an OD (OW-Calf. Cars) for the 455 cars (LC on the 350 cars). Both had a 75 indicating the year on the tag. See photo immediate right. The tag also has the sequential number of the unit itself. On the left side of the transmission housing, the VIN is stamped into the case using the same information as the engine block.
- The interior of the Hurst/Olds was unique in 1975 in that for the first time colors other than black or white were available. The bucket seats were a swivel type with reversible cushions. The "Compaticolor" scheme was on the reversible cushions, dash, console, carpet, and seatbelts. A Hurst/Olds emblem was recessed into the rear quarter trim panel (photo far right, upper). A Hurst tachometer was available as an option on all H/O's and was mounted on the console in front of the Dual-Gate shifter.
- The 1975 H/O's all had 15" tires with gold rims
- The exterior of 1975 was a special design with t-tops. These unique panels were removable and provided the open air feel of a no-longer-available convertible. When they were out, they stored in their own case in the trunk (photo below center). The hood was the 442 hood with louvres and the gold stripes are decals and were quite "sedate" as compared to previous year H/O's. A single Hurst/Olds emblem was placed on the trunk lid and on each side of the quarter trim in the vinyl top. The hood ornament is spring-loaded with Oldsmobile script (photo BELOW AT far right).



**Note: The Hurst/Olds Club of America does not have a list of VIN's for this production year. Additional information can be obtained from Judy Badgley, Research Librarian at [djbadgley@gmail.com](mailto:djbadgley@gmail.com).**

**Sources: Cars & Parts Catalog of Oldsmobile 4-4-2, W-Machines and Hurst/Olds ID Numbers; Oldsmobile Numbers Swap Meet Guide by Dennis Mothershed; Allan Hulet, 1975 H/O Advisor; Dave Boynton; Tony Fabiano; Jon Greuter; Trevor Badgley; and the Hurst/Oldsmobile Club of America Research Library, [www.hurstolds.com](http://www.hurstolds.com)**



Hurst Performance did their portion of the 1975 conversion at the Hurst Performance Research building in Brighton, Michigan. The basic H/O's were still assembled at the Lansing Oldsmobile plant but then they were transferred via truck transport to Brighton for the Hurst transformation and t-top installation. The basic H/O was converted by installing the t-tops and the vinyl top and trim pieces; applying the unique gold stripes on the hood, sides and trunk lid; application of the Hurst/Olds emblem to the trunk and side panels; a hood ornament; and installed a Dual-Gate shifter in the original Oldsmobile console.