

1970 Olds Escape Machine power teams



Engines
Transmissions
Axle Ratios

Some want performance; others demand economy; some people like to shift for themselves. And with the 1970 lineup of Escape Machine Power Teams you can satisfy them all . . . more so than ever! This year there are 11 big Rocket V-8s (with horsepower ratings from 250 to 400) . . . a thrifty, lively Six . . . four silent, fully synchronized manual transmissions . . . and ultra-smooth Turbo Hydra-matic can be teamed with every engine!

What's more, there's a wide range of axle ratios for customized performance in city, suburban or superhighway driving.

Help your customer select the power team that's right for his way of driving. He'll enjoy his Escape Machine more . . . and like you more for it!

**For extrovert personalities . . .
W-Machine special performance equipment !**

New W-Machine performance packages . . . made to order for the driver who yearns to escape with extra-special performance! The 4-4-2 competition version (W-30) includes a special 455 CID V-8, Force-Air Induction, fiberglass hood with air scoops, heavy-duty floor-mounted Hurst Shifter, low-restriction dual exhausts and Anti-Spin rear axles to 5.00-to-1.

The W-31 package (available on Cutlass S and F-85) features a special Force-Air 350 CID V-8 and similar high-performance accessories . . . and can be ordered with combinations of Rally-Sports chassis equipment like that of the 4-4-2.

POWER TEAMS FULL-SIZE MODELS	ENGINES	AUTOMATIC TRANSMISSIONS		FULLY-SYNCHRONIZED MANUAL TRANSMISSION
		HEAVY-DUTY TURBO HYDRA-MATIC 400 (M41)	TURBO HYDRA-MATIC 400 (M40)*	3-SPEED COLUMN-SHIFT (STD.)**
		Ratios: First.....2.48:1 Second.....1.48:1 Third.....1.00:1 Reverse.....2.08:1	Ratios: First.....2.48:1 Second.....1.48:1 Third.....1.00:1 Reverse.....2.08:1	Ratios: First.....2.42:1 Second.....1.61:1 Third.....1.00:1 Reverse.....2.33:1
AXLES FOR ABOVE TRANSMISSIONS				
TORONADO	400-HP ROCKET 455 V-8 H.C. (W34)	N.A.	3.07:1 (Std.)	N.A.
	375-HP ROCKET 455 V-8 H.C. (STD.)	N.A.	3.07:1 (Std.)	N.A.
NINETY-EIGHT	365-HP ROCKET 455 V-8 H.C. (STD.)	N.A.	2.56:1 (Std.) 2.93:1 (G94) ^a	N.A.

DELTA 88 ROYALE AND DELTA 88 CUSTOM	390-HP ROCKET 455 V-8 H.C. (W33)	2.93:1 (Std.)	N.A.	N.A.
	365-HP ROCKET 455 V-8 H.C. (L31)	N.A.	2.56:1 (Std.) 2.93:1 (G94) ^a	N.A.
	310-HP ROCKET 455 V-8 REGULAR-FUEL (STD.)	N.A.	2.56:1 (Std.) 2.93:1 (G94) ^a	2.93:1 (Std.)
DELTA 88	390-HP ROCKET 455 V-8 H.C. (W33)	2.93:1 (Std.)	N.A.	N.A.
	365-HP ROCKET 455 V-8 H.C. (L31)	N.A.	2.56:1 (Std.) 2.93:1 (G94) ^a	N.A.
	310-HP ROCKET 455 V-8 REGULAR-FUEL (L30)	N.A.	2.56:1 (Std.) 2.93:1 (G94) ^a	2.93:1 (Std.)
	250-HP ROCKET 350 V-8 REGULAR-FUEL (STD.)	N.A.	2.78:1 (Std.) 3.23:1 (G91) ^a	3.23:1 (Std.)

*—Standard in Toronado and Ninety-Eight. **—Standard in 88 models. ^a—For performance or trailer towing.

**POWER
TEAMS**
INTERMEDIATE
MODELS

ENGINES

AUTOMATIC TRANSMISSIONS

FULLY SYNCHRONIZED MANUAL TRANSMISSIONS

**TURBO
HYDRA-MATIC
400
(M40)**

Ratios:
First.....2.48:1
Second.....1.48:1
Third.....1.00:1
Reverse.....2.08:1

**TURBO
HYDRA-MATIC
350
(M38)**

Ratios:
First.....2.52:1
Second.....1.52:1
Third.....1.00:1
Reverse.....1.93:1

**4-SPEED
FLOOR-SHIFT
WIDE-RATIO
(M20)**

Ratios:
First.....2.52:1
Second.....1.88:1
Third.....1.46:1
Fourth.....1.00:1
Reverse.....2.60:1

**4-SPEED
FLOOR-SHIFT
CLOSE-RATIO
(M21)**

Ratios:
First.....2.20:1
Second.....1.64:1
Third.....1.28:1
Fourth.....1.00:1
Reverse.....2.27:1

**HEAVY-DUTY
3-SPEED
FLOOR-SHIFT
(M14)****

Ratios:
First.....2.42:1
Second.....1.61:1
Third.....1.00:1
Reverse.....2.33:1

**3-SPEED
COLUMN-
SHIFT
(STD.)**

Ratios:
First.....2.54:1
Second.....1.50:1
Third.....1.00:1
Reverse.....2.63:1

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.

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.)

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.)

**POWER
TEAMS**
INTERMEDIATE
MODELS

ENGINES

AUTOMATIC TRANSMISSIONS

**TURBO
HYDRA-MATIC
400
(M40)**

Ratios:
First....2.48:1
Second..1.48:1
Third...1.00:1

Reverse..2.08:1

**TURBO
HYDRA-MATIC
350
(M38)**

Ratios:
First....2.52:1
Second..1.52:1
Third...1.00:1

Reverse..1.93:1

**4-SPEED
FLOOR-SHIFT
WIDE-RATIO
(M20)**

Ratios:
First....2.52:1
Second..1.88:1
Third...1.46:1
Fourth...1.00:1
Reverse..2.60:1

FULLY SYNCHRONIZED MANUAL TRANSMISSIONS

**4-SPEED
FLOOR-SHIFT
CLOSE-RATIO
(M21)**

Ratios:
First....2.20:1
Second..1.64:1
Third...1.28:1
Fourth...1.00:1
Reverse..2.27:1

**HEAVY-DUTY
3-SPEED
FLOOR-SHIFT
(M14)**

Ratios:
First....2.42:1
Second..1.61:1
Third...1.00:1
Reverse..2.33:1

**3-SPEED
COLUMN-
SHIFT
(STD. V-8)**

Ratios:
First....2.54:1
Second..1.50:1
Third...1.00:1

Reverse..2.63:1

**3-SPEED
COLUMN-
SHIFT
(STD. L-6)**

Ratios:
First....2.85:1
Second..1.68:1
Third...1.00:1

Reverse..2.95:1

AXLES FOR ABOVE TRANSMISSIONS*

CUTLASS S

**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.

**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 (G95)
3.08:1 (Std.)
3.23:1 (G91)
3.42:1 (G92)d
3.91:1 (G88)d

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) ^d 3.91:1 (G88) ^d	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.	2.78:1 (Std.) 3.08:1 (G90) ^c 3.23:1 (G91)
CUTLASS SEDANS AND WAGONS	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) ^{de} 3.91:1 (G88) ^{de}	N.A.	N.A.	N.A.	2.78:1 (G95) 3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92) ^{de} 3.91:1 (G88) ^{de}	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) ^{de} 3.91:1 (G88) ^{de}	N.A.	N.A.	N.A.	2.78:1 (G95) 3.08:1 (Std.) 3.23:1 (G91) 3.42:1 (G92) ^{de} 3.91:1 (G88) ^{de}	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.	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 4.33:1, 4.66:1, and 5.00:1 ratios are available for all V-8 power teams (except L33 with M40). These high ratios are not recommended for city or highway use.

^a—For trailer towing (Class 1). ^b—For trailer towing (Class 2). ^c—Standard with Air Conditioner (C60) or Heavy-Duty Engine-Cooling Equipment (Y72). ^d—Extra-cost performance axle with heavy-duty shafts and differential gears, and Anti-Spin differential (G80); furnished with heavy-duty radiator; N.A. with C60 or Y72. ^e—For Sedans only.

POWER TEAMS

INTERMEDIATE MODELS

ENGINES

AUTOMATIC TRANSMISSION

TURBO HYDRA-MATIC 350 (M38)

Ratios:
First..... 2.52:1
Second..... 1.52:1
Third..... 1.00:1
Reverse..... 1.93:1

4-SPEED FLOOR-SHIFT WIDE-RATIO (M20)

Ratios:
First..... 2.52:1
Second..... 1.88:1
Third..... 1.46:1
Fourth..... 1.00:1
Reverse..... 2.60:1

FULLY SYNCHRONIZED MANUAL TRANSMISSIONS

4-SPEED FLOOR-SHIFT CLOSE-RATIO (M21)

Ratios:
First..... 2.20:1
Second..... 1.64:1
Third..... 1.28:1
Fourth..... 1.00:1
Reverse..... 2.27:1

HEAVY-DUTY 3-SPEED FLOOR-SHIFT (M14)

Ratios:
First..... 2.42:1
Second..... 1.61:1
Third..... 1.00:1
Reverse..... 2.33:1

3-SPEED COLUMN-SHIFT (STD. V-8)

Ratios:
First..... 2.54:1
Second..... 1.50:1
Third..... 1.00:1
Reverse..... 2.63:1

3-SPEED COLUMN-SHIFT (STD. L-6)

Ratios:
First..... 2.85:1
Second..... 1.68:1
Third..... 1.00:1
Reverse..... 2.95:1

AXLES FOR ABOVE TRANSMISSIONS*

F-85

325-HP
FORCE-AIR
ROCKET 350 V-8 H.C.
(W31)

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)

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)d
3.91:1 (G88)d

N.A.

250-HP
ROCKET 350 V-8
REGULAR-FUEL
(STD.)

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)d
3.91:1 (G88)d

N.A.

155-HP
ACTION-LINE 6
REGULAR-FUEL(STD.)

2.78:1 (Std.)
3.08:1 (G90)c
3.23:1 (G91)

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 4.33:1, 4.66:1, and 5.00:1 ratios are available for all V-8 power teams. These high ratios are not recommended for city or highway use.

a—For trailer towing (Class 1). b—For trailer towing (Class 2). c—Standard with Air Conditioner (C60) or Heavy-Duty Engine-Cooling Equipment (Y72). d—Extra-cost performance axle with heavy-duty shafts and differential gears, and Anti-Spin differential (G80); furnished with heavy-duty radiator; N.A. with C60 or Y72.

1970 Oldsmobile Engine Specifications

ENGINES	400-HP Rocket 455 V-8 H.C.	390-HP Rocket 455 V-8 H.C.	375-HP Rocket 455 V-8 H.C.	370-HP Force-Air Rocket 455 V-8 H.C.	365-HP 4-4-2 Rocket 455 V-8 H.C.	365-HP Rocket 455 V-8 H.C.	320-HP Rocket 455 V-8 H.C.	310-HP Rocket 455 V-8 (Reg. Fuel)	325-HP Force-Air Rocket 350 V-8 H.C.	310-HP Rocket 350 V-8 H.C.	250-HP Rocket 350 V-8 (Reg. Fuel)	155-HP Action- Line 6 (Reg. Fuel)		
Max. horsepower at rpm	400 at 4800	390 at 5000	375 at 4600	370 at 5200	365 at 5000	365 at 4600	320 at 4200	310 at 4200	325 at 5400	310 at 4800	250 at 4400	155 at 4200		
Max. torque at rpm (lb.-ft.)	500 at 3200	500 at 3200	510 at 3000	500 at 3600	500 at 3200	510 at 3000	500 at 2400	490 at 2400	360 at 3600	390 at 3200	355 at 2600	240 at 2000		
Displacement (cu. in.)	455								350			250		
Bore and stroke (in.)	4.125 x 4.250								4.057 x 3.385			3.875 x 3.530		
Compression ratio	10.25-to-1			10.50-to-1			10.25-to-1		9.00-to-1	10.50-to-1	10.25-to-1	9.00-to-1	8.50-to-1	
Carburetor barrels (no.)	4						2		4		2		1	
Exhaust system (type)	Dual Outlets	Dual	Single	Dual			Single**	Dual	Single	Dual	Single***		Single	
Fuel recommended (type)	Premium								Regular	Premium			Regular	Regular
Fuel-tank capacity (gal.)	24.0	25.0	24.0	20.0			25.0 (23.0 Wagon)	20.0 (23.0 Wagon)	25.0	20.0 (23.0 Wagon, 25.0 Delta 88)			20.0 (23.0 Wagon)	
Crankcase oil capacity (qt.)	5*	4*	5*				4*		4*			4*		
Cooling system capacity (qt.)	18.0	17.5	18.0				17.5		15.2			12.2		

AVAILABILITY

Toronado	W34	—	Std.	—	—	—	—	—	—	—	—	—	
Ninety-Eight	—	—	—	—	—	Std.	—	—	—	—	—	—	
Delta 88 Royale	—	W33	—	—	—	L31	—	Std.	—	—	—	—	
Delta 88 Custom	—	W33	—	—	—	L31	—	Std.	—	—	—	—	
Delta 88	—	W33	—	—	—	L31	—	L30	—	—	Std.	—	
Vista-Cruiser	—	—	—	—	—	L31	—	—	—	L74	Std.	—	
4-4-2	—	—	—	W30	Std.	—	—	—	—	—	—	—	
Cutlass Supreme	—	—	—	—	—	—	L33 or Y79		—	—	Std.	L65	—
Cutlass S	—	—	—	—	—	—	L33		—	W31	L74	Std. V-8	Std. L-6
Cutlass Sedans and Wagons	—	—	—	—	—	—	L33		—	—	L74	Std. V-8	Std. L-6
F-85	—	—	—	—	—	—	—		—	W31	L74	Std. V-8	Std. L-6

*—1 qt. more with filter. **—Dual in Vista-Cruiser. ***—Dual with 4-barrel carburetor and 3.42:1 or 3.91:1 ratio rear axle.

**1970 Oldsmobile
Escape from the ordinary!**

Oldsmobile reserves the right to make changes at any time, without notice, in colors, materials, trim, equipment, specifications and models, and also to discontinue models.



MARK OF EXCELLENCE