

---

*HURST/OLDS*  
15th Anniversary



## The Hurst/Olds Gallery



**1968** Quantity produced: 515. The only GM intermediate available with a 455-cid engine.



**1969** Quantity produced: 906. Still the only GM intermediate with a 455-cid engine.



**1972** Quantity produced: 629. Indianapolis "500" pace car. Hardtop and convertible available for Indy "500" activities.



**1973** Quantity produced: 1097. Available in both black/gold and white/gold paint schemes.



**1974** Quantity produced: 1900. Indianapolis "500" pace car. Delta 88 convertibles also built for Festival "500" parade.



**1975** Quantity produced: 2535. Available in both black and white color schemes. First year for Hurst/Hatch roof panel kit.



**1979** Quantity produced: 2499. Available in both black and white paint schemes. Featured 350-cid Olds V-8 engines.



**1983** Features 5 liter Olds V-8 with 4-speed overdrive automatic transmission. Available only in black with silver and red accent.

**Introduction & Special Features**  
**Lightning Rods Shifter Operation**  
**Specifications & Special Instructions**

## Introduction

*On behalf of Oldsmobile Division, General Motors Corporation, and Hurst Performance Inc., congratulations on your purchase of your 1983 15th Anniversary Hurst/Olds.*

The 1983 edition Hurst/Olds is the eighth model in a series that started in 1968. Each and every Hurst/Olds edition has continued the original theme of performance, styling, and exclusivity that has made these vehicles true collector models. The 1983 Hurst/Olds includes a combination of performance components that provide a level of driver response that is certainly in keeping with today's performance automobiles. We are pleased to offer this unique vehicle to *you*, the performance enthusiast, and wish you our best regards in the ownership of your 1983 Hurst/Olds.

# HURST/OLDS

## 15th Anniversary



### HIGH OUTPUT POWERTRAIN:

Available only in the Hurst/Olds is the 5 liter V-8 engine (produced by Oldsmobile Division) that incorporates a performance calibration in ignition, carburetion and valvetrain. A free-flow, low restriction exhaust system enables this high output V-8 to perform and still meet required emission standards. A 4-speed overdrive automatic transmission provides optimum gear ratios that span both acceleration and highway requirements. A performance axle ratio of 3.73:1 is included with a limited slip differential optional.



### SPECIAL HANDLING PACKAGE:

With today's emphasis on riding and handling performance, the Hurst/Olds suspension has been tuned to provide a high level of driver response and feedback as well as higher cornering force potential. Included are higher rate front and rear coil springs, firm calibration shock absorbers, harder durometer suspension bushings, and large diameter anti-sway bars. Also included, a quick ratio steering box, chrome-plated 15 x 7 Super Stock wheels and Goodyear Eagle GT radial tires (RWL-P215/65Rx15).



### LIGHTNING RODS AUTOMATIC SHIFTER:

The Hurst/Olds tradition has been centered around a Hurst floor-mounted transmission control. For 1983 the newest Hurst shifter, Lightning Rods, a multiple stick automatic shifter is provided for the ultimate driver control of the 4-speed overdrive transmission. These new Lightning Rods shifters provide one stick/one gear control over the forward gears, enabling upshift/downshift precision found heretofore only in real racing vehicles.



### AERODYNAMIC STYLING:

The Hurst/Olds styling incorporates components that are in tune with today's emphasis on low drag aerodynamics. A front air dam blends the front body fenders into the bumper system providing a smooth transition of air flow into the already aerodynamic frontal area of the Cutlass body and a rear decklid wing reduces aerodynamic drag as the air completes its flow over the body. Also included are special grills, light bezels, and commemorative 15th Anniversary hood marquee.

**Introduction & Special Features**  
**Lightning Rods Shifter Operation**  
**Specifications & Special Instructions**

# Hurst Lightning Rods Automatic Shifter

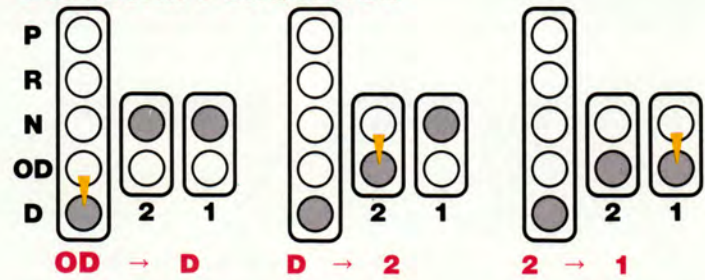
The Hurst Lightning Rods shifter is a revolutionary approach to transmission controls. The multiple stick format provides precise gear change accuracy for both upshift and downshift driver control. The important feature of Lightning Rods, however, is that the main control stick provides a simple, easy to operate shift pattern for the normal driving modes.

The gear positions, Park, Reverse, Neutral, Overdrive, and Drive, are engaged by moving the main stick selector in a pattern that duplicates the original equipment sequence.

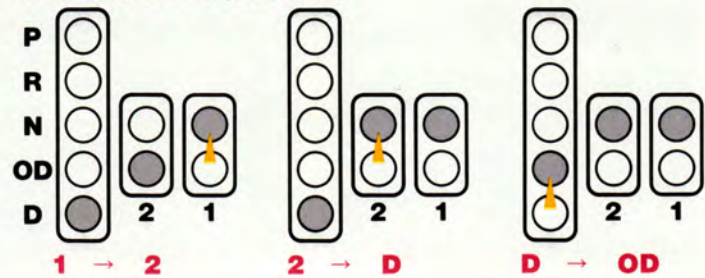
Manual control of the Second and First gear positions is provided by a progressive sequence of selecting the Second gear and First gear selectors in series.

Upshift and downshift control is facilitated by merely depressing the stick pushbutton and moving the selector to the desired gear position. When left in Overdrive or Drive, the transmission will automatically select the proper gear as in any automatic transmission program.

## DOWNSHIFT SEQUENCE



## UPSHIFT SEQUENCE



## Lightning Rods stick positions—

NEUTRAL

OVERDRIVE

DRIVE

SECOND

FIRST



Manually selected gear changes must be done in numerical sequence, i.e. — Overdrive, Drive, Second, First (Downshift) or First, Second, Drive, Overdrive (Upshift)

Thumb pushbutton must be depressed for gear changes. Park, Reverse, Neutral, Overdrive and Drive are available by operating the left control as in normal automatic floorshift operation.



# 1983 Hurst/Olds Specifications:

## ENGINE

Type	V-8, iron block and heads, aluminum intake manifold
Bore x stroke	3.80 x 3.385
Displacement	.307 cu. in., 5 liters
Compression ratio	.8.0:1
Carburetion	1 x 4 Rochester 4MV Quadrajet
Emission controls	monolithic bed catalytic converter, feedback fuel-air-ratio control, EGR, auxiliary air pump
Valvetrain	pushrods, overhead valves, hydraulic lifters
Power (SAE net)	180 bhp @ 4000 rpm
Torque (SAE net)	245 lbs-ft @ 3200 rpm
Exhaust system	low restriction dual outlet, mufflers
Fuel requirement	Unleaded

## DRIVETRAIN

Transmission	4-spd. automatic THM-200-4R with lockup torque converter, 2400 rpm stall speed
Final drive ratio	3.73:1 (limited slip optional)
Transmission gear ratios	I 2.74 II 1.57 III 1.00 IV .67
WOT upshift	1-2: 5200 rpm, 2-3:4900 rpm, 3-4:4400 rpm

## SUSPENSION

Front	independent, unequal length control arms, coil springs, anti-sway bar (1.25 in. diameter)
Rear	rigid axle, 4 trailing links, coil springs, anti-sway bar (.875 in. diameter)

## STEERING

Type	recirculating ball, power assisted
Ratio	12.70:1
Turns lock-to-lock	2.5

## BRAKES

Front	10.5 x 1.0 in. vented disc
Rear	9.5 x 2.0 in. cast iron drums

## WHEELS AND TIRES

Wheel size	7.0 x 15 in. chrome plated, Super Stock
Tire make and size	Goodyear Eagle GT Steel Belted Radial, P215/65R 15 RWL

## DIMENSIONS AND CAPACITIES

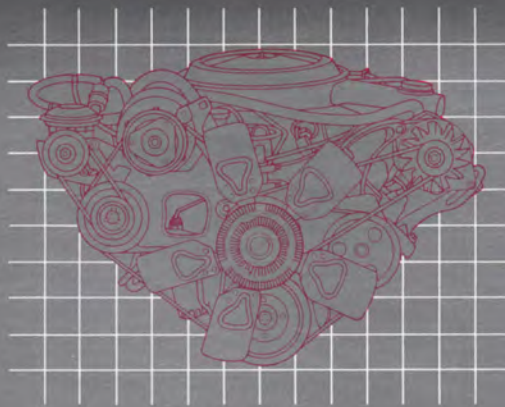
Wheelbase	108.1 in.
Length	200.0 in.
Width	71.6 in.
Curb weight	3535 lbs.
Weight distribution F/R	.58.9%/41.1%
Fuel tank capacities	18.1 U.S. gallons

## CHASSIS/BODY

Type	full length frame with rubber isolated body
Body material	welded steel stampings

## INTERIOR

Front seats	reclining bucket, cloth or vinyl upholstery
Gauges	.85 mph (140 kph) speedometer, with trip odometer, tachometer, oil pressure, fuel level, water temperature, voltage.



The 1983 Hurst/Olds features a GM 5.0 liter V-8 engine produced by Oldsmobile Division. This high output engine has been carefully tuned to provide the optimum performance available in conjunction with the vehicle's special transmission and axle ratio. The engine features a low restriction exhaust system, improved cam shaft timing and valve train components, specific calibration in carburetion and ignition timing controlled by the GM computer control command system. A chrome trimmed dual inlet air cleaner assembly is also incorporated to enhance this engine's high rev characteristics.

### SPECIAL INSTRUCTIONS FOR OPERATION AND MAINTENANCE OF SUPERLIFT SHOCK ABSORBERS INCLUDED WITH LIMITED SLIP DIFFERENTIAL OPTION:

The superlift air-adjustable shock absorbers let you level the car under various loads. Add air to the rear shock absorbers as needed, through the air valve located behind the fuel filler access door. Maintain a minimum pressure of 70 to 105 kPa (10 to 15 psi) at all times.

After the car is loaded, pressure may be increased until the rear of the car returns to the normal designed riding height, but do not exceed 620 kPa (90 psi).

**NOTICE:** Do not use superlifts to raise the rear of the car above the normal designed riding height. If superlifts are used in this way for long driving periods, severe damage may result to the superlifts or the car mounting brackets.

**CAUTION:** To help avoid personal injury due to sway caused by such things as crosswinds, big trucks passing or road roughness, keep superlifts at a minimum pressure of 70 to 105 kPa (10 to 15 psi) when installing, adjusting or towing with a weight-distributing hitch.

