

# 1966 OLDSMOBILE Trailerling Guide



LOOK TO OLDS  
FOR THE NEW!



***Now More Than Ever,  
There's An Olds Just  
Right For You!***

From the elegant Ninety-Eight to the F-85 with its combination of action and savings, Oldsmobile now more than ever offers a complete lineup of cars for trailer enthusiasts. Oldsmobile's superiority is reflected in:

- **Reserve Power**  
Extra torque at low speeds for tough towing
- **Extra Performance**  
Axle ratios for unusual loads or mountain driving
- **Steady Ride**  
Large wheelbase and stabilized suspension

- **Durability**  
Strength in every part and component
- **Dependability**  
Better starting and going for trailer towing
- **Oldsmobile Quality**  
Fine design, materials, manufacture

When these built-in qualities of Oldsmobile are combined with the special equipment available, it is easy to see why Oldsmobile is out front in '66 as a trailer towing vehicle.



## **HITCH UP AND GO . . . WITH AN OLDS OUT FRONT!**

This year, Olds has *more* of what it takes to handle your kind of trailer:

*More get-up-and-tow* with 9 Rocket Action V-8s (up to 375 horsepower) and a thrifty new high-performance Action-Line 6! . . .

*More responsive transmissions*, including ultra-smooth Turbo Hydra-Matic, Jetaway, and sporty 3- and 4-speed fully synchronized manual transmissions! . . .

*More built-in trailer-pulling features* at no extra cost!

Whatever your trailer, wherever you tow . . . you've got *more* going for you with an Olds out front!

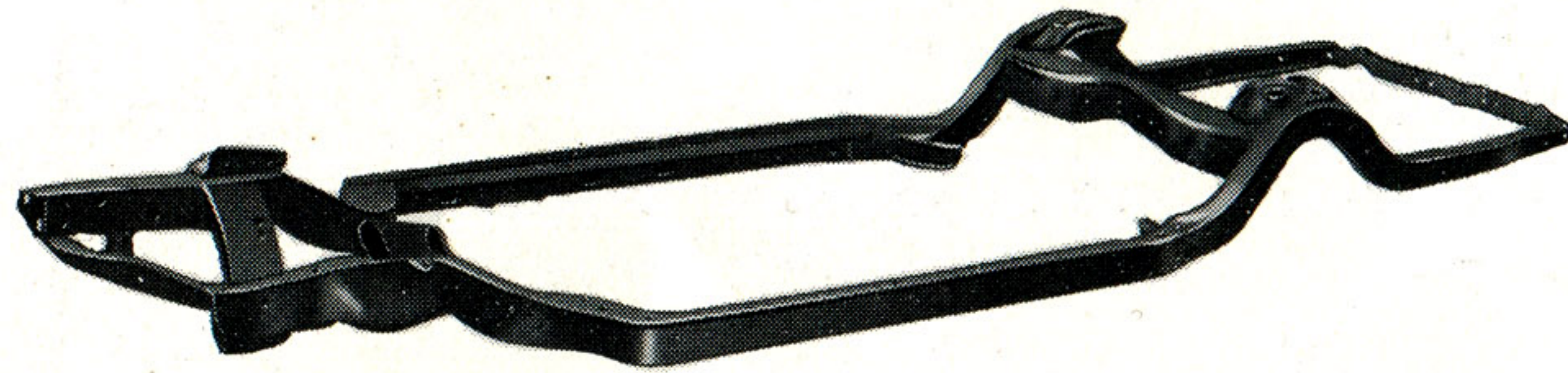


# OLDSMOBILE FOR '66

Oldsmobile offers as *standard equipment* engineering features that make trailer towing smoother, easier and more economical.

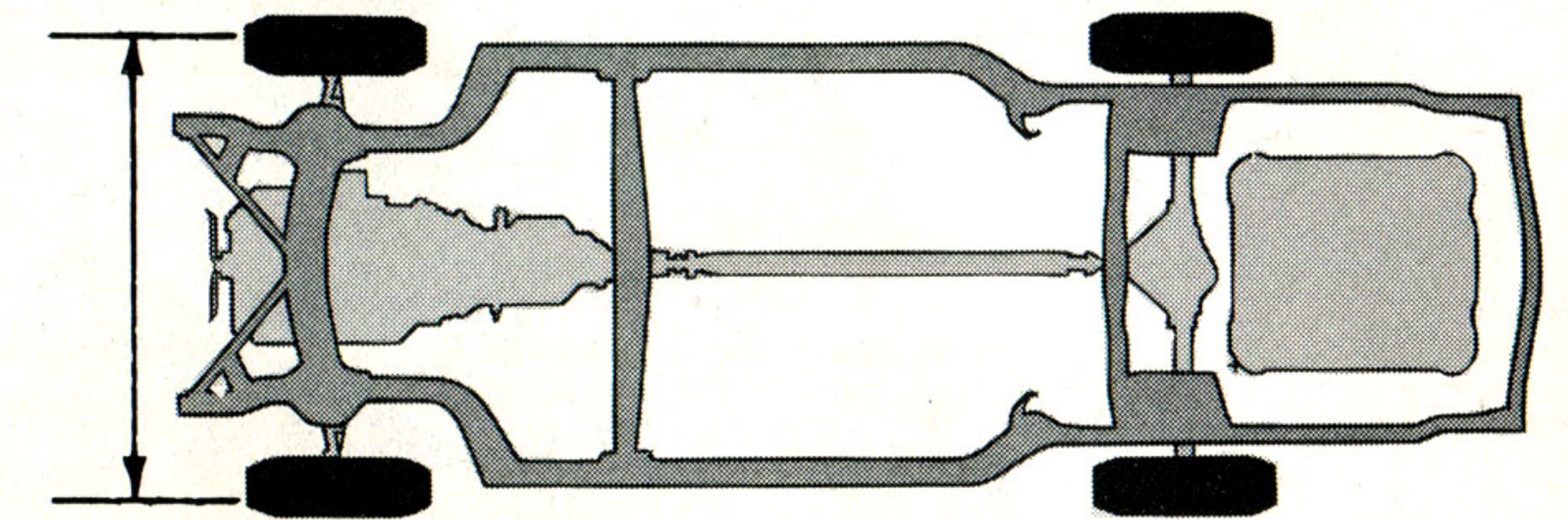
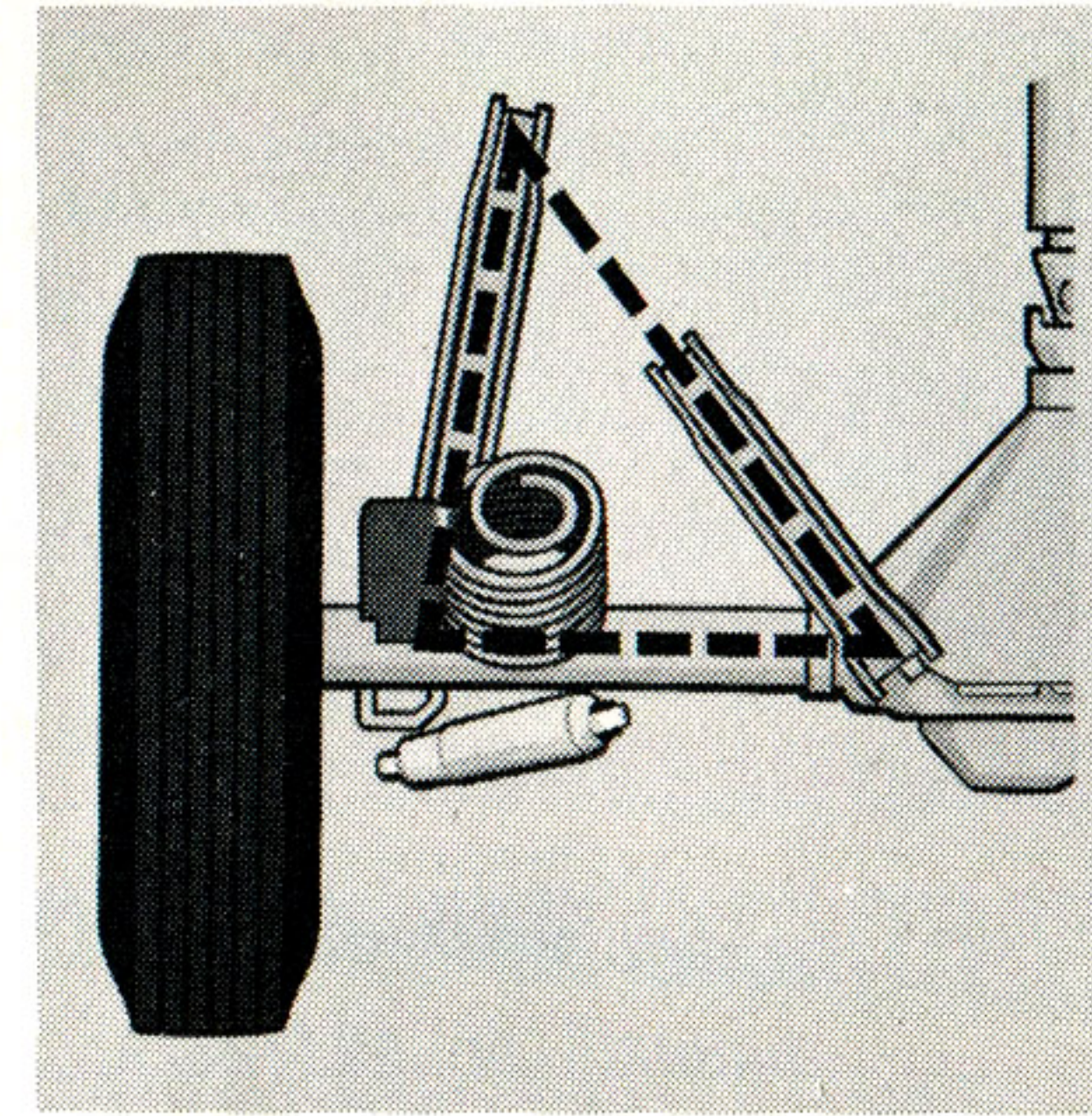
## BETTER EQUIPPED FOR TOWING AT NO EXTRA COST!

Start with the frame. Oldsmobile's Guard-Beam Frame—famous for strength and rigidity—provides an ideal foundation for towing trailers. Or add up the benefits of Oldsmobile's long wheelbase and wide-stance chassis . . . cross-flow radiator . . . Twin-Triangle Stability . . . low-friction steering . . . Delcotron . . . turnpike-sized fuel tank . . . Body by Fisher! These are only a few of the *standard* Oldsmobile features that mean better trailering at no extra cost!



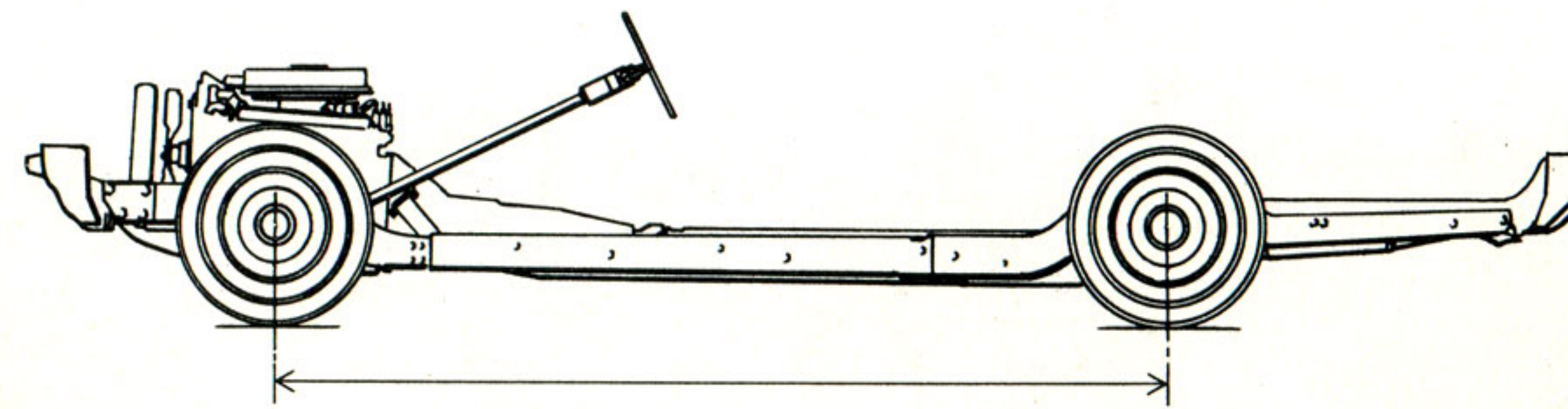
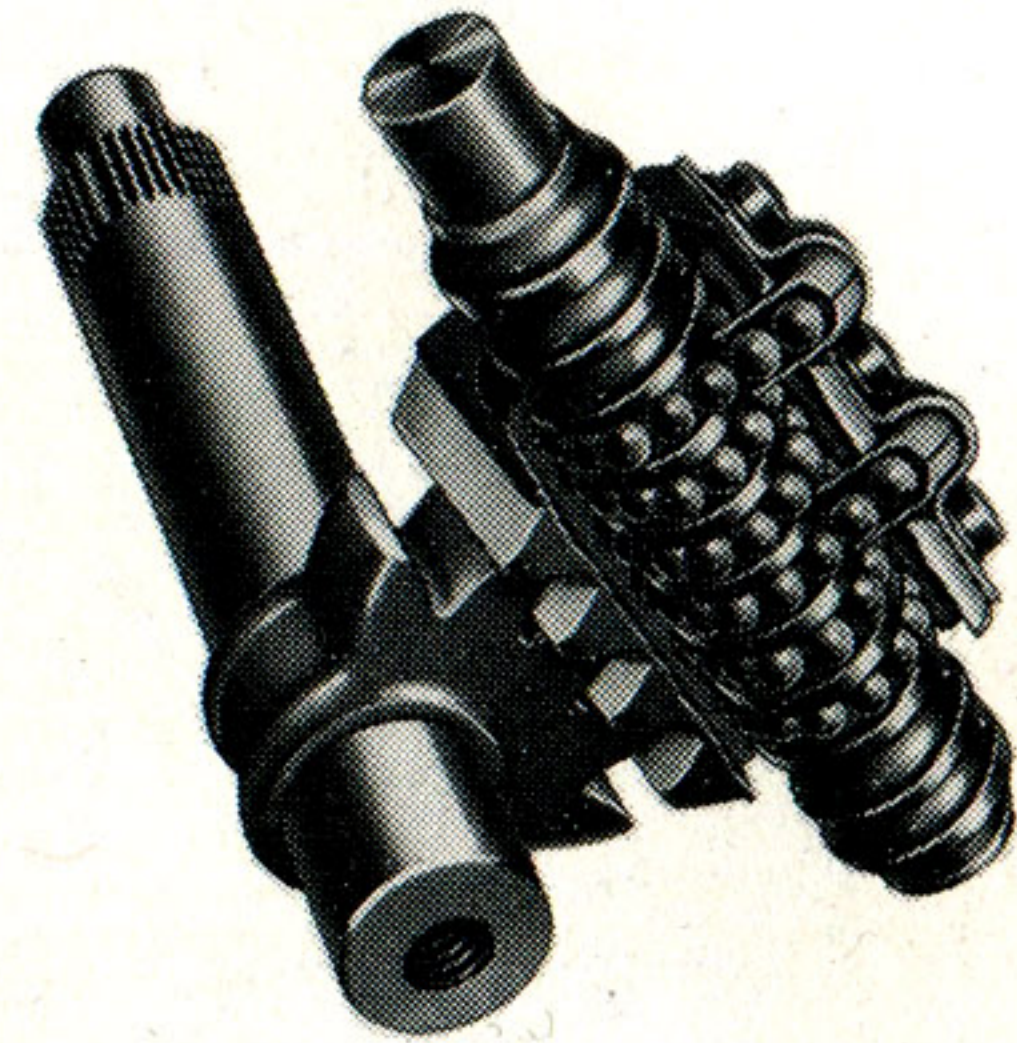
**FAMOUS GUARD-BEAM FRAME** provides strength with full-length side rails, rigid crossmembers and torque boxes. Allows more interior room.

**TWIN-TRIANGLE STABILITY** results from four sturdy suspension arms that steady the ride, help prevent sideways, counteract acceleration squat.



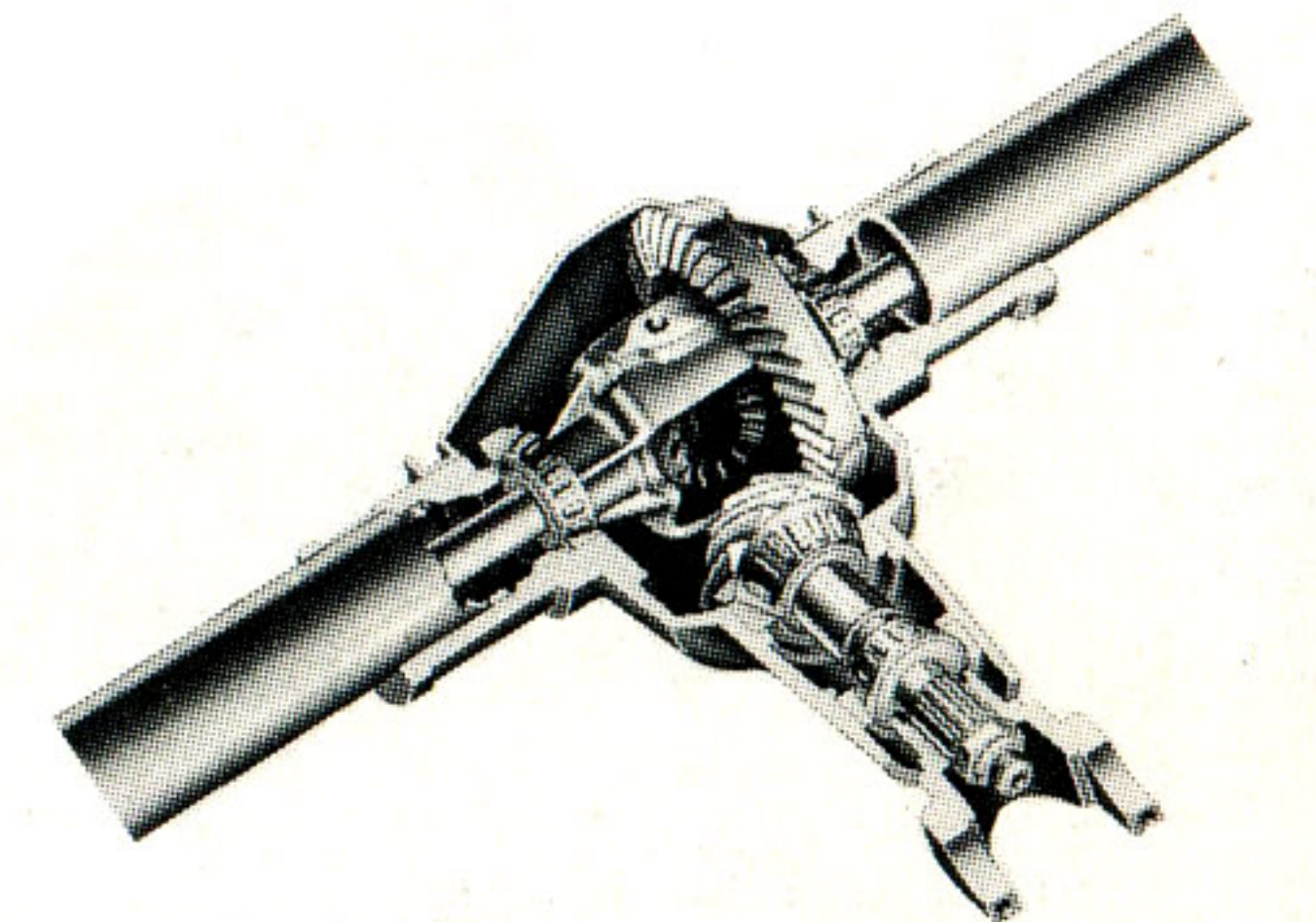
**WIDE-STANCE CHASSIS** contributes to a balanced ride, makes for easy handling and stability on uneven roads and when cornering while towing.

**EASY, RESPONSIVE STEERING** features low-friction design and low gear ratio. Flexible coupling cushions road shocks.

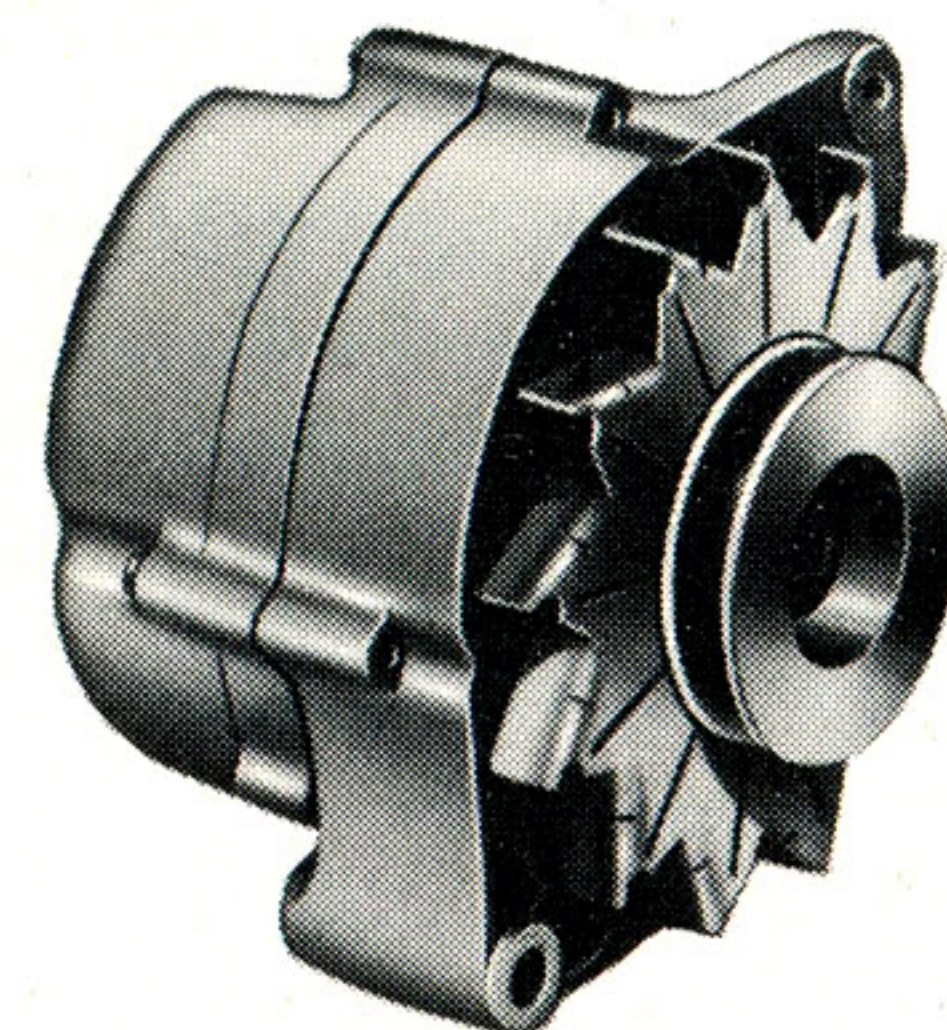


**LONG WHEELBASES** (up to 126") provide stability front and rear and greater riding comfort.

**REAR AXLES** are engineered for durability and provide ground clearance for towing on rough terrain.

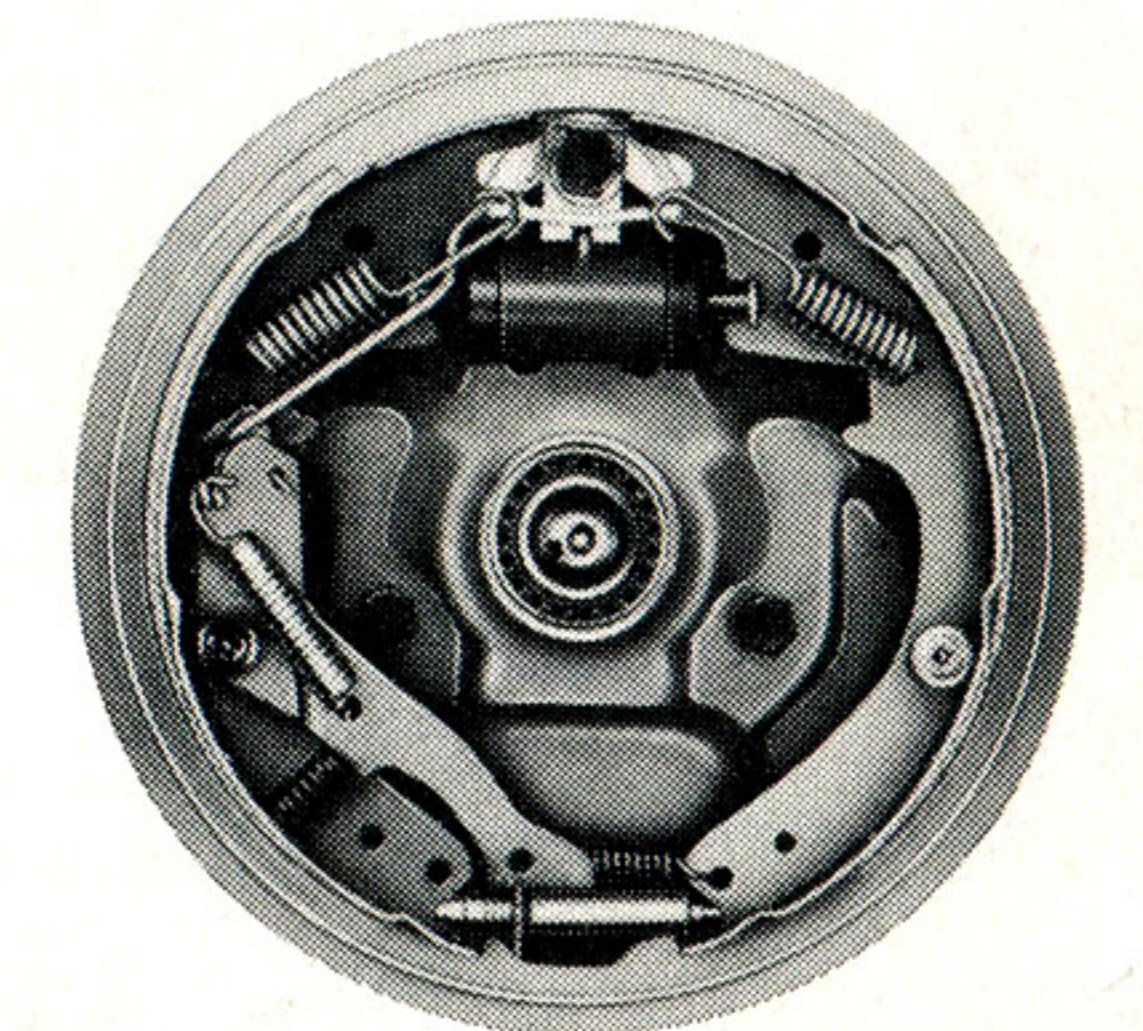


**CROSS-FLOW RADIATOR** makes possible more efficient cooling with heavy trailer loads.



**DELCTRON** keeps battery better charged for long battery life and compensates for electrical drain of trailer lights.

**SELF-ADJUSTING BRAKES** have linings to withstand the extra demands of trailer service.



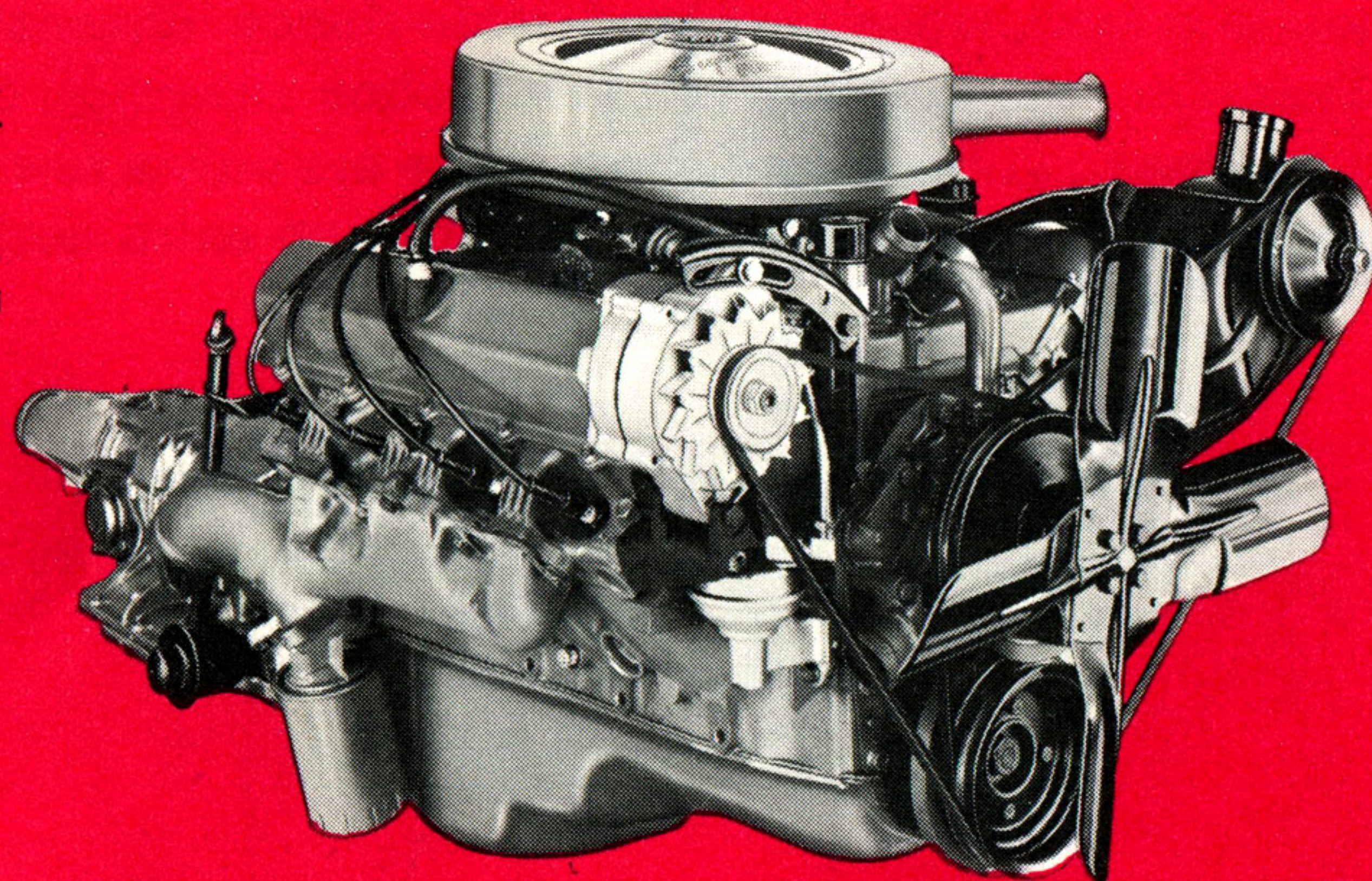


# STANDARD POWER TEAMS

## HUSKY ROCKET ENGINES... EXTRA-TOUGH TRANSMISSIONS!

### SUPER ROCKET V-8

Oldsmobile's 425-cubic-inch V-8s are improved for 1966. Advanced engineering gives them high power-to-weight ratios for outstanding trailer-towing performance.



**Outstanding towing performance with *standard* Rocket V-8s ... that's the big engine news from Olds in '66!**

You'd pay extra with many cars to get the pulling performance that's standard with Olds. Husky 425-cubic-inch V-8s are standard equipment on Ninety-Eight, Starfire, Delta 88 and Dynamic 88—with horsepower ranging from 310 to 375!

Jetstar 88 is powered by its own 330-cubic-inch Rocket Action engine that provides 260 horsepower. A 320-horsepower engine is optional.

Cutlass, Vista-Cruiser and F-85 V-8s get their own brand of Rocket Action—330-cubic-inch engines that go from 250 to 320 horsepower!

On the 6-cylinder side, there's the brand-new Action-Line 6 that puts out 155 horsepower on regular gas! (Standard on all F-85 6-cylinder models.)

### 425-CUBIC-INCH V-8'S

**STARFIRE  
375-HP  
Starfire V-8**

- 470 lb.-ft. Torque
- 10.50-to-1 Compression Ratio
- Quadrajets 4-Barrel Carburetion
- Premium Fuel

**NINETY-EIGHT  
365-HP Super  
Rocket V-8**

- 470 lb.-ft. Torque
- 10.25-to-1 Compression Ratio
- Quadrajets 4-Barrel Carburetion
- Premium Fuel

**DELTA 88  
DYNAMIC 88  
310-HP Super  
Rocket V-8**

- 450 lb.-ft. Torque
- 10.25-to-1 Compression Ratio
- 2-Barrel Carburetion
- Premium Fuel

### 330-CUBIC-INCH V-8'S

**CUTLASS  
320-HP  
Cutlass V-8**

- 360 lb.-ft. Torque
- 10.25-to-1 Compression Ratio
- Quadrajets 4-Barrel Carburetion
- Premium Fuel

**JETSTAR 88  
260-HP Jetfire  
Rocket V-8**

- 355 lb.-ft. Torque
- 10.25-to-1 Compression Ratio
- 2-Barrel Carburetion
- Premium Fuel

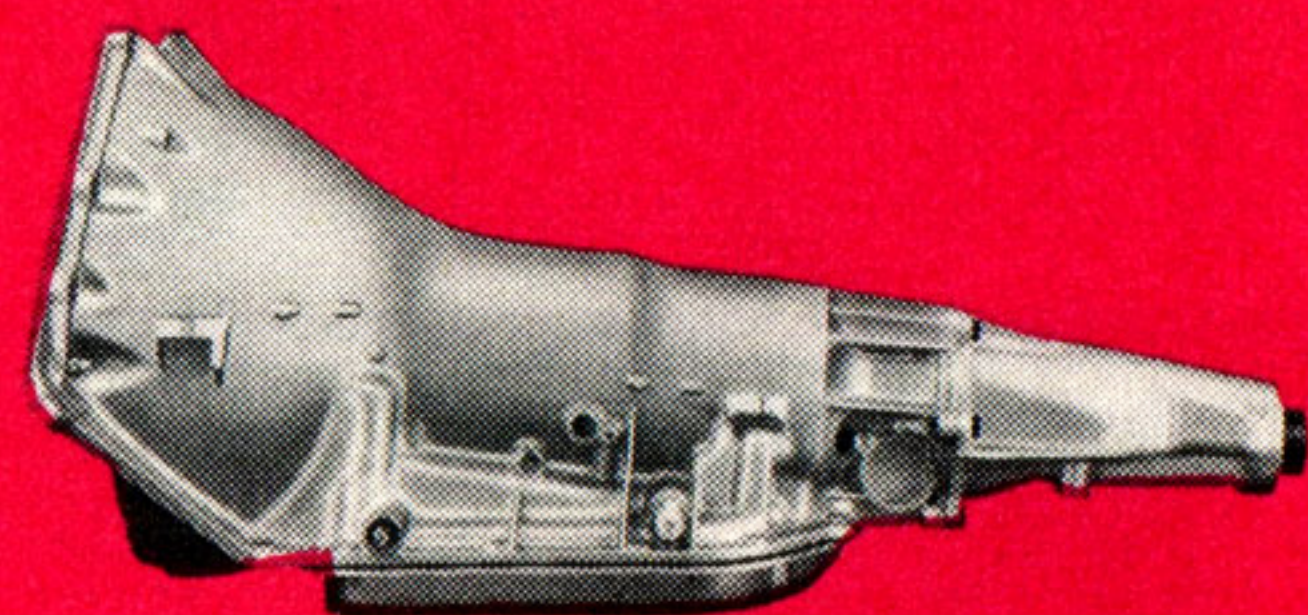
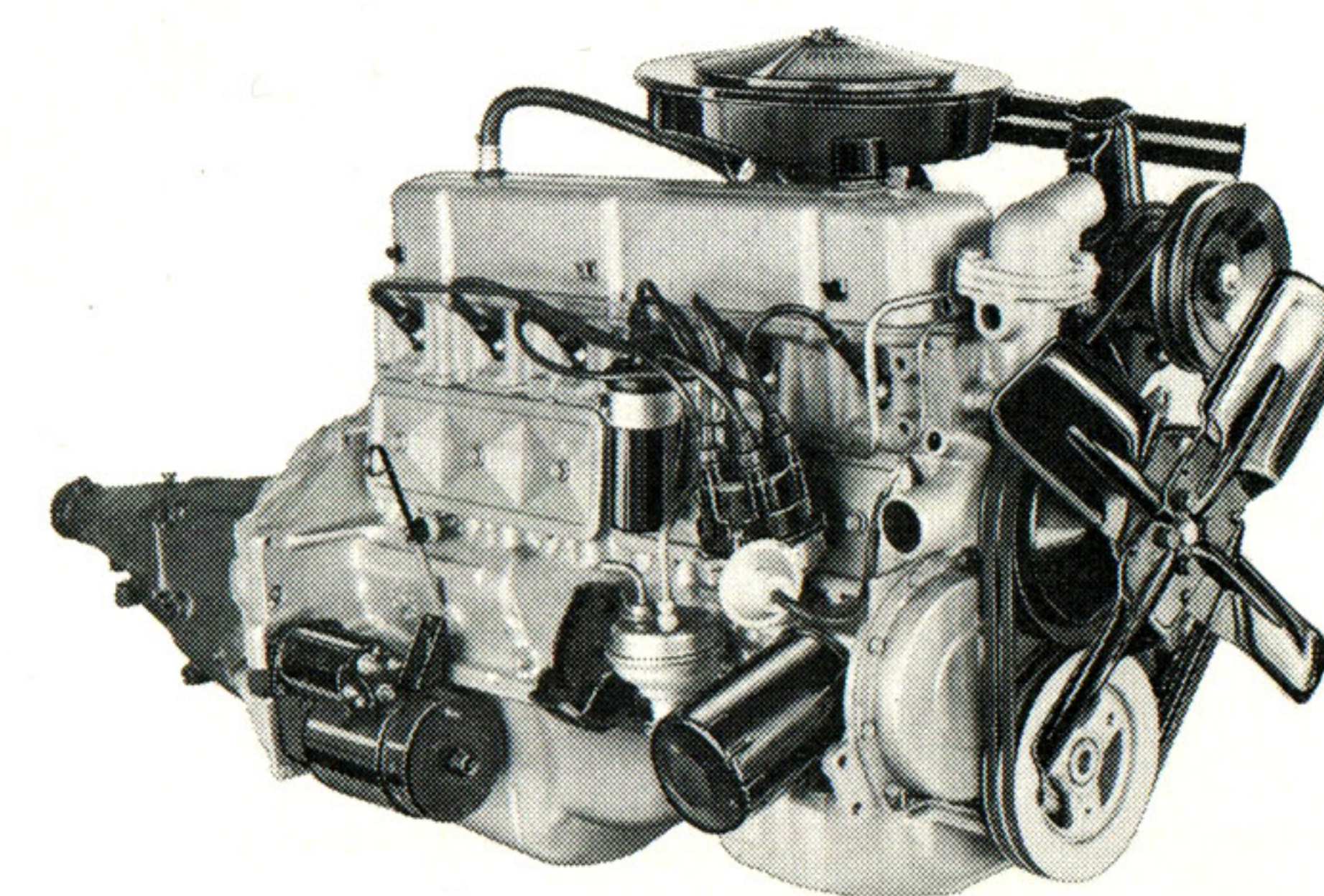
**VISTA-CRUISER  
F-85  
250-HP Jetfire  
Rocket V-8**

- 335 lb.-ft. Torque
- 9.00-to-1 Compression Ratio
- 2-Barrel Carburetion
- Regular Fuel

### 250-CUBIC-INCH "SIX"

**F-85  
155-HP  
Action-Line 6**

- 240 lb.-ft. Torque
- 8.50-to-1 Compression Ratio
- Single-Barrel Carburetion
- Regular Fuel



**TURBO HYDRA-MATIC TRANSMISSION**—Variable-vane torque converter supplies extra power for smooth take-offs. Super range provides more uphill pulling power. Standard on Ninety-Eight models. Available at extra cost on 88 and Starfire models.

**3-SPEED FULLY SYNCHRONIZED MANUAL TRANSMISSION**—Fully synchronized for easier shifting. Standard on Starfire, 88 models, Cutlass, F-85 and Vista-Cruiser.

**JETAWAY TRANSMISSION**—Jetaway has the same basic features as Turbo Hydra-Matic, includes variable-vane feature with V-8s. Available at extra cost on Jetstar 88, Vista-Cruiser, Cutlass and F-85 models.



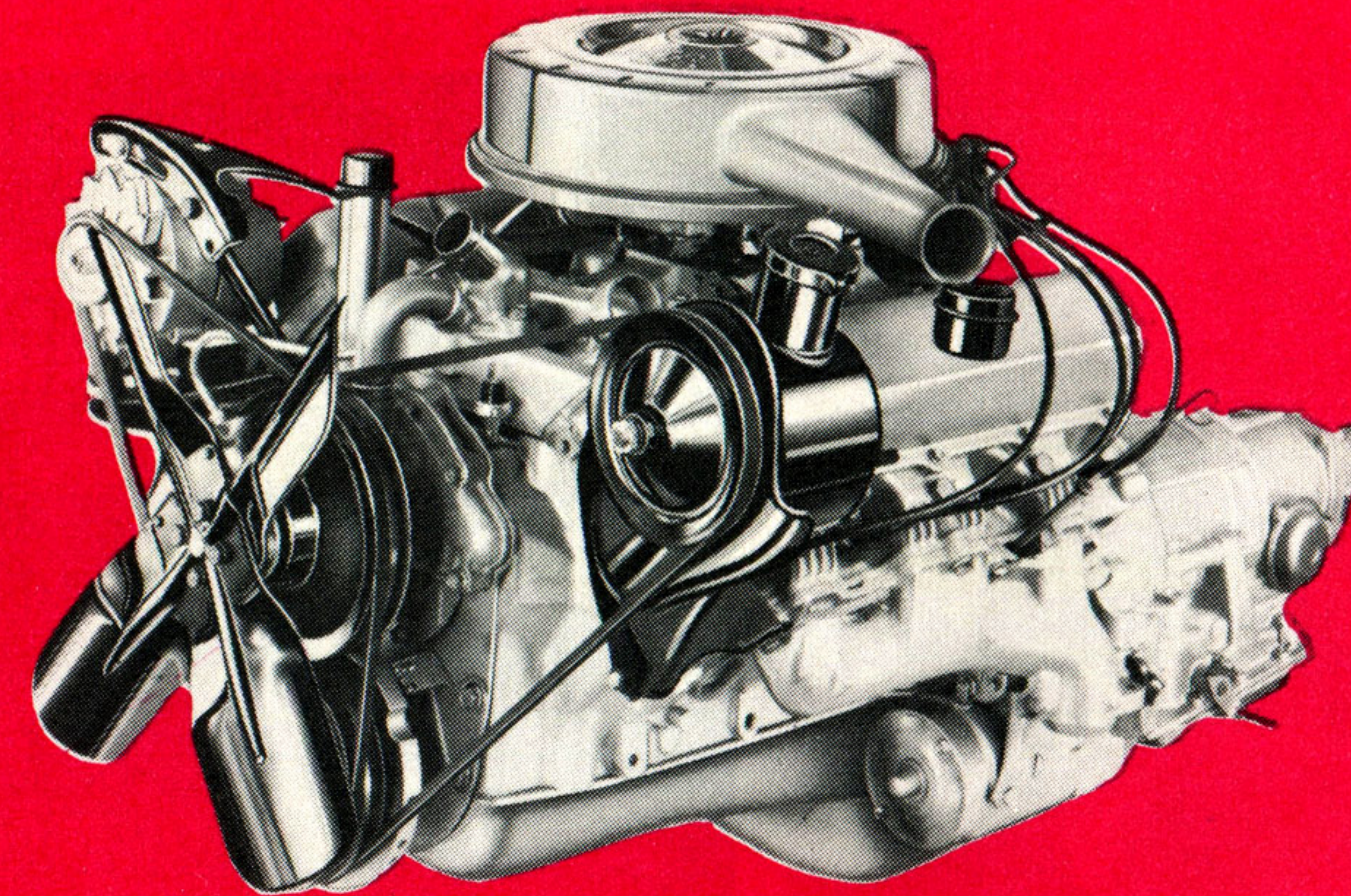
# OPTIONAL POWER TEAMS

**MORE MUSCLE, MORE HUSTLE  
FOR EVERY TOWING JOB!**

## Towing action made to order at modest extra cost... another Olds *plus* for trailer enthusiasts!

Depending on the model, a wide range of optional engines and transmissions is available with '66 Oldsmobiles. That means you can get your kind of Olds with a power team just right for your kind of towing!

Some models offer as many as three optional engines, including high-performance *regular-fuel* V-8s at no extra cost. Harness your selection with manual or automatic transmission and you've got a trailer-towing package that's practically made to order!



### JETFIRE ROCKET V-8

Fire-Swirl Combustion Chambers, big manifolds and simplified valve train mechanisms give Jetfire Rocket V-8s performance with durability to match.

### 375-HP STARFIRE V-8

*Available on Ninety-Eight and Delta 88.*

- 425-Cu.-In. Displ.
- 470 lb.-ft. Torque
- 10.50-to-1 Comp. Ratio
- 4-Bbl. Carburetion
- Premium Fuel

### 365-HP SUPER ROCKET V-8

*Available on Delta 88 and Dynamic 88.*

- 425-Cu.-In. Displ.
- 470 lb.-ft. Torque
- 10.25-to-1 Comp. Ratio
- 4-Bbl. Carburetion
- Premium Fuel

### 320-HP CUTLASS V-8

*Available on Vista-Cruiser and all F-85s.*

### 320-HP JETFIRE ROCKET V-8 H.C.

*Available on Jetstar 88.*

### 310-HP CUTLASS V-8

*Available on Vista-Cruisers with Jetaway;  
available on Cutlass (no cost) and F-85 models.*

- 330-Cu.-In. Displ.
- 360 lb.-ft. Torque
- 10.25-to-1 Comp. Ratio
- 4-Bbl. Carburetion
- Premium Fuel

- 330-Cu.-In. Displ.
- 360 lb.-ft. Torque
- 10.25-to-1 Comp. Ratio
- 4-Bbl. Carburetion
- Premium Fuel

- 330-Cu.-In. Displ.
- 340 lb.-ft. Torque
- 9.00-to-1 Comp. Ratio
- 4-Bbl. Carburetion
- Regular Fuel

### 300-HP SUPER ROCKET V-8

*Available at no extra cost on Delta 88  
and Dynamic 88.*

### 250-HP JETFIRE ROCKET V-8

*Available at no extra cost on Jetstar 88.*

- 425-Cu.-In. Displ.
- 430 lb.-ft. Torque
- 9.00-to-1 Comp. Ratio
- 2-Bbl. Carburetion
- Regular Fuel

- 330-Cu.-In. Displ.
- 335 lb.-ft. Torque
- 9.00-to-1 Comp. Ratio
- 2-Bbl. Carburetion
- Regular Fuel

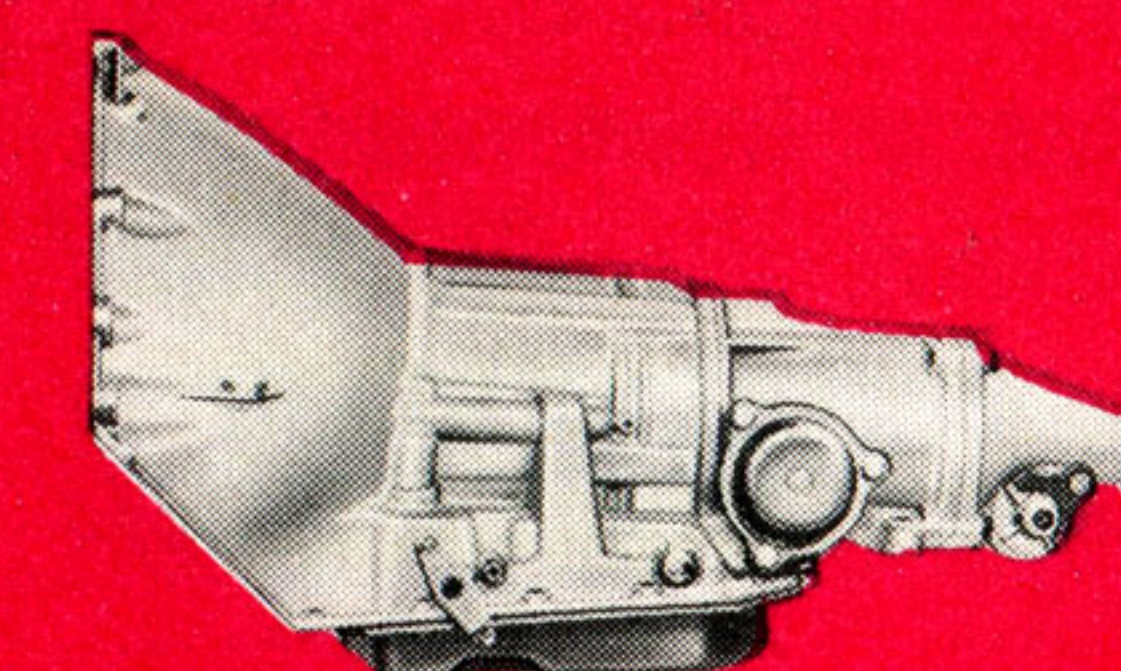
### SPECIAL-DUTY TRANSMISSIONS AVAILABLE AT EXTRA COST:

**HEAVY-DUTY TURBO HYDRA-MATIC**—Turbo Hydra-Matic for heavy service driving conditions is available on Ninety-Eight, Starfire, Delta 88 and Dynamic 88 models.

**HEAVY-DUTY JETAWAY**—Available on Vista-Cruiser, Cutlass and F-85 models for heavy service driving. (Turbo Hydra-Matic available as heavy-duty transmission on Jetstar 88 models.)

**3-SPEED FULLY SYNCHRONIZED MANUAL TRANSMISSION (FLOOR SHIFT)**—This fully synchronized transmission is available for heavy service driving conditions on Cutlass and F-85 V-8 models.

**4-SPEED FULLY SYNCHRONIZED MANUAL TRANSMISSION**—Four forward gears, all fully synchronized, provide a wider range of ratios for starting and engine braking. No extra cost for special gear ratios.



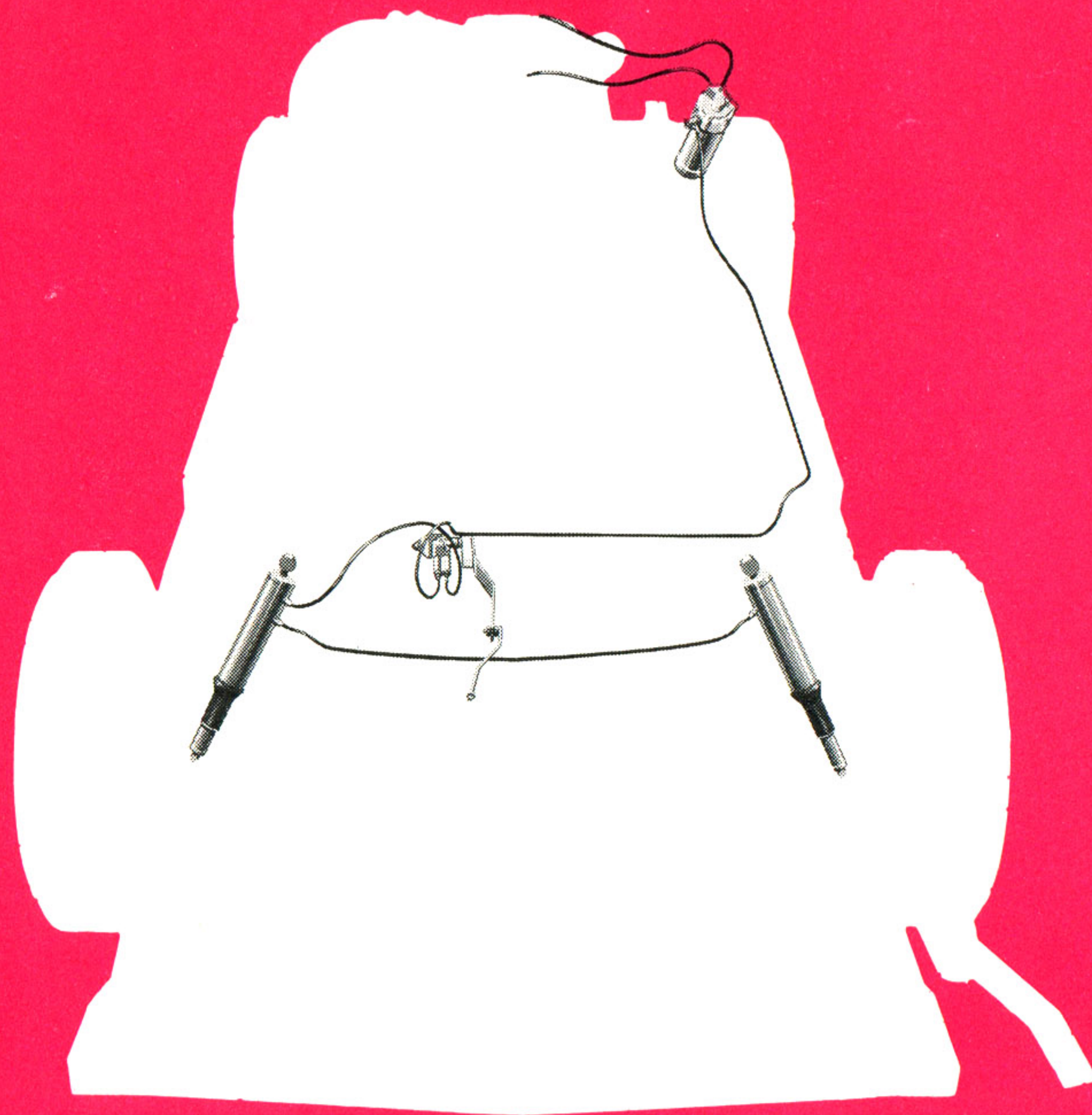


# SPECIAL OPTIONS

*EQUIP Y  
OF TOW*

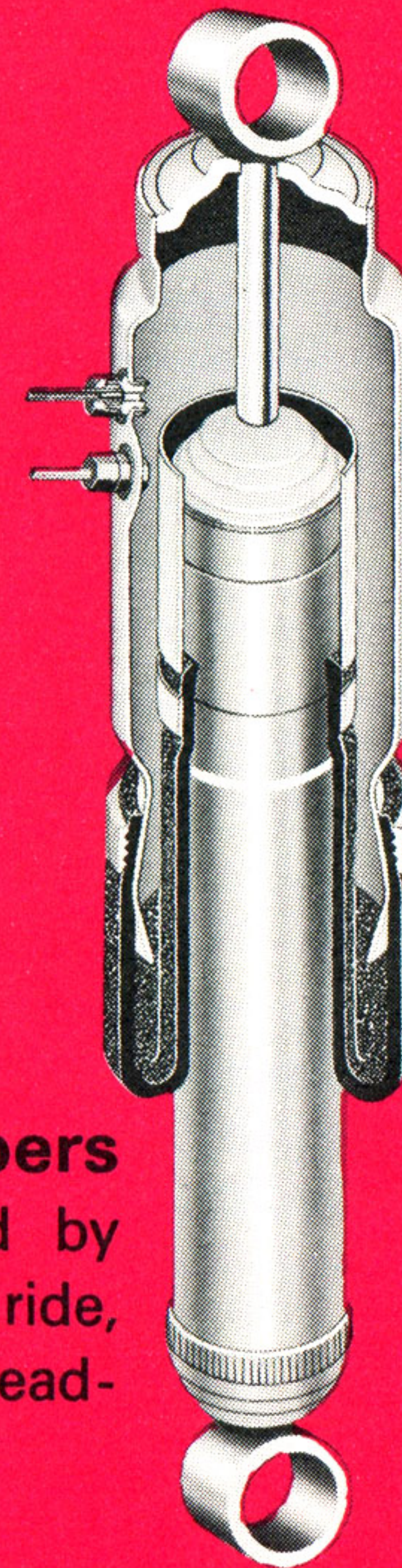
**Your new Oldsmobile can be custom-equipped for trailer towing with a variety of special options designed to compensate for the extra demands of certain types of towing service.**

In most instances, these options can be installed when your Oldsmobile is assembled at the factory. This saves you the cost and inconvenience of special installation afterwards. Recommended Oldsmobile towing options are outlined on pages 8-9.



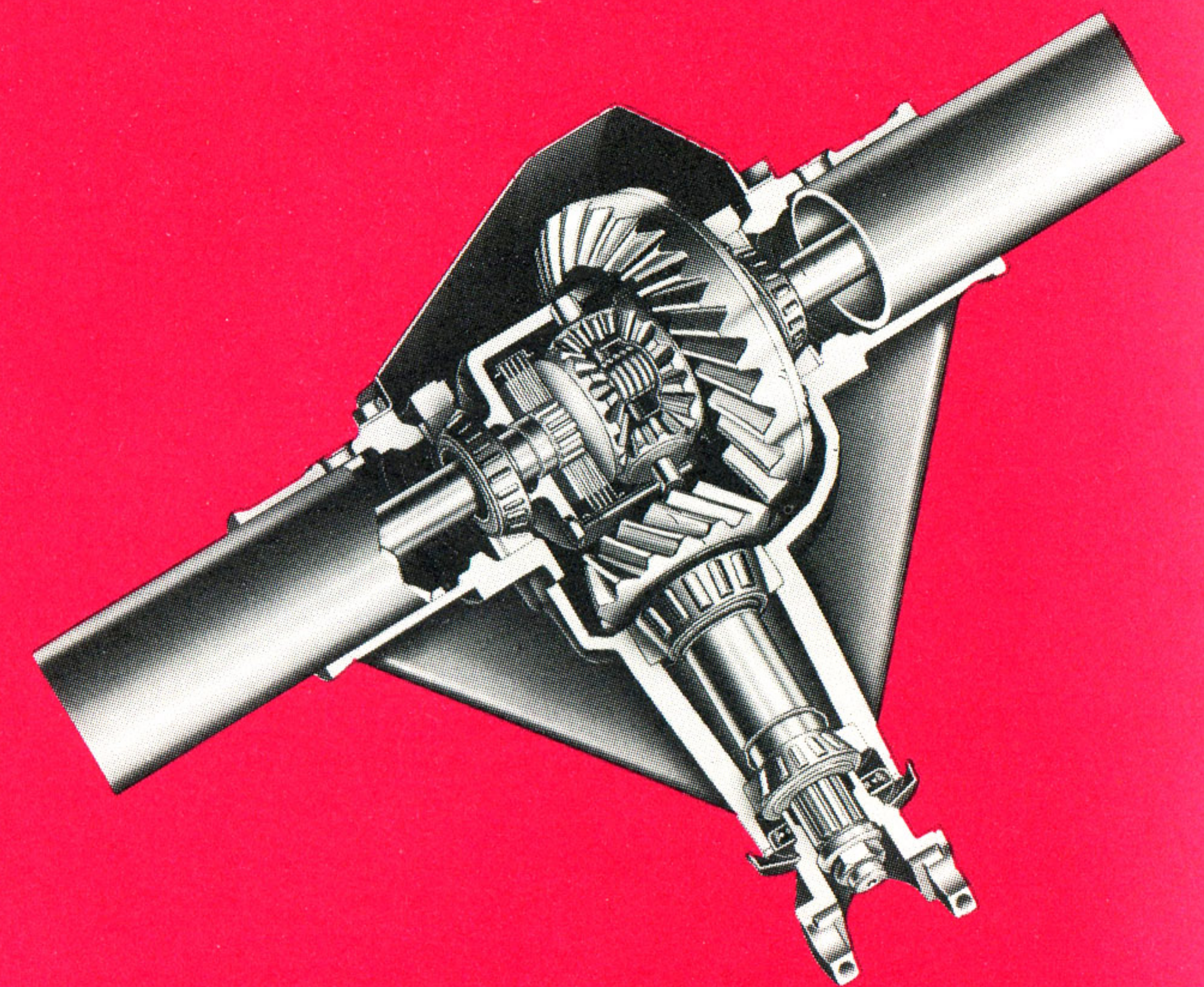
## **Automatic Level Control**

Control valve automatically senses height of rear suspension to maintain correct car level under varying loads. Rear-end loads may be added without change in car level, ground clearance, ride or handling. For Class I Towing. Not for use with load-equalizing hitch or heavy-duty springs.



## **Superlift Rear Shock Absorbers**

Car height and level is controlled by driver-operated valve. Provides stable ride, combats rear-end sag, helps keep headlights aimed properly.



## **Anti-Spin Rear Axle**

Automatically directs power to wheel with the most traction. Provides positive traction in snow, ice, mud and sand. Available in a wide variety of axle ratios.

*Olds offers, at modest extra cost, a variety of options and accessories, many of which are shown in the car illustrations and described on pages 5, 6 and 7.*



# *YOUR OLDS FOR YOUR KIND TOWING (AT MODEST EXTRA COST!)*

## **Heavy-Duty Guard-Beam Frame**

Heavy-duty construction permits bolting hitch to frame sides. Added strength steadies the ride and prolongs car life.

## **Special Tires**

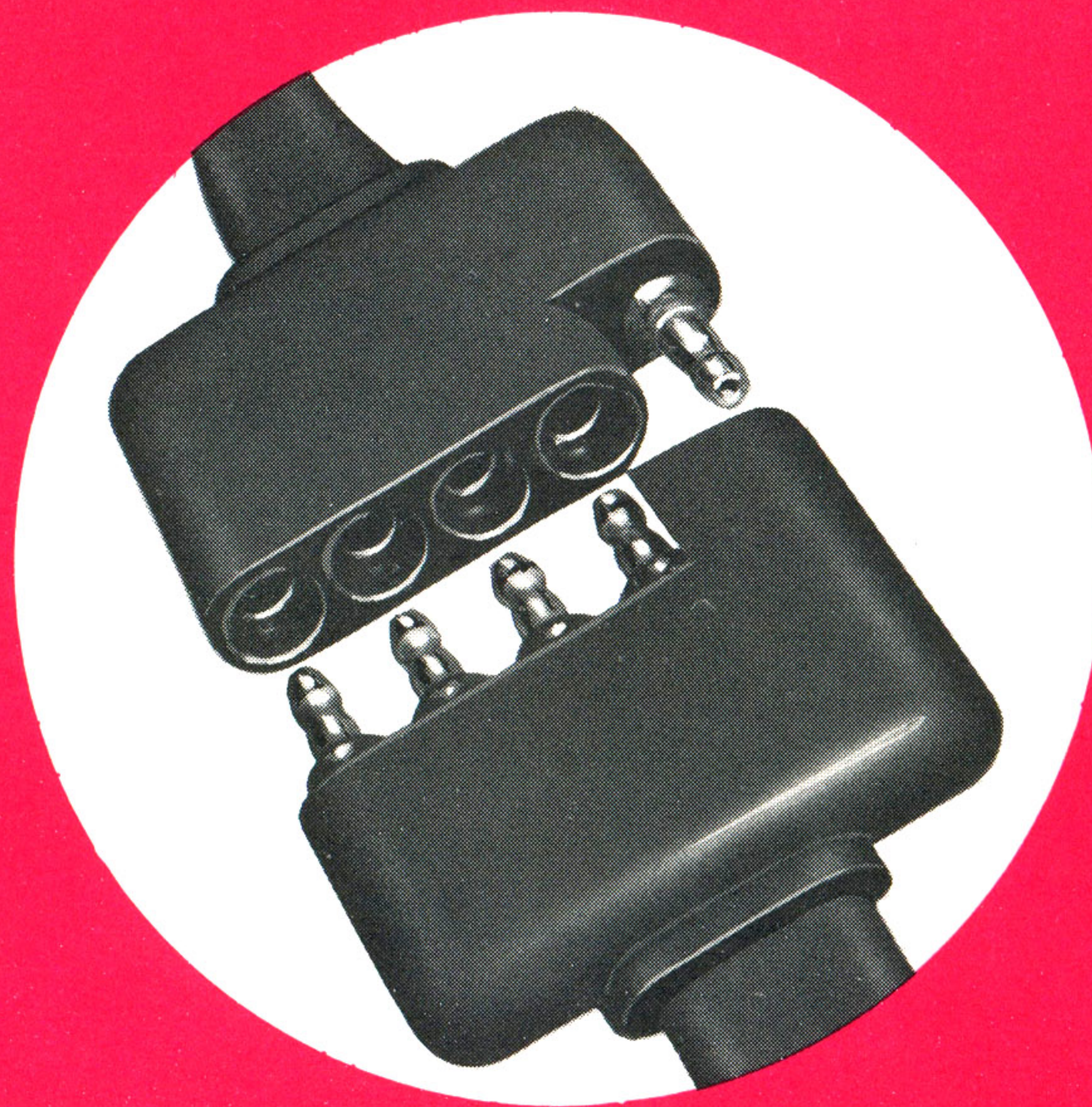
Oversize tires and heavy-service tires are applicable to extended operation at or near full rated load of the car or for trailer towing when an extra margin of tire service is desired. Fifteen-inch tires and wheels give more road clearance for unimproved roads.

## **Axle Ratios**

Standard and performance ratios (depending on engine and transmission) available at no extra cost, including 3.23 and 3.42. Consult chart on pages 8-9 for specific model availability.

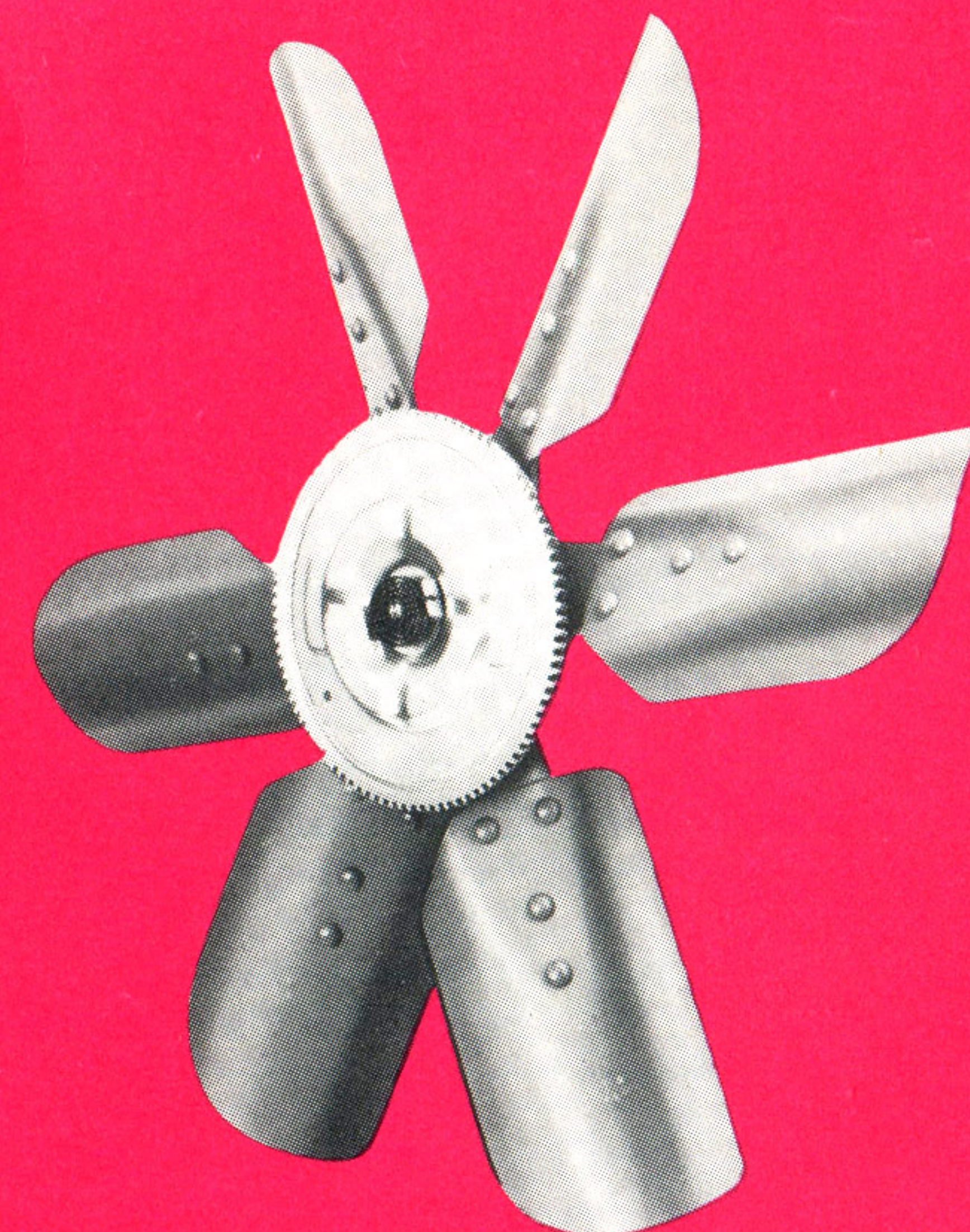
## **Tachometer**

This option measures engine RPM to indicate when a shift of the gear range is desirable for maximum towing efficiency.



## **Electrical Wiring Harness**

A convenient adapter that permits easy connection of trailer lights and directional signals to car's electrical system.



## **Heavy-Duty Engine Cooling**

Includes heavy-duty radiator, heavy-duty water pump, 6-Blade Thermo-Cool fan and 55-amp. Delcotron.

## **Heavy-Duty Rear Springs**

Increased spring rate counteracts heavy tongue weights and unusual car loads, contributes to a steadier ride. (Not for use with Automatic Level Control.)

## **Heavy-Duty Clutch**

Increases clutch life. Available on models with 3-speed and 4-speed fully synchronized manual transmissions. Standard on Vista-Cruisers. Available on F-85 V-8 models and Cutlass models.



# RECOMMENDED OPTIONS FOR SPECIFIC WEIGHTS

## NINETY-EIGHT • STARFIRE • DELTA 88 • DYNAMIC 88

ITEM DESCRIPTION	NINETY-EIGHT • STARFIRE • DELTA 88 • DYNAMIC 88		
	Light Weight (SAE Class 1)	Medium Weight (SAE Class 2)	Heavy Weight (SAE Class 3)
Gross Trailer Weight (lbs.) Maximum Tongue Load (lbs.) (Weight on Hitch)	1000-2000 200	2000-3500 350	3500-5000 500
Extra-Performance V-8 Engine	Recommended	Recommended	Recommended
Heavy-Duty Engine Cooling Equipment Recommended in Class 1 and 2 for unusually high temperatures, heavy traffic or hilly terrain	Available	Recommended	Required
Heavy-Duty Automatic Transmission	H. D. Turbo Hydra-Matic (M41) Recommended	H. D. Turbo Hydra-Matic (M41) Recommended	H. D. Turbo Hydra-Matic (M41) Recommended
Performance Axle Ratio	Not Required	3.23 to 1 (G91)	3.42 to 1 (G93)
Anti-Spin Axle (G80)	Available	Available	Available
Heavy-Duty Guard-Beam Frame (F35)	Not Required	Not Required	Required
Heavy-Duty Rear Springs (G51) Recommended in Class 1 and 2 if trailer is used extensively. N.A. with G67	Not Required	Not Required	Required
Automatic Level Control (G67) Recommended in Class 1 and 2 in preference to heavy-duty rear springs where trailer is used intermittently. N.A. with G51	Recommended	Recommended	N.A.
Oversize Tires (Blackwall, P29 ; Whitewall, P30)	Recommended	Recommended	Required††
Heavy-Service Tires (Whitewall, Q14, T15, T17)	Available	Available	Available
15" Wheels and Tires (Blackwall, P28)	Available	Available	Available
Trailer Electrical Wiring Harness (U89)	Recommended	Recommended	Recommended
Equalizing Load-Leveling Trailer Hitch*	Not Required	Recommended	Recommended
Superlift Rear Shock Absorbers (Dealer Installed)	Recommended	Recommended	Required
Heavy-Duty Clutch (M01)	N.A.	N.A.	N.A.
Tachometer (U16)	N.A.	N.A.	N.A.

\*Oldsmobile does not offer trailer hitch options.

††Heavy-service tires recommended on Ninety-Eight models equipped with air conditioning.

†††Heavy-service tires required with Action-Line 6.

Olds offers, at modest extra cost, a variety of options and accessories, many of which are shown in the car illustrations and described on pages 5, 6 and 7.



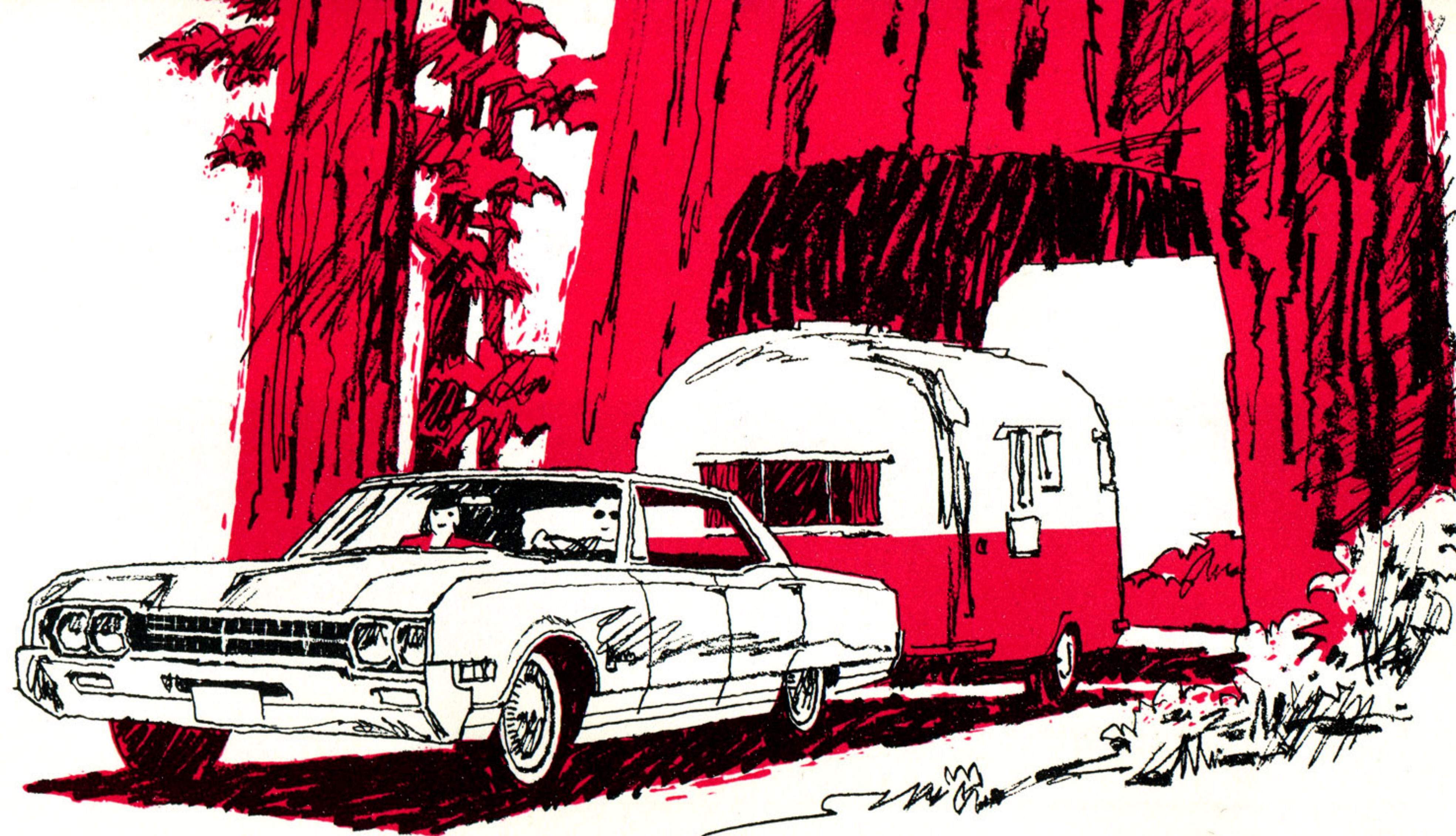
# AND DRIVING CONDITIONS *(BASED ON SAE WEIGHT CLASSES)*

## JETSTAR 88 • VISTA-CRUISER • CUTLASS • F-85

JETSTAR 88			VISTA-CRUISER • CUTLASS • F-85	
Light Weight (SAE Class 1)	Medium Weight (SAE Class 2)	Heavy Weight (SAE Class 3)	Light Weight (SAE Class 1)	Medium Weight (SAE Class 2)
1000-2000 200	2000-3500 350	3500-5000 500	1000-2000 200	2000-3500 350
Recommended	Recommended	Recommended	Recommended	Recommended
Available	Recommended	Required	Available	Recommended
Turbo Hydra-Matic (M40) Recommended	Turbo Hydra-Matic (M40) Recommended	Turbo Hydra-Matic (M40) Recommended	Heavy-Duty Jetaway (M34) Recommended	Heavy-Duty Jetaway (M34) Recommended
3.23 to 1 (G91)	3.23 to 1 (G91)	3.23 to 1 (G91)	3.23 to 1 (G91)	3.23 to 1 (G91)
Available	Available	Available	Available	Available
Not Required	Not Required	Required	Not Required	Required
Not Required	Not Required	Required	Not Required	Required
Recommended	Recommended	N.A.	Recommended	N. A.
Recommended	Recommended	Required	Recommended	Required†††
Available	Available	Available	Available	Available
Available	Available	Available	Available	Available
Recommended	Recommended	Recommended	Recommended	Recommended
Not Required	Recommended	Recommended	Not Required	Recommended
Recommended	Recommended	Required	Recommended	Required
N.A.	N.A.	N.A.	Recommended	Recommended
N.A.	N.A.	N.A.	Available	Available

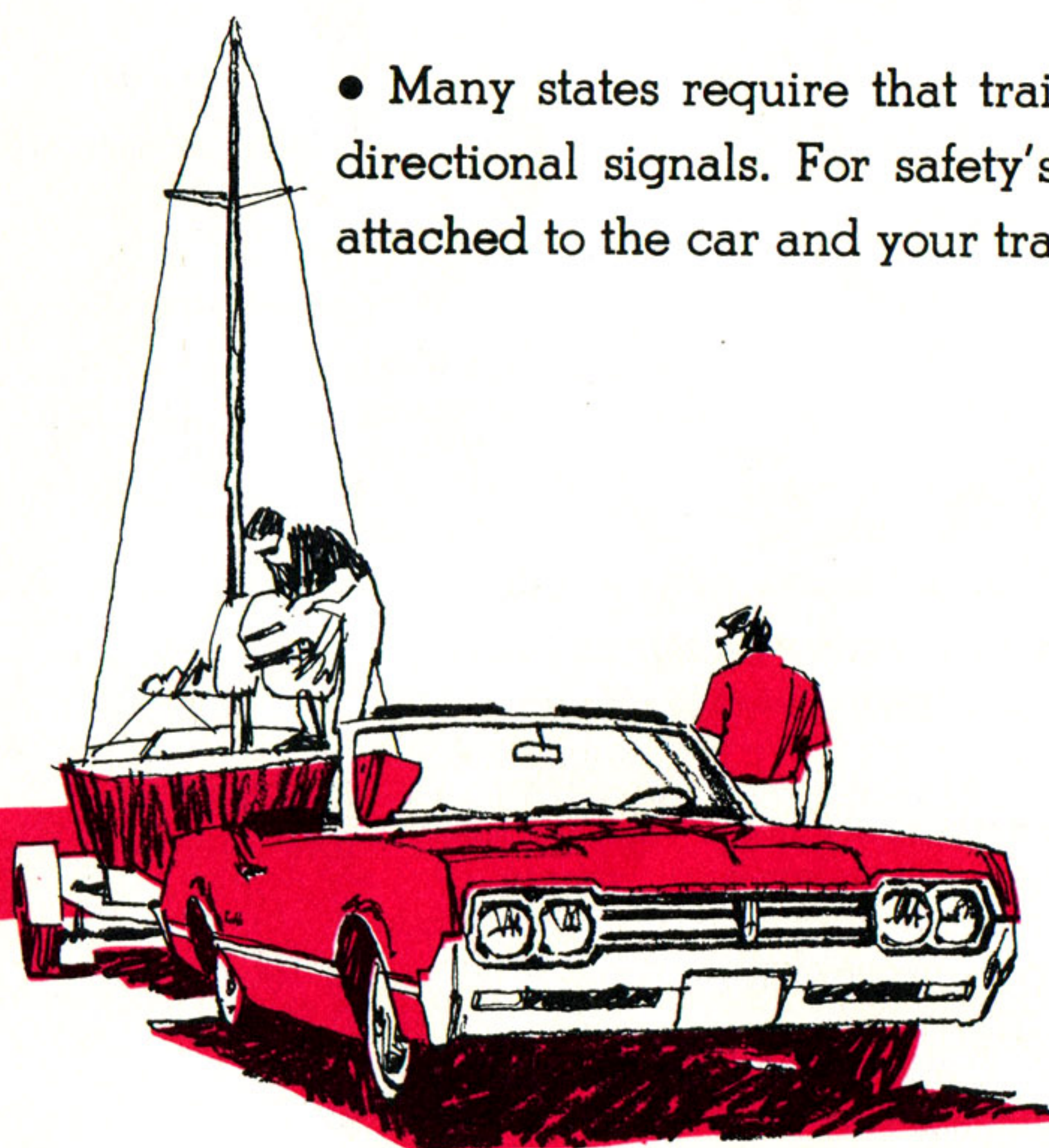


# TRAILER TIPS FOR HAPPY TRIPS IN YOUR '66 OLDS!



Towing a trailer with a '66 Olds is so smooth and easy that under most conditions you'll scarcely realize there's a trailer behind you. Nevertheless, safe and efficient trailering calls for adequate preparation of both car and trailer before you travel, and a certain amount of caution when you're under way. Follow these helpful tips and you'll get more enjoyment out of every mile you drive:

- Many states require that trailers be equipped with safety chains, stop lights and directional signals. For safety's sake, never tow your trailer unless the chains are attached to the car and your trailer lights are working.



- Always be sure the weight of your fully loaded trailer does not exceed the weight of your Oldsmobile, including passengers and baggage. See your owner's manual regarding tire loads.

- Use an adequate trailer hitch. A frame-and-bumper hitch may be fine for lighter towing jobs, but you should use a load-leveling, load-equalizing hitch with medium-weight and heavy-weight trailers (see pages 8-9).

- Shift into a lower gear range to relieve the strain on your car's engine when climbing steep grades. Also use a lower gear to reduce speed and prevent excessive wear on brakes when descending hills.

- Remember to compensate for the additional weight and length of your trailer. Make sure you have ample room to pass; avoid sudden braking; turn corners slowly and cautiously; allow a greater distance to stop.

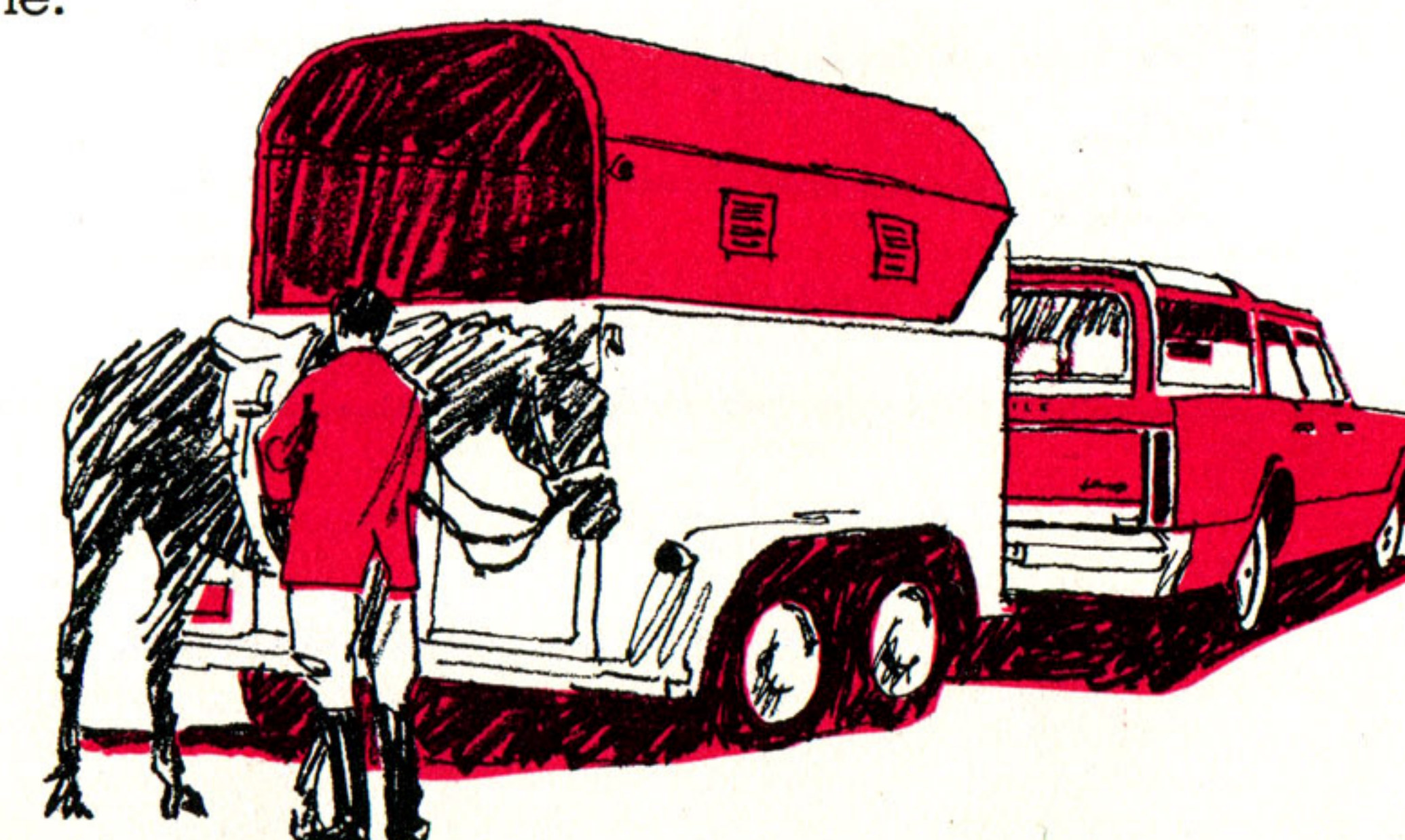
- Stop at regular intervals to check trailer lights, brakes and safety chains. Check trailer lubrication by touching your hand to the hub caps. Excessive heat may indicate trailer wheels lack proper lubrication.

- Increase your gas mileage by starting slowly and accelerating gradually. If you have a manual transmission, practice shifting at proper speeds to prevent unnecessary wear on the engine and clutch.

- Make sure you know regulations for trailer towing speeds in the states in which you will be traveling. (Consult the guide on page 11.)

- Towing sometimes causes a slight rise in engine operating temperature. Avoid overheating . . . stop if the temperature signal glows red. Run engine at fast idle with transmission in neutral to cool the engine.

- Play it safe. Always carry spare tires for your car *and* trailer. If a trailer tire goes flat, never attempt to jack up the trailer with the car jack. Get recommendations on suitable jacks from the trailer manufacturer.





# WHERE TO GET VACATION INFORMATION:

**ALABAMA**  
State Chamber of Commerce  
468 South Ferry Street  
Montgomery

**ALASKA**  
Alaska Visitors Association  
P.O. Box 51  
Juneau

**ARIZONA**  
Travel Bureau  
State Highway Department  
Phoenix

**ARKANSAS**  
Publicity and Parks Commission  
162 State Capitol  
Little Rock

**CALIFORNIA**  
Cal. State Chamber of  
Commerce  
350 Bush Street  
San Francisco

**COLORADO**  
Advertising & Pub. Department  
901 State Capitol Bldg.  
Denver

**CONNECTICUT**  
Development Commission  
48-K State Office Bldg.  
Hartford

**DELAWARE**  
State Development Dept.  
Dover

**DISTRICT OF COLUMBIA**  
Greater Nat. Capitol  
Commission  
1616 K Street N.W.  
Washington

**FLORIDA**  
Florida Development  
Commission  
Caldwell Bldg.  
Tallahassee

**GEORGIA**  
Georgia Dept. of Commerce  
100 State Capitol  
Atlanta

**HAWAII**  
Chamber of Commerce  
Honolulu

**IDAHO**  
Idaho Dept. of Comm. &  
Develop.  
303 State House  
Boise

**ILLINOIS**  
Division of Department Reports  
Room 406, State House  
Springfield

**INDIANA**  
Dept. of Comm. & Public  
Relations  
333 State House  
Indianapolis

**IOWA**  
Development Commission  
708 Central National Bldg.  
Des Moines

**KANSAS**  
Industrial Development Comm.  
1025 Kansas Avenue  
Topeka

**KENTUCKY**  
Div. of Public Information  
Capitol Annex Bldg.  
Frankfort

**LOUISIANA**  
Tourist Bureau  
Room 216, Capitol Annex  
Baton Rouge

**MAINE**  
Dept. Develop. of Ind. & Comm.  
State House  
Augusta

**MARYLAND**  
Dept. of Information  
P.O. Box 706, State Office Bldg.  
Annapolis

**MASSACHUSETTS**  
Dept. of Commerce  
334 Boylston Street  
Boston

**MICHIGAN**  
Michigan Tourist Council  
Stevens T. Mason Bldg.  
Lansing

**MINNESOTA**  
Dept. of Business Development  
Div. of Publicity  
State Capitol  
St. Paul

**MISSISSIPPI**  
Agricultural & Industrial Board  
1504 State Office Bldg.  
Jackson

**MISSOURI**  
Div. of Resources &  
Development  
Jefferson Bldg.  
Jefferson City

**MONTANA**  
State Highway Commission  
Advertising Dept.  
Helena

**NEBRASKA**  
Div. of Nebraska Resources  
1107 State Capitol  
Lincoln

**NEVADA**  
Dept. of Economic Development  
State Office Bldg.  
Carson City

**NEW HAMPSHIRE**  
State Planning & Development  
Commission  
Concord

**NEW JERSEY**  
State Promotion Section  
Dept. of Conservation &  
Economic Development  
520 East State Street  
Trenton

**NEW MEXICO**  
State Tourist Bureau  
P.O. Box 1716  
Santa Fe

**NEW YORK**  
Dept. of Commerce  
Div. of State Publicity  
112 State Street  
Albany

**NORTH CAROLINA**  
State Travel Bureau  
Dept. of Conservation &  
Development  
Raleigh

**NORTH DAKOTA**  
Greater North Dakota  
Association  
P.O. Box 1781  
Fargo

**OHIO**  
Dev. & Publicity Commission  
21 West Broad Street  
Columbus

**OKLAHOMA**  
Planning & Resources Board  
533 State Capitol  
Oklahoma City

**OREGON**  
Travel Information Dept.  
State Highway Commission  
101 State Highway Bldg.  
Salem

**PENNSYLVANIA**  
Dept. of Commerce  
Vacation & Travel Development  
Bureau  
Harrisburg

**RHODE ISLAND**  
State Development Council  
Information Div.  
State House  
Providence

**SOUTH CAROLINA**  
Research Planning &  
Development Board  
P.O. Box 927  
Columbia

**SOUTH DAKOTA**  
Publicity Director  
Dept. of Highways  
Pierre

**TENNESSEE**  
Div. of State Information  
233 Cordell Hull Bldg.  
Dept. of Conservation  
Nashville

**TEXAS**  
State Highway Dept.  
Information Division  
Highway Building  
Austin

**UTAH**  
Tourist & Pub. Council  
210 State Capitol Bldg.  
Salt Lake City

**VERMONT**  
Development Commission  
Publicity Director  
200 State House  
Montpelier

**VIRGINIA**  
Dept. of Conservation &  
Development  
941 Capitol Street  
Richmond

**WASHINGTON**  
State Advertising Comm.  
General Admin. Bldg.  
Olympia

**WEST VIRGINIA**  
Industrial & Pub. Commission  
State Capitol  
Charleston

**WISCONSIN**  
Recreational Publicity Section  
Conservation Dept.  
Room 831, State Capitol Bldg.  
Madison

**WYOMING**  
Travel Commission  
213 Capitol Building  
Cheyenne

## GUIDE TO TRAILER TOWING SPEED LIMITS (HIGHWAY, DAY/NIGHT)\*

STATE	SPEED LIMIT	STATE	SPEED LIMIT	STATE	SPEED LIMIT
Alabama	60/50	Kentucky	60/55	North Dakota	60 <sup>1,5</sup>
Alaska	50	Louisiana	45	Ohio	60/50 <sup>1,6</sup>
Arizona	as posted	Maine	45	Oklahoma	50
Arkansas	45	Maryland	50	Oregon	55
California	50 (max.)	Massachusetts	50/45	Pennsylvania	50
Colorado	60 <sup>1</sup>	Michigan	50	Rhode Island	35
Connecticut	60 (max.) <sup>2</sup>	Minnesota	65/55	South Carolina	55
Delaware	50 <sup>1</sup>	Mississippi	50	South Dakota	70/60 <sup>1</sup>
D. of Columbia	as posted	Missouri	65/60 <sup>1</sup>	Tennessee	50
Florida	50/45	Montana	50	Texas	60/55 <sup>7</sup>
Georgia	60/50	Nebraska	50	Utah	60/50
Hawaii	25 <sup>2</sup>	Nevada	R & P <sup>8</sup>	Vermont	50 <sup>1</sup>
Idaho	60/55 <sup>1</sup>	New Hampshire	45 <sup>3</sup>	Virginia	45 <sup>1</sup>
Iowa	40	New Jersey	50 <sup>1</sup>	Washington	50 <sup>1</sup>
Illinois	55	New Mexico	70/60 <sup>4</sup>	West Virginia	55 <sup>1</sup>
Indiana	65 <sup>1</sup>	New York	50 <sup>1</sup>	Wisconsin	65/55 <sup>1</sup>
Kansas	70/60 <sup>1</sup>	North Carolina	45	Wyoming	65

- <sup>1</sup> Higher speeds on expressways.
- <sup>2</sup> Higher by local ordinance; on roadways 18 ft. or less in width—15 mph; speeds reflected are for city and county of Honolulu; no speed limits established by state law—each county sets limits by local ordinance.
- <sup>3</sup> Rural residence districts—35 mph; higher speeds on expressways.
- <sup>4</sup> Other than open country—60/45 mph.
- <sup>5</sup> In excess of 8-ft. width—50 mph.
- <sup>6</sup> Oversize—40 mph.
- <sup>7</sup> In excess of 32 ft. or 4000 lbs.—45 mph.
- <sup>8</sup> R & P—Reasonable and Prudent.

\*Check with local authorities for changes and up-to-date information.



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## NOTICE !

Passenger cars are designed primarily for passenger conveyance. However, it is well known that many owners use Oldsmobiles to tow trailers, and when available trailer towing options have been used, the owners have experienced very satisfactory service.

When a trailer is attached to a car, the car becomes not only a load-carrying vehicle, but a load-pulling vehicle. The demands of this type of operation are very different from those for which the automobile is primarily designed and may present problems, such as spring and tire loading, braking, cooling, lighting, and steering. However, careful driving practices and the use of factory recommended options will better satisfy the requirements of trailer towing.

The attachment for towing a trailer requires careful consideration. While a bumper hitch may be satisfactory for lightweight types of trailers, the hitch for heavier trailers must not attach to the rear bumper or frame rear cross member only, but must be designed to distribute the load to suitable structural members of the vehicle. Since there are many types, weights, and sizes of trailers, and numerous trailer hitch designs, each having its individual performance characteristics, it is not practical for Oldsmobile to thoroughly test and evaluate the merits of each. Oldsmobile is therefore unable to offer specific recommendations or assume responsibility for the operation of trailer hitches —which are not manufactured or supplied by Oldsmobile.

Some of the Oldsmobile features shown and described in this booklet are available at a moderate extra cost to make your trailer towing more enjoyable. See your Dealer for further information.

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