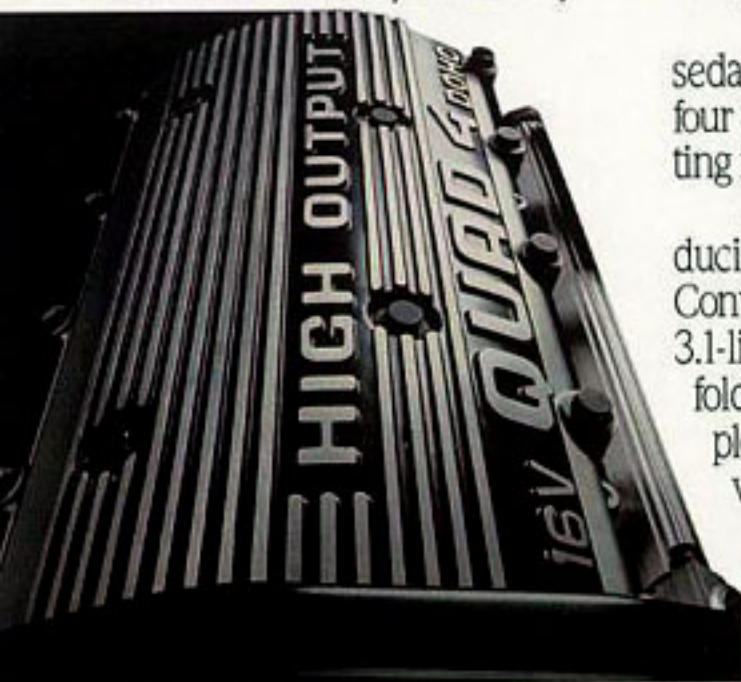


1990 Oldsmobile



Silhouette • Cutlass Supreme • Cutlass Ciera • Cutlass Calais
Cutlass Cruiser • Troféo • Toronado • Touring Sedan • Ninety-Eight • Eighty-Eight • Custom Cruiser

You don't win new laurels by simply sitting on old ones. We know that. That's why we're never quite satisfied with the status quo. It's also why we are very confident that you will find the 1990 Oldsmobiles are the most advanced vehicles in our 92-year history.



In a time when the word "new" has all but lost its credibility, the New Generation of Oldsmobile is making it mean something again. With new vehicles like the all-new Olds Silhouette. It's one luxury minivan that's able to do all the things a family needs to do. Versatile enough to transport cargo in the afternoon. And sophisticated enough to take your



This is the New Generation of Oldsmobile.



friends out to dinner that evening.

There is also a Cutlass Supreme sedan that is all-new this year. Its four wide-opening doors make getting into style that much easier.

And midyear, we'll be introducing the new Cutlass Supreme Convertible. With a 135-horsepower, 3.1-liter V6 engine and power folding top, it not only generates plenty of breezes, it also provides you with the perfect place in which to enjoy them.

The Cutlass Supreme International Series coupe offers an available Head-Up Display. Designed to project vehicle speed onto the windshield, it frees the pilot—or the driver, in this

instance—from having to drop his or her eyes to check the instrument panel. The system also projects headlight, turn and low-fuel indicators onto the windshield.

For the truly power-hungry, we have just the thing to satisfy your appetite. It's the new High-Output Quad 4. Sixteen valves, dual overhead cams, a double-wide cam chain, larger intake manifold and newly calibrated cylinder heads all add up to 180 horsepower—a figure that puts the new High-Output Quad 4 well into the turbo-charged range. The remarkable High-Output Quad 4 is available



now on Cutlass Calais and will be available on Cutlass Supreme in November 1989.

Toronado, Oldsmobile Touring Sedan, Ninety-Eight Regency and Eighty-Eight Royale have each been fitted with the 3800 V6. It features sequential port fuel injection and produces a massive 210 foot-pounds of torque at 2000 rpm. Acceleration is instantaneous. You move now!



Just as important as acceleration, however, is deceleration or braking. Oldsmobile provides it with an electronically controlled four-wheel anti-lock brake system that is standard on Toronado Troféo and Oldsmobile Touring Sedan. It provides confident steering control during braking under most road and weather conditions.

More big news is the larger and totally redesigned Toronado. The direct result of some of the world's most serious automotive technology. With the available Visual Information Center (VIC), you soar into tomorrow. With its cathode ray tube screen on the instrument panel, you store and recall up to 51 useful, full-color displays, including a compass for navigating, a phone menu and a touch screen pad (above right) for telephone dialing.

The VIC is completely integrated with the available mobile car phone, an Oldsmobile exclusive. The phone provides memory speed dialing, automatic redialing, privacy/mute, auto-lock and more. It even



includes convenient hands-off operation and in-car conference calls.

With the available remote control lock system, you are able to lock or unlock any or all doors and trunk from as far as thirty feet away, a fact you'll appreciate the first time you have your arms full of wiggly kids or groceries.

Touring Sedan's standard touch-control steering wheel* allows you to adjust the temperature, fan and stereo system—without ever lifting a hand from the wheel.

That's comforting. So is the long list of protective features that are built into every Olds passenger car. Side guard beams are in all doors. The steering wheel is energy-absorbing. A supplemental inflatable restraint system (air bag) is built into the Toronado and Toronado Troféo steering wheel. It's available on Ninety-Eight and Eighty-Eight sedan models.



Your Olds dealer has a variety of plans to help make buying your new Olds convenient. Or perhaps a GMAC SmartLease is right for you.

The Oldsmobile Edge

In addition to the innovative features we put into new Oldsmobiles, we also put one on top of them: the new Oldsmobile Edge, standard on every 1990 Oldsmobile. It is a comprehensive customer satisfaction plan designed to make Oldsmobile the industry leader in total owner satisfaction. To find out more about the new Oldsmobiles or the Oldsmobile Edge, see your Olds dealer.

*Also standard on Cutlass Supreme International Series.





Silhouette

No carmaker has gone to such great lengths for the sake of luxury.

Silhouette The new Oldsmobile Silhouette was designed on the premise that luxury is one of life's more basic necessities. So it seats seven in absolute comfort. More specifically, in

individual contoured bucket seats. As a multipurpose passenger vehicle, the rear five seats can be quickly removed. That creates 112.6 cubic feet of cargo capacity. Driver and front passenger enjoy the view

through one of the world's most advanced solar-control glass windshields. They enjoy the performance of the 3.1L V6, too. And to make sure those in back seats don't *take* a back seat, Silhouette has a separate

rear blower for improved air circulation. Oldsmobile believes that a vehicle should hold more than people and cargo. It should hold your attention. So we paid a lot of attention to the new Silhouette de-

sign. Ordinarily, all this might be deemed excessive. But then, the new Silhouette is not your ordinary family vehicle. It is the New Generation of Oldsmobile. *Functional. And great looks, too.*





Silhouette

You'll appreciate Silhouette's handsome leather carrying case.

You're looking at the leather-bound edition of the vehicle that rewrote the book on advanced minivan design. The new Oldsmobile Silhouette. Unlike other minivans, it has room for all of these finer

6

things in life. Like six bucket seats with available leather in the seating areas, a leather-wrapped steering wheel, and a full-frequency compact disc stereo system—all available. As a multipurpose vehicle, of

course, Silhouette offers you a lot more than just luxury. With the standard seven-seat model or the leather version, it's extremely big on practicality. Lift out the last row of seats, and you've got 62.7 cubic

feet of load space. Or remove the second row of seats, too, and haul away 112.6 cubic feet of cargo. The all-new Oldsmobile Silhouette. The only problem is deciding if it's a luxury vehicle that's extremely

practical. Or a practical vehicle that's extremely luxurious.

In minutes, you can redesign Silhouette's interior to fit your needs.



7



Cutlass Supreme International Series

Where a more aggressive approach to progress can get you.

Cutlass Supreme We're nearly obsessed with developing technology that moves us forward. And the cars that it goes into have a tendency to move forward very quickly.

as well. Like the new generation Cutlass Supreme, which debuted as a stylish coupe and is now available as a stylish sport sedan. Standard engine is the remarkable new High-Output Quad 4. It devel-

ops 180 horsepower and the kind of performance turbocharged engines aspire to. Underneath it all, a four-wheel independent suspension so stable you wonder if that thing you just went through was

really a turn, after all. Take a test drive to see why Olds is moving ahead so quickly. And why so many are coming along for the ride. *International Series coupe/genuine leather available in seating areas.*





Cutlass Supreme SL

In the battle of keeping up with the Joneses, this is a direct hit.

For those who'd like to do more than merely keep up with the neighbors, Olds offers this simple prescription: the all-new Cutlass Supreme SL sedan. How quickly it puts an end to suburban one-up-

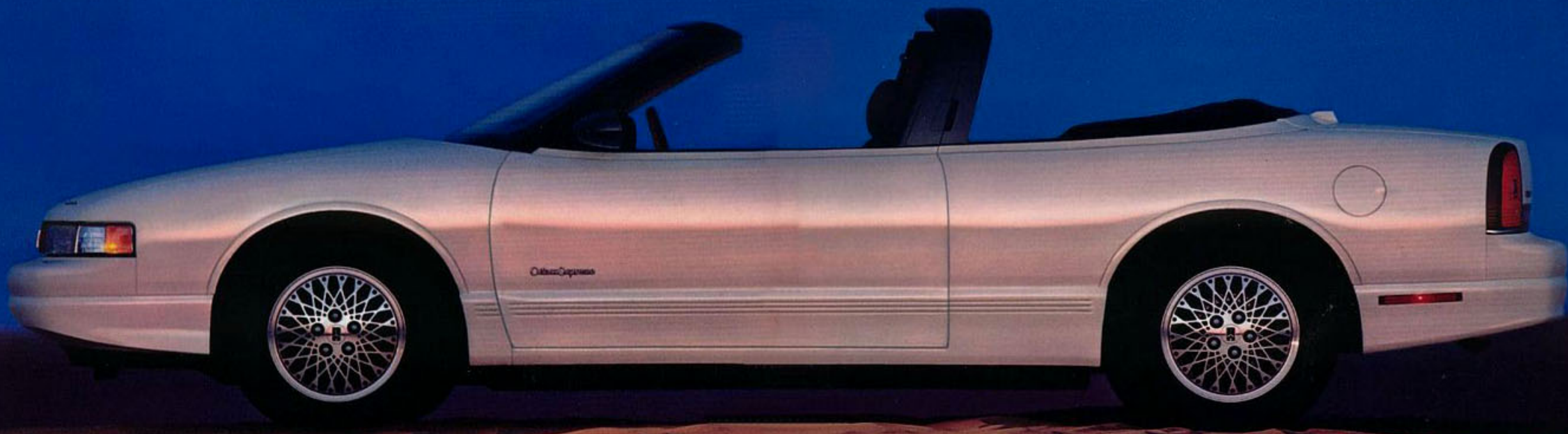
manship is anyone's guess, but with its 135-horsepower, 3.1-liter V6, we suspect it will be instantaneous. With things like MacPherson front struts, four-wheel independent suspension and 15" radials on cast

aluminum wheels, it could be even faster. Given Oldsmobile's penchant for value, there isn't much the neighbors can do to get this kind of attention without spending more. Unless, of course, they resort to

getting a new Cutlass Supreme SL sedan for themselves. But then, you got yours first.

Cutlass Supreme SL coupe and interior.





Cutlass Supreme Convertible

Not all our cars make precisely the same use of aerodynamics.

You're looking at what happens when some of the best car designers and aerodynamic engineers in the world let their hair down. It's the all-new Cutlass Supreme Convertible. And it's dedicated to all

those people who don't mind arriving at Point B with a different hairstyle than when they left Point A. Beyond its obvious beauty, the Cutlass Supreme Convertible comes standard with a power folding roof.

And a rear window that's made out of real glass instead of plastic. But not all of its advancements are associated with its top. Under the hood, you'll find a 3.1L V6 engine with multiport fuel injection that delivers

135 horsepower. Other standards include a four-speed automatic transmission, four-wheel independent suspension, 15-inch steel-belted radials and front-wheel drive. All of which make this Cutlass Supreme

a very rare commodity in the world today: a convertible that's worth driving even when the top is up.

The cockpit is available with leather in the seating areas. Rear seat room in a convertible? There's plenty in this one.





Cutlass Ciera SL

The car for people who need only one car.

Cutlass Ciera

If everyone in your family wanted a different car, but you only had a one-car garage, the new generation Cutlass Ciera would be the car to have inside

it. Its remarkable facility for doing everything well has made it the most popular Oldsmobile by far. Where comfort is concerned, excess is just the beginning. Seats are wide, deeply cushioned, and

contoured to the body. For those who'll be driving, there's a lot to look forward to. The standard 2.5-liter engine has a 12-horsepower boost for 1990. Or you can be as aggressive as the available 160-

horsepower 3300 V6. Whichever Cutlass Ciera you choose, you'll be getting a car that's stylish, practical and a joy to drive. All for the price of a single new car.

I-Series coupe and SL interior.





Cutlass Calais International Series

You can always say you bought it because it was affordable.

Cutlass Calais

Talk about your new Cutlass Calais and phrases like "How'd you ever afford this?" pop up. It's understandable, given that Cutlass Calais' looks and perform-

ance belie its price. The new High-Output Quad 4 engine is standard in the International Series. With more horsepower (180) than cubic inches (140), its performance is in the realm of turbocharging. "May

I please have a ride?" is another question you'll have to deal with. Because every Cutlass Calais' ride and handling are pure fun. Add AM/FM stereo with front and rear speakers, power front disc brakes,

sport console and front contour bucket seats, and you still don't add to the price. You just add to the unbelievability. Price one.

SL sedan and I-Series interior with available leather in seating areas.





Tornado Troféo

Maybe you had better buckle up your emotions, too.

Tornado Take the leather-wrapped steering wheel of the larger, totally restyled Tornado Troféo and prepare your driver instincts for an emotional rush. This is, after all, a

driver's car. It is an uncommon driving experience, the direct result of some of the most serious automotive technology available today. Fuel is injected directly into each intake port of the 3800 V6—in

exactly the right amount, at exactly the right instant. The result is acceleration that does the right foot proud. But the soul of this new Tornado Troféo is its remarkable ride and handling. Each wheel is

fitted with its own firm and deftly tuned suspension system. Such a driver's car is best evaluated by the seat of the pants. Take a test drive.

The new larger, totally restyled Tornado, and Tornado Troféo's cockpit.





Oldsmobile Touring Sedan

The grand touring experience was never more grand.

Touring Sedan

Challenging curves surrender almost too easily. Demanding mountain grades quickly lose their will and submit. And long distance trips seem to

slip by almost too quickly. This is grand touring in the Oldsmobile Touring Sedan. At the heart of it is a specially tuned four-wheel independent suspension system. Spring rates are increased. Bushings are

firmer. Stabilizer bars are larger. Shock absorber valving is more resilient. What you experience is excellent cornering with minimum heel and sway, and fast-ratio steering control that is pinpoint-

accurate. Plus a ride that is ultra-smooth, quiet and reassuringly predictable. There is the 165-horsepower, 3800 V6 with sequential port fuel injection to quicken your pulse. And the computer-controlled

four-wheel anti-lock braking system to slow it down. Enjoy. *Grand comfort. Lumbar and thigh supports, side bolsters, reclining seat backs, and front headrests are power adjustable. Leather in seating areas.*





Ninety-Eight Regency Brougham

Today, it isn't how much you spend. It's how well.

Ninety-Eight Regency

A luxury car shouldn't be measured by price or in pounds of chrome. It should be measured by how well it satisfies your needs

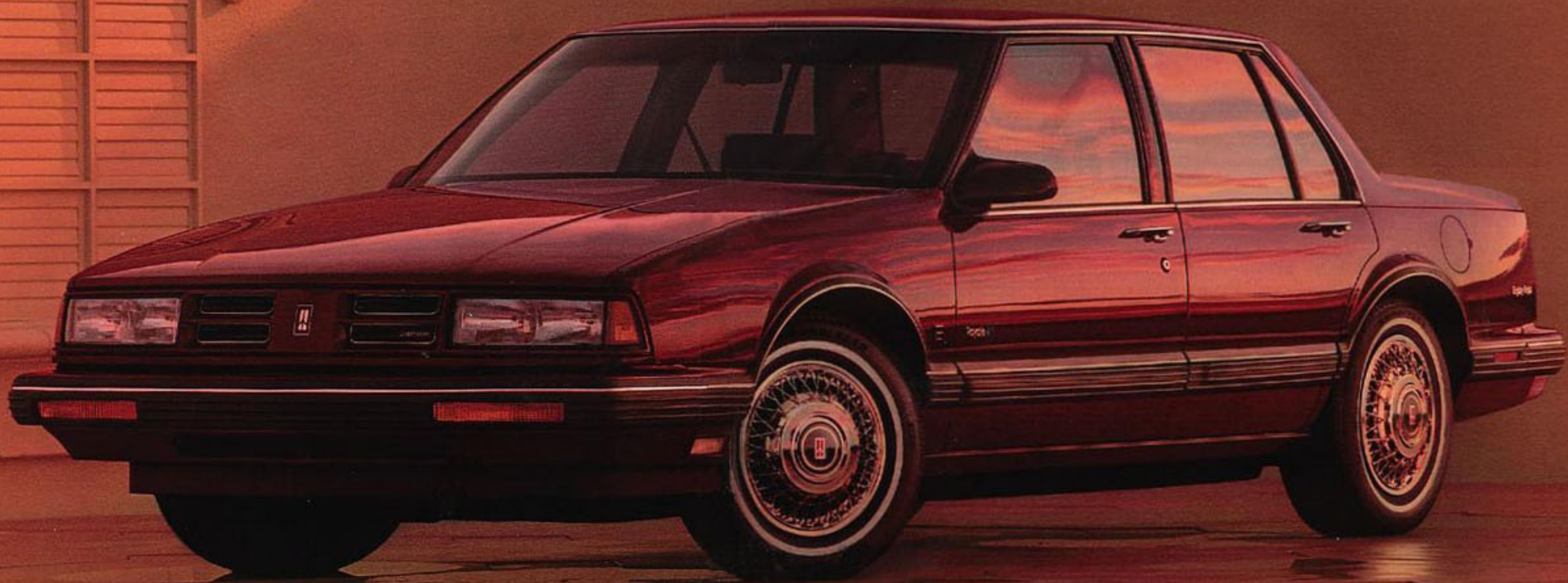
for room and physical comfort, and how well it handles and drives. On these counts, the Ninety-Eight Regency more than accommodates. Regardless of your size, you feel as if the interior was designed spe-

cifically for you. And it was. With ergonomic "H"-Point design, a system of plotting all critical interior dimensions from where the hip and leg meet, Ninety-Eight can comfortably accommodate 95% of

the world's drivers. And we mean comfortably. Seats are full-foam and deeply padded. Four-Season air conditioning, AM/FM stereo with extended range speakers, power windows and door locks—

all standard. So is the smooth, four-wheel independent suspension and powerful 3800 V6 engine with SFI. All for thousands less than many other luxury cars. *Leather available in seating areas.*





Eighty-Eight Royale Brougham

Everybody should have a place to go for a little peace and quiet.

Eighty-Eight Royale

After a full day of appointments or rounding up the kids, you deserve some peace and quiet. So head for home with all the comforts of

home, in Eighty-Eight Royale. It's one contemporary family car that is really designed for the family. It's roomy. It's comfortable. It's incredibly quiet. Special acoustical materials are used generously

throughout. Even small openings for wiring are tightly sealed with your jangled nerves in mind. With four-wheel independent suspension, 3800 V6 with sequential port fuel injection, four-speed automatic

overdrive transmission, plus a list of standard features that some might consider luxuries, it's a great way to call it a day.

Eighty-Eight Royale coupe and elegant Brougham interior.





Cutlass Cruiser

Cutlass Cruiser is perfect to pack for trips. Because unlike the traditional suitcase, it's virtually bottomless. And instead of your having to carry it, it carries you. In style, as you can plainly see. Cutlass Cruiser comfortably holds



six passengers. Add two more with the available rear-facing third seat. Should you be traveling in the company of cargo instead of people, you can fold down the rear seats and create space for up to 74 cubic feet. If you don't happen to own any cubic feet, it works just as well with coolers, pannelling, golf clubs and luggage.

Cutlass Cruiser comfortably holds six passengers. Add two more with the available

If that's still not space enough, you can always resort to the rooftop carrier, standard on the SL model. Along with carrying more of your home with you, Cutlass Cruiser also provides many of its comforts *en route*. Like air conditioning,



stereo and a 55/45 divided front bench seat that has been newly

Cutlass Cruiser Cargo Area Dimensions

Maximum cargo volume (cu. ft.)	74.4
Floor length from back of front seat to end of floor surface (in.)	75.4
Floor length from back of second seat to end of floor surface (in.)	45.4
Minimum distance between wheelhouses at floor level (in.)	36.6
Rear-end opening width at belt (in.)	49.4
Maximum height of rear opening, tailgate open (in.)	28.7

redesigned with greater body contour, for better back and lateral support. To transport all this—horsepower. Twelve percent more of it than last year, with the Tech IV engine that's standard on Cruiser S. The 3300 V6 engine with multi-port fuel injection is standard on Cruiser SL and available on Cruiser S. See your Oldsmobile dealer for a test drive. You'll find that which-

ever Cutlass Cruiser you choose, you'll feel right at home.

To feel more at home on the road, try taking more of your home with you.



Custom Cruiser

When there's work to be done, Custom Cruiser can roll up its sleeves and work with the best of them. After all, this broad-shouldered beauty is one of the longest, strongest wagons available anywhere today. With fully carpeted load floor and 87.2 cubic feet of cargo space, Custom Cruiser has one very large following. So much wagon, of course, requires a braggin' size engine. Oldsmobile obliges with a muscular 5.0-liter V8 with carburetion of the 4-barrel variety. One of the largest



production engines available today, it purrs out 255 foot-pounds of torque at a leisurely 2000 rpm. So you can count on Custom Cruiser to more than pull its own weight. As a matter of fact, when equipped with proper towing gear, it will pull



a whopping 5,000 gross pounds* of boat, trailer or whatever strikes your fancy. You can't work all the

Custom Cruiser Cargo Area Dimensions

Maximum cargo volume (cu. ft.)	87.2
Floor length from back of front seat to end of floor surface (in.)	90.2
Floor length from back of second seat to end of floor surface (in.)	55.4
Minimum distance between wheelhouses at floor level (in.)	48.2
Rear-end opening width at belt (in.)	48.2
Maximum height of rear opening, tailgate open (in.)	28.7

time. So lock your valuables in the hidden compartment. Close the versatile three-way tailgate. And slip into the lap of Oldsmobile luxury. The 45/55 divided front bench seat is wide and deeply cushioned. Whether you want to move mountains or just drive to them, Olds Custom Cruiser accommodates.

*Recommended maximum capacity including passengers, cargo and equipment.





Silhouette

Silhouette Powertrain Specifications

ENGINE	STANDARD
Displacement	3100 cc
Engine	V6
Brake hp (rpm)	120 @ 4200
Net torque (lbs.-ft.)	175 @ 2200
Bore/Stroke (in.)	3.50/3.31
Compression ratio	8.5 to 1
Fuel management	Electronic TBI*

DRIVELINE

Transaxle	3-speed automatic
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SUSPENSION/HANDLING

Front/Rear	MacPherson struts/Semi-independent
Front turning diameter, curb to curb (ft.)	38.2

*Throttle-body fuel injection.



Cutlass Supreme

Cutlass Supreme Powertrain Specifications

ENGINE	STANDARD*	STANDARD**	AVAILABLE***
Displacement	2.3-liter (140 cu. in.)	3.1-liter (191 cu. in.)	2.3-liter (140 cu. in.)
Engine	H.O. Quad 4	V6	Quad 4
Brake hp (rpm)	180 @ 6200	135 @ 4400	160 @ 6200
Net torque (lbs.-ft.)	160 @ 5200	180 @ 3600	155 @ 5200
Bore/Stroke (in.)	3.62/3.35	3.50/3.31	3.62/3.31
Compression ratio	10.0 to 1	8.8 to 1	9.5 to 1
Fuel management	Multiport FI†	Multiport FI†	Multiport FI†

DRIVELINE

Transaxle	5-speed manual	4-speed automatic	3-speed automatic
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SUSPENSION/HANDLING

Front/Rear	4-wheel independent
Front turning diameter, curb to curb (ft.)	37.49†

*Standard and available only on Supreme and International Series. Available in November 1989. **Standard on SL and Convertible. Optional on International Series. ***Optional and available only on Supreme. †Fuel injection. ‡Supreme and SL.



Cutlass Ciera S

Cutlass Ciera Powertrain Specifications

ENGINE	STANDARD	AVAILABLE*
Displacement	2.5-liter (151 cu. in.)	3300 cc (204 cu. in.)
Engine	4-cylinder	V6
Brake hp (rpm)	110 @ 5200	160 @ 5200
Net torque (lbs.-ft.)	135 @ 3200	185 @ 2000
Bore/Stroke (in.)	4.00/3.00	3.70/3.16
Compression ratio	8.3 to 1	9.0 to 1
Fuel management	Electronic FI†	Multiport FI†

DRIVELINE

Transaxle	3-speed automatic	3-speed automatic
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SUSPENSION/HANDLING

Front/Rear	MacPherson struts/Semi-independent
Front turning diameter, curb to curb (ft.)	38.1

*Standard on SL and International Series. **4-speed automatic standard on International Series, optional on S and SL. †Fuel injection.



Cutlass Calais Quad 442

Cutlass Calais Powertrain Specifications

ENGINE	STANDARD*	STANDARD**	STANDARD***	AVAILABLE****
Displacement	2.5-liter (151 cu. in.)	2.3-liter (140 cu. in.)	2.3-liter (140 cu. in.)	3300 cc (204 cu. in.)
Engine	4-cylinder	Quad 4	H.O. Quad 4	V6
Brake hp (rpm)	110 @ 5200	160 @ 6200	180 @ 6200	160 @ 5200
Net torque (lbs.-ft.)	135 @ 3200	155 @ 5200	160 @ 5200	185 @ 2000
Bore/Stroke (in.)	4.00/3.00	3.62/3.35	3.62/3.35	3.70/3.16
Compression ratio	8.3 to 1	9.5 to 1	10.0 to 1	9.0 to 1
Fuel management	Electronic FI†	Multiport FI†	Multiport FI†	Multiport FI†

DRIVELINE

Transaxle	5-speed manual	3-speed automatic	5-speed manual	3-speed automatic
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SUSPENSION/HANDLING

Front/Rear	MacPherson struts/Semi-independent
Front turning diameter, curb to curb (ft.)	35.4

*Standard on Calais and S. **Standard on SL. ***Standard on International Series. ****Optional only on Calais SL. †Fuel injection.



Tornado Trofeo

Tornado Powertrain Specifications

ENGINE	STANDARD
Displacement	3800 cc
Engine	V6
Brake hp (rpm)	165 @ 4800
Net torque (lbs.-ft.)	210 @ 2000
Bore/Stroke (in.)	3.80/3.40
Compression ratio	8.5 to 1
Fuel management	Electronic SFI*

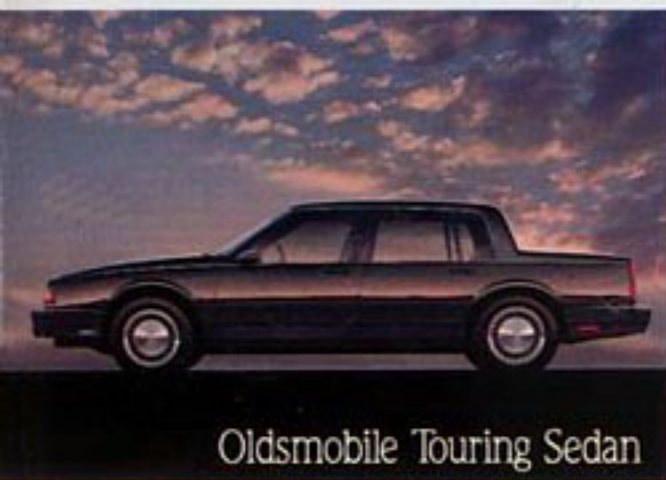
DRIVELINE

Transaxle	4-speed overdrive automatic
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SUSPENSION/HANDLING

Front/Rear	4-wheel independent with automatic leveling system**
Front turning diameter, curb to curb (ft.)	39.4

*Sequential port fuel injection. **Trofeo includes FE3 with 16-inch wheels and Eagle GT performance tires.



Oldsmobile Touring Sedan

Oldsmobile Touring Sedan Powertrain Specifications

ENGINE	STANDARD
Displacement	3800 cc
Engine	V6
Brake hp (rpm)	165 @ 4800
Net torque (lbs.-ft.)	210 @ 2000
Bore/Stroke (in.)	3.80/3.40
Compression ratio	8.5 to 1
Fuel management	Electronic SFI*

DRIVELINE

Transaxle	4-speed overdrive automatic
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SUSPENSION/HANDLING

Front/Rear	4-wheel independent with FE3 and automatic leveling system
Front turning diameter, curb to curb (ft.)	39.4

*Sequential port fuel injection.



Ninety-Eight Regency

Ninety-Eight Regency Powertrain Specifications

ENGINE	STANDARD
Displacement	3800 cc
Engine	V6
Brake hp (rpm)	165 @ 4800
Net torque (lbs.-ft.)	210 @ 2000
Bore/Stroke (in.)	3.80/3.40
Compression ratio	8.5 to 1
Fuel management	Electronic SFI*

DRIVELINE

Transaxle	4-speed overdrive automatic
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SUSPENSION/HANDLING

Front/Rear	4-wheel independent with automatic leveling system
Front turning diameter, curb to curb (ft.)	39.4

*Sequential port fuel injection.



Eighty-Eight Royale Brougham

Eighty-Eight Royale Powertrain Specifications

ENGINE	STANDARD
Displacement	3800 cc
Engine	V6
Brake hp (rpm)	165 @ 4800
Net torque (lbs.-ft.)	210 @ 2000
Bore/Stroke (in.)	3.80/3.40
Compression ratio	8.5 to 1
Fuel management	Electronic SFI*

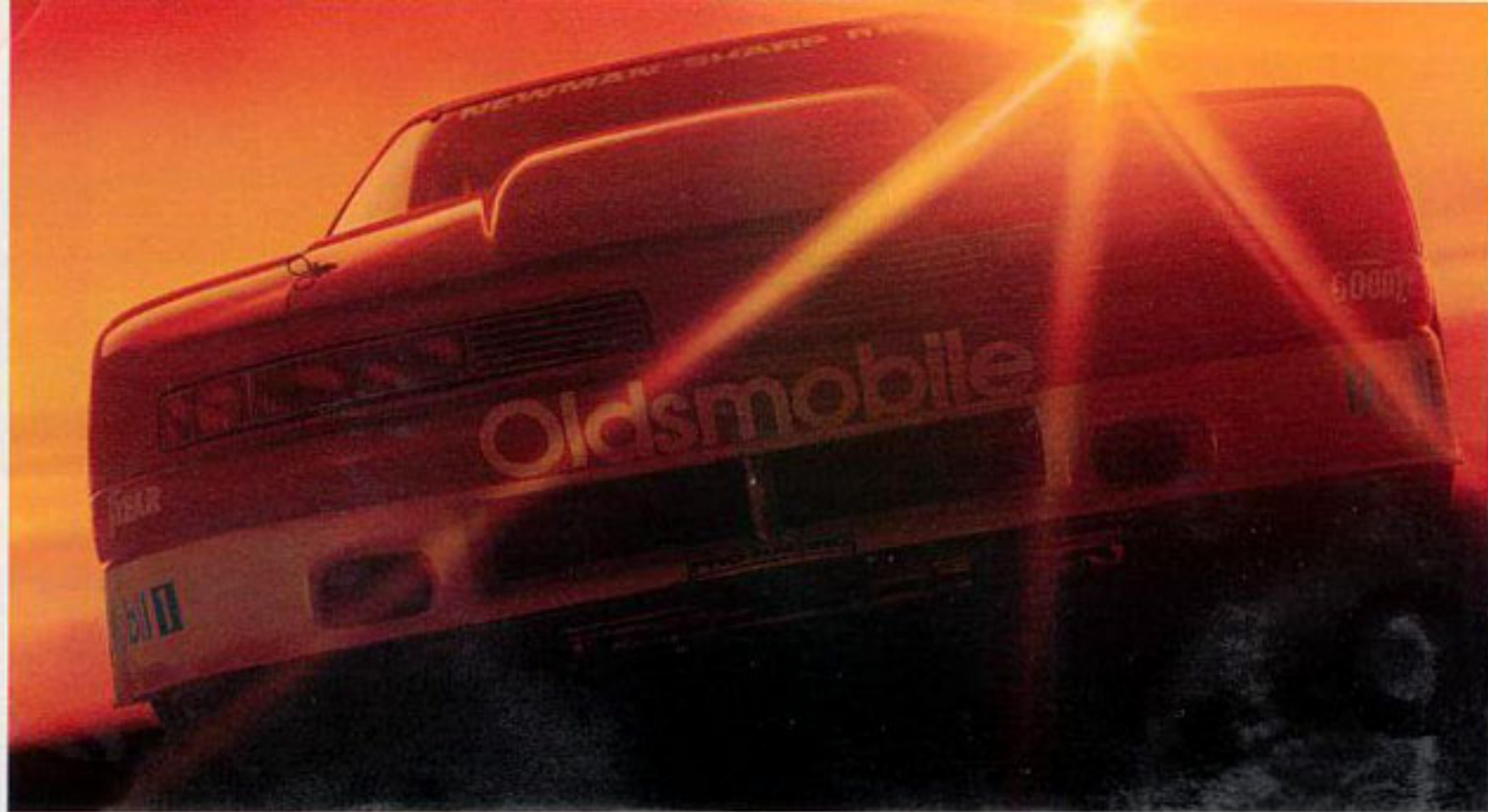
DRIVELINE

Transaxle	4-speed overdrive automatic
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SUSPENSION/HANDLING

Front/Rear	4-wheel independent
Front turning diameter, curb to curb (ft.)	39.4

*Sequential port fuel injection.



Olds Motorsports

Nothing comes from trying to move ahead too quickly. So we take a more deliberate approach. Like screaming



around the race-tracks of America. Because at speeds of 200-plus mph, in the heat of endurance races that last for hours or in the explosive starts of quarter-mile sprints, tiny imperfections—no matter how seemingly insignificant—are mercilessly exposed. Then,

Nothing comes from trying to move ahead too quickly. So we take a more deliberate approach. Like screaming around the race-tracks of America. Because at

speeds of 200-plus mph, in the heat of endurance races that last for hours or in the explosive starts of quarter-mile sprints, tiny imperfections—no matter how seemingly insignificant—are mercilessly exposed. Then, reworked to perfection. The remarkable Quad 4 engine was developed in just such a way, proving itself at 267 mph—setting a new land speed record in the process—before a single production version was lowered into an Olds. Advances in braking, manifold design, suspension tuning, aerodynamics—and more have come from our racing program. Recognition and trophies have come, as well. Olds has captured the NHRA Manufacturer's Trophy the last five years and won

IMSA road-racing titles the past three years. Olds has also scored NASCAR superspeedway wins—at Charlotte, Talladega



and Darlington twice. The real significance of the triumphs is the testimony to the kind of engineering going into Oldsmobiles today. The

kind that can't be rushed. Even if we do occasionally exceed 280 mph.

You can't rush quality.
So we seldom exceed 280 mph.

Important—A Word About This Catalog: We have tried to make this catalog as comprehensive and factual as possible. We reserve the right, however, to make changes at any time, without notice, in prices, colors, materials, equipment, specifications, models and availability. Since some information may have been updated since the time of printing, please check with your Oldsmobile dealer for complete details.

A Word About Engines: Oldsmobiles are equipped with engines produced by different operating units of General Motors, its subsidiaries or suppliers to GM worldwide.

A Word About Assembly: Oldsmobiles are assembled by different operating units of General Motors, its subsidiaries or suppliers to GM worldwide. Oldsmobiles incorporate thousands of components produced by different operating units of GM, its subsidiaries or suppliers to GM worldwide. We sometimes find it necessary to produce Oldsmobiles with different or differently sourced components than originally scheduled. All such components have been approved for use in Oldsmobiles and will provide the quality performance associated with the Oldsmobile name. Since some options may be unavailable when your vehicle is assembled, we suggest that you verify that your vehicle includes the equipment you ordered or, if there are changes, that they are acceptable to you.

A Word About Updated Service Information: Oldsmobile regularly sends its dealers useful service bulletins about Oldsmobile products. Oldsmobile monitors product performance in the field. We then prepare bulletins for servicing our products

better. Now you can get these bulletins, too. Ask your dealer. To get ordering information, call toll-free 1-800-551-4123.

A Word About Warranty: The GM 3-year/50,000 mile BUMPER TO BUMPER PLUS WARRANTY covers repairs for any new Oldsmobile, including labor and parts, to correct any defects in material or workmanship occurring during the warranty period. The complete vehicle (except tires, which are covered by their manufacturer) will be covered for 3 years or 50,000 miles, whichever comes first. After the first year or 12,000 miles, there is a \$100 deductible per repair visit. Body sheet metal rust-through from corrosion is covered for 6 years or 100,000 miles, whichever comes first. There is no deductible for rust-through repairs. See your Oldsmobile dealer for terms of this limited warranty.

A Word About Corrosion Protection: Oldsmobiles are designed and built to resist corrosion. All body sheet metal components are warranted against rust-through from corrosion for 6-years/100,000 miles. Application of additional rust inhibiting materials is not required *under the corrosion coverage*.

Occupant Protection: Automatic safety belt system for driver and right front passenger on all Oldsmobile models except Trofeo, Toronado and Silhouette • Manual lap/shoulder safety belts, outboard rear seat positions • Manual lap safety belts, center front/rear seat positions, where applicable • Supplemental Inflatable Restraint, driver only, with manual lap/shoulder safety belts for the driver and right front passenger on Trofeo and Toronado (available on Eighty-Eight Royale and Ninety-Eight

Regency sedans) • Manual lap/shoulder safety belts for driver and right front passenger, outboard positions in second and third rows on Silhouette • Manual lap safety belt center seat position, second row on Silhouette • Energy absorbing steering column • Energy absorbing instrument panel • Energy absorbing seat back tops, front • Interlocking door latches • Side-guard door beam • Passenger-guard inside door lock handles • Inertia-locking, folding front seat backs, two-door models • Safety armrests • Head restraints, driver and right front passenger (adjustable) • Break-away inside rear-view mirrors • Security door locks and door retention components

Accident Avoidance: Side marker lights and reflectors • Parking lamps that illuminate with headlamps • Four-way hazard warning flasher • Backup lights • Center high-mounted stop lamp on all Oldsmobile models except Silhouette • High-mounted tail/stop lamps on Silhouette • Directional signal control with lane change feature • Windshield defroster, washer and multi-speed wipers • Inside rear-view mirror • Dual outside rearview mirrors • Brake system with dual master cylinder and warning light • Starter safety switch • Dual action hood latch • Low-glare finish on inside windshield moldings, wiper arms and blades, metallic steering wheel surfaces • Illuminated heater and defroster controls • Illuminated windshield wiper and washer controls on Calais • Tires with built-in tread wear indicators

Theft Deterrence: Audible reminder for ignition key removal • Theft deterrent steering column lock • Visible vehicle identification number • Marked body parts on Trofeo and Toronado

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