

The New Generation of OLDSMOBILE



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TROFÉO • TORONADO • TOURING SEDAN • NINETY-EIGHT • EIGHTY-EIGHT • CUSTOM CRUISER



Trofeo Coupe

Automobile Design



Oldsmobile Touring Sedan

Oldsmobile Design



Eighty-Eight Royale Bratlam Coupe

Oldsmobile Design

This is the new generation of Oldsmobile.

Today, teamwork and technology are coming together at Oldsmobile. A reawakening to the excellence of our past and the potential of our future. The result is a bold step ahead. The best of what driving used to be, combined with a vision of what driving is going to be.

This is the New Generation of Oldsmobile.

There are new cars. Then there are new expressions of automotive style and engineering excellence. The latter is what today's drivers should expect, what Oldsmobile buyers have come to expect and what committed Oldsmobile people have once again produced. Automobiles designed and built to stand toe-to-toe with the finest cars the world has to offer.

If there is one car company in America capable of the task of innovating while preserving traditions of quality, solid design and lasting value ... it is Oldsmobile. After all, as long as there have been automobiles, Oldsmobile has been the car company where automotive inspiration is transformed into cars that are right for the times, satisfying to own and drive and a step up from the ordinary in design and execution.

In a new generation of evolving life styles and demands for new measures of excellence, we present

transportation choices that exceed expectations.

We present the 1989 Oldsmobiles ... an impressive balance of style, elegant contemporary design and deeply satisfying performance. Auto-mobiles so different from their predecessors of only a few short years ago that they truly represent the New Generation of Oldsmobile. But nevertheless, Oldsmobiles which embody the spirit, quality, and enduring value that have become the hallmark of a company that reaches back nearly five generations. Founded 91 years ago, the goal was "to build one carriage in as nearly perfect a manner as possible."

The precept was to be a step ahead of the industry. True then. True now. In the New Generation of Oldsmobile.

It's the looks that grab you first.

The new generation Oldsmobiles are stunning. But there's more to their beauty than elegant lines and the tasteful blending of metal, glass, and space age materials. There's a sense of proportion and purpose that goes beyond mere style.

The same sweep of fender that pleases the eye also guides the wind, to minimize turbulence and increase aerodynamic efficiency.

The advanced metals that form smoothly fitting body panels also resist corrosion and weathering.

Every new generation Oldsmobile is made to look good not just today, but through years of driving.

Technology teams with the human mind.

In the studios where ideas first take form and substance, computer-aided

design combines with the experience and artistry of Oldsmobile designers.

With each component "drawn" and stored in computer memory, hundreds of variations for each component can be analyzed for fit and function. Long before the first prototype is built, the design for every door handle, engine mount and bumper bracket is tested and retested through computer simulation to be sure it is good enough to carry the Oldsmobile name.

Computer consistency builds better cars.

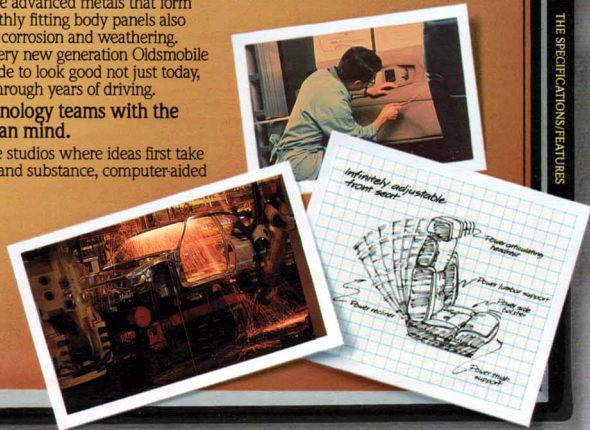
Throughout the assembly process, computer-controlled robots apply thousands of welds and seals with astonishing precision.

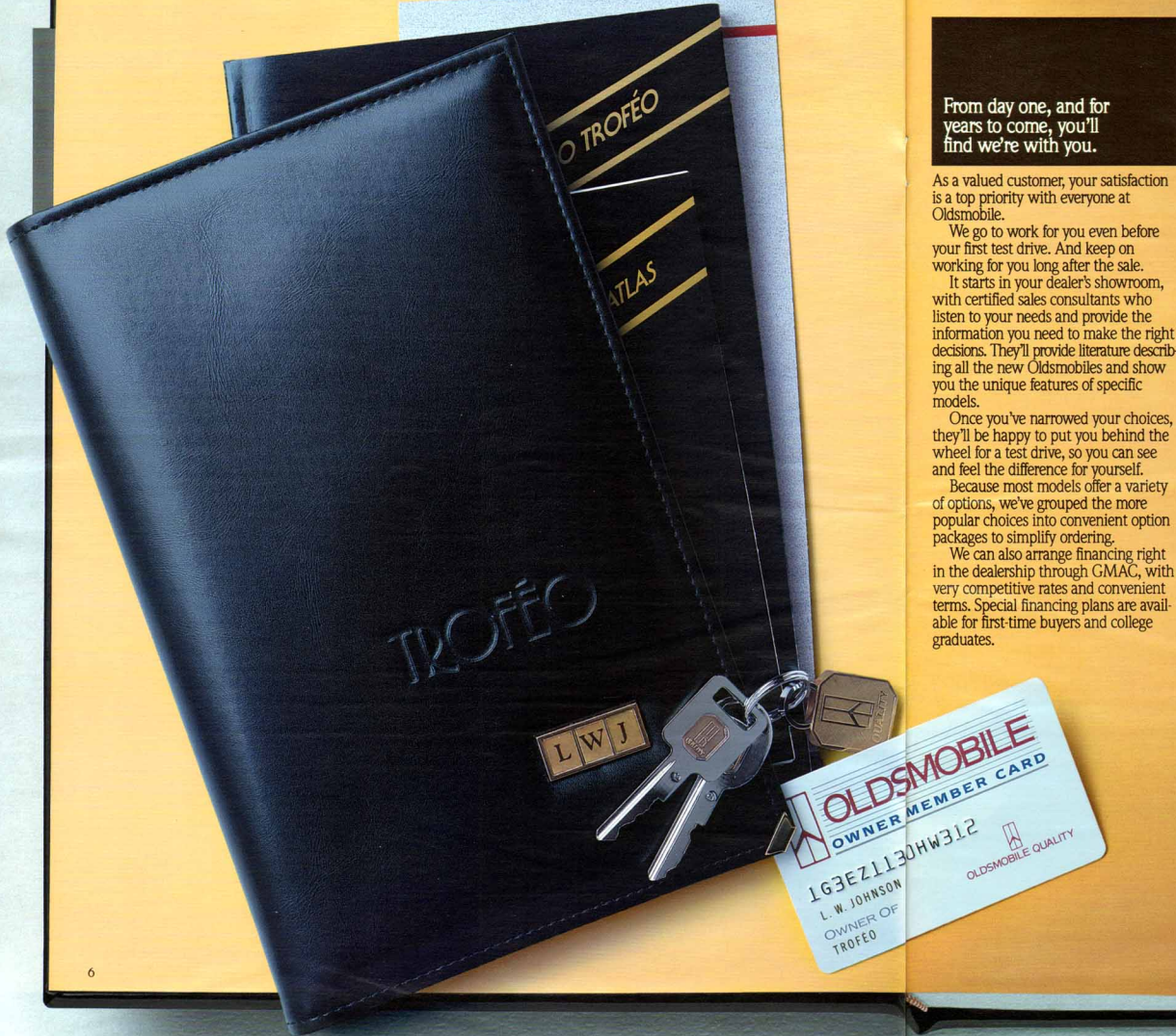
A computerized inspection system probes and verifies critical underbody points for accuracy. Laser inspection devices precisely measure all body openings, and robotic scanners check for dimensional accuracy within thousandths of an inch.

Car builders who care.

With all that technology at work, it is still the dedication and skill of our people that make the difference.

In the final analysis, it is they who establish and maintain the standards for excellence that set this new generation of Oldsmobiles apart from the crowd.





From day one, and for years to come, you'll find we're with you.

As a valued customer, your satisfaction is a top priority with everyone at Oldsmobile.

We go to work for you even before your first test drive. And keep on working for you long after the sale.

It starts in your dealer's showroom, with certified sales consultants who listen to your needs and provide the information you need to make the right decisions. They'll provide literature describing all the new Oldsmobiles and show you the unique features of specific models.

Once you've narrowed your choices, they'll be happy to put you behind the wheel for a test drive, so you can see and feel the difference for yourself.

Because most models offer a variety of options, we've grouped the more popular choices into convenient option packages to simplify ordering.

We can also arrange financing right in the dealership through GMAC, with very competitive rates and convenient terms. Special financing plans are available for first-time buyers and college graduates.

You might also want to consider GMAC leasing. Ask about the low monthly payments available through The Oldsmobile Alternative leasing program.

In most cases, your dealer will have just the car you're looking for in stock and ready to be prepared for delivery. Before it's delivered to you, it will be carefully inspected against a detailed checklist to make sure everything is as it should be.

To get you started off right, your new Oldsmobile will be delivered with a full tank of gas, a special key ring, which can be dropped into any mailbox and returned to you if you lose your keys, and an attractive portfolio including a comprehensive owner's manual, a maintenance schedule, and a copy of your tire warranty.

I think you'll be just as pleased with our service after your purchase. It starts with your dealer's service department. It's the proper place to come for warranty work, and there's no better place for regular maintenance. Stop in and look around. You'll see well-equipped facilities and trained technicians, ready to keep your Oldsmobile performing as it should.

You'll hear from us regularly in the months and years to come, as part of our Owner Communications Program. Soon after the purchase, you'll receive a set of emergency keys in a wallet-sized card, just in case you find yourself locked out of the car. They'll be accompanied by a survey asking about your experience with your dealer, to help us better serve our customers.

Next, we'll send you an Oldsmobile owner member card entitling you to discounts on car rentals and resort condominiums, and other benefits.

At the one year anniversary of ownership, you'll receive a survey inquiring about your satisfaction with Oldsmobile. Your response will help us pinpoint new ways to improve our service to you and other Oldsmobile owners.

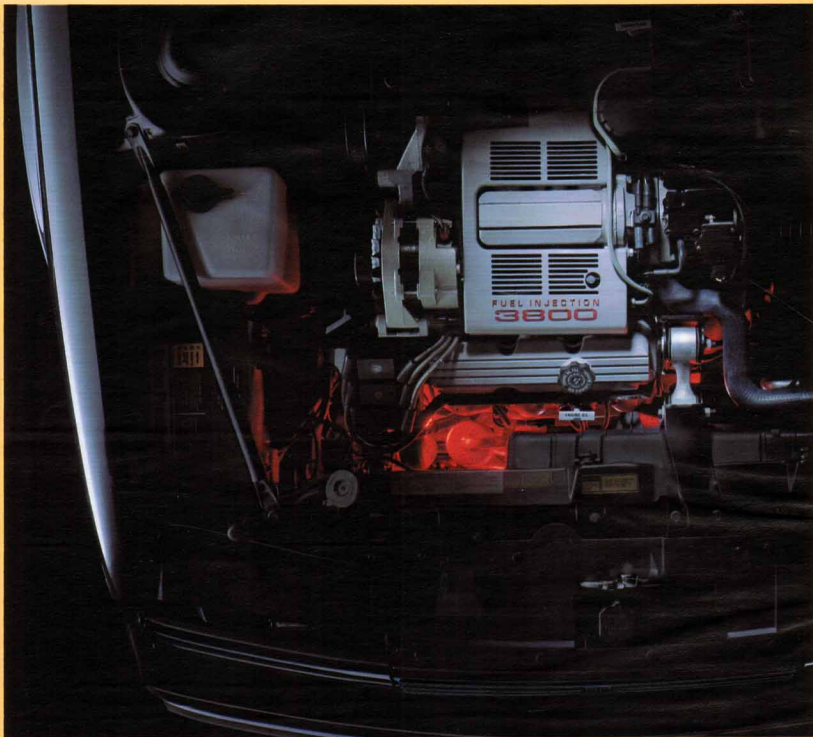
Future mailings will include regular maintenance reminders and a newsletter with driving and safety tips, information about new products and technology, and other articles of interest to Oldsmobile owners.

We want to keep in touch because we recognize that your car is a very personal possession that requires ongoing contact between Oldsmobile and you, our customers.

With that in mind, I join with all of the people of Oldsmobile in inviting you to read about, test drive and purchase a new Oldsmobile. I promise you not only a car of the highest quality, but our continuing efforts to make your Oldsmobile experience a most rewarding one.

Sincerely,

William W. Lane
Vice President,
General Motors Corporation
General Manager, Oldsmobile Division



With the introduction of the high-technology 3800 V6 with SFI, optional engines became extinct.

When Oldsmobile offered the 3800 sequential port fuel-injected V6 engine in Toronado, Touring Sedan, Ninety-Eight and Eighty-Eight

one year ago, it was a huge and unqualified success.

The 3800 engine has proven to be so capable that no additional engine choice need be made available.

The 3800 V6 engine with sequential port fuel injection is a highly advanced power plant incorporating lightweight metals and state-of-the-art technology, that delivers outstanding performance (165 hp) and remarkably smooth and dependable operation.

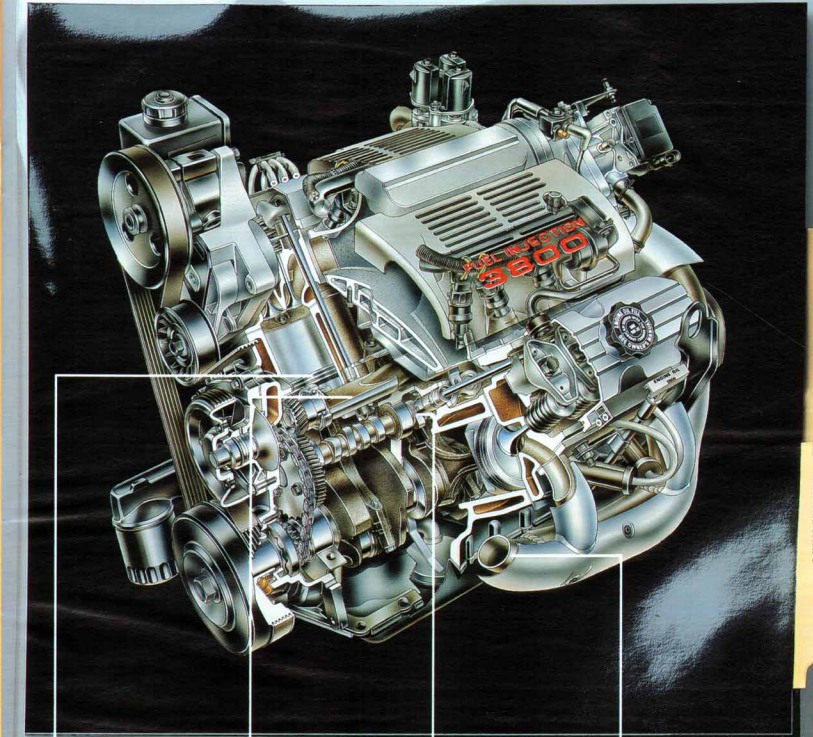
Fuel is injected directly into each intake port by a high-pressure turbine pump with computer accuracy—at exactly the right time—with the right fuel/air mixture—at every

speed—for maximum performance.

When you step on the accelerator, the reaction is instantaneous. There is no hesitation, no lag. The 3800 engine moves you NOW. Confidently and smoothly. And does so with remarkable quiet.

Take the wheel of a 3800 V6-powered model, and you'll quickly discover what the New Generation of Oldsmobile is all about.

It's one great engine. And a test drive is in order.



Lighter weight pistons perform with less friction and greater efficiency.

The 3800 is a 3.8-liter (231 cu. in.) displacement 90° even-firing V6 configuration with sequential port fuel injection.

A counterrotating balance shaft reduces vibration for smooth performance.

Sequential port fuel injection is activated by state-of-the-art sensors on camshaft which determine the exact timing of fuel intake for excellent cold starts and precise fuel metering.

Roller-lifter valve train and roller cams reduce power-robbing friction and contribute to smooth, efficient power.

An electronic control module determines the exact amount of fuel to be injected, based on incoming air mass, engine speed and temperature, throttle position and oxygen content in the exhaust, for efficient fuel use.

Overall performance is enhanced with tuned intake manifolds and larger diameter exhaust pipes.

Cylinder head gaskets feature graphite laminate composite for positive seal.

ROLLER-LIFTER VALVE TRAIN

COUNTERROTATING BALANCE SHAFT

THE AUTOMOBILES

THE SPECIFICATIONS/FEATURES



A few words about Oldsmobiles that exceed the speed limit without breaking the law.

You won't find these Oldsmobiles on Elm Street. You will find them, specially modified and roaring, on America's landmark race courses. Instead of breaking laws, they are breaking records in record numbers. On oval tracks. On drag strips. In road races.

The Oldsmobile victories keep coming. But Oldsmobile doesn't go racing just for the glory. We're there to test new ideas and their mettle, under the most grueling conditions. Oldsmobile performance is perfected on the race track, as well as the test track.

It pays off. Last year, before the revolutionary Quad 4 engine entered a single showroom, a specially modified, turbocharged version was put to the test in the experimental Oldsmobile Aerotech. On August 27, 1987, it set a new closed-course world land speed record of 257 miles per hour, breaking the eight-year-old mark set by a turbocharged V8 Mercedes-Benz. It also set a new world record of 267 mph in the flying mile. The production Quad 4 engine is now available in Cutlass Calais.

Other benefits that racing has contributed to include disc brakes, fuel injection, aerodynamic styling, tuned manifolds and, of course, improved performance and durability.

As for the glory? Here are just a few of our recent accomplishments with specially modified Oldsmobiles...

- Oldsmobile Toronado, national road racing champion (IMSA) the last two years.
 - Oldsmobile—National Hot Rod Association Manufacturer's Trophy winner the last four years.
 - Fourteen new NHRA records for elapsed times and top speeds last year.
 - Cutlass Supreme, winner at Darlington, considered the toughest track on the NASCAR circuit.
 - Cutlass Supreme, winner of the Winston 500 at Talladega, the world's fastest speedway.
 - Cutlass Supreme wins SCCA Trans Am Race at Long Beach, leaving Porsche, Audi and Merkur in its slipstream.
 - In the Winston World Championship Series, Oldsmobile posted 20 first place finishes—just last year.
- The New Generation of Oldsmobile is, quite obviously, a winner!



TROFÉO

MODEL: Troféo Coupe

POWER SOURCE: 3800 V6 engine with SFI

TRANSMISSION: Four-speed automatic overdrive

SUSPENSION: Four-wheel independent with automatic load leveling

BRAKES: Four-wheel power disc, anti-lock system



T R O F É O



TROFÉO

Isn't technology beautiful?

Oldsmobile Troféo® is, perhaps, the most technologically advanced personal performance luxury coupe in the world.

It is an exciting balance of performance, comfort and high technology, dramatically wrapped in black trim and aerodynamic lines. With hidden headlamps and special ground effects, it is fully capable of slicing through air—and mediocrity—with equal ease.

The 3800 V6 engine with sequential port fuel injection thrives with computer accuracy.

Braking is state-of-the-art with a Teves four-wheel anti-lock system standard.

Front seats provide individual power controls for side bolsters, back contour and lumbar support. Seat back recliners are also power actuated. Leather is standard in seating areas.

Turn the key, and Troféo is alive with electronic technology. Available is the new Visual Information Center. It allows you to store and recall up to 51 visual displays. The VIC fully integrates with the available mobile phone, which provides convenient memory speed dialing, touch screen dialing, automatic redialing and much more. It even provides complete hands-off operation.

Leather-wrapped steering wheel with touch controls for stereo and climate control, FE3 Touring Car Ride and Handling, Twilight Sentinel and 15-inch aluminum-styled wheels are all standard.

Troféo might well be a driver's dream car. And fortunately, dreams can come true.



1. The instant reflex microtechnology is extraordinary, yet simple to monitor. The tilt-away steering wheel places radio and climate controls at your fingertips. A complete message center appears at the touch of a button, which includes information on fuel economy, driving range, remaining oil life and more. 2. Visual Information Center available. Works with on-board computers to provide full color presentation of engine functions, accessory operation, navigational compass and more. The available mobile phone is fully integrated with the VIC, an Oldsmobile exclusive. Provides 99 memory locations, automatic redial, hands-off operation and more.

The Oldsmobile Troféo interior, personal and sporty, features genuine perforated Morocco leather in the seating areas.

For added strength and durability, Doeskin vinyl trims the seat, instrument panel and door panels.

The center console is highlighted with Sheffield Gray, a graphite-on-metal look that is both striking and contemporary.





TORONADO

Personal luxury aside, it's the pure sport driving you'll savor.

Oldsmobile Toronado has always been a driver's car. Right from the beginning, when it was the first contemporary automobile with front-wheel drive.

The new generation Toronado creates a unique and sporty driving experience for today's drivers. With retractable halogen headlamps, sloping hood and rounded corners, Toronado is the very shape of personal sport performance. And that performance is premium—provided by the powerful 3800 sequential port fuel-injected V6. A strong, smooth and proven performer.

But trying is believing, so slip inside. Adjust the 6-way power driver seat and leather-wrapped tilt-away steering wheel to your liking, nudge the console-mounted 4-speed automatic overdrive transmission lever into gear—and go. With dispatch.

And complete confidence. Four-wheel independent suspension and automatic level control smooth the lumps and bumps while you enjoy the sporty, controlled ride. Toronado keeps its composure, even on surfaces laced with imperfections.

To bring it all to a halt, which you'll hate to do, are four-wheel power disc brakes standard, with Teves anti-lock brakes available.

For your convenience, the sun visors provide extensions for added coverage and comfort. Overhead, a storage area for sunglasses, garage door opener, or more importantly, your driving gloves.

The 1989 Toronado is one great sport. And you're invited to participate. So take the wheel. Take a test drive.



1. Toronado reclining contour bucket seats in Primavera velour. Choose from Medium Antelope, Dark Rosewood, Dark Sapphire Blue, Dark Garnet Red and Medium Gray. Center console with shifter included.



TROFÉO

Advanced technology and serious engineering help make the Troféo a driver's dream.

If you care to methodically work your way through the impressive facts, figures and specifications, they are at your disposal. And you are invited to do so.

However, there is a better and far more memorable way to acquaint yourself with this great driver's car. And that's behind the wheel.

In fact, if you're looking for some straight answers about road handling and maneuverability, behind the wheel is the only place to ask.

Retractable composite halogen headlamps with four high-beam modes

3800 V6 with SFI

Four-wheel independent FE3 Touring Car Ride and Handling suspension

Ergonomically engineered seats

Four-speed automatic overdrive transmission

Electronic analog instrumentation with tachometer and reminder package

Two-sided galvanized steel body fights corrosion

Four-wheel power disc brakes with anti-lock

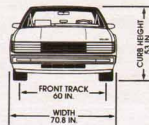
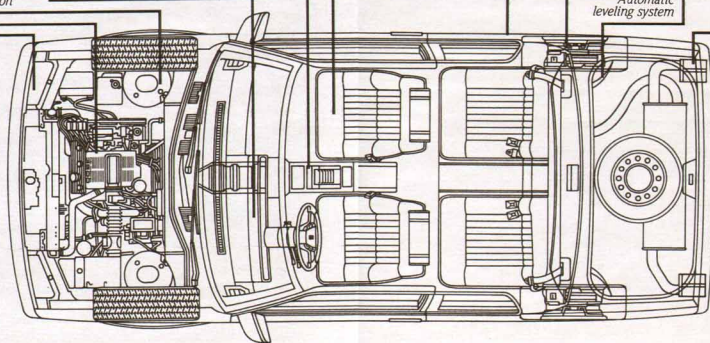
Automatic leveling system

Dual exhaust outlet

TROFÉO/TORONADO POWERTRAIN SPECIFICATIONS

ENGINE	STANDARD
Displacement	3800 cc
Engine	V6
Stroke hp (rpm)	165 @ 4800
Net torque (lbs.-ft.)	210 @ 2000
Bore/Stroke (in.)	3.800/3.400
Compression ratio	8.5 to 1
Fuel management	Electronic Fuel Injection (Sequential port)
Cooling system (qt.)	11.97
DRIVELINE	
Transaxle	4-speed overdrive automatic
Final drive ratio	2.08 to 1
SUSPENSION/HANDLING	
Front/Rear	4-wheel independent with FE3 and automatic leveling system
Front/turning diameter, curb to curb, left/right (ft.)	39.0/39.0

*Trofeo includes FE3.



TROFÉO/TORONADO DIMENSIONS

BODY/CHASSIS	COUPE
Wheelbase (in.)	1079
Track, front/rear (in.)	60.0/60.0
Tire size	P215/65R15
Wheel size	15 x 6
Brake type, front/rear	Disc/Disc
Fuel tank (gals.)	18.0
EXTERIOR	
Length (in.)	1875
Width (in.)	70.8
Height (in.)	53.0
Curb weight (lbs.)	3364
INTERIOR	
Headroom, front/rear (in.)	37.8*/37.8*
Legroom, front/rear (in.)	42.7/35.7
Shoulder room, front/rear (in.)	58.3/57.5
Seating capacity	5
Trunk capacity (cu. ft.)	14.1

*Headroom is reduced when Astorroof is ordered.

OLDSMOBILE TOURING SEDAN

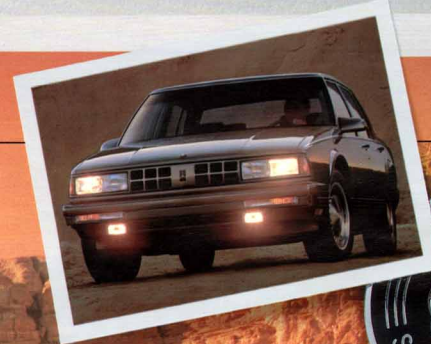
MODEL: Oldsmobile Touring Sedan

POWER SOURCE: 3800 V6 engine with SFI

TRANSMISSION: Four-speed automatic overdrive

SUSPENSION: 4-wheel independent with automatic load leveling

BRAKES: Power front disc and rear drum, anti-lock system



O L D S M O B I L E T O U R I N G S E D A N



OLDSMOBILE TOURING SEDAN

Enjoy the exhilaration of world-renowned handling. And do it in absolute comfort.

The Oldsmobile Touring Sedan holds to a very lofty goal: offer an American touring car to not only equal, but surpass, such renowned nameplates as BMW 735i, Mercedes 190 and 300. Such cars pride themselves on handling, and rightly so.

The new generation Oldsmobile Touring Sedan's sophisticated suspension offers remarkable handling—as well as a most rewarding ride. You will find it comfortable, quiet, and very well controlled.



1. Instrumentation is complete, with calibrated tachometer, plus reminder package that indicates low fuel, low coolant, low washer fluid and much more. Leather-wrapped steering wheel with touch controls for stereo and climate control. 2. 11 power adjustments for ultimate comfort.



Inside, Touring Sedan takes ergonomics to new heights. The Lear Siegler bucket seats are deep and thick. They feature individual controls for 11 power adjustments, including seat back recliners, side bolsters, lumbar and thigh, plus articulating headrest. Genuine leather, of course, trims the seating areas.

Touring Sedan will change your perception of what a road car can be—and will do so in comfort. Absolutely.

The genuine article. Like few cars in the world, Oldsmobile Touring Sedan provides rich burl walnut on instrument panel and center console.

For strength and durability, seats and door panels are trimmed in Doeskin vinyl.

Glove-soft Morocco perforated leather graces the seating areas. Impressive luxury. Refined comfort.



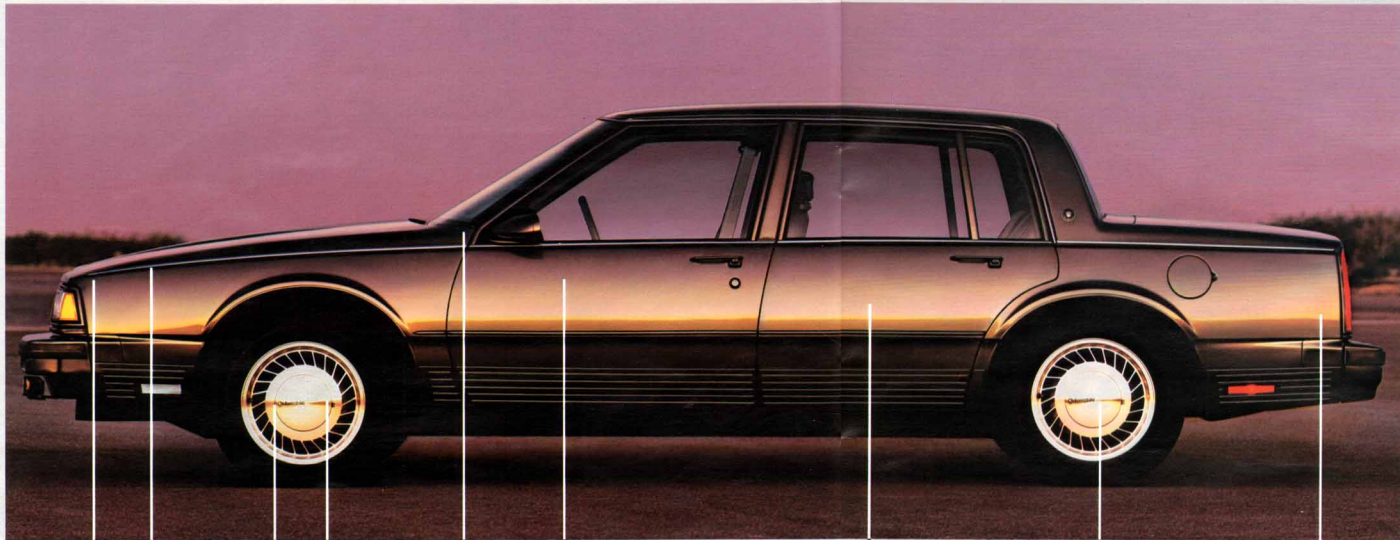
OLDSMOBILE TOURING SEDAN

Few cars look this good
on paper.

Or at the country club, for that matter. Oldsmobile Touring Sedan is beautifully styled and flawlessly engineered, inside and out.

Take the wheel and expect much of the Touring Sedan. On high-speed expressways or challenging back roads, Oldsmobile Touring Sedan will not disappoint.

In fact, with your very first test drive, you'll know that this magnificent piece of machinery takes a back seat to no one.



High-capacity cooling system

3800 V6 with SFI

Four-wheel independent, FE3 Touring Car Ride and Handling suspension. Automatic load leveling

Quick-ratio rack-and-pinion power steering

Precision instrumentation with tachometer

Four-speed automatic overdrive transmission.

Two-sided galvanized steel for added corrosion protection

Four-wheel anti-lock braking system

Luggage compartment cargo net

OLDSMOBILE TOURING SEDAN POWERTRAIN SPECIFICATIONS

ENGINE	STANDARD
Displacement	3800 cc
Engine	V6
Break hp (rpm)	165 @ 4800
Net torque (lbs.-ft.)	210 @ 2000
Bore/Stroke (in.)	3.800/3.400
Compression ratio	8.5 to 1
Fuel management	Electronic Fuel Injection (Sequential port)
Cooling system (qt.)	11.7

DRIVELINE

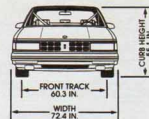
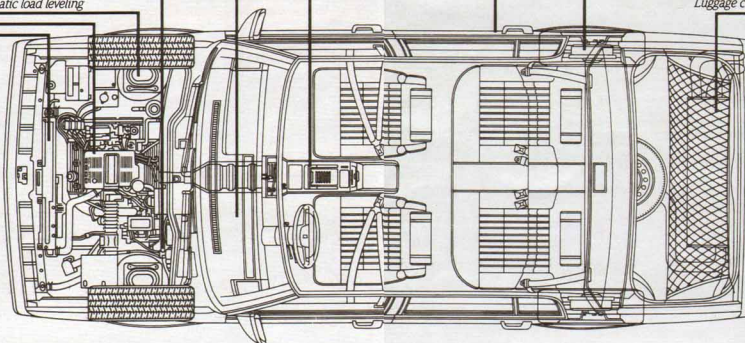
Transaxle 4-speed overdrive automatic

Final drive ratio 2.08 to 1

SUSPENSION/HANDLING

Front/Rear 4-wheel independent with FE3 and automatic leveling system

Front turning diameter, curb to curb, left/right (ft.) 39.4/40.0



OLDSMOBILE TOURING SEDAN DIMENSIONS

BODY/CHASSIS	SEDAN
Wheelbase (in.)	110.8
Track, front/rear (in.)	60.3/59.8
Tire size	P215/60R16
Wheel size	16 x 7
Brake type, front/rear	Disc/Drum
Fuel tank (gals.)	18.0

EXTERIOR	
Length (in.)	196.4
Width (in.)	72.4
Height (in.) (curb)	55.1
Curb weight (lbs.)	3302

INTERIOR	
Headroom, front/rear (in.)	39.3*/38.1*
Legroom, front/rear (in.)	42.4/41.5
Shoulder room, front/rear (in.)	58.9/58.8
Seating capacity	5
Trunk capacity (cu. ft.)	16.4

*Headroom is reduced when Astrorof is ordered.

NINETY-EIGHT REGENCY

MODELS: Ninety-Eight Regency Brougham Sedan (shown),
Ninety-Eight Regency Sedan

POWER SOURCE: 3800 V6 engine with SFI

TRANSMISSION: Four-speed automatic overdrive

SUSPENSION: Four-wheel independent with automatic load leveling

BRAKES: Power front disc and rear drum. Anti-lock system available

NOTE: Standard and available equipment varies, depending on the model you choose.
See the specifications and equipment section located on pages 44-52 of this catalog.



N I N E T Y - E I G H T R E G E N C Y



NINETY-EIGHT REGENCY BROUGHAM

Understatement of the year.

Ninety-Eight Regency Brougham is neither glitzy nor show business. It is all business. It is, in fact, the last word in understated elegance.

Of course, all the expected conveniences are there. Electronic air conditioner, power door locks, tilt-away steering wheel, Cruise Control, and 3800 V6 with SFI—all standard on this top-of-the-line sedan.

But beyond all that is the room and quiet you require. Driver and front passenger can adjust their seats individually. Additionally,

the driver side provides six-way power controls.

Ninety-Eight Regency Brougham. Every bit as logical as it is luxurious. Prove that to yourself. Test drive it. Then, test price it.

1. Individually adjustable 55/45 Brougham front seat in Primavera velour. 2. A new driver side Supplemental Inflatable Restraint system, designed into the steering wheel, is available. 3. Ninety-Eight Regency models offer a divided seat in Elite II velour, with center armrest.

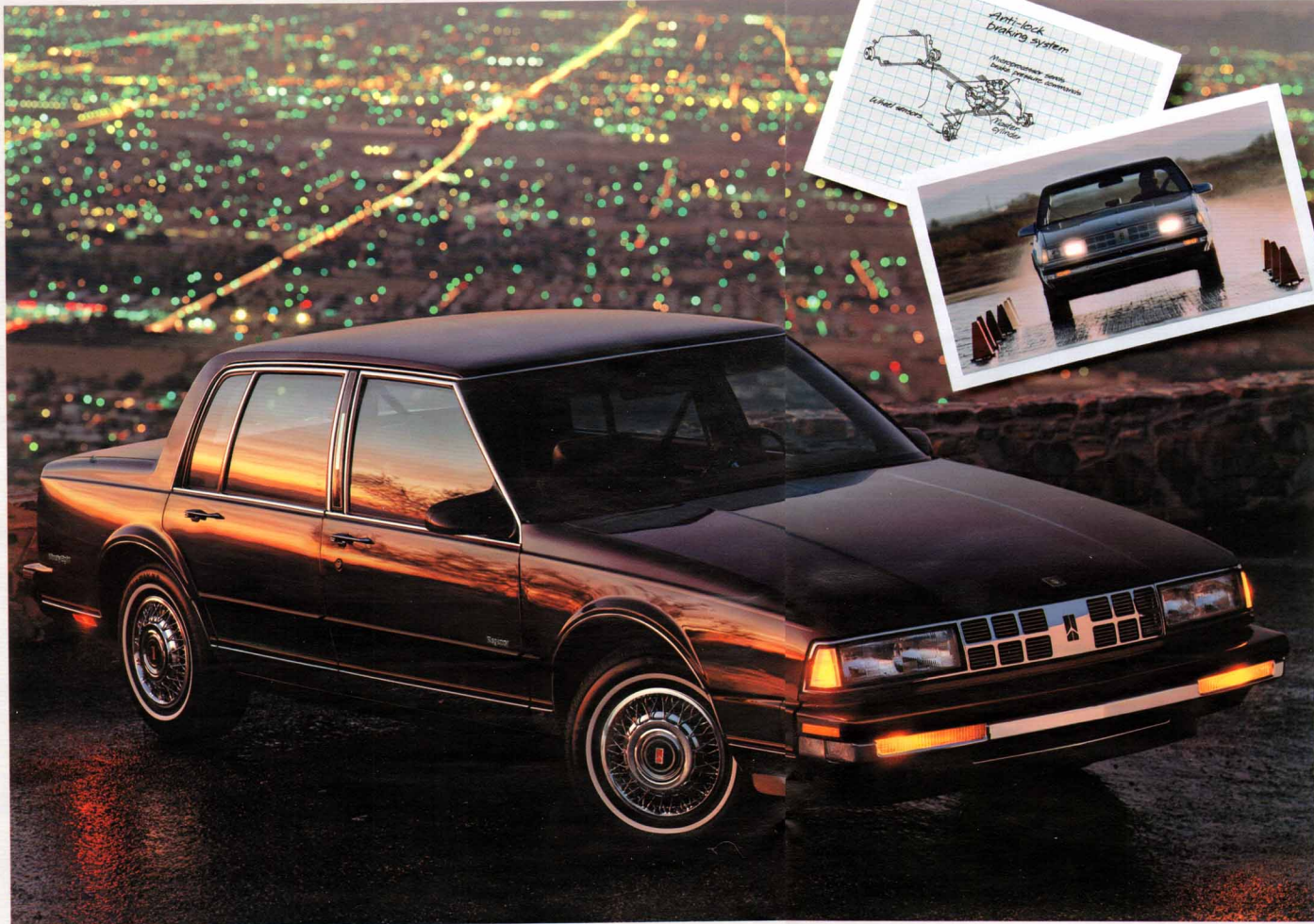


Primavera velour fabrics highlight Regency Brougham interiors and are available in Dark Sapphire Blue, Medium Gray, Dark Garnet Red, Medium Antelope and Dark Rosewood.

Wood-grain applique adds a gracious note of elegance to the instrument and door panels.

Sierra grain leather is available in the seating areas (shown above). Color-mated Doeskin vinyl is used where heavy wear and ease of cleaning are important.





NINETY-EIGHT REGENCY

Its available anti-lock braking system could be the most logical luxury of all.

You're driving in a heavy rainstorm. Or the snow is flying—and accumulating on the road. Or you're in heavy, fast-moving traffic, and the driver in front of you suddenly applies the brakes. The available Teves anti-lock braking system assists you and your Ninety-Eight Regency in stopping as quickly as possible, under most road conditions, while helping you maintain steering control.

When you apply the brakes in an emergency situation, ABS goes to work for you. A microprocessor assists you by sending electronic commands to modulate brake pressure up to 15 times per second. The system makes instant and automatic corrections to provide stable stopping power—when you need it most.

And that can be almost as comforting as the lengthy list of value-adding standard features. Air conditioner, power side windows, power door locks, tinted glass, six-way power driver seat, AM/FM stereo with cassette, digital clock, 3800 sequential port fuel-injected V6, automatic overdrive transmission, and four-wheel independent suspension with automatic load leveling are all included.

A new Supplemental Inflatable Restraint system is available for the driver side.

And since you're so relaxed and comfortable, why not lean back and enjoy the remarkable sound of the electronically tuned Delco stereo sound system. Or enjoy the ultimate in recorded sound with the available new Delco compact disc 6-speaker dimensional sound system.

All this at a price that is music to your ears. The logical and affordable Ninety-Eight Regency. What could be more in tune with today?

Photos, above left: Teves anti-lock braking system, schematic drawing. Wet pavement proving ground braking test. Left: Ninety-Eight Regency Sedan.

NINETY-EIGHT REGENCY

Beneath its gleaming high-gloss finish, you see the logic of it all.

The closer you look, the more logical the Ninety-Eight Regency becomes.

It offers solid engineering, painstaking attention to detail, as well as bountiful luxury and an impressive array of standard power and convenience features.

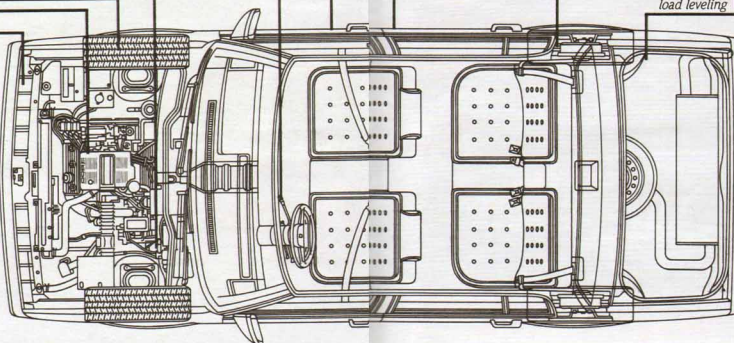
But Ninety-Eight Regency also has its practical side—with two-sided galvanized body panels for added corrosion protection—and a price you'll find surprisingly affordable. Thousands of dollars less than many other luxury cars, foreign and domestic.*

Ninety-Eight Regency, a logical choice indeed.

*Comparison based on MSRP. Levels of equipment vary.



3800 V6 with SFI
Composite headlamps
Power rack-and-pinion steering
Front-wheel drive
Four-speed automatic overdrive transmission
Multicoat/high-gloss enamel finish
Two-sided galvanized steel for added corrosion protection
Four-wheel independent suspension
Automatic electronic load leveling



NINETY-EIGHT REGENCY POWERTRAIN SPECIFICATIONS

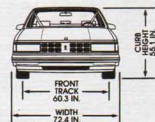
ENGINE	STANDARD
Displacement	3800 cc
Engine	V6
Brake hp (rpm)	165 @ 4800
Net torque (lbs.-ft.)	210 @ 2000
Bore/Stroke (in.)	3.800/3.400
Compression ratio	8.5 to 1
Fuel management	Electronic Fuel Injection (Sequential port)
Cooling system (qt.)	11.7

DRIVELINE

Transaxle	4-speed overdrive automatic
Final drive ratio	1.99 to 1

SUSPENSION/HANDLING

Front/Rear	4-wheel independent with automatic leveling system
Front turning diameter, curb to curb, left/right (ft.)	39.4/40.0



NINETY-EIGHT REGENCY DIMENSIONS

BODY/CHASSIS	SEDAN
Wheelbase (in.)	110.8
Track, front/rear (in.)	60.3/59.8
Tire size	P205/75R14
Wheel size	14 x 6
Brake type, front/rear	Disc/Drum
Fuel tank (gals.)	18.0
EXTERIOR	
Length (in.)	196.4
Width (in.)	72.4
Height (in.)	55.1
Curb weight (lbs.)	3334
INTERIOR	
Headroom, front/rear (in.)	39.3/38.1
Legroom, front/rear (in.)	42.4/41.5
Shoulder room, front/rear (in.)	58.9/58.8
Seating capacity	6
Trunk capacity (cu. ft.)	16.4

*Headroom is reduced when Astrorof is ordered on Brougham.

EIGHTY-EIGHT ROYALE

MODELS: Eighty-Eight Royale Brougham Sedan (shown below and right), Eighty-Eight Royale Brougham Coupe (shown far right), Eighty-Eight Royale Sedan, Eighty-Eight Royale Coupe

POWER SOURCE: 3800 V6 engine with SFI

TRANSMISSION: Four-speed automatic overdrive

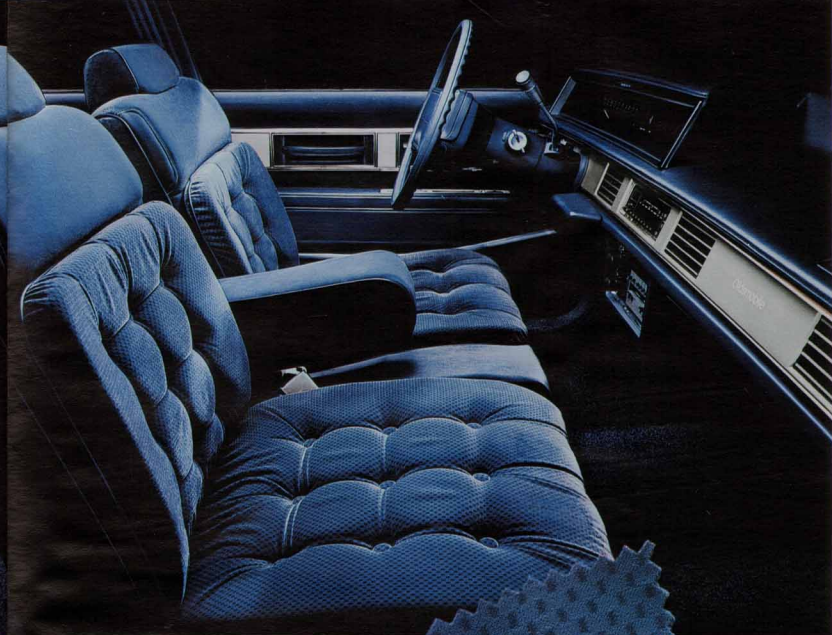
SUSPENSION: Four-wheel independent

BRAKES: Power front disc and rear drum. Anti-lock system available

NOTE: Standard and available equipment varies, depending on the model you choose. See the specifications and equipment section located on pages 44-52 in this catalog.



E I G H T Y - E I G H T R O Y A L E



EIGHTY-EIGHT ROYALE BROUGHAM

Now every tourist can
travel first class.

It's big and roomy. Solid and substantial. Eighty-Eight Royale Brougham is a longstanding favorite of America's families. For good reason. Here is first-class comfort for six.

Top-of-the-line Brougham features a 55/45 divided front seat with individual controls and full-foam construction.

The ride, of course, is big and smooth with four-wheel independent suspension.

But your needs go beyond room and comfort. And so does Eighty-Eight Royale

Brougham. For performance, the 3800 V6 engine with SF1 and four-speed automatic overdrive transmission are standard. Both are so smooth and quiet as to go virtually unnoticed. Yet, acceleration is outstanding.

On sedan models, a Supplemental Inflatable Restraint system is available for the driver's side. An anti-lock brake system is also available.

Standard air conditioning and stereo with extended range speakers add to the value.



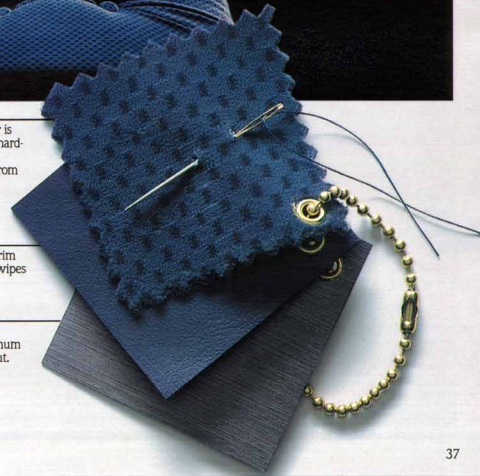
1. All Eighty-Eight Sedans may be ordered with the Supplemental Inflatable Restraint system, available on the driver side and designed into the steering wheel. 2. Royale Brougham owners can order optional leather for the seating areas. 3. Custom front bench seat standard on all Royale models. Available in Lucerne knit velour in Dark Sapphire Blue, Medium Gray, Dark Garnet Red and Medium Beechwood.

The Royale Brougham interior is highlighted with elegant, yet hard-wearing and easy-cleaning Summit knit velour. Choose from Dark Sapphire Blue, Medium Gray, Dark Garnet Red and Medium Beechwood.

Doeskin vinyl door and seat trim looks smart, wears well, and wipes clean with a damp cloth.

Handsome and contemporary Sheffield Gray brushed aluminum applique highlights throughout.

Interior above shown equipped with Supplemental Inflatable Restraint option.





EIGHTY-EIGHT ROYALE

At the flick of a wrist, this perfectly respectable Royale can turn into an exciting road machine.

You may well be a family provider. But you can still reward your instincts as a serious driver.

Transforming this fine family steed into a road-hugging performance vehicle is really easy to do.

Simply order the available FE3 Touring Car Ride and Handling package.

With FE3, the resulting ride is nothing less than spectacular. Lean and sway are reduced to a pittance. Steering is quick and precise. The ride, steady and sure.

In short, a big ride can also be big fun.

With the premium performance of the standard 3800 V6 with SFI, acceleration, especially at lower speeds, is outstanding. In fact, with a new 2.84 transaxle ratio, it's quicker than ever!

All this from an automobile that has been a family favorite for years. First and foremost, Eighty-Eight Royale is a roomy, substantial car, solidly built for years of dependable service. Curb weight: over 3,100 pounds. Trunk capacity: over 16 cubic feet. Passenger capacity: room for six on comfortable and supportive full-foam seats.

Eighty-Eight Royale is a lot of car for the money. As a matter of fact, the following features are all standard. Air conditioner, AM/FM stereo radio with extended range rear speakers, digital clock, trip odometer, power steering and brakes, headlamp-on reminder, side window defoggers, tinted glass, composite halogen headlamps, body side moldings, deluxe wheel discs, and more.

Head on down to your Oldsmobile dealer and take a test drive. You'll find that an FE3-equipped Eighty-Eight Royale can handle a winding stretch of pavement as admirably as it handles groceries, the kids, Aunt Nellie and the family dog.

Left, Eighty-Eight Royale Coupe. Above left, Eighty-Eight Royale Sedan.

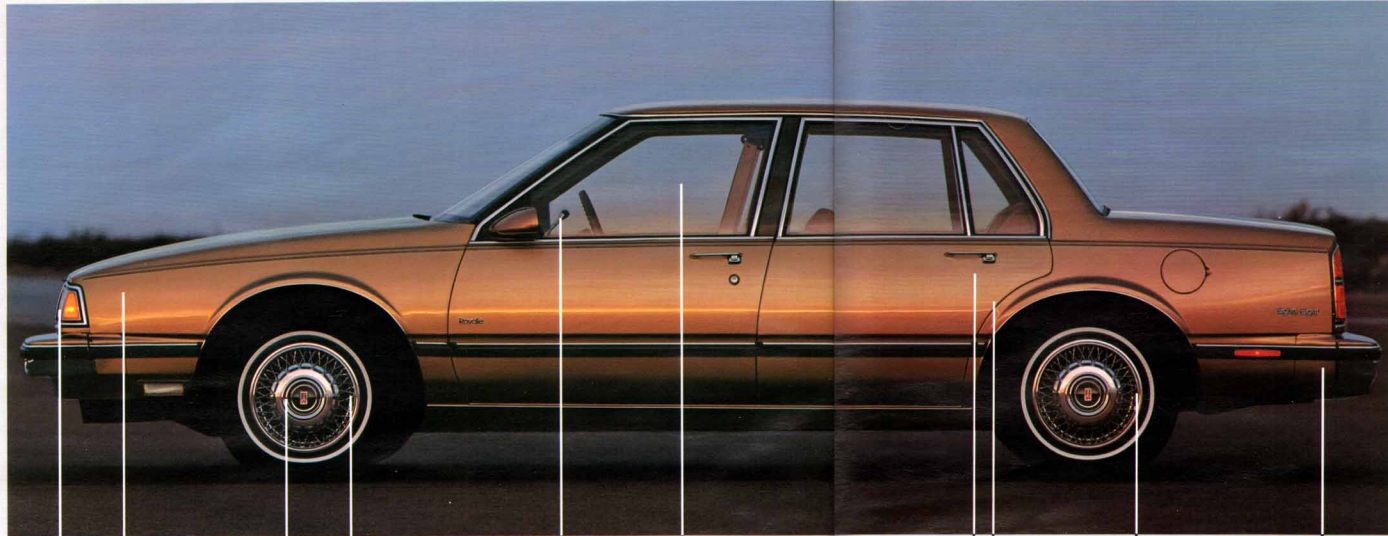
EIGHTY-EIGHT ROYALE

It's filled with the features that fill today's family needs.

For most cars today, comfortably accommodating six passengers is more than a tall order. It is out of the question. With a new generation Oldsmobile Eighty-Eight Royale, however, it is simply a matter of fact.

Add Eighty-Eight Royales impressive performance and smooth, substantial ride, and it is one tough act—and value—to match.

And maybe best of all, Eighty-Eight Royale is built to keep on delivering, year after year. It's more than just another pretty face. It's one tough cookie.



3800 V6 with SFI
Composite headlamps

Front-wheel drive
Power rack-and-pinion steering

Four-speed automatic overdrive transmission

Tinted glass all around

Multicoat/high-gloss enamel finish

Two-sided galvanized steel for added corrosion protection

Four-wheel independent suspension

Long-life stainless steel exhaust system

EIGHTY-EIGHT ROYALE POWERTRAIN SPECIFICATIONS

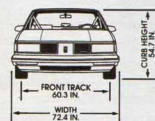
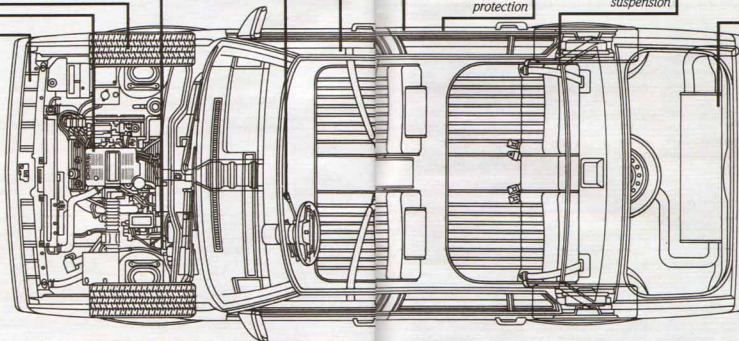
ENGINE	STANDARD
Displacement	3800 cc
Engine	V6
Brake hp (rpm)	165 @ 4800
Net torque (lbs.-ft.)	210 @ 2000
Bore/Stroke (in.)	3.800/3.400
Compression ratio	8.5 to 1
Fuel management	Electronic Fuel Injection (Sequential port)
Cooling system (qt.)	11.7

DRIVELINE

Transaxle	4-speed automatic
Final drive ratio	1.99 to 1

SUSPENSION/HANDLING

Front/Rear	4-wheel independent
Front turning diameter, curb to curb, left/right (ft.)	39.4/40.0



EIGHTY-EIGHT ROYALE DIMENSIONS

BODY/CHASSIS	COUPE	SEDAN
Wheelbase (in.)	110.8	110.8
Track, front/rear (in.)	60.3/59.8	60.3/59.8
Tire size	P205/75R14	P205/75R14
Wheel size	14 x 6	14 x 6
Brake type, front/rear	Disc/Drum	Disc/Drum
Fuel tank (gals.)	18.0	18.0
EXTERIOR		
Length (in.)	196.1	196.1
Width (in.)	72.4	72.4
Height (in.)	54.7	54.7
Curb weight (lbs.)	3194	3126
	3194 Br	3243 Br
INTERIOR		
Headroom, front/rear (in.)	38.1/37.6	38.9/38.3
Legroom, front/rear (in.)	42.4/37.4	42.4/39.1
Shoulder room, front/rear (in.)	59.3/57.8	59.3/59.5
Seating capacity	6	6
Trunk capacity (cu. ft.)	16.2	16.3



CUSTOM CRUISER

Get "two" luxury vehicles for the price of one.

Place your left hand over the rear section of the Custom Cruiser pictured to the left, and it becomes a big, smooth-riding luxury car. Which it is.

Take your hand away, and Custom Cruiser becomes one of the largest, most capable station wagons on earth. Which it also is.

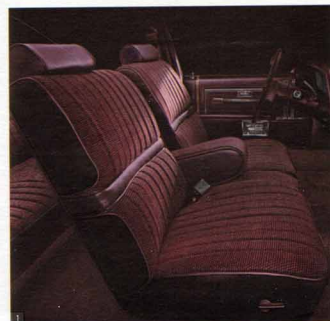
As a workhorse, it's Clydesdale size. With 872 cubic feet of cargo space, it can easily handle a lawnmower or the materials for almost anything you care to build.

But when the workday is done, Custom Cruiser goes high life. You'll relax and unwind on full-foam seats and be swept away with an Oldsmobile ride as big as Custom Cruiser itself.

Power is provided by a 5.0-liter V8 engine and four-speed automatic overdrive transmission, so you're never shortchanged on performance. It's impressive.

Incidentally, Custom Cruiser is ideal for long trips. Equipped for towing, you can hitch up your boat or trailer and go with confidence.

Custom Cruiser. It has what it takes to meet the needs of the day. Or night. And do in Oldsmobile style.



CUSTOM CRUISER CARGO AREA DIMENSIONS

3-SEAT MODELS:

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 horizontal distance from top of rear front seat back to inside of tailgate at belt (in.)	83.8
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
Maximum cargo height (in.)	29.7

1. The 4515S divided front seat in Baron weave velour. Choose from Dark Sapphire Blue, Medium Gray, Dark Claret and Medium Beechwood. 2. Passenger capacity for eight, with standard rear-facing third seat. 3. Hidden storage area for your valuables. 4. The flat, fully carpeted cargo floor is 90.2 inches long from back of the front seat to the end of the floor surface. 5. Available roof rack provides added carrying capacity.

NINETY-EIGHT REGENCY/TOURING SEDAN OPTION PACKAGES (continued) <i>(All Orders must include only ONE Option Package)</i>	Ninety-Eight Regency			Ninety-Eight Regency Brougham			Touring Sedan		
	1SA	1SB	1SC	1SA	1SB	1SC	1SA	1SB	1SC
Floor Mats , Auxiliary Front and Rear	•	•	•	•	•	•	•	•	•
Wiper System , Pulse (Required with AJ3)	•	•	•	•	•	•	•	•	•
Cruise Control , Electronic with Resume and Acceleration Features	•	•	•	•	•	•	•	•	•
Steering Wheel , Tilt-Away (Required with AJ3)	•	•	•	•	•	•	•	•	•
Trunk-Lid Lock Release (And Trunk-Lid Pull Down—Brougham), Power	•	•	•	•	•	•	•	•	•
Antenna , Power Rear Quarter	•	•	•	•	•	•	•	•	•
Mirrors , Illuminated Visor Vanity—Driver and Passenger Side	•	•	•	•	•	•	•	•	•
Seat Backs , Reclining Manual—Driver and Passenger Side	•	•	•	•	•	•	•	•	•
Air Conditioner , Automatic Electronic Comfort Control (Required with UK3)	•	•	•	•	•	•	•	•	•
Seat Adjuster , 6-Way Power, Divided Bench Seat—Passenger Side	•	•	•	•	•	•	•	•	•
Lamps , Front-Fender Cornering	•	•	•	•	•	•	•	•	•
Information System , Driver—provides Digital Readout (English/Metric) for Fuel Economy, Instantaneous and Average, Range and Fuel Used, Time and Elapsed Time, plus Average Miles-Per-Hour, Date, Estimated Time of Arrival and Total Distance to Destination. Also provides automated service reminder showing Estimated Oil Life remaining before next Oil Change is required. Digital gage information for Tachometer, Voltmeter and Coolant Temperature	•	•	•	•	•	•	•	•	•
Convenience Value Group , includes Reminder Package (Indicators for Low Fuel, Low Washer Fluid and Headlamp On) Also includes Audible Alarms for Low Fuel, Engine Temperature, Brake Pressure and Low Oil Pressure; Illumination Package, Front Door Locks and Interior, Twilight Sentinel; Electric Remote Control Fuel Filler Door Lock; Automated Electrochromic Inside Day/Night Mirror and Color-Coordinated Electrically Operated Outside Mirrors—Driver and Passenger Side (Required with US9)	•	•	•	•	•	•	•	•	•
Steering Wheel Touch Control , includes Steering Wheel, Leather-Wrapped (UT4 or U1C required)—N.A. with AJ3	•	•	•	•	•	•	•	•	•
Door Locks , Automatic Electric—Driver Side	•	•	•	•	•	•	•	•	•

TORONADO/TROFEO OPTION PACKAGES <i>(All Orders must include only ONE Option Package)</i>	Toronado			Trofeo		
	1SA	1SB	1SC	1SA	1SB	1SC
Seat Adjuster , 6-Way Power, Passenger Side	•	•	•	•	•	•
Lamps , Interior, Upper Quarter Courtesy and Single Lens Reading	•	•	•	•	•	•
Illumination Package , Front Door Locks and Interior	•	•	•	•	•	•
Mirrors , Illuminated Visor Vanity—Driver and Passenger Side	•	•	•	•	•	•
Mirrors , Black, Electrically Operated Outside—Driver and Passenger Side, Driver Side Electric Defog	•	•	•	•	•	•
Trunk-Lid Pull Down , Power	•	•	•	•	•	•
Twilight Sentinel	•	•	•	•	•	•
Door Locks , Automatic	•	•	•	•	•	•
Mirror , Inside Automatic Electrochromic Day-Night	•	•	•	•	•	•
Lock , Electric Remote Control, Fuel Filler Door	•	•	•	•	•	•
Steering Wheel , Touch Controls	•	•	•	•	•	•

STANDARD AND AVAILABLE EQUIPMENT*

POWERTRAIN

Engine , 3800 V6 with Sequential Port Fuel Injection (LNS)	S	S	S	S	S	S	S	S	S
Engine , 5.0-liter V8, 4-bbl. (LV2)		S							
Heater , Engine Block (K05)	A	A	A	A	A	A	A	A	A
Transmission , Automatic with Overdrive (MX0)	S	S	S	S	S	S	S	S	S

CHASSIS

Battery , Freedom	S	S	S	S	S	S	S	S	S
Battery , Freedom High-Capacity									
Brakes , Power Four-Wheel Disc									
Brakes , Power Front Disc and Rear Drum	S	S	S	S	S	S	S	S	S

S=Standard equipment A=Available equipment *=Available only when other options are added/deleted. See your dealer for details. *Additional equipment available in convenient option packages on most models.

STANDARD AND AVAILABLE EQUIPMENT

CHASSIS (continued)

STANDARD AND AVAILABLE EQUIPMENT	Ninety-Eight Regency Brougham			Optional Brougham Sedan			Touring			Trofeo		
	1SA	1SB	1SC	1SA	1SB	1SC	1SA	1SB	1SC	1SA	1SB	1SC
Steering , Power, Rack-and-Pinion	S	S	S	S	S	S	S	S	S	S	S	S
Suspension System , Four-wheel fully independent with MacPherson Front Struts, Coil Springs at rear	S	S		S	S		S	S		S	S	
Suspension System , Four-wheel fully independent with MacPherson Front Struts, plus Automatic Electronic Load Leveling—includes Special Touring Car Ride and Handling system										S		
Suspension System , Four-wheel fully independent with MacPherson Front Struts, plus Automatic Load Leveling and Coil Springs at rear (Electronic Load Leveling on Brougham)				S	S							
Suspension System , independent front with Coil Springs and Stabilizer Bar, plus Coil Springs at rear				S								
Suspension System , Level II Firm Ride and Handling includes Firm Ride Front and Rear Shock Absorbers, Higher Rate Front and Rear Springs, Larger Front Stabilizer Bar, Rear Stabilizer Bar				S								
Suspension System , Level II Load-Carrying includes Firm Ride Front and Rear Shock Absorbers, Higher Rate Front and Rear Springs, Larger Front Stabilizer Bar and Rear Stabilizer Bar, plus Leveling System, Automatic Electric and 2.97 Ratio Transaxle (F79). Includes Cooling Equipment, High-Capacity (V08) plus Battery, High-Capacity (FE2)	A†	A†										
Suspension System , Level III Touring Car Ride and Handling consists of Special Suspension Components and Special Steering Gear, plus Steering Wheel, Leather-Wrapped, Leveling System, Automatic Electric, Wheels, Aluminum-Styled 15" (PH3) and Tires, P215/65R15 Performance Steel-Belted Radial-Ply, Blackwall and 2.97 Ratio Transaxle (F79). Includes Cooling Equipment, High-Capacity (V08) plus Battery, High-Capacity (FE3)	A†	A†										
Suspension System , Level III Touring Car Ride and Handling consists of Special Suspension Components and Special Steering Gear, plus Steering Wheel, Leather-Wrapped, Wheels, Aluminum-Styled 15" (PH3) and Tires, P215/65R15 Performance Steel-Belted Radial-Ply, Blackwall and 2.97 Ratio Transaxle (F79). Includes (V08) Cooling Equipment (FE3)				A	A†							
Suspension System , Level III Touring Car Ride and Handling consists of Special Suspension Components, and Tires, P215/65R15 Performance Steel-Belted Radial-Ply, Blackwall and 2.97 (F79) Transaxle, (FE3)							A†					
Suspension System , MacPherson Front Struts with Transflex Independent Rear, plus Automatic Leveling System								S				
Suspension System , Touring Car Ride and Handling with MacPherson Front Strut with Transflex Rear, plus Automatic Leveling System								S				
Tires , P205/70R15 Steel-Belted Radial-Ply, Blackwall—All-Season							S					
Tires , P205/75R14 Steel-Belted Radial-Ply, Blackwall—All-Season	S	S										
Tires , P205/75R14 Steel-Belted Radial-Ply, White-Stripe—All-Season (QJR)	A†	A†										
Tires , P205/75R15 Steel-Belted Radial-Ply, Blackwall—All-Season										S		

S=Standard equipment A=Available equipment *=Available only when other options are added/deleted. See your dealer for details.

Tires , P215/60R16 Performance Steel-Belted Radial-Ply, Blackwall												S
Tires , P215/65R15 Performance Steel-Belted Radial-Ply, Blackwall—All-Season												S
Tires , P225/75R15 Steel-Belted Radial-Ply, White-Stripe—All-Season										S		
Trailer Package —includes Optional 3.23 Trailer Towing Axle (GU5), Heavy-Duty Cooling, High-Capacity Battery and 7-Wire Trailer Electrical Harness. (U94)									A			
Ventilation , Fl-Thru	S	S	S	S	S	S	S	S	S	S	S	S
Wheels , 14x6	S	S	S	S	S	S	S	S	S	S	S	S
Wheels , 15x6										S	S	S
Wheels , 15x7										S		
Wheels , 16x7										S	S	S
Wheels , Aluminum-Styled with Locks										S	S	S
Wheels , Aluminum-Styled 15" with Locks—includes Tires, P205/70R15 Ride Steel-Belted Radial-Ply, Blackwall—All-Season (Tires are Special Ride on Regency Brougham) (PH3)				A	A	A	A	A	A			
Wheel Discs , Deluxe				S	S	S						
Wheel Discs , Simulated Wire with Locks									S			
Wheel Discs , Simulated Wire with Lock—includes Tires, P205/75R14 Steel-Belted Radial-Ply, White-Stripe—All-Season (QJR) (Tires are P205/75R15 on Regency Brougham) (N91)	A†	A†	S	A†								

EXTERIOR STYLING

Accent Stripe , Body (D90)		A	A	A	A	A						
Astorrot , Electric Sliding Glass Panel in Gray Tint (Headroom is reduced when Option CF5 is ordered) (CF5)									A†	A	A	A
Bumper Front , includes Amber Park/Turn Lamps												S
Bumper Guards , Front and Rear									S			
Bumper Impact Strips , Front and Rear							S	S	S	S	S	S
Bumper Rub Strips , Front and Rear							S	S	S	S	S	S
Bumpers , Gray Metallic, Front and Rear											S	
Deluxe Trim , Luggage Compartment and Spare Tire Cover (and Trunk Lid on Touring Sedan)									S	S	S	S
Foglamps , Clear												S
Foglamps , with Switch in Header Panel												S
Front Fascia , with Extended Air Dam												S
Grille , Black/Gray with Headlamp Covers												S
Headlamps , Composite Halogen				S	S	S	S	S	S	S	S	S
Headlamps , Composite Halogen Retractable												S
Headlamps , Halogen Power Retractable												S
Headlamps , Tungsten Halogen (High Beams)												S
Lamps , Backup with Neutral Density Lens and Body Color Bezels												S
Lamps , Front Fender Cornering												S

 The New Generation of
OLDSMOBILETM