

THE
RIVIERA
BOOK.
1986.

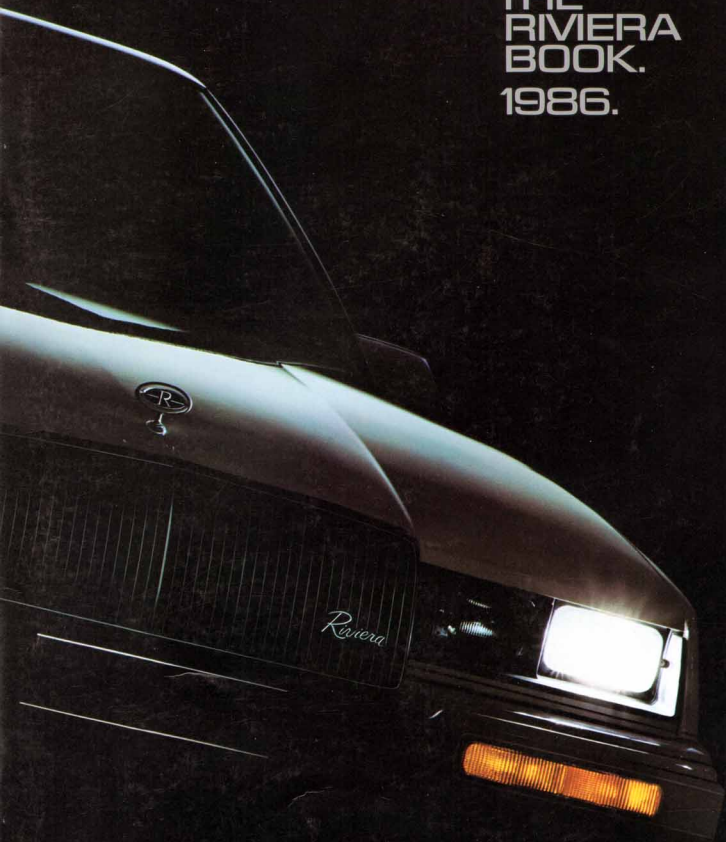
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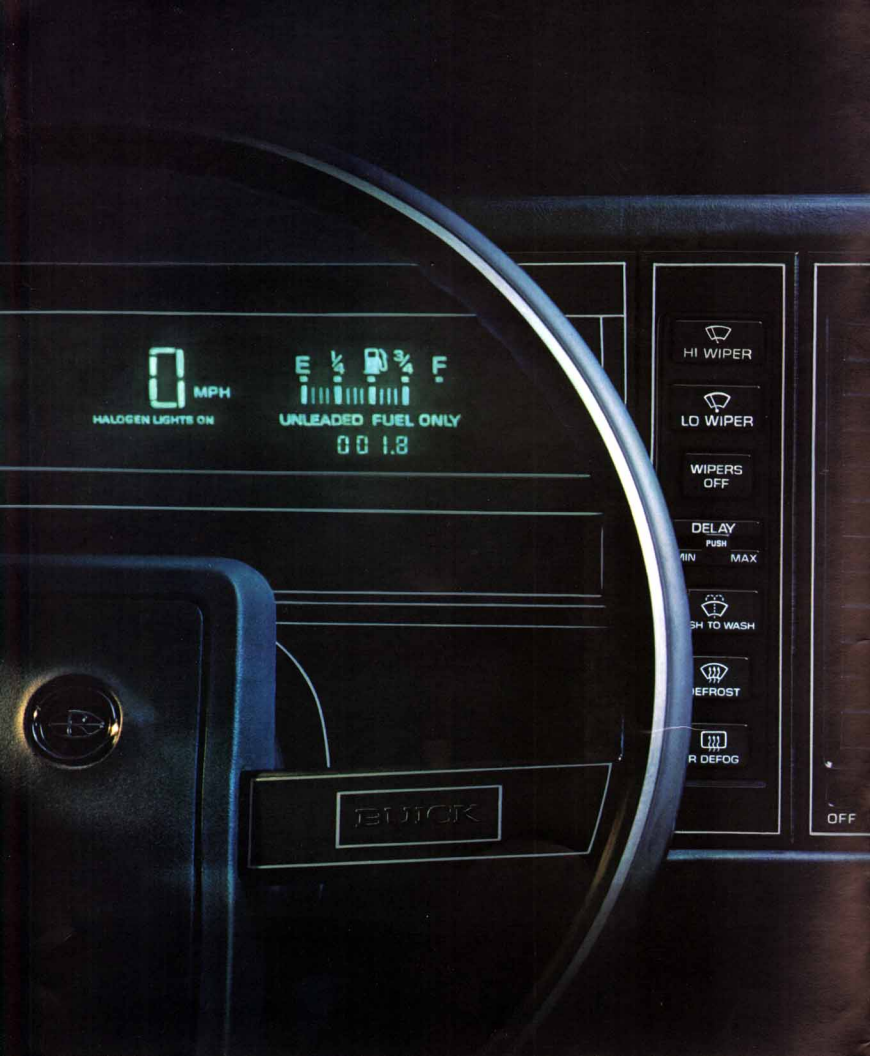
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From the beginning, more than 20 years ago, the Riviera has lived in that special class reserved for extraordinary automobiles. The 1986 Riviera maintains that tradition. Not only is it the most technologically advanced Riviera ever offered, it is one of the most technologically advanced production cars available anywhere. Period.

Several years ago designers and engineers were handed a blank piece of paper and this assignment: create a car that is every bit as elegant and luxurious as the famous Riviera name demands, but is, at the same time, light and quick and responsive to the driver in every way; a car that has remarkable handling capabilities. A car for today. And tomorrow.

This new car would take advantage of the very latest developments in high-performance, fuel-efficient engines* and front-wheel-drive technology. It would be equipped with all the comfort and convenience features the owner of the finest personal luxury car expects. And to make what is exceptional even more so, there would be an electronic communications link between this remarkable new car and its driver that had never before been possible.

The 1986 Riviera and Riviera T Type show just how thoroughly that assignment has been carried out. It is all those things and, as you will learn, much more.

Riviera
BY BUICK



Wouldn't you
really rather have a Buick?

CCC GRAPHIC CONTROL CENTER

CLIMATE

SUMMARY

RADIO

Riviera
BY BUICK

GAGES

DIAGNOSTIC

TRIP MONITOR

ON

GCC GRAPHIC CONTROL CENTER

Hello, I'm your Graphic Control Center...

The Riviera's on-board computer, the GCC, is friendly as can be. Close the door and the digital cluster will "wake" through a test sequence ending with a display of the Riviera logo on the Graphic Control screen. Switch on the ignition and the SUMMARY page is displayed for quick information on frequently used controls.



The temperature outside is 90° inside, it is 72°

The Electronic Climate Control system is in there, or at least the controls for it. Touch CLIMATE and the screen displays the control panel. You select temperature, fan speed, defrost, or the automatic mode (it handles everything for you) by simply touching the screen.

You have 156 miles to go before you reach your destination...

Touch TRIP MONITOR. Tell the GCC how far it is to Poughkeepsie and it can tell you exactly how much farther you have to drive of any point in the trip. And how long it will take to get there at your current speed, how much fuel you've used, how much farther you can go before you need to find a gas station, your average fuel economy, instantaneous fuel economy, average speed and more.



TIME/BRIGHTNESS SET



Traffic on the freeway is...

Touch RADIO at the edge of the screen. A display of radio controls comes up. Then simply touch the function you want. Anything from ON/OFF to TONE. The sound system will respond accordingly.



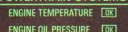
The condition of your electrical system is...

Touch DIAGNOSTICS. You get an instant check on the operating condition of the electrical system, the powertrain, brakes, and a readout on overall vehicle status.

DIAGNOSTIC SYSTEM MONITOR



POWERTRAIN SYSTEMS



ELECTRICAL SYSTEMS



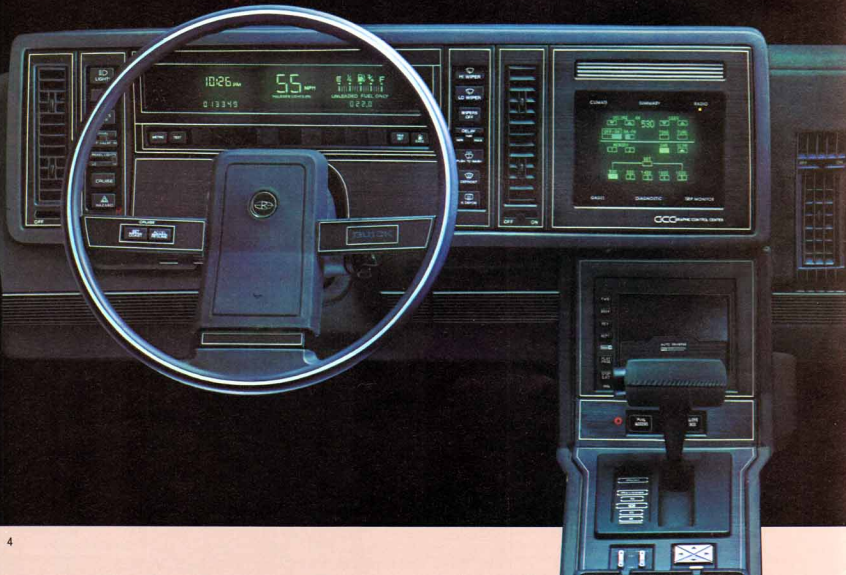
VEHICLE STATUS



LOW FUEL



DRIVER DOOR AJAR



THE GRAPHIC CONTROL CENTER

From its conception, there was one all-important goal the new Riviera had to achieve. It had to be a driver's car in more than the traditional sense. Certainly it would have responsive handling, brisk performance and supportive long-distance seats, but there would be something new, something unexpected that would create a communication between car and driver that had never been possible before.

The Graphic Control Center (GCC) creates that relationship. Its touch-sensitive cathode ray tube provides the driver with more important information and control over more functions than any single instrument or group of instruments ever installed in a Buick. In fact, it would take nearly 100 switches to do the work of this one screen. And because of this unique interaction with the Graphic Control Center, a Riviera driver will find himself in an intimate harmony with his automobile.

Touching the edge of the screen calls up major functions displayed as illustrations. Touching images on the screen controls the air conditioning, an eight-function trip monitor and the AM-FM sound system which can include an available graphic equalizer. Your touch calls up diagnostics information, a gage display or a summary of several key functions.

Headlamps, cruise control, windshield wipers/washers, rear defog and other frequently used functions are controlled by soft-touch switches in pods on either side of the electronic digital instrument cluster.

By all the traditional criteria, the Riviera is definitely a driver's car. A few minutes behind the wheel will confirm that. And with the Graphic Control Center the term "driver's car" takes on new meaning.



Your temperature and voltage are normal. RPM is...

Touch GAGES and vital functions are monitored. There's a curved-plot tachometer, a bar scale for battery voltage, and a coolant temperature gage. They are displayed numerically as well as graphically.

THE POWER COMFORT SEAT

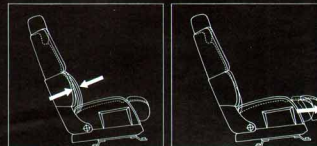
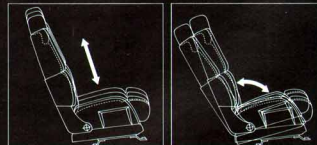
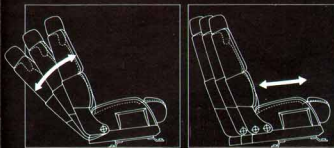
Nothing is more important than the seat in establishing the desired relationship between the car and its driver, and the bucket seats in the Riviera have been carefully designed with that relationship in mind. They are comfortable, richly appointed, and yet firm enough to offer orthopedic support. The Riviera T Type, with its more aggressive approach to the road, takes that philosophy even farther.

Three years ago a design team, assisted by two professors from a major university, began work on a unique seat. With almost infinite adjustments and a newly developed "membrane" suspension system, this seat gives the Riviera T Type driver and front passenger orthopedically correct support not found in a conventional bucket seat.

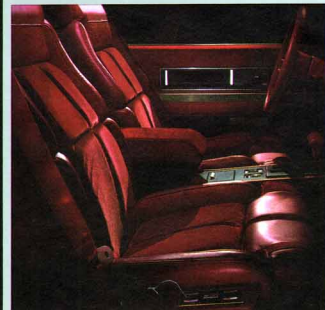
Slide behind the T Type's leather-covered steering wheel and nestle into the bucket. The center section of the seat is reversible: cloth on one side, leather trimmed with suede on the other. Switches on the door armrest control back-and-forth and up-and-down adjustments. And, in a pod on the side of the seat cushion, are more controls. The cushion supporting your thighs moves forward and backward at a touch. The "wings" on the seat cushion can be folded snugly against your upper thighs to hold you firmly in place.

There's more: an inflatable lumbar support, an electrically adjustable headrest, and a unique double pivoting system that keeps the lower portion of the seatback from protruding into the occupant's back as it is reclined.

Like the T Type itself, the Power Comfort seat is a new driving experience.



The Power Comfort seats in the T Type offer the ultimate control in adjusting your personal comfort and support settings. In addition to the usual up-and-down and back-and-forth adjustments, the Power Comfort seat adjusts high and lumbar support, the angle of cushion side supports and the head restraint height. And the seatback reclines in an all-new way for all-new comfort. By the way, the cushions in the seating area are reversible from leather to plush cloth.



THE RIVIERA TTYPE

The T Type is truly a special Riviera for a special kind of driver. A driver who seeks the kind of handling only a specially tuned suspension system can provide. A driver who knows the value of a bucket seat that grips and supports. A driver who appreciates subtle color schemes and likes the feel of real leather wrapped around a steering wheel and shift lever. A driver who makes demands and expects his car to comply.

It is no secret that some of the finest cars of Europe, those kings of the Autobahn and masters of the Alpine passes, were very much in mind when the Riviera T Type was being formulated. The engineers studied those cars, admired them and then turned to the Riviera.

The dramatic results are evident after a few miles behind that leather-wrapped wheel. The T Type is taut, firm, precise; it is instantly responsive to driver inputs, eager to please. It is, to borrow an expression from the computer world, user-friendly. Very friendly.

Credit for the impeccable road manners goes to the T Type's responsive rack-and-pinion steering, the standard four-wheel disc brakes and the special Gran Touring suspension that includes stiffer spring and shock rates and larger anti-roll bars. Riding on standard P215/60R15 Eagle GT blackwall radials and wide, 15-inch aluminum wheels, the T Type has recorded remarkable cornering performance figures at the GM Proving Ground.

And, to complete the package, there's a gray-accented paint treatment and Power Comfort seats. The Riviera T Type isn't for everyone; but if you're ready to explore a new world of driving experiences that challenge as well as excite, it's definitely for you.



■ The T Type. A special Riviera for a special kind of driver. Backed out trim, gray paint lower accent. Underneath, a suspension tuned for performance; inside, unique seats designed for maximum comfort and control.

■ The concept of a high-performance grand touring luxury coupe is not new. But Buick's redefinition of it, the Riviera T Type, most definitely is.



Be prepared for an astonishing sensory experience when you enter a new Riviera. What you touch, what you see, what you hear and feel are so unlike anything that has gone before. But more, there is a feeling of being a part of a most extraordinary automobile.



RIVIERA INTERIOR

Contemporary influence is apparent the moment you open the door. The interior of the new Riviera is a study in tailored elegance. A sensory experience. Muted tones, an absence of brightwork, handsome and functional bucket seats. Feel how the bucket seats surround you gently but firmly, and how the seat height and steering wheel angle have been carefully matched for comfort and control. And notice how the most-used switches, the door handles, the power-window controls and, of course, the Graphic Control Center have been positioned.

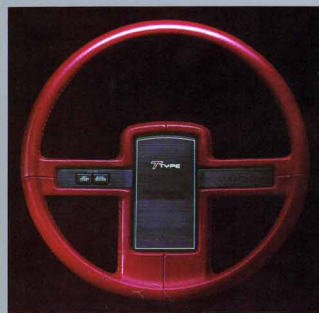
Engineers carefully studied even the most minute driver requirements to create an environment of comfort and efficiency.

The standard buckets in the Riviera Coupe are cloth covered, with leather and suede available. The Power Comfort seats in the T Type trim are upholstered in leather and suede with leather and cloth center sections in the seating area that reverse as your tastes dictate. The floor is covered with a new two-layer carpet—insulation separate from carpeting—which ensures a tailored fit and a reduction in road noise.

We keep looking for another word to describe the available Delco GM/Bose Music System, but keep coming back to "remarkable." This system is acoustically matched to the Riviera's interior. The sound,

whether from the electronically tuned AM-FM stereo radio or the cassette tape player, is rich and true.

The Riviera's interior is many things. It is a delight to the driver who appreciates understated luxury. It is comfortable, and it is quiet. But most importantly, it is a perfectly designed driver's workplace.



THE RIVIERA COUPE

This is the new Riviera. Clearly something quite different from what has gone before. Different and exactly right for today.

Truly, Buick has redesigned and redefined the personal luxury car. The new Riviera has a smooth, aerodynamic wedge shape that lets it slip through the air with remarkable facility. And although the shape is entirely new, there is still a subtle echo of traditional Riviera styling in the elegantly flowing lines, the distinctive taillights and the gracefully swept-back grille.

The new Riviera is almost 20 inches shorter than its predecessor, and yet headroom and legroom are similar to 1985. Shoulder and hip room are increased. It is 500 pounds lighter and rides on a completely new, all-independent suspension system that features modified MacPherson struts in front and a single, reinforced fiberglass, transverse-leaf spring at the rear. Working in tandem with four high-performance steel-belted radial-ply tires, the new suspension gives Riviera a sure-footed grip on the road.

A new 3.5-liter V-6 engine with sequential-port fuel injection produces 142 horsepower and drives the front wheels through a computer-controlled four-speed automatic transmission with overdrive. Send a message with your right foot and the Riviera responds immediately.

But there is another side to Riviera's personality. This is a high-performance grand touring machine, yes. But Riviera accomplishes that mission without sacrificing luxury or comfort. The appointments are exquisite, the ride smooth, silent, unobtrusive. Characteristics

which are typically not found in a car with this kind of serious performance potential and this kind of tenacious road-holding ability.

And of course there are comfort and convenience features that reflect Riviera's status as a personal luxury car. Electronic digital instrumentation, including the aforementioned Graphic Control Center; power driver seat; Electronic Cruise Control with switches built into the steering wheel; power windows, steering and 4-wheel disc brakes; extendable tinted sunshades in the sun visors; automatic level control that keeps the Riviera at the proper ride height, regardless of load; Electronic Touch Climate Control System, available electronically tuned Delco GM/Bose stereo Music System; optional Keyless Entry System, available after January, 1986. And more.

The 1986 Riviera is the steel and glass and leather reality of a new philosophy about personal luxury cars. A new look, a new technical elegance and, as you'll know when you try it, a new and gratifying driving experience.

The new Riviera. A new look, a new technical elegance. A new definition of the personal luxury car. As strikingly contemporary as it may be, the new Riviera echoes the classic styling of its predecessors.



From any angle, any direction, any view, the new Riviera reflects a fresh approach, a new way to mold steel and glass into the ultimate expression of style, beauty and grace.



THE SCIENCE OF RIVIERA

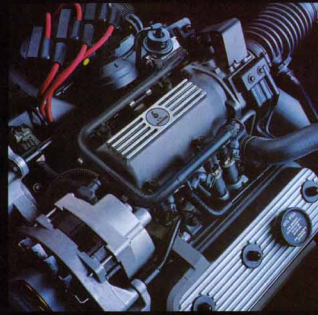
The challenge was to create an automobile that combined the Riviera traditions of elegance, luxury, performance and comfort with contemporary demands for a lighter, responsive vehicle. That could be accomplished only by taking advantage of the latest developments in the science and the art of building automobiles.

One of the most important of those developments is computer-aided design and computer-aided manufacturing, or CAD/CAM.

With CAD/CAM, Riviera's designers and engineers were able to design, test and build components not only more quickly, but with much greater precision than ever before.

The Riviera's new aerodynamic shape began as sketches on a drawing board which, with the help of CAD, were converted into electronic drawings and refined in the computer. Then, using CAM, fractional-scale models and eventually full-size prototypes were built for testing and refinement in the General Motors wind tunnel. CAD/CAM was also used to develop the Riviera's special single-transverse-leaf rear spring suspension, a design responsible for much of the Riviera's remarkable road-holding capabilities.

The creation of the proper driver's environment in the new Riviera called for a specialized science. It goes by various names—ergonomics, biotechnology, human engineering—and has to do with the relationship between human and machine. When carefully applied to the Riviera, it resulted in the location of instruments and controls where they can be seen,



reached and used in a most efficient way.

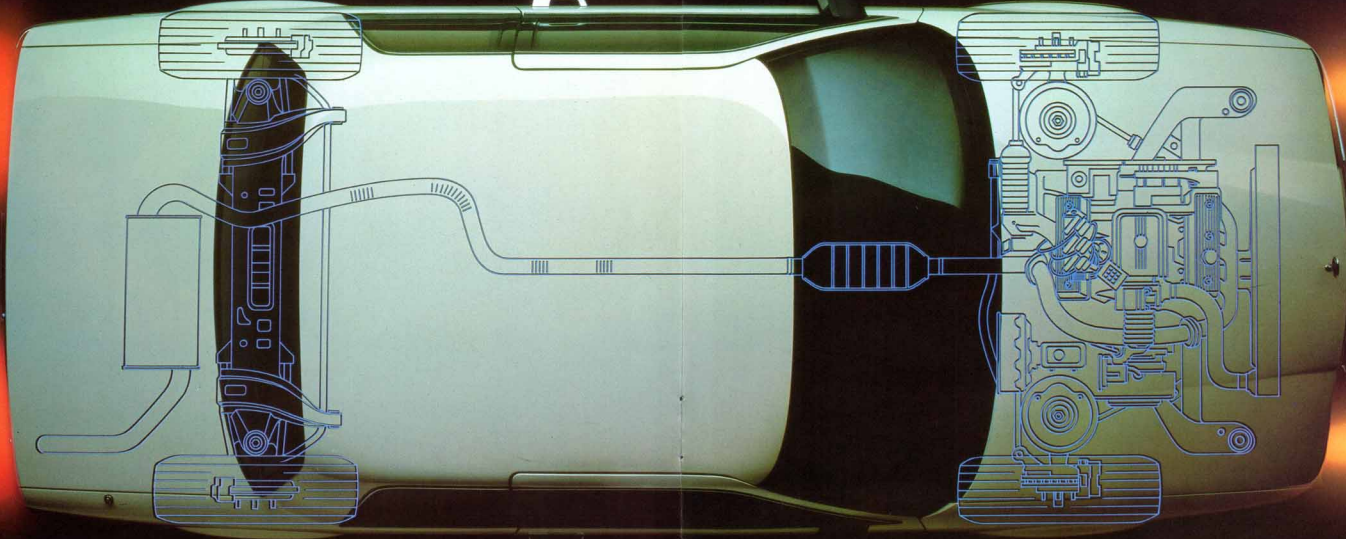
The new Riviera is powered by a 3.8-liter V-6 engine that drives through a four-speed automatic transmission with overdrive. The engine is controlled by an on-board computer called the Electronic Control Module (ECM) which looks after the proper air/fuel mixture, ignition timing and idle speed. Fuel is delivered by a sequential-port fuel-injection system that, on command from the ECM, injects a precisely measured amount of fuel directly into each intake port at exactly the right instant.

The familiar distributor has been replaced by computer-controlled coil ignition (C³I), a rugged, solid-state device that receives signals from the crankshaft and camshaft and sends a precisely timed high-voltage charge to each cylinder.

And, thanks to the development of a new double-side galvanizing treatment for body sheet metal, the new Riviera is highly corrosion resistant.

Take the absolute latest in science and technology, add a passion for style, performance and the pure pleasure of driving. The result is Riviera.

Not only is the Riviera's V-6 equipped with the latest electronic technology, everything from valve covers to dipstick has been organized for ease of maintenance and a clean high-tech look.



RIVIERA COMFORT AND CONVENIENCE

All too often a car leaves a feeling of "almost, but not quite," where reality doesn't live up to expectation.

We know just how high expectations can be when a car carries the Riviera name, and we considered those expectations a challenge that had to be met. It was. The 1986 Riviera is everything it is expected to be. And considerably more.

Take, for instance, comfort and convenience. The new Riviera is the very definition of the term.

The level of comfort provided by the Riviera is the result of a carefully thought-out combination of things.

The passenger compartment is shielded from road noise by new two-layer carpet and sound barriers placed in strategic locations. Soft-Ray tinted glass helps reduce eye strain, and the sun visors have tinted slide-out extensions.

Cruise control takes the strain out of long stretches of interstate. The standard driver's seat has six-way power adjustment, and both passenger and driver seats recline. The T Type comes with the revolutionary Power Comfort seats explained in detail on pages 6 & 7. A seat adjustable in six or more ways and the standard tilt steering wheel provide a wide range of comfortable driving positions.

A powerful and responsive engine, precise handling and a high level of comfort are obvious contributors to the unique driving experience offered by the 1986 Riviera. Less obvious, but just as important, is the convenience built into every Riviera. Like comfort, convenience is a combination of many factors.

The Graphic Control Center has given a new meaning to the word convenience, and almost overshadows some of the Riviera's other convenience features, such as the Keyless Entry System available after January, 1986. Punching a code on a five-button key pad on the side pillar unlocks the driver's door, or both doors, or the trunk.

The center console is convenience central. It incorporates an armrest, a storage compartment, the power-window switches, available cassette tape player and removable tape storage tray, lighter and ashtray, controls for the electric-controlled outside rearview mirrors and release switches for the glove box, fuel-filler door and trunk.

Switches for the cruise control are on the steering wheel. An electronic tone warns when the headlights have been left on. The list of delights goes on and on.

The 1986 Riviera is as comfortable and convenient to operate as today's technology can make it.

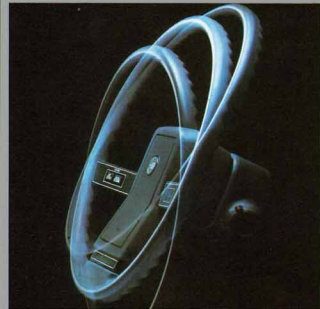
With the Power Comfort seat (standard on Riviera T Type), a multitude of seat adjustments, including the rake of the seatback, are controlled electrically for effortless, precise control. It is the kind of luxury you would expect to find in this latest inheritor of the Riviera legend.



The Power Comfort seat (standard on the T Type) is actually a seating system. The double-pivoting action of the seatback is another Riviera T Type convenience.

Side bolsters of the seat cushion adjust electrically on the Power Comfort seat. A touch of the switch brings them upward and inward to provide outstanding side support or relaxes them for a more traditional seating feel. Either way, you can select a setting that suits your mood and your comfort requirements.

In a pod to the side of the cushion of the Power Comfort seat is a bank of switches that set such seating comfort adjustments as the inflatable lumbar support, head restraint height and more. It is carefully positioned so that your hand naturally falls to it when you reach down.



For your comfort and convenience, Riviera presents a variety of thoughtful touches. Start with the standard tilt steering wheel which adjusts to provide a comfortable driving position.



Controls for the Electronic Cruise Control, standard on all Rivieras, are under your thumb in the left spoke of the steering wheel.

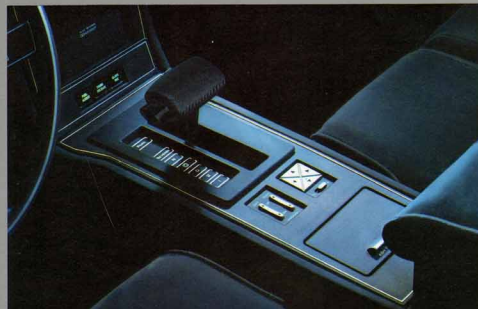
The front section of the seat cushion slides forward or backward to provide precisely the kind of support you want under your thighs. The "wings" of the seatback are also adjustable to provide superb side support. Even the head restraint raises and lowers at the touch of a switch.



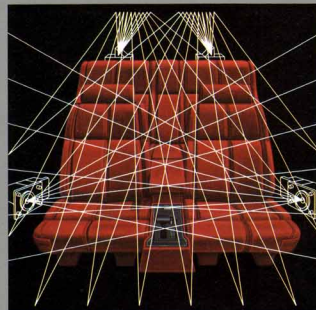
Controls for 6-way power seats (standard on T Type) put your comfort readily at hand in a switch pod mounted in the door armrest. A touch of your finger sets seatback rake, seat fore-and-aft position and more.



The full-length operating console is an integral part of the Riviera's comfortable and efficient interior. It accommodates, among other things, a storage compartment, power window switches, releases for the glove box, fuel-filler door and trunk and the available cassette tape player.



With the optional Keyless Entry System (available after January, 1986), touching buttons on the key pad illuminates the interior and unlocks doors or trunk. You can program or change your own code, or work with a permanently programmed entry number.



The available Datsun DM Base Music System has been acoustically tailored to the Riviera's interior. The effect of the interior shape, the competing, the angle of the windows on the quality of the sound are all taken carefully into account. The result is a kind of sound you can hear, feel and almost touch.

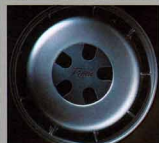


RIVIERA ENGINEERING AND ELECTRONICS

The new Riviera is possible in part because of the advanced engineering techniques that were employed from concept to construction, techniques available through the latest developments in electronic technology.

Things have changed.

A designer now moves a flashing cursor of light around the display screen of a computer terminal. Robots do their computerized ballet on the assembly line, welding and painting with precision and quality never before possible. Computers do in minutes what



used to take months to complete.

The process of building cars has been revolutionized by electronics. But what has the revolution meant to the most important person of all: the person who sits behind the wheel?

Start with the Riviera's new skin. Computers analyzed data from the wind tunnel to develop that distinctive aerodynamic shape and, although you know that slipping efficiently through the air uses less fuel, you may not be aware that wind noise is reduced in the bargain. It's quiet inside a new Riviera.

The advanced technology under the Riviera's hood—the Electronic Control Module, mass air-flow sensor, computer-controlled coil ignition (C³I), fuel-injection system—not only helps provide good fuel economy* and minimizes emissions, it also helps provide an engine that starts under all weather conditions, idles smoothly, doesn't stumble and produces maximum power. Definitely advantages.

Each Riviera is equipped with automatic level control that automatically adjusts the rear suspension to the load for a level comfortable ride.

The Riviera's computer-controlled four-speed automatic transmission has a converter clutch that engages in third and fourth gear on command from the ECM to prevent performance-robbing slippage.

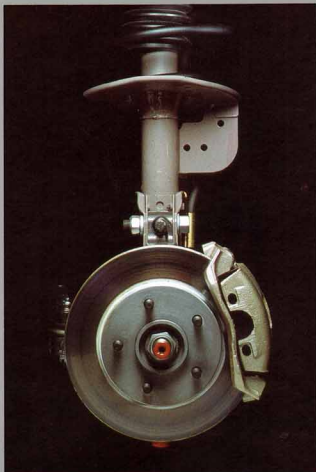
Retained accessory power maintains a flow of power so that certain electronic components such as the Graphic Control Center, radio, power windows, and fuel-access door can be operated 10 minutes after the ignition is shut off—or until a door is opened.

And of course the electronic digital instrumentation and the Graphic Control Center provide an unprecedented amount of information and control.

Thanks to electronics and the engineering sophistication it allows, we can now offer the kind of car you used to dream about.

The fully independent front suspension uses MacPherson struts with coil springs. The springs have a special tapered design which modulates the ride while permitting a lower hoodline. Spring shock rates have been set to provide a raut, controlled, smooth ride.

The very latest in electronic control systems and computer-controlled sequential-port fuel injection have boosted the power rating of the 3.8-liter V-6 with SPI to 142 hp. A rugged computer-controlled coil ignition system (C³I) has replaced the conventional coil and distributor, and a mass air-flow sensor feeds the on-board computer information needed to maintain proper air-fuel mixture and ignition timing.



The carefully planned efficiency of the Riviera is readily apparent in the outboard view. Major gains in interior room result from the front-wheel-drive configuration, with its transversely mounted engine. Solid unibody construction provides a rigid platform for

the suspension and superb weight savings without compromising a solid roof feel. Even such critical elements as the angle of the steering column relative to the seat have been precisely planned for maximum comfort, efficiency and driver control.



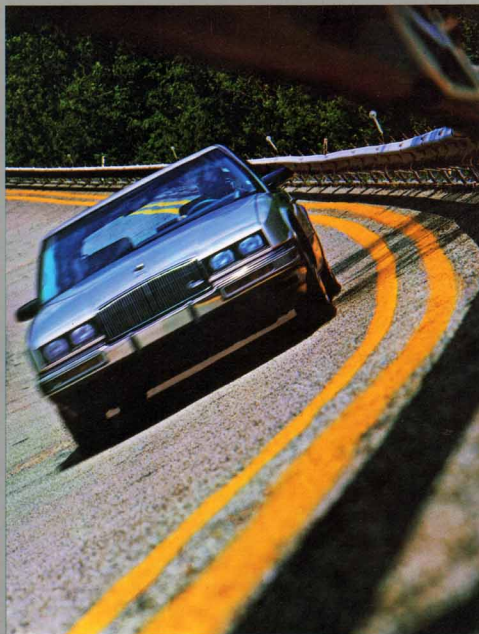
Electronic digital instrumentation presents vital information instantly and understandably. A speedometer, that reads in mph or km/h, is in the center, flanked by a fuel gage and a digital clock. Microprocessors monitor critical functions and indicate any problems with warning lights along the bottom of the display.

The fully independent rear suspension incorporates a single carbon-filament composite leaf spring, mounted transversely. This material, developed for 12-meter yacht racing, and this design help give the Riviera phenomenal load-holding capabilities. Riviera also has computer-controlled automatic load leveling.



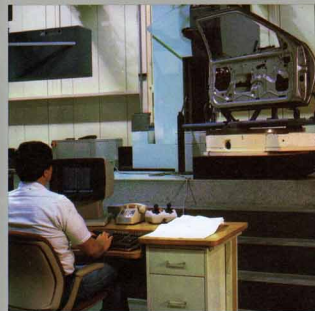


As the car bodies glide overhead, a worker stationed on either side of the line tries to get gun, applying spray sealant to all the seams in the wheel wells and around the taillight areas.

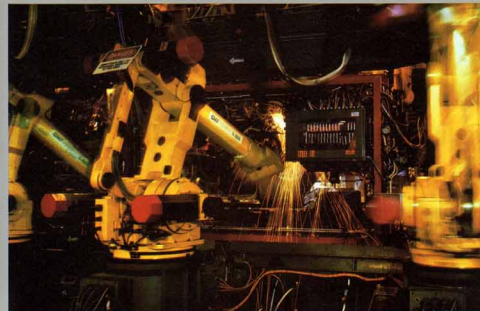


Stripping is a snap for the painter who does the Riviera. A rack attaches to the side of each car as it comes to the station. A guide is repositioned at exactly the correct height and the stripper takes the stripping tube and runs right along the top of the rack to apply a beautifully positioned strips in the proper color.

Although it seems rather bizarre looking, this is called the "perfect car": It is perfect in the dimensional sense, the yardstick and standard against which all tolerances are set. Every Riviera must conform to the dimensions of this model—technically known as the environmental cube—within a finite tolerance.



A highly trained, highly specialized person sits before the screen of a machine with the science-fiction-sounding name ULS Microvector Coordinate Measuring Machine. Its purpose is critical: to measure the surfaces of body panels such as doors to make sure they conform within strict tolerances to the dimensions of the "perfect car" or Environmental Cube shown in a photo on the previous page.



Correct positioning of the panels is a critical part of welding. The Robogate is an uncommonly accurate system that coordinates 10 robots which align parts of the Riviera to precise tolerances; then performs 80 welds in 27 seconds with craftsmanlike skill.



RIVIERA TECHNOLOGY AND TESTING

Not only is the new Riviera the most technically sophisticated Buick ever built, it is the product of the most technically sophisticated manufacturing facility ever to build a Buick.

The Riviera is built in Hamtramck, Michigan, in a brand-new facility that is a showcase for the latest automotive production techniques.

More than 95 percent of all spot welding on the Riviera is done by computer-controlled robots. There are paint robots so advanced that they open and close doors to spray into all the nooks and crannies as they dance their computerized ballet around each Riviera. The two coats of enamel color and two coats of clear-coat enamel are applied for a lustrous, deep-looking, micrometrically precise finish.



There are other robots that use laser beams and television cameras to check window and door openings for proper dimensions and more that check for proper tolerances between body panels.

The new technology goes beyond welding and painting, however. Fifty-eight automatically guided vehicles, or AGVs, carry parts to the proper locations on the assembly line by following wires embedded in the floor of the plant. As each Riviera moves down the line, a computer system tracks its progress and records its assembly history so there is never any question about where a specific car is or what is to be done to it.

But despite the high-tech automation, it still takes people to make a Riviera, people who care enough to build it with pride as well as craftsmanship. Each operator on the assembly line is his own quality inspector, and every Riviera reflects that personal concern.

Testing is also a big part of the Riviera story. It starts inside the computer at the design stage, with graphic simulations. Next, prototypes spend months in the lab, then on the test track, followed by more months out in the real world.

And there's another kind of testing that's important. It's the kind that takes place time and time again as each Riviera moves through the assembly plant. It may be as simple as repeatedly opening and closing a door to check for proper fit, or as complicated as the 12- to 16-minute stop each Riviera makes at a special station where the extensive electronics system is checked and problems corrected.

And then there's that final and most important inspection, the one every Riviera receives at the dealership before the keys are handed to the new owner. Letter Perfect Delivery.

THE RIVIERA BUYER'S GUIDE

Standard Equipment

- Air Conditioning—Electronic Touch Climate Control
- Antenna—Automatic
- Battery—Delco Freedom II Plus
- Belts and Buckles—color-coordinated seat and shoulder
- Brakes—four-wheel disc power
- Bumper Guards—front
- Bumper Protective Strips
- Carpeting—plush
- Computer Command Control
- Console—operating floor-shift
- Cruise Control—electronic speed control
- Defogger—front, side-window outlets
- Delcotron—heavy-duty 108-amp
- Door Locks—electric
- Drive—front-wheel
- Electronic Warning Tone—seat-belt, ignition key and deadlocks on
- Engine—3.8-litre V-6 with SF
- Fuel-Filler Door—electric remote release
- Glass—Soft-Ray tinted
- Graphic Control Panel—touch sensitive instrument cluster, diagnostic displays, electronically controlled A/C, trip monitor, sound system controls and retained accessory power feature
- Holograms—tungsten-titanium
- Heat Ducts—rear-seat ventilation
- Hood Lock—inside release
- Horns—dual
- Ignition—computer-controlled coil
- Instrument Panel—cloth-covered
- Instrumentation—electronic display, including digital speedometer, fuel gauge, trip odometer, clock and low-fuel indicator
- Jack—side-frame
- Lamp—high-mounted stop
- Lamps—cornering
- License Plate Holder—rear slide-in
- Lights—instrument panel—electroluminescent backlighting control, hood/rear (courtesy, underdash courtesy, door courtesy and warning, ashtray, glove box, rear courtesy, trunk and engine compartments
- Mirrors—styled, electric, outside rearview (left- and right-hand remote)
- Moldings—wheel opening and belt reveal
- Moldings—rocker panel (argent silver, black on T Type)
- Moldings—protective body-side gray (T Type)
- Paint—clearcoat, plastisol protection
- Paint—gray/lover accent (T Type)
- Radio—Delco ETR-AM-FM stereo with seek and scan and
- Radio—Delco ETR-AM-FM stereo with dual-front and rear extended-range speakers
- Seat—6-way power (driver and passenger) (T Type)
- Seats—easy-entry, front passenger (Riviera)
- Seats—manual reclining, cloth bucket (Riviera)
- Seats—Power Comfort (T Type)
- Steering—power
- Steering Column—tilt
- Steering Wheel—limited, including cruise-control switches (Riviera)
- Steering Wheel—leather-wrapped sport, including cruise-control switches (T Type)
- Sun Shades—visors with slide-out extensions
- Suspension—Gran Touring (T Type)
- Suspension—independent 4-wheel
- Suspension—automatic level control
- Tire—compact spare
- Tires—steel-belted, radial-ply, all-season whitewall P205/70R14 (Riviera)
- Tires—steel-belted, radial-ply, Eagle GT blackwall P215/60R15 (T Type)
- Transmission—automatic with overdrive
- Trim—deluxe trunk
- Trunk Lock Release—remote-control
- Jack—side-frame
- Wheels—15-inch aluminum (T Type)
- Wheelcovers—14-inch deluxe (Riviera)
- Windows—power
- Wipers—2-speed with low-speed delay feature

Riviera EPA Mileage Estimates

City 19 Hwy 31
MPG MPG

Use for comparison. Your mileage may differ.

Available Equipment

Defogger

- Electric rear-window defogger
- Battery—Delco Freedom II Plus
- California assembly line emission equipment and testing (required in California)
- Engine block heater
- 120-amp Delcotron
- Heavy-duty engine and transmission cooling

Floor Coverings

- Front carpet savers with inserts
- Rear carpet savers with inserts
- Trunk compartment mat

Lights

- Rear-seat reading lamps
- Illuminated door lock and interior light control (driver)
- Twilight Sentinel headlamp control

Automatic

- Electronic door lock
- Keyless Entry System (available January, 1986)
- Electric trunk pull-down

Mirrors

- Electric mirror, heated (left)
- Lighted essor vanity mirror (passenger)
- Lighted essor vanity mirror (driver)

Moldings

- Protective body-side moldings (Riviera)
- Door-edge guards

Paint

- Designers' Accent paint (NA with optional body-side stripes)
- Tires—steel-belted, radial-ply Eagle GT blackwall P215/60R15 (T Type)

Radios

- Cassette tape player with auto-reverse and search/repeat (standard radio required)
- Graphic equalizer, cassette tape player with auto-reverse, search/repeat and ETR-AM-FM stereo
- Delco GM/Bose Music System—cassette tape player with Dolby, auto-reverse, search/repeat and ETR-AM-FM stereo with seek and sound and clock
- Concert Sound II 6-speaker system (standard radio required)

Seats

- Astroform—electric sliding (requires power passenger seat. Headroom is reduced slightly with this option)

Strips

- Electric seat-belt recliner, driver and/or passenger (included

with bucket/lumber support on Riviera. Included with Power Comfort seats on T Type)
- 6-way power passenger (included with Power Comfort seats on T Type)

Special Equipment

- Four-nole horn
- Theft-deterrent system with starter interrupt
- Front license plate mounting
- Trailer towing harness (NA on T Type)

Performance Package

- Performance Package includes Gran Touring suspension, 15-inch aluminum wheels, P215/60R15 blackwall tires and leather-wrapped steering wheel (Riviera)

Steering Wheels

- Leather-wrapped sport steering wheel (std on T Type)

Stripes

- Body-side stripes (stripes should match interior trim color whenever possible, NA with Designers' Accent paint)—Riviera

Tires

- Steel-belted, radial-ply, all-season blackwall P205/70R14 (Riviera)
- Steel-belted, radial-ply, narrow whitewall P215/60R15 (Riviera with Performance Package)

Wheels and Wheelcovers

- 14-inch aluminum wheels (4) (Riviera)
- Custom locking wire wheel-covers (Riviera)

"Let's get it together..."

buckle up! Every new 1986 Buick delivered by a Buick dealer in the United States comes with a one-year, \$10,000 safety-belt insurance certificate from MIC General Insurance Corporation of an additional charge. \$10,000 will be paid to the estate of any occupant who suffers total injuries as a result of an accident involving that vehicle while wearing a GM safety belt. Buckle up every time you drive.

A word about the Buick Product Information Center.

If you are interested in further details about any of the Buick products in this catalog or any Buick product, we have developed a personal, informative communication service called the Buick Product Information Center. For information, call toll free 1-800-86-BUICK (1-800-862-8425). We can tell you everything you need to know to make an informed decision to buy.

*Receives C-Quam "A" as stereo broadcast. C-Quam is a registered trademark of Motorola Inc. NA—not available std—standard



Model Availability

Riviera	Coupe	257
Riviera T Type	Coupe	157

Special Model

Riviera T Type Coupe includes: 3.8-litre V-6 with SF engine, automatic transmission with overdrive, Gran Touring suspension, amber park and turn lenses, 15" aluminum wheels (4), steel-belted, radial-ply Eagle GT blackwall tires (P215/60R15), tungsten-hollog headlamps, leather-wrapped sport steering wheel, T Type ornamentation, dark gray lower body-side moldings, gray rocker panel moldings, leather/suede and cloth Power Comfort bucket seats with power reclining seatback in red or gray, leather-wrapped shift handle, specific paint in four colors with gray lower accent trim standard.

Powertrain

ENGINE	TRANSMISSION
Riviera, Riviera T Type	
3.8-litre V-6 with Sequential-port Fuel Injection (standard)	Automatic with Overdrive (standard)

Exterior Colors

Tan*	Light Blue Metallic*
Medium Brown Metallic*	Blue Firemist Metallic**††
Dark Brown Firemist Metallic**††	Dark Blue Metallic**††
Flame Red Metallic	Silver Metallic
Red Firemist Metallic**††	Dark Gray Metallic**
Black Cherry Metallic**	Black
Dark Teal Metallic	
	*NA on T Type ††Extra cost

Dimensions

	Riviera and T Type Coupes
Overall	INCHES
Length	187.2
Width	71.7
Height	53.5
Wheelbase	108.0
Front Tread	59.9
Rear Tread	59.9
Interior	
Legroom	42.7
Headroom	37.8
Shoulder Room	57.9
Hip Room	56.9
Interior	
Legroom	36.7
Headroom	37.8
Shoulder Room	57.3
Hip Room	55.4
Trunk Capacity	CUB FT
Fuel Tank	13.7
Trunk Fuel Capacity	GAL
Gasoline	18.0

Riviera Safety Equipment

- Occupant protection
- Manual lap/shoulder belts for driver and right front passenger (driver's side includes seat and outside window system)
- Manual lap belt of each rear seat position
- Energy-absorbing crumple zone
- Energy-absorbing rear seat back
- Energy-absorbing front seat back
- Laminated safety window glass and laminated safety side-vent neck window glass
- Safety restraining door latches
- Motorized power window/blacklock handles
- Safety overalls
- Tire-to-wheel locking front suspension
- Rear wheel drive and right front passenger (adjustable, right)
- Dual air bags
- Air-side-impact door handles
- Pressure-lock radiator cap
- Absolute avoidance
- Side-impact front-end protectors
- Pulling straps that restrain belts with headrests
- Four-way door warning flasher
- Bottom lights
- Over-hill mounted tie-ups
- Detachable light control with low-charge feature
- Wheel-end deflector, weather and dust speed wipers
- Inside rear view mirror with anti-blacked glass
- Outside left and right rearview mirrors
- Brake warning with dual master cylinder and parking light
- Stoplights, safety alert
- Dual-cable hood latch system
- Lock, glow (glow on instrument panel light, inside window moldings, wiper controls, black metallic steering wheel surfaces)
- Illuminated bumper and deflector controls
- Safety hood release
- Full-width front and rear wheel and wheel covers
- Tires with built-in tread wear indicators
- Absolute brake-inhibited air brakes
- Self-reversing brake feature
- Pressure relief fuel cap

Anti-theft

- Anti-theft remote lock/unlock key system
- Theft-deterrent steering column lock
- Vehicle theft identification number
- Remove inside metal rivets
- Theft-deterrent key system (remote control key)

and models. Check with your Buick dealer for complete information.

A word about assembly components and optional equipment to these Buick products.

The Buick dealer in which you are interested in a Buick product is authorized to provide you with information on the availability of optional equipment to these Buick products.

A word about updated service information.

Buick regularly sends its dealers a shop service bulletins about Buick products. Buick dealers have product performance data files. We then prepare a letter for sending to you, because we're here to help you. You can call Buick Product Information Center for more information. Call 1-800-86-BUICK.

When you order a new vehicle, you're ordering it from your dealer. Some policies may be applicable when you order a Buick. Your dealer should advise you of these policies. You should ask the dealer for this information. Buick dealers are the dealer in which you are interested in a Buick product. These dealers are authorized to provide you with information on the availability of optional equipment to these Buick products.

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Riviera Safety Equipment.

Occupant protection.

- Manual lap/shoulder belts for driver and right front passenger (driver's side includes visual and audible warning system).
- Manual lap belts at each rear-seat position.
- Energy-absorbing steering column.
- Energy-absorbing instrument panel.
- Energy-absorbing front seat tops.
- Laminated safety windshield glass and tempered safety side- and rear-window glass.
- Safety interlocking door latches.
- Passenger-guard inside door-lock handles.
- Safety armrests.
- Inertia-locking, folding front seatbacks.
- Head restraints, driver and right front passenger (adjustable/integral).

- Dual sun visors.
- Smooth contoured door handles.
- Pressure-lock radiator cap.

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.
- Directional signal control with lane-change feature.
- Windshield defroster, washer and dual-speed wipers.
- Inside rearview mirror with vinyl-bonded glass.
- Outside, left and right, rearview mirrors.
- Brake system with dual master cylinder and warning light.
- Starter safety switch.
- Dual-action hood-latch system.
- Low-glare finish on instrument

- panel top, inside windshield moldings, wiper arms/blades, metallic steering wheel surfaces.
- Illuminated heater and defroster controls.
- Safety road wheel rims.
- Illuminated windshield wiper and washer controls.
- Tires with built-in tread-wear indicators.
- Audible brake-lining-wear indicators, all disc brakes.
- Self-adjusting brake feature.
- Pressure-relief fuel cap.

Anti-theft.

- Audible reminder for ignition key removal.
- Theft-deterrent steering column lock.
- Visible vehicle identification number.
- Remote inside hood release.
- Theft-deterrent key system (separate ignition key).

Buy or lease a Buick.

Many Buick dealers offer you the opportunity to buy or lease a Buick. Ask about their leasing arrangement. It may be right for you.

The GM Protection Plan.

It offers service protection in addition to that provided by GM's new-vehicle limited warranty. Coverage is currently available only in the U.S.A. and Canada for the 1986 model year. See your Buick dealer for details.

Important:

A word about this catalog.

We have tried to make this catalog as comprehensive and factual as possible, and we hope you find it helpful. However, since the time of printing, some of the information you will find here may have been updated. Also, some of the equipment shown or described throughout this catalog is available at extra cost. Your dealer has details, and before ordering, you should ask him to bring you up to date.

The right is reserved to make changes of any time, without notice, in prices, colors, materials, equipment, specifications

and models. Check with your Buick dealer for complete information.

A word about assembly, components and optional equipment in these Buick products.

The Buicks described in this catalog are assembled at facilities operated by General Motors or GM of Canada. These vehicles incorporate thousands of different components produced by car and truck groups and various component divisions of GM and by various suppliers worldwide to General Motors. From time to time during the manufacturing process, it may be necessary, in order to meet public demand for particular vehicles or equipment, or to meet federally mandated emissions, safety and fuel-economy requirements, or for other reasons, to produce Buick products with differently sourced components than initially scheduled. All such components have been approved for use in Buick products and will provide the quality performance associated with the Buick name.

With respect to extra cost optional equipment, make certain you specify the type of equip-

ment you desire on your vehicle when ordering it from your dealer. Some options may be unavailable when your car is built. Your dealer receives advice regarding current availability of options. You may ask the dealer for this information. GM also requests the dealer to advise you if an option you ordered is unavailable. We suggest that you verify that your car includes the optional equipment you ordered, or if there are changes, that they are acceptable to you.

A word about updated service information.

Buick regularly sends its dealers useful service bulletins about Buick products. Buick 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 engines.

Buicks are equipped with engines produced at facilities operated by GM car groups, subsidiaries or affiliated companies worldwide.

