

1990 Oldsmobile

Outlass Supreme · Outlass Ciera

Outlass Cruiser · Outlass Calais





These are not your father's Oldsmobiles. Nor are they your mother's. They're not even the ones *you* could have bought last year.

Because the fact is, they weren't around back then.

In a world and at a time when the word "new" has all but lost its credibility, the New Generation of

Oldsmobile is making it mean something again. With new cars like the sporty, mid-size Cutlass Supreme sedan. In addition to four doors that make getting into style much easier, this newest Cutlass Supreme features split rear seats on the SL and International Series models that fold down independently to allow passengers access to the trunk and to add storage space to an already spacious interior. It also has an available FE3 touring suspension whose bushings

have been specifically returned for the four door configuration, and four-wheel disc brakes whose calipers gently "squeeze" the braking surface for precise stopping



control. Those features, in conjunction with the by-now legendary Quad 4 engine and a five-speed manual transmission, make the new Cutlass Supreme as true a sport sedan as ever wove its way down the road.

To monitor your progress down that



road, the Cutlass Supreme International Series coupe offers an available Head-Up Display. The term requires no explaining to anyone who's familiar with modern jet fighters, since that's where the system originated. Designed to project vehicle speed in MPH or KPH onto the windshield,

it frees the pilot—or driver, in this instance—from having to drop his or her eyes to check the instrument panel. The system also projects headlight, turn and low-fuel indicators.

For those who wish something more tangi-

ble to look at, we'll be introducing the new Cutlass Supreme convertible in midyear. With a 135-horsepower 3.1-liter V6 and a power folding top, it not only generates

This is not your father's Oldsmobile.



plenty of breezes, it also provides you with the perfect place in which to enjoy them.

For the truly power-hungry, we have just the thing to satisfy your appetite. It's



High-Output Quad 4.* Sixteen valves, dual overhead cams, a double-width cam chain, larger intake manifold and newly calibrated cylinder heads—all of which add up to 180 horsepower, a figure that puts the new High-Output Quad 4 well into the turbocharged range. Well enough, in fact, to generate more power than



Notably, this new engine was designed to generate power throughout the entire RPM



range, so that it will never "run out of breath." Where it really comes on strong, however, is at the higher RPMs. To make full use of that characteristic, the H.O.

Quad 4 has been teamed with a sport-ratio five-speed manual transmission, specifically geared to handle the kind of power that would turn other gearboxes

to jelly. But not all New Generation innovations are measured in horsepower.



There is also the kind that lets you unlock your car doors and trunk from up to 30 feet away, simply by pressing the remote control on your key fob. The kind that lets you adjust the climate inside your car, as well as the sound system—without taking your hands from the leather-wrapped steering wheel. Then there's the kind that updates you on a number of important facts throughout your trip, such as estimated time of arrival, the amount of fuel consumed, remaining oil life and so forth. And the kind that provides you with a spare set of keys in the event



that you happen to misplace your own. They're all here, in cars your father would love to get his hands on. And since they're solidly built—and comprehensively backed, with the GM Bumper-to-Bumper Plus Warranty**—you, and he, can confidently look forward to having your hands

on them for a long, long time.

BUMPER TO BUMPER PLUS
3 YEAR/50,000 MILE WARRANTY

*Available in November 1989 on Cutlass Supreme. Available now on Cutlass Cutliss.
**See your Oldsmobile dealer for terms and conditions of this limited warranty.

Cutlass Supreme

It's not that we at Oldsmobile necessarily equate performance with progress. We're more obsessed with developing technology that will move us forward. But as things work out, the technology we've developed lately is so advanced, that the cars it goes into have a tendency to move forward very quickly, indeed.

Like the New Generation Cutlass Supreme, which debuted as a coupe and is now available as a four-door to enable people to get into one more easily. This year we're investing Cutlass Supreme with an available 16-valve, dual overhead cam Quad 4 engine and—as if that's not power enough—with a new High-Output Quad 4,* which is standard on the International Series. In addition to having one of the longest names of any normally aspirated engine in the world, the latter also develops 180 horsepower, due to a larger intake manifold and recalibrated camshaft. That's a figure that puts it well into the turbocharged range. So well into it, in fact, that it outpowers both the Saab 9000 CD and Volvo 780 turbos.

*Available in November 1989.

What happens when you take a slightly more aggressive approach to progress.

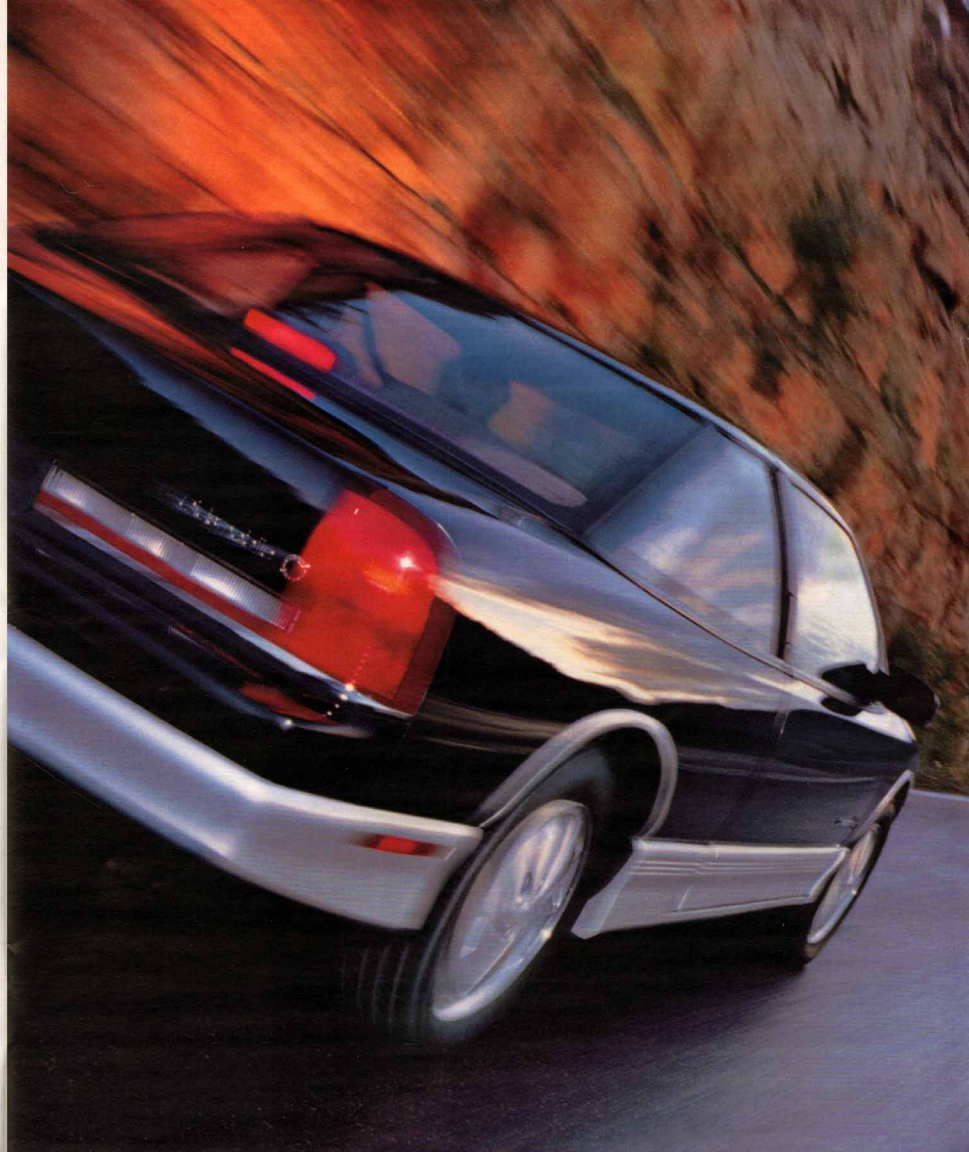
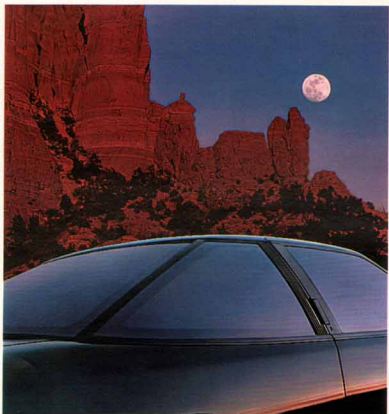
Driven by that kind of power, Cutlass Supreme required a suspension that would keep it firmly on the ground. The FE3 suspension—standard on the International Series—manages admirably. With specially tuned bushings and higher spring rates—plus separate tunings for sedan and

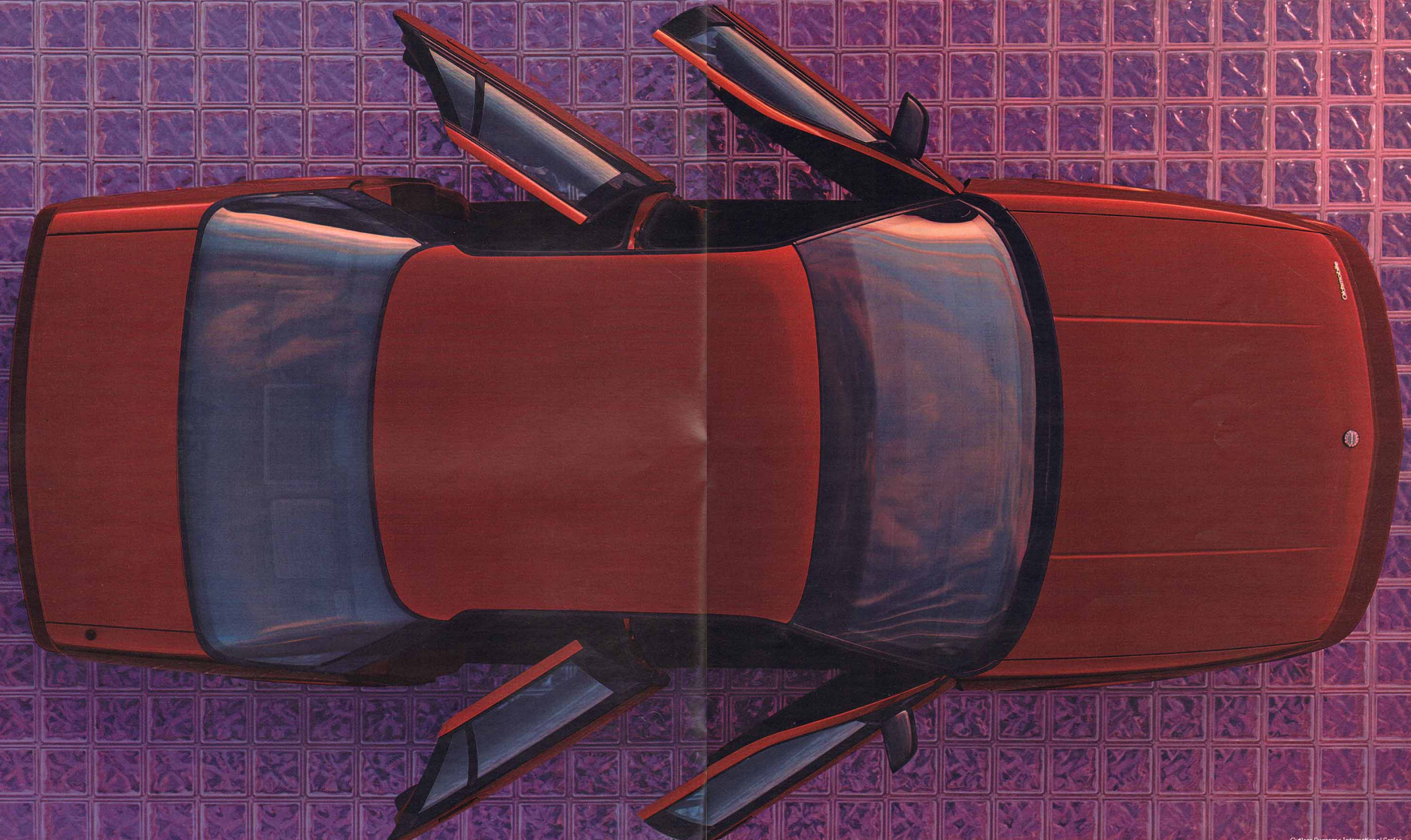
coupe—it creates a car so stable, you begin to wonder if that thing you just went through really was a turn, after all.

Even the four-wheel disc brakes deserve attention, because this New Generation design uses a caliper to “squeeze” the braking surface. The result is precise correlation between the pressure you apply to the pedal, and the speed with which you actually slow down.

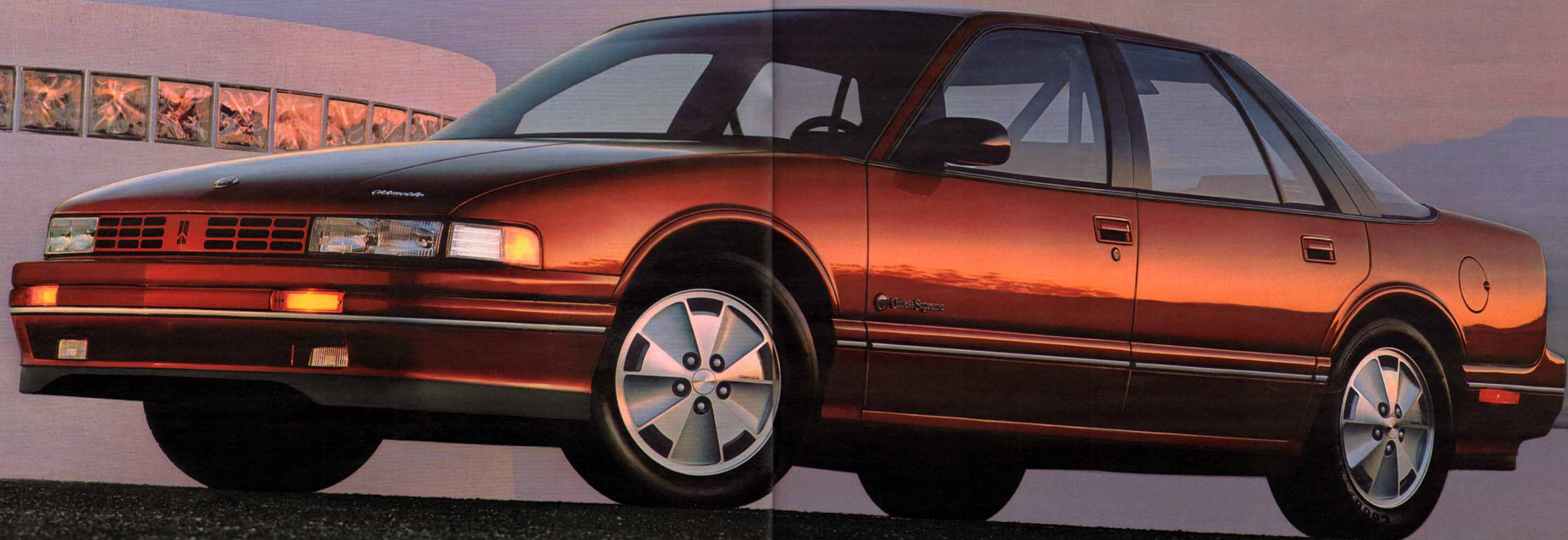
Then there are the little things you buy a car like this for: Only in the case of the new Cutlass Supreme, they're not so little. Consider standards like air conditioning and a driver information center that keeps you updated (via LED readout) on things like mileage, fuel consumption, estimated time of arrival and estimated oil life (International Series). Consider options like an anti-lock brake system, a Head-Up Display (available on the International Series coupe), even a compact disc player.

Put them together in the new Cutlass Supreme, and you'll know why Oldsmobile is moving ahead so quickly. And why so many people are coming with us.





Unlike most works of art, this one hangs on turns.





Cutlass Supreme International Series

The only compartment with higher performance is under the hood.

The passenger compartment of the new Cutlass Supreme International Series seeks to emulate the performance found within the engine compartment. And given that the latter houses the new

16-valve, 180-horsepower High-Output Quad 4,* that's saying a lot.

Up front, fully contoured bucket seats with such amenities as electronically adjustable side, lumbar and thigh bolsters—

plus electronically controlled headrests—keep both driver and passenger comfortable, regardless of how invigorating the ride might become.

As compensations to those not fortu-

nate enough to be behind the leather-wrapped steering wheel, the International Series offers full-foam seat cushions, air conditioning and an electronically tuned stereo-cassette system with dual front and

rear speakers as standard equipment.

For the truly fanatical, we also make available leather in the seating areas, an anti-lock brake system and—in the coupe—a Head-Up Display of your MPH.

So come into your Oldsmobile dealer and take a test drive. Or a test seat. You'll see that the interior of the new Cutlass Supreme International Series sedan performs as well as the rest of it.

*Available in November 1989.



Cutlass Supreme International Series

How to look sophisticated, at 6200 rpm.

When you have an engine like the new 180-horsepower High-Output Quad 4* that really comes to life at the higher RPMs, chances are good that you'll be spending more time up there.

So the Cutlass Supreme International Series coupe was engineered to help you feel like you really belong there.

To civilize all that power—which is well into the turbocharged range—we've

given it a sport-ratio, high-torque, 5-speed manual transmission. To direct it, we've specially tuned our FE3 suspension, giving it higher spring rates and a special steering gear to make aggressive corner-

ing feel somewhat less so. We've endowed it with four-wheel power disc brakes for precise braking feel; with 16" radial tires for better road feel; with power rack-and-pinion steering and a four-wheel fully

independent suspension.

We've even made a Head-Up Display of your MPH available, so you never need to take your eyes from where you're going to see how quickly you're getting there.

So come in and take a new Cutlass Supreme International Series coupe out for a test drive. You'll be surprised at how sophisticated it makes you look. Even if you never take the tach above 5,000.

*Available in November 1989.



Cutlass Supreme SL

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

For those who would like to do more than merely keep up with their neighbors, Oldsmobile offers this simple prescription: outdo them. With a new Cutlass Supreme SL sedan.

How quickly it will put an end to suburban one-upmanship is anyone's guess, but with the increased torque and improved launch potential of its 3.1-liter, 135-horsepower V6, we suspect it will be

pretty much instantaneous.

With things like MacPherson front struts, four-wheel fully independent suspension, 15" radials and cast aluminum wheels, it could be even faster.

And all that is found within a shape so riveting, it would probably be hanging in a museum if it weren't so exhilarating to drive. That, along with accents such as composite halogen headlamps, dual sport

mirrors and bumper fascias that are color-keyed to match the body, will probably have your neighbors running up the white flag. Given Oldsmobile's penchant for value, there isn't much they can do to get

this kind of attention without spending more. Unless, of course, they resort to getting one for themselves.

And if they do, just remember. You got yours first.



Cutlass Supreme SL

Why some people are more comfortable with status than others.

Lest you wonder about your new Cutlass Supreme SL putting you at the center of attention, rest assured that Oldsmobile has gone to extremes to make it a most enjoyable experience.

It begins with the kind of uncompromised ride that comes only from a total dedication to engineering. The four-speed automatic transmission is consummately smooth. A fully independent suspension

makes the irregularities of the road nearly regular, while, inside, full-foam seat cushions and six-passenger comfort create a wonderfully relaxing atmosphere that makes even sitting still a pleasure.

You'll find things like dual vanity mirrors up front. Chimes that remind you when you've inadvertently left the headlamps or turn signals on. A cargo net that keeps luggage from shifting in the trunk. Map

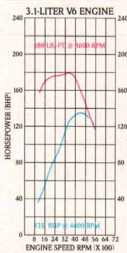
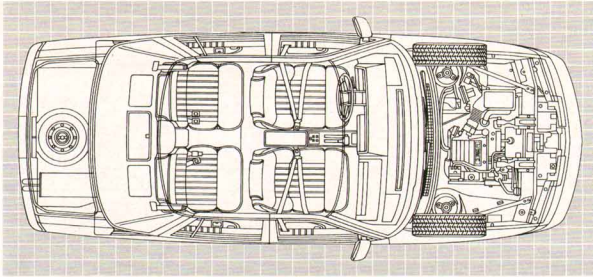
storage pockets in the doors. A lamp that helps you locate your headlamp control.

Even luxuries here are essentials. Such as air conditioning, the electronically tuned AM/FM stereo cassette player with

digital display clock, and dual reading lamps. Because when an automobile has been designed to attract as much attention as the new Cutlass Supreme SL, you ought to be comfortable with it.

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





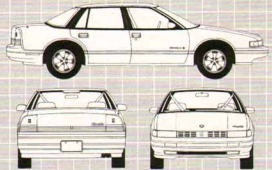
Cutlass Supreme Powertrain Specifications

ENGINE	STANDARD	STANDARD**	AVAILABLE***
Displacement	2.3-liter (140 cu. in.)	3.1-liter (191 cu. in.)	2.3-liter (140 cu. in.)
Engine	H.O. Quad 4	V6	Quad 4
Brake hp (rpm)	180 @ 6200	135 @ 4400	160 @ 6200
Net torque (lbs.-ft.)	180 @ 5200	180 @ 3600	155 @ 5200
Bore/Stroke (in.)	3.62/3.35	3.50/3.31	3.62/3.35
Compression ratio	10.0 to 1	8.8 to 1	9.5 to 1
Fuel management, fuel-injected	Multiport	Multiport	Multiport
Fuel requirement	Unleaded regular	Unleaded regular	Unleaded regular
Cooling system (qt.)	8.0	13.2	8.0

DRIVE/CHASSIS	COUPE	SEDAN
Wheelbase (in.)	107.5	107.5
Track, front/rear (in.)	59.5/58.0	59.5/58.0
Tire size (std.)	P195/75R14	P195/75R14
Wheel size (std.)	H x 5.5	H x 5.5
Brake type, front/rear	Disc/Disc	Disc/Disc
Fuel tank (gals.)	16.5	16.5

SUSPENSION/HANDLING	COUPE	SEDAN
Transaxle	5-speed manual	4-speed automatic
Front/Rear	4-wheel independent	4-wheel independent
Front turning diameter curb to curb (ft.)	37.49†	37.49†

†Available in November 1989, except on SL. **Standard on SL and Convertible. Optional on International Series. ***Optional and available only on Supreme. †Supreme and SL.

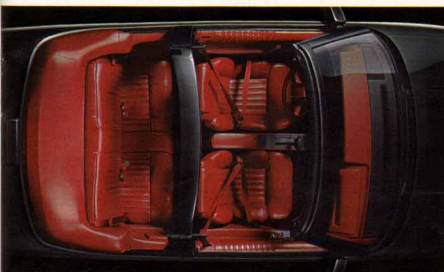


Cutlass Supreme Dimensions

EXTERIOR	COUPE	SEDAN
Length (in.)	192.3	192.2
Width (in.)	71.0	71.0
Height, curb (in.)	53.3	54.8
Curb weight (lbs.)†	3133	3221

INTERIOR	COUPE	SEDAN
Headroom, front/rear (in.)††	37.8/37.1	38.8/38.4
Legroom, front/rear (in.)	42.3/34.8	42.4/36.2
Shoulder room, front/rear (in.)	57.6/57.2	57.4/56.6
Seating capacity†††	5	5
Trunk capacity (cu. ft.)††	15.5	15.5

†2005/20015 for SL and Convertible; 2125/60R16 for International Series. ††15.6 cu. ft. for SL and Convertible; to 17.7 for International Series. †††2/8 for SL Coupe/Sedan; 3/20 for International Series Coupe/Sedan; 3/47 for Convertible. †††Figures not available for Convertible. †††14-passenger capacity in International Series Coupe.



There's a lot of performance and high technology on this page. And we're not talking about just the new High-Output Quad 4 engine, which can develop more power than many turbos. So, if you like the way the things you read about on this page perform here, just wait until you come into an Oldsmobile dealer and try them out in a new Cutlass Supreme.

- 1. New Cutlass Supreme sedan.
- 2. International Series instrument panel with analog

gages and tach, plus touch controls on leather-wrapped steering wheel. □ 3. New 180-horsepower High-Output Quad 4. □ 4. Cutlass Supreme SL coupe. □ 5. New Cutlass Supreme convertible (available mid-year). □ 6. International Series rear split seats fold down to create more storage space and to allow passengers easy access

to the trunk from inside. □ 7. New Cutlass Supreme sedan features the convenience of a low trunk "lip," to make loading and unloading easier. □ 8. Cutlass Supreme models feature a standard power trunk release. □ 9. Cutlass Supreme with available 55/45 split bench seat. □ 10. Driver Information System, which gives digital readout on fuel economy, amount of fuel used, estimated arrival time, estimated oil life, etc. □ 10. Key job with special remote features that will enable you to unlock doors and trunk from up to 30 feet away.

This page can probably outperform a lot of cars you've driven.

Cutlass Ciera

If every member of your family wanted a different car, but you only had a one-car garage, the new generation Cutlass Ciera would be the car to have inside it. Its remarkable facility for doing everything well has made it the most popular Oldsmobile by far.

Designed to carry a family—or any other group of six, for that matter—in total comfort, the mid-size Cutlass Ciera creates the impression of being much bigger. For 1990, that impression has been considerably enhanced by the incorporation of “deflected-disc valving” in the shock-absorbing suspension struts. It will take us far longer to explain how that valving works than it will for you to experience its benefits firsthand, but suffice it to say that this technology enables Ciera to adjust the firmness of its suspension from one minute to the next, based on feedback from the road. For a ride that's tighter when you need it to be, and more cushioned when you don't.

Since we feel that, where

comfort is concerned, excess is just the beginning, we've redesigned the seats. Both our 55/45 and 45/45 configurations now feature greater body contour to provide

additional lower back and lateral support.

For those who will be spending most of their time behind the wheel, Cutlass Ciera's engines offer much to look forward to. You can go with the standard 2.5-liter Tech IV engine, which has been given a 12-horsepower boost this year. Or you can be as aggressive as the 3300 (3.3-liter) V6, which develops 160 multi-port fuel-injected horsepower.

And then there's the International Series. From front air dam to rear rocker extensions, Driver Information System to the 160-horsepower 3300 V6 with automatic 4-speed overdrive, this is one family car that—although roomy enough for your kids—gives you a good reason to leave them at home once in a while.

So arrange to test drive a new Cutlass Ciera. No matter which model you choose, you'll be getting a car that's stylish, practical, dependable and a joy to drive. In short, you'll own a number of different cars, but only have to pay for one.

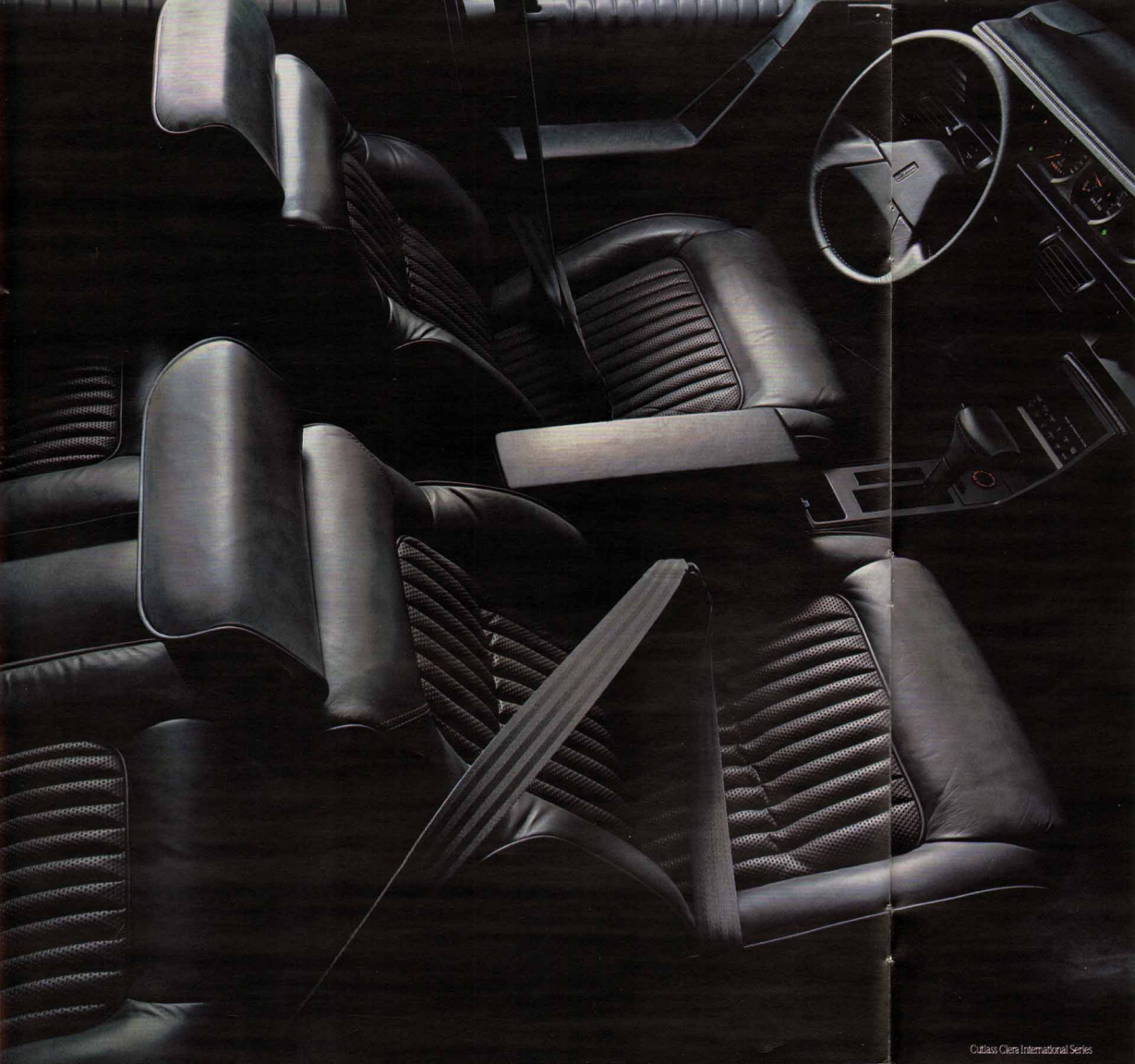


When people say they need only one car, this is the one they're talking about.



We haven't forgotten how much fun you can have raising a family.





How to get somewhere quickly, without feeling rushed.

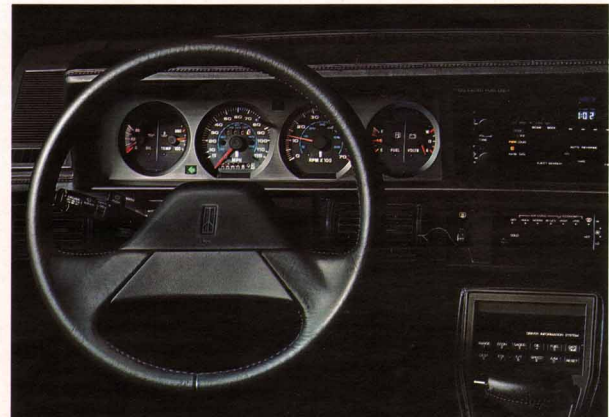
The interior of a new Cutlass Ciera International Series is a wonderful place to be when you're in a hurry, but would rather not feel like it.

The FE3 suspension has been specially tuned and supplied with higher-rate springs to make curves feel more like straight lines. There's more contouring on the individual bucket seats this year, along with available leather in the seating areas. There's also added lower back support to make the spine less conscious of passing miles. And with the standard 160-horsepower 3300 V6, they'll pass quickly, indeed.

In Ciera's hushed, thoughtfully appointed interior, you'll find the air conditioning comforting, but not much to listen to. So we've also included an electronically tuned stereo-cassette system. A graphic equalizer is available, as well.

All in all, it adds up to a car with a lot going for it. Which is why we're confident you'll find Cutlass Ciera International Series such a great way to go.

The International Series instrument panel features a rallye cluster that includes an electronically driven speedometer, plus tachometer and other gauges.





Cutlass Ciera SL

You'd never recognize it as a family car, unless you've got a family.

If the Cutlass Ciera SL doesn't resemble most people's notions of a family car, that's probably because at Oldsmobile, we have a considerably higher notion of what a family car should be.

In addition to being the obvious—such as roomy—a family car should be sophisticated. So we endowed the new Ciera SL with “deflected-disc strut valving,” which enables the suspension actually

to adjust itself in response to changing road conditions and driver demands, for a ride that strikes the optimum balance between response and comfort.

We also feel a family car should be

well-equipped, so we've equipped the Ciera SL with conveniences like dual reading lamps, map pockets, a visor vanity mirror and separate chimes to remind you when your headlights or turn signals

have been inadvertently left on.

Finally, since we firmly believe that a family car should not be without flair, we've spiced this one with dual sport mirrors, composite halogen headlamps

and MacPherson front struts.

Add to all that a 160-horsepower 3300 V6, 14" radials and deluxe wheel trim, and you've got a car anyone would be pleased to own. Whether or not they have a family.



Cutlass Ciera SL

Why going places as a family is coming back into style.

If you've had difficulty getting your kids to ride in your family car, maybe you should try getting a different family car.

Like a new Cutlass Ciera SL. It has no trouble keeping a family of six happy—

especially since, as a front-wheel-drive automobile, there's no drive-shaft hump to steal rear legroom.

Its standard AM/FM stereo-cassette sound system with dual rear speakers

is something your kids wouldn't mind having in their rooms. And with standard air conditioning, full-foam seats and wall-to-wall carpeting, it's probably as comfortable as their room. Although with

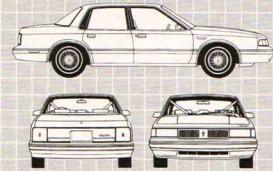
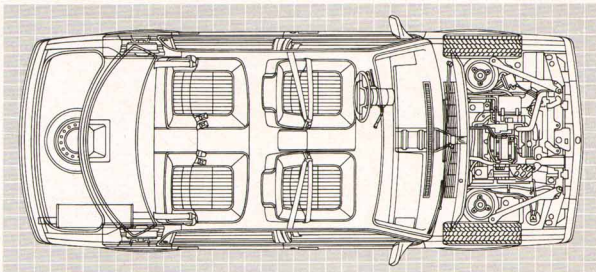
plenty of storage pockets in the armrests and other places, it's also probably a considerable bit neater.

In addition to the peace and quiet that come from a contented family, the new

Cutlass Ciera SL lavishes numerous other niceties upon those parents who get one. Things like an optional power reclining driver's seat, a divided 55/45 front bench, power rack-and-pinion steering and a

choice of automatic transmissions—the three-speed, or the four-speed with overdrive.

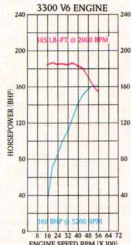
So bring your family in to test-ride a new Cutlass Ciera SL. That is, if you can get them into what you're driving now.



Cutlass Ciera Dimensions

BODY/CHASSIS	COUPE	SEDAN
Wheelbase (in.)	104.9	104.9
Tack, front/rear (in.)	58.7/57.0	58.7/57.0
Tire size (std.) ¹	P185/75R14	P185/75R14
Wheel size ²	14 x 5.5	14 x 5.5
Brake type, front/rear	Disc/Drum	Disc/Drum
Fuel tank (gals.)	15.7	15.7
EXTERIOR		
Length (in.)	190.3	190.3
Width (in.)	69.5	69.5
Height, curb (in.)	54.1	54.1
Curb weight (lbs.) ³	2736	2764
INTERIOR		
Headroom, front/rear (in.)	38.6/38.9	38.6/37.6
Legroom, front/rear (in.)	42.1/35.8	42.1/35.8
Shoulder room, front/rear (in.) ⁴	55.9/56.9	56.2/56.2
Seating capacity ⁵	6	6
Trunk capacity (cu. ft.)	15.8	15.8

¹P215/60R14 on International Series. ²14 x 6 on International Series.
³1780/2804 on SL Sedan and International Series Coupe/Sedan. ⁴155.8/56.9
on International Series Coupe; 55.6/56.2 on SL and International Series Sedan.
⁵115 on SL and International Series.



Cutlass Ciera Powertrain Specifications

ENGINE	STANDARD	AVAILABLE
Displacement	2.5-liter (151 cu. in.)	3300 cc (204 cu. in.)
Engine	4-cylinder	V6
Brake hp (rpm)	110 @ 5200	160 @ 5200
Net torque (lbs.-ft.)	135 @ 3200	185 @ 2000
Bore/Stroke (in.)	4.00/3.00	3.70/3.16
Compression ratio	8.3/1 ¹	9.0/1 ¹
Fuel management, fuel injection	Electronic	Multiport
Fuel requirement	Unleaded regular	Unleaded regular
Cooling system, auto/manual (qt.)	10.0	10.0

DRIVE/CLINE	STANDARD	AVAILABLE
Transaxle	3-speed automatic	3-speed automatic** 4-speed auto optional

SUSPENSION/HANDLING	STANDARD	AVAILABLE
Front/Rear	MacPherson struts/Semi-Independent	
Front turning diameter, curb to curb (ft.)	38.1	

¹Standard on SL and International Series. ²4-speed automatic standard on International Series.

The list that follows is but a brief indication of all the features—and thinking—that have gone into this best-selling Oldsmobile. It's also probably one of the reasons so many people keep getting into one.

- 1. Cutlass Ciera S sedan, an affordable front-wheel drive, mid-size four-door that can comfortably hold a family of six.
- 2. Cutlass Ciera S interior features standard full-foam

cushion seats, front and rear. The custom front bench seat has a fold-down armrest for your comfort. □ 3. Driver Information System, standard on International Series, keeps driver updated on important trip data such as fuel economy, amount of fuel used, estimated oil life remaining, estimated arrival time, etc.

- 4. Front-door map pockets are located where

they can be conveniently reached. □ 5. The 160-horsepower, 3.3-liter 3300 V6 is standard on both the SL and International Series models, and available on the Cutlass Ciera S. □ 6. Every Cutlass Ciera features 15.8 cubic feet of trunk space. A power trunk-lid release inside the car is standard on SL and International Series models.

- 7. Cutlass Ciera S coupe, with simulated wire wheel discs with locks.
- 8. Cutlass Ciera International Series coupe with front air dam and foglamps.

It's not surprising this car does everything. After all, that's exactly what we put into it.

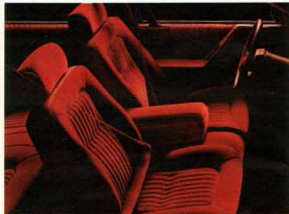


Cutlass Cruiser

Cutlass Cruiser is the perfect thing to pack for trips. Because unlike the traditional suitcase, it's virtually bottomless, it's capable of transporting itself and, instead of *your* having to carry it, it carries you.

With four doors and a swing-up tailgate with an operating window, the Cruiser is easy to pack. Yet since it's designed to hold six passengers, it's hard to fill up. Opt for the available rear-facing third seat with room for two more, and it's even harder to fill up.

Should you be traveling in the company of things instead of people, you can



fold down those rear seats and create space for up to 74 cubic feet. If you don't happen to *own* any cubic feet, this space works just as well with coolers, trunks and luggage. The seats are also designed to split and fold down in the rear—a standard feature on Cutlass Cruiser—which makes ample room for overly long objects. You'll even find a hidden compartment beneath the rear floor for smaller items.

If that's still not space enough, you can always

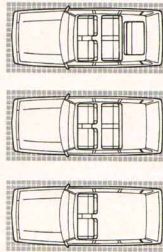
resort to the rooftop, where you'll find our chrome luggage carrier—a standard convenience feature on the SL model.



And for those who truly resist traveling light, Cutlass Cruiser is capable of towing up to 3000 pounds* when properly equipped. Which means, between what you can put inside it, tie on top of it and pull behind it, with Cutlass

Cruiser, the chances of your having to leave something you need at home are slim, indeed.

But along with its remarkable facility for carrying more of your home with you, Cutlass Cruiser is also designed to provide



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



a good many of its comforts. *En route* to wherever you're going, you'll enjoy the controlled climate only a Four-Season air conditioner can offer. The 55/45 bench seats have been newly restyled with greater body contour, so as to provide extra lower back and lateral support. The armrests are surrounded by attractive new Tuscany II trim—

a standard on the SL, and there's deluxe wall-to-wall carpeting underfoot.



To transport all this, Cutlass Cruiser has what no suitcase ever had: horsepower. The Tech IV engine that's standard on the Cruiser S has been given a 12-horsepower boost for 1990. The 3300 V6 with multiport fuel injection (standard on the SL, and optional on the Cruiser S) wields



160 horsepower and 185 lbs.-ft. of torque to make the miles pass even more quickly.

To help them pass even more comfortably, we've refined Cutlass Cruiser's

suspension with something called "deflected-disc valving" in the shock-absorbing struts. Each time the suspension reacts, thin metal discs in the strut valves let just the right amount of



hydraulic fluid through—in effect, enabling the suspension to adjust as needed to the demands of the road and the driver, for a comfortable ride that places fewer demands on you.

So before you take your next trip, take a trip to your Olds dealer to test drive a new Cutlass Cruiser. Whichever model you choose, you'll find it's the only thing you need to take to hit the road in comfort.

Cutlass Cruiser Cargo Area Dimensions

Maximum cargo volume (cu. ft.)	74.4
Floor length from back of front seat to end of floor surface (in.)	75.4
Floor length from back of second seat to end of floor surface (in.)	45.4
Minimum horizontal distance from top of front seat back to inside of tailgate at belt (in.)	72.4
Minimum distance between wheelhouses at floor level (in.)	36.6
Rear-end opening width at belt (in.)	49.4
Maximum height of rear opening, tailgate open (in.)	28.7
Maximum cargo height (in.)	31.6

*Recommended maximum capacity including passengers, cargo and equipment.

Cutlass Calais

When you mention to someone that you bought your new car because it was affordable, certain things come to mind. Things such as "boring," "dull," "ruinous to my reputation" and others we'd rather not go into here.

Mention that you've just bought a new Oldsmobile Cutlass Calais, however, and you'll generally find that the conversation tends to take an entirely different course.

Phrases such as "How'd you ever afford this?" pop up. An understandable reaction, given that Cutlass Calais' looks belie its price.

You'll hear things like "Exactly how high is High Output?" At which point, you can launch into an explanation of the new High-Output Quad 4 engine, which is standard on the International Series and the Quad 442 package. You can say that, by any standards, an engine that produces more than one horsepower per cubic inch is surprising. Since the new H.O. Quad 4 produces 180 of them, however, from a displacement of only 140 cubic inches, it's more in the realm of outstanding. It's also in the realm of turbocharging, given that its output is more potent (i.e., more powerful) than that of such

turbo-driven cars as the Saab 9000 CD Turbo and Volvo 780 Turbo.

Another phrase you'll have to get used to is "How'd you ever learn to drive like this?" The high-torque, five-speed manual transmission is perfectly geared to handle the High-Output Quad 4, which was designed to generate extra power in the higher RPM range. And the FE3


suspension, which includes such refinements as a special steering gear and higher spring rates calibrated specifically for this car, enables Calais to finesse all kinds of turns with the skill one normally attributes to exceptional driving ability.

"May I please have a ride?" is another question you'll have to deal with. And if you get the Cutlass Calais International Series, with 16" triport aluminum wheels and matched 16" performance radials, foglamps, side rocker extensions and quad exhaust outlets, it's a question you'll have to deal with pretty often.

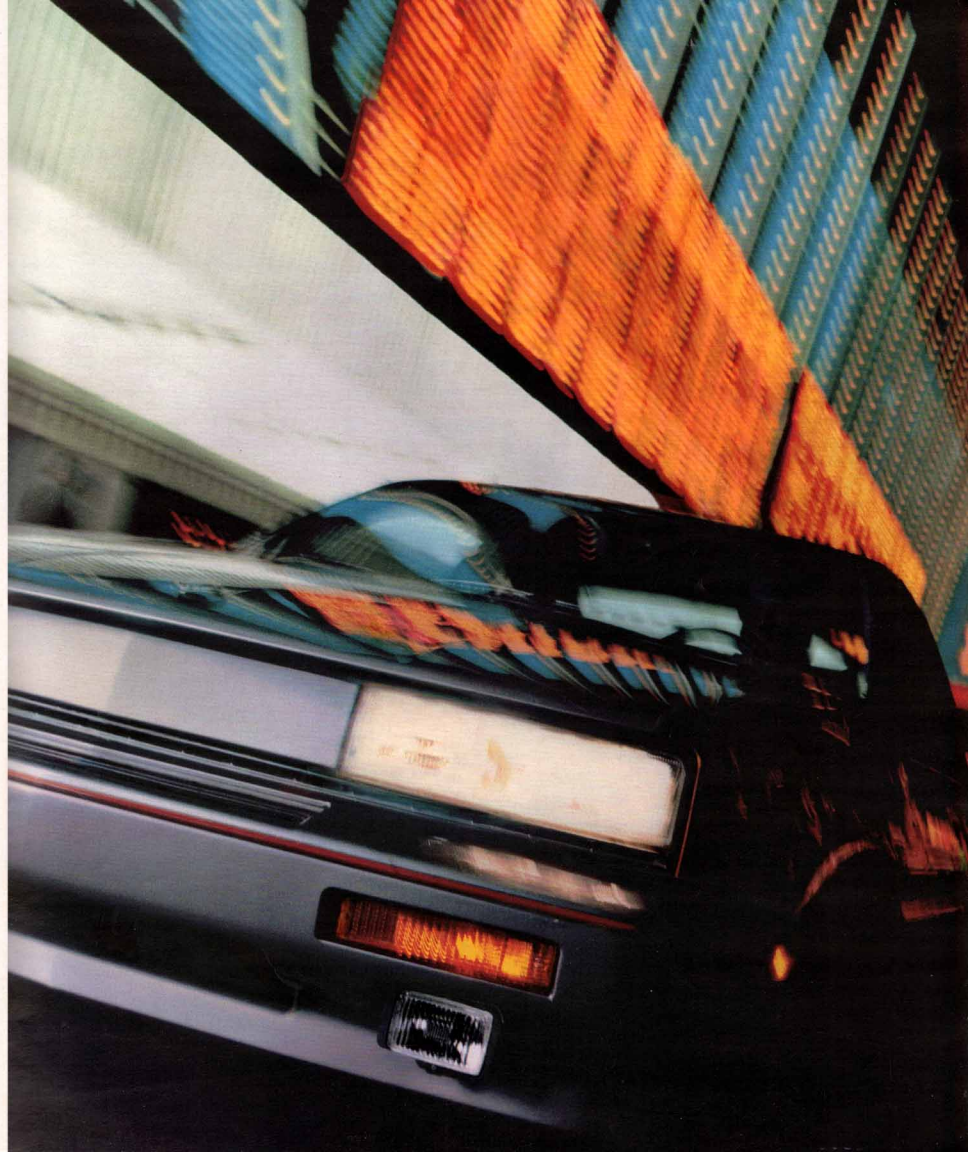
You'll also get to deal with an AM/FM stereo with dual rear speakers, standard on the Calais, or with the stereo-cassette or CD system that's available on Calais S, SL and International Series.

All of which, of course, are things you probably won't wish to go into in detail when you stop by to show off your new Cutlass Calais to your mom. Especially if you've chosen to show up in the Calais Quad 442, with the High-Output Quad 4, aluminum-styled 14" wheels and full rallye gage package. So you can always try telling her how little you paid for it.

That is, of course, if you don't mind her not believing you.

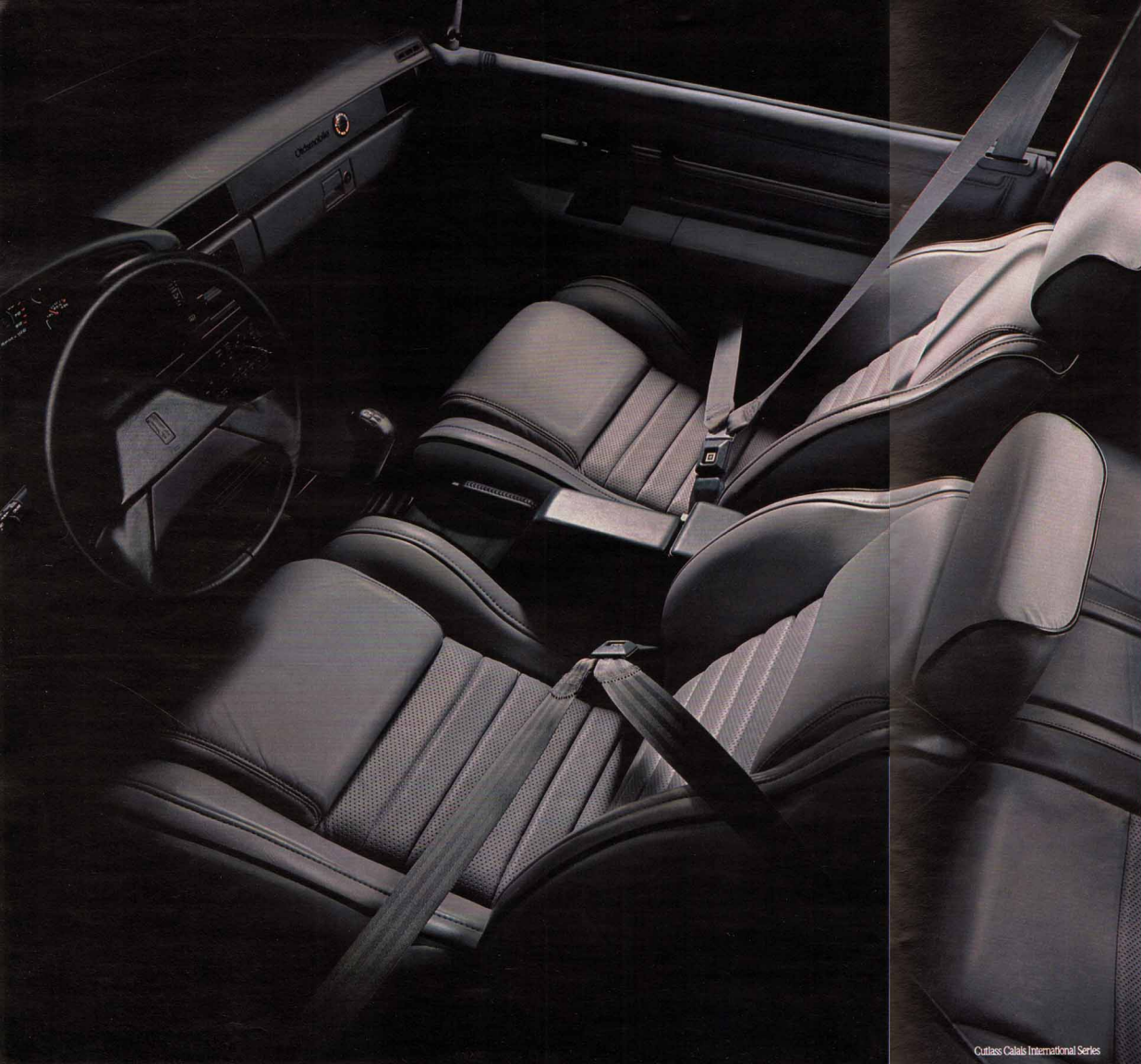


You can always
tell your mom you bought it
because it was affordable.



With a few more cars like this, they might build an Autobahn here yet.





How to travel in the fast lane, without being constantly made aware of it.

The Cutlass Calais International Series was designed to help drivers enjoy its new 180-horsepower High-Output Quad 4 engine. Not force them to submit to it.

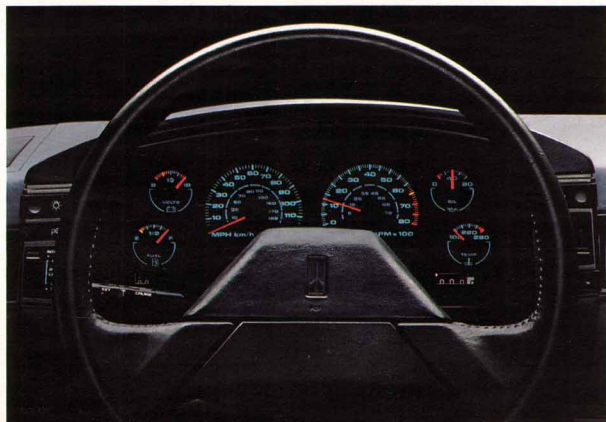
Full-foam seat cushions, sport bucket seats with increased body contour and air conditioning go a long way to maintaining that distinction. The FE3 suspension has also been specially tuned with specific bushings that better isolate the suspension's workings from the car itself.

But you need not be totally cut off

from what's going on around you. A Driver Information System can keep you apprised of fuel consumption, estimated oil life—even estimated arrival time. And for the audiophile, there's the available, graphically equalized, six-speaker sound system.

All in all, it makes for a most enjoyable environment from which to watch the environment outside rush by.

The Cutlass Calais International Series instrument panel features a rallye cluster with electronically driven speedometer, tach and gages.





Cutlass Calais SL

Proof that you don't always have to get down to basics.

At Oldsmobile, we hold a more enlightened view of life's basics.

As can be quickly demonstrated by the new Cutlass Calais SL sedan, whose "basics" include such essentials as the

16-valve, 160-horsepower Quad 4 engine with dual overhead cams. An astonishingly efficient power plant in terms of horsepower generated per liter. The standard three-speed automatic transmission is

another sure necessity, going through the gears like pure silk, while the available FE3 suspension, tuned with higher spring rates and equipped with a special steering gear, goes through turns as though it

had been programmed by computer.

There's nothing basic about the SL's looks, either. Two-tone paint, bumper-deep rub strips, composite halogen headlamps and dual sport mirrors combine with

Cutlass Calais' already striking lines for a car you'd drive out of your way to be seen in.

And all that is in addition to our *basic* basics, which include front-wheel drive, MacPherson front struts, touring radials

and 14" aluminum-styled wheels.

So if these sound like just the kind of basics you'd like to get up to, get down to your Oldsmobile dealer and test drive them. In a new Cutlass Calais SL.



Cutlass Calais SL

For people who don't spend their time just sitting around.

There's sitting around. And then there's sitting around in a Cutlass Calais SL.

Powered by a standard 160-horsepower Quad 4 engine, it's not for people whose lifestyles could be described as

"sedentary." But it *is* designed to seat five of them comfortably while on the go. So Cutlass Calais SL has reclining front bucket seats, newly designed this year with increased body contour to provide better

lateral and lower back support.

The SL's sound system is almost enough to get you out of the house on its own: an electrically tuned AM/FM stereo radio with dual rear speakers. There's even a

compact-disc player available for those whose ears demand the finest reproduction possible.

Of course, armrests are standard—front *and* rear—as are other conveniences like a map light, a trip odometer, a driver's

console and a four-way manually adjustable driver's seat. New this year are split rear seats that fold down independently to help create more storage space and allow you access to the trunk from inside.

So the next time you don't feel like sitting around, try doing it in a new Cutlass Calais SL. You'll discover as soon as you get in that it's a great place to be, no matter where you're going. Or, not going.



Cutlass Calais Quad 442

What happens when our engineers let their hair down.

The new Cutlass Calais Quad 442 is the product of careful development, meticulous testing and retesting, and a "nuts-for-performance" bunch of engineers who are firmly convinced that there's no such

thing as having too much fun.

Accordingly, the new Quad 442 reflects their thinking. It has the new 180-horsepower High-Output Quad 4 engine, whose output easily matches that of many

turbos, but on only four cylinders and without *being* turbocharged.

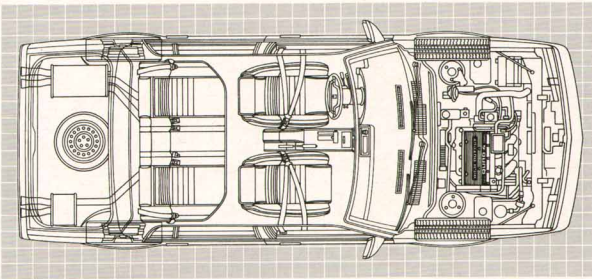
It has the FE3 suspension, with higher spring rates to virtually lock it to the road. It also has a sport-ratio, five-speed manual

transmission to stand up to the high-revving H.O. Quad 4. P215/60 R14 performance tires. Rallye gage cluster.

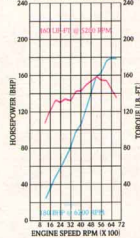
Even its looks are the product of enthusiasts whose enthusiasm for perform-

ance is boundless. Outside, body side moldings, gold striping and bold "Quad 442" badging let everyone know what you're packing. Inside, you can get your hands on a leather-wrapped steering wheel.

The list goes on and on. So you should, too. To your Oldsmobile dealer for a test drive. And if you like the Quad 442 as much as we're sure you will, drop our engineers a line. Before their hair gets any longer.



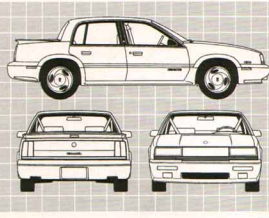
H.O. 2.3-LITER QUAD 4 ENGINE



Cutlass Calais Powertrain Specifications

ENGINE	STANDARD*	STANDARD**	STANDARD***	AVAILABLE****
Displacement	2.5-liter (151 cu. in.)	2.3-liter (140 cu. in.)	2.3-liter (140 cu. in.)	3300 cc (204 cu. in.)
Engine	4-cylinder	Quad 4	H. O. Quad 4	3300 cc (204 cu. in.)
Brake hp (rpm)	110 @ 5200	160 @ 5200	180 @ 5200	160 @ 5200
Net torque (lb.-ft.)	115 @ 3200	155 @ 5200	160 @ 5200	185 @ 2000
Bore/Stroke (in.)	4.00/3.00	3.62/3.35	3.62/3.35	3.70/3.16
Compression ratio	8.3 to 1	9.5 to 1	10.0 to 1	9.0 to 1
Fuel management	fuel-injected	Electronic	Multipoint	Multipoint
Fuel requirement	Unleaded regular	Unleaded regular	Unleaded regular	Unleaded regular
Cooling system (qt.)	7.8	7.6	7.6	10.3
DRIVELINE				
Transmission	5-speed manual	3-speed automatic	5-speed manual	3-speed automatic
SUSPENSION/HANDLING				
Front/Rear	MacPherson struts/Semi-Independent			
Front turning diameter, curb to curb (ft.)				35.4

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



Cutlass Calais Dimensions

BODY/CHASSIS	COUPE	SEDAN
Wheelbase (in.)	103.4	103.4
Track, front/rear (in.)	55.6/55.2	55.6/55.2
Tire size (std.)	P185/75R14	P185/75R14
Wheel size**	14 x 5.5	14 x 5.5
Brake type, front/rear	Disc/Drum	Disc/Drum
Fuel tank (gals.)	13.6	13.6
EXTERIOR		
Length (in.)	178.8	178.8
Width (in.)	66.6	66.6
Height, curb (in.)	52.4	52.4
Curb weight (lbs.)†	2518	2691
INTERIOR		
Headroom, front/rear (in.)	37.7/37.1	37.7/37.1
Legroom, front/rear (in.)	42.9/34.3	42.9/34.3
Shoulder room, front/rear (in.)	53.9/55.1	53.9/53.5
Seating capacity	5	5
Trunk capacity (cu. ft.)	13.2	13.2

†1987/70R14 on SL; 1205/5306 on International Series. **14 x 6 on SL; 16 x 6 on International Series. ‡2498/2500 on SL and International Series Coupe/Sedan.



Cutlass Calais was designed to bridge the gap between the cars you can afford and the cars you actually want. So, as you read through the list that follows, if you get excited by the thought of a car that offers so much, just wait until you visit your Oldsmobile dealer. You'll get even more excited to see that you can actually afford one.

- 1. Cutlass Calais International Series sedan, shown with standard aero rocker panels.
- 2. Cutlass Calais SL coupe, with standard 160-horsepower Quad 4 engine and three-speed automatic.
- 3. Cutlass Calais interior, featuring front bucket seats, newly restyled with

- additional body contour for better lateral and lower back support.
- 4. Driver Information System, standard on the International Series and available on the SL. Updates driver with digital readouts on important data, including fuel consumption, amount of fuel remaining, estimated arrival time, estimated oil life, etc.
- 5. Compact disc-AM/FM stereo sound system, which also includes digital display clock and 4 speakers. Available on Interna-

- tional Series.
- 6. New 180-horsepower, 16-valve, High-Output Quad 4 with DOHC, standard on Quad 442 and International Series.
- 7. New sport-ratio, five-speed manual transmission, specifically geared to handle the horsepower of the H. O. Quad 4.
- 8. Tinted-glass, removable sunroof, available on S, SL and International Series models.
- 9. Split rear seats fold down to give access to trunk from inside and allow for storage of overly long objects.
- 10. Cutlass Calais S sedan, with 2.5-liter Tech IV engine.
- 11. Cutlass Calais sedan, with front-wheel drive, MacPherson front struts and 2.5-liter Tech IV with electronic fuel injection.

Why settle just for what you paid for?



Olds Motorsports

At Oldsmobile, we've always believed that nothing comes from trying to move ahead too quickly.

Literally, nothing.

So we take a more deliberate, methodical approach. Like screaming around the racetracks of America. Sure, it's a lot of fun. But it's also one of the most thorough ways we know to increase our store of engineering knowledge. Because at speeds of over 200 miles per hour; at RPM levels in excess of 11,000, in the heat of endurance races that last for hours or in the explosive starts of quarter-mile sprints that take only seconds, tiny imperfections—no matter how seemingly insignificant—are mercilessly ex-

posed. To be taken back and reworked and refined and retested until they become perfect. The remarkable Quad 4 engine was developed in just such a way, proving itself at 267 miles per hour—and setting a new land speed record in the process—before a production version was lowered into an Oldsmobile. Advances in braking, manifold design, suspension tunings, aerodynamics—these and other refinements have come from going racing.

Of course, recognition and trophies have come as well. And this year has been

no exception. What follows is but a partial listing of Oldsmobile's victories in the 1989 racing season. Partial, only because we look forward to winning a lot more races.



NASCAR—On the high banks of the Darlington, SC, oval, driver Harry Gant's specially prepared Oldsmobile Cutlass Supreme staked its NASCAR claim, winning one of the circuit's most cherished jewels—the Trans South 500.

After the race, which he led for a total of 179 laps, Gant called his Supreme “a rocket.” Which, since the Oldsmobile logo just happens to be a rocket, seemed only fitting. The rocket struck

again in the Goodwrench 200 Busch Grand National stock car race at the North Carolina Motor Speedway, taking off from its pole position (in the words of driver Rob Moroso) like—you guessed it—“a rocket,” and “sticking like glue” for the victory. IMSA—When last we left the IMSA circuit, specially prepared Olds Cutlass Calais equipped with Quad 4s were busy sweeping up the concluding three races of the 1988 Touring Class crown.

For 1989, they picked up where they left off, taking the season-opener in the Firestone Firehawk Endurance Championship at Sebring International Raceway.

The victory marked the debut of



Oldsmobile's “Quad Squad”—a team of racers who are proving that all the incredible things you've heard about the Quad 4 are true. In fact, the engine was a big reason that winning driver Karl Hacker and his brother Paul switched over from a competitive team last year.

“We knew from competing against the Oldsmobiles last year that the Quad 4's strengths are its torque and acceleration,” said Paul. Karl agreed. “The Quad 4 has plenty of power. It starts pulling strong at 4500 RPM and runs right up to our 6500 redline. . . . The Quad 4 Calais squirts around traffic on the racetrack because of its low-end power. (It) was designed for everyday highway

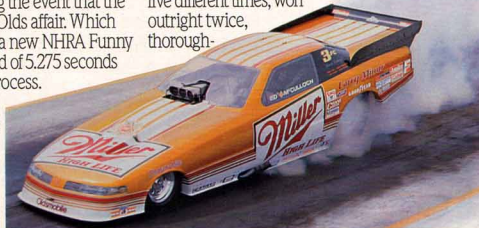
driving, but it's proving itself in racing. It would be great on the autobahn!” NHRA—It's always nice to see how the New Generation stacks up against the competition, but at the Second Annual NHRA Supernationals this year, we were denied the chance. Actually, we denied it to ourselves by so thoroughly dominating the event that the finals ended up an all-Olds affair. Which we easily won, setting a new NHRA Funny Car elapsed-time record of 5.275 seconds (279.59 mph) in the process.

In the 29th Annual NHRA Chief Auto Parts Winternationals—the season-opener for the 14-event NHRA championship drag-race series—specially prepared Cutlass Supremes swept the top six qualifying spots for the Funny Car division. They also scored wins—along with yet another new track record—in the Funny Car and Top Alcohol Funny Car divisions.

Finally, at the Firebird International Raceway near Phoenix, Olds came away with victories in the Funny Car division, the Alcohol-Burning Dragster division (where still another new national elapsed-

time record was established) and in the Competition Eliminator division—another all-Oldsmobile event.

SCCA TransAm Series—By the time the checkered flag dropped on the sixth race this year, Oldsmobile had qualified on the pole five different times, won outright twice, thorough-



ly dominated the track at Cleveland by finishing six cars in the top ten, and won at Long Beach for the second year in a row (where an Oldsmobile also started on the pole for the second year in a row).

As we said before, this is just a partial listing, because we plan on adding a good number of victories to it.

But the real significance of the triumphs we've detailed here and the ones yet in the offing, is that they vindicate the kind of engineering going into Oldsmobiles today.

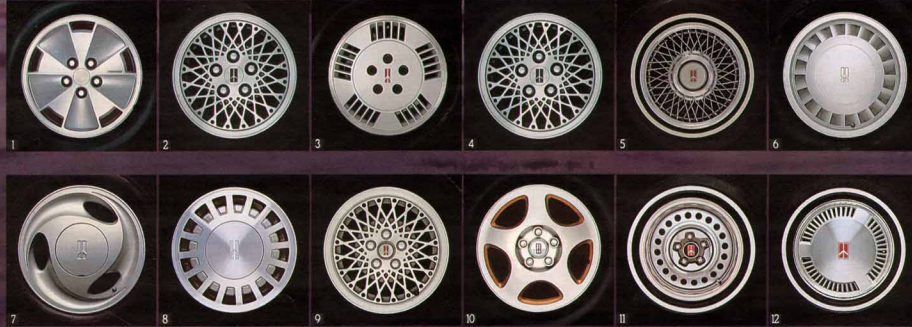
The kind of engineering that places a premium upon total, absolute performance in all its facets.

The kind that can't be rushed.

Even if it occasionally does travel at 280 miles per hour.



You can't rush quality.
So we don't go any faster
than 280 mph.

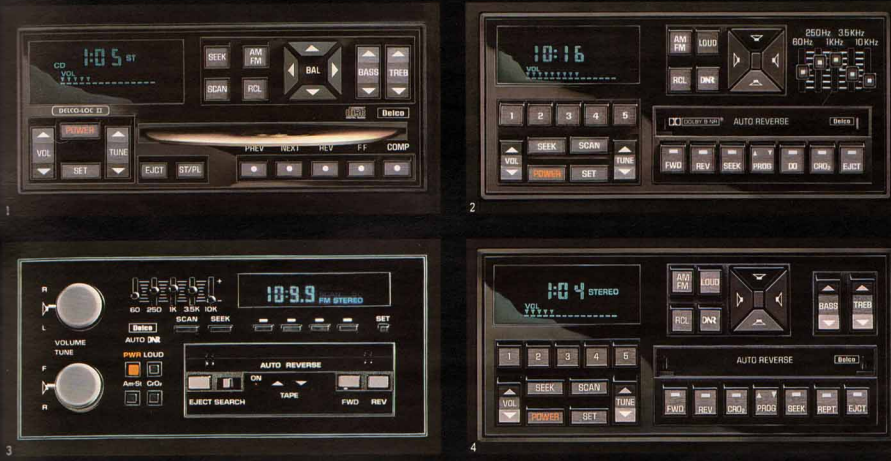


□ 1. Aluminum-Styled Wheel with Lock, 16". Standard on Cutlass Supreme International Series. □ 2. Aluminum-Styled Wheel with Lock, 15". Standard on Cutlass Supreme SL and Supreme Convertible. Available on Cutlass Supreme. Included with FE3. □ 3. Deluxe Wheel Disc, 14". Standard on Cutlass Supreme. □ 4. Aluminum-Styled Wheel with Lock, 14". Standard on Cutlass Ciera International Series. Available on Cutlass Ciera S and Ciera SL, and Cruiser S and Cruiser SL. □ 5. Simulated Wire Wheel Disc with

Lock, 14". Available on Cutlass Ciera S and Ciera SL, and Cruiser S and Cruiser SL. Includes P185/75R14 White-Stripe tire. □ 6. Deluxe Wheel Disc, 14". Standard on Cutlass Ciera, Ciera S, Ciera SL, and Cruiser S and Cruiser SL. □ 7. Aluminum-Styled Wheel with Lock, 16". Standard on Cutlass Calais International Series.

□ 8. Aluminum-Styled Wheel with Lock, 14". Standard on Cutlass Calais SL. □ 9. Aluminum-Styled Wheel with Lock, 14". Available on Cutlass Calais S. Includes P195/70R14 Blackwall Touring tire. Included with FE3 with P215/60R14 Performance Blackwall tire. □ 10. Five-Spoke Cast Aluminum Wheel, 14". Standard on Cutlass Calais S with Quad 4 Sport Performance Package. □ 11. Sport Wheel with Stainless Steel Trim Rings, 14". Standard on Cutlass Calais S. □ 12. Deluxe Wheel Disc, 14". Standard equipment on the Cutlass Calais.

The finishing touch.



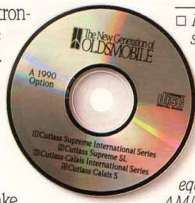
DELCO SOUND SPECIALIST RADIOS	CUTLASS CALAIS	CUTLASS CALAIS S	CUTLASS CALAIS SL	CUTLASS CIERA S/INTL SERIES	CUTLASS CIERA SL/INTL SERIES	CUTLASS CRUISER S	CUTLASS CRUISER SL	CUTLASS SUPREME	CUTLASS SUPREME SL/CONVERTIBLE/INTL SERIES
UM/6 Radio, Delco ETR AM/FM Stereo with Seek/Scan*	S	S	S	S	S	S	S	S	S
UM/6/UN/6 Radio, Delco ETR AM/FM Stereo with Seek/Scan, Auto-Reverse Cassette**	A	A	A	S	A	S	A	S	A
UM/6 Radio, Delco ETR AM Stereo/FM Stereo with Seek/Scan, Auto-Reverse Cassette with Music Search, Graphic Equalizer***				A		A		A	
UT/6 Radio, Delco ETR AM/FM Stereo with Seek/Scan, Auto-Reverse Cassette with Music Search, Graphic Equalizer - Includes 8-Speaker System with Sub-Woofers Amplifier and separate control									A
UIC Radio, Delco ETR AM/FM Stereo with Seek/Scan, Compact Disc†††				A		A		A	

NOTE: All radios include Digital Display Clock. *Standard equipment. **Includes Dual Front and Rear Speakers. ***Includes Dual Front and Dual Extended Range Rear Speakers. †Includes Dual Rear Speakers with Extended Range, and "Delco Lock" Anti-Paif Feature. ††Receives C, Q, and AM stereo broadcasts. Most AM stereo stations across the country broadcast in C, Q, and AM, but some do not. Check with your local stations for compatibility in your area.

There are two very good reasons why we took such care to craft our acoustically quiet interiors. The first is that they make riding almost anywhere that much more enjoyable. The second is that they make it that much easier to listen to our fine selection of audio systems.

And as the above list shows, that's a particularly extensive selection, with ten different systems from which to choose. But no matter which you choose, you'll

enjoy a system that's electronically tuned for one of the finest sounds on the road. It's also from the sound specialists at Delco Electronics. Because since it will be about the only sound you hear in a New Generation Oldsmobile, we did all we could to make sure that it would be a great one.



□ 1. Delco electronically tuned AM/FM stereo with seek-scan, compact disc with Delco-Loc theft deterrent. □ 2. Delco electronically tuned AM stereo/FM stereo with auto-reverse cassette and graphic equalizer. □ 3. Delco electronically tuned AM/FM stereo with auto-reverse cassette and graphic equalizer. □ 4. Delco electronically tuned AM/FM stereo with auto-reverse cassette. (Cutlass Supreme UN/6 radio shown)

CUTLASS SUPREME OPTION PACKAGES (All Orders must include only ONE Option Package)	SUPREME				SUPREME SL				SUPREME CONVERTIBLE				SUPREME INTL. SERIES				
	ISA*	ISB	ISC	ISD	ISE	ISA*	ISB	ISC	ISD	ISA*	ISB	ISC	ISD	ISA*	ISB	ISC	ISD*
AIR CONDITIONER, Electronic Comfort Control**								X	X				X	X			
ANTENNA, Power Rear Quarter—Black				X	X							X	X				
BRAKING SYSTEM, Anti-Lock								X	X				X	X			
CONVENIENCE GROUP, includes Under-Hood Extendable Lamp, Trunk and Interior Quarter Upper Courtesy with Reading Lamps, Covered Visor Vanity Mirrors—Driver and Passenger Side, Inside Day-Night Mirror with Dual Reading and Courtesy Lamps, Luggage Compartment Cargo Net			X	X	X	X									X	X	
CRUISE CONTROL, Electronic with Resume and Acceleration Features			X	X	X	X						X	X	X	X	X	
DEFOGGER, Electric Rear Window			X	X	X	X						X	X	X	X	X	
FLOOR MATS, Auxiliary Front and Rear Carpet			X	X	X	X						X	X	X	X	X	
HEAD-UP INSTRUMENT DISPLAY, projects MPH/KPH and indicators for Turn Signals, Headlights and Low Fuel at eye level (Coupe)																	X
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, ETA and Distance to Destination. Also provides automated service reminder showing Estimated Oil Life. Digital gage information for Tachometer, Voltmeter and Coolant Temperature								X	X				X	X			
MIRRORS, Electronically Operated, Outside—Driver and Passenger Side PACKAGE, Appearance and Molding—includes Color-Coordinated Moldings, Body Side and Door-Edge Guard			X	X	X	X						X	X	X	X	X	
REMOTE LOCK CONTROL PACKAGE, includes Door Locks, Power, Trunk Lid Lock Release, Power (Standard—SL and Convertible), and Unlocked Door Reminder Light—Driver Side			X	X	X	X						X	X	X	X	X	
SEAT ADJUSTER, 6-Way Power—Driver Side			X	X	X	X						X	X	X	X	X	
STEERING WHEEL, Tilt-Away			X	X	X	X						X	X	X	X	X	
STEERING WHEEL TOUCH CONTROLS, includes Leather-Wrapped Deluxe Steering Wheel and Controls for Air Conditioner and Radio. Includes Stereo upgrade**								X	X				X	X			
WINDOWS, Power Side with "Auto Down"—Driver Side			X	X	X	X						X	X	X	X	X	
WIPER SYSTEM, Pulse with Wet Arm			X	X	X	X						X	X	X	X	X	

*Package available only on Coupe. **Included in BYP on Convertible. †Package ISA includes standard equipment only.

Standard Exterior Colors

(Actual color paint chips available. Ask your salesperson.)

12 Silver Metallic ■	74 Flame Red Metallic ■ □	85 Medium Slate Gray Metallic/13 Platinum Metallic ▲ ▼
13 Platinum Metallic ○ ● ◊ ◆ ★ ☆	76 Dark Garnet Red Metallic ○	15 Medium Gray Metallic/12 Silver Metallic □
14 Black Metallic ○ ▲ ◆ ★ ☆	78 Dark Maple Red Metallic ■	41 Black/12 Silver Metallic □
15 Medium Gray Metallic ■ □	81 Bright Red ○ ◆ ★ ☆	74 Flame Red Metallic/12 Silver Metallic □
22 Light Sapphire Blue Metallic ○ ● ■	85 Medium Slate Gray Metallic ○ ● ◊ ◆	14 Black Metallic/85 Medium Slate Gray Metallic ○ ▼
23 Maui Blue Metallic ●	TWO-TONE PAINT SCHEMES (PRIMARY COLOR/SECONDARY COLOR)	23 Maui Blue Metallic/13 Platinum Metallic ▼
27 Medium Sapphire Blue Metallic ● ○	13 Platinum Metallic/85 Medium Slate Gray Metallic ○ ◆ ▼	13 Platinum Metallic/85 Medium Slate Gray Metallic ○ ◆ ▼
28 Dark Sapphire Blue Metallic ◆ ★ ☆	14 Black Metallic/13 Platinum Metallic ▲ ▼	28 Dark Sapphire Blue Metallic/85 Medium Slate Gray Metallic ○
29 Dark Sapphire Blue Metallic ■	22 Light Sapphire Blue Metallic/13 Platinum Metallic ▲	72 Medium Garnet Red Metallic/85 Medium Slate Gray Metallic ○
40 White ● ○ ▲ ◆ ★ ☆	27 Medium Sapphire Blue Metallic/13 Platinum Metallic ▲	76 Dark Garnet Red Metallic/13 Platinum Metallic ▲
41 Black ■ □	40 White/85 Medium Slate Gray Metallic ○ ◆ ▼	81 Bright Red/85 Medium Slate Gray Metallic ○ ▼
57 Camel Beige ◆ ★ ☆	72 Medium Garnet Red Metallic/13 Platinum Metallic ▲ ◆ ▼	
59 Dark Beechwood Metallic ■	76 Dark Garnet Red Metallic/13 Platinum Metallic ▲	
72 Medium Garnet Red Metallic ○ ● ◆ ★ ☆	81 Bright Red/13 Platinum Metallic ▲ ▼	

Key: ● Outlast Calais ○ Outlast Calais SL ▲ Outlast Calais SL Δ Outlast Calais International Series ■ Outlast Ciera/Ciera S/Ciera SL/Outlast Cruiser S/Cruiser SL □ Outlast Ciera International Series ◆ Outlast Supreme ○ Outlast Supreme SL Coupe ▼ Outlast Supreme SL Sedan ▼ Outlast Supreme International Series Coupe ★ Outlast Supreme International Series Sedan ☆ Outlast Supreme Convertible *Not available on Outlast Ciera.

1990 Oldsmobile Model Lineup

Tornado Trofeo Coupe	Eighty-Eight Royale Sedan	Outlast Cruiser SL 3-Seat Wagon	Outlast Calais International Series Sedan
Tornado Coupe	Eighty-Eight Royale Coupe	Outlast Cruiser S 2-Seat Wagon	Outlast Calais International Series Coupe
Oldsmobile Touring Sedan	Outlast Supreme International Series Sedan	Outlast Ciera International Series Sedan	Outlast Calais SL Sedan
Ninety-Eight Regency Brougham Sedan	Outlast Supreme International Series Coupe	Outlast Ciera International Series Coupe	Outlast Calais SL Coupe
Ninety-Eight Regency Sedan	Outlast Supreme SL Sedan	Outlast Ciera SL Sedan	Outlast Calais S Sedan
Custom Cruiser 3-Seat Wagon	Outlast Supreme SL Coupe	Outlast Ciera S Sedan	Outlast Calais S Coupe
Eighty-Eight Royale Brougham Sedan	Outlast Supreme Convertible Coupe	Outlast Ciera S Coupe	Outlast Calais Sedan
Eighty-Eight Royale Brougham Coupe	Outlast Supreme Sedan	Outlast Ciera Sedan	Outlast Calais Coupe
	Outlast Supreme Coupe	Outlast Ciera Sedan	Silhouette

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

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

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

A Word About Updated Service Information: Oldsmobile regularly sends its dealers useful service bulletins about Oldsmobile

products. Oldsmobile monitors product performance in the field. We then prepare bulletins for servicing our products better. Now you can get these bulletins, too. Ask your dealer. To get ordering information, call toll-free 1-800-551-4123.

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

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

Occupant Protection: Automatic safety belt system for driver and right front passenger • Manual lap/shoulder safety belts,

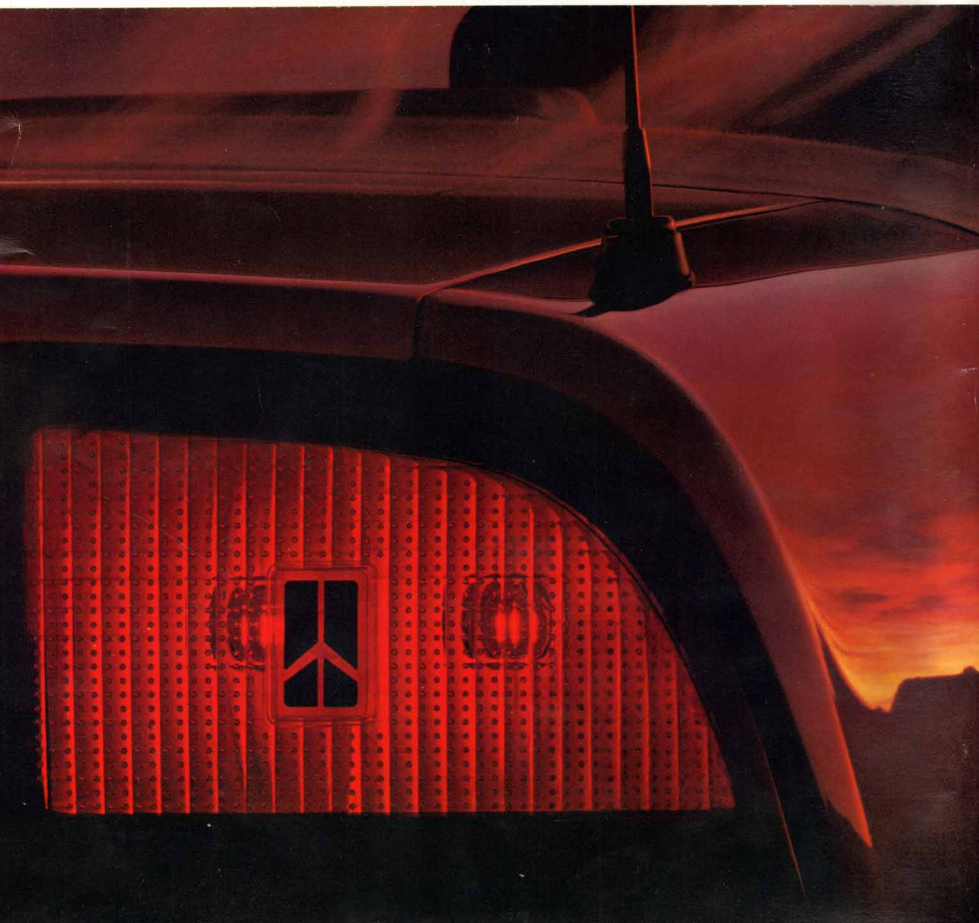
outboard rear seat positions • Manual lap safety belts, center front/rear seat positions, where applicable • Energy absorbing steering column • Energy absorbing instrument panel • Energy absorbing seat back tops, front • Interlocking door latches • Side-guard door beam • Passenger-guard inside door lock handles • Inertia-locking, folding front seat backs, two-door models • Safety armrests • Head restraints, driver and right front passenger (adjustable) • Break-away inside rearview mirrors • Security door locks and door retention components

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

Theft Deterrence: Audible reminder for ignition key removal • Theft deterrent steering column lock • Visible vehicle identification number

Calais, Ciera, Oldsmobile, FE3, Quad 4 and the Oldsmobile emblem are registered trademarks of General Motors Corp. Outlast, Outlast Ciera, Outlast Supreme, Outlast Cruiser, Tech IV and the Outlast Calais emblem are trademarks of General Motors Corp. ©1989 GM Corp. All rights reserved. Printed in USA 61/89

The New Generation of
OLDSMOBILE.



The New Generation of
OLDSMOBILE

1990
Oldsmobile
Cutlass Supreme · Cutlass Ciera · Cutlass Cruiser · Cutlass Calais

