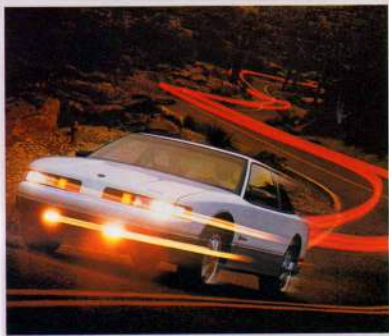


The New Generation of OLDSMOBILE



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CUTLASS SUPREME • CUTLASS CIERA • CUTLASS CRUISER • CUTLASS GALAIS



Cutlass Supreme



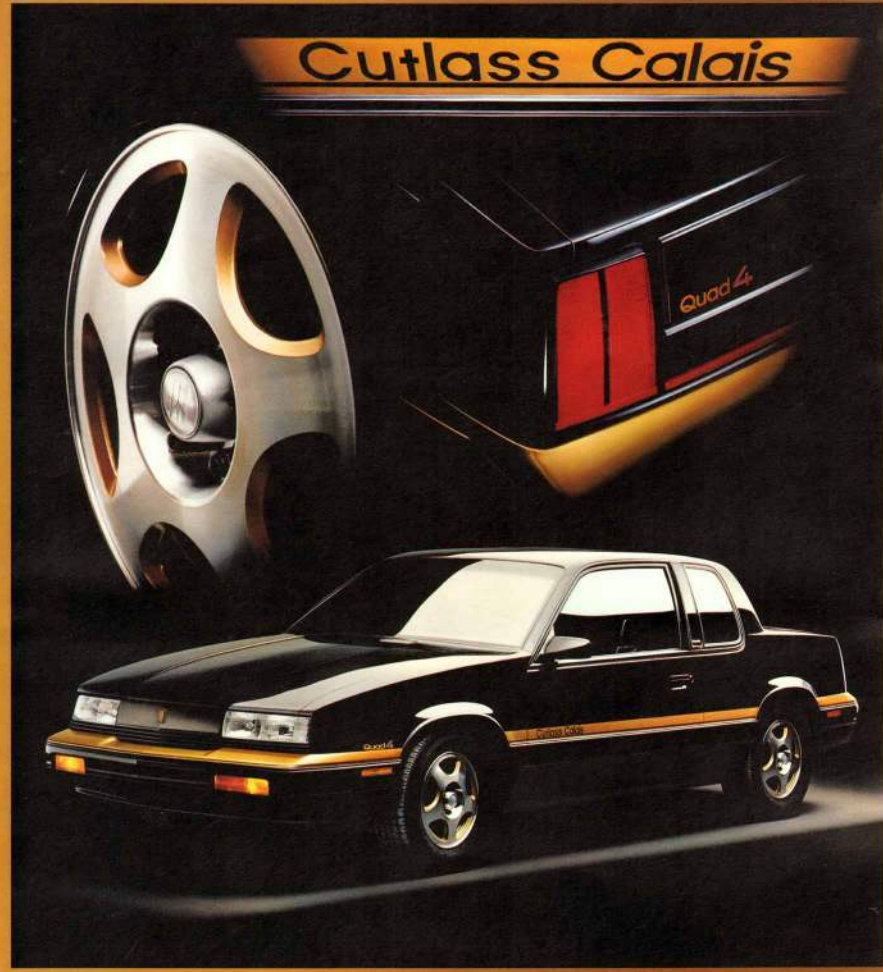
Cutlass Supreme International Series Coupe

Oldsmobile Design



Cutlass Ciera International Series Coupe

Oldsmobile Design



Cutlass Calais 5 Coupe with Quad 4 appearance package

Oldsmobile Design

This is the new generation of Oldsmobile.

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

This is the New Generation of Oldsmobile.

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

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

In a new generation of evolving life styles and demands for new measures of excellence, we present transportation choices that exceed expectations.

We present the 1989 Oldsmobiles

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

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

It's the looks that grab you first.

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

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

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

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

Technology teams with the human mind.

In the studios where ideas first take form and substance, computer-aided design combines with the experience and artistry of Oldsmobile designers.

With each component "drawn" and stored in computer memory, hundreds of variations for each com-

ponent can be analyzed for fit and function.

Long before the first prototype is built, the design for every door handle, engine mount and bumper bracket is tested and retested through computer simulation to be sure it is good enough to carry the Oldsmobile name.

Computer consistency builds better cars.

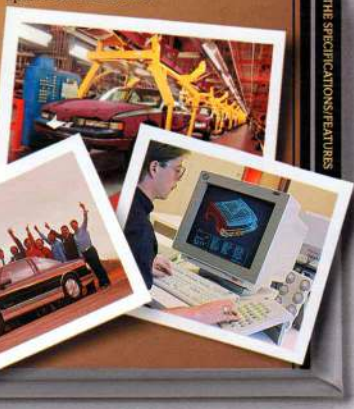
Throughout the assembly process, computer-controlled robots apply thousands of welds and seals with astonishing precision.

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

Car builders who care.

With all that technology at work, it is still the dedication and skill of our people that make the difference. Like the team at the plant in Doraville, Georgia, where workers took each of the first 1,000 Cutlass Supremes for a 500-mile test drive, just to be sure everything was just right.

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





Oldsmobile

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

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

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

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

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

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

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

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

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

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

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

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

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

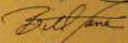
At the one year anniversary of ownership, you'll receive a survey inquiring about your satisfaction with Oldsmobile. Your response will help us pinpoint new ways to improve our service to you and other Oldsmobile owners.

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

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

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

Sincerely,



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



**Designing an engine
that's more efficient
can make powerful sense.**

It used to be a high-output engine meant having to opt for eight cylinders.

Not anymore.

Because now Oldsmobile offers a high technology option that proves you can have

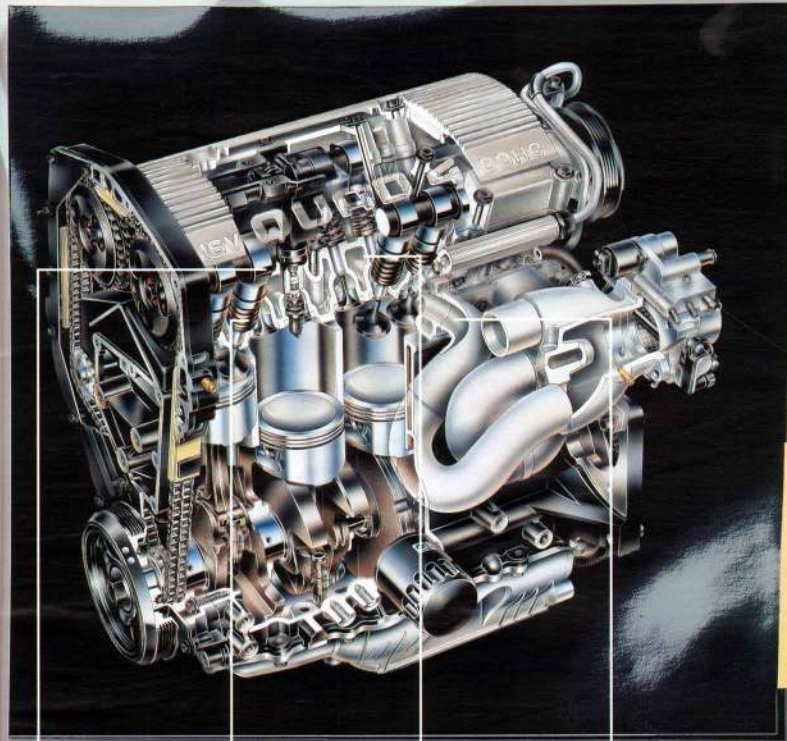
powerful V8 performance from a four-cylinder engine.

The highly remarkable Quad 4 engine. It's the 2.3-liter, 16-valve, dual overhead cam, four cylinder powerhouse that actually kicks out an outstanding 150 horsepower.

The power of an eight—from a four! The Quad 4 engine is available now in Cutlass Calais S and Cutlass Calais SL models.

A test drive? That's a must!

The 3300 multiport fuel-injected V6 engine (shown at right) also delivers outstanding performance and reliability. It's available on all Cutlass Ciera and Cutlass Calais models. For more information on this engine, see page 24.



The Quad 4 incorporates an efficient overhead cam configuration. Engine components including the camshaft, cam carriers and cam carrier covers are tooled in-plant. Computer-precise statistical and quality control is maintained in conjunction with actual assembly.

A "simultaneous double fire" multiport fuel injection system is combined with an integrated direct ignition system. No distributor or secondary spark plug wires are used, and hydraulic valve lifters are also minimum mechanical direct acting, without the use of a rocker arm. The complexity of the engine is reduced.

The crossflow coolant designed 16 valve cylinder head is made of cast aluminum alloy. Coolant distribution around the cylinder bores is insured by three machined apertures within each passage. Coolant passes through a tubular manifold system for optimum distribution and temperature control.

High flow/high velocity intake and exhaust ports are alcohol resistant for increased durability. Manifolds are engineered and highly tuned for optimum output and minimum displacement. The result is remarkably high horsepower in relation to engine displacement.

DUAL OVERHEAD CAM

16 VALVE CYLINDER HEAD

THE AUTOMOBILES

THE SPECIFICATIONS/FEATURES



Watkins Glen

DAYTONA

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

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

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

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

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

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

- Cutlass Supreme, winner at Darlington, one of the most demanding tracks on the NASCAR circuit.
- Cutlass Supreme, winner of the Winston 500 at Talladega, world's fastest speedway.
- Cutlass Supreme wins the SCCA Trans Am Race at Long Beach, leaving Porsche, Audi and Merkur in its slipstream.
- Oldsmobile Toronado, national road racing champion (IMSA) the last two years.
- Oldsmobile—National Hot Rod Association Manufacturer's Trophy winner, last four years.
- Fourteen new NHRA records for elapsed times and top speeds last year.
- Twenty first-place finishes in the Winston World Championship Series.

The New Generation of Oldsmobile is, quite obviously, a winner!

CUTLASS SUPREME

MODELS: Cutlass Supreme Coupe, Cutlass Supreme SL Coupe, Cutlass Supreme International Series Coupe (shown)

POWER SOURCE: 2.8-liter V6 with MFI

TRANSMISSIONS*: Four-speed automatic overdrive, five-speed manual with console shifter

SUSPENSION: Four-wheel independent

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

*Standard and available equipment varies, depending on the model you choose. See the specifications and equipment section located on pages 40-52 of this catalog.



STABILO PAPER GLASS PLASTIC METAL



C U T L A S S S U P R E M E

CUTLASS SUPREME INTERNATIONAL SERIES

This is not
your father's Oldsmobile.

It takes ambitious and innovative thinking to produce a car like this. It means working from the ground up, studying the very best aspects of the very best the automotive industry has to offer. And bringing all that and more together to make engineering dreams come true. And that's exactly what the new generation Cutlass Supreme International Series is—a revolutionary dream car. So revolutionary that the Industrial Designers Society of America (IDSA) gave it their highest honor—the Industrial Designers Excellence Award.

But beyond beautiful, this Cutlass Supreme is also an aerodynamic wonder. The styling transcends good looks to help the car ignore the force of wind. Which, good for you, means it performs better. Add to that front-wheel drive, four-wheel independent suspension with Touring Car Ride and Handling components, 4-wheel power disc brakes and a standard 2.8-liter multiport fuel-injected V6 engine.

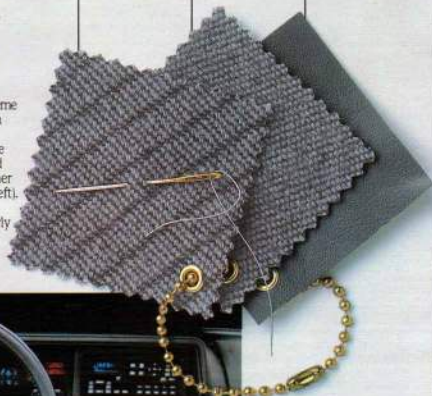
What's more, on the inside, Cutlass Supreme International Series is just as new as it is on the outside. Contour front bucket seats—available in both fabric and leather—feature power and manual adjustment of thigh and lumbar support for ultimate comfort. Leather is available in the seating areas (shown at left). A digital Driver Information System and electronic instrument cluster translate nearly every car function. Even air conditioning is standard. And a leather-wrapped tilt-away steering wheel can include available touch

controls for the climate and sound systems. You can even opt for a stereo system that plays your favorite compact discs. A 5-speed manual shifter is standard. A 4-speed automatic overdrive transmission is available. Special ratio power steering and available anti-lock brakes are also on the list. The 1989 Cutlass Supreme is not your father's Oldsmobile—it's the new generation of Olds.

Cutlass Supreme International Series features handsome, durable Linea weave fabric.

A durable and color coordinated Hampton fabric complements the seating area.

Available Sierra grain leather in the seating areas adds distinctive good looks and durability.



1. A leather-wrapped steering wheel with available touch controls that allow the driver to adjust climate and sound systems without ever releasing the wheel.





CUTLASS SUPREME SL

A totally new automobile,
totally deserving
of the proud Cutlass
Supreme name.

The new generation Cutlass Supreme SL was meant from the start to be a totally new Oldsmobile. And that it is.

Under the hood, there's a standard 2.8-liter multiport fuel-injected V6 engine. That's teamed with a standard 4-speed automatic overdrive transmission. And a 5-speed manual transmission is also your option.

For impressive handling, the front-wheel-drive Cutlass Supreme SL has four-wheel power disc brakes and four-wheel fully independent suspension. Road-hugging all-season steel-belted radial-ply tires are standard on 14" x 5.5" cast aluminum wheels with locks. Anti-lock brakes and the FE3 Touring Car Ride and Handling package are also available. The FE3 package adds special suspension components and specific steering gear for an enhanced ride and handling. It also includes things like a custom leather-wrapped steering wheel, larger 15" cast aluminum wheels and special performance steel-belted radial-ply tires.

Inside, the new choices keep coming. In fact, many of the available features in Cutlass Supreme involve innovations available on few other cars.

For example, a driver side power window with an "auto down" button that enables you to completely lower the window without holding the button down. Or a remote power lock package that includes a keyring control to lock or unlock the doors and trunk from as far as thirty feet away. Plus a security-minded interior reminder light that tells you if the doors are left unlocked.

Technology adds to your comfort, too, since air conditioning with touch controls is standard.

So you see, no matter how you choose it, Cutlass Supreme SL delivers driving performance and driver technology like never before. So, although it carries the same proud name as the Cutlass Supremes of yesteryear, that's where the similarities end. And the future begins.



CUTLASS SUPREME SL

Revolutionary "newness" that goes well beneath the surface.

The in depth development of the new generation Cutlass Supreme was by no means limited to exterior styling and aerodynamics. Interior ergonomics and the incorporation of advancements to benefit the driver and passengers were just as vital a part of the process.

As a result, the Cutlass Supreme SL driving environment excels in comfort and technology. The 55/45 front bench seat is an

example—its full-foam, velour-covered seat reclines. There's an armrest storage compartment and a passenger side feature for easy entry to the rear seats. Bucket seats are also available, as well as Sierra grain leather for seating areas. Then there's the standard instrument panel. It's electronic. Digital. And comprehensive, including speedometer, bar graph fuel gage, odometer and trip odometer. But you also have the option of an electronic, vacuum fluorescent instrument panel Rallye cluster or a digital (English and metric) Driver Information System that calculates and communicates over a dozen pertinent functions, including an automated service reminder that shows the estimated oil life remaining before your next oil change.

Cutlass Supreme SL. This is more than just a few new things inside a new-looking automobile. This is an entirely New Generation of Oldsmobile driving.



1. Cutlass Supreme interior with reclining 55/45 front bench seat.

Cutlass Supreme SL features Prima II velour in the seating areas.

The durability and elegance of genuine Sierra leather in the seating areas is also available.

Color-coordinated cut pile carpeting adds comfort and quiet wall-to-wall.



CUTLASS SUPREME

If you're on top of what's really new out there, you're probably already driving one.

There can be no doubt that the Cutlass Supreme, Cutlass Supreme SL, and Cutlass Supreme International Series represent the very latest expression of automotive innovation. They're part of a generation of cars unprecedented in Oldsmobile history. And they deliver a remarkably new driving sensation you really should experience. Soon.



Front-wheel drive and 4-wheel independent suspension
2.8 liter multiport fuel-injected V6

Power rack-and-pinion steering
4-speed automatic overdrive transmission
Electronic instrumentation

Two-sided galvanized steel body panels for corrosion protection

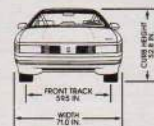
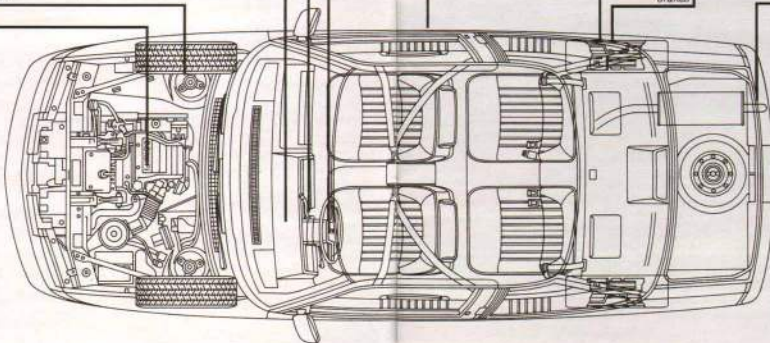
Virtual glass-to-glass rear pillar construction

4-wheel power disc brakes

Long-life stainless steel exhaust system

CUTLASS SUPREME POWERTRAIN SPECIFICATIONS

ENGINE	STANDARD
Displacement	2.8-liter (173 cu. in.)
Engine	V6
Break hp (rpm)	130 @ 4500
Net torque (lbs.-ft.)	170 @ 3600
Bore/Stroke (in.)	3.904/2.988
Compression ratio	8.5 to 1
Fuel management, fuel-injected	Multiport
Cooling system (qt.)	11.3
DRIVELINE	
Transaxle	4-speed automatic
Final drive ratio	3.33 to 1
SUSPENSION/HANDLING	
Front	MacPherson struts
Rear	Independent



CUTLASS SUPREME DIMENSIONS

BODY/CHASSIS	COUPE
Wheelbase (in.)	107.5
Track, front/rear (in.)	59.5/58.0
Tire size (std.)	P195/75R14
Wheel size	14 x 5.5
Brake type, front/rear	Disc/Disc
Fuel tank (gals.)	16.6
EXTERIOR	
Length (in.)	192.1
Width (in.)	71.0
Height, curb (in.)	52.8
Curb weight (lbs.)	2958
INTERIOR	
Headroom, front/rear (in.)	37.8/37.1
Legroom, front/rear (in.)	42.3/34.8
Shoulder room, front/rear (in.)	57.6/57.2
Seating capacity	6**
Trunk capacity (cu. ft.)	15.5

**4-passenger capacity in International Series.

CUTLASS CIERA

MODELS: Cutlass Ciera Coupe and Sedan, Cutlass Ciera SL Coupe and Sedan, Cutlass Ciera International Series Coupe (shown at right) and Sedan (shown below)

POWER SOURCES*: 2.5-liter L4 with EFI (Tech IV),

2.8-liter V6 with MFI, 3.3-liter (3300) V6 with MFI

TRANSMISSIONS*: Three-speed automatic, four-speed automatic overdrive

SUSPENSION: MacPherson front strut

BRAKES: Power front disc and rear drum

*Standard and available equipment varies, depending on the model you choose. See the specifications and equipment section located on pages 46-52 of this catalog.



C U T L A S S C I E R A

CUTLASS CIERA INTERNATIONAL SERIES

International styling,
performance and technology
that need no translation.

All too often these days, what some car companies profess as extraordinary styling, performance and technology is really nothing more than superficial trimming and gadgetry. And that's fine, if that's all you want in a car.

In contrast, when we say that the styling of this Cutlass Ciera® International Series Sedan is new, we mean it. In fact, this and all the 1989 Cutlass Cieras boast redesigned exterior styling that's not only handsome, but also aerodynamic.

Plus, the performance of the new generation, new-style Cutlass Ciera International Series isn't just talk. Instead, it's performance that's as real as it gets. And it comes from the all new standard and truly extraordinary 3300 multiport fuel-injected V6 engine. The transverse-mounted engine with front-wheel drive is paired with a 4-speed automatic overdrive transmission.

What's more, unlike many other cars, the technology in Cutlass Ciera International Series isn't there just for show. In fact, there's a good bit of technology and engineering at work in this car that you may never see. Like MacPherson front struts. Power rack-and-pinion steering. Or the components of the sophisticated FE3 Ride and Handling package. Still, you'll know more about virtually every pertinent function of this Cutlass Ciera from a digital readout Driver Information System and instrument panel Rallye cluster. That's technology you can see, but more important, technology you can use.

There's also some rather impressive audio technology standard on the Cutlass Ciera International Series. It comes from the state-of-the-art capabilities of a Delco ETR AM/FM stereo with seek-scan and auto-reverse cassette player, plus dual rear speakers with extended range.



But that's not all. Beyond the exciting new styling, performance and technology of the 1989 Cutlass Ciera International Series Sedan, there's a luxury sport interior and an impressive list of standard features. Plus, a tempting array of available features like an electronic Astrorock or an option package that will add to this already well-equipped Cutlass Ciera features such as Cruise Control, power door locks and power-operated windows.

Check it all out at your Oldsmobile dealer, and you'll discover the 1989 Cutlass Ciera International Series is a new kind of Oldsmobile designed to speak to your kind of driving needs. And there's absolutely nothing lost in the translation.

1. An instrument panel Rallye cluster includes an electronically driven speedometer, plus tachometer, trip and total odometer, voltmeter, temperature and oil pressure gauges. 2. The all new 3300 V6 engine has multiport fuel injection and was designed to deliver state-of-the-art reliability. 3. A comprehensive digital readout Driver Information System is standard on Cutlass Ciera International Series. 4. Available electric sliding Astrorock. 5. Every Cutlass Ciera features 15.6 cubic feet of trunk space. A power trunk lid release inside the car is standard on International Series and SL models.



1. The Cutlass Ciera International Series interior features contoured reclining front bucket seats with available Morocco leather in the seating areas.

2. Available Sierra grain leather in the seating areas of Cutlass Ciera SL is offered in Dark Sapphire Blue, Dark Claret and Medium Beechwood colors. 3. Available 55/45 divided

bench seat with storage armrest in Bronte velvet. 4. Standard Cutlass Ciera custom sport bench seat with center armrest.



CUTLASS CIERA SL

**America's best-selling
Oldsmobile is looking better
than ever.**

For years, Cutlass Ciera has consistently been an automotive favorite all across this country of ours. And for 1989, the new generation Cutlass Ciera SL is destined for the same kind of preferential treatment. All with good reason.

For starters, Cutlass Ciera SL is a great-looking car. You see it and you like it. A lot. And for 1989, Cutlass Ciera SL is taking to

the streets with sleek new lines and exciting new exterior styling.

Plus, just like every Cutlass Ciera before it, Cutlass Ciera SL is also a great value. Actually, getting more car than you ever bargained for has always been part of the Cutlass Ciera bargain. Quite simply, exceptional automotive value in a car you can be proud to drive is one thing about Cutlass Ciera we'll never change. It's an Oldsmobile Cutlass Ciera

tradition. Just like getting more at resale.

There's also the dependable performance and stable road handling of Cutlass Ciera SL. There's a standard 2.5-liter Tech IV engine and options for a 2.8-liter V6 or the all-new 3300 V6—both equipped with multiport fuel injection and teamed with an automatic overdrive transmission. Also standard are

power front disc brakes, power rack-and-pinion steering and MacPherson front strut suspension system. No wonder this is a best seller!

And you can add either one of two special level suspension packages. The Oldsmobile FE2 package provides special front and rear shock absorbers, springs and stabilizers for extra firm ride and handling, plus solid load carrying capacity. While the top-of-the-line Oldsmobile FE3 package includes all the

special components and underpinnings for superb touring car ride and handling.

The Oldsmobile Cutlass Ciera SL. Let's face it, for something to be a favorite for this long, there have got to be a lot of good reasons. And there are.

Cutlass Ciera SL Sedan (shown above). Cutlass Ciera SL Coupe (shown above right).



CUTLASS CIERA SL

Come in. Take a seat. And make yourself comfortable.

Like most people, you probably go to great lengths to make sure you and your guests are comfortable in your home. So why not look for the same comfort in the car you drive. After all, your car is most often the largest investment you make, second to your home, and you spend a good deal of your time there. So it only makes sense that there ought to be a lot about it that makes you feel comfortable—

things that make you and your passengers feel "at home." And in the new generation Cutlass Ciera SL, there is.

The standard Delco ETR AM/FM stereo includes seek scan and dual rear speakers with extended range for rich, robust sound. Plus, an auto-reverse cassette player and digital display clock, so you can rock-out or calm down to your own brand of take-along music. The front and rear seats are full foam and a standard 55/45 divided front bench seat includes dual controls, plus an armrest with storage. A cozy velour seating area with room for six passengers is standard, but there's always the option of leather trim in the seating areas. And there's an available 45/45 divided front seat with a floor shifter console. Sure, Cutlass Ciera SL delivers all the performance and value you expect in a car. But you might be surprised



to find that it also includes virtually all the comforts of home.

1. A center armrest opens for convenient storage including your morning coffee.

The interior of Cutlass Ciera SL features Tuscanry knit velour in the seating areas.

For added strength and durability, Doeskin vinyl trims the seats, instrument panel and doors.

A Sheffield Gray graphite-on-metal look highlights the center console of Cutlass Ciera SL.



CUTLASS CIERA

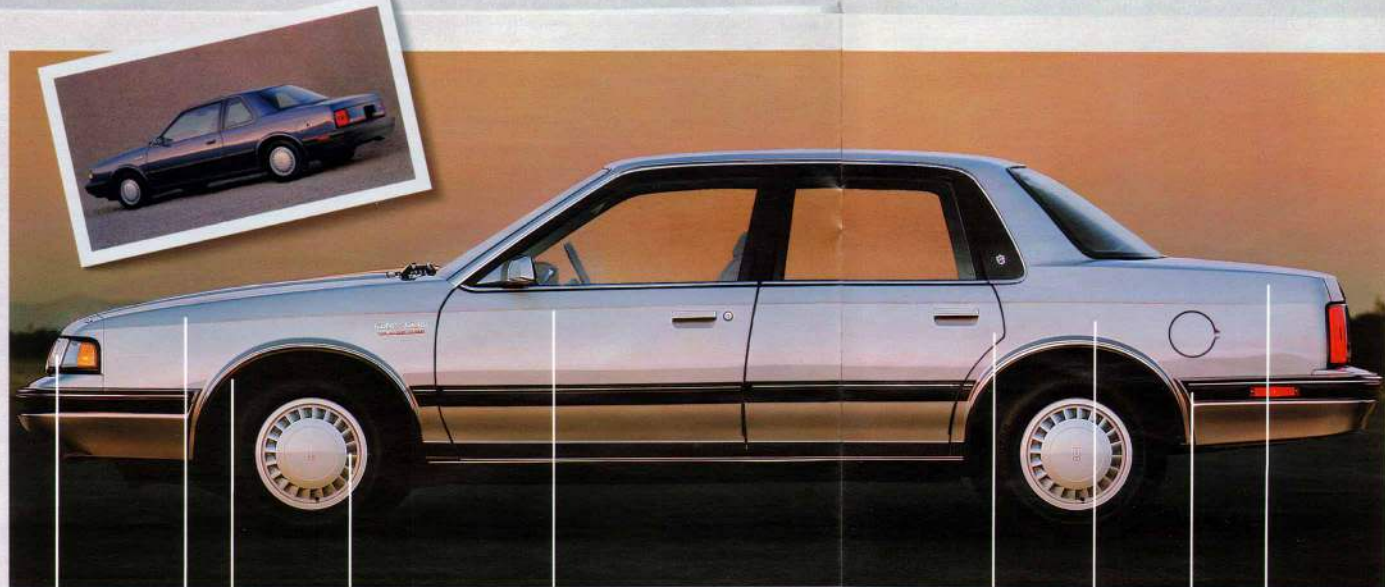
This kind of value
will always be in style.

It was true with its very first model year. And now, with an exciting new look, it's just as true today—the six-passenger Cutlass Ciera has enduring value. It's a car built to be tough and dependable, year after year.

From its stylish new looks to its traditional quality and reliability, the Cutlass Ciera is a car you can always feel good about. What's more, Cutlass Ciera has traditionally been an investment that can feel especially nice at resale time.

Quite simply, that's the way it always been with this car.

So you see, we'll continue to improve this popular Oldsmobile, if only to make it a better value for you. And just like Cutlass Ciera, that's one thing you can depend on.



Front-wheel drive
and MacPherson
front suspension

Power front disc brakes

3-speed automatic transmission
and power rack-and-pinion steering

Family-sized
headroom and
legroom, front and rear

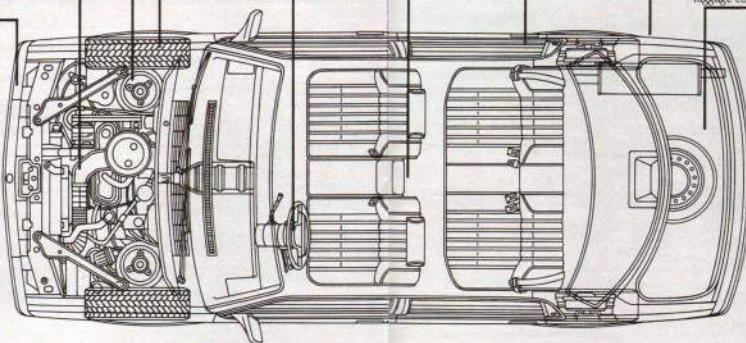
Extensive
anti-corrosion
measures throughout

Stylish
and protective
wide body
side moldings

Large and
space-efficient
luggage compartment

2.5-liter Tech IV engine with electronic fuel injection

Newly designed grille and composite headlamps



CUTLASS CIERA POWERTRAIN SPECIFICATIONS

ENGINE	STANDARD	AVAILABLE	AVAILABLE*
Displacement	2.5-liter (151 cu. in.)	2.8-liter (173 cu. in.)	3300 cc (204 cu. in.)
Engine	4-cylinder	V6	V6
Bore hp (rpm)	98 @ 4800	125 @ 4300	160 @ 3200
Net torque (lb.-ft.)	125 @ 3200	160 @ 3600	185 @ 3200
Bore/stroke (in.)	4.000/3.000	3.5/2.99	3.7/3.18
Compression ratio	8.5 to 1	8.5 to 1	8.5 to 1
Fuel management	Fuel-injected	Electronic	Multiport
Cooling system	Submersible (cp.)	88-99	10-1, high-speed
Driveline			
Transaxle	3-speed automatic	3-speed automatic	4-speed automatic
Final drive ratio	2.64 to 1	2.64 to 1	2.73 to 1
		4-speed automatic	3.33 to 1

SUSPENSION/HANDLING

Front	MacPherson struts	MacPherson struts	MacPherson struts
Rear	Semi-independent	Semi-independent	Semi-independent

*Standard on International Series models



CUTLASS CIERA DIMENSIONS

BODY/CHASSIS	COUPE	SEDAN
Wheelbase (in.)	104.9	104.9
Track, front/rear (in.)	58.7/57.0	58.7/57.0
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.)	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.)	2769	2733
INTERIOR		
Headroom, front/rear (in.)	38.6/37.6	38.6/38.0
Legroom, front/rear (in.)	42.1/35.8	42.1/35.8
Shoulder room, front/rear (in.)	56.6	56.2
Seating capacity	6	6
Trunk capacity (cu. ft.)	15.8	15.8



CUTLASS CRUISER

There's a lot of brawn
beneath all that beauty.

Don't let the sophisticated good looks fool you—this is one very functional, hard-working wagon.

The Cutlass Cruiser is as much at home pulling a load of lumber or a troop of scouts as it is at a country club dinner dance.

There's plenty of room to accommodate six passengers...or eight with the available rear-facing third seat. When it's time to carry the freight, the rear seats fold down to provide a long, flat floor and more than 74 cubic feet of cargo space.

The ride, comfort and performance are all Oldsmobile. Three engine choices let you select your specific power needs. There's a 2.5-liter Tech IV (standard) and two available V6s—a 2.8-liter and a 3.3-liter (3300). Front-wheel-drive traction and MacPherson struts up front contribute to a smooth ride and confident handling.

Plus, the two-way tailgate lets you load small packages through the flip-up window, or lift the tailgate up and out of the way to clear the way for bulky cargo. There's also a concealed storage compartment for valuables.

With an impressive array of standard and available features that others might consider luxuries, the Cutlass Cruiser surrounds you with comfort. There's also a stereo sound system, rich velour upholstery, cut pile carpeting and more. For an extra touch of elegance, consider the Cutlass Cruiser SL (shown at left, with 55/45 divided front seat, AM/FM stereo, auto-reverse cassette player and other available convenience features).

So, whether you're carrying family or freight, cross-country or across town, you'll do it in style in a Cutlass Cruiser.



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.)	26.7
Maximum cargo height (in.)	31.6



1. Cutlass Cruiser with available roof luggage rack and rear wind deflector.
2. Fully carpeted load floor for easy access to 74.4 cubic-foot cargo area.
3. Available rear-facing third seat increases passenger capacity to eight. Standard on the Cutlass Cruiser SL model (shown above).
4. Tailgate window lifts up to simplify loading of small packages.

CUTLASS CALAIS

MODELS: Cutlass Calais Coupe and Sedan, Cutlass Calais S Coupe and Sedan

POWER SOURCES*: 2.5-liter L4 with EFI (Tech IV), 2.3-liter Quad 4 with DOHC, 3.3-liter (3300) V6 with MFI

TRANSMISSIONS*: Three-speed automatic, four-speed automatic overdrive, five-speed manual with console shifter

SUSPENSION: MacPherson front strut

BRAKES: Power front disc and rear drum

*Standard and available equipment varies, depending on the model you choose. See the specifications and equipment section located on pages 46-52 of this catalog.



C U T L A S S C A L A I S



CUTLASS CALAIS SL

There are powerful reasons to make this your car.

The looks alone of the new generation Cutlass Calais® are reason enough for most people to want one. But Oldsmobile makes a point of going beyond just pleasing "most people."

So, underneath the fun shape of every Cutlass Calais, there's an engine to please the most discerning of drivers.

There's a standard 2.5-liter Tech IV with the punch of electronic fuel injection. And there's the all-new multiport fuel-injected 3300 V6—an engine designed to deliver state-of-the-art reliability along with 160 horsepower.

But there's also the incredible 2.3-liter Quad 4. This 16-valve, dual overhead cam power plant is a contemporary engine with a split personality. It is a high-output performer with the power of a V8. Yet, it is the size of a 4-cylinder engine. The Quad 4 actually kicks out 150 horsepower at 5200 rpm. Now that's performance and fun!

Of course, there are Cutlass Calais SL performance features beyond these three great engines. Like front-wheel drive and a Getrag-licensed 5-speed transmission. Both standard. MacPherson front struts and power rack-and-pinion steering. Also standard. Plus, power front disc brakes and 14" touring steel-belted radial ply tires. And the FE3 Touring Car Ride and Handling package is available with all of its extraordinary underpinnings.

So, feel free to fall for an Oldsmobile Cutlass Calais based on good looks alone. But dig a little deeper to see all the ways this car can perform and how much fun it is to drive, and you'll find some powerful reasons to make one yours.

*Cutlass Calais SL Sedan (shown above).
Cutlass Calais SL Coupe (shown left).*



1. Cutlass Calais SL interior with standard Paris knit velour is available in Dark Sapphire Blue (shown), Medium Gray and Dark Garnet Red. 2. Cutlass Calais with standard Summit knit velour available in Dark Sapphire Blue and Medium Gray. 3. Fully reclining front bucket seats are standard on Cutlass Calais SL.

CUTLASS CALAIS SL

Performance should really begin well before you ever turn the key. And it does.

The performance attributes of an automobile ought to begin with things like driver and passenger comfort and ease of operation. And in the new generation Cutlass Calais, that's exactly where performance starts.

That's because serious attention has been given to every detail of the Cutlass Calais SL interior so that the remarkable road performance of this Oldsmobile is experienced amidst sporty, yet practical, comfort.

For starters, Cutlass Calais SL features full-foam, fully reclining, contour front bucket seats that welcome you to a driving environment with more than enough legroom and headroom. A 4-way manual seat adjuster is standard in the front (driver side) and a 6-way electronically powered adjuster is available. And the rear seats are split-folding to reveal a trunk pass-through for carrying tough-to-fit articles like ski equipment and fishing gear.

After all of that, the laws of ergonomics take over so that the driver and passengers find themselves in the perfect space relationship to every function and operation of the car.

That way, it's easy for the driver of the Cutlass Calais SL to operate an available electronic sliding Astrorooftop. And it's virtually effortless to benefit from the operations of an available instrument panel Rallye cluster that includes a precision electric speedometer, plus tachometer, trip and total odometer, voltmeter and temperature/oil gauges.

In short, things feel right in this sporty Oldsmobile. And a lot of the things that impact upon "performance" begin long before you turn the key and take to the road. Sounds simple, but it's not always the case. Unless, of course, it's the Cutlass Calais SL.

1. Cutlass Calais S and SL instrument panel with available instrument panel Rallye cluster. 2. A fold-down rear seat with trunk pass-through is standard on Cutlass Calais SL and split so that one side can fold down at a time. 3. Or both sides. 4. The Driver Information System provides digital readout of fuel economy, range, service reminders and more.





CUTLASS CALAIS

Engineered and built to give you more than enough run for the money.

You want a new car. You want great looks and exceptional value. What you don't want is a car that cramps your style. Or your knees. Or your budget. And that's fine. Because what you want is what we've got—the stylish, fun-to-drive new generation Cutlass Calais.

The front-wheel-drive Cutlass Calais is designed to be the ultimate value leader in the new generation pack of 1989 Oldsmobiles. It's powered by a transverse-mounted electronic fuel-injected 2.5-liter Tech IV engine with a console shifting 5-speed manual transmission. MacPherson front struts and power rack-and-pinion steering are also standard. Plus, a column shift 3-speed automatic is also available. (Sedan only.)

But the real scoop is that Cutlass Calais is a true performer at a price that's a good deal less than you'd expect! The list of standard features and equipment includes all the essentials and then some. Like contour front bucket seats, power front disc brakes and a Delco ETR seek scan stereo with digital display clock and dual rear speakers.

And in addition to individual options available like an electronic rear window defogger, there are also option packages that will add things like a tilt steering wheel and power door locks, without adding too much to the bottom line.

So you see, we've kept this 1989 Oldsmobile Cutlass Calais simple. But that's the whole idea. It's meant to feel as great on your pocketbook as it does on the road.

Cutlass Calais Sedan (shown at left). Cutlass Calais Coupe (shown above).



CUTLASS CALAIS S

Dressed up or down,
you can take it anywhere.

A 1989 Cutlass Calais S without a single option added to it from its long list of extras is a spectacular automobile. But a quick study of the available engines, features and sport packages reveals that this already smartly dressed Cutlass Calais can quickly get even smarter. The most tempting example is what's called the Quad 4 Appearance Package. An option available only on Cutlass Calais S, its name says it all. In short, the package not only adds the high-output power of a dual overhead cam Quad 4 engine, but also an entirely distinctive appearance that's about as hot as you'll see anywhere. Check it out on pages 34 and 35 of this catalog and then check it out at your nearby Oldsmobile dealer.

Composite Tungsten halogen headlamps
2.5-liter electronic fuel-injected Tech IV engine
MacPherson front strut suspension system
Low-drag power front disc brakes
5-speed manual transmission and rack-and-pinion steering
Comfortable 5-passenger seating capacity
Extensive anti-corrosion measures throughout
Practical luggage capacity

CUTLASS CALAIS POWERTRAIN SPECIFICATIONS

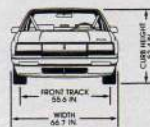
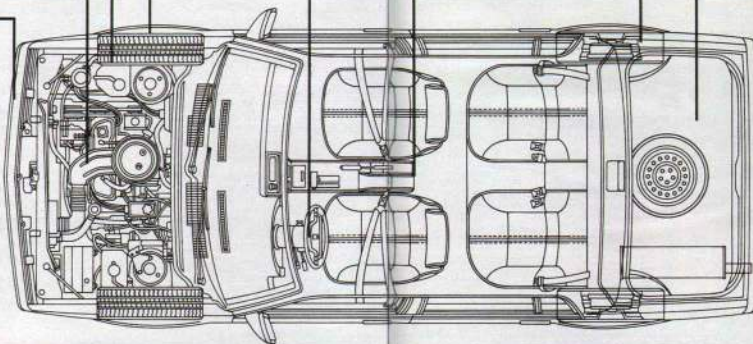
ENGINE	STANDARD	AVAILABLE	AVAILABLE
Displacement	2.5-liter (151 cu. in.)	2.3-liter (140 cu. in.)	3300 cc (204 cu. in.)
Engine	4-cylinder	2200ci, 4-cylinder	16
Brake hp (rpm)	110 @ 5200	160 @ 5200	160 @ 5200
Net torque (lbs.-ft.)	135 @ 3200	180 @ 4000	185 @ 3200
Top/2nd (in.)	4.900/3.000	3.82/2.36	3.75/3.16
Compression ratio	8.5 to 1	8.5 to 1	8.5 to 1
Fuel management, fuel-injected	Electronic	Multiport	Multiport
Cooling system (lt.)	78	78	78

DRIVELINE

Transaxle	5-speed manual (140)	5-speed manual (140)	3-speed automatic (140)
Rear drive ratio	3.35 to 1	3.35 to 1	2.39 to 1 (auto)

SUSPENSION/HANDLING

Front	MacPherson struts	MacPherson struts	MacPherson struts
Rear	Semi-independent	Semi-independent	Semi-independent



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.)	P185/80R13	P185/80R13
Wheel size	13 x 5.5	13 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.)	66.7	66.7
Height, curb (in.)	52.4	52.4
Curb weight (lbs.)	2481	2581
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	53.9/55.1
Swinging capacity	5	5
Trunk capacity (cu. ft.)	13.2	13.2

Three Cutlasses for those who appreciate the difference between mere transportation and the joy of driving.

Meet the Cutlasses designed for the driver who appreciates the kind of performance that makes the daily commute a pleasure and transforms a twisting country road into pure old-fashioned fun.

The 1989 International Series Cutlass Supreme and Cutlass Ciera, and the Cutlass Calais S equipped with Quad 4 Appearance Package, are ushering in a new generation of Cutlass performance.

With state-of-the-art power plants, sophisticated suspension and braking systems, and everything else it takes to make sports coupes and sedans to compete with the best anywhere.

The International Series Cutlass Supreme is powered by a 2.8-liter multiport fuel-injected V6. Choose the standard 5-speed manual transmission or available 4-speed automatic to match your driving style.

The International Series Cutlass Ciera gets its go from the all-new 3300 V6 with multiport fuel injection and 4-speed automatic transmission with console shifter.

The Cutlass Calais S equipped with Quad 4 Appearance Package is named for the remarkable engine under the hood—the 2.3-liter, 4-cylinder, 16-valve, dual overhead cam Quad 4. A 5-speed manual transmission is standard; a 3-speed automatic is available.

All three cars feature standard FE3 handling packages. There are MacPherson struts up front, increased spring rates, firmer bushings and more resilient shock rates. Small wonder they corner like they were on rails.

And they're almost as fun to look at as they are to drive. The Cutlass Calais S with Quad 4 Appearance Package, for example, includes Rallye gage cluster, black door handles and mirrors, gold exterior trim and more.

All three cars are decked out with aluminum-styled wheels, steel-belted blackwalls, identifying trim and other special touches that let the world know—this is a New Generation of Oldsmobile performance.

1. Cutlass Supreme International Series Coupe.
2. Cutlass Ciera International Series Coupe.
3. Cutlass Calais S with Quad 4 Appearance Package.



CUTLASS SUPREME INTERNATIONAL SERIES

ENGINE	
Type	V6
Displacement	2.8-liter (173 cu. in.)
Break hp (rpm)	130 @ 4500
Torque (lbs.-ft.)	170 @ 3600
Bore	3.504
Stroke	2.988
Compression ratio	8.9 to 1
Combustion chamber volume, min. allowable	59.8481 cc
Fuel management	Electronic fuel injection, Multiport
Valve diameter	
Intake	1.72 in.
Exhaust	1.43 in.
Ignition type	Electronic high energy
TRANSMISSION	
Transaxle	5-speed manual, Fully synchronized with overdrive fifth gear. Manually shiftable. Console shifter.

SUSPENSION

Front/Rear	4-wheel independent MacPherson struts, heavy-duty Spring rates increased. Firmer bushings. Larger stabilizer bar. Less resilient shock absorber valving.
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STEERING

Type	Fast-ratio power rack-and-pinion
Ratio	17.56:1
Lock to lock	2.89 turns
Turning diameter curb to curb	38.99 ft.

BRAKES

Front	Power disc
Rear	Power disc
Diameter, front	10.51 in.
Diameter, rear	10.1 in.

WHEELS & TIRES

Wheel size	16 x 6 in.
Tire size	P215/65R16
Recommended pressure (cold)	30.0 psi, front 30.0 psi, rear

*Tire chains should not be used with this tire as they may cause damage to this vehicle.

CUTLASS CIERA INTERNATIONAL SERIES

ENGINE	
Type	V6
Displacement	3300 cc (204 cu. in.)
Break hp (rpm)	160 @ 5200
Torque (lbs.-ft.)	185 @ 3200
Bore	3.70
Stroke	3.16
Compression ratio	9.0 to 1
Combustion chamber volume, min. allowable	69.53 cc
Fuel management	Electronic fuel injection, Multiport
Ignition type	Electronic high energy
TRANSMISSION	
Transaxle	4-speed automatic overdrive. Upshift speeds are compatible with the great bottom-end torque of the 3300 MFI V6 engine. Maximum shift ratio is 1.95:1. Manually shiftable. Console shifter.

SUSPENSION

Front/Rear	MacPherson struts, heavy-duty Spring rates increased. Firmer bushings. Larger stabilizer bar. More resilient shock absorber valving.
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STEERING

Type	Fast-ratio power rack-and-pinion
Ratio	17.56:1
Lock to lock	3.15 turns
Turning diameter curb to curb	38.1 ft.

BRAKES

Front	Power disc
Rear	Power drum
Diameter, front	10.24 in.
Diameter, rear	8.86 in.

WHEELS & TIRES

Wheel size	14 x 6 in.
Tire size	P215/60R14
Recommended pressure (cold)	30.0 psi, front 30.0 psi, rear

CUTLASS CALAIS S WITH QUAD 4 APPEARANCE PACKAGE

ENGINE	
Type	L4, 16-valve, dual overhead cam
Displacement	2.3-liter (140 cu. in.)
Break hp (rpm)	160 @ 5200
Torque (lbs.-ft.)	160 @ 4000
Bore	3.62
Stroke	3.35
Compression ratio	9.5 to 1
Combustion chamber volume, min. allowable	49.38 cc
Fuel management	Electronic fuel injection, Multiport
Ignition type	Electronic high energy
TRANSMISSION	
Transaxle	5-speed manual. Fully synchronized with overdrive fifth gear. Manually shiftable. Console shifter.

SUSPENSION

Front/Rear	MacPherson struts, heavy-duty Spring rates increased. Firmer bushings. Larger stabilizer bar. More resilient shock absorber valving.
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STEERING

Type	Fast-ratio power rack-and-pinion
Ratio	16.0:1
Lock to lock	2.89 turns
Turning diameter curb to curb	35.4 ft.

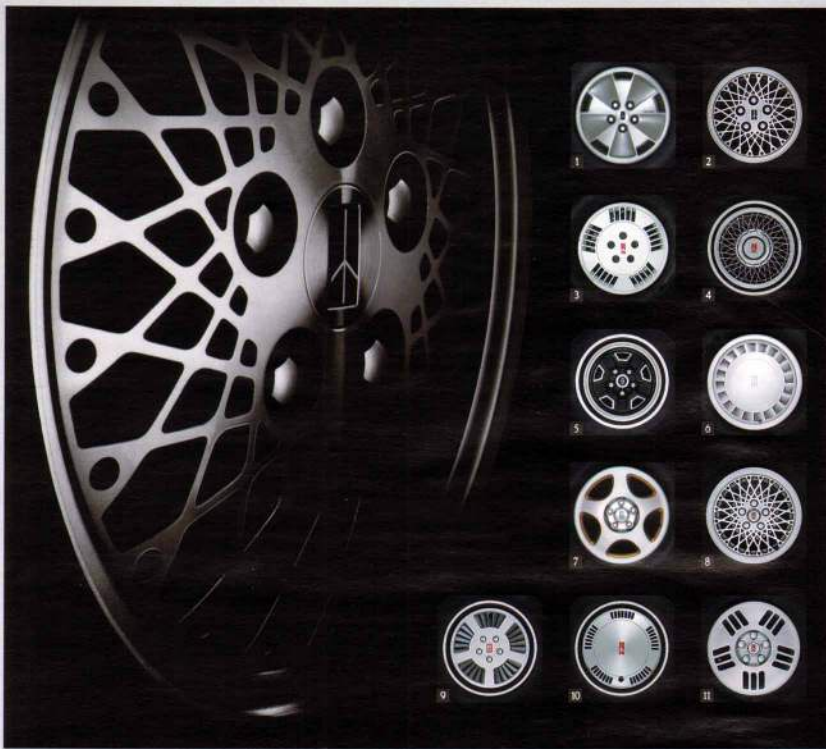
BRAKES

Front	Power disc
Rear	Power drum
Diameter, front	9.72 in.
Diameter, rear	7.87 in.

WHEELS & TIRES

Wheel size	14 x 6 in., aluminum-styled
Tire size	P195/70R14, Touring
Recommended pressure (cold)	30.0 psi, front 30.0 psi, rear





THE FINISHING TOUCH

Standard and available
1989 wheel trims.

■ 1. Aluminum-Styled Wheel with Lock,
16" Standard on Cutlass Supreme International
Series. ■ 2. Aluminum-Styled Wheel with

Lock, 14" Standard on Cutlass Supreme SL
(PD8). Includes FE3, 15" ■ 3. Deluxe Wheel Disc,
14" Standard on Cutlass Supreme. ■ 4. Simulated
Wire Wheel Disc with Lock, 14" (N91). Available
on Cutlass Ciera and Ciera SL, and all Cutlass
Cruiser models. Includes P185/75R14 White-
Stripe tire. ■ 5. Super Stock Wheel
Color-Coordinated with Stainless Steel Trim
Rings, 14" (N67). Available on Cutlass Ciera
and Cutlass Cruiser models. ■ 6. Deluxe
Wheel Disc, 14" Standard on Cutlass Calais
SL, Cutlass Ciera, Ciera SL, and Cutlass
Cruiser models. ■ 7. Five-Spoke Cast Alumi-
num Wheel, 14" Standard on Cutlass Calais S
models with Quad 4 Appearance Package.

■ 8. Aluminum-Styled Wheel with Locks, 14"
(PD8). Available on Cutlass Calais S and SL
(PD8). Includes P195/70R14 Ride Blackwall tire.
Included in FE3 with P215/60R14 Performance
Blackwall tire. Available with Gold-
colored spokes (PD8 with 52P) when ordered
with selected Primary colors. ■ 9. Deluxe
Wheel Disc, 13" Standard on Cutlass Calais S.
■ 10. Deluxe Wheel Disc 13" Standard on
Cutlass Calais. ■ 11. Aluminum-Styled Wheel
with Lock, 13" (PK1). Available on Cutlass
Calais S.



DELCO SOUND SPECIALIST RADIOS

	CUTLASS CALAIS	CUTLASS CALAIS S	CUTLASS CALAIS SL	CUTLASS CIERA	CUTLASS CIERA SL	CUTLASS CIVIC INTERNATIONAL SERIES	CUTLASS CRUISER	CUTLASS CRUISER SL	CUTLASS SUPREME	CUTLASS SUPREME SL	CUTLASS SUPREME INTERNATIONAL SERIES
U177 Radio, Delco ETR AM/FM Stereo with Seek-Scan and Digital Display Clock*	S	S	S	S			S		S		
U186 Radio, Delco ETR AM/FM Stereo with Seek-Scan, Auto-Reverse Cassette and Digital Display Clock**		A	A	A	S	S	A	S	A	S	S
U181 Radio, Delco ETR AM Stereo/FM Stereo with Seek-Scan, Auto-Reverse Cassette with Music Search, Graphic Equalizer and Digital Display Clock** (1 above)			A		A	A		A			
U176 Radio, Delco ETR AM/FM Stereo with Seek-Scan, Auto-Reverse Cassette with Music Search, Graphic Equalizer and Digital Display Clock** (2 above)										A	A
U17C Radio, Delco ETR AM/FM Stereo with Seek-Scan, Compact Disc and Digital Display Clock* (3 above)										A	A

*Includes Dual Front and Rear Speakers. **Includes Dual Front and Dual Extended Range Rear Speakers. †Includes 8-Speaker System with Performance Enhanced Audio. ‡Replaces C-Quam* AM stereo broadcasts. Most AM stereo stations across the country broadcast in C-Quam* but some do not. Check with your local stations for compatibility in your area.



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 The New Generation of
OLDSMOBILE™