

Century.

BUICK 1982



**Important:
Award about this catalog**

We have tried to make this brochure as comprehensive and factual as possible and we hope you find it helpful. However, since the time of printing, some of the

information you will find here may have been updated. Also, some of the equipment shown or described throughout this brochure is available at extra cost. Your dealer has details and, before ordering, you should ask him to bring you up to date.

The right is reserved to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models. Check with your Buick dealer for complete information.

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he new Buick Century. At first glance, it's not the styling that strikes you. It's the design.

Every line, every curve, every angle seems to have a purpose. The car exudes competence, precision, function, sophistication. From sheet-metal to interior to chassis.

As you read through these pages, we hope you'll note and applaud what this new Century offers. It is, we think, in keeping with both the best of Buick tradition and the latest in automotive technology.

Should you choose to make this your year of the Century, rest assured it will be a decision you'll be happy with for years to come.



CENTURY

This is the car that makes this
the year of the Century.





Century Custom Coupe shown above. Century Limited Sedan shown on pages 4 and 5.

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his doesn't have to be a humdrum year for you and your new car. Not at all. Instead, make it far more exciting by making it the year of the Century. The first five pages show the crisp, tailored contours of the 1982 Buick Century Custom and Century Limited. Clearly, they reflect Buick's thinking about trim, fuel efficient cars. (Refer to the EPA mileage estimates and engine supplement chart included with this catalog.)

These new Centurys boast front-wheel drive and a standard four-cylinder engine. They have MacPherson strut independent front suspension and coil-spring rear suspension. Pliacel® rear shock absorbers further help smooth the ride.

Century's contemporary lines show, at once, that it's aerodynamic, as well as crisp and sophisticated. The integrated grille, front end and hood flow in an unbroken line past the windshield and side windows. Even these windows benefit from the latest technology: They are flush-mounted to reduce wind resistance. It is a fact that our 1982 Century has the lowest co-efficient of drag among Buick models, which means it uses less power to overcome air resistance at highway speeds.

What's even more remarkable is its "packaging efficiency": usable space with less bulk compared to the former Century. The new model is almost eight inches shorter, yet has interior roominess that is very close to the previous Century. The trunk has been reshaped to hold a generous amount of luggage, equal to the previous model.

The standard 2.5 liter engine features Electronic Fuel Injection. This system replaces a conventional carburetor with a single fuel injector, contributes to fuel economy and helps eliminate engine run-on.

Available is a brand-new 3.0 liter V-6, based on our proven 3.8 liter V-6. Also new, and available, is a 4.3 liter diesel V-6. Standard with any engine is a three-speed automatic transmission.

Power steering and power brakes, along with Deluxe wheel covers are added to Century's impressive list of standard features.

Here is a new car that represents high technology. It is beautifully wrapped in fresh styling. The promise that this styling holds will be more than rewarded once you get behind the wheel. After all, instead of driving something humdrum, this could be the year of your Century.



Century Custom Coupe.



Century Limited interior. Some of the equipment shown is available at extra cost.



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he moment you open the door of a 1982 Century, expectations are, we feel, going to be more than met. First of all, there's the overall appearance. The instrument panel and steering wheel convey some of the latest ideas in contemporary, functional design. The standard notchback front seat in Century Custom includes a seat-mounted storage console. The upper part of the door panels is finished in rich cloth, and a pull handle completes the luxury feeling. Mind you, this describes the Century Custom.

The Century Limited is even more luxurious. Its pillow seats are trimmed in soft velour, with even more of this soft, cushiony material lavishly applied to the upper parts of the door. Color-coordinated seat belts are standard. Some of the equipment shown is available at extra cost. Clearly, the Century Limited communicates luxury everywhere you look and touch.

The instrument panel is richly styled and handsomely trimmed for a very plush appearance. The controls are placed for your natural, easy reach. Notice

that rocker switches and thumb-wheels control lights and other functions. One, for the map light, has the tiny lamp mounted inside the rocker switch, so that when you push it in, the light comes on.

There are defogger outlets in each end of the instrument panel to help keep front, side-windows clear. A new Delco 2000 Series AM radio is standard, with a delete option available.

You'll find a long list of entertainment, comfort, and convenience items available for Century Custom or Century Limited. A new Sport steering wheel and Twilight Sentinel automatic headlamp control are offered along with newly designed coach lamps on Century Limited.

Special care has been lavished on Century's interior to bring the noise level down to a mere murmur. Interior comfort and quality appearance were uppermost in the designers' minds when they conceived this new Century. And, we think you'll agree, they were successful.

Century Interiors

	Cloth or Vinyl Notchback	45-45 Cloth	45-45 Limited Cloth	45-45 Limited Two-tone Cloth
Century Custom	S	A		
Century Limited			S	A

S—standard A—available



Cloth Notchback

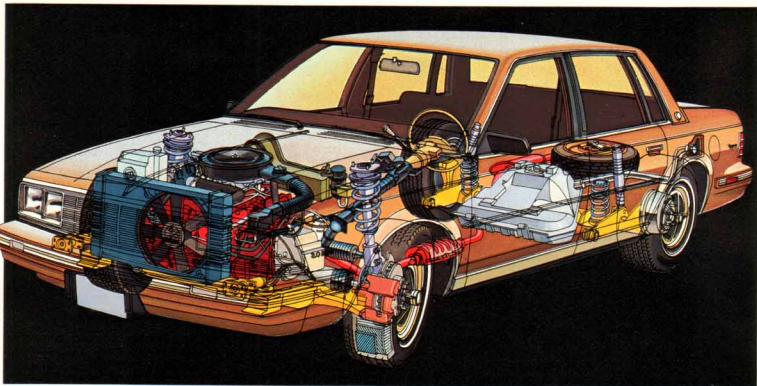


45-45 Limited



45-45 Limited Two-tone Cloth

THE 1982 CENTURY BUYER'S GUIDE



The Century front-wheel-drive story:

If, perhaps, this year marks your introduction to a front-wheel-drive car from Buick, then you'll want to know what the benefits are.

First and foremost, front-wheel drive means that the car is pulled by the front wheels, rather than being pushed by the rear wheels. Thus, the wheels that do the steering also do the driving.

Concentrating the mass of the engine directly over the driving wheels affords good traction. It's this good traction, of course, that adds to the car's ability to negotiate mud, snow, ice, and wet roads.

You'll also experience pleasant handling characteristics from a front suspension that combines MacPherson struts with power-assisted rack-and-pinion steering.

Century's engine is mounted transversely — so that the crankshaft is oriented in the same direc-

tion as an axle between the two front wheels.

The transverse mounting permits a more compact engine compartment; and with it more efficient use of body space for passengers and luggage.

Further, passenger comfort is enhanced by the simple fact that the floor hump is significantly reduced.

Front-wheel drive also eliminates the conventional rear differential. Together with the rearrangement of other components, there is 16.2 cubic feet of trunk space available in the Century.

Maybe the biggest benefit is in the driving. The mass over the front wheels, combined with the pulling effect of front-wheel drive helps to combat the effects of crosswinds.

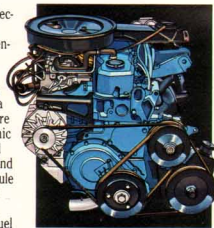
Finally, the 1982 Century with front-wheel drive continues to represent a leading edge of technology.

It's an edge that hundreds of thousands of Buick owners already experience. And so can you, behind the wheel of a 1982 front-wheel-drive Century.

Century's powerteams are every bit as innovative as its styling.

The new Century offers a standard 2.5 liter four-cylinder engine with Electronic Fuel Injection. It replaces the complex fuel metering system in a conventional carburetor. Missing are jets, venturis and a separate idle system. In their place is a single fuel injector, akin to a precise spray gun, located where the carburetor was. An electronic control module, reads manifold vacuum, engine temperature, and engine speed. The control module digests these continuing inputs many times per second, and delivers the proper amount of fuel to the engine. This system results

in a more precise fuel delivery to each of the engine's cylinders, while helping to control the possibility of engine run-on. And with all of this, Electronic Fuel Injection promises economy numbers that will make you sit up and take notice. (Refer to the EPA mileage estimates and engine supplement chart included with this brochure.)

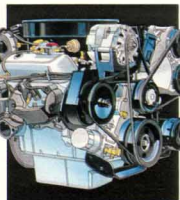


2.5 liter four-cylinder.

Not just an available V-6, but an innovative, new V-6.

The new Century offers an available 3.0 liter V-6, which has a shorter stroke than the 3.8 liter V-6. This simply means that the pistons travel about ¼" less distance in the 3.0 liter V-6 than in the 3.8. Because they travel shorter distances, the displacement is reduced from 3.8 to 3.0 liters. At the same time, the 3.0's pistons are flat-topped (rather than dished) to increase the compression ratio from 8.0 to 8.94:1. Engineers are quick to point out that one way to increase an engine's efficiency — hence its economy — is to increase the compression ratio. These same engineers are just as quick to point out that the higher compression ratio also requires more precise spark timing to avoid pinging or detonation. The Computer Command Control module — a sort of electronic brain — makes this precise timing possible. On the new 3.0 liter engine, the Computer Command Control module includes electronic idle speed control.

The result is that the 3.0 liter V-6 develops as much horsepower as the 3.8 liter V-6, only at higher engine rpm. And because of specific design, which makes use



3.0 liter V-6.

of lightweight, high-strength materials where possible, the 3.0 develops higher power per pound, a mark of efficiency.

So you can appreciate the thinking that went into the 3.0 liter V-6's design, carburetor, and electronics. You'll readily appreciate the engine's drivability and performance in the new Century.

Still more innovation: the 4.3 liter diesel V-6.

That's right, a 4.3 liter diesel V-6. This new, smaller diesel promises impressive economy. (Refer to the EPA mileage estimates and engine supplement chart included with this brochure.) The new 4.3 liter diesel V-6 requires no tuneups, because there are no spark plugs, and there is no

carburetor or distributor.

Special glow plugs and a standard Cold Climate Package help deal with cold-weather starting. One more interesting feature: A single fan belt drives all engine accessories such as water pump, alternator, and power assists. The belt is kept at proper tension by an automatic tensioner.

Suspension tuning and the Pliacell® shock absorbers.

Briefly put, suspension tuning is the art of adjusting the action of the car's springs, shock absorbers, and stabilizers to arrive at a smooth Buick ride. And, as you are probably well aware, ride has for years been a Buick hallmark.

The job will be more predictable on the Buick Century with



4.3 liter diesel V-6.

Pliacell® rear shock absorbers. Pliacell shock absorbers differ from conventional units in two ways: The chamber that contains the control fluid is of a sealed construction that contains a special gas, rather than air. The valving is different, too, to enhance the ride. (Actually, the shock can be valved in any manner, from very stiff to very loose. In Buick's case, valving is chosen for ride control and smoothness.)

The Pliacell's enclosed inert gas tends to combine (bubble) with the control fluid *much less* than outside air does in conventional shocks. The reason this is important is simple: Mix air in the fluid, and control diminishes rapidly. The shock can't maintain control — and ride — effectively. Pliacell shocks are almost unaffected by air bubbling. The ride remains predictable and smooth.

Pliacell shocks are but one feature of the new Century's rear suspension. This design features trailing arms and control links to locate the rear axle, and coil springs to cushion the ride. Combined with Century's front-wheel drive and MacPherson strut independent front suspension, Century's ride is, at once, well controlled and Buick smooth.

A Word About Engines

Some Buicks are equipped with engines produced by other GM divisions, subsidiaries or affiliated companies worldwide. See your dealer for details.

A Word About Assembly, Components and Optional Equipment in These Buick Products.

The Buicks described in this brochure are assembled at facilities of General Motors Corporation operated by Buick or GM Assembly Division. These vehicles incorporate thousands of different components produced by various

divisions of General Motors and by various suppliers to General Motors. From time to time during the manufacturing process, it may be necessary, in order to meet public demand for particular vehicles or equipment, or to meet federally mandated emissions, safety and fuel economy requirements, or for other reasons, to produce Buick products with different components or differently sourced components than initially scheduled. All such components have been approved for use in Buick products, and will provide the quality performance associated with the Buick name.

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

Buy or Lease a Buick

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

The GM Continuous Protection Plan

It offers service protection in addition to that provided by GM's new-vehicle limited warranty. Coverage is available only in U.S.A. and Canada for the '82 model year. Ask your Buick dealer about it.

For more information about 1982 Buick models, please visit your nearest Buick dealer.



1982 Buick Safety Features

Occupant Protection

- Manual lap/shoulder belts with pushbutton buckles for driver (with reminder light and audible warning) and right front passenger
- Manual lap belts with pushbutton buckles for rear passenger positions
- Energy-absorbing steering column
- Passenger-guard door locks
- Safety door latches and stamped-steel hinges
- Folding seatback latches
- Energy-absorbing instrument panel and front seatback tops

- Laminated windshield/tempered side and rear glass
- Safety armrests
- Glove box door latch and console cover latch impact security
- Smooth, contoured door- and window-regulator handles
- Automatic locking, rear outboard seat belt retractors
- Pressure-lock radiator cap
- Identification symbols for controls and displays

Accident Avoidance

- Side marker lights and reflectors
- Parking lamps that illuminate with headlamps

- Four-way hazard warning flasher
- Backup lights
- Lane-change feature in direction signal control
- Windshield defrosters, washer and dual-speed wipers
- Vinyl-edged inside mirror
- Outside, rearview mirror
- Dual master cylinder brake system with warning light
- Starter safety switch
- Dual-action hood latches
- Low-glare finish on instrument panel top, inside windshield moldings, wiper arms and blades, and steering wheel metallic surfaces
- Safety wheel rims

- Front disc brakes with audible wear indicators
- Self-adjusting brakes
- Illumination of heater and defroster controls on instrument panel
- Pressure-relief gas cap

Anti-Theft

- Audible anti-theft ignition key reminder
- Anti-theft steering column lock
- Anti-theft key system (one key for ignition only, other key for glove compartment, doors and trunk)
- Inside hood release
- Visible vehicle identification

