



OLDSMOBILE 1988



THE TENTH DECADE

TORONADO • NINETY-EIGHT REGENCY • DELTA 88 ROYALE • CUSTOM CRUISER
CUTLASS SUPREME • CUTLASS CALAIS • CUTLASS CIERA • CUTLASS CRUISER • FIRENZA • FIRENZA CRUISER

NINETY YEARS AGO, A CAR COMPANY WAS FOUNDED UPON THE PRINCIPLE OF OFFERING THE CUSTOMER VEHICLES OF SUBSTANTIAL QUALITY AND VALUE...

What we do and how we do it goes back to our very beginning in 1897, when the board of directors of the Olds Motor Works established this principle: "...to build one carriage in as nearly perfect a



manner as possible."

□ Are they still built like they used to be?

The answer is both yes. And no. □ The machinists who built the early Oldsmobile models did so virtually by hand, and the production methods were crude at best. But the goal, then as now, was to build a quality car that every Oldsmobile owner could be proud of. □ Today, people who design, engineer and build Oldsmobiles are products of the finest universities in the world and have at their disposal the latest and finest in computers and advanced electronics. □ Tools have changed. Our principle hasn't. □ Through the years, Oldsmobile's continuing search for excellence has led to the development of numerous and important innovations that have not only changed Oldsmobiles, but changed the face of the industry itself. Here are just a few such advances from Oldsmobile... & The Curved Dash Runabout at the turn of the century. It enjoyed such universal acclaim, it became the first automobile to become the subject of a popular song—"In My Merry Oldsmobile." & With the introduction of the first fully automatic Hydra-matic Drive transmission, Oldsmobile virtually revolutionized how the world drives. New driving ease for the ever-growing driving public. & With



Oldsmobile's introduction of its first high-compression V8, the Performance Age was born. The V8-powered Olds 88 became the first of a record seven Oldsmobiles to set the pace at Indy—and became a racing legend by capturing the highly-sought-after NASCAR Grand National Championship—three consecutive years! & The first Olds Toronto was *Motor Trend* magazine's "Car of the Year" and the first contemporary personal luxury car with front-wheel drive. Today, of course, front-wheel drive is the rule. & For 1988, Oldsmobile features Quad 4, the revolutionary new 4-cylinder, 16-valve, dual overhead cam engine. Quad 4 is available now in Oldsmobile Cutlass Calais. A special, turbocharged version of Quad 4 powered the Olds Aerotech research vehicle to a new closed-course world land speed record. 257 mph. Quad 4 could become the next engineering legend. □ So it goes, as it has for 90 years. Doing it first. Doing it better. Offering innovations that make driving an Oldsmobile easier, more convenient and more comfortable. □ And doing it right. Demanding a level of quality and dependability so exacting, the Oldsmobile owner is assured of lasting and tangible value—over the miles—and the years.



Oldsmobile's introduction of its first high-compression V8, the Performance Age was born.



The V8-powered Olds 88 became the first of a record

seven Oldsmobiles to set the pace at Indy—and became a racing legend by capturing the highly-sought-after NASCAR Grand National Championship—three consecutive years! & The first Olds Toronto was *Motor Trend* magazine's "Car of the Year" and the first contemporary personal luxury car with front-wheel drive. Today, of course, front-wheel drive is the rule. & For 1988, Oldsmobile features Quad 4, the revolutionary new 4-cylinder, 16-valve, dual overhead cam engine. Quad 4 is

available now in Oldsmobile Cutlass Calais. A special, turbocharged version of Quad 4 powered the Olds Aerotech research vehicle to a new closed-course world land speed record. 257 mph. Quad 4 could become the next engineering legend. □ So it goes, as it has for 90 years. Doing it first. Doing it better. Offering innovations



that make driving an Oldsmobile easier, more convenient and more comfortable. □ And doing it right. Demanding a level of quality and dependability so exacting, the Oldsmobile owner is assured of lasting and tangible value—over the miles—and the years.

NOTHING'S CHANGED.



To you, our valued customer: If you could see what I have seen happening at Oldsmobile in the design studios, in the engineering groups, in the offices and plants, you would see what I see in the 1988 Oldsmobiles now at your Oldsmobile dealer.

It's quality... Oldsmobile Quality. Reconfirmed today by the thousands of people who build, sell and service Oldsmobile automobiles. Oldsmobile quality does not exist, however, simply because we guard and value our reputation. It exists because we value you... your respect. It exists because we respect your satisfaction, your enjoyment, your respect.

And so, in 1988, on behalf of everyone at Oldsmobile and your Oldsmobile dealer, we proudly invite you, whether it is for your first or final time, to personally discover the many pleasures and advantages of Oldsmobile Quality. Thank you.

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

Oldsmobile Division, Lansing, Michigan 48906

World-record-setting Olds Aerotech research vehicle.



FROM OLDS INTERNATIONAL SERIES TO AN ELECTRONIC "OIL CHANGE REMINDER" THERE'S A LOT THAT'S NEW IN EVERY 1988 OLDSMOBILE.

Here is a quick sampling of this year's highlights.

The all-new Olds Cutlass Supreme. It's the most advanced, most aerodynamic Cutlass ever offered. One drive, and you know it is a car for the 1990s. We spent over five years engineering dependability and quality into it. Olds Cutlass Supreme, available after February 15, 1988.

New Oldsmobile International Series! Brand-new! Available in Olds Cutlass Ciera and new Cutlass Calais. The Inter-

every 1988 Olds is backed with a new warranty that includes 6-year/100,000-mile rust-through protection.* And the quality doesn't stop there. Engine, transmission and axle quality have reached such a level that every 1988 Olds is backed with a 6-year/60,000-mile powertrain warranty.*



Nooks and crannies are treated with special hot waxes and zinc-rich primers for added protection.

The anti-corrosion protection is so thorough that



national Series features a European look, special bucket seat interior and a sporty feel of the road.

Facts at your fingertips! With an available Driver Information System, pertinent facts are at your fingertips. It calculates your current MPG, ETA,

driving range on remaining fuel, miles to destination and more.

It even tells you when



your oil is due for a change! When only 10% of the oil life remains, a reminder appears once a day which reads "CHANGE OIL IN (NUMBER) MILES."

This system is especially important because oil-change intervals vary with each individual car, depending on personal driving habits and climatic conditions.

Minimum driver input is required. Try it. It's easy and informative. Available in Cutlass Calais, Cutlass Ciera, Delta 88 and Ninety-Eight with specific fuel-injected engines.



Anti-lock braking for smooth, controlled stops in virtually any situation.

Hit the brakes in an emergency situation, and the microprocessor assists by sending commands to apply brake pressure up to 15 times per second to make corrections and to provide stable, lock-up-free stopping power. Anti-lock braking is standard on Olds Touring Sedan and available on Toronado Trofeo, Ninety-Eight and Delta 88 models.

New in-car storage convenience.

Available in Cutlass Ciera, Delta 88, Ninety-Eight and Toronado—a new storage armrest that's just right for your car phone, cassette tapes or personal belongings. Holds beverages, too. Helps keep your interior neat and clean.

New utility for a sporty, sophisticated Olds. That's Olds Cutlass Calais, SL and International



Series, with their new split-folding rear seat—with open cargo area to the trunk. Fold down the split seat back, and you can carry skis or golf clubs, as well as a rear seat passenger. Or fold down the entire seat back and carry even larger tools or toys.

New 3-way power sunroof for Cutlass Ciera. It's a sunroof. It's a vent. It's a shaded roof. It's your choice. That's Cutlass Ciera Sedan's new available 3-way power sunroof.

New supplemental inflatable restraint. Available on Olds Delta 88 Sedan models for 1988. The specially designed steering wheel has a new, compact, supplemental inflatable restraint (airbag) system built in. Tilt-Away feature is required.

New looks, new lights for Firenza.

For 1988, Olds Firenza features a stylish new grille



and smooth composite headlamps. High beams are halogen lamps for excellent down-the-road viewing. Firenza also features larger tires for an impressive ride.

New 3-point safety belts for rear seat passengers. They are as comfortable and easy-to-use as front



seat belt systems. Simply bring the belt across your lap and "click." You're belted—with both shoulder and lap restraints. Standard on all Olds Delta 88 and Toronado models. The belts store neatly against the seat when not in use.

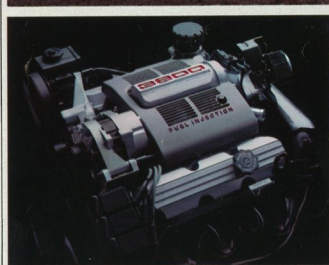
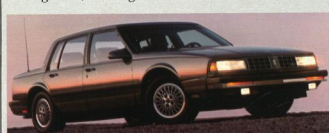
New convenience when ordering options!

Options that have proven to be especially popular have now been grouped into convenient new *option packages*. This makes ordering simpler. And in some cases, more affordable—based on comparison of the manufacturer's suggested retail price of option package versus options if purchased separately. See your salesperson for details.

OLDSMOBILE TOURING SEDAN: THE DRIVING EXPERIENCE FOR EXPERIENCED DRIVERS.

With 3.8 SFI 3800 V6 engine, Level III (FE3) suspension and leather in seating areas, Touring

Sedan is Olds quality in its most magnificent form. Special Touring Sedan brochure is available.



NEW 3.8 SFI 3800 V6 PROVIDES PREMIUM PERFORMANCE FOR DELTA 88, NINETY-EIGHT AND TORONADO!

Oldsmobile introduces the new 3800 sequential port fuel-injected V6 engine! Lightweight metals and state-of-the-art technology make it an impressive balance of power and smoothness. Standard in Ninety-Eight and Toronado and optional at no extra cost in Delta 88, the new 3800 V6 features special lightweight pistons for smooth turning performance.

Performance is further enhanced by the tuned intake manifolds and large

diameter exhaust "take down" pipes. The results: low back pressure and impressive performance.

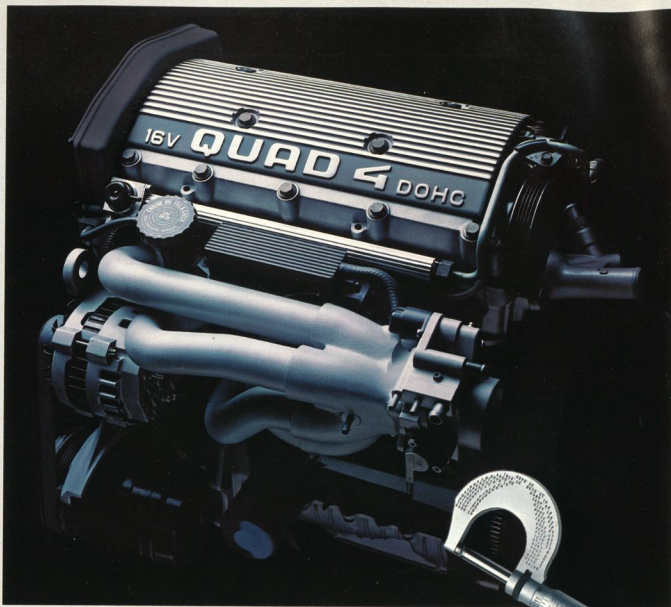
Fuel is injected directly into each intake port by a high-pressure turbine pump at exactly the right time and with exactly the right fuel/air mixture.

The engine responds with optimum performance, and minimized exhaust emissions.

But that's just part of the big engine news. Now learn about the all-new

Quad 4...





FROM A BLANK SHEET OF PAPER TO ONE OF THE FINEST ENGINES OFFERED BY GENERAL MOTORS.

A big part of the Oldsmobile commitment to quality is a commitment to the future. To new and innovative products like Quad 4—a 2.3-liter, 4-cylinder, dual overhead cam, 16-valve engine devel-

oped to deliver 4-cylinder economy* and more power than many V8-equipped cars. But the future is coming at you faster than you think, because the Quad 4 is available now in Oldsmobile Cutlass Calais.

Now, what started as a blank sheet of paper is a revolutionary new engine that incorporates the most modern technologies in the industry today. The Quad 4 is designed to

provide world-class quality, reliability and durability. It delivers smooth, dependable and truly outstanding performance.

On August 27, 1987, a special heavy-duty,



World-record-setting Olds Aerotech

turbo-charged version Quad 4 powered the Olds Aerotech research vehicle to a new closed-course world land speed record, 257.123 mph. A. J. Foyt drove the Aerotech in the USAC and ACCUS certified run.

The Quad 4 and the Oldsmobile Aerotech, Oldsmobile quality—in impressive form.

High-flow/high-velocity intake and exhaust ports are alcohol resistant for increased durability. Manifolds are newly engineered and highly tuned for optimum output and minimum displacement. The result is remarkably high horsepower in relation to engine displacement. Quad 4 doesn't need to work as hard to deliver more power than conventional engines.

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" multipoint 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 complete temperature control.

*EPA estimated MPG city 25 and highway 36.

**TO A GREAT-HANDLING
CUTLASS SUPREME,
WE'VE INFUSED
GRAND TOURING
SOPHISTICATION.**

And it shows. Every-
where. You can see
it in the Cutlass
Supreme International Series'
dramatic exterior
—with special
black grille and
trim, and functional
aero rocker moldings.

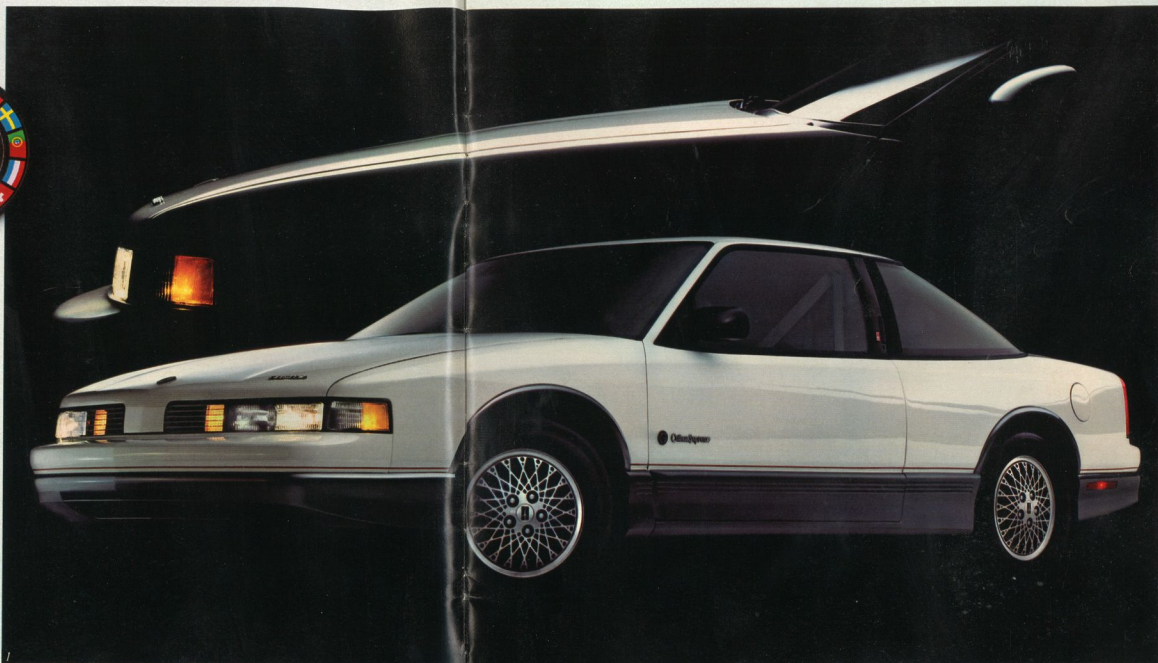
Inside, seats that you sit
in, not on, as it should be in a serious
driver's car. The ergonomically
sculptured, reclining bucket seats
literally hug you—with power-operated
headrest, thigh and side bol-
sters. The adjustable lumbar support
is power-operated. Four-way manual
seat articulation is also standard.
As is the center console with 5-speed
manual shifter. A 4-speed automatic
overdrive transmission is available.
The rear passenger compartment,
too, offers bucket seat support, with
folding center console that features
convenient storage space.

All grand, but the grand touring
experience really begins when you
fire up the 2.8-liter multiport fuel-
injected V6 and sample the special
FE3 underpinnings. It's an impres-
sive four-wheel independent sus-
pension from the engineers at Olds-
mobile. It provides touring car ride
and handling capabilities that make
the driving experience memorable.

With leather-wrapped steering
wheel and quick-ratio power rack-
and-pinion steering, you treat
curves and corners like so much
straightaway.

A special version of Cutlass
Supreme International Series has
been named 1988 Indy 500 pace car.

1. Cutlass Supreme International Series.
2. Instrumentation is complete with tachometer—and precise with electronic analog displays.
3. Specially contoured front bucket seats. Power headrests, thigh, and side bolsters and lumbar supports, standard.
4. Rear bucket seats with center armrest.
5. The bold look of the future.



WE SPENT OVER FIVE YEARS ENGINEERING DEPENDABILITY AND QUALITY INTO THE NEW CUTLASS SUPREME. IT'S BUILT TO LAST.

It is almost a paradox that a car so sleek and elegantly styled is also tough as nails. But that's Cutlass Supreme. So sleek it could give aerodynamics lessons to a teardrop. Yet with its extensive glass area and specially crowned body panels, it is one of the strongest, most rigid Oldsmobiles ever engineered.

The exterior body metal is also two-sided galvanized steel for anti-corrosion protection. The exhaust system is stainless steel. Very tough, lightweight and long lasting. But slip inside the new Cutlass Supreme from the engineers at Oldsmobile, and you enjoy relaxing, full-foam comfort and stylish elegance.

The SL model front seat is a 55/45 divided bench with dual controls and reclining seat backs. The rear seat features a fold-down center armrest for added comfort.

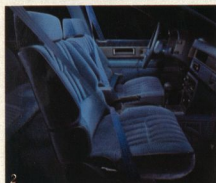
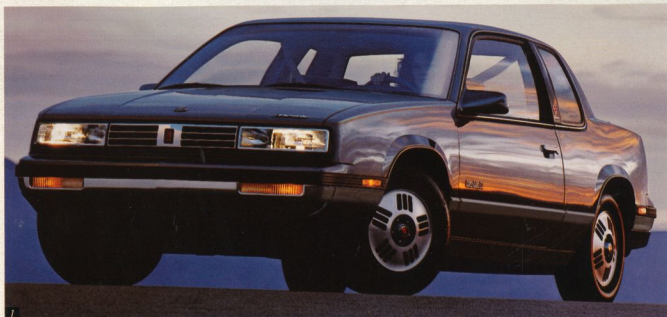
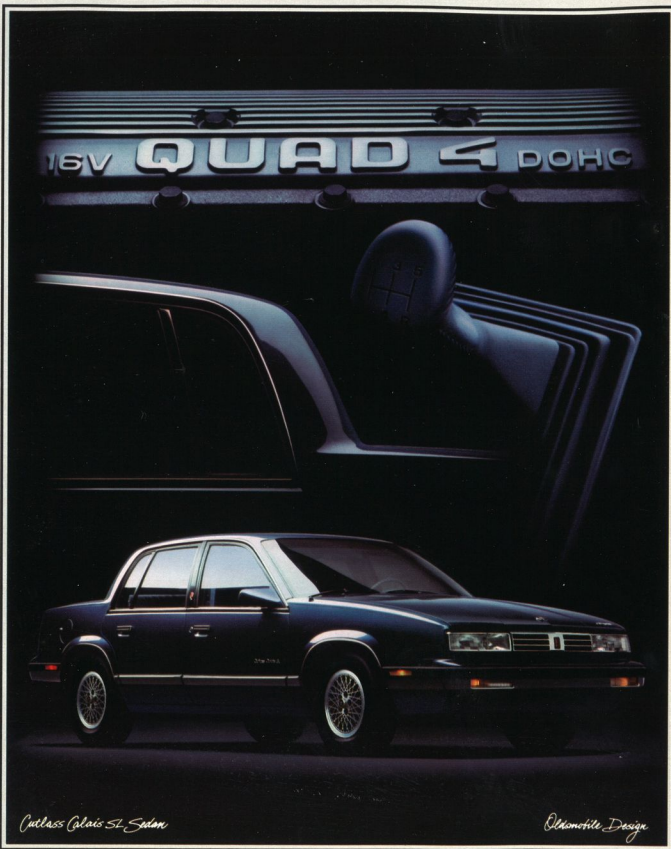
The instrument panel is electronic for quick, precise communication and modular for quick, easy servicing.

As for room? There's comfort for six. So stretch out and enjoy that great new ride, with 2.8-liter multi-point fuel-injected V6, 4-speed automatic overdrive transmission, power rack-and-pinion steering, 4-wheel disc brakes and one great suspension.

Well, actually, four—with an independent suspension system at each wheel. The handling, precise. The ride, Oldsmobile smooth. Cutlass Supreme, available after February 15.

1. Olds Cutlass Supreme SL Coupe. Features virtual glass-to-glass design at the rear pillar for style and function. 2. Aerodynamics and structural body strength combine with 4-wheel independent suspension for an impressive new ride. 3. The SL model provides a 55/45 divided bench front seat. Seat backs recline! 4. The very affordable Cutlass Supreme Coupe with classic profile. 5. A 55/45 divided bench seat is available in Cutlass Supreme.





CUTLASS CALAIS
A PERFORMANCE CAR
CAN BE DESIGNED TO
FIT NEATLY INTO YOUR
LIFE. NOT MERELY
YOUR GARAGE.

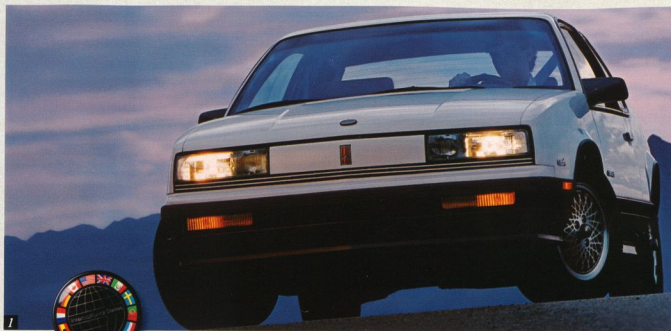
The engineers at Oldsmobile have a passion for performance and precision. And yet have a healthy respect

for practical transportation. That's the common sense we put behind the newest member of the Olds Cutlass family—the 1988 Cutlass Calais. It's a sophisticated blend of sport styling and performance, plus the room, comfort and reliability you need in your everyday life. A 2.5-liter engine is standard. But you can order the revolutionary new Quad 4, a 4-cylinder, 16-valve, dual

overhead cam engine, built at GM's Delta Engine Plant, that kicks out 150 hp.

More practical than some performance cars. But no less exciting!

1. Cutlass Calais SL Coupe. 2. SL reclining bucket seats. 3. Cutlass Calais Sedan. 4. Cutlass Calais interior with Summit knit velour. 5. Cutlass Calais Coupe.



**ONE OF THE MOST RECENT
ADVANCEMENTS IN
AUTOMOTIVE ENGINEERING
IS AN OLDSMOBILE.
AND THIS IS IT.**

At the core of the 1988 Olds Cutlass Calais International Series, there is a 2.3-liter, dual overhead cam Quad 4 engine—16 valves, 4 cylinders, and 150 horsepower at 5,200 rpm.

The new Quad 4 is designed to deliver remarkable performance for its displacement. Add to that, power rack-and-pinion steering (with quick-ratio steering gear), front-wheel drive, a smooth shifting 5-speed manual transmission, plus FE3—Oldsmobile's highly sophisticated Ride and Handling suspension system—and you have one spirited and well-behaved road machine.

Outside, composite headlamps, special International Series grille, black bumpers and trim, plus aero rocker panels that seem to translate "Oldsmobile" into German.

Inside, an impressively equipped cockpit including ergonomic contour reclining front bucket seats, full-length sport console with storage area and built-in armrest, 5-speed manual shifter, Rallye gage cluster



including tachometer, convenient map pockets in the doors, and air conditioner—all standard.

Of course, there is an inherent frustration to a car this full of international styling and driving excitement. Those who own Cutlass Calais International Series may find themselves longing for less domestic roads than the daily commute.

1. Cutlass Calais International Series Coupe. 2. And Sedan. 3. Special features include a leather-wrapped sport steering wheel, plus analog Rallye gage cluster, including tachometer to keep you informed. 4. The seats offer full-foam comfort and impressive lateral support with raised side and thigh bolsters. The front seat backs recline!



**CUTLASS CIERA
INTERNATIONAL SERIES**

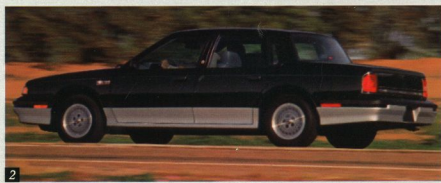
**IT'S YOUR PASSPORT
TO A NEW DRIVING
EXPERIENCE.**

From front air dam and integral foglamps to the rear aero extensions—Olds Cutlass Ciera International Series has a distinctive look of its own. An international look with black grille and black trim. But head down some challenging stretch of real estate, and the Cutlass Ciera International Series speaks your language.

With the 3.8-liter sequential port fuel-injected V6 engine and strong 4-speed automatic overdrive transmission performance is impressive.

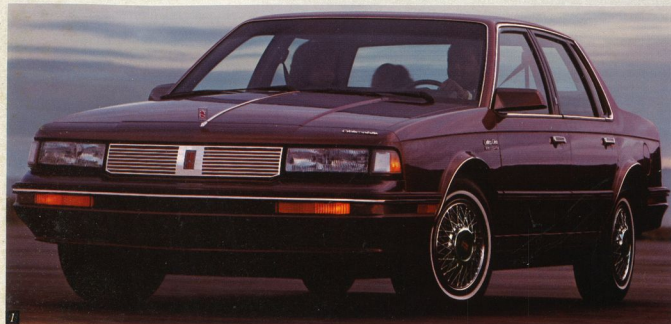
Handling and maneuverability? World class—with quick-ratio power rack-and-pinion steering, front-wheel drive and Oldsmobile's most sophisticated Level III (FE3) Touring Car Ride and Handling suspension system. Lean and sway are reduced to a minimum.

Take the wheel, and you immediately discover that this is one great road machine.



In fact, you are now invited to do exactly that. Take the leather-wrapped steering wheel in hand and head for the open road. If you love driving, you'll find that the new Oldsmobile Cutlass Ciera International Series is out of this world. See your Oldsmobile dealer for an impressive test drive today.

1. Cutlass Ciera International Series Coupe. 2. And Sedan. 3. The cockpit includes full instrumentation with tachometer, plus a full-length sport console with integral center armrest. 4. The contoured front bucket seats offer excellent lateral support. The seat backs recline! Shown with available leather in the seating areas.



**CUTLASS CIERA
EVERYTHING IS BUILT
TO LAST, INCLUDING THE
SATISFACTION.**

When Cutlass Ciera made its debut, it quickly became America's "security blanket."

Rugged and dependable, Cutlass Ciera is built to last. It's always there when you need it. Popular with men, it's also a favorite with women and young marrieds.

What makes Cutlass Ciera such an all-around favorite is its knack for doing so many things so well. Its

enduring styling, for example, is fresh and contemporary. It doesn't come in one year and go out the next. Inside, there's room for today's active families—with full-foam comfort for all.

Cutlass Ciera performance is fuel-injected and very capable, with a 2.5-liter engine. The ride, of course, is as you'd expect—Oldsmobile smooth and quiet. Cutlass Ciera is easy to handle. And a snap to park.

Cutlass Ciera—America's most popular Oldsmobile. It's a car—and a decision—you can really be comfortable with for a long, long time.

1. Cutlass Ciera Brougham Sedan. 2. Cutlass Ciera SL Brougham interior in striped Paris knit velour. 3. Cutlass Ciera custom sport bench seat in Bronte velour.



CUTLASS CRUISER

YOU GET A LOT MORE OUT OF IT THAN YOU PUT INTO IT.

You can put a lot into a Cutlass Cruiser. Including you and your family. That's why Cutlass Cruiser is no ordinary station wagon.

It's an Oldsmobile! And that means Oldsmobile room—with excellent accommodations for six passengers (eight—with the available rear-facing third seat). It means a big Oldsmobile ride that is both smooth and quiet.

And of course, there are those Oldsmobile conveniences. A hidden storage area for valuables. And a two-way tailgate that lets you load smaller items through the tailgate window—or load larger items with the tailgate fully open.

Look around, and you immediately see that Oldsmobile quality and luxury touches surround you—from rich fabric upholstery to fully carpeted cargo floor (75.4 inches long from the back of the front seat, 36.6 inches wide between the wheelhouses).

Cutlass Cruiser Brougham features a 55/45 divided bench front seat



with center armrest and dual controls in Paris knit velour.

Cutlass Cruiser provides a custom sport front bench seat in Bronte velour. Both seats offer outstanding comfort and support with full-foam construction. Stretch out and enjoy the comfort.

Performance? An Oldsmobile long suit. A smooth and reliable 2.5-liter Tech IV engine is standard. But you can order the 2.8-liter V6 or premium performance 3.8-liter sequential port fuel-injected V6.

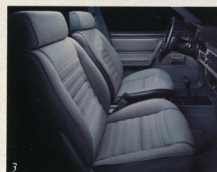
Cutlass Cruiser and Cutlass Cruiser Brougham. You get more out of them, because we care more about them.

1. Cutlass Cruiser Brougham. 2. Cutlass Cruiser 3. Tailgate window can be opened to load small items. 4. There are 74.4 cubic feet of space.



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 rear of front seat back to inside of tailgate at belt (in.)	72.4
Minimum distance between wheel-houses 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



FIRENZA

OLDSMOBILE QUALITY IN ITS MOST AFFORDABLE FORM.

For 90 years, Oldsmobile has been renowned for quality automobiles. An image we are extremely proud of. And it extends to each and every car we offer, including the most affordable Oldsmobile, Olds Firenza.

Sporty and reliable, Firenza is full of Oldsmobile quality. From its agile, easy-handling front-wheel drive to 2.0-liter electronically fuel-injected

performance. For even more punch, a 2.0-liter engine with overhead cam is available.

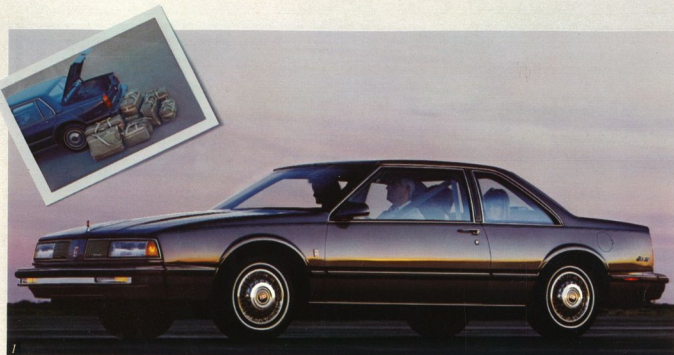
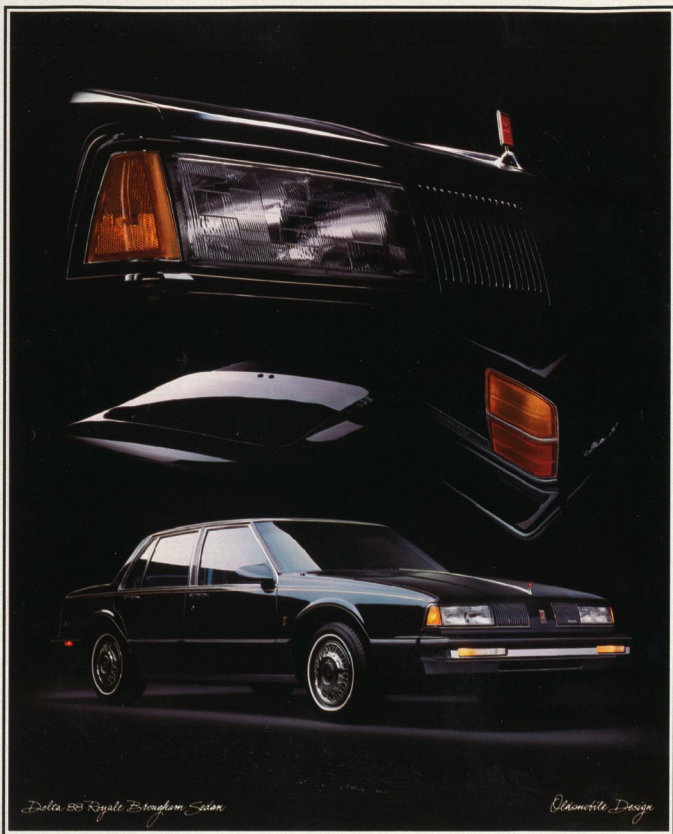
A 5-speed manual transmission is standard. A silky smooth 3-speed automatic is available.

In any case, Olds Firenza is pure fun to drive. A breeze to maneuver. And just as easy to park.

With a youthful coupe, handsome sedan and hard-working station wagon, Firenza has your affordable driving needs covered—beautifully.

Go have yourself some fun. Take a Firenza for a test drive.

1. Stylish Olds Firenza Coupe with composite halogen headlamps. 2. A wagon full of quality—with 63.4 cubic feet of cargo carrying capacity. 3. Standard bucket front seats for full-foam comfort. And they recline! 4. Olds Firenza Sedan offers 4-door convenience and family value.



DELTA 88 ROYALE

WHAT THIS COUNTRY NEEDS IS A ROOMY, SUBSTANTIAL CAR, AND THAT'S WHAT IT GETS.

It's big and roomy. Solid and substantial. It's the family car that didn't forget the family—Oldsmobile Delta 88 Royale. There's plenty of room for a family of six on full-foam seats.

Since families operate on a budget, they need a car that can also stay within one. That's Olds Delta 88, too. The affordable price delivers so much for your money. Power steer-



ing, power front disc brakes, tinted windows, side-window defoggers, Four-Season air conditioner, Delco AM/FM stereo radio and digital clock are all included.

Olds Delta 88 models feature a

front-seat passive restraint system, too. A supplemental inflatable restraint system for the driver is available on sedan models. You can also order an anti-lock brake system.

Solid value. Lasting value. In fact, two-sided galvanized steel protects the entire lower body to help assure that value.

Interior above shown equipped with supplemental inflatable restraint option.

1. Olds Delta 88 Royale Brougham Coupe.
2. The 55/45 divided Brougham seat in Summit knit velour. 3. Genuine leather is available for the seating areas.



OWNERS SAY, "IT'S A GOOD FEELING TO HAVE THIS OLDS AROUND YOU!"

Olds Delta 88 Royale is a long-standing favorite with America's active families.

It is, first and foremost, a roomy, substantial car, solidly built for years of reliable and dependable service. Curb weight: 3,194 pounds. Wheelbase: 110.8 inches. Passenger capacity: 6. Trunk capacity: 16.2 cubic feet. And that all adds up to a lot of family automobile.

But for all of its practical characteristics, it also offers unabashed luxuries. After all, families appreciate luxury, too.

So, while the interior fabric is tough, it has the soft, rich feel of cashmere. A padded center armrest is standard up front. Underfoot and overhead, acoustically efficient carpeting and foam-backed headliner soak up unwanted sound like a sponge. Relax. Enjoy.

As you drive, a 3.8 sequential port fuel-injected V6 and 4-speed automatic overdrive transmission move you with quiet authority. While a 4-wheel independent suspension smooths the way.

A good feeling all around. Now, however, if you would like



to transform this perfectly respectable family car into one exciting road machine, you have that option.

Simply order the available Level III (FE3) Touring Car Ride and Handling suspension, the firmest

suspension available from Oldsmobile. With Level III, spring rates are increased, bushings are firmer and stabilizer bars, bolder.

The results, you'll agree, are nothing less than spectacular.

1. Delta 88 Royale Coupe. 2. Has a family car ever looked better? 3. The standard Royale custom sport bench seat in Lucerne knit velour. 4. Available driver information center features digital readout of mpg, mileage range and fuel used. It even tells you when to change oil. 5. Anti-corrosion tests help assure lasting value.



CUSTOM CRUISER

A STATION WAGON WITH AN ACCOMMODATING SPLIT PERSONALITY.

On the one hand, Custom Cruiser is one of the largest station wagons you can find anywhere. It's a generously endowed three-seat wagon that carries eight.

With rear seats down, it's a workhorse. It opens up 87.2 cubic feet to carry almost everything from a small snowmobile to a yardful of almost anything that grows.

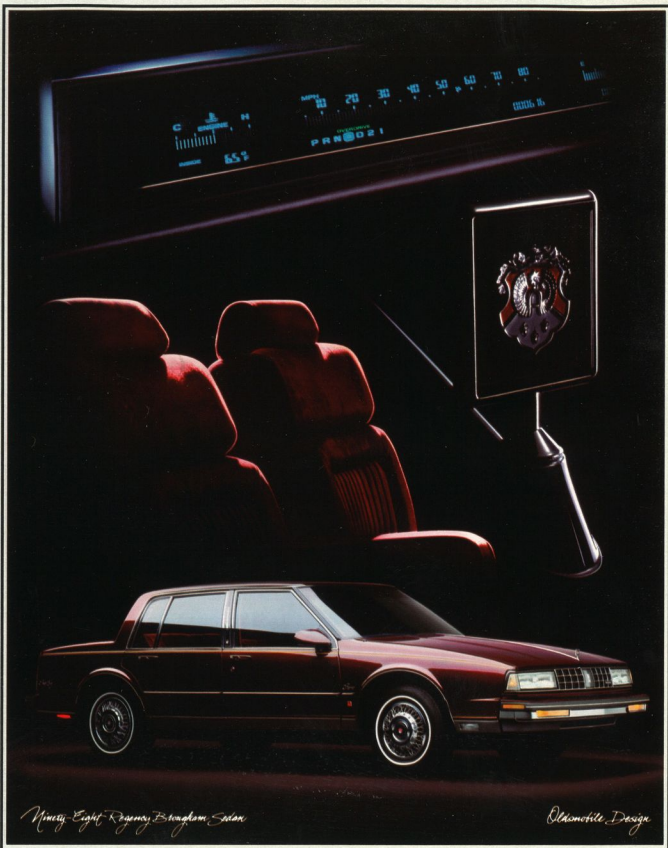
But Custom Cruiser doesn't stop there. It also provides a roomy, underfloor storage compartment

and an available rooftop luggage carrier for extra carrying capacity. Ah, but when the workday is done, Custom Cruiser takes on the characteristics of a luxury sedan.

You'll relax on full-foam seats encased in rich Baron cloth, while a computer-selected coil spring suspension and a big, powerful 5.0-liter V8 smooth the way.

CUSTOM CRUISER CARGO AREA DIMENSIONS 3-Seat Mode:

Maximum cargo volume (cu. ft.)	87.2
Floor length from back of front seat to end of floor surface (in.)	90.2
Floor length from back of second seat to end of floor surface (in.)	55.4
Minimum horizontal distance from top of rear of front seat back to inside of tailgate at belt (in.)	83.8
Minimum distance between wheel-houses at floor level (in.)	48.2
Rear-end opening width at belt (in.)	48.2
Maximum height of rear opening, tailgate open (in.)	28.7
Maximum cargo height (in.)	29.7



NINETY-EIGHT REGENCY

FOR THOSE WHO CAN APPRECIATE THE DIFFERENCE BETWEEN LUXURY AND EXTRAVAGANCE.

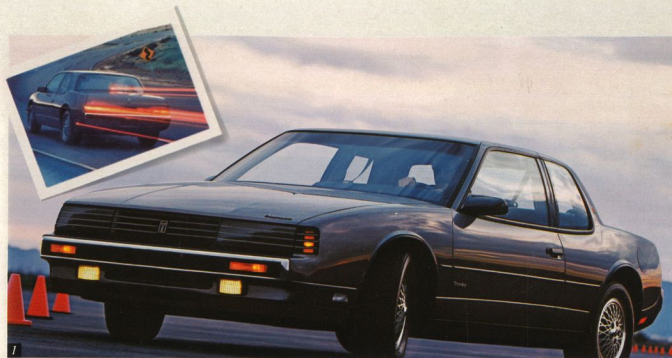
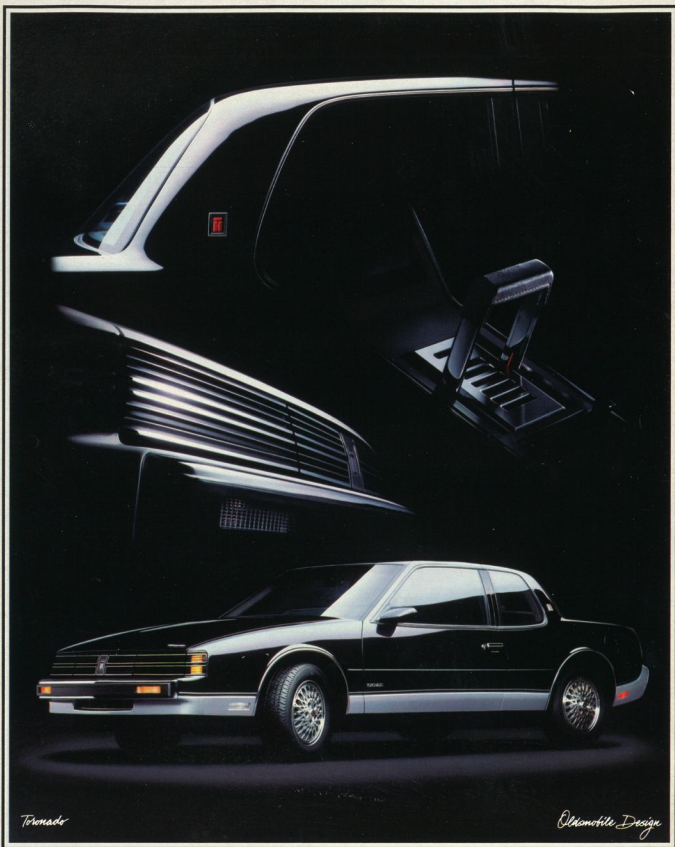
You are not one to make hasty or capricious decisions. You find it more reassuring to be guided by considered judgment rather than by impulsive emotion. Before you lose your heart, you first engage your head. You check all factors. *Initial sticker price?* Regency is substantially less than most



other luxury sedans. *Real value?* Regency's is traditionally high, year after year.

Room, ride, luxury? Impressive! *Performance?* Authoritative. Ninety-Eight Regency passes all your tests.

1. Ninety-Eight Regency Brougham Sedan. 2. Brougham interior with available leather in seating areas. 3. Brougham interior in elegant Elite velour. 4. Regency interior in Prima II velour.



**THE DRIVING HAZARD
IT HANDLES BEST MAY
WELL BE BOREDOM.**

Oldsmobile Toronado has never held to traditional luxury or driving standards. Always, it has stood alone. Always, it has been the driver's car.

The very first Toronado, for example, introduced contemporary front-wheel-drive handling—some twenty years before it was the prevailing fashion. Today, Toronado remains a unique driving experience from the engineers at Oldsmobile.

The performance is premium—with the new 3.8 SFI 3800 V6 engine, impressive 4-wheel independent



suspension and available anti-lock brake system.

For those who can afford any car in the world, there is a car like no other in the world. It is Toronado.

1. Trofeo, the ultimate Toronado. Engineered for the sports-car enthusiast with a

passion for luxury. 2. Trofeo seating helps to keep you firmly in control. Front seats adjust to your shape at the touch of power controls. 3. Toronado interior in elegant Royal Prima velour. 4. Dual exhaust outlets and FE3 suspension add to Trofeo's performance.

THERE'S A QUALITY OLDSMOBILE TO FIT YOUR DRIVING NEEDS.

For 1988, Oldsmobile offers a diversity of models, types and styles. One is sure to fit your life style—beautifully.

There's the all-new Cutlass Supreme, with advanced styling and a great ride. There's the sporty, sophisticated Cutlass Calais, trim and stylish. Or choose Olds Firenza, the most affordable Oldsmobile.

Then, there is Cutlass Ciera, America's all-around favorite Oldsmobile.

Growing families prefer the room and comfort of Delta 88.

Luxury lovers, too, have much to choose from—from the traditional luxury of Ninety-Eight Regency...to the distinctive personal luxury of Toronado...to the ultimate luxury of the Oldsmobile Touring Sedan.

Add the style and function of three different-size wagons...and the performance and handling capabilities of the new International Series models, and the message is clear:

There's a 1988 Oldsmobile that's right for you! Take a test drive in the Olds of your choice today.

CUTLASS CALAIS SPECIFICATIONS/DIMENSIONS

ENGINE	STANDARD	AVAILABLE*	AVAILABLE*
Displacement	2.9 liter (171 cu. in.)	2.9 liter (173 cu. in.)	3.0 liter (183 cu. in.)
Cylinder	4-cylinder	DOHC, 4-cylinder	4-cylinder
Brake HP (rpm)	88 @ 4800	150 @ 5200	175 @ 4800
Net torque (lbs. ft.)	138 @ 3000	180 @ 4000	180 @ 2400
Bore/Stroke (in.)	4.000/3.100	3.82/3.15	3.80/3.400
Compression ratio	8.5 to 1	8.5 to 1	8.5 to 1
Fuel management	Electronic	Multipoint	Multipoint

DRIVE/TYPE

5-speed manual (Std.)	5-speed manual (Std.)	3-speed automatic (Std.)
4-speed auto (Std.)	3.35 to 1	2.53 to 1 (Auto)

SUSPENSION/HANDLING

Front	MacPherson struts	MacPherson struts	MacPherson struts
Rear	Semi-independent	Semi-independent	Semi-independent
Toler towing capacity (lbs./ft.)	None	1000	1000

BODY/CHASSIS	COUPE		SEDAN	
	WH	WH	WH	WH
Wheelbase (in.)	103.4	103.4	103.4	103.4
Track, front/rear (in.)	55.6/54.2	55.6/54.2	55.6/54.2	55.6/54.2
Tire size (Std.)	P185-80R13	P185-80R13	P185-80R13	P185-80R13
Wheel size	13 x 5.5	13 x 5.5	13 x 5.5	13 x 5.5
Brake type, front/rear	Disc/Drum	Disc/Drum	Disc/Drum	Disc/Drum
Fuel tank (gals.)	13.6	13.6	13.6	13.6

EXTERIOR

Length (in.)	178.8	178.8
Width (in.)	66.7	66.7
Height (in.) (curb)	52.4	52.4
Curb weight (lbs.)	2487/2449	2487/2449
Trunk capacity (cu. ft.)	13.2	13.2

INTERIOR

Headroom, front/rear (in.)	377/371	377/371
Legroom, front/rear (in.)	42.9/34.3	42.9/34.3
Shoulder room, front/rear (in.)	53.9/51.1	53.9/51.1
Sitting capacity	5	5
Trunk capacity (cu. ft.)	13.2	13.2

*Standard maximum capacity when properly equipped includes passengers, cargo and equipment. †Standard on International Series. ‡3.8 liter 3600 V6 optional in 4 states only.

Headroom is reduced when Astronair is opened.

Legroom is reduced when Astronair is opened.

Shoulder room is reduced when Astronair is opened.

Sitting capacity is reduced when Astronair is opened.

Trunk capacity is reduced when Astronair is opened.

Toler towing capacity is reduced when Astronair is opened.

Wheelbase is reduced when Astronair is opened.

Track, front/rear is reduced when Astronair is opened.

Tire size is reduced when Astronair is opened.

Wheel size is reduced when Astronair is opened.

Brake type, front/rear is reduced when Astronair is opened.

Fuel tank (gals.) is reduced when Astronair is opened.

Length (in.) is reduced when Astronair is opened.

Width (in.) is reduced when Astronair is opened.

Height (in.) (curb) is reduced when Astronair is opened.

Curb weight (lbs.) is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Headroom, front/rear (in.) is reduced when Astronair is opened.

Legroom, front/rear (in.) is reduced when Astronair is opened.

Shoulder room, front/rear (in.) is reduced when Astronair is opened.

Sitting capacity is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Wheelbase (in.) is reduced when Astronair is opened.

Track, front/rear (in.) is reduced when Astronair is opened.

Tire size (Std.) is reduced when Astronair is opened.

Wheel size is reduced when Astronair is opened.

Brake type, front/rear is reduced when Astronair is opened.

Fuel tank (gals.) is reduced when Astronair is opened.

Length (in.) is reduced when Astronair is opened.

Width (in.) is reduced when Astronair is opened.

Height (in.) (curb) is reduced when Astronair is opened.

Curb weight (lbs.) is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Headroom, front/rear (in.) is reduced when Astronair is opened.

Legroom, front/rear (in.) is reduced when Astronair is opened.

Shoulder room, front/rear (in.) is reduced when Astronair is opened.

Sitting capacity is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Wheelbase (in.) is reduced when Astronair is opened.

Track, front/rear (in.) is reduced when Astronair is opened.

Tire size (Std.) is reduced when Astronair is opened.

Wheel size is reduced when Astronair is opened.

Brake type, front/rear is reduced when Astronair is opened.

Fuel tank (gals.) is reduced when Astronair is opened.

Length (in.) is reduced when Astronair is opened.

Width (in.) is reduced when Astronair is opened.

Height (in.) (curb) is reduced when Astronair is opened.

Curb weight (lbs.) is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Headroom, front/rear (in.) is reduced when Astronair is opened.

Legroom, front/rear (in.) is reduced when Astronair is opened.

Shoulder room, front/rear (in.) is reduced when Astronair is opened.

Sitting capacity is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Wheelbase (in.) is reduced when Astronair is opened.

Track, front/rear (in.) is reduced when Astronair is opened.

Tire size (Std.) is reduced when Astronair is opened.

Wheel size is reduced when Astronair is opened.

Brake type, front/rear is reduced when Astronair is opened.

Fuel tank (gals.) is reduced when Astronair is opened.

Length (in.) is reduced when Astronair is opened.

Width (in.) is reduced when Astronair is opened.

Height (in.) (curb) is reduced when Astronair is opened.

Curb weight (lbs.) is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Headroom, front/rear (in.) is reduced when Astronair is opened.

Legroom, front/rear (in.) is reduced when Astronair is opened.

Shoulder room, front/rear (in.) is reduced when Astronair is opened.

Sitting capacity is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Wheelbase (in.) is reduced when Astronair is opened.

Track, front/rear (in.) is reduced when Astronair is opened.

Tire size (Std.) is reduced when Astronair is opened.

Wheel size is reduced when Astronair is opened.

Brake type, front/rear is reduced when Astronair is opened.

Fuel tank (gals.) is reduced when Astronair is opened.

Length (in.) is reduced when Astronair is opened.

Width (in.) is reduced when Astronair is opened.

Height (in.) (curb) is reduced when Astronair is opened.

Curb weight (lbs.) is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Headroom, front/rear (in.) is reduced when Astronair is opened.

Legroom, front/rear (in.) is reduced when Astronair is opened.

Shoulder room, front/rear (in.) is reduced when Astronair is opened.

Sitting capacity is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Wheelbase (in.) is reduced when Astronair is opened.

Track, front/rear (in.) is reduced when Astronair is opened.

Tire size (Std.) is reduced when Astronair is opened.

Wheel size is reduced when Astronair is opened.

Brake type, front/rear is reduced when Astronair is opened.

Fuel tank (gals.) is reduced when Astronair is opened.

Length (in.) is reduced when Astronair is opened.

Width (in.) is reduced when Astronair is opened.

Height (in.) (curb) is reduced when Astronair is opened.

Curb weight (lbs.) is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Headroom, front/rear (in.) is reduced when Astronair is opened.

Legroom, front/rear (in.) is reduced when Astronair is opened.

Shoulder room, front/rear (in.) is reduced when Astronair is opened.

Sitting capacity is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Wheelbase (in.) is reduced when Astronair is opened.

Track, front/rear (in.) is reduced when Astronair is opened.

Tire size (Std.) is reduced when Astronair is opened.

Wheel size is reduced when Astronair is opened.

Brake type, front/rear is reduced when Astronair is opened.

Fuel tank (gals.) is reduced when Astronair is opened.

Length (in.) is reduced when Astronair is opened.

Width (in.) is reduced when Astronair is opened.

Height (in.) (curb) is reduced when Astronair is opened.

Curb weight (lbs.) is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Headroom, front/rear (in.) is reduced when Astronair is opened.

Legroom, front/rear (in.) is reduced when Astronair is opened.

Shoulder room, front/rear (in.) is reduced when Astronair is opened.

Sitting capacity is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Wheelbase (in.) is reduced when Astronair is opened.

Track, front/rear (in.) is reduced when Astronair is opened.

Tire size (Std.) is reduced when Astronair is opened.

Wheel size is reduced when Astronair is opened.

Brake type, front/rear is reduced when Astronair is opened.

Fuel tank (gals.) is reduced when Astronair is opened.

Length (in.) is reduced when Astronair is opened.

Width (in.) is reduced when Astronair is opened.

Height (in.) (curb) is reduced when Astronair is opened.

Curb weight (lbs.) is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Headroom, front/rear (in.) is reduced when Astronair is opened.

Legroom, front/rear (in.) is reduced when Astronair is opened.

Shoulder room, front/rear (in.) is reduced when Astronair is opened.

Sitting capacity is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Wheelbase (in.) is reduced when Astronair is opened.

Track, front/rear (in.) is reduced when Astronair is opened.

Tire size (Std.) is reduced when Astronair is opened.

Wheel size is reduced when Astronair is opened.

Brake type, front/rear is reduced when Astronair is opened.

Fuel tank (gals.) is reduced when Astronair is opened.

Length (in.) is reduced when Astronair is opened.

Width (in.) is reduced when Astronair is opened.

Height (in.) (curb) is reduced when Astronair is opened.

Curb weight (lbs.) is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Headroom, front/rear (in.) is reduced when Astronair is opened.

Legroom, front/rear (in.) is reduced when Astronair is opened.

Shoulder room, front/rear (in.) is reduced when Astronair is opened.

Sitting capacity is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Wheelbase (in.) is reduced when Astronair is opened.

Track, front/rear (in.) is reduced when Astronair is opened.

Tire size (Std.) is reduced when Astronair is opened.

Wheel size is reduced when Astronair is opened.

Brake type, front/rear is reduced when Astronair is opened.

Fuel tank (gals.) is reduced when Astronair is opened.

Length (in.) is reduced when Astronair is opened.

Width (in.) is reduced when Astronair is opened.

Height (in.) (curb) is reduced when Astronair is opened.

Curb weight (lbs.) is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Headroom, front/rear (in.) is reduced when Astronair is opened.

Legroom, front/rear (in.) is reduced when Astronair is opened.

Shoulder room, front/rear (in.) is reduced when Astronair is opened.

Sitting capacity is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Wheelbase (in.) is reduced when Astronair is opened.

Track, front/rear (in.) is reduced when Astronair is opened.

Tire size (Std.) is reduced when Astronair is opened.

Wheel size is reduced when Astronair is opened.

Brake type, front/rear is reduced when Astronair is opened.

Fuel tank (gals.) is reduced when Astronair is opened.

Length (in.) is reduced when Astronair is opened.

Width (in.) is reduced when Astronair is opened.

Height (in.) (curb) is reduced when Astronair is opened.

Curb weight (lbs.) is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Headroom, front/rear (in.) is reduced when Astronair is opened.

Legroom, front/rear (in.) is reduced when Astronair is opened.

Shoulder room, front/rear (in.) is reduced when Astronair is opened.

Sitting capacity is reduced when Astronair is opened.

Trunk capacity (cu. ft.) is reduced when Astronair is opened.

Wheelbase (in.) is reduced when Astronair is opened.

Track, front/rear (in.) is reduced when Astronair is opened.

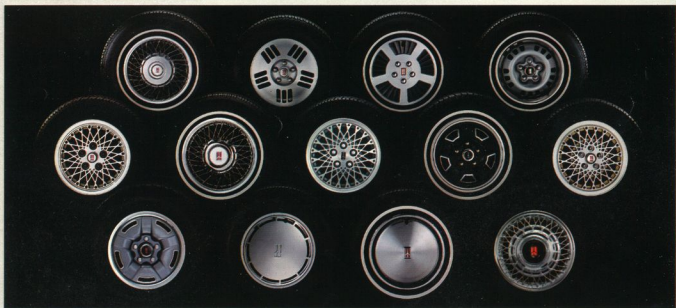
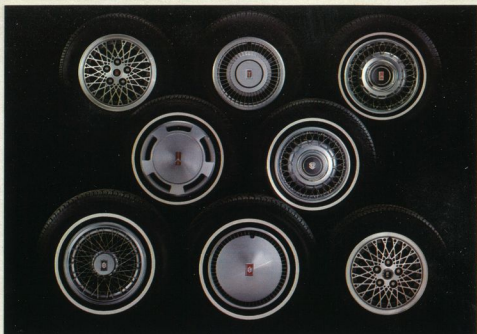
Tire size (Std.) is reduced when Astronair is opened.

Wheel size is reduced when Astronair is opened.

Brake type, front/rear is reduced when Astronair is opened.

STANDARD AND AVAILABLE WHEEL TRIMS

Top row, left to right... Aluminum-Styled Wheel 15" (PH3). Std. on Trofeo, avail. on Tornado. Deluxe Wheel Disc—Std. on Tornado, not avail. on Trofeo. Simulated Wire Wheel Disc with Lock (N91) Avail. on all Delta 88 models. **Middle row, left to right**... Deluxe Wheel Disc. Std. on all Delta 88 and Ninety-Eight Regency models. Simulated Wire Wheel Disc (N91). Std. on Ninety-Eight Regency Brougham. Avail. on Regency. **Bottom row, left to right**... Simulated Wire Wheel Disc with Lock (N95). Avail. on Custom Cruiser. Deluxe Wheel Disc. Std. on Custom Cruiser. Aluminum-Styled Wheel (PH3). Avail. on all Delta 88 and Ninety-Eight Regency models.



Top row, left to right... Simulated Wire Wheel Disc with Lock (N91). Avail. on all Firenza and Cutlass Calais models. Aluminum-Styled Wheel (PX1). Avail. on all Firenza and Cutlass Calais models. Deluxe Wheel Disc. Std. on all Firenza and Cutlass Calais models. Super Stock Wheel (PC8). Argent with Stainless Steel Trim Ring, avail. on all Cutlass Calais models. **Center row, left to right**... Aluminum-Styled Wheel (N75). Included on Cutlass Ciera International Series and with FE3 suspension and performance tire (except

Cruisers). Avail. on all Cutlass Ciera and Cutlass Cruiser models with Silver or Gold trim. Simulated Wire Wheel Disc with Lock (N91). Avail. on all Cutlass Cruiser and Cutlass Ciera models. Aluminum-Styled Wheel 15". Std. on Cutlass Supreme International Series. Avail. on other Cutlass Supreme models with FE3 suspension. A 1 1/2" (PH3) version avail. on Cutlass Supreme models. Super Stock Wheel (N67). Color-Coordinated with Stainless Steel Trim Ring, avail. on all Cutlass Supreme Classic, Cutlass Cruiser and Cutlass Ciera

models. Aluminum-Styled Wheel (PDS) included on Cutlass Calais International Series and with FE3 suspension. Avail. on Firenza and Cutlass Calais models. Silver or Gold trim on Calais models. **Bottom row, left to right**... Styled Steel Wheel, Color-Coordinated (PC7). Avail. on Cutlass Supreme models. Deluxe Wheel Disc. Std. on Cutlass Supreme models. Super Stock Wheel (N67). Std. on all Cutlass Cruiser and Cutlass Ciera models. Simulated Wire Wheel Disc with Lock (N91). Avail. on Cutlass Supreme models.

*Not available on International Series.

Important—A word about this catalog: We have tried to make this catalog as comprehensive and factual as possible, and we hope you find it helpful. However, since the time of printing, some of the information you will find here may have been updated. Also, some of the equipment shown or described throughout this Olds catalog is available at extra cost. Your dealer has details; before ordering, you should be brought 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 Olds dealer for complete information.

A word about engines: Oldsmobiles are equipped with engines produced by GM or suppliers to GM worldwide.

A word about assembly, components and optional equipment in these Oldsmobile products: The Oldsmobiles described in this catalog are assembled at facilities operated by General Motors or GM of Canada. These vehicles incorporate thousands of different components produced by car groups or various component divisions of General Motors and by various suppliers worldwide to GM. 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 Oldsmobile products with different components or differently sourced components than initially scheduled. All such components have been approved for use in Oldsmobile products and will provide the quality perfor-

mance associated with the Oldsmobile 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 your dealer for this information. GM also requests your dealer to advise you if the 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.**

Occupant protection features: Automatic safety belt system for driver and right front passenger on Delta 88 Royale, Cutlass Supreme and Cutlass Calais. Driver side Supplemental Inflatable Restraint (Available on Delta 88 Royale Sedan). Manual lap/shoulder safety belts for driver and right front passenger; driver side includes visual and audible warning system on all other models. Manual lap/shoulder safety belts, outboard rear seat positions on Delta 88 and Tornado. Manual lap safety belts, center front/rear seat position, where applicable. Energy-absorbing steering column. Energy-absorbing instrument panel. Energy-absorbing seat back tops, front. Laminated safety windshield glass. Safety interlocking door latches. Side-guard door beam. Passenger-guard inside door lock handles. Inertia-locking, folding front seat backs on two-door models. Safety arrests. Head restraints, driver and right front passenger (adjustable).

Accident avoidance features: Side

marker lights and reflectors. Parking lamps that illuminate with headlamps. Four-way hazard warning flasher. Back-up 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/washer controls on Cutlass Calais. Tires with built-in tread-wear indicators.

Theft-deterrence features: Audible reminder for ignition key removal. Theft-deterrent steering column lock. Visible vehicle identification number.

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 prepares 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.

The 1988 Oldsmobiles are carefully designed and built to resist corrosion, so the application of additional rustproofing is neither necessary nor required. Oldsmobiles confidence in its extensive anticorrosion protection is reflected in a new vehicle warranty which includes 6-year/100,000-mile rust-through protection. See your dealer for terms and conditions of the limited warranty.

PRINTED IN U.S.A.—VJ/87



OLDSMOBILE QUALITY.
FEEL IT.