Oldsmobile 2001

A majority of all used US imports have either been in accidents, been stolen, been flooded, salvaged and rebuilt and shipped to Europe or are subject to open recalls. For 30 years, CARFAX has been collecting data on US vehicles from thousands of sources and has helped millions of used car shoppers reduce their risk of getting stuck with a vehicle that has costly hidden problems. For more than 30 years, CARFAX has been helping millions of used car shoppers make better purchase decisions and avoid expensive hidden problems. In addition, CARFAX has helped used car dealers around the world to build trust with their customers and sell their American cars with confidence. With more than 14 billion records, CARFAX has built up its database with the help of its partners and sources, including government offices, law enforcement agencies, service and repair shops, car dealerships, insurance companies and many more. In addition to publicly available information, CARFAX has collected information from many independent reliable sources. Thanks for the service, the price was absolutely worth. Immediately to the Internet, paid with credit card and in 10 minutes I had the report. Vehicle imported from California to Lithuania. For some weeks "Babs" is now with us and we have a lot of fun with the car. Buying Used American Cars? Search by VIN. Instant Access. We offer you unique vehicle history to help you make better purchase decisions. Trusted by millions of users. Worldwide market leader. The most popular blog articles How to detect mileage rollback? Mileage rollback is one of the most occurring types of fraud in the selling process of used cars. However, there are ways to detect mileage fraud. Even though odometer fraud is difficult to detect for the untrained eye, it is not an impossible task. Import a car from the USA. There are a few advantages to buying a American used car. Check the Service History of a Car. How important is the service history of a car? CARFAX takes a look at these questions and explains the importance of the service history of a car, as well as where you can find the complete history of service records. Make a VIN Search. The American automobile manufacturer GM sold a number of vehicles under its marque Oldsmobile , which started out as an independent company in and was eventually shut down due to a lack of profitability in From Wikipedia, the free encyclopedia. Wikipedia list article. This article needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. Iola, Wis. Archived from the original on Retrieved Categories : Oldsmobile concept vehicles Oldsmobile Lists of cars. Hidden categories: Articles with short description Short description with empty Wikidata description Articles needing additional references from April All articles needing additional references. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Add links. Succeeded by the Pontiac G6 in the U. Branded as a Chevrolet in Europe. Oldsmobile's only entry into the SUV market. Succeeded by the Buick Rainier and Saab X. Oldsmobile's only entry into the minivan market. Succeeded by the Saturn Relay and Buick Terraza. The Oldsmobile Aurora was a flagship sedan made by Oldsmobile from to It was a luxury sports sedan produced in two generations which, along with the two-door Buick Riviera , originated the Cadillac -derived G platform. The Aurora was powered by a four-cam, valve 4. The Aurora offered both a V8 - and a V6 -powered version in and but returned to being V8-only in It was equipped with a four-speed automatic transmission with performance algorithm shifting. Since the late s, GM had wanted a new car to rejuvenate Oldsmobile; thus the Aurora was developed. By the time the Aurora was released, Oldsmobile was in need of a comeback as annual sales had fallen from a record high of 1,, in to just , in Oldsmobile was competing for buyers against Japanese luxury imports from Acura , Infiniti and Lexus who offered similar products but benefited from a well earned durability and reliability reputation. As a symbol of its clean break from other cars in the lineup, the Aurora bore no Oldsmobile badging or script save for the radio-CD-cassette deck and engine cover. Instead, a new emblem consisting of a stylized A was used, foreshadowing a similar restyling of Oldsmobile's corporate "rocket" emblem for With the Aurora, Oldsmobile tried to ride the praise of the car by launching other models that borrowed styling cues from the Aurora such as the mid-size Intrigue and compact Alero. The Oldsmobile "rocket" logo was even updated to be more in-line with the Aurora's emblem. Early design work on what would become the Aurora began as early as the late s and manifested itself with a engineering concept known as the Oldsmobile Tube Car designed by Bud Chandler. Beyond the overall similar shape, the Tube Car featured many detailed elements that were later found on the production automobile, including a full-width taillamp, wraparound rear windshield, and frameless windows. Unlike the eventual production car, the Tube Car was of a pillarless hardtop design with suicide doors. The final production design was signed off on in July , originally set for a start of production. After much research and development, the Aurora went into production on January 24, , [5] and was released for the model year. It hosted a number of luxury and technologically advanced standard features including dual-zone climate control, driver and front passenger airbags,

leather seating surfaces, genuine burl walnut interior accents, six-speaker sound system with in-dash cd-cassette, and eight-way power adjustable front seats with two-position memory. Only a few options were available on the Aurora including power sunroof, Bose Acoustimass premium amplified sound system, heated front seats, and Autobahn package. The Aurora also came standard with Oldsmobile's 4. Both engines retained the 4. The Aurora was highly regarded at the time for its refined engine, excellent build quality, well-balanced ride, and structural integrity. During normal crush-to-failure tests done by automakers to evaluate body torsional rigidity , the Aurora's unibody construction broke GM's testing machine. For , Oldsmobile made some minor revisions to the Aurora including new rear glass which has less distortion than previous models. Further revisions include daytime running lights and OBD II compliant on-board diagnostic systems, tweaking the climate control and safety alarm, a revised keyless entry system with new features was and the short list of optional equipment was expanded to include chrome wheels and a gold trim package. The '99 models also had the passenger temperature toggle buttons on the middle right portion of the instrument panels replaced with air recirculator buttons. A new in-dash CD player for the Bose sound system highlighted the improvements. Another new feature was a tilt-down right-outside mirror that enhances the driver's view of close objects, whenever the shifter is placed in reverse. The underside of the door handles were slightly recontoured to minimize slipping fingers when the handles are pulled. Seat belt release buttons were moved from the face of the buckle to the end for improved convenience. An electronic compass was added to the inside rear-view mirror. Larger front brakes came along with cast aluminum front control arms and steering knuckles. The rear ashtray assembly was changed from a click-lock face to a pull-up face. Finally, the spare tire cover and jack cradle assembly was changed from the jack and cover being bolted down to one where the jack sat in a plastic "bucket" inside the spare with the cover simply placed on top. On some s a modest "Oldsmobile" badge returned to the right-rear corner of the car along with the Aurora name. The model had a few minor refinement changes to the brakes, suspension, steering and emissions controls. A new front control arm design with front hydraulic bushing and rear cross axis ball joint for enhanced ride smoothness and better isolation from road noise and vibration. Internal rebound springs added to front struts for improved body motion control and to minimize crash-through. Dual durometer cradle mounts for improved isolation. Premium valving and damping in the front and rear struts for a higher refinement in calibration. There were more accurate wheel sensors for improved ABS actuation. New steering calibration for more on-center feel and reduced parking effort. GM's previously optional OnStar system, standard for this year, uses a dedicated button on the cellular telephone putting drivers in contact with an information center that can provide them with emergency assistance. The system uses no transmitters to determine the vehicle's location and provide route information to any destination. Almost all of the changes made to the Aurora for were aimed at refining what was already a highly regarded suspension system. Production for this generation ended on June 25, Oldsmobile's original intention for the second generation was to move the Aurora further upmarket, retaining its V8-only drivetrain and sharing a platform with the new Buick Riviera, as the original Aurora had done. This would have created more room within the Oldsmobile lineup for a four-door Eighty-Eight successor known as the " Antares ". Oldsmobile also offered a V6 engine in the Aurora for the first time. This Aurora, though still a competitive luxury sedan, did not attract the attention, nor sales that the original did. This can be blamed on several reasons. Most of all was that the new Aurora was overshadowed by GM's announcement in December that the Oldsmobile marque was to be phased out over the next several years. Though still retaining its unique styling, it now also shared design cues with other Oldsmobiles. The second generation Aurora was about six inches shorter than was the first generation. Automobile magazine wrote that "The Aurora's new look is not quite as sensuous or elegant as that of the outgoing model," [13] but the Auto Channel review said, "it was better in every respect. The second generation Aurora went into production on November 1, , [11] and went on sale in February [13] as a model. The last V6-powered Auroras rolled off the assembly line on June 21, The final Auroras ended production on March 28, The Orion, Michigan plant built a total of 71, second-generation Auroras; [citation needed] 53, in , 10, in , and 7, in The second-generation Oldsmobile Aurora came very well equipped from the factory, as was expected of a luxury vehicle. Standard features on the Aurora included keyless entry, security alarm, luxury leather-trimmed seating surfaces with power adjustments for the driver's seat, an AM-FM stereo with radio data system RDS and cassette and single-disc CD players, a six-speaker sound system, leather door panel inserts, wood interior trim, automatic climate control, OnStar in-vehicle telematics system later introduction , steering wheel-mounted climate and radio controls, a leather-wrapped steering wheel, power trunk release from the keyless entry remote, a multi-function driver's information

center mounted above the factory radio and climate controls, a rear bench seat with fold-down center armrest, luxury-styled alloy wheels, a spare tire and wheel, automatic front head and fog lamps, a 3. Most equipment was standard on the Aurora, with a few additional options that included a driver's memory package with memory front driver's seat and memory for radio presets, heated dual front bucket seats, a premium audio system with external amplifier by Bose , a power tilt-and-sliding sunroof, chrome-finished alloy wheels, a gold emblem package for the front and rear Oldsmobile emblems, Aurora emblem, and 3. In an homage to days gone by, the plastic hub caps on the 17' wheels used on the second generation V8 Auroras except for the "Final " which used modified Cadillac wheels were made with mold number Aurora was the official pace car of the and Indianapolis At the beginning of the race in , the pace car was driven by three-time Indy winner Johnny Rutherford. At the beginning of the race, the pace car was driven by actor Anthony Edwards. These cars marked the ninth and tenth time an Oldsmobile had paced the Indianapolis race. From Wikipedia, the free encyclopedia. Motor vehicle. Retrieved December 11, Archived from the original on September 15, Retrieved May 2, Retrieved March 6, Ward's Communications, Inc. Edmunds Online. Retrieved March 3, The Aurora by Oldsmobile , Better in every respect. Retrieved on June 28, Ward's Automotive Yearbook Motor Trend. Retrieved May 16, Automobile Magazine September A division of General Motors , â€" Category Commons. Categories : Oldsmobile vehicles Front-wheel-drive vehicles Full-size vehicles Sedans Cars introduced in s cars. Hidden categories: Use mdy dates from May Articles with short description Short description is different from Wikidata All articles with unsourced statements Articles with unsourced statements from March Articles with unsourced statements from March Commons category link is on Wikidata. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Oldsmobile General Motors. Maurice "Bud" Chandler [1]. Transverse front-engine, front-wheel drive. Oldsmobile 98 Oldsmobile Dennis Burke [12]. Wikimedia Commons has media related to Oldsmobile Aurora. Cutlass Calais. Cutlass Ciera. Cutlass Supreme. Mid-size station wagon. Cutlass Cruiser. Delta Eighty Eight. Ninety Eight. Full-size station wagon. Custom Cruiser. Personal luxury. The Oldsmobile Silhouette is a minivan manufactured by General Motors for model years over two generations. Production ended when General Motors discontinued the Oldsmobile brand in General Motors ' first attempt at producing a minivan to compete with the Chrysler minivans , the rear wheel drive , truck-based Chevrolet Astro and its twin, the GMC Safari failed to make a noticeable dent in Chrysler's near monopoly of the minivan market in the s. First shown to the public in , the Pontiac Trans Sport concept car featured futuristic styling, individually removable bucket seats with built-in stereo speakers, a gull-wing rear passenger door and extensive use of glass including a glass-paneled roof. The Trans Sport was subsequently approved for production without the gullwing door and the glass roof. While the Pontiac Trans Sport was targeted at sport- and style-oriented buyers, the Lumina and Silhouette targeted the value and premium markets respectively. The very first Oldsmobile Silhouette rolled off the assembly line on August 1, In built-in child seats were added to the option list, which provided the ability to switch two of the rear seats between adult and child seating with the pull of a seat-mounted tab. Included with the level ride package, which utilized a compressor and air-pressurized rear shock absorbers to maintain vehicle height regardless of load, was a control panel and air hose kit that allowed the vehicle to be used to inflate tires, air mattresses, sporting equipment and such. For the and model years, traction control was available with the engine option. The first generation Silhouette was not available in Canada. Europeans grew accustomed to sleek minivans thanks to the Renault Espace and did not object to the futuristic styling. For the European market however, the Oldsmobile Silhouette was sold as the Pontiac Trans Sport by replacing the Oldsmobile badging with Pontiac badging, along with Pontiac wheels. Sales in Europe were good for an American import, but did not represent enough volume to make a fourth, distinct model economically feasible. Like the Oldsmobile Silhouette, the European Trans Sport did not receive any facelift, as the vans' initial styling had not been negatively received there. In , a 1. The Pontiac Trans Sport of Europe was discontinued in In the United Kingdom, it was sold as the Vauxhall Sintra. The design of these minivans was controversial. At the time that the Oldsmobile Silhouette and its siblings were conceived, no one had tried to market a stylish or sporty minivan, and GM felt that this represented a potentially large market segment. They styled these minivans to be lower and sleeker than the competing brands. The extremely large, long and sloped windshield and the resultant long distance to the base of the windshield when sitting in the drivers seat made for a disconcerting driving experience until a person could adjust to the "different" proportions. Automotive magazines christened the new minivans " dustbuster " after a household appliance with a similar profile. The first engine in these vans was a meager 3. Production of first generation Silhouettes and stablemates ended in

, at which time the Tarrytown, NY plant which produced them and which had been in operation since , was shuttered and scheduled for demolition. The final 1st generation U-body Oldsmobile Silhouette rolled off the assembly line on May 17, The redesigned Silhouette was built at Doraville Assembly. The first Silhouette rolled off the assembly line on August 6, GM continued to offer the Silhouette as their premium luxurious minivan, the Montana as the sporty one, and the Venture as the basic version. The base model only offered for was the only model to offer short-wheelbase and a driver side sliding door being only optional, when all the other trim levels of the Silhouette were in long-wheelbase extended version and offered a standard driver side sliding door. Having achieved second place in sales to Chrysler, General Motors brought out an entirely new U platform series of minivans, theoretically based [citation needed] on the lessons learned from its previous mis-steps. Still stinging from the criticism [who? The vehicle would be of steel unibody construction, and styling would be as conservative as possible. The previous generation was a little too large [citation needed] for comfortably navigating European streets, so this new range of models would be narrower and slightly smaller than was the norm for the United States in order to produce a single range of minivans that GM hoped would fill the needs of both the North American and European markets. New for this generation, cabin air filters were installed, and the filters can be accessed from behind an access panel easily accessed from inside the glove compartment. During the development of this generation of the U-body minivan, General Motors extensively benchmarked [citation needed] the then current Chrysler minivans. The resultant vehicles more closely resembled the immensely successful trio of Chrysler minivans ; However, Chrysler would launch a completely redesigned minivan line a year before GM. Two different wheelbase lengths were offered as well as dual sliding doors. Silhouettes, in keeping with their luxury positioning, offered many features as standard that were optional on competing makes and on its platform mates. In , it became one of the first vehicles on the market to offer a VCR with overhead retractable LCD screen for back seat viewing, which has since become a "must-have" option for families with children. For , the Silhouette received a minor facelift that included a new grille and front bumper. Some comments made by the IIHS after the first test in were:. In the side impact test, it received 5 stars for front passenger protection, and 5 stars rear passenger protection. The safety issues of the Silhouette and other second generation U-body minivans were addressed with the third generation redesign, which earned the highest rating of "Good" given by the Insurance Institute in the frontal offset crash test. The Silhouette and its platform mates achieved slightly better sales than their avant-garde predecessors, but also failed to capture a significant share of the market. The Silhouette remained in production until the model year with minimal changes. The Oldsmobile division of General Motors was shut down and no Oldsmobiles were produced after the model year. The final Oldsmobile Silhouette rolled off the assembly line on March 31, The spiritual successor to the Oldsmobile Silhouette within the General Motors lineup is the Buick Terraza , which was built on an updated version of the U platform and occupied the luxury minivan slot previously occupied by the Silhouette. Due to poor sales of all the third-generation GM minivans, GM decided to exit the minivan market altogether. However, production of the Uplander continued on for one more year along with the Pontiac Montana SV6 in Mexico and Canada due to slightly better sales in those countries. Had the Oldsmobile division not been discontinued it would be likely that the Silhouette would have been kept for the third generation of the GM minivans. From Wikipedia, the free encyclopedia. A minivan produced by General Motors. This article does not cite any sources. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. Motor vehicle. See also: Pontiac Trans Sport. This article possibly contains original research. Please improve it by verifying the claims made and adding inline citations. Statements consisting only of original research should be removed. May Learn how and when to remove this template message. A division of General Motors , ã€” Category Commons. Categories : Oldsmobile vehicles Minivans Front-wheel-drive vehicles s cars s cars s cars Cars introduced in Hidden categories: Articles with short description Short description is different from Wikidata Articles lacking sources from July All articles lacking sources All articles with unsourced statements Articles with unsourced statements from July Articles that may contain original research from May All articles that may contain original research Articles with unsourced statements from May All articles with specifically marked weasel-worded phrases Articles with specifically marked weasel-worded phrases from May Articles with unsourced statements from February Commons category link from Wikidata. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Oldsmobile Custom Cruiser. Saturn Relay Buick Terraza. Transverse front-engine, front-wheel drive. Doraville, Georgia , United States. Wikimedia Commons has media related to Oldsmobile Silhouette. Cutlass Calais. Cutlass Ciera. Cutlass Supreme.

Mid-size station wagon. Cutlass Cruiser. Delta Eighty Eight. Ninety Eight. Full-size station wagon. Custom Cruiser. Personal luxury. With crisp handling, clean styling, and an almost endless features list, the Silhouette deserves a look from anyone considering a top-tier minivan. Why do we like this Oldsmobile minivan so much? Because you name the feature, and the Olds likely has it. Want power sliding doors? An in-dash six-CD changer? Rear entertainment system? Full-function traction control? A powerful V6? Silhouette has you covered. How about a flat-folding third-row seat? Maybe a touring suspension with automatic leveling and an air-inflation kit? Side-impact airbags? OnStar telematics? It's all here, depending on the model you pick. There's even a reverse parking aid sensor on higher-line trims. All are powered by a horsepower 3. Added to the standard equipment list this year are thicker sound-deadening materials, OnStar communications and a touring suspension with self-leveling rear shocks and an air inflator. GL models come with fold-flat second-row captain's chairs and boast standard items such as air-conditioning, power windows and locks, cruise control, interior air filter, and a rooftop luggage carrier. Move all the way up to the Premiere, and you get nearly every goodie standard, including the aforementioned combination television and video cassette player for rear-seat passengers, a new reverse parking aid sensor and heated seats. Among the few options for this luxury model are third-row captain's chairs, a six-disc in-dash CD changer, chrome wheels, a power driver's side sliding door, and the obligatory gold package. Every time we've driven the Silhouette, we've come away quite impressed. These well-equipped Oldsmobile minivans are smooth and powerful. Thanks to excellent road feel provided by precise steering and easily modulated brakes, they are actually fun to drive, something that can't be said about many of today's best-selling makes. Our complaints are limited to uncomfortable rear seating and a noticeable amount of cheap-looking plastic inside the cabin. It also failed to perform brilliantly in offset crash testing. As you've probably guessed, we like the Oldsmobile Silhouette, and find its exterior styling to be the most attractive of GM's trio of sister minivans. Even in today's hotly contested minivan market, the Silhouette remains a solid choice. Doing so could save you hundreds or thousands of dollars. Edmunds also provides consumer-driven dealership sales and service reviews to help you make informed decisions about what cars to buy and where to buy them. Simply research the type of used car you're interested in and then select a prew-owned vehicle from our massive database to find cheap used cars for sale near you. Once you have identified a used or CPO vehicle you're interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Used Oldsmobile Silhouette Minivan. Is it better to lease or buy a car? Ask most people and they'll probably tell you that car buying is the way to go. And from a financial perspective, it's true, provided you're willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It's also good if you're someone who likes to drive a new car every three years or so. Check out Oldsmobile lease specials Check out Oldsmobile Silhouette lease specials. Popular searches. My notifications My Account. For Sale Review Features Save. View Photos. Appraise this car. Spotty interior quality, poor offset crash-test scores. Other years. List Price Estimate. ZIP Code. See all for sale. Find savings on the Silhouette for sale near you. See Pricing. Sign up for price drop alerts. Be the first to know when prices drop near Edmunds' Expert Review. Vehicle overview. Oldsmobile is giving minivan buyers good reason to shop the Silhouette for All models get freshened styling, a touring suspension package with self-leveling suspension and an air inflation kit, fold-flat second-row captain's chairs, improved sound-deadening insulation and standard OnStar communications. Premiere also gets an updated onboard entertainment system with a larger video screen. Read more. Write a review See all 36 reviews. We now have , miles on our van and we have had no major problems with it. The AC needed work at , and the rear lights including back up sensors went bad at , but we bought parts at a junk yard and everything is still going great. I didn't have this car at miles when others lost transmissions, but I have had it at 60k lost again. Now I hear I need to fix it again jarring gears. I included traction control problems last time. It runs quiet and smooth sometimes, but I can't put off a transmission repair for complications failure would have - seen elsewhere. It was in the shop a long time despite being partially covered by a plan and monitored for that. They damaged some other features while fixing it at an approved GM dealership i. Read less. Plenty of room for hauling kids, work stuff, etc. One little short in electrical system and you will have constant problems that pop up out of nowhere. Especially with so many features requiring that electrical system to stay up and running. I have over the past 10 years poured a lot of money into this van. While I like the leather seats and all the options being a premiere edition the intake and head gaskets went twice a transmission rebuild ones at miles heated seats repaired twice broke again had way to many over heating problems just to many things to list. If you like big repair bills by a GM mini van. The van spent more time

being repaired than me driving it never get me again GM. See all 36 reviews of the Used Oldsmobile Silhouette Minivan. Write a review. Frontal Barrier Crash Rating. Dynamic Test Result No Tip. Risk Of Rollover Not Rated. IIHS Rating. Side Impact Test. See full safety scores. People who viewed this also viewed 4 average Rating out of 13 reviews. Sponsored cars related to the Silhouette. Sign Up. A majority of all used US imports have either been in accidents, been stolen, been flooded, salvaged and rebuilt and shipped to Europe or are subject to open recalls. For 30 years, CARFAX has been collecting data on US vehicles from thousands of sources and has helped millions of used car shoppers reduce their risk of getting stuck with a vehicle that has costly hidden problems. For more than 30 years, CARFAX has been helping millions of used car shoppers make better purchase decisions and avoid expensive hidden problems. In addition, CARFAX has helped used car dealers around the world to build trust with their customers and sell their American cars with confidence. With more than 14 billion records, CARFAX has built up its database with the help of its partners and sources, including government offices, law enforcement agencies, service and repair shops, car dealerships, insurance companies and many more. In addition to publicly available information, CARFAX has collected information from many independent reliable sources. Thanks for the service, the price was absolutely worth. Immediately to the Internet, paid with credit card and in 10 minutes I had the report. Vehicle imported from California to Lithuania. For some weeks "Babs" is now with us and we have a lot of fun with the car. Buying Used American Cars? Search by VIN. Instant Access. We offer you unique vehicle history to help you make better purchase decisions. Trusted by millions of users. Worldwide market leader. The most popular blog articles How to detect mileage rollback? Mileage rollback is one of the most occurring types of fraud in the selling process of used cars. However, there are ways to detect mileage fraud. Even though odometer fraud is difficult to detect for the untrained eye, it is not an impossible task. Import a car from the USA. There are a few advantages to buying a American used car. Check the Service History of a Car. How important is the service history of a car? CARFAX takes a look at these questions and explains the importance of the service history of a car, as well as where you can find the complete history of service records. Make a VIN Search. The Alero combines attractive styling, potent engines and extensive standard equipment in a crisp-handling package. Introduced to the public at the North American International Auto Show, the Oldsmobile Alero was an instant hit with the automotive press and consumers alike. Both a sedan and a coupe are available, with your choice of three trim levels and two engines. While the Alero is technically a replacement for the Achieva, this stylish compact is light years ahead of previous attempts by the division to build and market a small car. Like big-brother Intrigue, the Alero is entertaining to drive. GX and GL models come with a 2. A four-speed automatic is standard with a five-speed manual optional for those who prefer to row gears. Both engines now meet low-emission vehicle LEV standards. While neither engine is particularly quiet during operation, they both deliver spirited performance. ARS is simply a combination of 16 desirable attributes, such as a stiff body structure, four-wheel independent suspension, all-speed traction control and four-wheel disc brakes with improved-forABS. As part of an optional sport package for the GL or GLS Sedan, the firmer-riding suspension rolls on upsized, V-rated, inch performance rubber. Inside, the Alero is a four-fifths version of the Intrigue. On the minus side, the cloth upholstery isn't very attractive, and the leather looks and feels too much like vinyl for our tastes. Overall, the Alero is a stylish, powerful, sporting car that is willing to play if you are. It can serve family duty when necessary, won't embarrass the owner when pulling up to a swanky restaurant, zooms confidently along when the road turns twisty, and won't break the bank when the payment book arrives in the mail. However appealing, it will need continuous refinement and a reputation for durability to avoid the destiny met by previous small Oldsmobiles. Doing so could save you hundreds or thousands of dollars. Edmunds also provides consumer-driven dealership sales and service reviews to help you make informed decisions about what cars to buy and where to buy them. Simply research the type of used car you're interested in and then select a prew-owned vehicle from our massive database to find cheap used cars for sale near you. Once you have identified a used or CPO vehicle you're interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Used Oldsmobile Alero Coupe. Is it better to lease or buy a car? Ask most people and they'll probably tell you that car buying is the way to go. And from a financial perspective, it's true, provided you're willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It's also good if you're someone who likes to drive a new car every three years or so. Check out Oldsmobile lease specials Check out Oldsmobile Alero lease specials. Popular searches. My notifications My Account. For Sale Review Features Save. View Photos. Appraise this car. Hint of cheapness to interior bits; unrefined engine noise intrudes into passenger

compartment, numb steering. Other years. List Price Estimate. ZIP Code. See all for sale. Find savings on the Alero for sale near you. See Pricing. Sign up for price drop alerts. Be the first to know when prices drop near Edmunds' Expert Review. Vehicle overview. A five-speed manual transmission is now available with the four-cylinder engine; an eight-speaker premium sound system is now standard on the GLS optional on GL ; and a refined ABS system and inch wheels are now standard on the GLS. Read more. Write a review See all reviews. I bought my Alero brand new 7 miles and I've had a great experience with it. I haven't had any major mechanical problems with it and it's still running strong. It has adequate power along with good gas mileage. I'd recommend this car to anyone looking for a reliable car. I was a little worried when i saw this car in my drive way after my parents searched for something after i was in a car crash. Read less. I've had my Alero for a little over 2 and a half years and it's time to get rid of it! Huge discount piqued my interest, but still didn't expect much. Couple of annoyances-water leakage in the cabin during rainstorm fixed after one visit to the dealer , some minor rattles, and my traction control or whatever it's called went out on me unexpectedly it reset by itself later. Manual transmission is a little notchy, and the other day it popped out of reverse. Granted, build quality isn't up to par with Toyota, however much improved over past american cars. See all reviews of the Used Oldsmobile Alero Coupe. Write a review. Frontal Barrier Crash Rating. Dynamic Test Result No Tip. Risk Of Rollover Not Rated. See full safety scores. People who viewed this also viewed 4. Sponsored cars related to the Alero. Sign Up. The Oldsmobile 98 spelled Ninety-Eight from to , and Ninety Eight from to is the full-size flagship model of Oldsmobile that was produced from until The name â€" reflecting a "Series 90" fitted with an 8-cylinder engine â€" first appeared in and was used again after American consumer automobile production resumed post- World War II. It was, as it would remain, the division's top-of-the-line model, with lesser Oldsmobiles having lower numbers such as the A-body 66 and 68 , and the B-body 76 and The Series 60 was retired in , the same year the Oldsmobile 78 was replaced by the The Oldsmobile 76 was retired after This left the two remaining number-names to carry on into the s as the bread and butter of the full-size Oldsmobile lineup until the Eighty Eight-based Regency replaced the 98 in Since it was the top-line Oldsmobile, the series had the most technologically advanced items available, such as the Hydramatic automatic transmission , the Autronic Eye , an automatic headlight dimmer, and Twilight Sentinel a feature that automatically turned the headlights on and off via a light sensor and a delay timer, as controlled by the driver , and the highest-grade interior and exterior trim. Naming standards were in flux at Oldsmobile during the late s and s. From through Oldsmobile had two series: "F" and "L". F-Series came with a straight 6 engine and L-Series came with a larger body and a straight 8 engine. In the even larger C-body was introduced to Oldsmobile and it alone was powered by the straight In order to differentiate it from the previous year's Series 80 it was named Series 90 there was no Series 80 that year. The series were also given names for the first time that year with the Series 60, 70, and 90 being called the Special, Dynamic, and Custom Cruiser respectively. In both engines were offered on each series so to differentiate between the two the second digit was used to denote the number of cylinders, so the Custom Cruiser 90 was replaced with the Custom Cruiser 96 and In Oldsmobile dropped the six cylinder Series 90 model leaving only the Custom Cruiser When combined with a column mounted shift lever the cars offered true six passenger comfort. These changes had clearly been influenced by the Cadillac Sixty Special. The 90 rode on a wheelbase of A total of 43, 90s were sold in four body styles. The rarest was the 4-door convertible with only 50 being sold. In the wheelbase was increased to A deluxe equipment package was now offered. The top-of-the line Oldsmobile was available in three body styles on the 96 and in four body styles on the Rarest of these was the 4-door convertible which was exclusive to the Only were sold in and this would be the only time this body style was ever offered on the The other three body styles were a convertible coupe , a club coupe fastback and a 4-door sedan. This was also the only year in Oldsmobile history that a 96, a 90 series car with a six-cylinder engine, was available. Hydramatic automatic transmission , first introduced in October , was a popular option. A total of 24, 98s and 6, 96s were sold in In the Custom Cruiser 98 was once again the Oldsmobile entrant into the luxury market. Gone was the single year offering of the All cars in this series were powered by the straight eight engine. Also gone in this shortened model year was the ultra rare 4-door convertible. An exclusive A total of 6, 98s were made before production was shut down due to the war. To celebrate the company's 44th anniversary at the time, all Oldsmobiles were installed with a small badge on the grille with "B44" attached. This was not a model designation. Again in the Custom Cruiser 98 was the top of the Oldsmobile line. Three body styles were offered a 4-door sedan, a 2-door Club coupe and a 2-door convertible and all were eight cylinder powered. Technical features included electro hardened pistons, full pressure lubrication and automatic choke with fast idle mode. Standard equipment included front and rear bumper

guards, vacuum booster pump, dual sun visors, cigarette lighter and plastic radiator ornament, wraparound bumpers, Deluxe instrument cluster clock, rear armrest, and foam rubber sheet cushions. Tire size was 7. Available upholstery was either leather , broadcloth , or Bedford cord. In the top of the line Custom Cruiser 98 again had three body styles. This was the last year for the 98 prewar body. All 98s had the straight eight engine. Standard 98 equipment included safety glass, spare wheel and tire, dual horns, vacuum booster pump, cigarette lighter, and a solenoid starter system. Upholstery was either custom broadcloth or leather. Standard tire size was 7. An electric clock was standard in For the first time since Oldsmobile offered totally different styling during a single model year. The top of the line Oldsmobile 98 was also included in a marketing campaign for what Oldsmobile called Futuramic on all Oldsmobiles primarily focused on the automatic transmission Oldsmobile Futuramic introduction. Standard equipment on 98s included a solenoid starter, fender skirts, E-Z-I rearview mirror, and foam rubber seat cushions. The 98s also included front and rear bumper guards, vacuum booster pump, plastic radiator ornament, dual horns, dual sun visors, and cigarette lighter. Deluxe equipment added front and rear floor mats, Deluxe steering wheel, wheel trim rings, rear seat armrests, and hydraulic window, seat and top controls on all convertibles. Upholstery was either broadcloth or leather. The standard tire size was 6. With the introduction of new postwar styling Custom Cruiser 98 was renamed the Futuramic The Custom Cruiser name would be revived to denote full-size Oldsmobile station wagons in The new styling was apparently popular with a record 65, 98s sold, exceeding the number of 90s sold in for the first time. The following year the new styling was joined by a new engine, the now famous Rocket V8. In February , several months into the model year, General Motors introduced three highly styled "hardtop convertible" coupes, the Oldsmobile 98 Holiday , the Cadillac Series 62 Coupe de Ville , and the Buick Roadmaster Riviera , the first hardtop coupes ever produced. The Holiday was exclusive to the 98 series that year. Available in four special Holiday colors, as well as four two-tone combinations, it was priced the same as the convertible, and was similarly equipped, with hydraulically operated windows and seat. Only 3, Holidays were sold in its first year compared to 20, Club coupes. Total sales reached 93, in , setting yet another record. The Oldsmobile 98 repeated its precedent of previewing some of next years styling cues for the The 98 was restyled after only two years. It was the first totally slab sided Oldsmobile and the first sedan with wraparound rear windows. A 4-door 98 fastback appeared for one year only in and was called the Town Sedan , selling only 1, units. Standard equipment included bumper guards, dual horns, parking lamps, dome light, rubber floor mats, aluminum sill plates, foam rubber seat cushions, chrome interior trim, lined luggage compartment and counterbalanced trunk lid. Deluxe 98 equipment included rear seat armrest, Deluxe electric clock, Deluxe steering wheel and horn button, special door trim and stainless steel wheel trim rings. Upholstery choices spanned nylon fabric, striped broadcloth or leather. In , Oldsmobile stopped naming the 98 series and so from then through , with the exception of when it was called the Starfire 98, and in when it was called the Classic 98, it was simply known as the Oldsmobile Sales of the 98 Holiday nearly tripled to , approaching the 11, sold of the Club coupe. Given the rapidly growing popularity of the 2-door Holiday hardtop, was the last year for the pillared Club coupe. Total sales set yet another record of , The 98 topped the Oldsmobile line again for with Three body styles available. The 4-door sedan and convertible came only with Deluxe equipment, while the Holiday hardtop was available with either Deluxe or Standard trim. The 98 standard equipment included bumper guards, cigarette lighter, dome light, rubber floor mats, stainless steel moldings, lined trunk, illuminated ashtray, foam rubber seat cushions and extra chrome moldings. Deluxe equipment was special rear door ornament, rear center armrests, Deluxe electric clock, Deluxe steering wheel with horn ring and special chrome trim. Upholstery choices were nylon cord, nylon cloth and leather. The pillared Club coupe was no longer offered. With the only choice in a closed 2-door 98 now being the hardtop, Holiday sales nearly doubled to 17, units. From the car, which remained as the top of the line Oldsmobile, began to be called Ninety-Eight. Standard equipment on the three body styles included bumper guards, gray rubber floor mats front and rear, electric clock, dual horns, aluminum door sill plates, chrome gravel guards, foam rubber seat cushions, turn signals, carpeting front and rear, stainless steel wheel trim rings, windshield washer, and Deluxe steering wheel with horn ring. Upholstery selection was broadcloth or six colors of leather. Standard tire size was 8. For the first time power steering was an option. Another new option was the Autronic Eye , an automatic headlight dimmer, which in its initial year was shared only with Cadillac. New in , the Fiesta joined the Cadillac Series 62 Eldorado and Buick Roadmaster Skylark as top-of-the-line, limited-production specialty convertibles introduced that year by General Motors to promote its design leadership. It featured a cut-down belt line, a wraparound windshield that was 3.76 inches lower than the standard Ninety-Eight's windshield, and special "spinner" hubcaps, which

became a trademark on later Oldsmobiles. Virtually every Oldsmobile option was standard except air conditioning, regarded as unnecessary at the time in a convertible. Mechanically, the Fiesta had a special version of the Ninety-Eight engine which gained 5 horsepower to through manifold streamlining and compression increased from 8. A four speed Hydramatic automatic transmission and faster rear axle rato were designed to keep the pound shipping weight Fiesta more than a standard Ninety-Eight convertible up to Oldsmobile performance standards. Standard equipment for included bumper guards, electric clock, lined trunk, dual horns, cigarette lighter, chrome moldings, twin interior sun visors, rear seat robe rails, special rear stainless steel trim, chrome window ventiplanes, windshield washer, and Deluxe steering wheel with horn ring. In a padded safety dash also became standard on the Ninety-Eight. The Fiesta convertible would be gone the next year but its name would be resurrected in for Oldsmobile station wagons. In , Oldsmobiles were redesigned across the line, with a three body style Ninety-Eight series at the top. Convertibles were dubbed Starfires , after the previous year's Starfire dream car. Standard Ninety-Eight equipment included bumper guards, rubber simulated carpets front and rear, electric clock, lined trunk, dual horns, cigarette lighter, aluminum door sill plates, turn signals, chrome rocker panel moldings, deck lid ornament, foam rubber seat cushions, padded dash, [2] parking brake light, courtesy light package, stainless steel wheel discs, windshield washer, and Deluxe steering wheel with horn ring. Upholstery choices were nylon and leather, in a variety of colors. A slightly modified Holiday Coupe was used as a press car during the final Carrera Panamericana in Air conditioning was provided by Frigidaire optionally on sedans and hardtops, which consisted of a self contained unit that was retrofited at the customers request. In the Oldsmobile Ninety-Eight again had a longer wheelbase than the Standard equipment included turn signals, bumper guards, stainless steel molfings, dual horns, cigarette lighter, front and rear floor mats, inside rearview mirror, foam rubber seat cushions, stainless steel rocker panel moldings, front seatback robe cord, spun glass hood insulation, rear window ventiplanes, electric clock, stainless steel wheel discs, custom cushion lounge seats front and rear, hand brake light, courtesy light package, padded dash, Deluxe steering wheel with horn ring, and windshield washer. Upholstery choices were covert and pattern cloth, leather and pattern cloth, leather and nylon, and leather and dimple leather. The optional air conditioning unit was moved to the engine bay instead of the trunk. Perhaps because of the popularity of the new 4-door hardtop body style total Ninety-Eight sales set a new record of , Again in the top of the line Oldsmobile Ninety-Eight series had an exclusive Power came from the horsepower Rocket V8 shared with the Super Standard equipment included armrests, bumper guards, lined trunk, rotary door latches, dual horns, cigarette lighter, turn signals, rubber floor mats, aluminum door sill plates, sun visors, front and rear carpeting, foam rubber seat cushions, courtesy lights, front fender medallions, deck lid "Ninety-Eight " script, back-up light moldings, electric clock, Jetaway Hydramatic Drive, padded dash, power steering, windshield washers and Deluxe steering wheel. Upholstery choices were pattern cloth and leather in a variety of colors and combinations. Royal , Goodrich , or Firestone. The parking brake was now a foot pedal. The Oldsmobile line underwent a sweeping reengineering in , with a 3-piece rear window making a reappearance on some models. Once again the 4-door 98's were at the top, this year officially titled Starfire Upholstery choices included a variety of cloth, Morocceen vinyl , and leather. Standard tire size was 9. A major styling change was seen in The Ninety-Eight series again had its own exclusive wheelbase of Four body styles were available. Standard series equipment included four headlights, oil filter, turn signals, printed circuit instrument cluster, aluminum anodized grille, padded dash, foam rubber padded seat cushions, courtesy lights, parking brake light, special side moldings, chrome rocker panel moldings, Jetaway Hydramatic transmission, power steering and brakes, dual exhaust, electric clock, color accented wheel discs, and chrome wheel frames. Interiors could be ordered in a variety of colored leathers, cloth, and Morocceen. Standard tires were 6. Air suspension was added as an option. For , the Oldsmobile line-up was completely redesigned. Oldsmobile stayed with its top series format by offering four body styles on an exclusive For and only, the hardtop body styles were dubbed "Holiday SceniCoupe" and "Holiday SportSedan" respectively, while the convertible continued the traditional "Convertible Coupe" moniker. Each body style had a distinctive greenhouse , shared with other GM cars. The 4-door sedan had six side windows and a sloping roof; the 2-door hardtop had a very large rear window and thin pillars; the 4-door hardtop sported a "floating roof" look, with a large wrap-around rear window. Standard equipment included oil filter, turn signals, air scoop brakes, Safety spectrum speedometer, rocker panel moldings, special emblems, parking brake light, sponge vinyl headliner, deep twist carpeting, electric clock, wheel trim moldings, power steering, power brakes, and Jetaway Hydramatic Drive. Interiors were selected from leather, Morocceen vinyl, or cloth in different colors. In , once again the top of the line Oldsmobile series was the Ninety-Eight. Oldsmobile

cars were completely restyled, while keeping the underlying structure and rooflines of the models. All four body styles were carried over, and the four-door sedan was renamed "Celebrity Sedan"â€"a designation used only one year on the Ninety-Eight, but that was continued on 88 sedans up to Standard equipment included Safety-vee steering wheel, turn signals, air scoop brakes, electric windshield wipers, safety-spectrum speedometer, carpets with rubber inserts, padded dash, courtesy lamps, wheel trim rings, Star-lite headliner, two-speed windshield wipers, chrome roof side moldings, Jetaway Hydramatic transmission, power steering, power brakes, windshield washers, electric clock, and deep twist carpeting. Upholstery was fabric, leather, or Morocceen in a variety of colors. An anti-spin rear axle was optional. For , and only, the Oldsmobile Ninety-Eight was renamed Classic 98 ; nevertheless, most factory literature refers to the line as the Ninety-Eight. The "Holiday Sedan" name was transferred to it, and the 4-door 4-window hardtop body style was instead called the "Sport Sedan". This was the first time not all Oldsmobile hardtops were called Holidays. The sedan, which like in the two previous two years was a 6-window body style, was now called the "Town Sedan". Another peculiarity of the models was that, with the exception of the convertible, no 98 body styles shared its roofline with the Overall sales plunged from 59, to 43,, probably due to the introduction of the new Starfire series, the 98's low point following the production record set in Standard equipment included padded dash, Safety spectrum speedometer, floating propeller, air scoop brakes, two-speed windshield wipers, Safety-Vee steering wheel, parking brake lamp, courtesy lamps, oil filter, windshield washer, electric clock, Roto Hydramatic transmission, power steering and power brakes. Upholstery was vinyl, cloth or leather. It was dubbed the "Skyrocket" from Unfortunately for loyal Oldsmobile customers, GM management on Woodward Avenue in Detroit were focusing on cost savings per vehicle by this time, a philosophy later called "less car for more money" by the s. Replacing those time-tested four speed units was a much cheaper to build three speed unit, the Roto Hydramatic. This transmission had no front fluid coupling at all, and utilized a single "fill-and-dump" coupling to perform double duty as both a fluid coupling in third speed while having a third reaction member, which Olds called an "Accel-O-Rotor," which was actually a small stator, thus giving some limited torque multiplication in first. In theory, the "Accel-O-Rotor" would provide the same multiplication range in first as both the first and second gears of the four speed unit without all the hardware it was also unique at that time, in that second speed was pure mechanical connection from engine to rear end The big problem with this unit in the Oldsmobiles and lower line Pontiacs of the same era was engine speed would race wildly in first, and then hit a "brick wall" of a very steep RPM decline in second, which was equivalent to third gear in the four speed Jetaway Hydramatic. Customer complaints caused many dealers and independent transmission shops to wholesale replace the Roto Hydramatic in these cars with older or contemporary, from a Pontiac Star Chief or Bonneville HM four speed Hydramatic. The largest Oldsmobiles were again the Ninety-Eights. Five body styles were offered including three 4-doors plus an open and a closed 2-door. Ninety-Eights were well appointed with standard equipment including padded dash, guard beam frame, live rubber body cushions, coil springs, foam rubber seats, two-speed windshield wipers, parking brake lights, courtesy lamp package, special moldings, Roto Hydramatic, power brakes, power steering, power windows and power seat. Interiors were leather, vinyl or cloth. Again, in , the top-of-the-line Oldsmobile Ninety-Eight had an exclusive A new body style was the Custom Sports Coupe hardtop. It was the only body style with the horsepower Starfire engine. The convention of naming all hardtops Holidays would not again return until Standard equipment included die-cast grille, deep pile carpeting, gallon fuel tank, full-flow oil filter, foam seat cushions, foot-operated parking brake, two-speed windshield wipers, special molding package, Deluxe steering wheel, map light, heavy duty air cleaner, courtesy lights, Roto Hydramatic, power brakes, power steering, special rocker panel moldings, self-regulating electric clock, dual rear seat cigarette lighters and special headliner. Malcolm X owned a Oldsmobile Ninety-Eightâ€"black, 4-door, hardtop - it is on display in the north lobby of the Malcolm X College on the near west side of Chicago. In the top of the line Ninety-Eight series was offered in six body styles in 2-door, 4-door and convertible configurations. Standard equipment included: Roto Hydramatic; power steering, brakes, windows and seats; windshield washer; special wheel discs; clock; courtesy and map lights and padded dash. Upholstery was a variety of colored cloth, vinyl and leather. Ninety-Eights were now built only in Lansing. The Ninety-Eight was completely redesigned from the ground up along with other full-sized General Motors cars but retained the larger C-body shared with Cadillac and Buick Electra in contrast with the B-body used in the Oldsmobile The Ninety-Eight featured many of the lines found on 88s but with more squared off styling. The exclusive Ninety-Eight wheelbase had five body styles. The Custom Sport Coupe was gone and the 4-door 6-window body styles were replaced with 4-door 4-window body styles. The Luxury Sedan was no longer a hardtop but featured a

more luxurious interior along with more standard amenities than the Town Sedan such as power seats. Most Ninety-Eight Luxury Sedans also had vinyl roofs, which were offered only in black that year. For the first time since all hardtops were once again called Holidays. Standard equipment included automatic transmission, power steering and brakes, power windows, clock, padded dash, foam padded seats, parking brake light, Deluxe steering wheel, special wheel covers, windshield washer and two-speed electric wipers, courtesy and glovebox lamps, and front seat belts. A new three-speed Turbo-Hydramatic automatic transmission with torque converter replaced the dismal three speed Roto Hydramatic that Oldsmobile had been using for the last three model years. Along with the transmission and redesigned platform, the engine was also new for Ninety-Eights were built only in Lansing. Between and Oldsmobile commissioned Cotner-Bevington to build professional cars , ambulances and hearses , using the large Ninety-Eight chassis. Ironically, during the '60's , the only Oldsmobile professionally made into a limousine was the smaller Toronado , known as the AQC Jetway Some luxury market buyers purchased either the Starfires or the new Toronados in but the Ninety-Eight remained the full-size top-of-the-line Oldsmobile. Five models, including a trio of 4-doors were available. Standard equipment included: Turbo-Hydramatic transmission; power steering, brakes, windows and seats; special wheel covers; front and rear seat belts; carpeting; windshield washer and two-speed wipers; foam seat cushions; electric clock and special armrests on selected models. Upholstery was cloth, vinyl and leather. Ninety-Eights were built in Lansing. In the sporty elegance of the Starfire was gone. The Ninety-Eight and the Toronado were now Oldsmobile's remaining top level luxury cars. There were five Ninety-Eight body styles available. Standard Ninety-Eight trim included: armrests, power brakes, dual cigarette lighters, electric clock, carpeting, lamp package, molding package, seat belts, power seats, power steering, Turbo-Hydramatic and power windows. Upholstery was cloth, vinyl or leather. Ninety-Eight models were built in Lansing. The split grille appearance, which had been implemented in on the Cutlass and 88 series models appeared on the 98 series. In Oldsmobile continued to produce five well appointed Ninety-Eight body styles. Standard equipment included: dual master cylinder, four way flasher, energy-absorbing steering column, back-up lights, side marker lights, seat belts, cross-flow radiator, rear armrest ashtrays, power brakes, electric clock, special moldings, shoulder belts, Deluxe steering wheel, power steering, carpeted trunk and Turbo-Hydramatic transmission. Ninety-Eight production was in Lansing. It was the largest Oldsmobile product offered and now had a Six body styles were now available with a hardtop version of the Luxury Sedan added to the lineup. New to the Ninety-Eight series were a recessed padded instrument panel, anti-theft lock within the steering column, rear view mirror map light, mini-buckle seat belts, and deeply padded head restraints. Standard equipment included: power brakes, self-regulating electric clock, full carpeting, courtesy lamps, paint stripes, power seat adjuster, seat belts and shoulder harnasses, power steering, Deluxe steering wheel, power windows, Turbo-Hydramatic transmission, custom sport seat, foam padded front seat, and wheel discs hub caps. The Ninety-Eight's standard engine was still the Rocket which required premium leaded gas. All Ninety-Eights were made in Lansing and had the code letter M. Some of the available options were a tilt-telescope steering wheel, instant horn, four season air conditioning with comfortron, tinted glass windshield, 6-way power seat, divided front seat with dual controls, power trunk release vacuum , power door locks, power front disc brakes , AM-FM stereo radio, rear seat speaker, stereo tape player 8-track , power operated antenna, door edge guards, cruise control, left outside remote control mirror, cornering lamps, anti-spin rear axle, vinyl roof , flo-thru ventilation, and safety sentinel. Of the Ninety-Eight series, the 's were the only models to have an attached hood extension. After receiving numerous complaints from dealership mechanics about hitting their heads on the extension, Oldsmobile changed the style of the hood in , removing the extension, which resulted in a flat hood design. In , the Ninety-Eights were the largest Oldsmobiles. They still shared the luxury side of Oldsmobile business with the Toronado. Standard equipment included: Turbo-Hydramatic transmission, power steering, power brakes with front discs, power windows, power seats, Deluxe steering wheel, electric clock and full wheel discs. Standard tire size was J Interiors were vinyl, cloth or leather. The length grew to Oldsmobile built its biggest full-size car in although wheelbase was unchanged from The Ninety-Eights were the roomiest Oldsmobiles ever built thanks to the new GM full-size bodies which, at The through Ninety-Eight was very similar to the Oldsmobile 88 which by now was called the "Delta 88" except the Ninety-Eight had a longer passenger compartment owing to its 3" longer wheelbase, and had rear Cadillac -esque tailfins to better differentiate between the two full-size models. Despite this, a few and Ninety Eights were released from this catalytic converter requirement in Canada and were given certification along with exemption from requiring unleaded gasoline. V8s were progressively detuned as production wore on in line with tighter emission standards. Trunk

mounted louvers for the flow through ventilation system were only found on models as in many other GM models of The louvers were moved to the doorjambs for models. From to , Oldsmobile's full-sized Custom Cruiser station wagon shared the The number of body styles was reduced to four for The convertible was gone as were the 4-door sedan body styles. A new body style was the Luxury Coupe. For the first time ever all Oldsmobile Ninety-Eights were now hardtops , and for the first time since not all hardtops were called Holidays. Standard equipment included armrests, front and rear, power brakes with front discs, electric clock, carpeting, inside hood release, lamp package, power seat, power steering and Turbo-Hydramatic transmission. Interiors were vinyl, cloth and leather. Ninety-Eights were built in both Linden and Lansing. Four body styles were offered in the Ninety-Eight series for Standard equipment included: Deluxe armrests, dual ashtrays, power brakes with front discs, electric clock, carpeting, interior hood release, remote control outside mirror, molding package, interior light package, windshield radio antenna, power seat, power steering, spare tire cover and Turbo-Hydramatic transmission. A midyear version of the 4-door hardtop named the Regency was produced to commemorate Oldsmobile's 75th year as an automaker. For the first time in 17 years the Ninety-Eight set a new sales record of , In a five body style Ninety-Eight series was at the top end of the Oldsmobile line. The 75th anniversary Regency 4-door hardtop continued, following its successful mid introduction. Standard equipment included: Deluxe armrests, dual ashtrays, power brakes with front discs, cigarette lighter, carpeting, inside hood release, dome light, molding package, windshield radio antenna, foam sheet cushions, power steering, Deluxe steering wheel, Turbo-Hydramatic transmission and wheel opening covers. Standard tire size was L Upholstery was vinyl or cloth. The Oldsmobile Ninety-Eight set another record of , sold. The Ninety-Eight was now Oldsmobile's longest running series dating back to , and was still popular. Five models were offered with the Regency Coupe taking the place of the Luxury Coupe. Standard equipment included: power brakes with front discs, cigarette lighter, electric clock, interior hood release, lamp package, molding package, remote control outside mirror, windshield radio antenna, power steering, Deluxe steering wheel, spare tire cover, power windows, power seat and Turbo-Hydramatic transmission. From to the Ninety-Eight reached a record length of It is also worth to note that Oldsmobile Ninety-Eight 4-door hardtop was the longest car with that body style sold that year, since the longer Lincoln Continental , Cadillac Sixty Special and Cadillac Series 75 were basically sedans and Lincoln Continental came only with one hardtop body style: the 2-door. Very few cars were so equipped. The number of Ninety-Eight body styles was reduced in Four were available consisting of coupes or 4-door hardtops in Luxury or Regency trim. Two door models were no longer hardtops. Standard equipment included: power brakes with front discs, cigarette lighter, electric clock, electronic ignition, hood release, bumper impact strips, lamp package, CID engine, molding package, remote-controlled outside mirror, power seat, power windows, power steering, Deluxe steering wheel, chrome wheel discs and Turbo-Hydramatic transmission. In the Luxury and Regency editions of the full-size Ninety-Eights were offered, in 2-door coupes or 4-door hardtops. A landau roof option for the coupe gave it a huge-looking opera window. Like the Custom Cruiser, Ninety-Eights had a dual section eggcrate-design grille, with new front end panel, front bumper, and wraparound horizontal parking lamps. Amber marker lenses aligned with the headlamps wrapped around the fender sides. Separate clear cornering lamps had horizontal ribs. Vertical taillamps were decorated with a small emblem in each lens. Tiny back-up lamps stood alongside the license plate, on a panel that also contained small red lenses next to the tail lamps. Standard Ninety-Eight equipment included a CID Rocket V8 with 4-barrel carburetor, Turbo-Hydramatic, vari-ratio power steering, power brakes, power driver's seat, driver's door armrest control console, electronic message center, electric clock, fold-down center armrests, front ashtray, and JR78 x 15 blackwall steel-belted radials. Rear fender skirts and bumper impact strips were also standard. A new 2, For the model year, the Limited Edition Regency was offered to commemorate Oldsmobile's 75th anniversary. Each Oldsmobile Ninety-Eight Regency was registered at Tiffany's and included the specially styled interior with black or covert gold "pillow effect" velour upholstery, and power split bench seat, in place of the power bench seat with a rear clock. Tiffany touches include the Tiffany Gold paint an exclusive custom metallic color created especially for this car , the clock has also been specially styled by Tiffany's and bears a white Oldsmobile emblem above Tiffany's name on a golden face. Each Regency owner received a distinctive sterling silver key ring as a gift. If they were lost, the keys could be dropped in a mailbox, and Tiffany's would return them to the owner. A total of 2, 75th anniversary Ninety-Eight Regency cars were built, all of them four-door hardtops. In the non-anniversary Regency stayed in the line up slotted just above the LS. The Regency package would remain available on the Ninety Eight through the model year when it would become a separate model nameplate. The model was extensively redone and downsized, like the Delta The

new models, at around pounds curb weight, were over pounds lighter, but headroom and rear seat legroom were increased compared to equivalent models. The Oldsmobile V8 was now the standard engine. The Ninety-Eight set a new sales record of , A four-door sedan and a two-door hardtop coupe were available. A diesel version of the was added in Beginning in , production of the Ninety-Eight was exclusive to Lansing as Linden Assembly was retooled to build the E-body cars. Base LS models were available as sedans only, and the premium Regency model came as either a coupe or a sedan. A limited production top level Regency LX sedan was also offered for The Ninety-Eight was restyled for , along with the Delta The was dropped completely. The models received new exterior sheet metal, without drastically changing the look of the car. To improve aerodynamics and fuel economy the hood was sloped downward, while the trunk area was higher. This also gave all models a heavier, more substantial appearance, while even slightly increasing interior and trunk space. The gas engine was dropped that same year, completely replaced by the smaller A redesigned steering wheel and slightly revised instrument panel were also new that year. While the model used a V6 engine, the model designation stayed as "Oldsmobile 98" instead of being called the "Oldsmobile 96". The traditional naming convention established in the late 's used the second number as the number of cylinders. The models received a new grille but were otherwise unchanged. An optional 8-track tape player and the 4. These cars were actually sold concurrently with the new front-wheel drive model. The new Regency Brougham model was introduced for and available for the sedan model only. This car featured plush "Prima" velour seats with embroidered emblems, cut pile carpeting, and electroluminescent opera lamps on the B-pillars. Wire wheel discs were also standard as well as Tungsten halogen headlamps, cornering lamps, full padded vinyl roof, and a tilt steering wheel. Regency became the new 'base' model as the LS was discontinued. Buyers seemed to prefer this new, more manageable Ninety-Eight, as model year sales, at , units, were more than double 's 76, units, an all-time sales record. As in previous years, the Ninety-Eight was available as a 4-door sedan and a 2-door coupe, in either Regency or Regency Brougham trim. Both models came with standard velour seating, with Sierra grain leather optional on both. V8 engines were gone for good, never to return to the Ninety-Eight. The 3. Oldsmobile consistently improved this generation Ninety-Eight over its six-year run, treating it to yearly updates. Available for the first time was an electronic digital dash display featuring speed and remaining fuel. For , all Ninety-Eights received a new grille with flush composite headlamps. It would also be the last year for the slow-selling 2-door coupe body style. In , a power pull-down trunk lid and an onboard computer with oil life monitor known as the "Driver Information System" were added to the options list. For the model year, the Ninety-Eight saw another grille change and the addition of Twilight Sentinel headlights, optional remote keyless entry, an automatic dimming rearview mirror which could be turned on and off, and an optional but rarely ordered drivers-side airbag. By , the eleventh-generation Oldsmobile Ninety-Eight had a new harmonic balancer and increased horsepower over models. Also in , a PGA edition package for the Regency Brougham included gold PGA emblems, gold nameplate badging, gold striping, and wire wheels with gold Oldsmobile rocket emblems. Size comparison between and Oldsmobile Ninety-Eight [24]. A new performance-oriented Touring Sedan model was introduced in The final generation of the Oldsmobile Ninety Eight coincided with its 50th anniversary in and had added length, rear fender skirts , wide tail, low nose, and split-grille with wraparound headlights. Most of this extra space was added to the rear of the car, resulting in a larger trunk. The final generation Ninety-Eight was available in two main trim levels: the traditional luxury-oriented Regency models and the performance-oriented Touring models. The engine choices included normally aspirated all years and supercharged versions of the 3. To commemorate the 50th anniversary of the Ninety-Eight, Oldsmobile offered a "50th Anniversary" package in The interior was trimmed in burl walnut with gold accents. In , a new supercharged V6 engine became available on the Touring edition. Also that year, a new entry-level Regency trim model was added. On upper level Regency Elite models, a PGA edition package was offered which included gold PGA emblems, gold nameplate badging, gold striping, and unique gold accent alloy wheels. In , a new value priced Special Edition model was added to the lineup and Ninety-Eight received an improved 3. In , the Touring edition was discontinued but many of the features of that model became standard or available on Regency Elite including the supercharged engine. Additionally, the Ninety Eight added standard front passenger-side airbag plus new instrument panel, steering wheel, and door panel designs. The exterior received a new cross-hatch grille as well as redesigned head- and side-marker lamps. Each was offered with a high level of standard equipment and only a short list of extra cost options. Also that year, the standard 3. For , the Ninety Eight's final year, changes were minimal. The most notable was the removal of the supercharged engine from the option list. That engine, however, remained available on Oldsmobile's performance LSS model. The Ninety Eight ended production on May 31, From

Wikipedia, the free encyclopedia. Motor vehicle. Main article: Oldsmobile Touring Sedan. Retrieved Hemmings Motor News. American City Business Journals. Retrieved 20 February Archived from the original on Ward's Auto World. Ward's Communications, Inc. A division of General Motors , â€" Category Commons. Categories : Oldsmobile vehicles Full-size vehicles Rear-wheel-drive vehicles Front-wheel-drive vehicles Cars introduced in s cars s cars s cars s cars s cars s cars. Hidden categories: All articles with dead external links Articles with dead external links from February Articles with permanently dead external links CS1 maint: archived copy as title Articles with short description Short description matches Wikidata All articles with specifically marked weasel-worded phrases Articles with specifically marked weasel-worded phrases from May All articles with unsourced statements Articles with unsourced statements from May Commons category link from Wikidata. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Full-size luxury car. Front-engine, rear-wheel-drive â€" Transverse front-engine, front-wheel drive â€" South Gate, California , U. Lansing, Michigan , U. Linden, New Jersey , U. Front-engine, rear-wheel-drive. Kansas City, Kansas , U. Wilmington, Delaware , U. Atlanta, Georgia , U. Framingham, Massachusetts , U. Arlington, Texas , U. Bill Mitchell. GM C platform. Lake Orion, Michigan , U. Wentzville, Missouri , U. Transverse front-engine, front-wheel drive. Chuck Jordan. Wikimedia Commons has media related to Oldsmobile Compact station wagon. F Station Wagon. Mid-size station wagon. Cutlass Station Wagon. Vista Cruiser. Cutlass Cruiser. Jetstar Delmont Dynamic Super Delta Ninety- Eight. Full-size station wagon. Custom Cruiser. Personal luxury. Jetstar I. Muscle car. Cutlass Calais. Cutlass Ciera. Cutlass Supreme. Eighty Eight. Ninety Eight. Popular searches. My notifications My Account. View Photos. Year Select Year Don't know your type? Type Select Type. Don't know your trim? Trim Select Trim. Don't know your style? Style Select Style. Exceptional mechanical, exterior and interior condition with no visible wear; no reconditioning required. Minimal wear and tear with no major mechanical or cosmetic problems; may require limited reconditioning. Normal wear and tear. Has the vehicle ever been in an accident? Does the vehicle have any flood damage? Are there any mechanical issues or warning lights displayed on the dashboard? Are there any panels in need of paint or body work? Yes, 1. Yes, 2. Yes, 3 or more. Are any interior parts broken or inoperable? Do any tires need to be replaced? Yes, 1 or 2. Yes, 3 or 4. How many keys do you have? Does the vehicle have any aftermarket modifications? Are there any other issues with the vehicle? Get the Edmunds Appraisal, so you know what it's worth Get an instant, no obligation offer from CarMax to see how it compares No contact info needed, no annoying calls. Enter VIN. Generate My Offer. Don't have your VIN? License Plate. State Select State. Don't have your license plate? Estimated values for the Oldsmobile Alero. GL2 2dr Coupe 2. See more. Did you know? The term "Blue Book Value" might refer to the Kelley Blue Book value, but is often used as a generic expression for a given vehicle's market value. You can find the market value of your Oldsmobile Alero on Edmunds. You'll need to know some basic facts about your vehicle, such as the mileage, condition, option packages and trim level. If the vehicle is in worse shape, you'll want to deduct a couple thousand dollars for each of the lower two condition levels. Learn more. A number of factors will affect how much a Oldsmobile Alero is worth. For starters, you'll need information such as the year, mileage, condition lev

nissan sentra 2001 alternator
2004 chevy silverado radio wiring harness diagram
wiring diagrams for trailer brakes

 el, options and trim level. If you need a more accurate number, head to Edmunds, input your vehicle's details and you'll get an accurate appraisal. The value of a Oldsmobile Alero, or any vehicle, is determined by its age, mileage, condition, trim level and installed options. Head to Edmunds for a more detailed appraisal, where you can see its estimated dealer retail value along with the values for other condition levels. There is no one perfect vehicle for everyone, so it is difficult to make a broad assessment of the Oldsmobile Alero. We recommend you read Edmunds expert reviews and consumer reviews to make that buying decision for yourself. When in doubt, ask to test-drive the Oldsmobile Alero and see how it feels. Get a free appraisal here. To understand if the Oldsmobile Alero is a good vehicle for you, check out Edmunds' expert and consumer reviews and ratings. To see if it's priced right, check out Edmunds' free appraisal calculator. Sponsored cars related to the Alero. Sign Up.